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AUGUST 2017
ISSUE 276

Rail

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- ▶ BUILD A RAILWAY IN 8 DAYS
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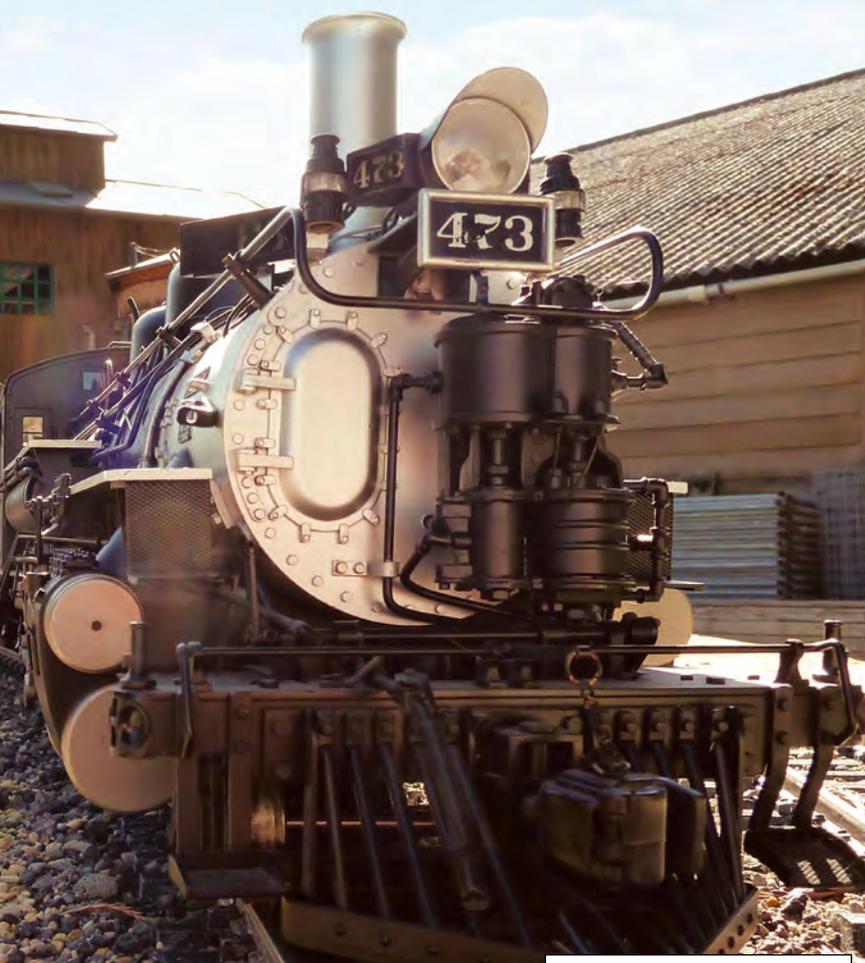
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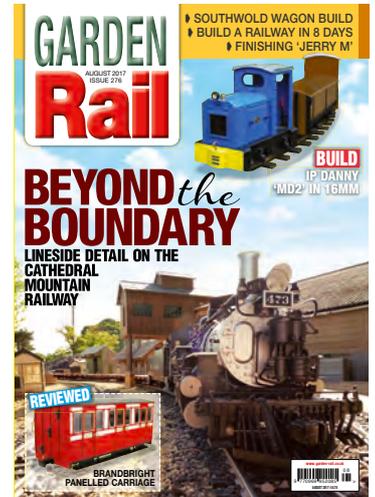
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HATTON'S & HELJAN ANNOUNCE NEW O GAUGE A3 & A4 AND TEAK COACHES



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TC17505	Gresley Teak coach Diagram 175 Brake Corridor Composite in BR maroon livery	£249.00
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TC18603	Gresley Teak coach Diagram 186 Open Third in BR carmine & cream livery	£249.00
TC18604	Gresley Teak coach Diagram 186 Open Third in BR carmine & cream livery	£249.00
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THE STARTER

Some things never change do they? The British Weather is a case in point, with the only aspect you can rely on being its unpredictability. Last week saw the PTLR staff beating a retreat to the shade as temperatures headed towards thirty degrees centigrade without so much as a breeze for mild relief and the Irish Sea doubling for a mirror. Today it's distinctly cooler, with persistent drizzle and a freshening northerly breeze, which is whipping up long lines of breaking waves as far as the eye can see. As such, today isn't much of a day for running trains, but I am pleased to say that over the last month or so, I have managed to attend a garden-railway meeting nearly every weekend and that the weather even managed to behave acceptably. These events are always great fun and usually offer a degree of variation compared to one's own line. After all, I have assisted in the haulage of Ore in the Southern Hemisphere, hopped to North America and observed locomotives of 3ft gauge prototype 'high-balling' along with long strings of boxcars; and not forgetting the handling of a mixed working on a delightful 2ft gauge rural tramway. The best thing about such events is that I never had to travel more than an hour from home, and at the end of the run, once cool, the locos can simply be wiped over and put in their boxes. Of course there is also a social aspect to all of this as well. I am pleased to say that I count the members of my local area groups of the 16mm as friends, offering a vast range of skills, knowledge and indeed varied conversation. For the newcomer, the ability to freely observe the myriad of different approaches is also invaluable, as it allows one to make a much more informed decision about how they wish to proceed with the construction of their own line.

If you are thinking of constructing one's own line, this issue ought to offer plenty of inspiration. We make a start with the concluding part of Ralph Pitcher's major update on the Cathedral Mountain Railway. This time he goes beyond the boundary fence and takes a look at lineside structures and scenery, as well as reflecting on the lines overall operation. Next we join Dan Newton as he goes about building and embellishing

the IP Engineering 'MD2' Danny diesel. Then, David F Williams finds inspiration from what is often described as England's premier narrow gauge line, as he takes on the new Southwold Railway Open Wagon kit from Bole Laser Craft. Meanwhile, Phil Parker has been building the latest edition to the Brandbright range of panelled carriages. Now if you have ever spent too long procrastinating about building your railway, then perhaps you might need to follow John Mileson's example. His dual gauge 32/45mm gauge running line took just eight days to build and is the perfect place for all sorts of locomotives to stretch their legs. Sometimes it is helpful to be able to run your locomotives without a railway, and the answer is of course a rolling road, and so we therefore take a look at the well engineered offering from the Hog Hill Works Stable, now produced by Loco-Boxes. This brings us neatly on to the second and concluding part of John Nield's article, which recounts the construction of this fabulously detailed live-steam, 'Mills Class' Hunslet in 16mm scale. Clearly, not everyone has the inclination to build their locos from scratch, but many like to add a little extra detail to commercial offerings. In this instance David Rhodes has made a return trip to his favourite line, the North Wales Narrow Gauge Railway and goes about adding small, but noticeable additions to his Roundhouse 'Beddgelert'. Finally, don't forget 'From The Works', with all the latest trade news and diary dates.

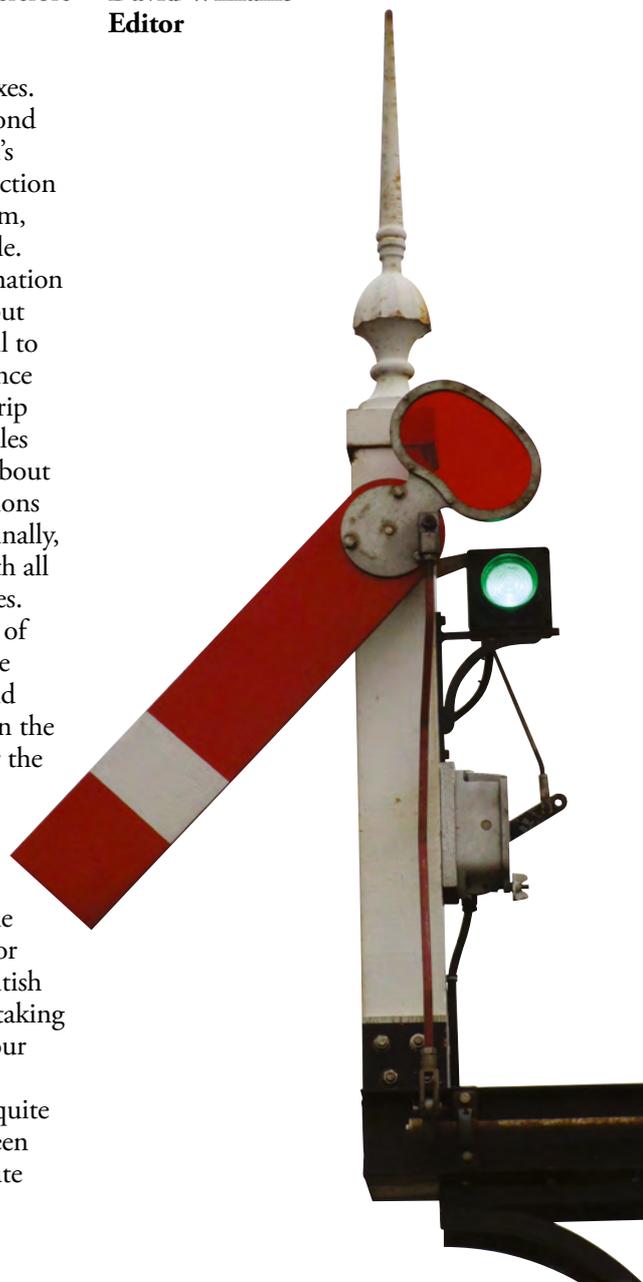
Well this brings me to a final bit of news, which although I know some people are aware, many are not, and that is, this is to be my final issue in the Editorial Chair. I am handing over the reins to Phil Parker, who for those of you who have yet to come across him, has been involved in the railway modelling scene, for many years. In more recent years he has been a regular features writer for GardenRail's sister publication 'British Railway Modelling' and he is also taking over the Editorship of another of our related sister titles, 'Engineering In Miniature'. However, you haven't quite seen the last of me yet, as I have been asked if I will continue to contribute

articles and conduct reviews, which naturally I am happy to do. As such, this really leaves me just to give my greatest thanks for all of the support I have personally received from so many people, be they contributors, readers, traders and of course the production team. There are far too many to thank individually, but naturally my predecessor Tag Gorton, is owed a particular vote of thanks, for putting me forward for the position and of course Trevor Ridley, for actually entrusting me with the title.

This just leaves me to make my last entry in the train register, for I have detained you long enough.

The starter is off...

David Williams
Editor



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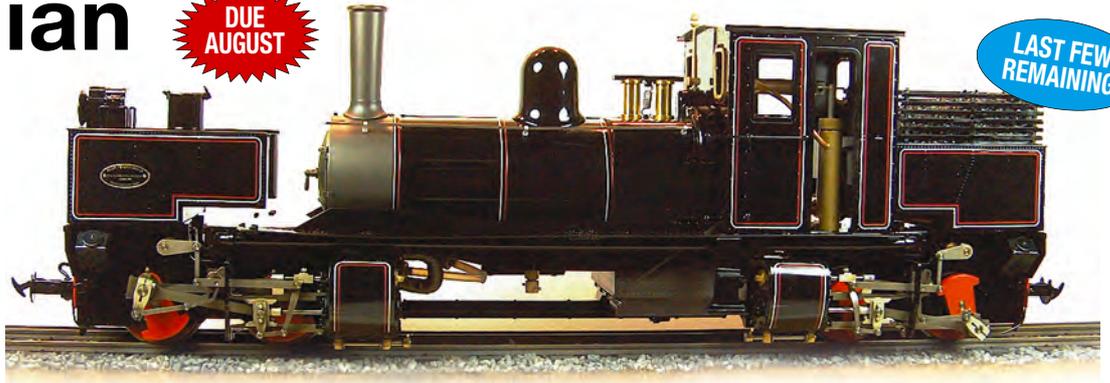
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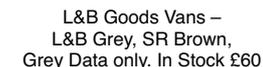
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Return To Cathedral Mountain (Part 4)

The final instalment of this major update sees Ralph Pitcher turn his attention to the lineside

BUILDINGS

I now had two new flat areas at either end of the new arch span bridge which looked a little empty. I had previously bought 6 old second hand Pola buildings, which could now have a home. There never seems enough room on any model railway to site buildings and thus it was tricky to position them around the new track alignment, in a realistic setting. I decided to keep both areas as American Outline station yards with commercial buildings on their fringes. A great advantage of American Western Railways is the wide open non paved natural spaces that they often have between buildings. Thus it is easy and quick to model with no road surfaces, kerbs, lamp posts, walls, fences and other street furniture to contend with. Just a thin layer of sharp sand is required on which to site the buildings. In time nature might enhance the

surface with patches of moss and also, in my case, a tiny sparsely growing plant that appropriately resembles tumbleweed. I bought two Model Town kits of corrugated iron clad, goods sheds. This type of building one might find anywhere around the world. The great benefit with model corrugated iron and wooden shiplap buildings is that they actually look better when their model paint work starts to peel, and hence reflect reality.

A real life, run down railway set in a harsh terrain can exude a very emotive character. So creating a desolate feel to a small group of basic model railway buildings can generate a quite authentic atmospheric effect with very little effort required. Besides, letting the buildings develop an ageing patina saves on maintenance. The 10 feet rule definitely operates, bearing in mind the giant scale tree leaves and bird droppings that land

on them. To complete the commercial look I bought three Piko kits, a gravel works, a warehouse, and a storage tower. The latter will later have a neighbouring chemical waste plant, which I will make up from surplus UPVC waste pipe and sundry fittings that I have accumulated over the years. It will cost nothing and will glue together very quickly with absolutely no thought process being applied as to its functional design. It will be enhanced visually by having a very distressed appearance with a lot of rust and corrosion, whilst black toxic waste leaks will be quite evident. The existing buildings, which are more British Outline, are positioned away and out of sight from the new extension. I had always intended that the CMR could be based anywhere anyone's fancy wants to place it.

LANDSCAPING

One aspect of railway modelling is

The new bridge and an IOM Caledonian, with matching coaches, making its way over it, take up much of this view of the railway, but in the distance can be seen various railway buildings. Further on down the track there is a Piko Warehouse and Storage Tower. In the background there is also a good view of the station yard at Coal Heap Curve, which perhaps should be called "Coalville" on account of our large real life coal store being only a few feet away. There is a mix of different makes of kit buildings here, including the second hand Piko station building with an old USA Trains Brownhoist 25 ton crane caboose as an annexe. The ubiquitous corrugated iron goods shed is a fine Model Town kit and the water tower was largely made out of UPVC waste pipe. The new bridge extension provided just enough space to accommodate the whole station yard.



Another Model Town goods shed takes prominence in this track side view of Redwood Station. A K28 with a long line of AMS flat cars waits just beyond the Piko gravel works. The Piko station building was second hand and looks nicely weathered after spending a good number of years outside. The ancillary buildings and structures are all from Model Town. In the background is the Giant Sequoia tree after which this part of the layout takes its name.

trying to achieve a balance between having a practical layout and one that looks realistic. My conflict areas were the three curved concrete block sections that make up the railway's basic clover leaf plan form. As I mentioned, in the previous article, between these artificial looking curved buttress wall sections, I managed, through the use of bridges, viaducts and a wooden trestle, to sweep the model landscape right down to the real world ground level, whilst still presenting the tracks raised up and at no more than an arm's length away. Each of these three parts of the railway I hoped would present a different diorama, one

Piko's "Bobbies Garage" is an old favourite with a choice of American or Continental names to suit. In truth it is a style of building that one could find anywhere in the world. I was lucky to buy it second hand, together with four other Piko buildings, for £100. My one's American outline setting was extremely simple to achieve with just a thin layer of sharp sand surrounding it and with nothing else needed.





This station yard view of the Model Town goods shed emphasizes just how little street paraphernalia is required for American outline garden railways to look complete. Apart from which, when having to walk around the railway it is much more practicable. I have added a floor to the Model Town goods shed, notably a piece of UPVC window sill boarding that luckily came with a wood grain finish. Apart from looking more authentic, it does make the building much more rigid. In the far distance a Model Town blacksmith's forge can be seen, a reminder of my previous job as a farrier.

harsh and mountainous while another might appear softer with a dwarf conifer forest backdrop. The rocky railway setting with its solid stone, mountain interior provided a very practical landscape. Large pieces of stone, when hopefully placed together in a natural setting, need no modelling and they are quite happy to be walked over. Damaged parts have a look of natural scaling and when accidentally treading on the tracks I reflect that I could have

destroyed a whole length of lineside fencing on someone else's more detailed garden railway. But the concrete block walls, although built with an inward taper, will be hard to improve visually. I will apply rough render to them so as to look like near vertical rock faces. As for the top edges; I intend to soften them by randomly cutting away gullies. Adding rocky outcrops between the gullies may give a rock walled plateau effect. But unless I compromise railway

track accessibility I think that no further additions, landscape wise, can be achieved.

STEPS AND ACCESS

Of necessity I had to add a number of concrete block access steps. These again were something very difficult to disguise as landscape features. The most prominent one is that which provides access to the ground level area inside of the new arch span bridge. I have tried



To me this scene of the front view of Redwood Station works for me even with no moving trains. A glimpse of a stationary goods train, hinting at some activity later on, is all that is needed to complete an atmospheric diorama. In the background is the Piko gravel works, which along with the warehouse and storage building each needed a substantial lead ballast weight to keep them staying upright in high winds.



A model of an old 1950s American pick-up truck completes this view of the station yard, but what adds to the effect is simply having a lot of space, something which requires no work at all, other than a little planning. Real life railways are usually well spread out, but with space at a premium on model railways, it can be a problem to site all the buildings in a realistic setting.



A very basic scene, completed with the Accucraft K28 waiting at Redwood Station. Another benefit of American outline is the lack of platforms, thus making it very simple and easy to model, and yet the results can be very authentic. The thin layer of sharp sand is spread over a smooth concrete surface. This helps prevent any weeds taking root, although since this photo was taken, a very tiny and sparsely growing plant, which resembles tumble weed has appeared, adding to the "Western" feel. Until now it has not become a problem.

to blend it into the station yard. One edge of the top step forms the back wall of the coal bunkers while another side creates an alleyway alongside 'Bobby's Garage'.

FURTHER WORKS

One major setback halfway through all of the extension work was that Aristocraft ceased trading. I had used their stainless steel track and it had now become unavailable. I fortunately had

a quantity in storage, but I was short of a left hand 10 foot radius and a right hand 10 foot radius point. This at last explains the "why", in that I had to use an old 10 foot radius Y point in the concrete arch span bridge link up. I had used the stainless track because it did not tarnish and the rails joined together with screws, thus providing reliable current continuity. The only attention needed was an occasional de-oiling after a long, live steam day. With the benefit

of hindsight I wondered if I should have used LGB track from the start and kept to running only battery powered and live steam engines. But then the track powered locos were a cheaper and thus quicker way to have the railway up and running. A friend located, and acquired for me two right hand 10 feet radius points on eBay, which will provide enough track for the final lay-by siding. It will have a spur siding at one end, whilst at the other end there will

This photo shows the full arrangement of the three tracks that service Redwood Station. It is sited on the main extension area that resulted from the adjacent new bridge. The new track alignment needed to go where it would link up, and fortunately there were spaces in just the right places for the buildings and the station yard areas. In the foreground is the lay-by siding and its 10ft radius bulge that was needed to connect to my remaining Y point, which is just out of view towards the left. Strictly speaking it is a passing loop, but being 60ft long and not having two-way working, it is not that obvious. Transitional curves always improve the look of any model railway and help avoid the 'Toy Town' railway look. Despite the assertion that one needs flexible track to achieve them, my set track readily bends to the required radius and besides, set track requires no fixing down, relying only on its granite ballast, which can easily be re-levelled if any settlement occurs.



Gresford Station, a (British Outline Building) from GRS, is a very attractive traditional looking building. Just behind there is another kit bashed Model Town Victorian Mill. It had to be made split level and also have a boiler house and a square section chimney added. Keith Hunter kindly supplied me with two blank stone mill rear walls that I cut into four long tapered chimney sides. These I then mitred and glued together. Keith also sent me two water tower bases that I glued one on top of the other, which I then subsequently glued underneath the chimney. The people waiting at Gresford are great characters in the Model Town range. Keith told me that his wife creates the originals that he then makes casts of, and that they are all modelled on family members.

be a 4 foot 6 inch long turntable, which will also provide a connection onwards to the rest of the track. A 6 foot wide concrete block base for this turntable has already been built. I will be using a full circle of LGB curves on which the turntable carriage wheels will rotate. Hopefully this final extension and turntable should be finished before the end of this year. These extra features will require even more concrete blocks and a new path to go around them.

MUSINGS

Whilst all these alterations and extensions have been progressing, I managed to keep the railway running by leaving one of the mainline tracks undisturbed. There is that saying “A garden railway is never finished”, well once the last lay-by siding has been connected I definitely will not be extending the CMR anymore. Building the garden railway, between helping to run the family farm, has had to be a total commitment, almost an act of faith to keep going. Now I will just look forward to running trains. The maintenance work, although reduced, will always be more than I would like.

G Scale is a very broad church and I admire the highly technical layouts with their multi-sections, digital control, signalling, powered points and multi-train operations. But this side of G Scale is totally above my electrical engineering skills. Thus I made my garden railway as simple as possible without having any adverse polarity. However, a hand held Train Engineer is indispensable as one has to be very mobile. At any one location most points are out of sight and so they need to be operated in person.

Being fortunate in having the open space needed, I had always wanted to model a railway that would reflect the real world of a wild, harsh terrain railway. I thought that the railway’s location deserved a layout that made the most of its surroundings. But any model railway is always going to suffer certain constraints and require various compromises, especially with the scale length of track which will always be too short. So the CMR will never match my original intentions. I have the space, but to have made the railway, say 50%, larger in all dimensions would have increased its mass at least three fold. The effort required would have been too much for one person. But despite the gradients and numerous other problems

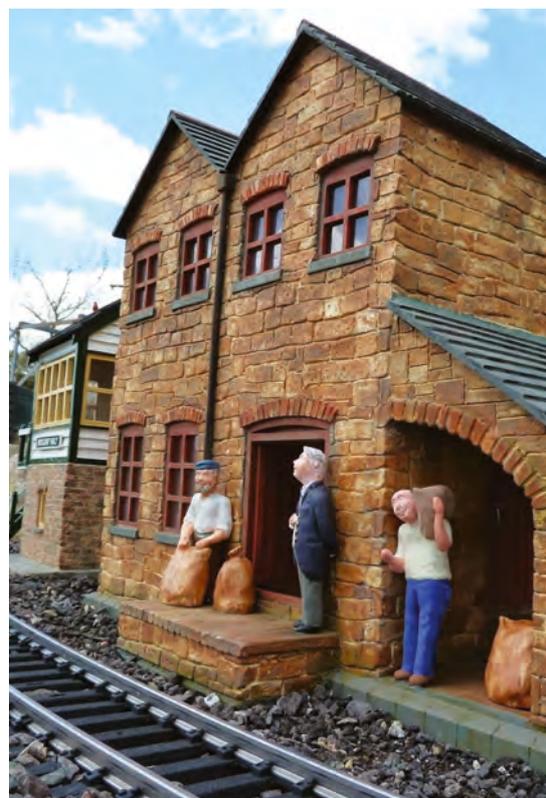
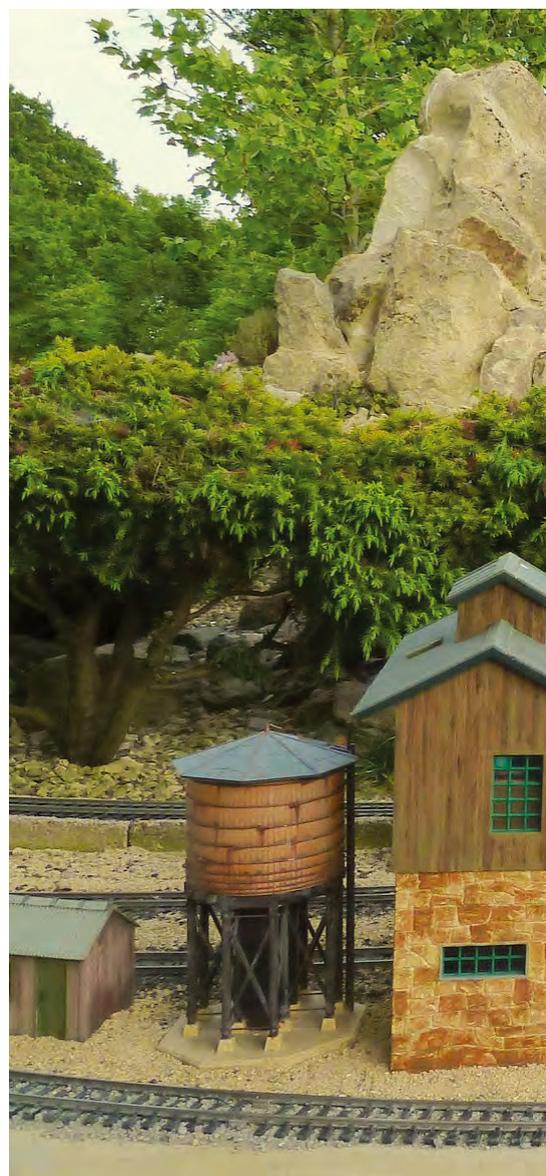
that one must learn to overcome, the CMR does sort of work, the track plan doubles back and forth with multiple parallel tracks and sidings which total 792 feet in length. There is a choice of route options with a running circuit of 520 feet or having the outer and inner mainlines as separate circuits, each 257 feet long. The new bridge lay-by siding with its very wide radius transitional curves and points is 60 feet long and is basically an alternative route on the outer mainline track. The final lay-by siding, when completed, will add another 78 feet of track thus extending the CMR’s track length to 870 feet in total.

RUNNING THE CMR

Although the CMR was built for G Scale and 16mm running, it was a pleasant surprise to find that the layout could safely accommodate Gauge 1. There seem to be no problems even with the coarse scale points. It is always good to see some very exotic and interesting visiting engines, some of which one would be lucky to see even at an exhibition, running happily around the layout. When running trains, my preference is to have just one which goes off out of sight, slowly making its lonely way through a hard, and in some places forbidding rocky landscape, knowing that it can take ten minutes before it returns to its starting place. It is not possible to accompany an engine all of the way round the layout. A train will disappear into a tunnel and emerge unseen at a location that might take a hurried 30 second walk to reach, by which time of course it has continued on its journey and is somewhere else! There are certain vantage points where one can best follow an engine’s progress, with the minimal walking involved. The best vantage point of all is to be standing in the layout’s centre, up on one of the Stone Mountain tops, although this does make topping up a live steam engine a little more difficult.

The railway works for me even when there are no trains running on it. As one can only see a short section of its track at any one location, it is easy to imagine, when walking past it, that elsewhere there might be some rail activity, perhaps inbound. The railway would then just have to slowly stir itself into life, even perhaps for a slow freight train due at the goods yard.

I have over the years experienced



The British outline buildings in this photo are both constructed from Model Town kits. They reside along with other British Railway buildings on the other side of the mountain to the American themed Redwood Station, and the two different national outlines are far enough apart that they cannot be viewed together! The mill building has been kit bashed and has acquired an arched lean-to. The typical mill, which is often an individual building in any landscape, is a good choice to have on a garden railway, needing perhaps only a spur siding alongside to service the mill. This photo was taken before the outer concrete block wall was built and the original wooden edge rail can still be seen.



. This photo features a visiting Regner 2-10-2 Saxon Narrow Gauge live steam engine, easily pulling a heavy line of goods wagons up a long 1 in 30 gradient on the outer main line. It has just passed underneath Summit Bridge, which carries one of the switch link tracks, and is the railway's highest point. The lower parallel track to the left is the inner main line heading up through the cutting and then through the tunnel beyond. But its 1 in 30 gradient climbs in the opposite direction. This is because the points at Tunnel Junction, which can be seen in the lower foreground, is the railway's lowest section of track where the other switch link, seen heading off to the right, dives under the outer main line via the tunnel whose entrance portal can just be seen. This engine was made by Rod Blakeman from a Regner kit (the instructions do require an aptitude in the German language!) and has working RC brakes, cylinder drain cocks, all sprung axles, twin gas tanks and an insulated boiler. It is extremely tractable at very low speeds.

"Loading coal"; a complete miniature diorama on its own...what more is there to say?





The Accucraft NG/G16 acquired an early reputation for being very troublesome. It still lingers, which is a pity since the modifications that most of the engines have undergone have transformed their performance. This one, which was modified by Rod Blakeman, is now a very powerful benign and steady running performer. The incline she is climbing on the outer main line is the steepest on the layout at 1 in 24, yet easily taken, with no run up needed. Although the engine is best run with a very low gas setting she still has a prodigious thirst. With a normal running pressure of 20lbs, after taking on the huge amount of water which is required after every circuit, the pressure will drop down to 10lbs. No waiting is required for the pressure to rise as the Garratt will, after a second to think about it, slowly and effortlessly steam away to climb the next gradient. The track to the left is one of the switch tracks which link the two main lines. It climbs up to Summit Bridge before descending down and connecting to the inner main line at Redwood Station.

many moments of apprehension when I had expected an engine to appear round a corner and yet there was just vacant track on view. With apprehension about to turn into panic, can I hear a slight chuffing sound? Then a feeling of massive relief when it finally appears, going somewhat slower than I had been expecting. The tracks can seem quiet, deserted, the railway buildings scruffy, paint peeling, forlorn even, but there is always an air of expectancy. Some old, distressed looking, empty wagons rest in a siding, perhaps just waiting for a bulky load to be carried somewhere, sometime. Then it comes, this time not imaginary but a real, though distant sound. Slowly getting louder, a steam engine struggling with a heavy load brings the railway to life. It rounds a bend amidst a cloud of steam then rattles past, one wagon after another, until eventually disappearing into the

distance with a fading clickety-clack sound from the rails. The CMR slowly returns to its peaceful slumbers as if the interruption of all that noise, steam, and whirling motion gear was nothing more than just a wistful day dream. The vision of trying to create that scene, presented in a raised up garden railway form, which is easily viewed at track level, is what has driven me on through all of the hard work that was required. Despite all of its faults I feel that it was well worthwhile.

FINAL THOUGHTS

I have speeded through the CMR's tale and it is only now, in mulling it over, does a thought occur. It could only be, within the context of garden railways, that over 5,000 words, mainly describing construction work with concrete blocks, are at all remotely interesting. But if it helps anyone to put

their garden railway on to a more lasting and permanent basis and to also avoid some of my mistakes, then again, it was all worthwhile. I do hope that after my time and when the CMR's tracks have been lifted, the sturdy walls will endure and the interior will survive as a dwarf conifer cum rock garden that just happens to have a number of bridges and tunnels, not to mention ghost trains of the old CMR.

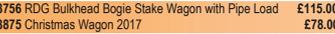
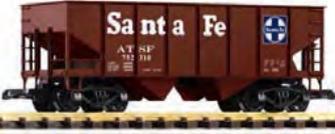
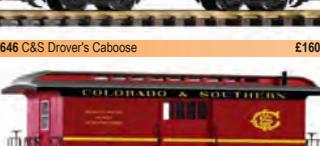
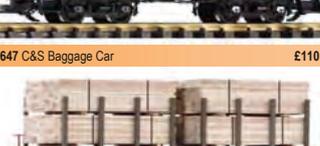
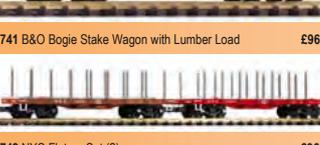
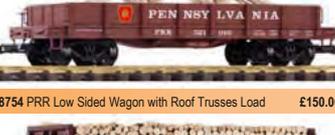
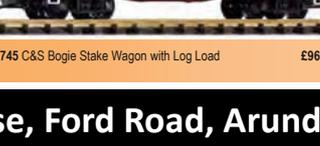
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TRADE ENQUIRIES WELCOME

'Danny MD2'

Dan Newton puts his own mark on this characterful diesel outline kit from IP Engineering



The completed 'Danny' standing outside the DLR locomotive shed

Back in the winter of 2014 while looking for something else (as is usually the way), I found myself on the IP Engineering website. Regular visitors to the site will be aware that any new products are indicated by a little animated arrow above the relevant section. On this particular occasion the little arrow was hovering over the diesel and petrol loco kits section. Following this link led me to the latest release, which took the form of the 'Danny MD2'. Something about this loco really appealed to me, so an order was quickly placed and promptly arrived a few days later.

The loco is based on the Orenstein and Koppel 'MD2', a 26hp diesel mechanical locomotive. The MD series were a development of the earlier RL series and were available in a range of sizes from 9hp to 33hp, including versions equipped for underground running.

So what do you get in the kit? Tipping the bag out onto the desk you get a collection of MDF panels holding the laser cut parts, a bag containing a good number of whitmetal castings,

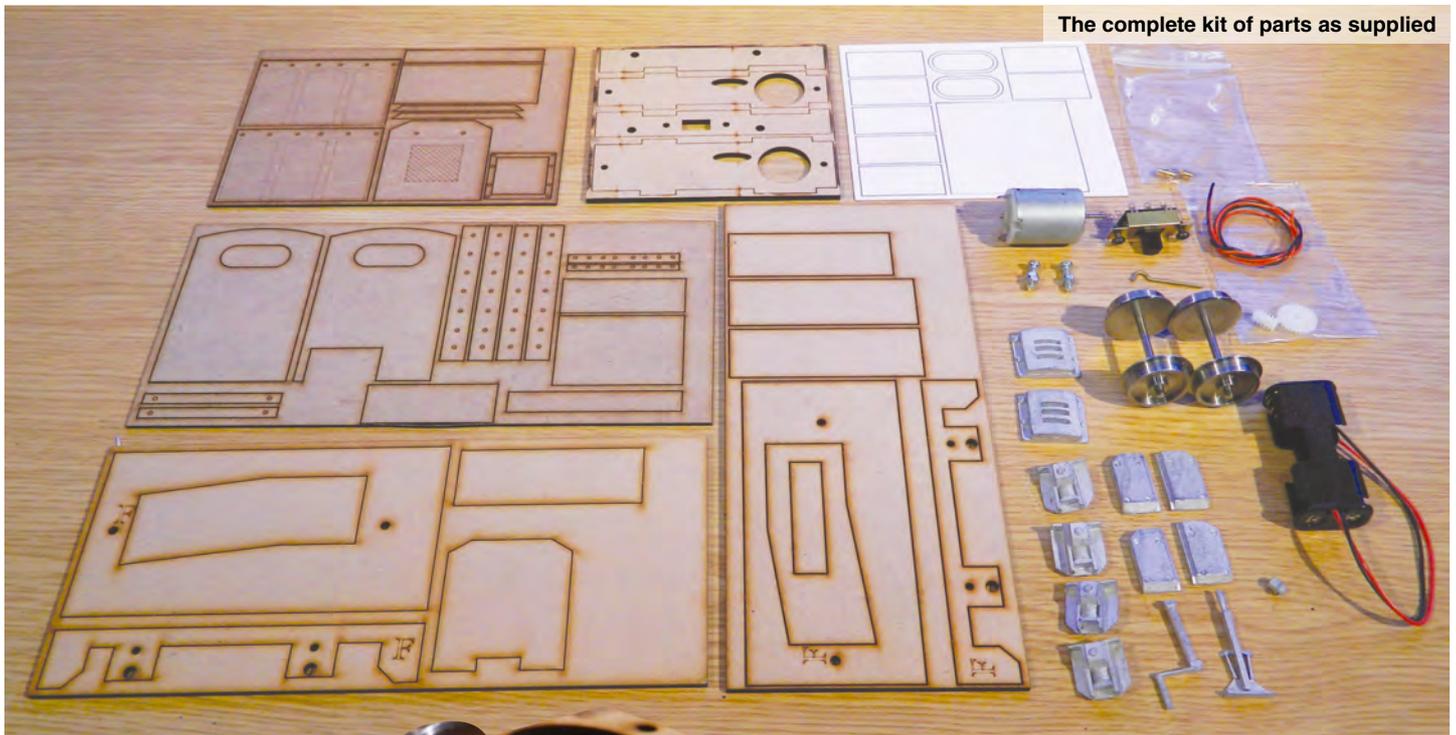
another bag with the electrical parts and gears and a pair of wheelsets for your chosen gauge. There is also a sheet of thin material with the roof and window surrounds. The kit includes all the parts to build either the 45mm or 32mm version.

CAME TO LIGHT

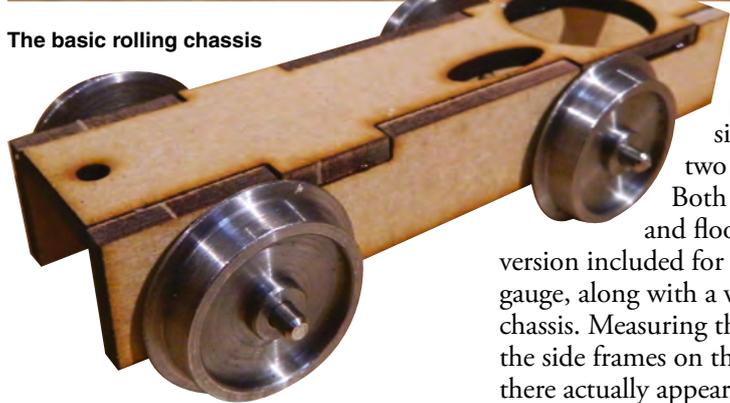
The opening lines of the instructions suggest that you read through the remainder very carefully before starting assembly. Having done so, a couple of things came to light which I decided to change. The first was the batteries; these are kept in the cab under the driver's seat. To access them, the chassis needs to be unbolted from the body for the battery holder to slide out. I liked the idea of having a completely removable unit for maintenance, but wasn't sure about removing it every time to change the batteries. The other thing was the panels on the side of the bonnet. The prototype only has one large inspection panel on each side, not the three smaller ones provided. I also decided to add rivets where the laser etched ones were,

in order to give the model some depth.

After reading the instructions, I chose to start with the chassis rather than the body, as I was curious as to how well the MDF chassis would run. The parts for the chassis were cut from the fret using a Stanley knife and given a light sanding on the edges only. I had found out the hard way on another kit that you don't sand the faces until after it has been sealed. The chassis is made of three parts; two sides and a top. The parts were glued making sure they were square and once set the bearings were added. My kit was sent with the 24mm wheels rather than the 20mm ones. I prefer to use larger wheels on my railway as there are large trees which often drop detritus and the larger wheels tend to climb over the obstruction rather than derailing; usually somewhere inaccessible. The wheels and gears were added with the assistance of the lathe, using the tailstock to push the wheel onto the axle. The driven axle was put in using the same method, but with a small spacer to keep the gear central while pushing the wheel on. The motor was the last part to glue in,



The complete kit of parts as supplied



The basic rolling chassis

making sure that the gears were correctly meshed; I had the motor running while holding it in place in order to find the best position. Once everything had set, the chassis was painted. In hindsight it would have been much easier to paint before the wheels were put in.

Next, the wiring was tackled, as this would allow the chassis to be run in while the body was built. The switch is placed between the wheels on one frame; unlike some other IP kits there is only one switch giving both power and direction. I had to use counter sunk screws as the larger wheels covered the switch mounting holes slightly. Wiring the switch will be familiar to anyone who has built battery loco; just make sure to feed the wires for the battery box through the frames before soldering in place; don't ask how I know this.

KEEPING EVERYTHING SQUARE

The sub-frame was built as per the instructions, keeping everything square while the glue dried. The sub-frame is

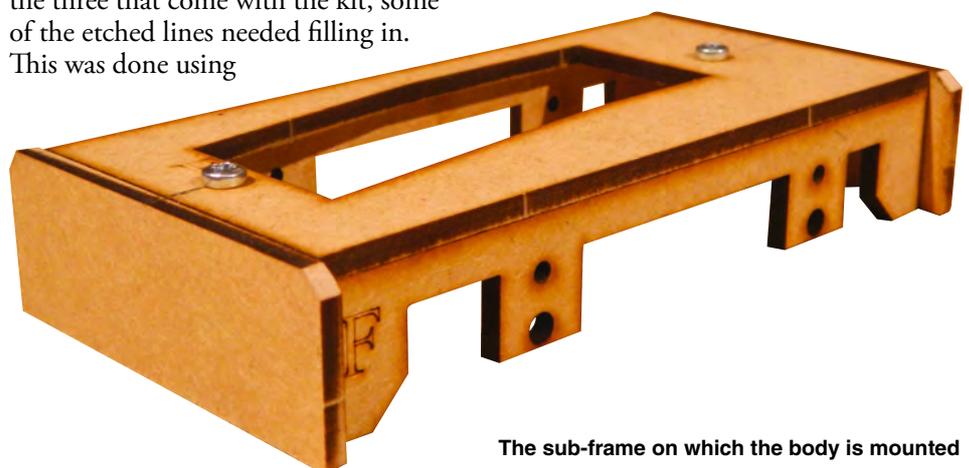
made from five parts: a floor, two side frames and two buffer beams.

Both the buffer beams and floor have a wider version included for those on 45mm gauge, along with a wider top to the chassis. Measuring the gap between the side frames on the finished loco, there actually appears to be room to fit in a 45mm wheel set without using the wider floor and buffer beams. The white metal castings were cleaned up and glued on in their various locations, adding an impressive amount of weight. Couplings were left until after painting to make masking the bufferbeam easier.

The bonnet was built according to the instructions. A bit of care was needed to get the angles on the edges of the parts for the top, but nothing complex. As I wanted one large inspection panel, not the three that come with the kit, some of the etched lines needed filling in. This was done using

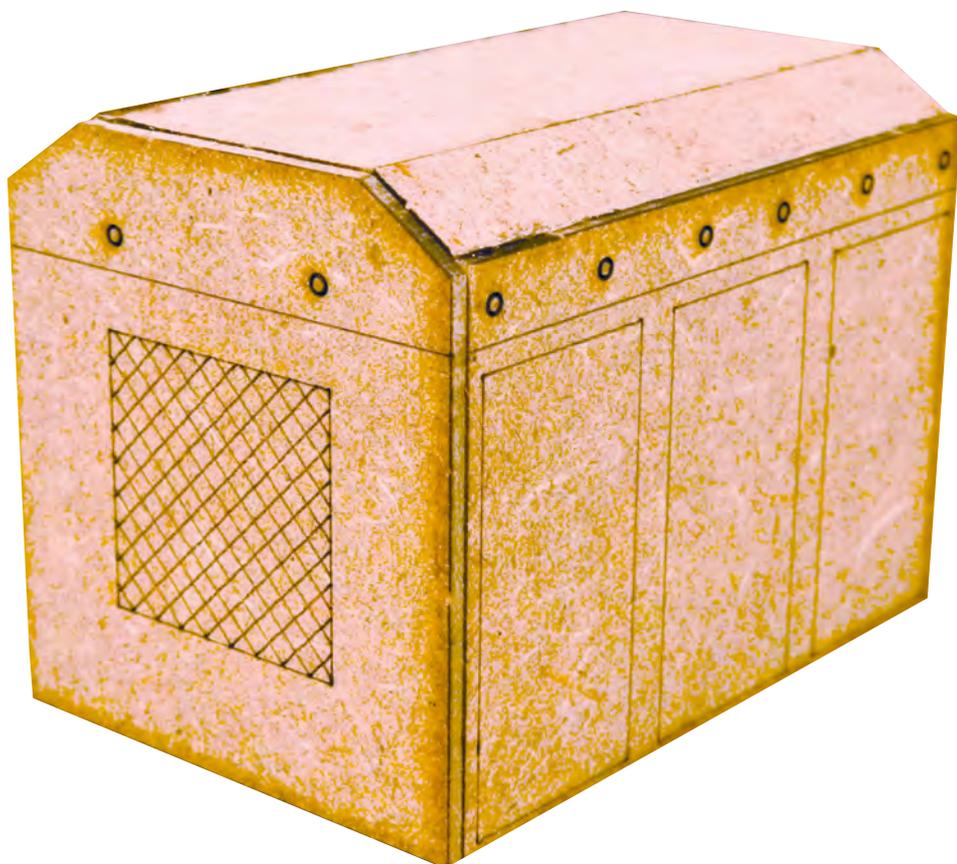
a small amount of Polyfilla, which was mixed a little thinner than normal to help it into the lines. The sides of the cab and the top of the door were then cut from the fret and the edges cleaned. These have a line of etched rivets on them which I wanted to change for real 1/16in rivets. A scribe was used to make a centre punch on each rivet. Luckily, as the scribe was pushed in, it almost always broke the top surface away giving a perfect guide for the drill to start. Once all the holes were drilled the rivets were carefully pushed through the holes with a drop of super glue to keep them in place; the excess was then cut off the back and filed flush. After that was done, the cab was assembled as normal.

Having built the three major components, it was time to seal the model. I had realised that adding the detailing parts to the loco before the primer would make it harder to sand



The sub-frame on which the body is mounted

The bonnet assembled ready for painting and additional rivet detail



and get a good finish so these were left off until a good finish had been achieved. There are a few ways of sealing MDF and I chose to use a cheap aerosol primer. The model was given three coats and then given a light sanding, before another coat of primer, which gave a good smooth surface for the paint. With the MDF sealed in, it was time to add

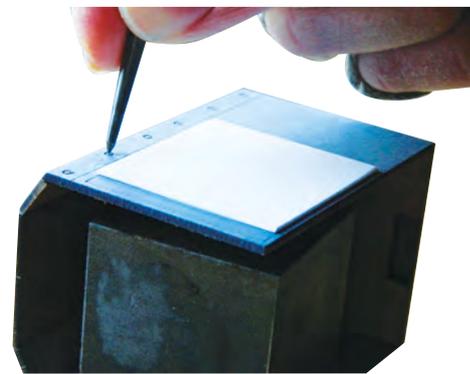
The basic cab shell, complete with rivet detail in place



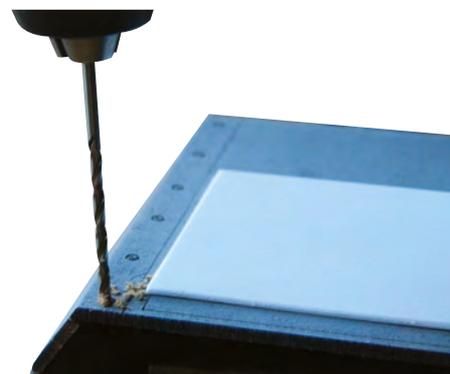
the detail. The sides of the cab had the rivets put in before gluing together as the back needed to be flush, a job that would have been much harder on a constructed cab; all that was left was to add the thin window surrounds. The bonnet needed a little more work. All the etched rivets were replaced with real ones, in the same way as the cab sides. Any excess was once again trimmed, though the ends were not filed flat as they are hidden from view. The large panel is a square of Plastikard from

the off cuts box and a set of handles left over from other various kits.

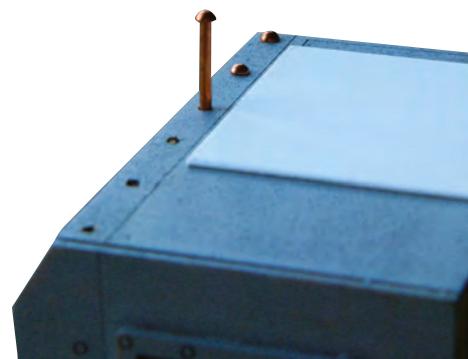
The next step was to make the bonnet removable to access the batteries. Some quick measuring with everything balanced together showed that the batteries would fit on top of the motor giving a bit more weight over the driven axle. There would also be space to fit a brass rod right at the front. This does two jobs, both holding the chassis in at the bottom and the bonnet on at the top. The hole in the top of the bonnet needed some careful measuring to make sure it ended up in the right place



The process of adding rivet detail to the 'Danny MD2' is simple yet effective. First use a scribe to make a centre-punch for the drill on each of the laser engraved rivets



Carefully drill out the holes to 1/16in



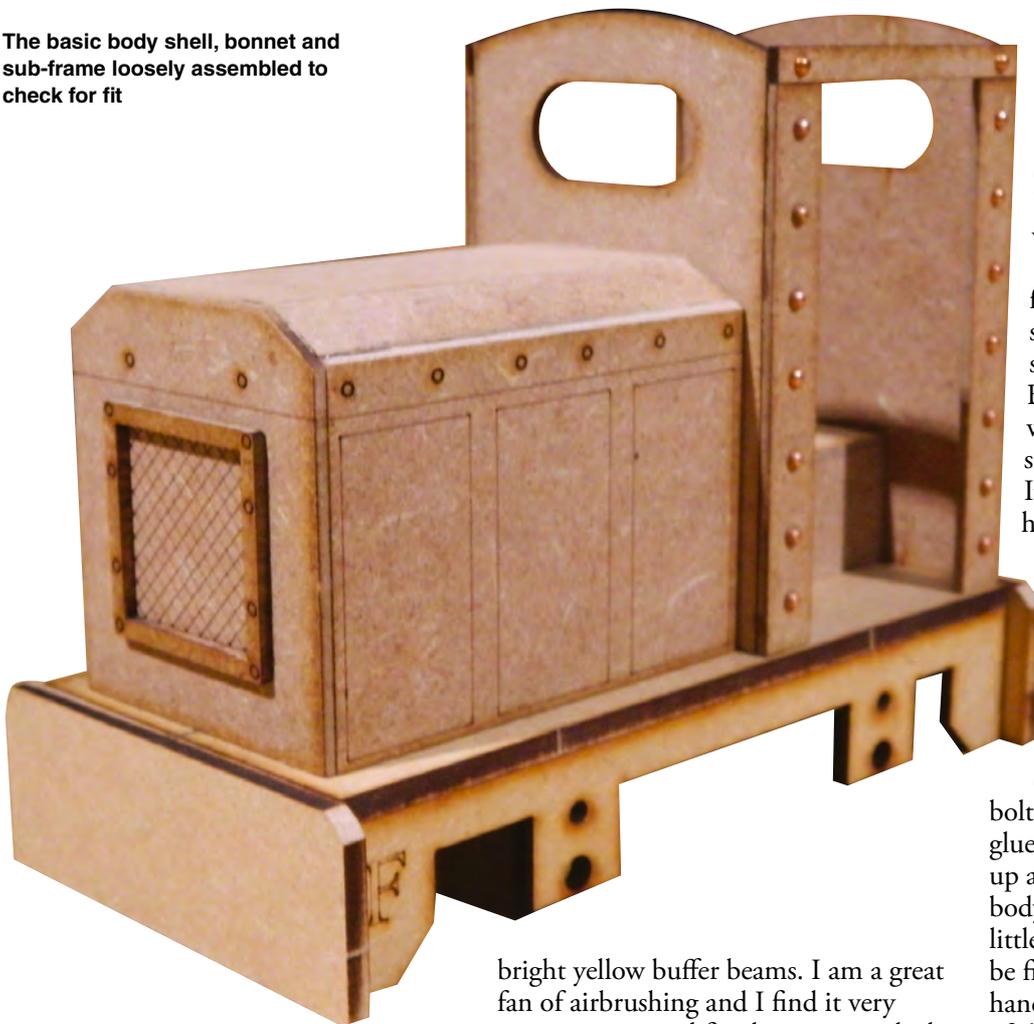
Insert the rivets with a drop of superglue to hold them in place, and if the other side is to be visible, file of any excess flush with the back of the sheet

and was on the centre line of the loco. The bonnet is held on by a dummy radiator cap turned from a piece of brass, a second was made at the same time for the fuel cap near the cab. Once everything was in place, a final coat of primer was applied to cover the rivets and plastic.

FAN OF AIRBRUSHING

After this was done it was time for paint. I wanted a bright but not toy-like loco and also decided to stay away from green bodywork with red frames as is often found on German locomotives. In the end I opted for Revell Blue, Number 52 for the body, black for the frames and

The basic body shell, bonnet and sub-frame loosely assembled to check for fit



satin black finish was utilised for the sub-frame, which took a very long time to harden and in certain places it has since rubbed off where the engine has been handled. The buffer beams had been masked off as these were to be painted yellow.

It was at this point whilst looking for the correct placing of the starting handle that I came across some pictures from the Leighton Buzzard Railway. In the album was a picture of the only MD2 to survive in this country, called Falcon. It was a nice surprise to see that I had unknowingly painted my small version almost exactly the same; it's funny how things work out...

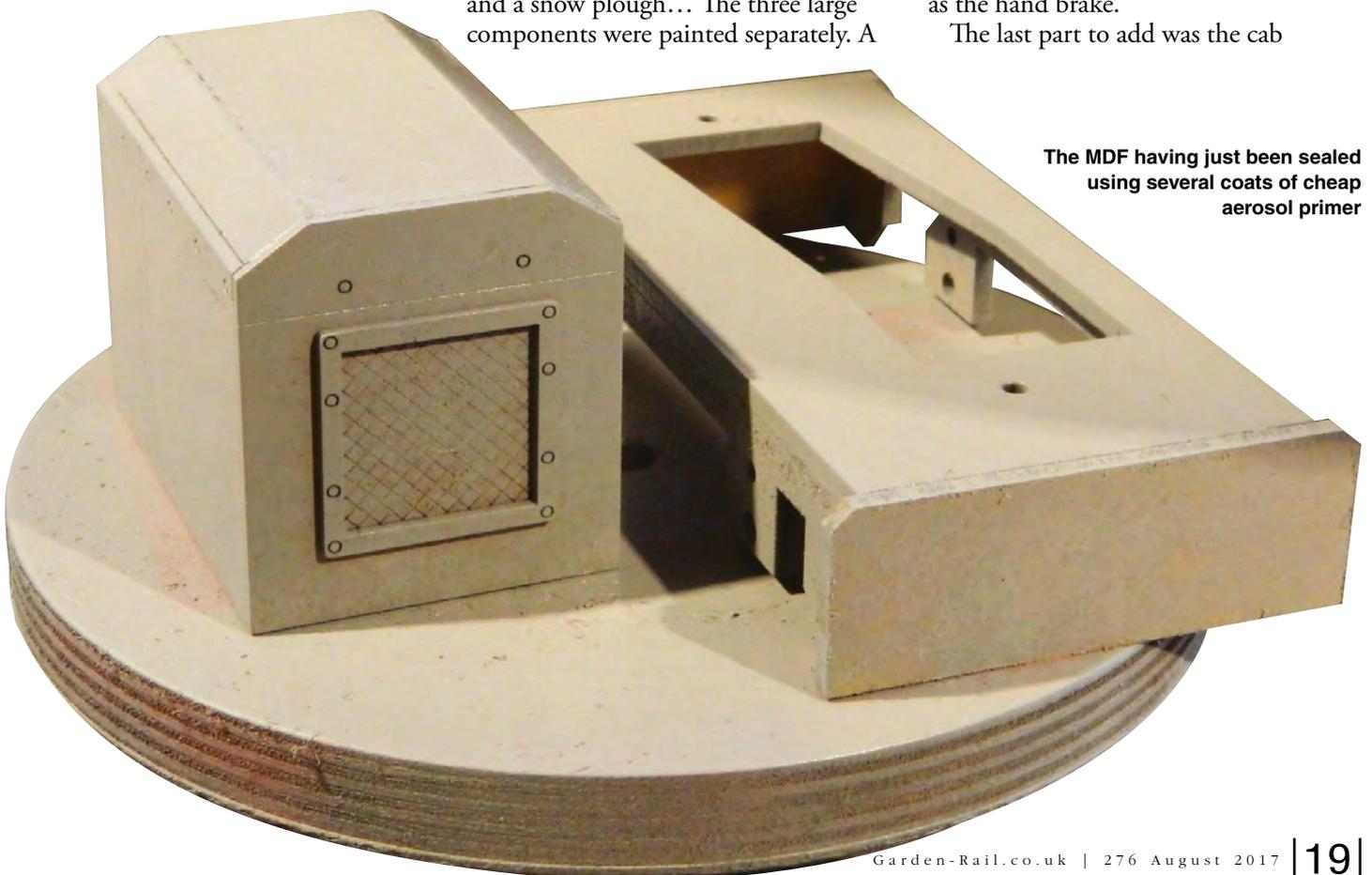
A BIT OF INTEREST

With the painting complete, it was time for final assembly. As the removable bonnet now had only one place it could go, this was bolted into position. The cab was then glued to the sub-frame while pushed up against the bonnet. This moved the body forward on the sub-frame, so the little L-shape bracket could no longer be fitted at the front. The starting handle was eventually put on the back of the cab to give a bit of interest to an otherwise flat panel and the small lever was placed next to the driver's seat to act as the hand brake.

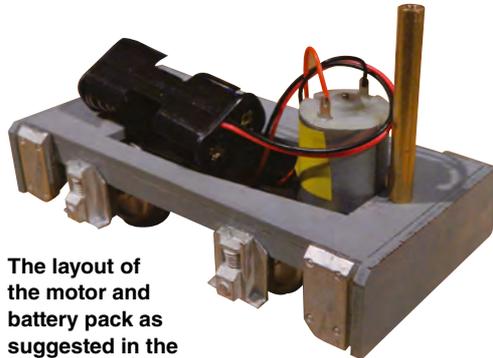
The last part to add was the cab

bright yellow buffer beams. I am a great fan of airbrushing and I find it very easy to get a good finish using very little paint; the same 14ml tin that painted this loco went on to do two more and a snow plough... The three large components were painted separately. A

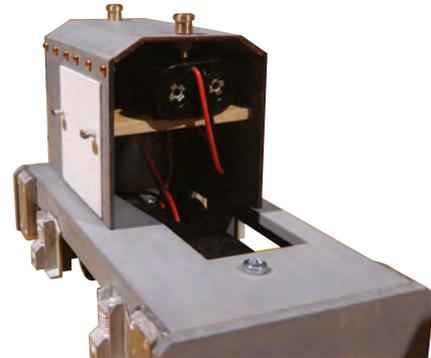
The MDF having just been sealed using several coats of cheap aerosol primer



roof. I am still unsure as to what it is made from; it feels like card, but it is completely waterproof. All that was left was to insert a pair of AA batteries into the holder and flick the switch. For a new loco, performance was excellent, smooth with a surprising amount of power and grip. Two years on and I struggle to remember a time without this fantastic little loco. It's been to many railways and even a different country, along with countless hours on my own line, often keeping me company while gardening or doing odd jobs to the railway. I liked it so much I bought a second one; but perhaps that is for another article.



The layout of the motor and battery pack as suggested in the instructions



The revised arrangement with the battery pack placed above the motor unit

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Construction work has been completed; the cast whitmetal components included in the kit really lift the level of detail and also add plenty of adhesive weight



Following a coat of paint, the MD2 is seen out on the road with a goods working

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The completed bow ended open wagon with that atmospheric look of a revenue earner.



Southwold Railway Open Wagon – A Review

David F Williams takes a look at this recent addition to the Bole Laser Craft range of 16mm scale kits

One of the great things about narrow gauge railways is the immense variety they offer, in terms of location, equipment and indeed purpose. Even if an enthusiast were to firmly restrict their interest to British Shores, there is almost always going to be a line or industrial system that you either haven't come across, or of which you are only vaguely cogniscent. For me the Southwold Railway fell into the latter category, but my interest was piqued, when Bole Laser Craft asked me if I would like to review the latest addition to their 'Common Carrier' range of rolling stock kits; a Southwold Railway 'Open Goods Wagon'. As such, before making a start on the kit, I decided that I had better find out a little bit more about this line and my first port of call was my copy of 'The English Narrow Gauge Railway; A Pictorial History' by J. D. C. A. Prideaux. Suitably impressed with

what I saw, I went on to quickly acquire copies of Barrett Jenkins 30 page booklet 'Memories of the Southwold Railway' and Vic Mitchell and Keith Smith's Branch Line to Southwold, published by Middleton Press.

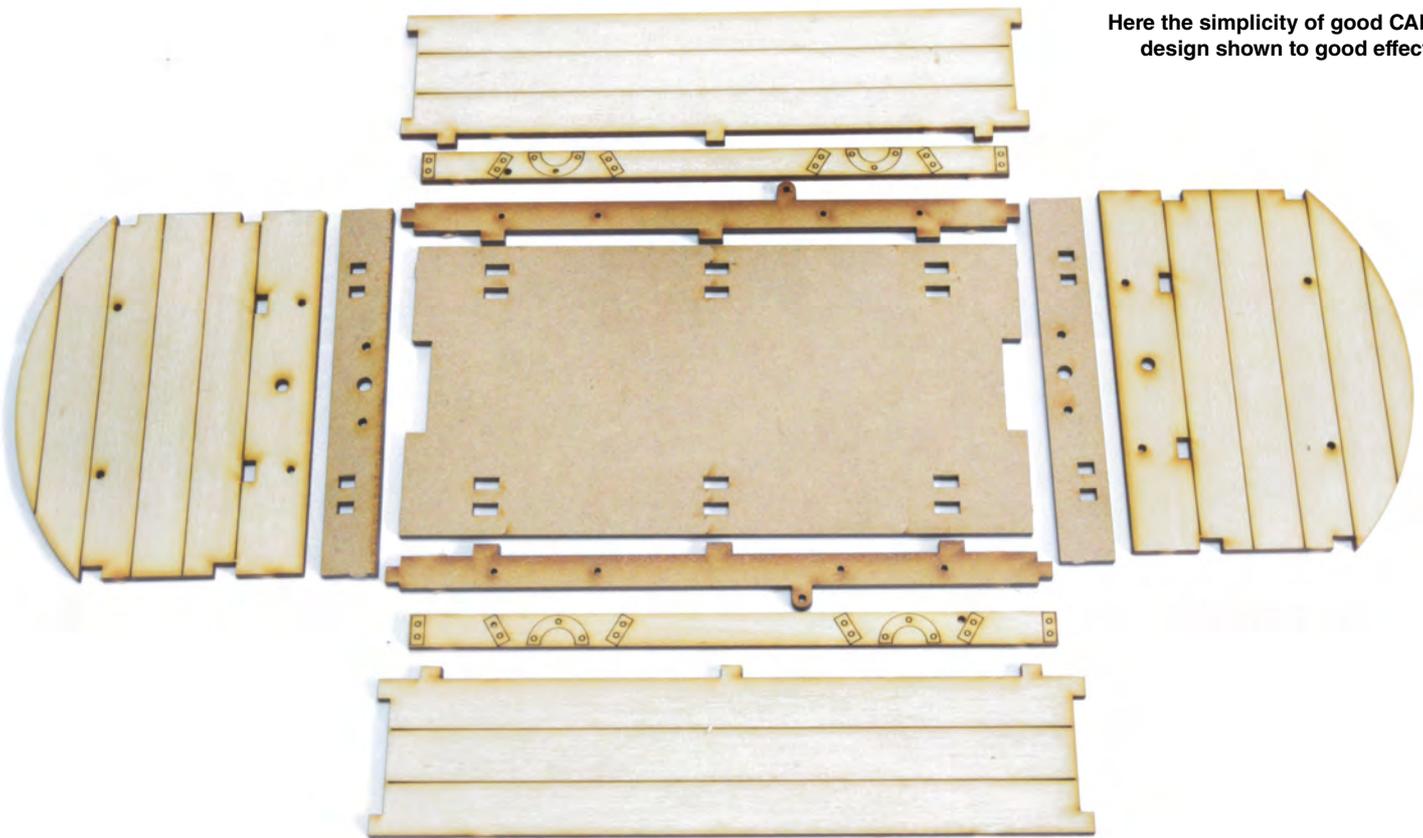
Having taken the time to absorb the veritable treasure trove of information within these publications, which included many good quality photographs, drawings and anecdotal evidence, I formed the decision that I had rather overlooked this compact, yet fascinating 3ft gauge line. First opened in September 1879, it operated over a distance of 8½ miles, traversing the Blythe Valley in Suffolk, connecting the towns of Southwold and Halesworth. By the turn of the century the line was turning a reasonable profit, carrying over 100,000 passengers and 9000 tons of freight annually.

The line was later extended during the First World War, when in 1914 a branch

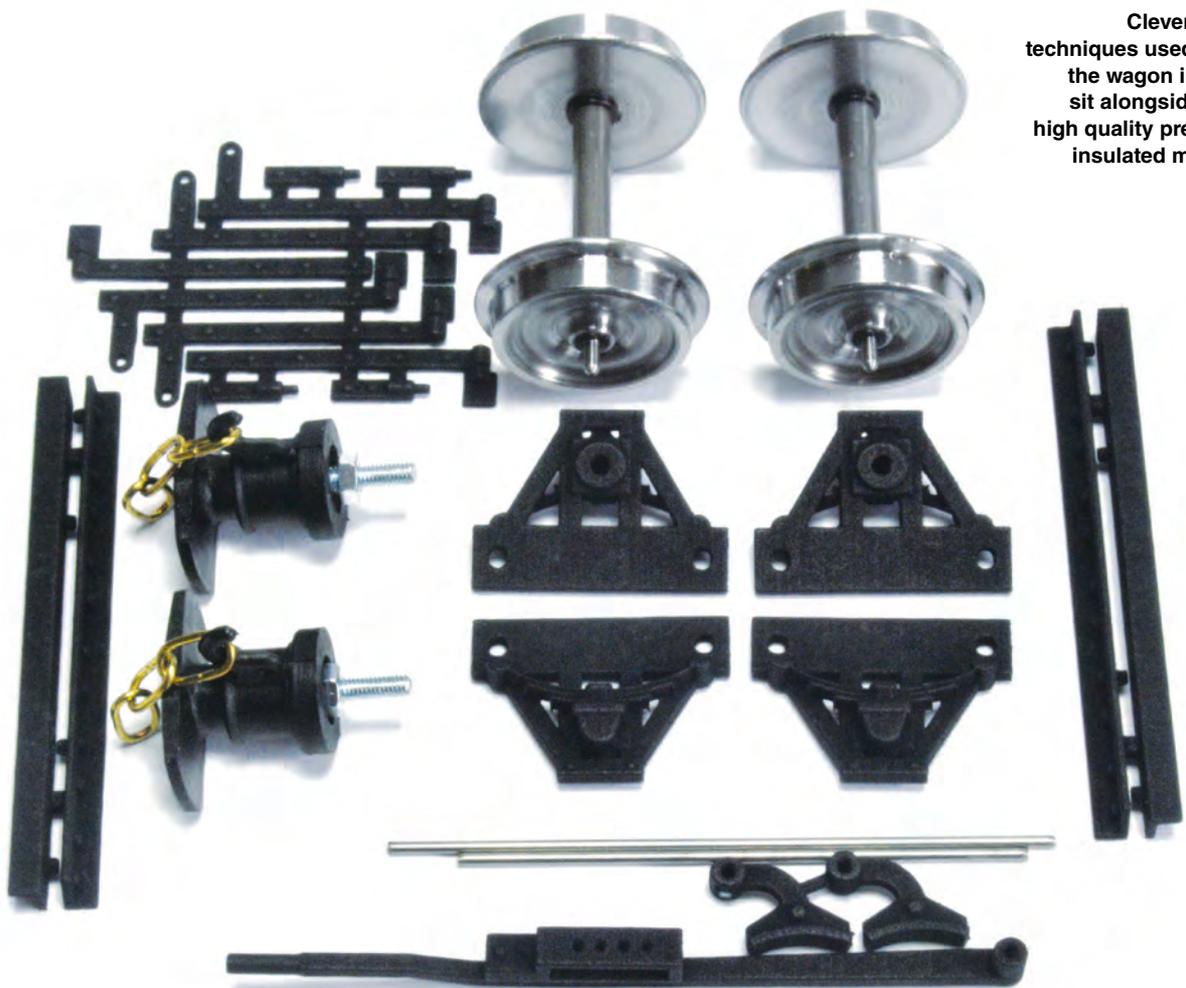
was laid to Southwold Blackshore Harbour Quay, in connection with coastal defence works. Of course all of this freight had to be carried in vehicles of one sort or another and to this end the railway had a fleet of 23 'four-wheel' wagons.

THE KIT

The new kit from Bole is based on one of these four-wheeled wagons, of which a number had distinctive bow ends; specifically No's 1-8, 15-17 and 18-23, for transporting various goods on or about the railway network. The comprehensive kit was supplied within a slim, yet stout cardboard package ideally suited for postal delivery. It comprised laser-cut, plywood and MDF flat pack frets, along with 3D printed sprung axleboxes with integral self-contained bearings, corner plates, strapping, centre couplings and was completed with three link coupling chains. Other notable



Here the simplicity of good CAD design shown to good effect.



Clever 3D printing techniques used to produce the wagon ironmongery sit alongside the turned high quality pre-assembled insulated metal wheels.

details included fully functioning (if desired), brake lever, brake ratchet, brake rodding and brake hangers. The pre-assembled, insulated metal wheelsets supplied are of a high quality. Eight graphically illustrated, self-explanatory instruction sheets are also included in the kit, with assembly being quite straight forward, with no special tools or specialist finishing skills required.

CHASSIS

Thanks to clever design, the model can be made up as a 45mm or 32mm gauge wagon, which utilises locating tabs to enable the MDF inner sole-bars to align with the sub floor and buffer beam. I chose the 32mm option to suit the PTLR. One particular point of note is to ensure that the brake hanger bosses are opposite each other. I used Hafix Industrial adhesive, followed by a mist of Hafix activator to secure all the parts in place. The assembled chassis was then coated in Rustins matt black to protect the MDF in service.

WAGON BODY

This consists of a one piece timber planked floor, two bow ends and a two drop sides. All are tabbed to make up into an open topped body, aided by laser-cut self-locating tabs. I chose to leave the strapping details until a later stage in the build. Offering up of the body to the chassis, centres accurately by use of the bow end's downstand and then it is fixed in situ.

WEATHERING

Clearly a kit like this could be painted in any livery specification as desired. However, with the body sides being constructed from wood (as per the prototype), all that is required is a sponge and some wood dye, dabbed on as appropriate. Hence, a newly outshopped wagon ready for revenue earning service. If one is feeling adventurous a nice touch would be to finish it off with an aged weathered look; one may have noticed that fencing panels of a certain age take on a silvery appearance. So, I mixed up a small quantity of Rustins water-based white wood dye, with drops of Rustins, water-based matt black for wrought iron and wood to produce a silvery shade. Dye samples were then applied to the left-over plywood frets until a satisfying match with some aged fencing panels was achieved. Next, I took some 10mm

Tarpaulin laid out showing the ease of setting out with BECC vinyl lettering.



BECC white vinyl lettering and laid out 'SOUTHWOLD RAILWAY' '17' on each drop side as per my photographic livery evidence. These vinyl lettering characters are so easy to apply. Just lift a corner with the tip of a blade. Lift out with a pair of tweezers, place in situ and rub down. A coat of matt varnish may help to seal them in if desired, but this is not essential. It really is that easy. Taking some off-cuts from an old cotton sheet I then lightly dabbed the Rustins silvery dye mix into the wooden body side planks several times, until I felt I had captured the silvery effect of aged wood.

FINISHING

To finish off the weathered look the 'SOUTHWOLD RAILWAY' in 10mm BECC lettering was removed, leaving a ghostly bare wood silhouette, which was sporadically dabbed in here or there with 000/3 synthetic paint brush and some Rustins white wood dye. It had the desired effect. Thus no 'Great Eastern Knowledge' required in accomplishing the weathering. To quote the celebrity Irish Art Hobbyist, Frank Clark 'You can do that, can't You?' It really is that simple. Conversely if a pristine look is desired, the 10mm BECC Vinyl livery could be applied after one's chosen finish,.

IRONMONGERY

It was now time to fix the 3D sprung axleboxes and wheel sets in situ. A simple operation using two self tapping screws supplied per sprung axlebox. The pre-assembled insulated metal wheel sets as supplied are of high quality. Next, the 3D printed corner plates, strapping,

ironwork and shoot bolts along with the brake actuating mechanism were distanced passed with Autocolours red oxide, to give a lightly rusted look. Once dry the brake lever assemblage is fitted in situ. This just leaves the centre buffers with hook and chain type couplings to fit to the headstocks. The three-link brass coupling chains, being quite new, were toned down a bit by immersing them in salt water for some twenty-four hours and then rinsed off prior to installation.

Now, there only remains the corner plate, strapping and shoot bolts to fit to complete the build.

LOADING

Open wagons as opposed to covered vans were in more common use on narrow gauge railways owing to many commodities not requiring a waterproof covering. However, as more goods were being made available for markets further afield, some forms of protection against the elements were sought. In the main tarpaulins were the favoured means. This usefulness did not go unnoticed by all and sundry and they became somewhat valuable and desirable; not only to the railway companies. To this end the railways spent time and money protecting their investments by identifying their property with permanent markings. So much so that every few years they would refurbish and re-mark their tarpaulins to keep them in good order and deter would be opportunists from making good use of these waterproofing fabrics. Photographic evidence shows this to be the case in many instances whereby the tarpaulins look to be in better order



The completed wagon having been loaded and awaiting collection by the daily goods

than the vehicles that they were draped over. This being the case I decided to adorn the bow ended stock with a tarpaulin. Incidentally, bow ended wagons assisted the tarpaulin covers to shed rain water and prevent ponding. Some 17gsm black weed control fabric membrane sheet cover was purchased from a local garden centre. This was then handed to our tame seamstress who cut the fabric to finish 230mm wide x 290mm long. From this the 290mm edge was folded over end to end and a 5mm seam sewn in. When turned inside out a sleeve measuring 230mm x 140mm was produced when laid flat. At strategic points, gold thread was used to represent eyelets and the tarpaulin was ready to letter with 'SOUTHWOLD RAILWAY' '17.' BECC 10mm white vinyl lettering came to the rescue again and 'The Tapestry Silk Gnome' delved into her magic box and came up with some black tapestry silks, which were perfect material for the tarpaulin tie-ins. This now necessitated some chassis tie-in hooks, made from cut down 32mm Craft T-Pins formed to shape. Some rolled-up bubble wrap was placed in the wagon to give the body void some form and then the silks were looped on to the hooks and made off on the tarpaulin.

CONCLUSION

If this article has whetted your appetite, the 3ft Southwold English Narrow Gauge Railway would make

an excellent prototype to model. This compact little railway once served a salt works, a brewery, an iron foundry, a brick works, a gas works, a coal merchants, rope 'walks', sand and gravel quarry, a flower mill complete with its own siding, a fishing harbour quay, a level crossing, some sidings with an engine shed and standard gauge (Gauge 3) GER/LNER exchange sidings. It even boasted a swing bridge. There was also a short canal and several locks. Perusal of the Bole Laser web page suggests to me a similarity between its lineside building range and some of the actual Southwold station buildings. Take Wenhaston Station for example; now there's a thought. All these could be represented in even a modest garden or recreational spaces for a minimal outlay.

A rake of these wagons would prove quite cost effective, and a battery powered, steam-outline model of one of the charming Manning Wardle 0-6-2T or Sharpe Stewart 2-4-2T would make a delightful project. Take a look at the Peckforton Light Railway Blog. It is to be hoped that Bole Laser Craft may follow up this 3ft gauge wagon, along with the Southwold 3ft narrow-gauge box vans that appeared in so many photographs. Recently the Southwold Railway Trust has taken ownership of a 0-6-0ST Peckett, which incidentally Garden Rail Specialists (GRS) produce under their own brand. So, why not have a go?

PRICE

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PROS

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CONS

None

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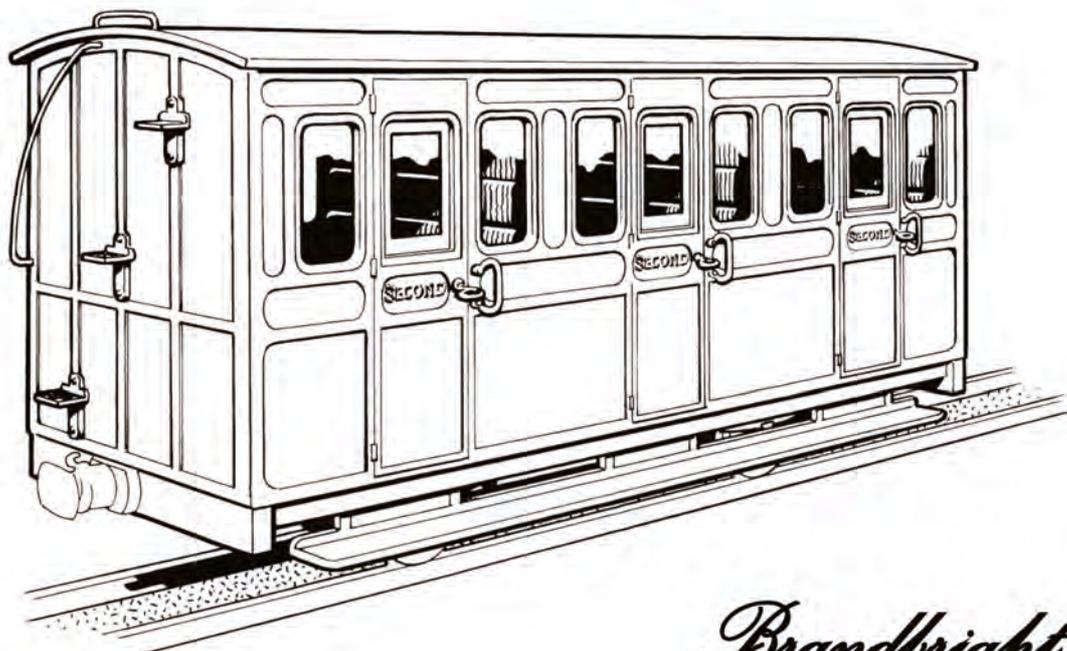
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Put It To The Panel

Phil Parker takes a look at the latest addition to the Brandbright range of panelled carriages

Does a simple to build kit have to be basic? Phil Parker builds a kit that shows that thanks to good design, modellers really can have it all.

The stock advice trotted out to many new modellers is that when they want to have a go at kit-building, their first efforts should involve something old and possibly cheap. Off they trot to dig in the boxes under sales stands at shows or search on-line for cast-offs. Opening the box, the reason the kit wasn't built in the first place quickly becomes clear and another modeller is put off building for life.

A far better idea is to buy a modern kit that you can be confident will go together. CAD and laser-cutting can produce parts that just need slow and steady work from the modeller to produce an attractive and useful item of rolling stock.

Brandbright's range of panelled 4 wheel coaches may be freelance designs,

but they have the all important "look" of a traditional steam era narrow gauge coach from one of the popular smaller railways. Maybe the trend for tourist lines is for bogie vehicles, unless you have the space, four wheels are definitely better than eight.

One of the challenges for coach builders is painting the model in an attractive livery. Here, the problem is partly solved by separating the sides into two layers. A little thought will show that painting the outer fret with the panel edges one colour and the inner side another will give a neat result. On my model, the inner side is painted two colours so when the two are brought together, the panels have a white back and red beading. All achieved with a single piece of masking tape.

A very modest tool kit will be required – basically a sharp knife, fine sandpaper and a 1.5mm drill. Most of

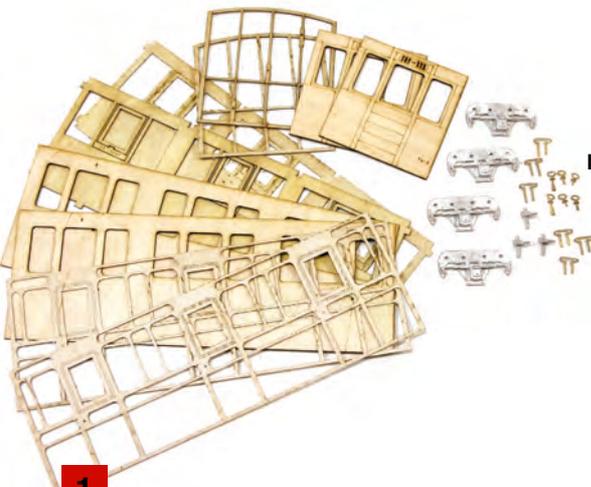
this model was assembled with Deluxe Materials Super 'phatic glue, a specialist woodwork product available from many model shops and exhibitions. PVA would work but be slower. I also use a bit of spray glue as it makes laminating materials much easier.

I'd say that very few people wouldn't be able to put this kit together. Test fit everything before using glue, read the excellent instructions and don't rush. The result is a robust but highly detailed and attractive item of rolling stock plus the sense of satisfaction of having built it yourself.

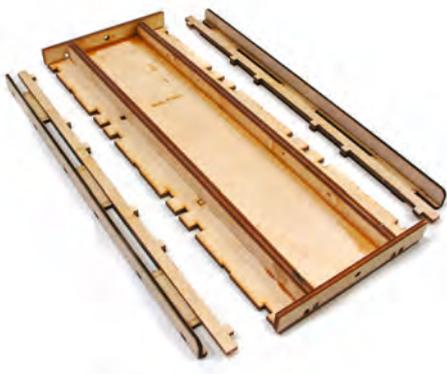
OVERALL DIMENSIONS

Length over bufferbeams 270mm
Width 100mm
Height from rail top 130mm

PRICE
£57.50



Just a selection of the components in the box. Most of the parts are laser cut plywood but there is also cast whitmetal axleboxes and lost-wax brass castings for the door handles. The builder has to supply wheels and couplings and if they want lamp tops, cowels etc.



The chassis components slot together once a decision has been taken on the track gauge. I'm building this model for 32mm gauge but 45mm is only a case of locating the solebars in the right place. Steps and hangers are added later in the build, but I've assembled them now so the glue can dry while other work takes place.



Seat cushions have to be sanded to shape before being glued to the base and back. The etched button detail isn't very deep so care is required when smoothing the surface. Once built, all the seats received a coats of red oxide spray primer.



The laser-cut surface detail could disappear under too thick a coat of paint so my first attempt was applied with an airbrush. The results were disappointing as the wood soaked up the paint too quickly, even after a light coat of white primer.



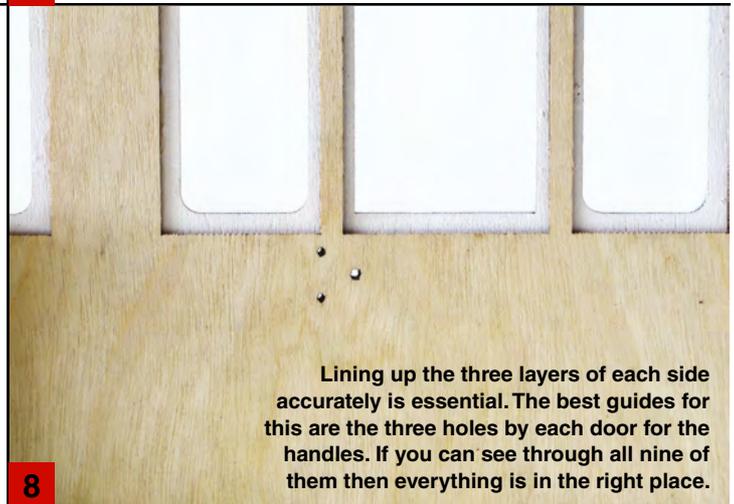
The decision was take to change paint to Humbrol acrylic. You could use car paint, but the advantage here is that both spray and brush paints are available so touching up odd edges is quick, easy and as no masking is required – something to think about if you only have aerosol colour.



All the main sub-assemblies for the model. It makes sense to paint everything before assembly if possible but do test the fit of all parts first. Then let it all dry. Working with parts covered in tacky paint is no fun and just leads to fingerprints where you don't want them.



Laminating the side overlays on to the sides is easy if you spray a good quality glue on the fret. PVA or similar would work but the spray glue won't ooze out of any joints.



Lining up the three layers of each side accurately is essential. The best guides for this are the three holes by each door for the handles. If you can see through all nine of them then everything is in the right place.



9

Some very high quality, but very thin, waterslide transfers are included. There are a few spares so if anything is damaged when applying to the panels then it's not the end of the world. My suggestion is to carry the transfer on it's backing paper to the model once they have been soaked. They seem to survive OK this way.



10

Inside the coach, all the woodwork benefits from the thin coat of varnish. Below each window, a strap hangs down. This is a separate ply part. If all the windows are closed then use it as is, if you model one or more partly open, don't forget to shorten it.



11

With all paint and varnish dry, erecting the model starts with a side and partitions. All parts lock into each other. Check the fit as you work, they should all be snug, if not then sort this out before moving on. If you've been generous with the paint, this might need to be cleaned away at the joints.



12

Once the other side is fitted, the ends locate over the tabs present. Despite the sides being made up of 3 layers, everything fits. A couple of clamps are handy while the glue dries but if you don't have any, masking tape would work just as well.



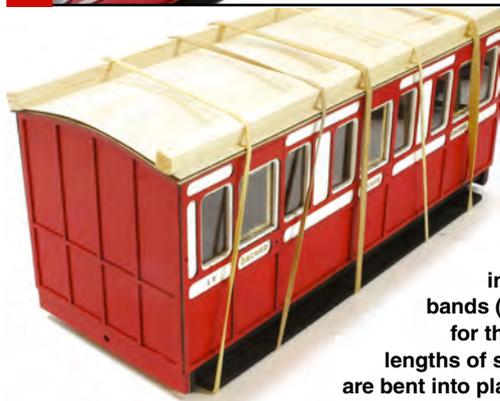
13

Inner sides and seats fitted. It's almost a shame to put the roof on and hide all of this detail!



14

I tried soaking then bending the inner roof but didn't get much of a curve so tried an alternative method. First, the part is centred on it's locating lugs and only glued at the apex of the curve.



15

A thin layer of PVA is smeared all over the inner roof and then the outer skin put in place. Using elastic bands (follow your postman for these) and a couple of lengths of stripwood, both parts are bent into place. The thin alphatic glue is run around the edges where capillary action pulls it into the joins. An hour later, the roof was fixed in place and nicely curved.



16

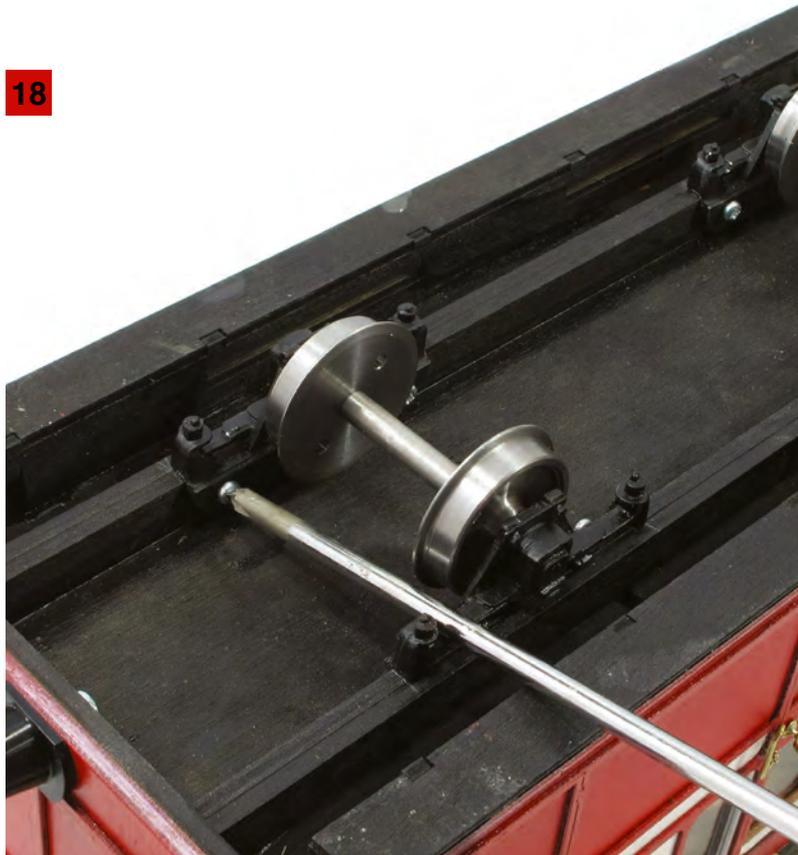
Hiding the wooden surface is essential, the roof is the first thing most people see after all. A sheet of tissue paper fixed with spray glue works perfectly. Apply oversize and cut back once the glue is dry.

17



On one end, steps and a handrail are fixed. I suspect these wouldn't be used if the coach wasn't lit, there would be no reason to go on the roof. However, as one end has spaces for the steps, it seems a shame to leave them off. I'll add vent tops at a later date.

18



Last but no means least, axleboxes are screwed into place under the chassis and couplings fitted to the ends. A long, thin, cross head screwdriver is required for this as access to the screw heads is impeded.



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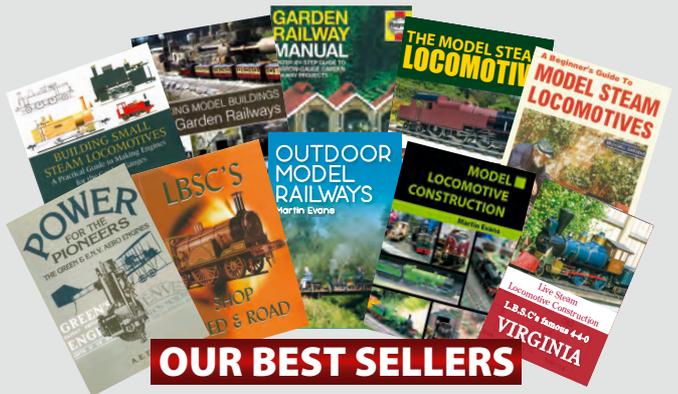
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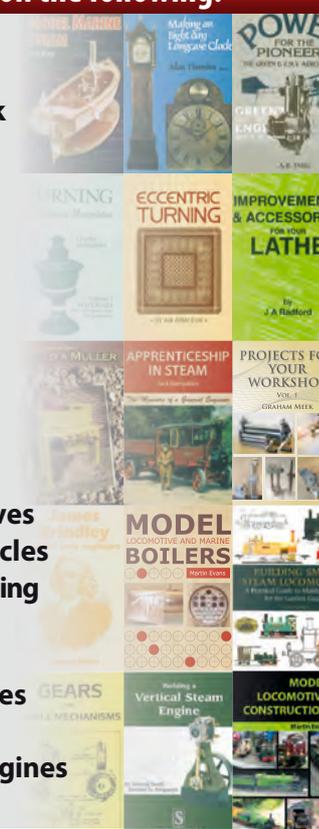
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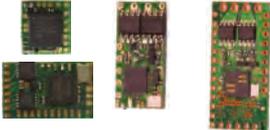
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After just eight days of work the Roundhouse 'Russell' is prepared for the inaugural run amid much excitement



A Railway In Eight Days

John Mileson explains how he built his garden railway in just over a week

It's taken me a lifetime to come to my senses! Let me explain. My Dad used to say 'always buy the best shoes you can afford' and 'if you haven't got the tools you can't do the job'. What has this to do with an article relating to my model railway experience, my ultimate conversion to garden railways and the construction of a garden layout? Well, the shoes have very little to do with it, but a decent pair of waterproof boots have proved to be beneficial, particularly after the wet weather we experienced last June.

As for the tools... more later.

I can't claim to be any different from the majority of model railway enthusiasts; an early interest eclipsed by other more pressing objectives, and like so many others return to modelling in retirement, which in my case was about 10 years ago.

Quickly realising that any gauge smaller than '0' gauge was really out of the question due to the usual problems of getting older, (namely deteriorating eyesight and arthritic hands), I decided

10 years ago to build a purpose-built railway room for an '0' gauge layout. The 40' x 10' available space was quickly filled, initially with a 16.5mm narrow gauge layout and subsequently by the many locos, wagons and buildings, the majority of which were scratch built. This layout still exists, as does an end-to-end standard gauge layout based roughly on the Watlington former Great Western branch line. I am loathed to get rid of them, partly because of the materials and the time taken to construct them, but mainly they are really like my own offspring; some days I could easily part with them, but on the whole they are of my own creation! They are, however, hardly used, maybe twice a year when my chums from the Northampton '0' Gauge group descend upon me.

With no indoor space left my thoughts turned to the garden, but these were soon dashed by my wife; a keen gardener. But as luck would have it our septic tank came to the rescue! The original tank was totally blocked

with, well how can I put it other than... just blocked. A new modern 'digester' tank was installed. These tanks are like huge fibreglass balls which are lowered into a vast pit. When this was being installed it didn't go quite to plan, since the deeper the hole created by the JCB, the more the underground springs filled it with water. Every time the digester was lowered in, up it bobbed like a huge ping pong ball. In the end the JCB managed to hold it down against the water pressure and a very dry mix of concrete was eventually poured in to hold it in place.

So what has this to do with my desire for a garden railway? The builder was unable to set the digester as low as it should be, and it ended up looking like an egg in an eggcup! Half of it was showing above ground and the only solution was to circumnavigate the offending dome with a brick wall, into which was tipped several tons of soil creating a garden. This was my opportunity and I leapt like a coiled spring upon the bricklayer to ensure



In readiness to start; the bags of 'Postcrete' are located close to the site.



The posts were concreted in at approximately 6' intervals. The holes were dug about 18" deep. Notice the varying heights of the posts at this stage. The lower half of the posts have been painted despite their being 'rot proofed' (tanalised). Having the hosepipe handy makes filling the holes with water quick and easy.

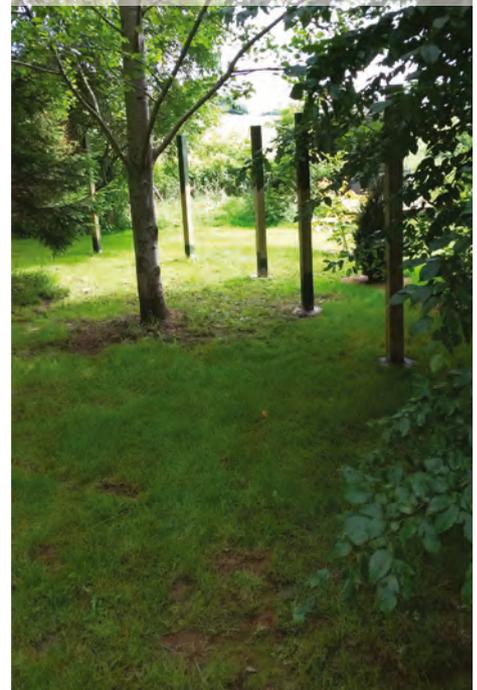
Once all the posts were in, the borrowed laser level was sited roughly in the centre of the site. The highest ground, equivalent to the lowest post, was selected and once the gyroscope in the laser had settled, the laser beam was adjusted to this lowest point. A pencil mark was made on the post where the laser hit.



The laser was then rotated onto each post in turn and the point marked on each.



This photo shows that even at the lowest point of the circuit, the full 8' height of the post was used to ensure sufficient post was available above ground.



the top row of bricks were laid as flat as possible and with a minimum of 6' radius curves. Lo and behold '0' gauge track was quickly placed upon the smooth brick surface, and literally overnight, almost under the cover of darkness, a garden railway was born. Sometimes the gods look down upon us mortals favourably!

TOTALLY HOOKED

I have enjoyed this layout for about 5 years, but live steam beckoned! I knew, however, there was little chance of my having a Gauge 1 garden railway, but I joined G1MRA and have never looked back. The local Midland/Northampton group were most welcoming and I spent a glorious summer visiting members' gardens in the area and was just mesmerised by the Gauge 1 scene. I purchased a Barrett Midland 2P live

steam kit and in a very short time had built a lovely model, this being without the aid of any machine tools. It was far easier to build than I had expected, with only the necessity for basic hand tools. This was followed by my building a Barrett GW Grange, Marsh Atlantic and a Black Five. In addition I made a 4F, Wainwright Tank, D Class and a Dean Goods. These are battery powered, radio controlled and fitted with sound. As you can see I am totally hooked! Still no garden layout, however, on which to run them; until now that is.

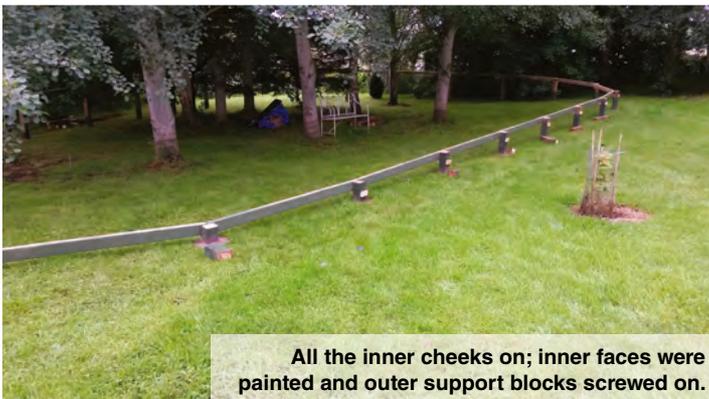
Along with the local Gauge 1 group members, I visited Alan Regan's lovely 16mm narrow gauge garden layout, and had the opportunity to drive one of his gas-fired narrow gauge locomotives. This was another watershed and inspired me to purchase a Roundhouse 'Russell' locomotive and a couple of

Ffestiniog coaches. These were funded from the sale of a number of '0' Gauge locomotives that I had built over a number of years; and had enough funds remaining to build a garden layout, but did not have the necessary permission. I am lucky enough to have a large garden with both ornamental and woodland areas. Now, if I could hide the new garden railway from view, in other words amongst the trees, I believed there may be a chance of getting agreement to build a layout. Permission was granted. However, from what I have read, two things to avoid are trees and sloping sites, both of which clouded the prospect of a successful venture. This did not dent my enthusiasm and construction began. Bearing in mind my Dad's saying regarding the tools, I made up a list of the additional tools I would need and went out and

It sounds a bit drastic to use a chain saw, but it's quick and although the cut is rough it doesn't matter. This shows the lowest post leaving sufficient for the side cheeks to be fitted just above ground level. Although it looks odd, all the posts have been cut to the same level and it illustrates the sloping nature of the site.



This illustrates the start of the assembly. The 2" x 1" blocks were screwed onto the posts level with the pencil marks. This is critical to ensure a level track bed. The inner 4" x 2" side cheek is simply rested on the block and screwed to the post. Each side cheek was double checked for level using a spirit level. Notice the side cheek is just above the rough sawn post.



All the inner cheeks on; inner faces were painted and outer support blocks screwed on.



Outer cheeks were checked to ensure level at 90 degrees to the track bed. Spare pieces of the 4" x 4" posts were cut up and screwed in between the cheeks. This was not particularly necessary, but did help ensure no warping took place prior to the track bed slats being fixed.



The new saw set up to cut up the huge quantity of batten material (2" x 1") used for the track bed. The wheelbarrow then carried them to the site.



Piles of battens were placed around the base in readiness for fitting to the straight runs. These were screwed on prior to assembly of battens on the curves. A simple 3 1/2" piece of wood was used to ensure the battens were equi-spaced either side of the cheeks. The gap between each batten was the thickness of a batten, i.e. approximately 1".

purchased them. The list of tools was as follows:

TOOL LIST

- Surveyor's/builder's tape measure
- Surveyor's laser level
- Spirit level
- Post hole borer/auger
- Pick axe
- Chain saw (optional)
- Battery powered cordless combi-drill
- Electric mitre saw
- Heavy duty bar clamps
- Safety glasses

MATERIALS LISTS

25 Bags Postcrete
32 lengths of 47 x 100 x 4200 tanalised timber

22 off 100 x 100 x 2400 treated posts
90 off 25 x 50 x 4800 treated battens
400 off 80mm turbo II wood screws
2500 off 50mm turbo II wood screws
10 litres Fencecare paint (Woodland Green)

BREAKDOWN OF COSTS (APPROXIMATELY)

Timber	674.00
Concrete	145.00
Screws	140.00
Paint	20.00
Peco Track/points	1,500.00
Total:	£2,459.00

CONSTRUCTION

Contrary to the perceived wisdom, I rarely plan anything on paper and this

was no exception. In this instance I went out with the tape measure, some sticks and a hammer, knocked in the sticks where I thought the centre of the radius would be, and roughly measured out a 15' radius, that would avoid the trees. As luck would have it, this was possible and using the tape located over one of the sticks, used the tape as a radius arm to put pegs into the ground every 6' around the circumference. Eventually I ended up with a pear shaped layout. Work began by boring a series of 6" diameter post holes using a hand auger (post hole borer). Bearing in mind I was boring these post holes within 6-10' of mature trees, luck was on my side, as only with maybe 8 of the 28 holes did I have to resort to the pick

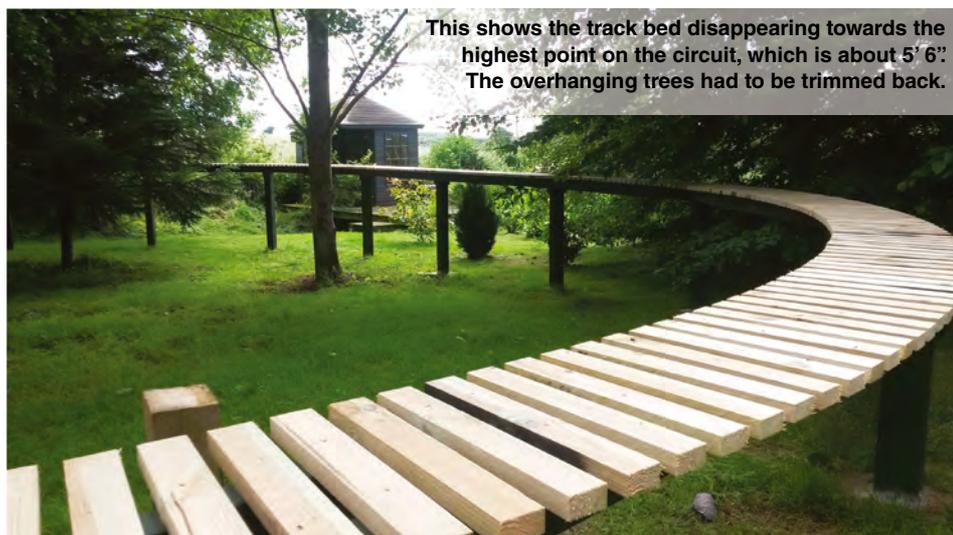
From a piece of old scrap boarding a template was cut using a jigsaw to determine the 15' radius. The template was clamped both ends and the battens simply pushed up against it prior to screwing down. Notice the batten being used as a spacer between the slats.



With all the battens on, it was time to plan where the turn-outs would be located for the steaming bays.



This shows the track bed disappearing towards the highest point on the circuit, which is about 5' 6". The overhanging trees had to be trimmed back.



axe to cut through the roots. At this stage no materials had been ordered, just in case I could not complete the series of holes.

With no plan or drawings I guessed what materials I would need. I opted to go for 4" x 4" tanalised posts 8' long. I hoped that from each 8' post I would be able to get two support posts. I knew roughly that one end of the layout would be at ground level and the other probably 5-6' in the air. To be on the safe side I ordered 22 of these posts and 25 bags of Postcrete. The post holes were between 18"-24" deep. The great advantage of using Postcrete is that it sets within 10 minutes and therefore progress can be made at a pace.

At this stage the site looked like a wooden Stonehenge. I was able to borrow a very sophisticated surveyor's laser level (well worth hiring if you are unable to borrow one). From the centre of the site each post was marked at the point the laser beam struck the post at track level. This was established by finding the lowest point and swinging round to the highest point which turned out to be about 5' 6" from the ground. With all the posts marked, the surplus timber from each post was removed using a chain saw. Chain saws tend to massacre the posts (no pun intended) leaving a very rough exposed grain on the ends of the posts. Not that this mattered too much as they would be

covered. The advantage of the chain saw is that all 28 posts were trimmed to size within 10 minutes!

Next came the 4" x 2" 'side cheeks', which fitted either side of the posts to support the slatted track bed. To aid this job, and bearing in mind I was working alone on this project, I screwed small 2" x 1" section wooden blocks either side of each post exactly where the laser had dictated. The distance between each post was measured and pieces of 4" x 2" (side cheeks) cut to suit. Due to the posts not being exactly 6' apart, these side cheeks varied by about 2". These were rested on the small blocks, checked for level with the spirit level, and screwed to the posts. The inner sets of cheeks were first fixed around the whole track.

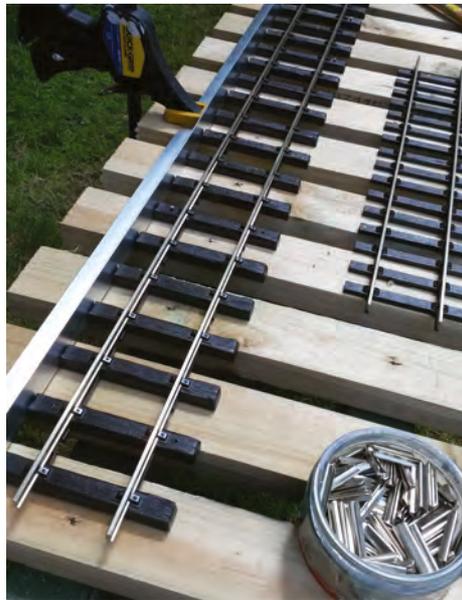
Accurately Met Up

The value of the laser level was appreciated when the ends of the side cheeks accurately met up after following round the circumference of about 60 yards. The outer 4" x 2" cheeks were then cut and screwed to the outside of the posts, once again using the small blocks, but checking with the spirit level at 90 degrees to the original cheek to ensure the track bed would be horizontal. Everything went well. In fact from starting the project to this stage only took two days and that included painting all the



This illustrates quite clearly the basic construction. No fancy joints!

At the junctions for the steaming bays some of the original battens were removed and longer pieces (of no prescribed length) were screwed down in their place and were not cut to length until the track had been laid.

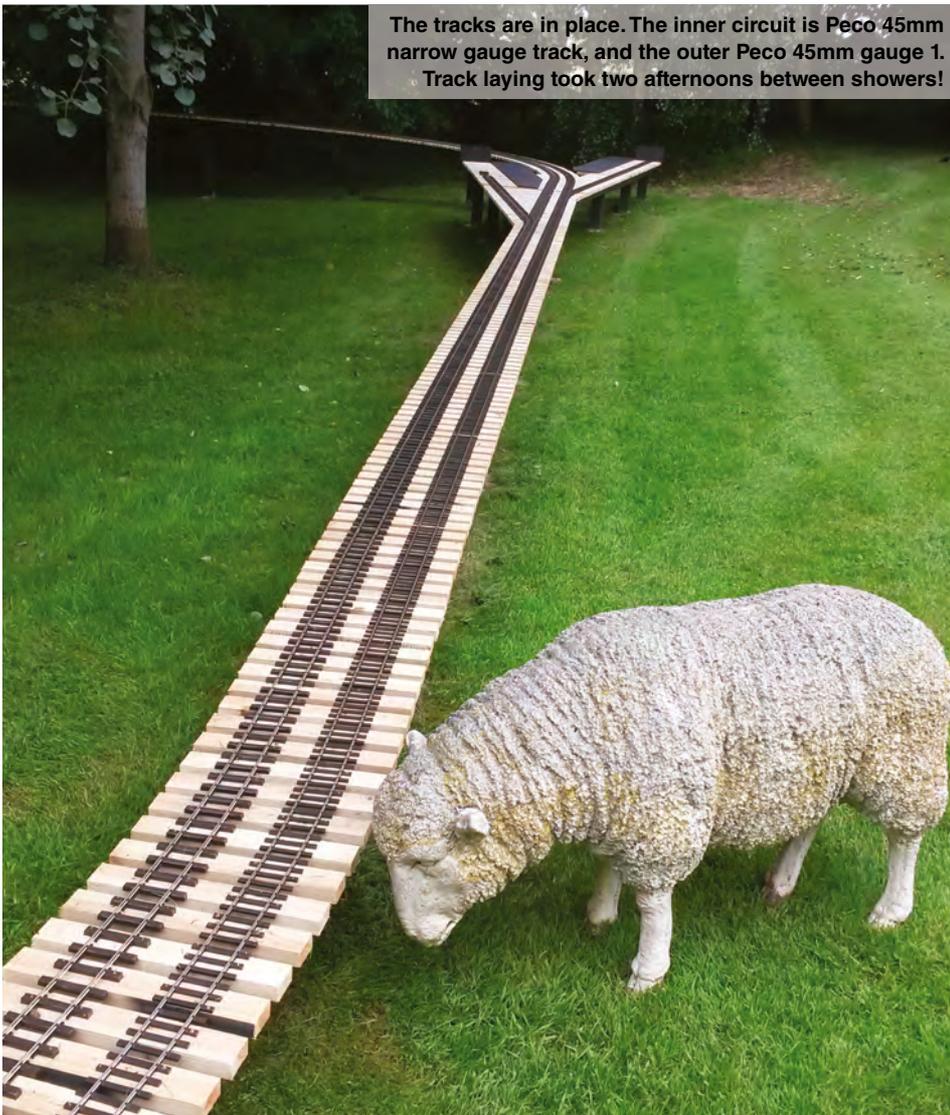


Track laying begins. A pencil mark was drawn every now and then where the edge of the sleepers would be, which was 2½ inches inwards from the edge of the battens. A length of 1" x 1" aluminium angle was clamped down to the pencil marks and the track simply pushed against it and pinned; very simple and quick.

To lay the track around the radii, a 4" strip of plastic was cut, 6 small pieces of battening screwed to it, and this was temporarily clamped level to the edge of the battens thus maintaining the 2½" from the edge. The track was then pushed against the plastic jig, ends of the rail trimmed using a Dremel and cutting disc, and then the jig moved on. Once again, this was quickly achieved.



The tracks are in place. The inner circuit is Peco 45mm narrow gauge track, and the outer Peco 45mm gauge 1. Track laying took two afternoons between showers!



timber that was now in place with green wood preservative. Strictly speaking it is probably unnecessary to paint the timber since it was all tanalised wood, but at the back of my mind was the knowledge that the whole layout would become less visible from the house.

Having read widely of the pros and cons of the top surface (track bed) I opted for the easiest route; namely using battens running at 90 degrees to the main framing. This option is possibly the least attractive of all track beds. However, using exterior plywood, which appears to be the favourite surface, it does need to be covered with roofing felt. This is an expensive option and seems the one that often fails due ultimately to the ingress of water through to the plywood through nail holes; the result is usually rotten plywood.

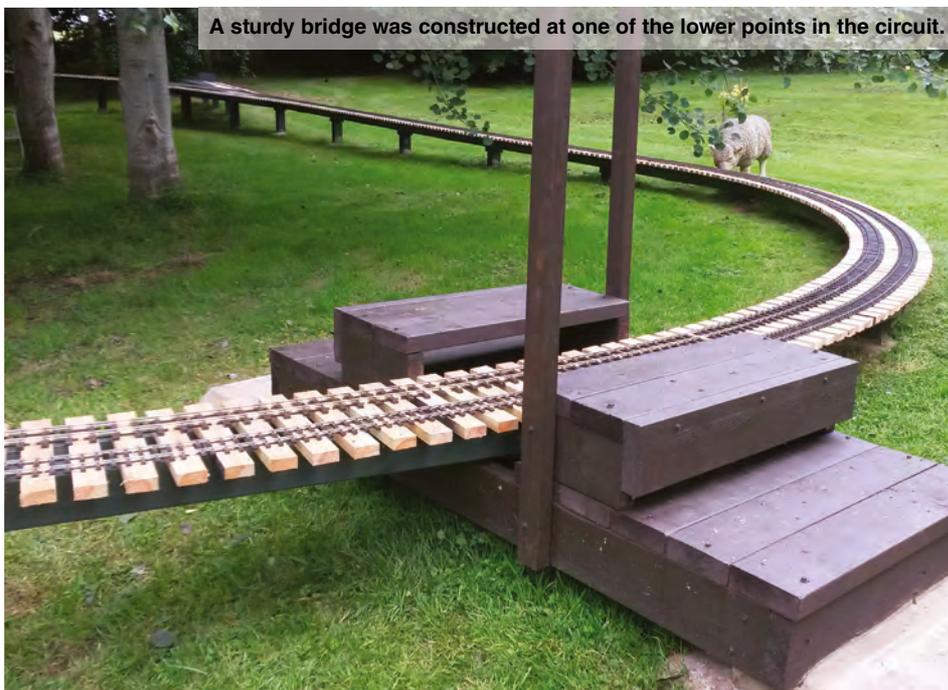
I used 25mm x 50mm roofing battens which were delivered in 15' lengths. These are relatively inexpensive, about £2 per batten. They obviously needed to be cut up into short pieces, which in my case were 14" long. This presented a problem. I required over 1,000 pieces; which is a lot of saw cuts. Browsing through the Screwfix catalogue I decided it was worthwhile to purchase an inexpensive bench-mounted mitre saw for less than £100. In fact, it took me longer to assemble the saw than it

did to cut up all the bits of timber! But it really was a god send, making the job so simple, and at the end of the day, I do have a useful piece of kit for future use.

Next came what turned out to be a long job, that of screwing each batten to the support frames, each being held in place by two 50mm screws and the battens being spaced 25mm between each. These battens were not painted, relying on the preserving fluid to stain them. Drainage was obviously not a problem. Progress on the whole project had been rapid, despite delays caused by the June rain! So far it had only taken four days.

What about the track work? Again no-one seems to come down on one side or the other as to which make of track work is best so I opted for the Peco flexible track, which was ordered from Track Shack on the Isle of Man. The track has been laid in two oval circuits. The inner is G-45 for the narrow gauge stock and the outer Gauge 1 standard gauge. I am not a great believer in pinning track work down too firmly as it does appear to need to expand and contract at a different rate to the sub base/track bed. In fact, my '0' Gauge circuit is not pinned down at all and it works very well in all conditions. However, because of the weight of the live steam locos I have opted to pin the track down at intervals to prevent the track moving under the inertia caused by a live steam engine. Rather than use small screws to hold the track down, as is often suggested, I am using 7/8" steel panel pins. These will of course rust, but are always easier to remove than rusted screws, should the need arise. With the circuit virtually complete I decided to add a steaming bay for each of the tracks. A turnout was inserted into straight portions of the track work and an 8' length of support base board and track was added.

So was my Dad right? A pair of waterproof shoes has proved invaluable during the construction of this project in one of the wettest Junes on record. As to the tools, buying and acquiring the right tools has been a great boon to this project. They have made onerous tasks simple, and more importantly, have allowed the whole construction to move on at a rapid pace. It has taken just eight days to complete, so yes he was right; and if you are planning a garden layout...do take his advice!



A sturdy bridge was constructed at one of the lower points in the circuit.



The steaming bays with black plastic areas for equipment etc.



Kit built Roundhouse Katie, named Beddelert tries out the new running line

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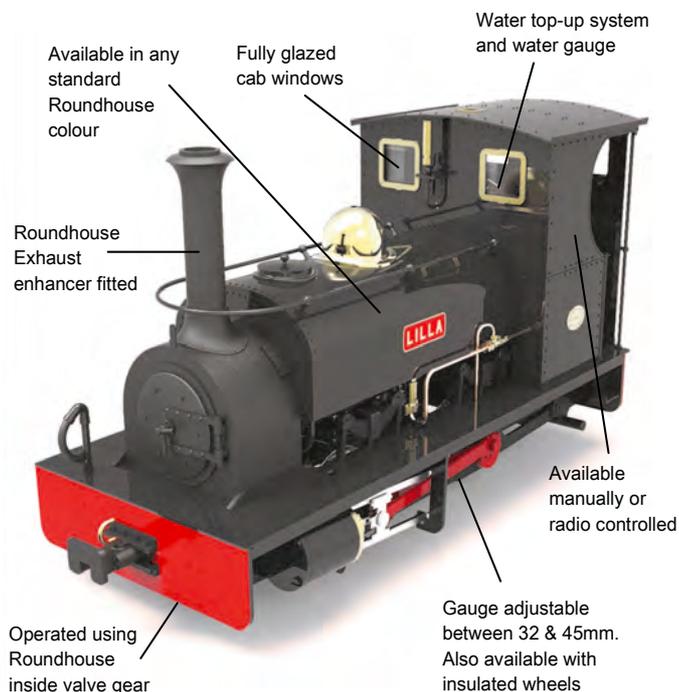
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Loco-Boxes 'Rolling Road'

David F Williams

Chris Moody's offer of a set of his 32mm rolling roads for a review came as a surprise, but as you can imagine I certainly jumped at the chance to try them out. They are described as 'no nonsense' rolling road units. Built of aluminium & stainless steel where possible; no argument there then. The Gauge 3, 45mm & 32mm are all built-in so assembly is not required, whilst the three larger gauges are supplied in kit form for you to assemble to the gauge and wheel diameter spacing that you require. Hog Hill Works offer rolling roads of 6 different gauges 7 1/4", 5", 3 1/2", Gauge 3, 45mm and 32mm, the last two being available in insulated versions as well as live steam. These rolling roads are compatible with the wheel and track standards laid down by the relevant societies or associations and I found the 32mm set very useful for adjusting and testing the resident live steam Roundhouse Alco loco. I was surprised by what I noticed when running on the rolling road test-track, that I didn't notice when running out on the main line; no more chasing after the loco when adjusting regulator or radio-controlled trim.

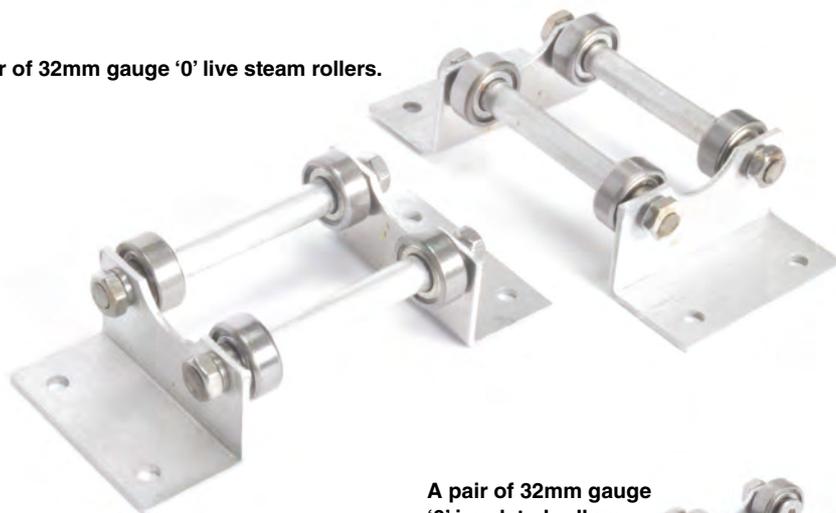
I also found that there was no need to fix these live steam units down, since they self aligned. However, holes are provided should you wish to attach them to a base. If one prefers to 'fix down,' Hog Hill Works I would suggest fixing one set only, leaving any others to 'float'. Those roller units not being fixed down are able to slide beneath the underside of the loco, so allowing adjustment to accommodate the varying motion axle centres within unlimited wheelbase dimensions. 32mm 'Dummy' roads (live steam) are supplied in pairs and support pony trucks and leading or trailing bogies to prevent them from hanging limply whilst running-in one's loco.

The insulated rolling roads are designed to fit to the rail head for stability and are capable of carrying

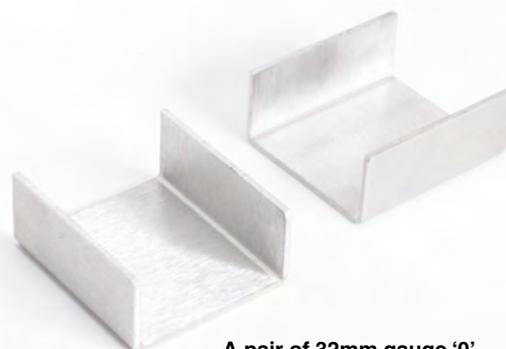
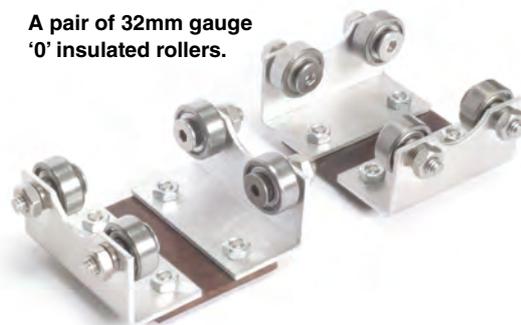
Roundhouse Alco 2-6-2T on the 32mm gauge test plant at the PTLR.



A pair of 32mm gauge '0' live steam rollers.



A pair of 32mm gauge '0' insulated rollers.



A pair of 32mm gauge '0' dummy roads available.

current to a track powered loco. I found my track powered 32mm Accucraft Bagley-Drewey was perfectly stable when running. This Hog Hill Works system certainly works well and makes good economic sense. When the attractive price is considered, it could be just as worth while to have a 45mm gauge set too, for those times when you have re-gauged a loco to run on another line. All Hog Hill Works products are available at the shows where Loco-Boxes are in attendance and can be also acquired by post.

PRICES

These are the prices for one unit per loco axle – when collected from a show. The current range of rolling roads in both live steam & insulated versions are as follows;

- Gauge '0' (32mm) live steam or insulated - £12:50
- Gauge '1' (45mm) live steam or insulated - £12:50
- Gauge '3' (63.5mm) live steam - £14:00
- Gauge 3 1/2", 5" and 7 1/4", live steam - £25
- 'Dummy' roads (live steam) 32mm and 45mm - two for £3

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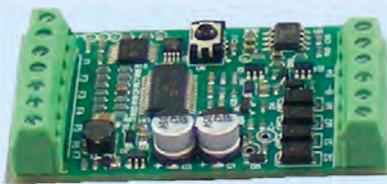
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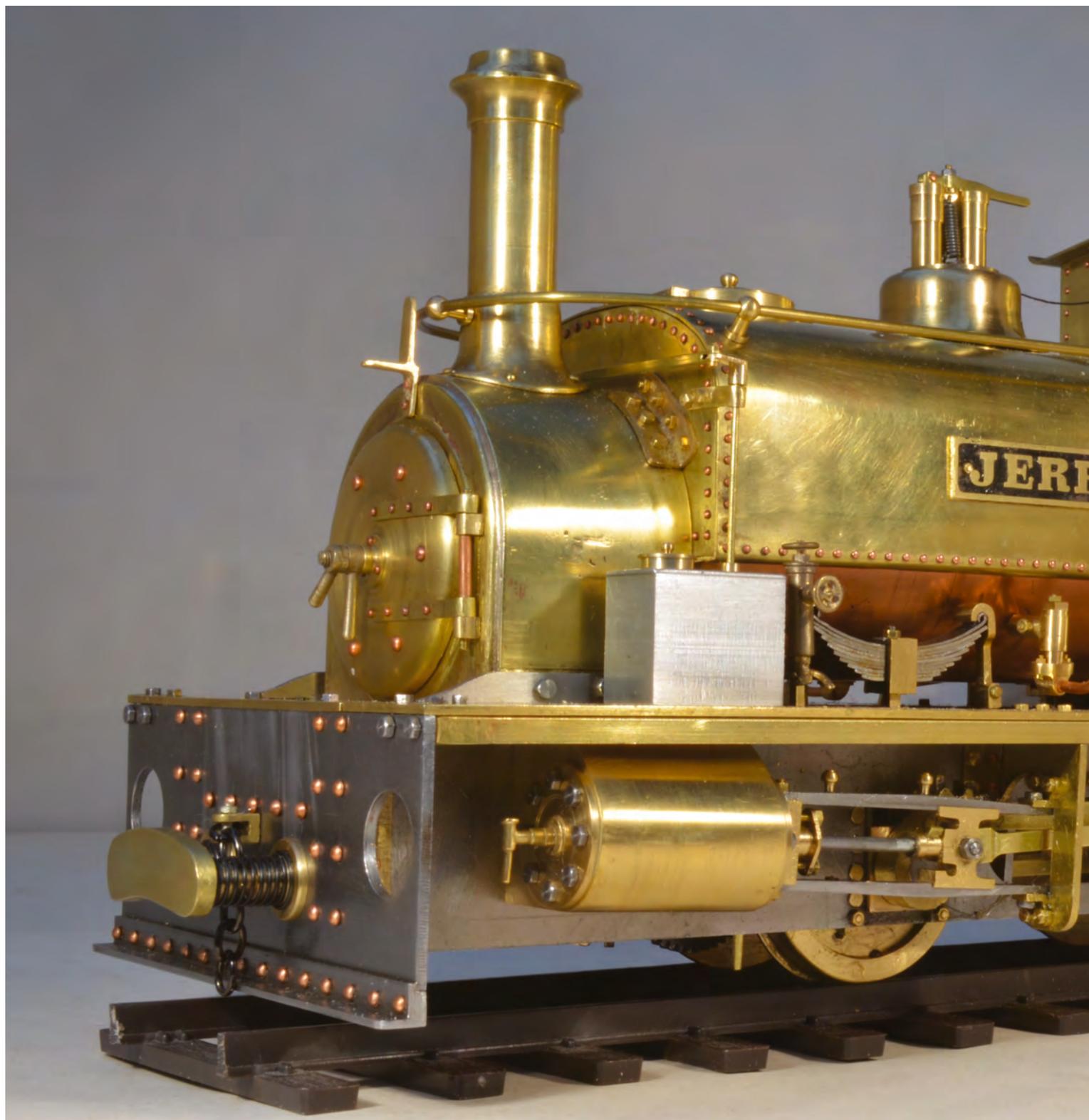


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With Engineering Elegance (Part 2)

John Nield goes on to complete the story of his award winning model of 'Jerry M'



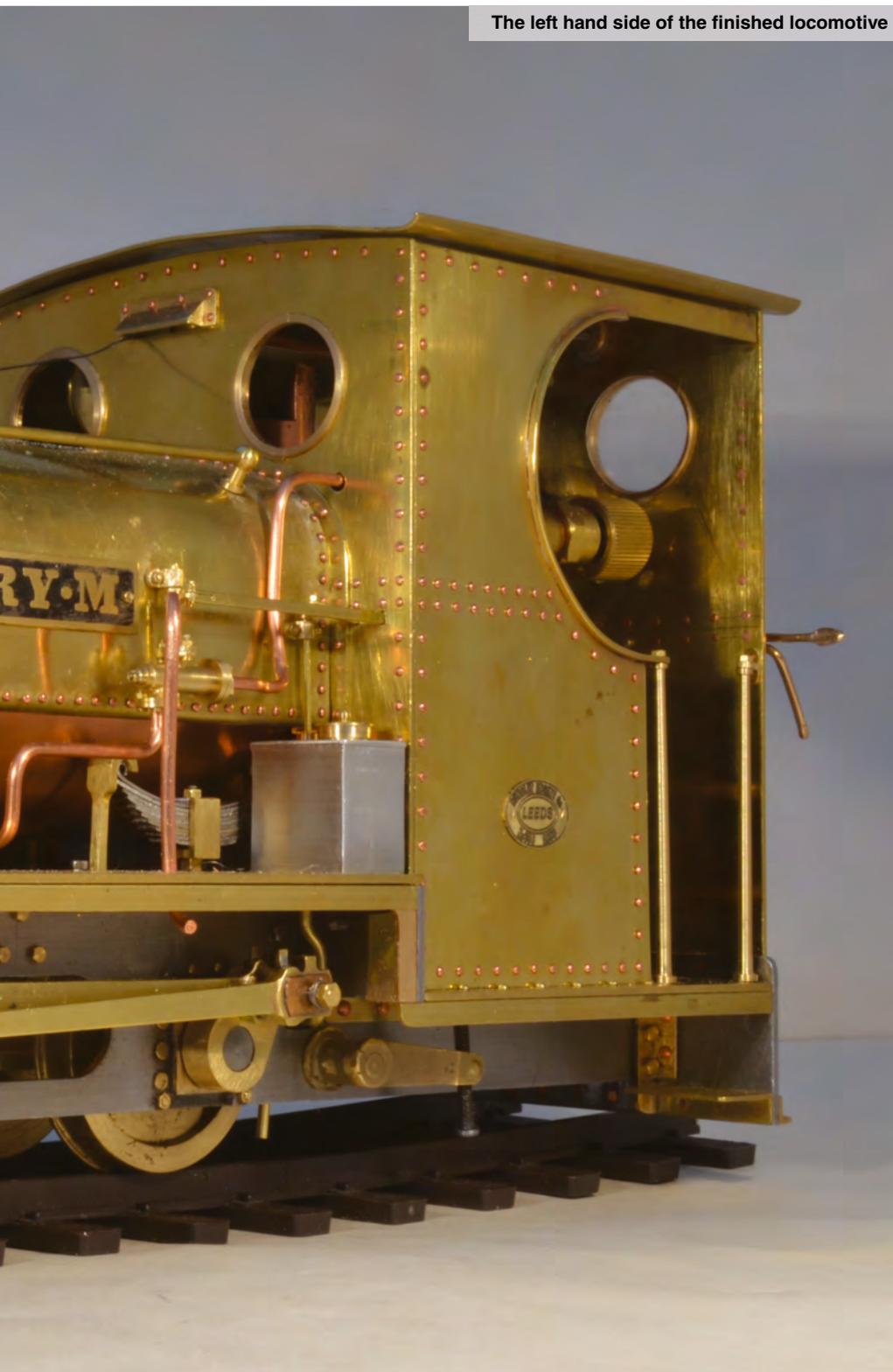
THE CAB

25 parts + 44 (nuts / bolts) + 304 rivets
The cab was made of brass sheet 1/32" thick. The sides were fixed together and milled to size. The curved shape was cut out with a piecing saw and filed to the finished curve. The beading around this curve is made from brass strip 3mm wide by 1mm thick. One side of this strip is reduced in thickness by 0.25mm across half the width to form a lip. This

lip butts up to the inside cab and was soft soldered around the curve. On the end of this strip a hole was drilled and tapped 14BA for a bolt which locates in the top of the front hand rail. The cab front and rear were fixed together and milled to size. The bottom edge of the cab sides is fixed to the cab floor by 4mm brass angle which is riveted to the sides and drilled and tapped 10BA for fixing screws to the floor. The curve form

for the roof support was filed to shape and the spectacle port holes cut in both pieces. There are vents on the front and rear which were milled from a block of brass and fixed to the front and rear with 6 rivets on each vent. The front was then cut out to fit over the boiler in order to hold the boiler when the cab is fixed in position. The rear of the cab was milled out to fit the sliding door. The front and sides of the cab were held together at the corners with 1/32" copper rivets fixed into 4mm brass angle. The rear of the cab is fixed to the rear buffer beam by rivets and the sliding door runner is held in place by 16BA screws and nuts. This door actually slides. The front and rear of the cab are fixed together with 14BA nuts onto 14BA screwed rods which are soft soldered into position on the front cab's arms. All the rivets in the completed cab are peened over on the inside of the cab to hold them in place. The spectacle rings were turned from brass rod to be 21mm diameter and stepped back to 20mm with a 19mm hole. Half the 21mm size was filed down to the 20mm ring so that it matched the original locomotive shape. A recess was produced on the 19mm hole in order to fit clear plastic windows 0.5mm thick.

The left hand side of the finished locomotive



DRILLING TEMPLATES

In order to produce accurate rivet alignment and spacing a piece of brass angle with eight indented marks at accurate intervals was produced by setting up a point in the chuck of the milling machine. The angle was drilled with a 1/32" drill bit. This type of template was produced for the various rivet spacing requirements in different areas of the loco.

A TIP FOR RIVETING

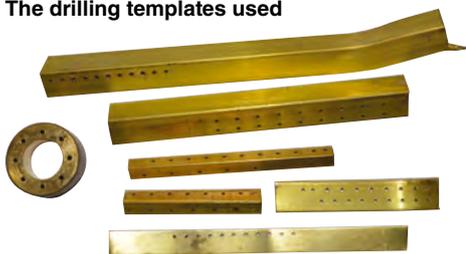
Normally when riveting three hands are needed:- one to hold the parts together; a second to hold the punch and a third to wield the hammer. I have found that an automatic centre punch with the point ground flat, acts as the punch and hammer and allows an easier method for riveting.

CAB ROOF

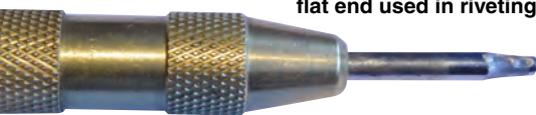
3 parts

The roof was made from 1/32" brass sheet which was milled into a rectangle in a flat form. This was then annealed and the curve formed by rolling a 2" dia rod back and forth with the brass on a flat surface until the curve was achieved. The turned up edges on the sides of

The drilling templates used



Automatic centre punch with flat end used in riveting



Water filler cap, dome, safety valves and whistle

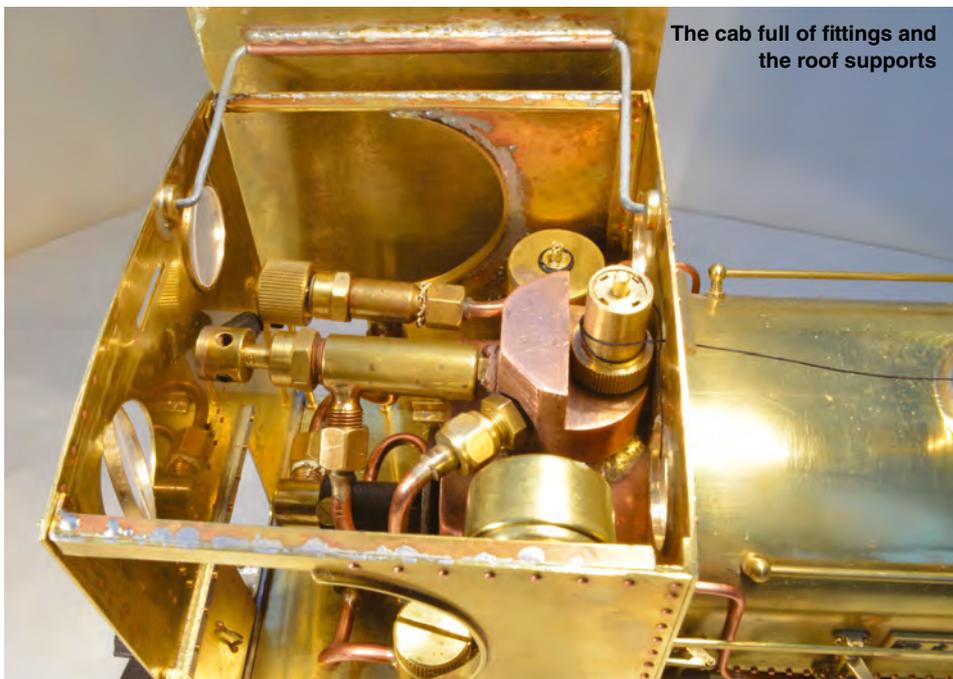
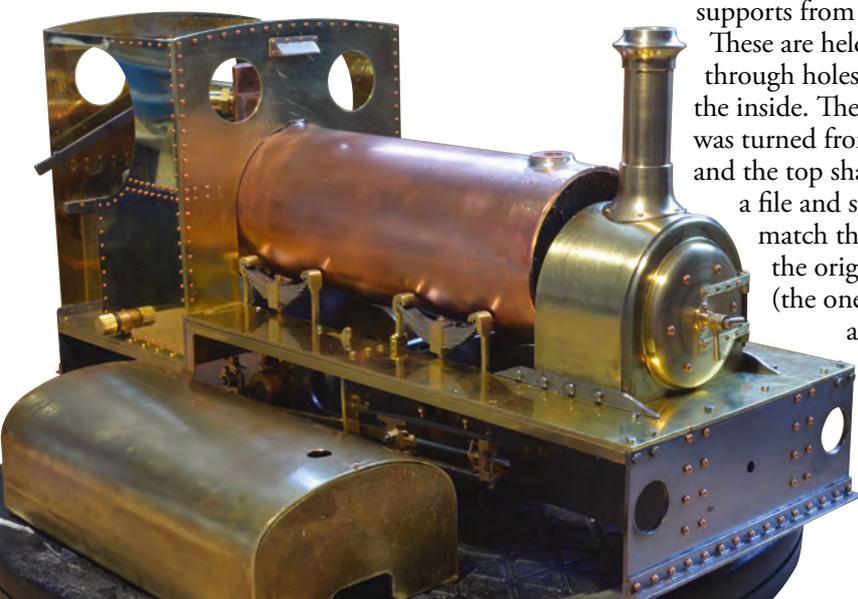


the roof were produced in a vice by a wooden block and mallet and a great deal of care! The roof is held in place on the cab by a tube with a rod 1.5mm dia bent into a 'U'. This rod was bent at right angles at the ends and fitted into bosses fixed onto the inside of the cab front and back, enabling the roof to move to the side without becoming detached from the cab. This gives access to the gas tank filler, gas control valve, regulator and lubricator filler cap.

THE WATER TANK

14 parts + 20 (nuts / screws) + 209 rivets
This was a 1/32" sheet of annealed brass wrapped around a wooden former by rolling with a steel rod until the shape was achieved. The brass was annealed

The large boiler held by the cab before it is covered by the plain tank



The cab full of fittings and the roof supports

three times in the process and the sides of the brass were bent at right angles under the former. Held in this former the bends were milled parallel with the sides. End plates made in 1/8" brass were made to fit the curved tank top and then held in place with screws from the right angle edges and soft soldered. Holes were drilled around the ends and 1/32" rivets were inserted and held with super glue. The rivet holes were drilled via a template to obtain the required accuracy. A template was used to drill the holes along the bottom edge and I produced 200 holes with only four broken drills! The rivets on the side of the tank were bent over on the inside and held in place with super glue. A hole for the water filler cap was cut in the tank top and a ring made to fit around this hole which was riveted in position. The hand rail, made from 1/16" brass rod, fits around the tank upper level and is held in place by source hand rail supports from Roundhouse.

These are held in position through holes and nuts on the inside. The filler cap was turned from brass rod and the top shaped with a file and scraper to match the curve on the original drawing (the one on Jerry M at Hollycombe has a flat top to the filler). The underside of the cap was

recessed to accommodate the water filler plug and filler boss. The cap rests upon the filler boss in its normal position. The dummy hinge block on the filler cap was held in position by two 1/32" rivets.

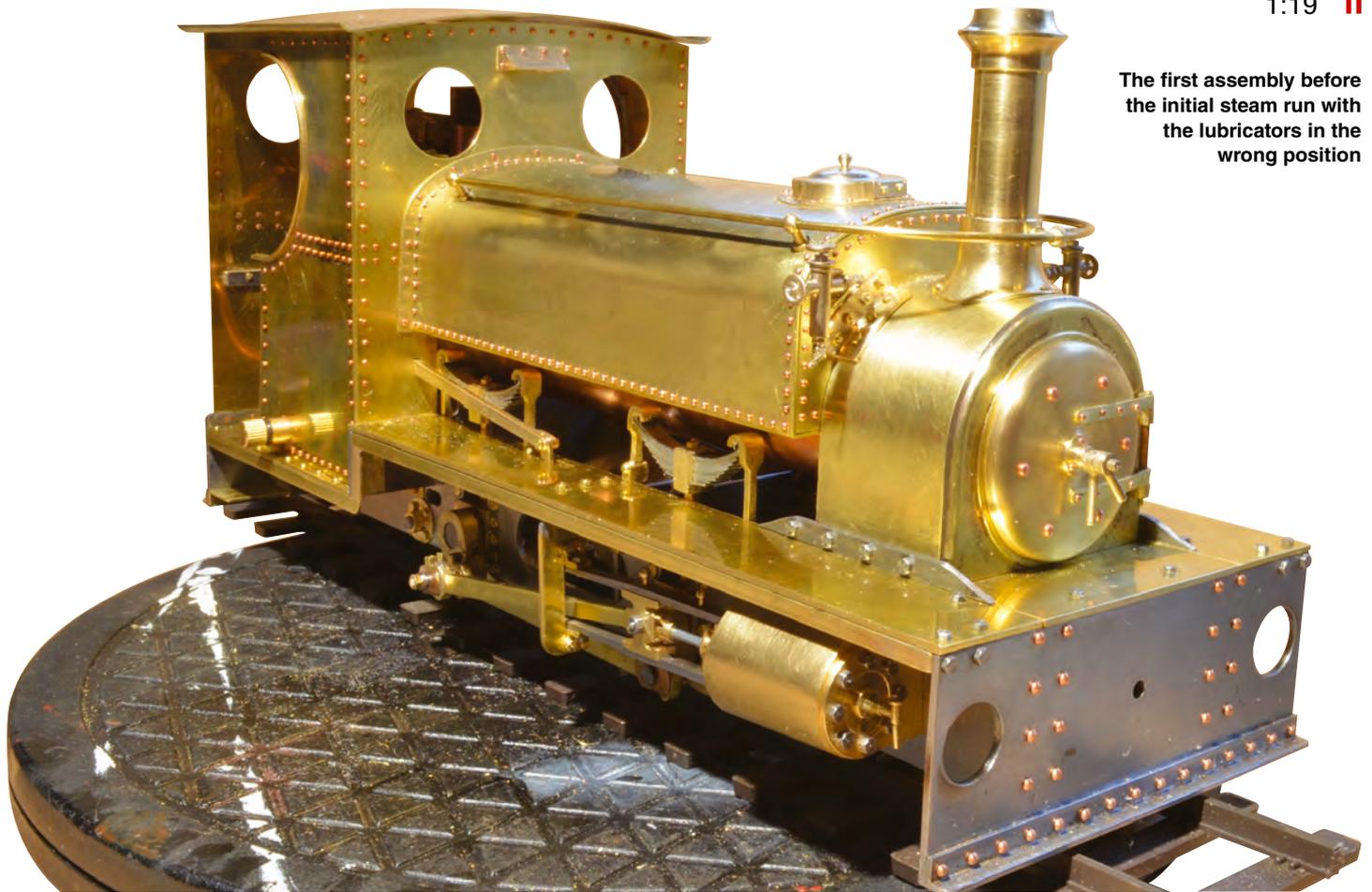
GAS TANK

6 parts + 4 screws
The gas tank was made from a solid block of brass 73mm x 19mm x 32mm. The centre of this block was removed by milling, leaving a wall thickness all round of 1.6mm. The top edge of the block was recessed 1.8mm deep with a lip of 1mm so that a 1.6mm plate could be dropped onto it. At each corner of the block a solid section was left for screw fixing from below. A tube was turned from a 19mm solid bar and a hole was drilled 12mm through the bar. This tube was made to a finished length of 46mm. At one end the tube was turned down to 14.5mm dia over a distance of 3mm. At the other end a recess was formed to accommodate the gas valve boss which is a location for the gas inlet and control valve. The tube was located in a 14.5mm hole on top of the tank and all parts were silver soldered together. This gas valve boss, gas inlet and gas control valve were other parts sourced from Roundhouse.

SAND BOXES, LINKAGE AND LUBRICATORS

32 parts + 30 (nuts / screws)
Different sizes of sand boxes were made from aluminium bar. Brass caps and guides for feeding and releasing the sand to and from the sand box were fitted

The first assembly before the initial steam run with the lubricators in the wrong position



on the top of each box. The linkage rods were made from 1/16" square brass tubes. The ends of the tubes were slotted to 0.8mm wide by a saw blade and the slot accommodates the lever thickness. The end of the tube with the slot was kept at 1/16" wide for 4mm. The rest of the tube is reduced to 0.8mm wide to give a proportional width to the original Hunslet drawings. A 1/32" hole was drilled through the wide area at the end of the tube to fit a pivot pin for the lever. All the linkage rods for the sand boxes and injectors are made in this way. The support brackets which are fixed to the side of the tank were made of brass in a 'T' form and filed to shape. A 1mm hole was drilled for the lever rod and the brackets were fixed to the tank with 16BA nuts and screws. The front tank brackets were milled to 0.8mm thick and 3mm wide. The end was left wider to accommodate a 1mm hole for the lever rod and then filed into a rounded form. The brackets were fixed with 12BA bolts with 14BA heads. The levers for the sand boxes and injectors were turned from brass rod and drilled 1mm dia. A boss was turned on one end 1.5mm long and the rod parted off, giving an overall thickness of 2mm. This was filed down to the boss on each side to give a straight door handle shape and a 0.8mm dia

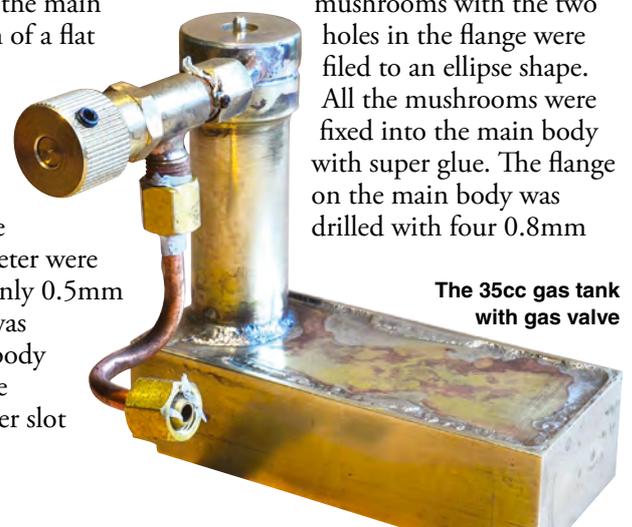
hole was drilled at the other end from the boss. The pivot pins for linkage and levers were 16BA nuts and screws. The pipes that go from the sand boxes to the wheel areas are made from 1/16 brass rod which is bent to shape and screwed at one end 10BA. The screwed end is fixed with two 10BA nuts into the side foot plates under the sand box area. The sand boxes were drilled out on the underside to give clearance for the nuts and rod end. The lubricators, sourced from Brandbright a number of years ago, were fitted to the back of the front sand boxes by 12BA bolts.

INJECTORS

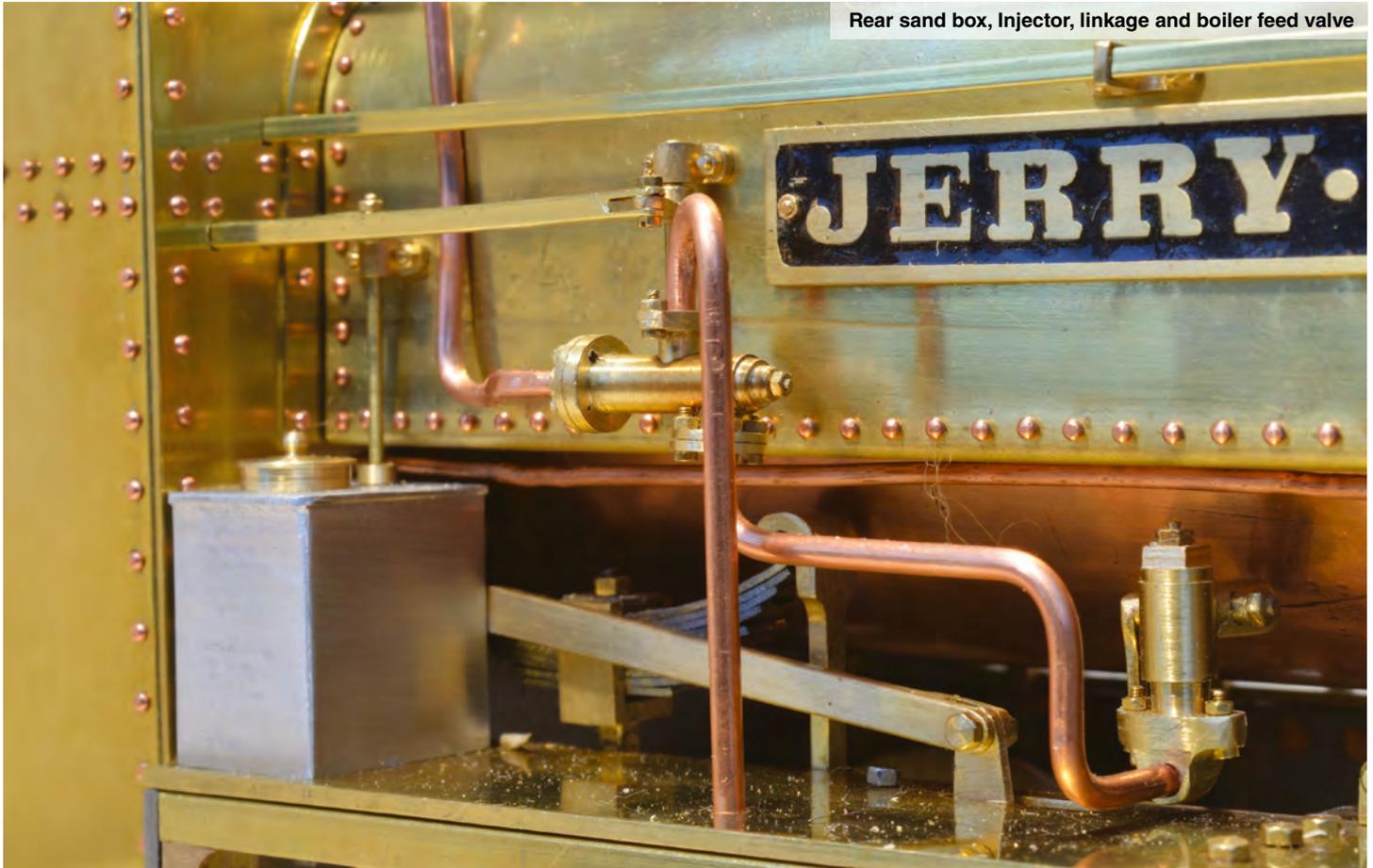
28 parts + 46 (nuts / screws)
The injectors were fabricated from seven brass parts, these being the main body, three pieces in the form of a flat top mushroom, two washers and a small tube. The main body was turned to size and length with a flange at one end which was drilled 1.6mm dia 2mm deep. At the other end three steps in diameter were turned but the last step was only 0.5mm dia to fit a 16BA nut which was glued in position. The main body is drilled half way through the diameter with a 2mm diameter slot

drill on the top, bottom and one side. Three rods with flanges (mushrooms) were turned 2.5mm diameter with a 6mm diameter flange, 0.5mm wide at the end. Two of the flanges were drilled 1.85mm dia, 1.2mm deep at the flange end. These flanges were drilled 0.8mm dia on a pitch around the 1.85mm hole. On one flange 2 holes were drilled and on the other 4 holes were drilled. The other mushroom without a hole was drilled with two 0.8mm dia holes on the flange. A 1.6mm diameter hole was drilled on the rod at 90 degrees to the axis of the other holes and this 1.6mm hole fits the small tube. The 6mm dia. washers were drilled and fixed to the flanges with the 1.85mm holes using 16BA nuts and screws. The two

mushrooms with the two holes in the flange were filed to an ellipse shape. All the mushrooms were fixed into the main body with super glue. The flange on the main body was drilled with four 0.8mm



The 35cc gas tank with gas valve



Rear sand box, injector, linkage and boiler feed valve

dia holes around the 1.6mm diameter hole and 16BA nuts and screws were glued into these holes. The copper pipes connected to the assembled unit were 1.6mm dia. copper tube and 1.85mm dia. solid copper electrical wire for the overflow and tank feed pipes.

NAME PLATES

2 parts + 8 (nuts / screws)

The plates were made from 1/32" brass sheet and the text was produced by dry transfers directly onto the brass. The outside frame was formed by circuit board tape and the brass was then immersed in an etching bath for 1 hour. After this etching time the brass around the transfers had been removed to a depth of 0.2mm. The plates were then machined to size, polished, degreased and black paint was then applied all over the plate and left until dry. The paint was then removed by rubbing on a flat surface until the edge and letters were revealed. Two 1/32" holes were drilled in at the ends of the plate for 16BA mounting screws.

STEAM DOME WITH SAFETY VALVES, BAR, SPRING AND WHISTLE

9 parts + 4 (nuts / screws) + 1 rivet
The dome was made from 32mm dia

brass and machined in two stages. The outside shape was formed and parted off. The dome has parallel sides which were held in the lathe and the inside partially drilled out. This formed a 0.8mm skirt on the edges. The brass was then annealed and placed on the same wooden former used for the tank and forced against this former so that the side skirt could be hammered into shape. The required shape was achieved after annealing twice. The safety valve turrets were machined from 1/4" brass rod and tapped 10BA in the bottom and recess at the top. The two turrets were then fixed by two 10BA counter sunk screws to a turned circular plate 1.4mm thick which fits on top of the dome. The arm on the valve top was machined with a larger section on the arm and a hole was drilled in this larger section for 12BA clearance. Two spring retaining hooks were made for the top and bottom. The top hook was turned with a spigot which is threaded 12BA. This hook is held on the arm by a 12BA nut. The bottom hook has a rod machined on it which is threaded 10BA. This rod holds the turret plate onto the top of the dome. The rod also holds the dome to the top of the tank. A real spring is held by the top and bottom hooks and this spring holds the arm in place. The whistle with a thread at

one end was fixed by a 6BA nut passing through the turret plate and dome. The whistle was sourced from Brandbright.

CAB HAND RAILS AND BRACKETS

6 parts + 14 (nuts / screws)

These hand rails made in brass caused problems in turning because they were too long and flimsy to produce the taper. I made 10 in all before achieving a satisfactory result. One end contains a 1mm hole in order to locate a 14BA screw. At the other end is a 10BA screwed spigot which fixes the rail to the cab floor via a 10BA nut. The brackets that fix the rear hand rail to the cab back were machined from a small block of brass which was made into a 'T' section and filed to fit the profile seen on the original Hunslet cab drawing and in close up photos sent to me by Sean Cullen (a volunteer at Hollycombe). The hand rail is located on 14BA screws held in the brackets and the brackets were fixed to the cab rear by rivets.

FRONT AND REAR BUFFERS

8 parts + 3 nuts

As the loco will only travel forward I sourced the rear buffer from IP Engineering because this had the only coupling hook required. The front buffer is a kidney

shape and made from seven parts. The curved front was made from brass with two holes which hold two brass rods that are threaded 8BA at the other end. Two brass sleeves with shoulders that fit onto the two previous rods were made, supporting two springs which push against the curved front. The two threaded rods pass through holes in the buffer beam and the complete unit is held to the buffer beam with 8BA nuts and washers. This front buffer can absorb pressure by depressing the springs against the buffer beam.

STEPHENSON’S LINK MOTION

15 parts + 14 (nuts / screws) + 6 rivets
This is a dummy link motion but is made in the same way as a working link motion. The curved link was made in brass and milled and filed to shape. Two holes 1mm dia were drilled at each end of this link. The lifting links were made from brass strip 0.8mm by 2.4mm and drilled at both ends: 1mm dia. The lifting arms were made in brass with a hole at one end to fit onto the weight shaft and at the other end a 1mm hole was drilled. Three of these arms were made; one being for the weight arm. The forward and backward rods were made in brass with a slot at the end to accept the curved link. These rods were set at an angle and riveted to each other. The lifting arms were fixed to the weight shaft by rivets. The lifting links and the backwards rods were fixed to the bottom of the curved link by 14BA nuts and screwed rod. The forward rods were fixed to the top of the curved link by rivets. The weights were made by turning two discs from brass with a 1mm dia hole in the centre. These discs were milled out on the inside to accommodate the thickness and width of the weight arm. The discs were attached to the arm by 14BA nuts and screwed rod. The weight arm was clamped to the weight shaft by a 14BA bolt.

WORKS PLATES

2 Parts + 8 (nuts & screws)
These were sourced from Narrow Planet and fixed to the cab with 16BA nuts and counter sunk screws.

WHAT DID I LEARN FROM BUILDING THIS LOCOMOTIVE?

- Research different sources of material to determine the accurate information to use.
- Speak to knowledgeable people to gain information.
- Use traders to source suitable parts (do not try to reinvent the wheel).
- Check and recheck the marking out and dimensions before drilling or cutting.
- Draw parts to check if they fit together.
- If something does not work change the design so it does.
- If something is made incorrectly remake it.
- If consistency is required make templates and jigs.
- A set of times 4 magnifying spectacles are essential for close work.
- Have lots and lots of patience.

FINISHED LOCO SPECIFICATION

Length: 254mm
Height: 131mm
Width: 96mm
Weight: 7 Kg
Boiler capacity: 220 cc
Gas capacity: 35 cc
Running time: 35 minutes
Scale speed MPH: 20 max
Working pressure: 60 PSI
Building time span: 16 months

SOME STATISTICS

Parts in the loco	380
Nuts, Screws & Bolts	450
Rivets	700

IN CONCLUSION

This project has been a “labour of

love” in pursuit of that wonderful engineering elegance of 1895. I am sure I am not the only model maker to have taken gentle family flak about playing with my “big boys toys”.

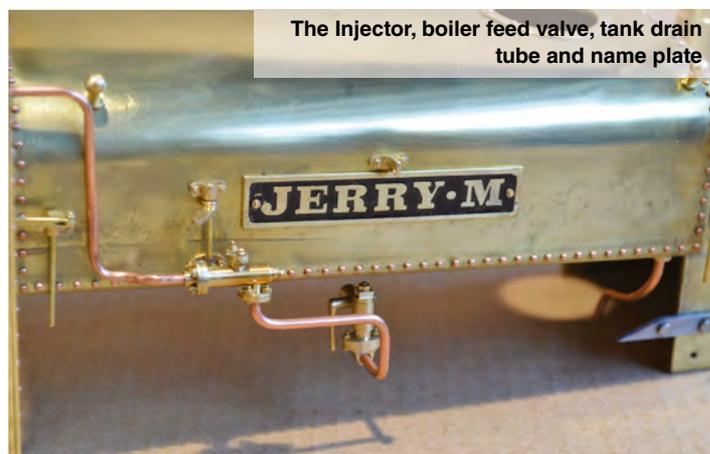
My wife has modified this reference throughout the pursuit of this latest model. She is a long suffering supporter and critic. When I first ran the model of Lilla on the garden railway, it shot around the track like a “bat out of hell”. The garden birds fled, our cat froze and my wife just burst out laughing. Personally bewitched, bothered and bewildered I humbly replied “Yes love it is a bit dramatic isn’t it”. Back to the drawing board.

The second running of Lilla drew the comment that it was still like an untrained race horse but without such bolting force as the bat! The experience of Lilla paved the way for taming any further model to be made, thus appeasing my wife and cat and returning tranquillity to the garden wild life. Painstakingly tolerating my perseverance my “big boy’s toy” turned into her phrase – “he’s playing with his dolly”. When she said this to friends in our local hostelry, she managed to turn heads and silence the pub! I just hope I managed to keep your heads similarly focussed when you viewed my project.

AND NOW

“To Paint or Not to Paint”- that is the final question. I decided not to paint. “Beauty is in the eye of the beholder” and all good models are seen in their “Birthday Suits”. I believe the 1895 excellence is best exhibited “in the flesh” so that the intricacy and embellishments can be appreciated.

The final part of the story is that



The Injector, boiler feed valve, tank drain tube and name plate



Name plate etching in 0.8mm brass

in 2014 I entered the 16mm Model of the Year competition for the first time with the loco 'Jerry M' and came away with the Jack Wheldon Trophy, which can only be won once in the lifetime of the entrant.

DOCUMENT REFERENCES

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ISBN 0 85361 328 1

Quarry Hunslets of North Wales by C.Thomas.

ISBN 0 85361 575 6

The Narrow Gauge in Britain by C.Thomas.

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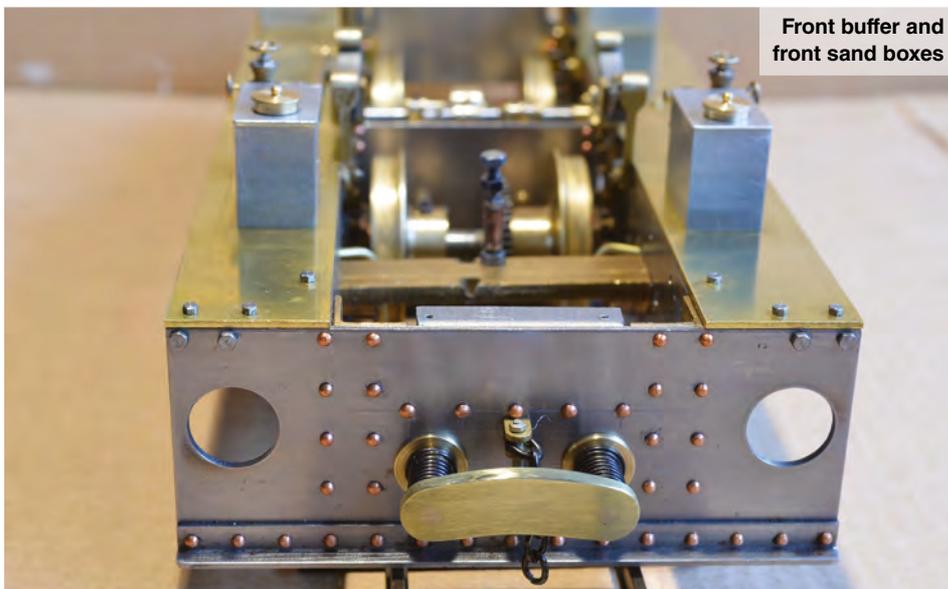
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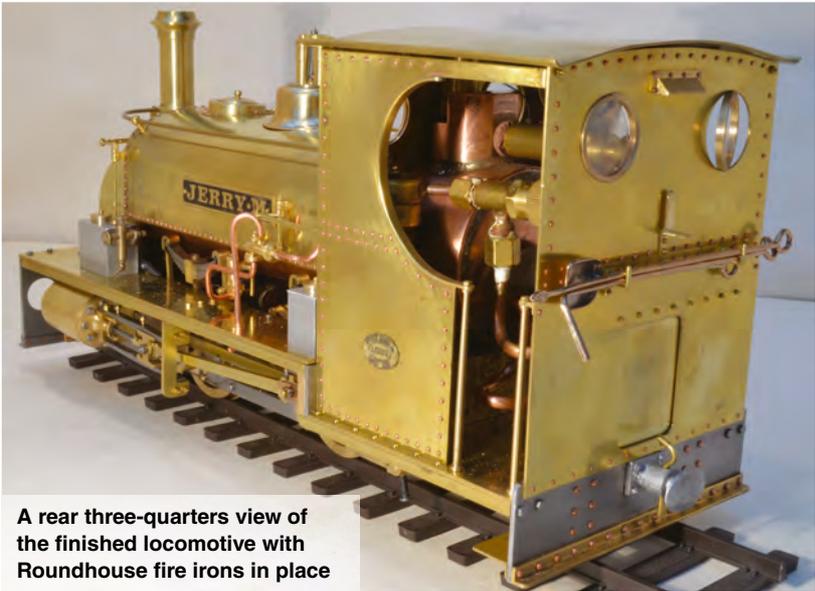
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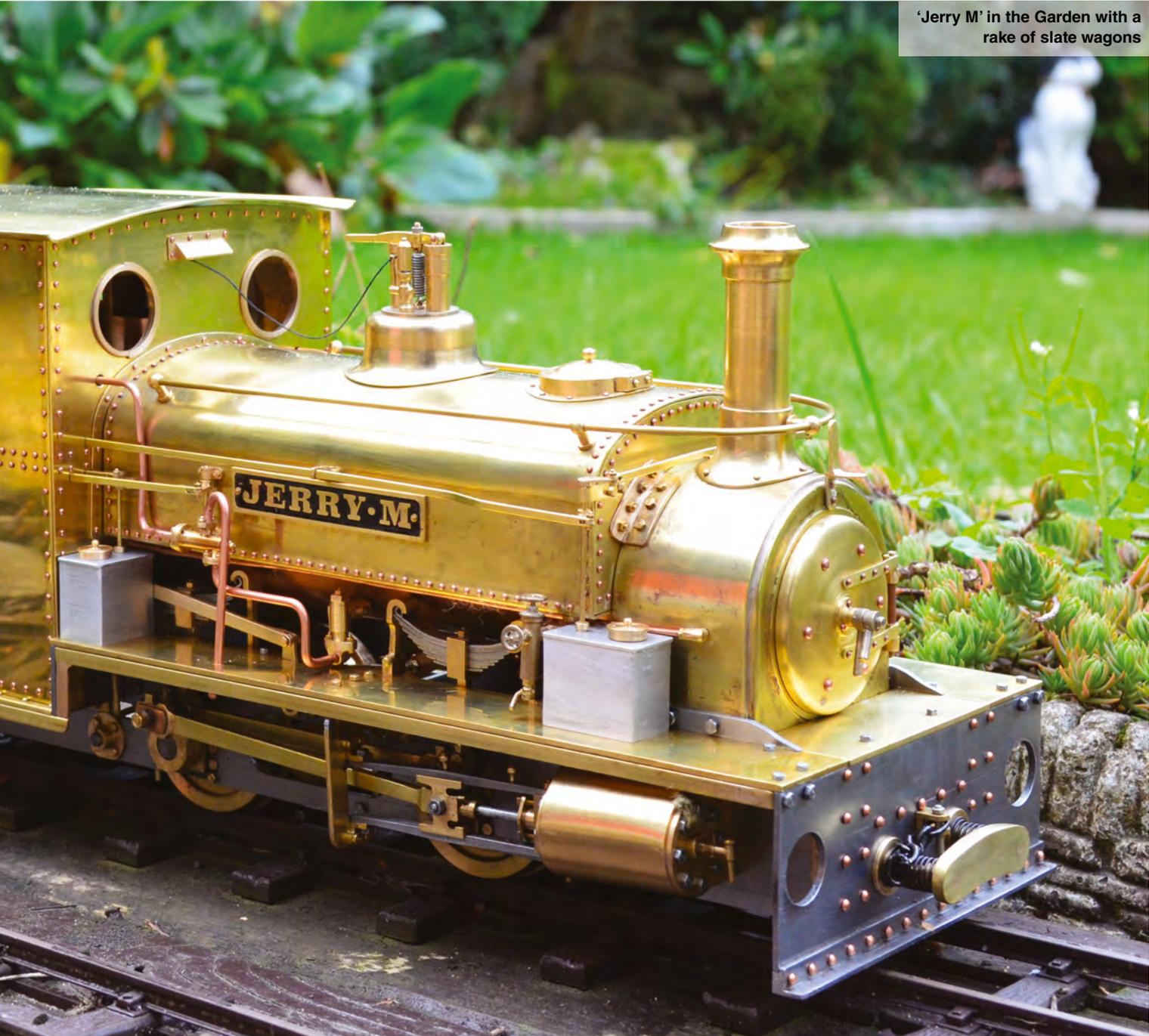
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Dummy Stephenson's link Motion from below



A rear three-quarters view of the finished locomotive with Roundhouse fire irons in place



'Jerry M' in the Garden with a rake of slate wagons



Port side view of the detailing applied to Beddgelert. On the running plate sits a tool box and oil can. The wheel cranks have been painted vermilion along with the name plate and works plate. Rear cylinder covers painted satin black along with the lubricator drain tap. The firebox (below the running plate) has been dumbered-down to a more matt finish. Bogie axle box covers given a coat of brass paint and on the rear buffer beam is the air brake stand and pipe. Chopper couplings replace the original Roundhouse variety. I used extra long shank choppers, due to the overhand of Beddgelert on tight curves.

Detailing Beddgelert

David Rhodes is back on the NWNCR, this time adding detail to the Roundhouse Beddgelert

When I learned that Beddgelert was to be the new Roundhouse model for 2014, I thought all my Christmases had come at once. My bank account and the domestic authority had a different take on the situation. Suffice to say that funding and pacifying of the domestic authority resulted in me collecting Beddgelert at that year's Elsecar show.

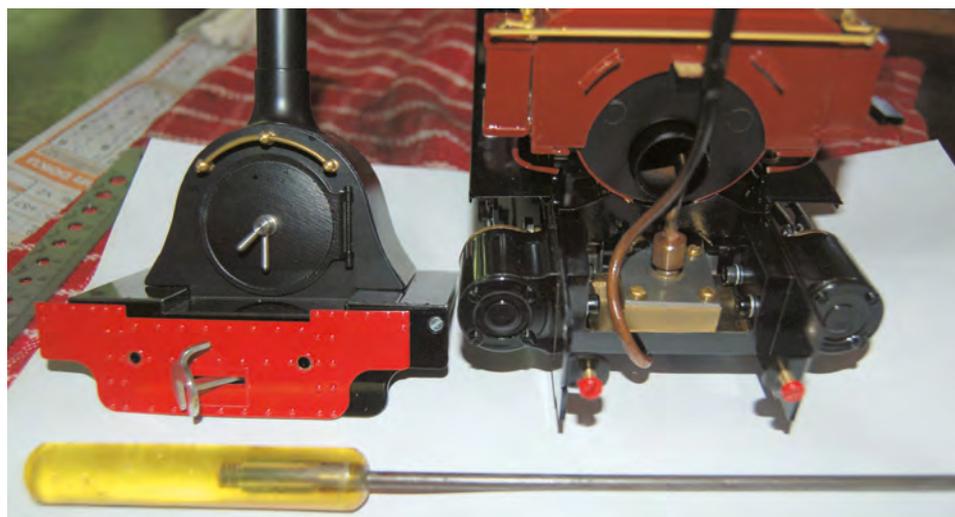
After much deliberation I opted for Beddgelert to be delivered in Crimson Lake (BS473). Why? Well reading up on her history there appears to be a train of thought that her paint became more akin to a shade of brown over time. It therefore seemed unlikely that she left Hunslet Engineering in the brighter shade of Maroon. This is yet another anomaly associated with the NWNCRly; something that cannot be proven with any certainty.

My initial thoughts were to detail Beddgelert as she was in her mid-life, following her return to Hunslet Engine Co. for an overhaul (without the sloping

boiler). As there are only four known photographs of Beddgelert during her working life, there was again not much to go on.

BUFFER BEAM MODIFICATIONS

First and foremost was to replace the existing M2 slot head screws with M2 bolts spayed Vermilion to match



Smoke box and front footplate removed. This is a simple job. Remove the two holding screws in the buffer beam, press down on the front section of the running board where the two sections meet, slide forward to clear the tank/smoke box support brackets, tilt backwards slightly, then lift over the exhaust. The M3 cheese head buffer beam screws were replaced with M3 hex headed bolts on both buffer beams.

the buffer beams. The front buffer beam, including smoke box, were removed from the loco. Thankfully the design of the continuous foot plating is such that removing the whole smoke box assembly is really easy and straightforward.

With both buffer beams removed the first task was to replace the Roundhouse coupling with a pair of round faced chopper couplings. These came from my spares box. However I believe they were originally supplied by Brandbright (RSA70?). There was just sufficient spare metal on the coupling shaft to enable the pivot hole to be opened out to M2 clearance, allowing the retention of the original shouldered fixings bolts. These couplings are a shade longer than I really wanted; however, considering some of the tight curves encountered, the extra length is justifiable.

Using a photograph (C.C. Green collection) of Beddgelert at Dinas in 1892, I was able to recreate the air brake piping on the front buffer beam. Using 1/8th round brass bar, a retaining bracket was soldered in place and drilled for 10BA clearance, along with a hole in the buffer beam. The flexible pipe is insulation from a short piece of 7029 mains cable, the outer end of which has a short piece of retaining chain anchored to the 1/8th pipe. The air pipe and bracket were painted in satin black, whilst the flexible pipe was given a coat of matt black.

A similar exercise was undertaken on the rear buffer beam, only this time the air pipe is vertical as against horizontal on the front. There are no photographs of the bunker end of Beddgelert after she was given her air brakes; therefore I can only assume she was fitted out in a similar fashion to the other NWNGRly locomotives; with a vertical pipe assembly. The whole assembly is held in place with brackets and a 10BA nut and bolt.

Prior to fitting the air brake assembly to the rear buffer beam, I investigated the possible fitting of an air brake tank (reservoir). On the full size loco this is located under the footplate to the rear of the starboard cab door. In the only photograph depicting the tank it appears to be hard up to the main frames. On the model this is not possible as Roundhouse have routed the servo wiring tight up to the mainframe. A 10BA clearance hole was drilled in the rear steel buffer beam 10mm in and

The odd shaped lamp iron mounted on top of the smoke box. Note how the lamp iron has a short vertical section at its outer end. Two 10BA bolts hold the lamp iron in place, nuts fitted outside the make box. Other locos in the NWNGRly fleet had a similar fitting. The sandbox operating levers which pass across the front of the saddle tank have been painted satin black.



10mm below the footplate level (not the overlay). The hole was countersunk so that the 10BA screw with a countersunk head would fit flush with the outer face of the buffer beam, allowing the overlay to lie as a flush fit. The screw was secured tight to the buffer beam with a nut. A section of 8mm O/D brass rod was drilled and tapped 10BA. Once painted the brass rod was threaded on the bolt up to the original lock nut. By doing it in this way, should I ever need access to the servo wiring I can remove the air tank without disturbing the buffer beam?

SMOKEBOX

The next task was to add the rather odd shaped lamp bracket to the top of the smoke box. Close inspection of the Dinas photograph shows the bracket to be horizontal with a short vertical upturn on the forward end. A spare Roundhouse lamp and fire iron bracket (as used on their Lady Anne) was filed to fit round the base of the chimney.

Two 12BA clearance holes were drilled (with some difficulty due to the proximity of the chimney) in the top of the smoke box top. The two 12BA bolts were passed through the smoke box and lamp iron with the nuts being fitted externally. One of the puzzling things about this lamp bracket is how the lamp stayed put in service. Suffice to say I found a way around this (see headlamp modifications). The bracket assembly was painted satin black.

CAB FLOOR

The inclusion of a wooden cab floor is paramount to the “finishing off” of the cab area. There are two ways this can be achieved; removing the body to give full access to the footplate or as I chose in this instance, to install the floor with the body in place. Plywood (0.8mm) was the chosen timber.

There are a number of bodywork anchorage points. Valve gear servo supports, regulator servo and the on/off battery switch all need to be taken



View showing the wooden cab floor, fitted in two halves and held in place with dabs of clear bathroom sealant. Note also the NWNGRly crest on the cab side, supplied by David Bailey. The pipe between the two sections of the injector housing was treated to a coat of copper paint reflecting 12"/1' practice.



The pipe between the cab and the dome was a mid-life addition to Beddgelert. I am uncertain as to its purpose as this loco never had vacuum brakes. The dome was drilled and tapped 8BA, into which was screwed a standard brass hand rail knob. A section of 1/16th round brass bar was soldered into the handrail and the front edge rounded off. As it is necessary to remove the dome to fill the boiler, the cab end of the brass rod terminates in a small brass collar resting up against the cab front plate. Pictures of Beddgelert show that the dome cover was cut away to allow it to fit over the pipe. I have painted the section below the pipe fitting matt black, rather than start hacking the dome about.

into account. To ease access in order to establish the measurements, the battery box tray was removed to give better access to the footplate.

I opted for a two-piece cab floor, the rear section finishing just forward of the rear cab handrails. A tailor's measure was used to establish the length and width of the rear section. A piece of ply was then cut to size including the numerous cut-outs. The underside of the cut-offs were marked adjacent to the actual cut, to ensure a flush fitting for the front section. This ensured that when the two halves came together in the cab they would be a perfect fit (no unsightly gaps between the two sections). Following a good deal of trimming with a sharp knife, the rear section of the floor could be slid in place, butting up to the bottom of the gas tank.

The firebox section of the floor was fitted using the same procedures, trimming where necessary to allow its forward edge to fit snugly with the firebox. Before the floor sections were finally fitted, the planks were drawn (8mm apart – scale 6") using a thin tip permanent marker pen. Both sections were treated to several coats of matt

varnish, including the edges of the ply.

Clear bathroom sealant was applied to the underside of the two sections of flooring, the rear section being fitted first, so ensuring it was a square fit with the two rear most handrails. The front section was fitted in the same way; only this time it had to be drawn back to butt up with the rear half of the floor. The beauty of using sealant is the ability to move parts around to align them and, if in the future there is a need to remove the floor, it is a simple exercise to prise them loose. This exercise was relatively simple given all the furniture and piping on the footplate.

ADDITIONAL PAINTING

Something already mentioned are the air brake delivery pipe assemblies painted satin black. The lubricator drain, the gas control valve (more of this later), the sand box control, rodding behind the smoke box and the rear cylinder covers were also treated to a coat of satin black.

The name and works plates were spray painted vermilion, a colour mentioned in several NWNGRly history books. The six cranks were painted the same

colour, only this time using Rail Match brush paint.

The pipe between the brass injector castings was given a coat of copper paint. In reality these would have been copper pipes. The rear bogie axle box covers were treated to a coat of brass paint. Looking at photographs of Beddgelert, the covers appear much lighter than the connecting rods, hence the brass paint. The cab internal surfaces were left in Crimson Lake. Why? Well, there is no concrete evidence that the internal colour was anything but the same as the external paint work. There is no evidence that cream or grey (as used on Russell) existed.

The lower sections of the firebox between the frames were treated to a couple of coats of matt black paint followed by a coat of matt varnish. On the full size Beddgelert, this area would soon have lost its shine due to the heat from the fire grate.

LUBRICATOR CAP

On Beddgelert, access to the lubricator cap is somewhat restricted, being hemmed in by bodywork and the new style battery box. It is a two handed job



Roundhouse has on this model glued the imitation coal into the bunker leaving a small access hole to allow filling of the gas tank. Unfortunately the brass gas filler valve is an eye catcher when the loco is viewed from above. A short piece of narrow garden cane was cut so that the bottom was square and the top at 45°. The soft centre of the cane was removed, allowing it to fit over the gas valve. A piece of real coal was super glued to the top, which when in place, successfully disguises the filler valve and access hole.

to remove and replace the cap. To make life easier a piece of 1/16 brass plate was silver soldered into the screwdriver slot on the top of the cap. The plate is 8mm high and the same width as the cap. This allows for one hand operation for removing and replacing the cap.

APPENDAGES

A toolbox was added to the port side footplate beneath the name plate. Fitting snugly beside the toolbox is oil can. A bucket hangs on the smoke box door handle. The coal bunker has a cast representation of coal, which is glued in place above the gas tank. To allow access to the gas tank filler a neat hole has been left in the casting,



The loco lamp (on the left) has a groove filed along its base (front to back) to the same width and depth as the lamp iron. Under the lamp bezel it is just possible to see the cavity which houses the upright end of the lamp iron. Towards the rear of the lamp body is just visible the 1/8th brass pin which locates in the

lamp iron holding the lamp in place during running. To the right of the photograph is a view of the cane and the coal lump which form the plug in the coal bunker.

Unfortunately the brass filler valve is an eye catcher when looking at the rear of Beddgelert. To alleviate this small length (approximately 5mm) of narrow garden cane was cut, the top being angle of 45°. A suitable piece of real coal was super glued to the top of the cane blending quite nicely with the coal casting when in place.

Mentioned earlier was the issue of the fitting of a headlamp. I very much doubt that the NWNGRly used headlamps on a regular basis, so I had to find a way of making my lamp removable. Given the odd shape of the lamp bracket it was (and still is) not clear how the real lamp stayed put in service. I had in my spares box an old white metal lamp (large square type). Eventually, I hit on the idea of filing a



The location of the lubricator on Beddgelert is between the boiler side and the cab side plate. Access is a little restricted by the top mounted battery box (just below roof level). It is a little awkward when removing or replacing the lubricator cap. To make life a little easier, a section of 1/16th brass

plate was silver soldered to the cap screw slot. This allows finger tip control when removing or replacing the cap.

trough on the underside of the lamp, the depth of which was slightly deeper than the thickness of the brass lamp iron. A cavity was opened up where the lamp iron became vertical so that the lamp sat on the iron with the upturn protruding into the bottom of the lamp. To ensure the lamp stayed put in service a short piece of 1/8th round brass rod was fitted into the underside lamp body and a corresponding hole drilled through the lamp iron; job done.

OUTSTANDING TASK

To replace the current gas control valve with something a little more appropriate; once domestic authorities stop prioritising none railway work.

ALTERNATIVE

I decided to do all my detailing work without removing the loco body; basically to show it is possible.

The alternative is to remove the body, which is a straightforward job. Disconnect the battery holder and remove (not the tray), followed by the smoke box and front section of the running plate (as described above). Next on the list is to pull the two water delivery pipes from their housings on the injectors. Simply slide these forward towards the front of the loco, they are held to the footplate by a pair of hooks on each side. Turn the loco on its back, be very careful not to damage the two dome cover supports, remove the four brass screws (two per side) from under the cab. The body will now lift off the chassis, but, be aware... that there are two large brass weights located towards the front of the saddle tank.

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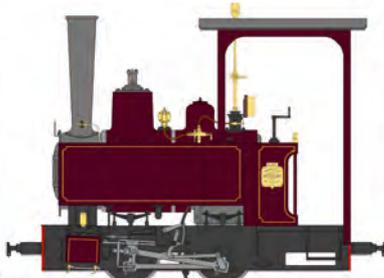


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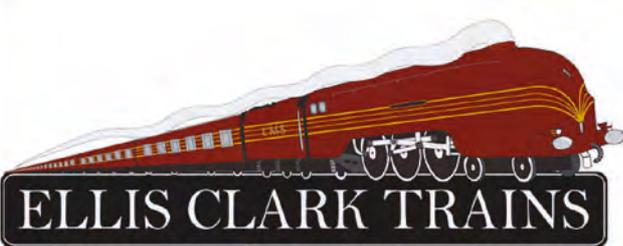
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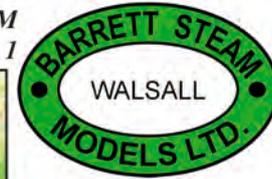
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Accucraft UK will be holding an open house at Unit 4, Long Meadow Industrial Estate on Saturday 5th August. Ian Pearse has just returned from the factory in China having identified a skip's worth of factory seconds, damaged items and test samples which will be shipped to the UK. These items will be offered for sale on a 'first come, first served' basis without prior

reservation and include 'open box' locomotives, rolling stock and track components as well as sundry 'kits of parts' with potential for re-assembly.

In addition they will be hosting half a dozen associated trade stands and exhibitors and will be running trains on the newly constructed a twin gauge running line test-track, with 8' radius curves on which a variety of Accucraft locomotives will be in operation.

Opening times are 10.30am to 16.00pm and there will be an onsite café offering refreshments and light lunches.

Accucraft (UK) Ltd, Unit 4, Long Meadow Industrial Estate, Pontrilas, Herefordshire HR2 0UA
Tel: 01981 241380
Web: www.accucraft.uk.com

FFESTINIOG AND WELSH HIGHLAND RAILWAYS FAIRLIE LOCOMOTIVES OF NORTH WALES BY DAVID PAYLING

It is said 'one should give the gift that one would like to receive one's self'. Well this book is firmly in that category; only this time the recipient should be one's self.

The author, David Payling is a life-long volunteer of the Ffestiniog & Welsh Highland Railway

(F&WHR) and he is a member of the Boston Lodge team that collate drawings and information and support the ongoing maintenance and development of these locomotives. His book chronicles the career paths of each of the various classes of Fairlie locomotives, single or double, built for service in North Wales in Victorian and Edwardian times up to the present day. The book draws on photographs and drawings from many archive collections and also from his friends and colleagues. It is brought up to date in the present era and continues with the Boston Lodge new-builds and proposals for the coming years.

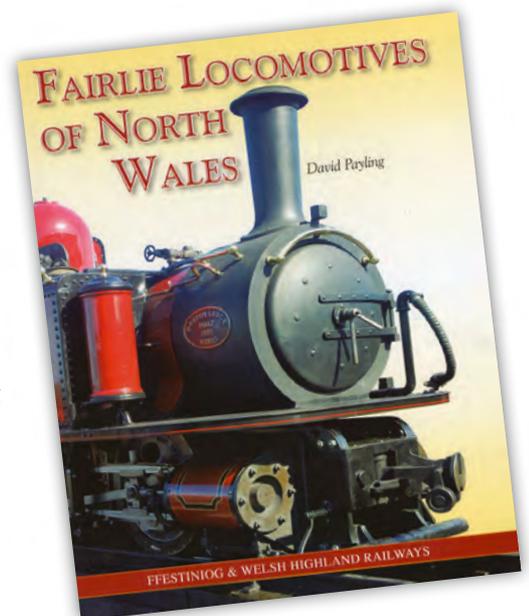
Whilst deservedly much of the coverage is on F&WHR metals, the author includes mention that a Fairlie was in service in Anglesey, three years

before the appearance of the Festiniog's Little Wonder in 1869, as well as the proposed use of this type of engine on the Penrhyn Quarry Railway. The Festiniog's need for these powerful engines is explained by the demand for Welsh slate and thus the dramatic rise of the Festiniog Railway. A book of this calibre benefits from the contributions of many experts and its make up consists of; Part 1, The 'Old Companies' Era, 1866-1953. Part 2, The 'Revival' Era includes Fairlie locomotives during the 60 odd years since 1954. A very comprehensive chapter is given over to F&WHR CME Jon Whalley, presenting an Engineering overview of their running and maintenance. Another gives an account of a typical day on the footplate of an FR 'Double'. Even the railway modeller is kept in mind as there are fold-out seven-millimetre scale drawings of each locomotive, inclusive of drawings detail and changes introduced during their service. This Treatise will appeal to narrow gauge engine men, enthusiasts, model engineers and modellers alike, an invaluable reference source. The subject matter is infectious, informative, revealing reading. Worth every penny, you'll not be disappointed. Profusely illustrated, 320 pp, 300 plus colour and b/w illustrations, hardback, 282mm x

215mm, ISBN 978 0 901848 14 7.

Price

£39.95 plus £4.95 p&cp.



Published by The Ffestiniog and Welsh Highland Railways and is available from Harbour Station, Porthmadog, LL49 9NE
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Web: www.festshop.co.uk

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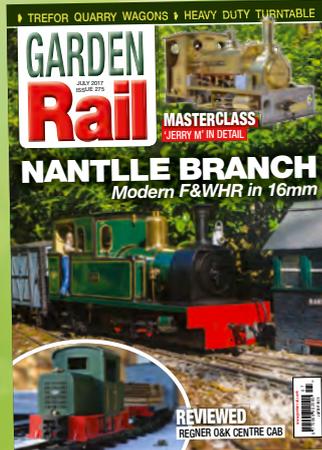
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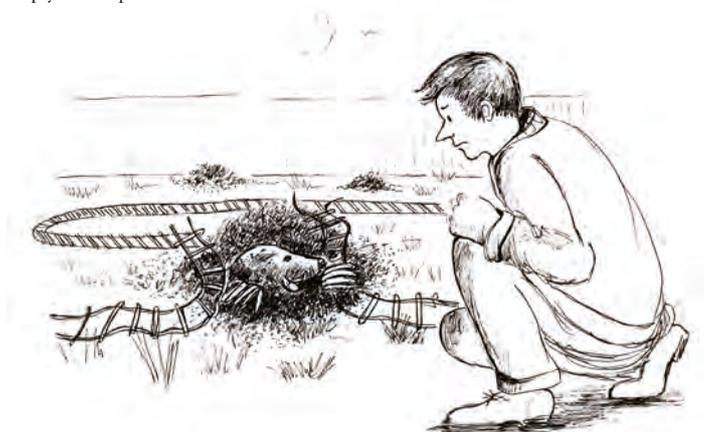
DIARY DATES

Date: 02-03 September 2017
Event: Llanfair Garden Railway Show 2017
Address: Llanfair Caereinion Leisure Centre, Llanfair Caereinion, Welshpool, SY21 0HW United Kingdom
Organiser: Steve Currin
Tel: 07796 863249
Email: Stevegw1@Blueyonder.co.uk
Time: 1000-1630 Sat, 1000-1600 Sun
Prices: Adults £6.50 (Accompanied Under 16 Free)
Layouts: Various Layouts in 16mm and G-Scale
Traders: 40+
Additional Info: Refreshments. Free Parking. Free Bus Link between Show and Welshpool & Llanfair Railway Gala

Date: 10 September 2017
Event: White Horse Model Engineering and Garden Railway Show
Address: White Horse Country Park, Coach Road, Westbury, Wiltshire BA13 4LX United Kingdom
Organiser: West Wiltshire Society of Model Engineers

SUBMISSION NOTES

Articles may be submitted to Garden Rail via posted disc, email, Dropbox (or any other large file sending system online). Please ensure that your name, telephone number and/or email address are on every digital document (there are several 'orphan' articles here, with no way of knowing who the author is). Articles may be submitted in Word or indeed in any other word processor (not Microsoft Publisher). Please do not use fancy formatting or embed photographs in your text – we have to strip all this out. Write your article using a clear font of your choice and number the captions for your photographs below the main text. Digital photographs (jpegs) should be at least one megabyte in file size – much more if a scenic rather than a basic working photograph. Best bet is to use the highest quality setting on your camera as default – camera memory is so cheap these days that there is no point in doing other than this anyway. We will accept chemical photographs for reproduction if of a historical nature, but not otherwise. Track plans will be professionally redrawn. An address is required for payment on publication.



Tel: Barry Statham 01985 217152
Email: barrystatham@blueyonder.co.uk
Web: www.wwsme.org.uk
Time: 1000-1630
Prices: Adults: £5.00 U16: Free
Layouts: At least four in 16mm and G scale, plus others, and site 32/45mm gauge railway.
Traders: 15 Various Traders Expected
Additional Info: Ample FREE parking, refreshments, Sunday lunches, bar, engineering society displays, train (5 inch gauge) and traction engine rides.

Date: 23-24 September 2017
Event: Elsecar 16mm Garden Railway Show
Address: Elsecar Heritage Centre, Wath Road, Elsecar, Barnsley, S74 8HJ United Kingdom
Organiser: Yorkshire Group of 16mm Narrow Gauge Modellers Ltd
Email: www.yorkshire.16mm.org.uk/elsecarshow.html
Time: 1000-1630 Sat, 1000-1600 Sun
Prices: Adults: £5.00 U16: Free
Layouts: 6+

Traders: 30+
Additional Info: Elsecar Heritage Railway situated opposite the venue is open both days, with a discount on tickets for show ticket holders

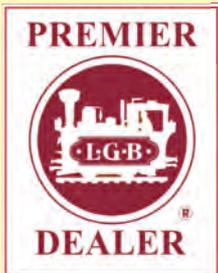
Date: 28 October 2017
Event: Exeter Garden Railway Show
Address: The Matford Centre Matford Park Road, Marsh Barton Ind Estate, Exeter, EX2 8FD United Kingdom
Organiser:
Tel: 01548 559283
Email: show.coordinator@sdgrg.org.uk
Web: www.exetergardenrailwayshow.com
Time: 1030-1630
Prices: Adult £7, Concessions £6, Accompanied Children Free
Layouts: 17+
Traders: 40+
Additional Info: Being all on one level the venue is wheel chair friendly and there is an excellent restaurant on site. The Park and Ride next door is highly convenient for Exeter City Centre. Finally, don't miss the renowned bring and buy stall for those pre-used bargains.

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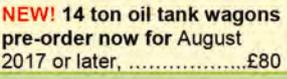
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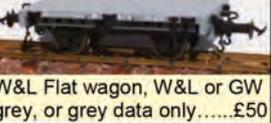
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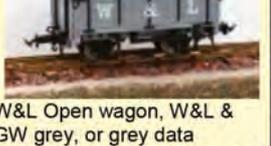
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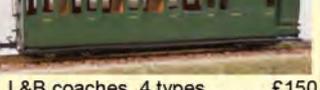
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