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Publisher: Steve Cole

steve@warnersgroup.co.uk

Editor: Phil Parker

phil.parker@warnersgroup.co.uk

T: 07879 664 383

Design: James Teather

Advertising: Bev Machin

bevm@warnersgroup.co.uk T: 01778 392055

Allison Mould

allison.mould@warnersgroup.co.uk T: 01778 395002

Production: Pat Price

Email patp@warnersgroup.co.uk T: 01778 391115

Advertising Designer: Amie Carter

Email amiec@warnersgroup.co.uk

Marketing Manager: Carly Dudge

Email carlyd@warnersgroup.co.uk

Columnists: Mike Barton, Alan Campling, Daniel Cousins, Dagnall Clutterbuck, Dale Gamble, John Miles, Mark Nixon, Bill Piner, Mel Turbitt

Horticultural Columnist: Becky Pinniger

Building & Structures Kit Reviews: Mark Thatcher

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When he wanted to hide his real house, Mike Barton got stuck in kitbashing some resin buildings.

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Next month Mike Barton shows us how he built his rail-mounted tractor "Wort"

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VIEW FROM THE END OF THE PLATFORM



Isle of Man steam railway engine, Peveril, as modelled by Accucraft, stands on my G gauge garden line watched by a rather famous figure.



It's strange how things work out. Years of study and effort at school, and thirty years later, you find that all the messing around with bits of wood and cheap motors you did in the evenings and weekends is more important to your future career than algebra.

Taking on the role of Garden Rail editor is an honour and, if I'm honest, a little bit of a surprise. Some of you may know me from years of writing for our sister publication BRM where I'm the man who gets things to play with that arrive in parts, or will shortly be reduced to their components so I can turn them into something else.

Garden railways have always provided a welcome break from all the serious small scale stuff. Move outside and people seem to become more relaxed and take everything less seriously. I'm sure there are rivet counters, but perhaps the smell of a live steam loco on a warm summers evening makes fretting about tiny detail differences seem less important.

Most importantly though, it's often easier and more fun to make models in larger scales. I come from the bargain basement end of the hobby owing a lot to companies like Saltford models through to modern laser-cut kits from those like IP Engineering.

Taking bits of wood and plastic and wrangling them into rolling stock just seems like fun to me, especially when atmosphere matters more than perfect fidelity to a particular prototype.

That's not to say I don't appreciate the "top end" of the hobby. My first steam engine might have been a Mamod kit, but it's recently been joined by an Accucraft "Sea Lion".

Moving into the editorial chair comes with plenty of responsibilities, I need to get out and about, and my calendar is filling up with garden railway shows to attend so I can meet as many people as possible. If you see me at an event, then do come over and say hello. I love talking to other modellers, it's where all the best ideas come from.

In fact, if you have a garden line open day, let me know via e-mail at phil.parker@warnersgroup.co.uk. If I'm free then I'll do my best to be there. The same e-mail address is where you should send potential contributions for Garden Rail. While I have inherited many excellent articles, there is always the need for more. Hopefully, the good weather will encourage a few people outside with cameras as I could certainly do with more descriptions of your own railways.

I should also say a huge thank you

to my predecessors in this seat, David Williams and Tag Gorton, both of whom have gone to great lengths to help me out. You will be pleased to know that neither will be disappearing from the magazine, both have promised many more contributions in future issues.

Re-reading back-issues with the knowledge of how this publication reaches you makes means I have an understand of the efforts they have gone to on behalf of the hobby. Thank you gentlemen.

All of which means I need to get on with this issue. Lounging around on a platform trolley watching the trains go by might be a very pleasant way to pass the time but it won't fill the pages.

There is plenty of model making going on, some of it is quite unusual. Radio control operation makes perfect sense but technology moves on so Bill Piner explains a few of the issues involved. As a contrast, Alan Campling has built a spring-powered tram that is far more than just a novelty.

Don't forget we have a section on the Warner's Rmweb forum (www.rmweb.co.uk) to discuss it along with any other outdoor railway topics people wish to talk about, so please come and have a chat.

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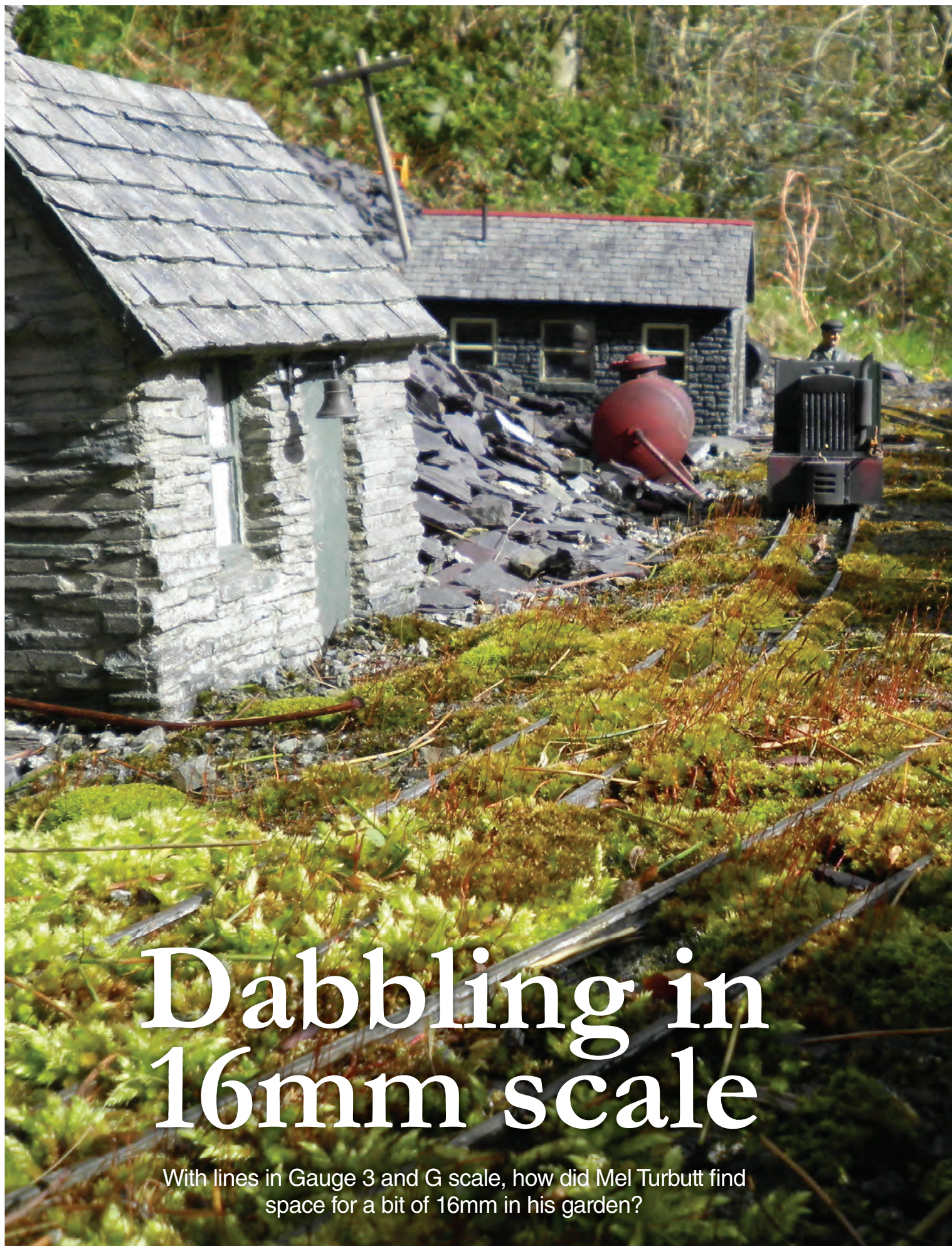
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Dabbling in 16mm scale

With lines in Gauge 3 and G scale, how did Mel Turbutt find space for a bit of 16mm in his garden?

Both of my locomotives engaged in shunting Cyffordd Abaty quarry.



I find it fascinating to learn how people got into the hobby of garden railways and the decisions that they made in terms of which scale, gauge, nationality and motive power to start with.

Personally, I'm not really into live steam and the light engineering that goes with it. I spent far too many years putting fires out to start lighting them now. My main interest is in operating my railway in a realistic manner and my modelling background means I am more comfortable gluing pieces of plastic together rather than soldering pieces of brass. This led me to visit Andrew at Garden Railway Centres in Cheltenham, returning home with an LGB starter set and a boot full of second hand 45mm track. Of course, this meant that my ultimate aim of building a British based railway would be a little tricky, but I learned as I went along and I have hopefully got close to achieving that aim with the Wetton Goosey Light Railway (WGLR).

Although my interests lie firmly in the British based railway scene, I still love visiting friend's American and European based layouts. I can certainly appreciate the sight of a live steamer working hard and the work that must have gone into building and maintaining it. As I've said in these pages before, your garden railway primarily exists to entertain you and your family and if that means that you want nothing more than a giant train set with trains from many different countries all running at the same time and using all sorts of differing means of motive power with models coming from many different manufacturers, then that's great – as long as you enjoy it. I have certainly enjoyed some great open days at such layouts. Sorry if this sounds like a bit of a rant, but in my opinion, keeping an open mind on such things opens up a whole new world of enjoyment for the garden railfairer.

With this in mind, in the last couple of years I've found myself making use of Internet social media more often. Now I know what some of you may be thinking and yes, sites such as Facebook are full of people telling you what they had for breakfast, but they really only reflect the whole spectrum of humanity. Through social media I have certainly met (either virtually or in person) some wonderful people who have built and operate many wonderful garden railways. It never ceases to amaze



Both the Simplex and the Hunslet are seen shunting the canal wharf as a GWR saddle tank passes overhead on its way to the WGLR interchange sidings. The slate wagon has been pressed into service for carrying stores to and from the quarry. The fisherman doesn't seem to catch much, but if he's a railway fan, there is always something to watch.



No.1 proudly poses in MSCO's Cyffordd Abaty quarry on Wigfa and Llanrwst. The engine bay has been detailed while a toolbox is ready for emergencies on the cab floor. The rusty piece of kit on the footplate is a sprag used to scotch the loco when parked on inclined track. It's simply a short section of rail with a wire loop soldered to it – much as the real thing would have been.

me how many of these railways are right on my doorstep. I have also been introduced to the excellent publications that come with joining the Association of 16mm Narrow Gauge Modellers, something that has proven to be terrific value for money, while still being a member of the G Scale Society of course.

Reviewing the gardens that we had visited during 2013, I found that for the first time there were almost as many with 32mm gauge railways as there were 45mm gauge. While I don't believe that it is essential to run your own stock in order to enjoy an open day, I thought it was maybe time that I put together a

16mm scale, 32mm gauge train of my own. Quite apart from anything else, sometimes a change is as good as rest isn't it? So this became my modelling project for the long, wet winter of 2013/2014.

Many readers have to work with a very tight budget when it comes to their hobbies and I'm no different, so spending the best part of a grand on a loco and several hundred pounds on rolling stock that I wouldn't be able to run at home was out of the question. Therefore, my first venture into the wonderful world of 16mm was the purchase of a couple of the excellent Binnie kits. I had already

built a small rake of their skips for 45mm gauge, so this time I went for a Ffestiniog slate wagon and a Glyn Valley Tramway granite wagon. These proved to be superb kits for the money, I was especially impressed with the compensated chassis of the granite wagon – so I bought another 3.

I've been a big fan of the Swift Sixteen range of wagons ever since they first arrived on the market. Their standard of resin moulding is really quite phenomenal. So a visit to Rob's stand at the Exeter show resulted in the purchase of a guards van and an explosives wagon.

My 16mm train was really starting

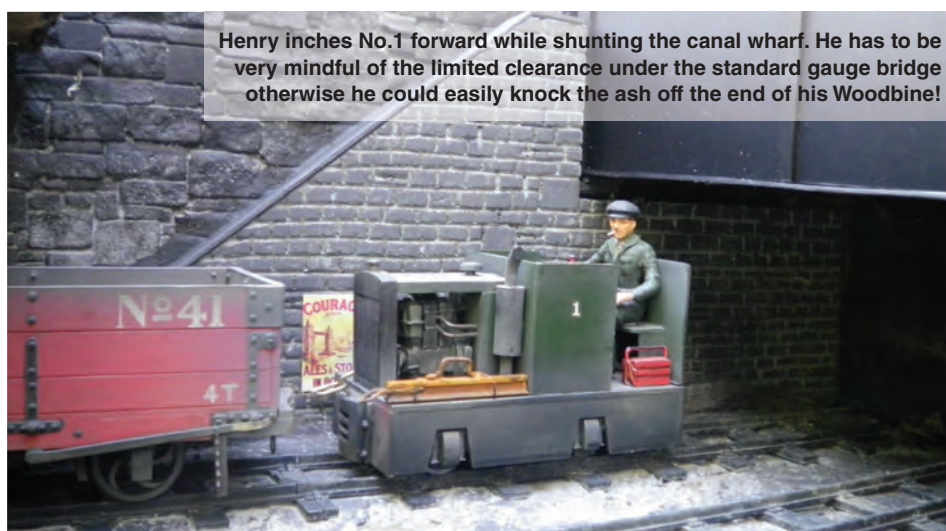


Maldwyn awaits its next turn of duty in the sidings alongside Cyffordd Abaty quarry. The cab was scratch built from plastic card and much clutter has been added in front of the engine, including a bucket of sand kept nice and dry by the exhaust.

to come together, but I still needed something to pull it all. The answer also came in Exeter when I spotted some second hand IP Engineering IC loco kits on Simon Whenmouth's Anything Narrow Gauge stand. With the inspirational work of Steph Hicking and others on similar locos in 7/8ths scale firmly in mind, I went for a lovely little Simplex. This had been nicely put together and was ready to run (powered by 2 AAA batteries with two switches – on/off and direction), the only problem being that it had been painted in extremely high gloss paint.

On returning home this was easily put right with a repaint. I also added a scratch built cab (inspired by the 16mmNGM book on the Leighton Buzzard Railway) and spent many happy hours adding detail and clutter on the footplate, some scratch built, some from the Trenarren Models range.

The Simplex would become No.2 and was named Maldwyn after a much missed friend. It has become customary to drag my wife and mother to the Back2Bay6 steam and mince pies show at Telford where I am usually able to select something for them to buy me for Christmas and there I spotted still more ready-made IP locos on Simon's stand. The bonus was that a certain



Henry inches No.1 forward while shunting the canal wharf. He has to be very mindful of the limited clearance under the standard gauge bridge otherwise he could easily knock the ash off the end of his Woodbine!

salty seadog of this parish was manning the stand at the time and it was he who took the ladies money with his usual impeccable good manners. Santa bought me a little Hudson Hunslet, again painted in high gloss green and black, but nicely made and nothing that a quick re-paint wouldn't put right. In April my collection of 16mm stock would be joined by a lovely Brandbright quarryman's coach purchased from their stand at the Peterborough show. This kit was an absolute pleasure to build.

By now the weather was beginning to improve and my thoughts turned to the possibility of laying some 32mm

track in my garden. I already have some 64mm (gauge 3) standard gauge track and stock plus the 45mm WGLR, and our garden really is pretty tiny. Adding a third gauge fitted in perfectly with the philosophy of my modelling hero Peter Jones of Compton Down fame, but the truth of the matter was that there was simply no space left for a running 32mm line without making things look ridiculously overcrowded.

I resigned myself to being satisfied with finding somewhere to build a 16mm diorama and the solution was found alongside a short stretch of canal that runs under the plate bridge which



The Hudson Hunslet conveys its train of Binnie granite wagons and Swift Sixteen explosives van over a rather familiar looking bridge on the Wigfa and Llanrwst.



Both locos sit in the sun in Compton Down station under the gaze of the master. I hope he would approve.

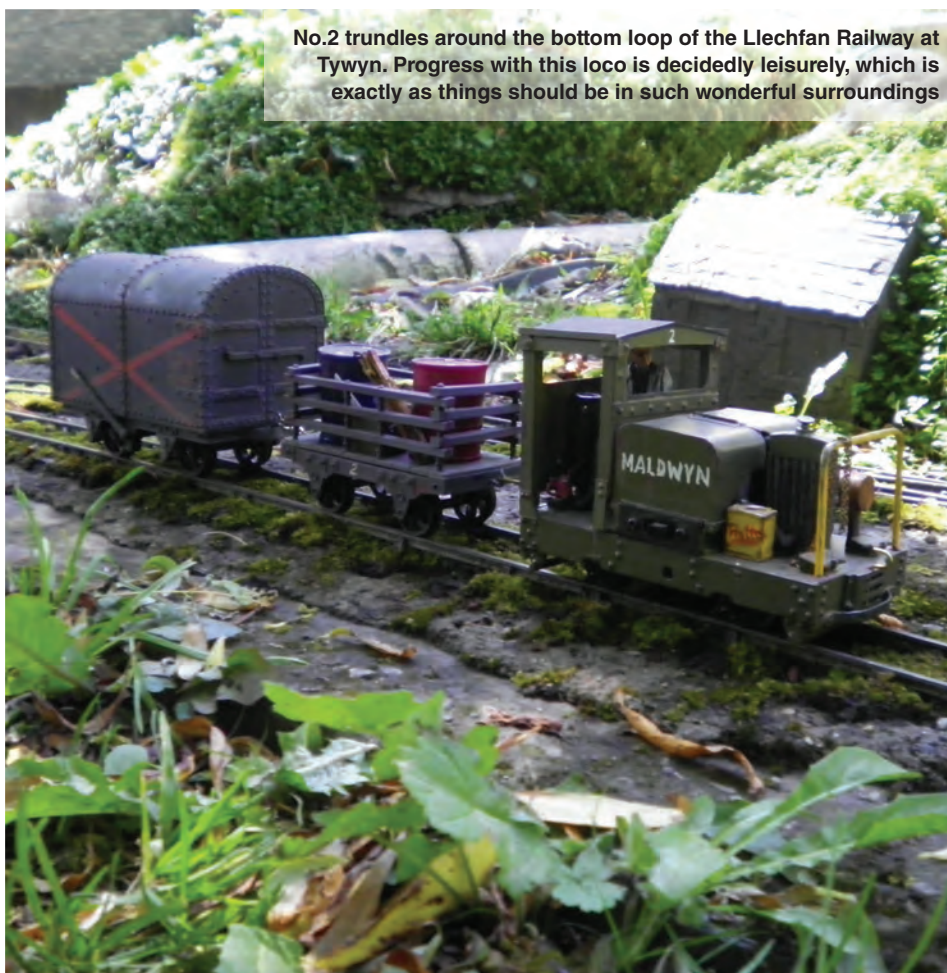


carries the standard gauge line from the goods yard to the narrow gauge interchange at Gooley.

In reality this canal is nothing more than a plastic plant trough with the drainage holes blocked off, sunken into the ground and filled with water (which goes a lovely shade of green after a couple of months). I had used concrete pavements to make the towpaths, one of which turned out to be wider than the other. Clearances were minimal on the wider side, especially under the bridge, but there was just room for most of my new stock, except for the quarryman's coach and the guards van, on two parallel sidings each 3' long. Yes, a whole 2 yards!

At the G Scale show in Stafford I was able to buy a small box of cheap used Mamod track which I thought looked very much like the sort of temporary track that could have been purchased from surplus following the Great War. Having recently demolished a miniature cattle market, I still had the half round roof that used to sit above the calf pens and this was mounted on new legs to cover the wharf.

The scenario that I came up with was that the Gooley Quarry Tramway had been built to carry granite from the quarry to a canal wharf where wagons were unloaded via a tippler under the roof into waiting barges. With the coming of the railway, the canal traffic decreased as the granite was



No.2 trundles around the bottom loop of the Llechfan Railway at Tywyn. Progress with this loco is decidedly leisurely, which is exactly as things should be in such wonderful surroundings

transferred into standard gauge wagons instead. Eventually canal traffic ceased completely, the tippler was removed and the old wharf was used purely for the storage of rolling stock.

Of course, all of this is merely an

aside to the real reason for building a 16mm train (or two as it turns out), which was for visiting 32mm gauge layouts. In early April Mrs T and I celebrated our 35th wedding anniversary with a holiday in one of

No.1 prepares to leave Abbeybach sidings on the Chyknell Valley Light Railway. Included in the consist is the Brandbright quarryman's coach. Hopefully the gunpowder van is empty!



More shunting at Boc's Quarry on Shane's superb CVLR with the Swift Sixteen guards van in evidence.

our favourite places, Portmeirion in North Wales. Coincidentally (honest) this is an excellent base for visiting the many narrow gauge railways around Porthmadog, but it is also within easy travelling distance of our friends Dave

and Christine Mees' excellent Wigfa and Llanrwst Railway and this was where I got to run my 16mm stock for the first time.

Next came a trip closer to home to Shane Owen's wonderful Chyknell

Valley Light Railway and then in July came the open weekend at the simply stunning Llechfan garden railway alongside the Talyllyn Railway's Tywyn Wharf station and new home to the late Peter Jones' incredible buildings. Seeing a train of mine running past the master's work was fantastic, but I hope that the photos help to tell the full story.

The moral is, please keep an open mind when it comes to different scales, gauges, nationalities and manufacturers. If you can do so, you will find a whole new world of wonderful garden railways and lovely people opens up before you. Now the voices in my head keep whispering something about 7/8ths?

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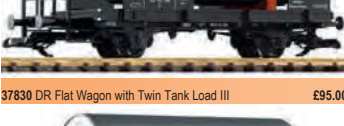
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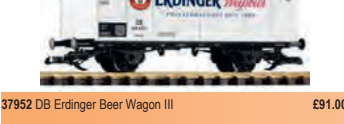
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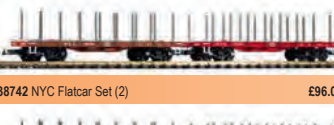
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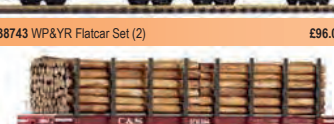
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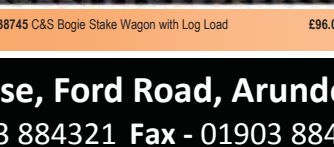
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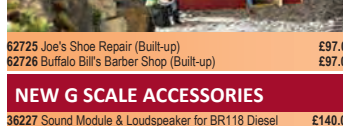
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TRADE ENQUIRIES WELCOME

Finished and ready to go on my new garden layout. If you hadn't been told, would you guess the locomotive was built from plastic sheet?



A plastic H Class

Can you really build a Gauge 1 locomotive using plastic sheet?
John Miles on sets out to prove you can.

Moving from '0' Gauge to Gauge 1 gave me the opportunity to join the ranks of the many 'live steam' enthusiasts, and having completed two Barrett kits, with a third well on the way, my mind turned to making a radio controlled, battery powered locomotive. I admit to not having a clue how radio control, or indeed anything to do with electronics, operate. Wiring a 3 pin plug is about the extent of my knowledge!

Added to this I don't have a workshop as such. What I do have is an area, bounded by an '0' Gauge layout. Within this restricted area I have a band saw, bench drill and the usual hand tools. So space is limited as is manufacturing capability.

I was intrigued to find out how cheaply a reasonably realistic Gauge 1 locomotive could be constructed. Although the original was designed by the Association as a basic live steam project, I decided to adapt their plans for a battery powered locomotive.

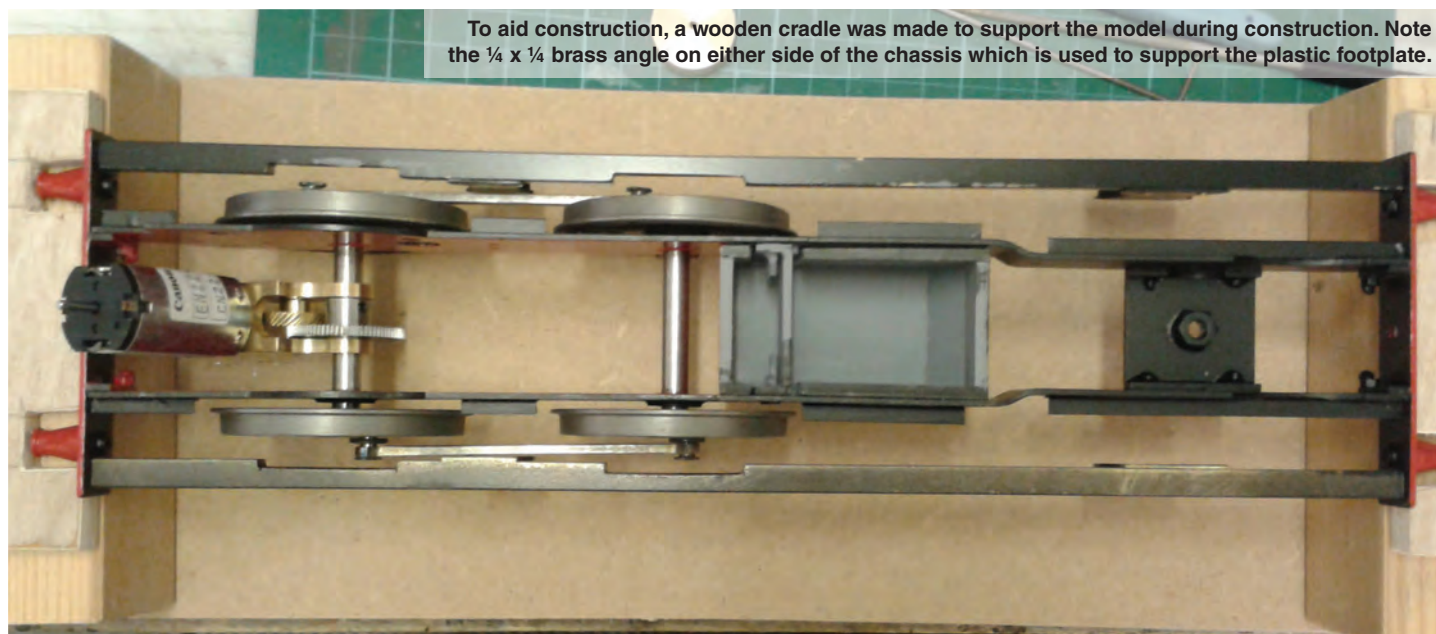
The G1MRA booklet concentrates on a live steam version of the ARM1G but was still of some use to me. The drawings were of great help although the side view of the engine had to be reduced for printing purposes. Pity really, because without an overall GA dimensioned drawing, it was difficult to work out some of the required dimensions.

I decided to construct the locomotive from styrene sheets. At a recent

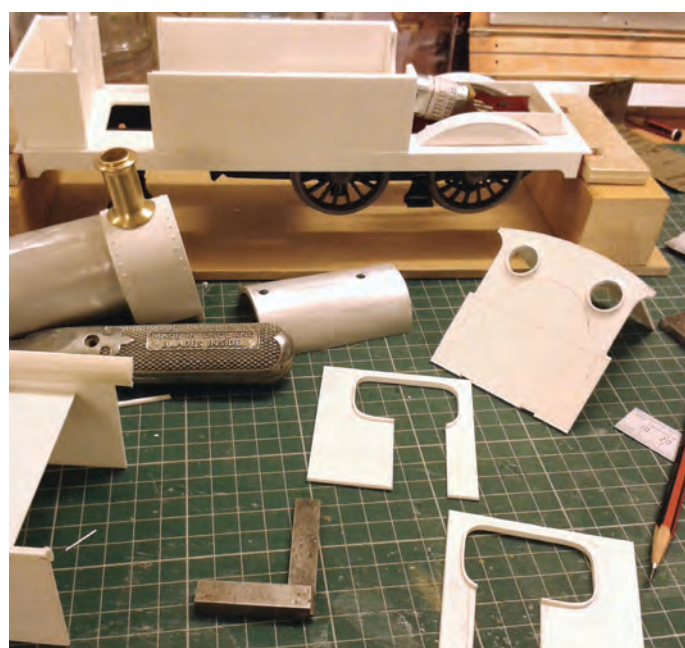
exhibition I purchased a number of components, including the steel chassis, wheels, chimney, etc., motor and gear box. The associated electronics were purchased at a later date.

The laser-cut rolling chassis went together easily and I found by 'peening over' the tabs using a centre punch, the joints were robust enough I could avoid any silver soldering. A Canon motor and associated gearbox drive the front axle.

In the past, I have made a number of '0' Gauge locomotives from styrene sheet, and in spite of some enthusiasts looking down their nose at this material, I have found that by carefully considering the strengthening where appropriate it is a strong, durable and



The footplate added in 3mm plastic, when attached to the brass angle it gives a very robust platform on which to build the body. Where you can't see the thickness, I've used 3mm plastic for a strong model.



Some of the finished external cladding components ready for fitting. These are made from 1mm plastic, but are well supported by the existing superstructure.

versatile material that is very easy to use. It is also very forgiving and mistakes can easily be rectified. I used a variety of thicknesses of styrene sheet ranging from 1-3mm. The boiler could have been made from plastic waste pipe but in fact I happened to have bought, for an earlier project, a piece of aluminium tube that was almost the right diameter. The only alteration made to the basic chassis was to add two 'outriggers' made from scrap square section brass. This was to strengthen the styrene footplate and gave a strong base on which to construct the superstructure.

With the body virtually complete I ordered the electronics, and must admit when they arrived I was surprised to see

just how large the battery pack was. It did mean that some very minor changes had to be made in order to fit the battery pack between the side tanks.

As an added bonus I decided at this stage to add sound to the loco, again not realising how much space would be required for the speaker. However, undeterred the body was primed and then sprayed Maunsell (Eastleigh) Olive Green. The green was sprayed using spray cans and the black areas were brush painted.

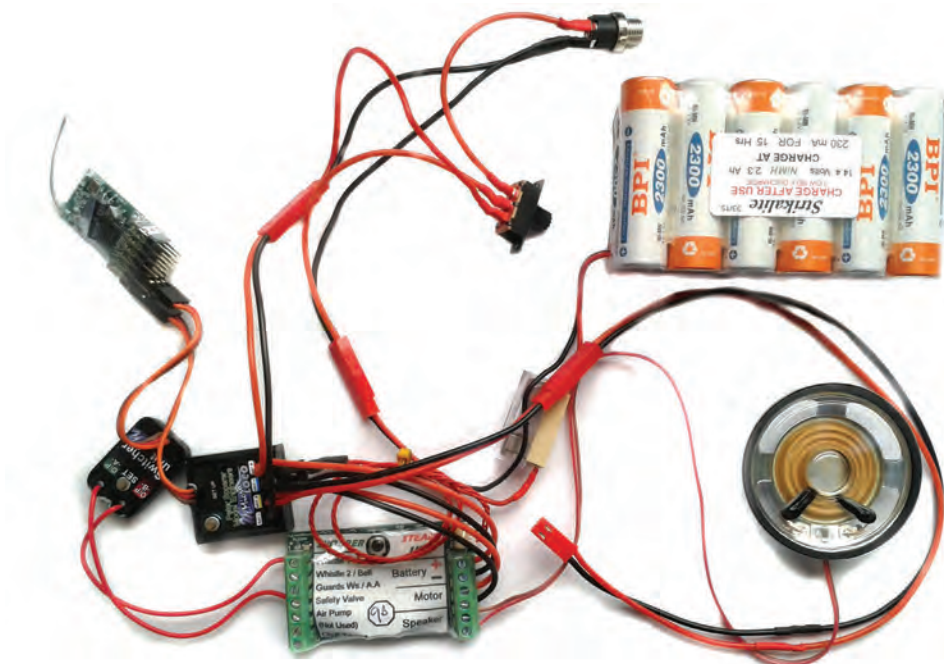
As I've said, electronics is not my forte and so decided to order the radio control and sound systems already connected together. This plug'n'play meant everything could be tested before

What is ARM1G?

Based on Wainwright's 'H' class for the SEC, the ARM1G (which is G1MRA - Gauge 1 Model Railway Association – backwards) was designed by the Association as a basic live steam project, the design of which could be adapted to any 0-4-4 tank engine.

As with previous projects, the build was fully written up in the Association's in-house journal but in addition, ARM1G has spawned a mini-industry of people supplying many of the basic parts ready to use.

Approaching completion with all the main components brought together. I tend to splash plenty of solvent about during construction and it is important not to get any on your fingers, as it leaves a perfect fingerprint which is difficult to disguise under paint.



The black art of electronics. I have no idea what the bits are, but it arrives wired up and ready to go. Somewhere in there is a receiver, sound card, speaker and some other bits!

How much did it all cost?

The list below shows the cost of components and the suppliers.	£
Chassis kit (Model Engineers Laser)	32.00
Driving wheels, bogie wheels, etc., chimney, dome, buffers, smoke box door, Safety valve and screw couplings (all from Walsall Model Industries)	171.39
Canon motor, gearbox and flywheel (MSC Models)	108.50
Aluminium tube (Noggin End Metals)	20.50
Electronics, less sound (Peter Spoerer Model Engineers)	157.44
Paint (Precision Paints)	14.00
Styrene sheet (Squires) approx	10.00
Adhesive, etc., approx	5.00
Transfers (HMRS)	7.00
Optional sound system (Peter Spoerer Model Engineers)	97.99
TOTAL:	£623.82

installation and when I did, it worked beautifully, filling the room with hissing steam and whistles, etc. The only problem was how to switch it off. In the end, almost deafened, I had to telephone the supplier who quite calmly said, "Just use the on/off switch!" I didn't realise it had one!

Before the installation of the electronics the loco was lined using transfers and a coat of varnish applied. I had hoped to make a neat job of installing the electronics, but this was not to be due to lack of space. It was therefore a question of stuffing the bits in wherever I could.

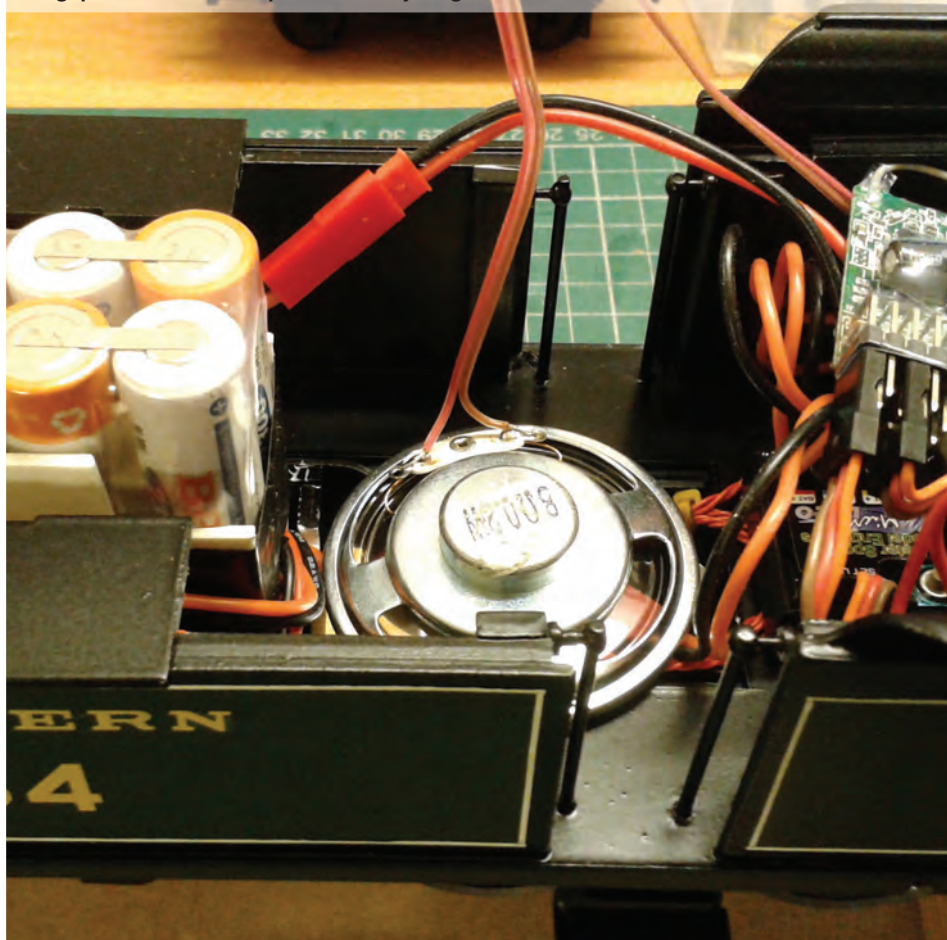
So there we have it. A very pretty Wainwright H Class Tank Engine, fully radio controlled, and fitted with sound.

Although I did not keep a tally on the number of hours spent building this loco, I would guess approximately 30 hours. When you look at the price of all the parts, it might seem to be a lot of money. Is it good value? To me, very much so.

Is it worth building a locomotive in styrene? Yes, I think so. It's a relatively inexpensive material and quick to work with. Most importantly, when I look at the finished model, I am thrilled to bits with it!



All the bits 'bunged in'. The speaker sits on the cab floor, the sound directed out through the gap between the footplate. Not very elegant but it does work.



Real coal in the bunker, glued in with PVA adhesive which dries colourless. Notice the black dome inside the cab. This is a spray can top painted black to cover the speaker and direct the sound down.

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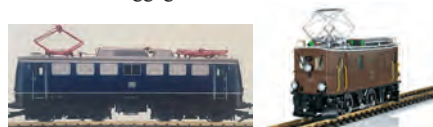
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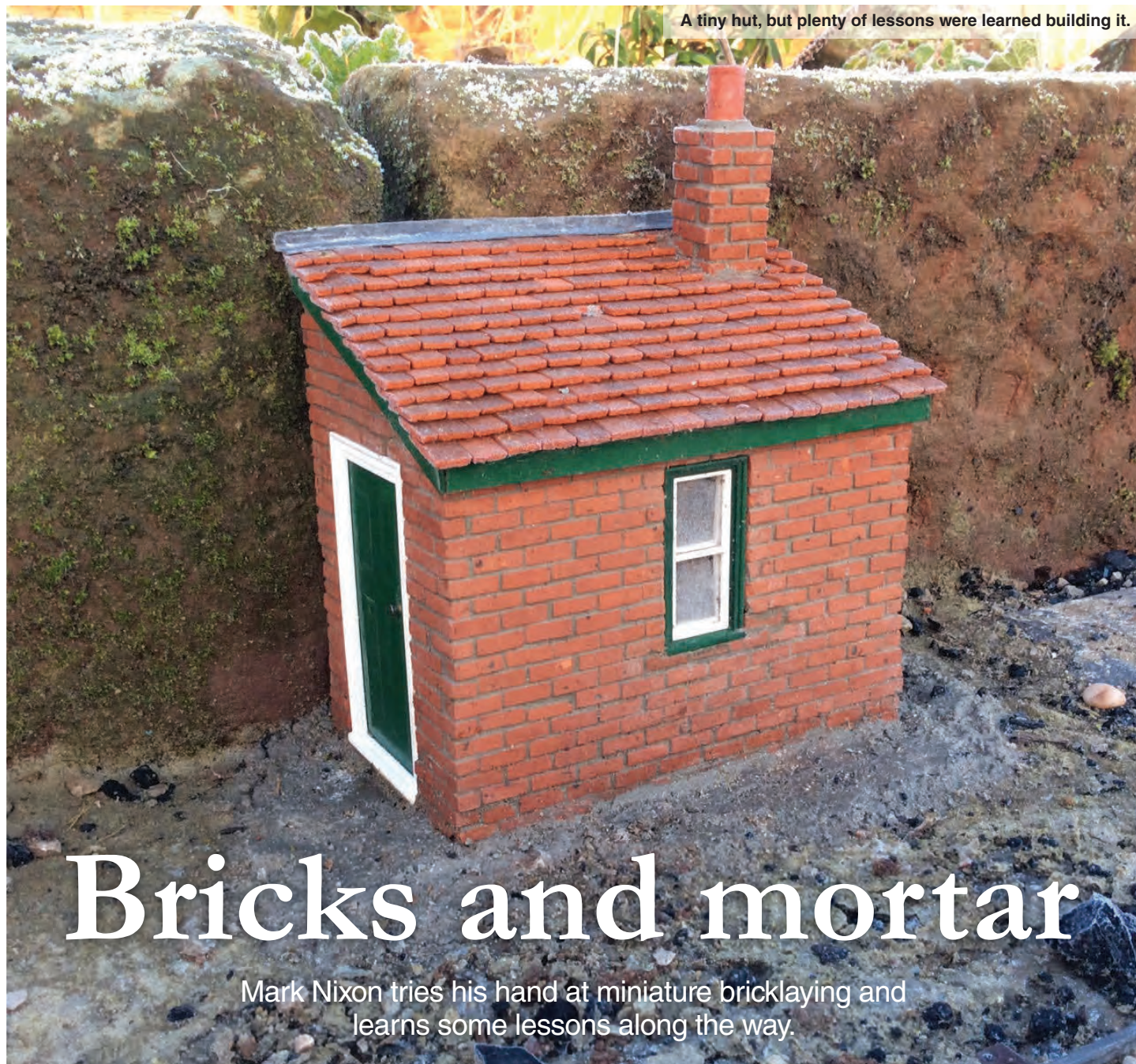
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GR7

A tiny hut, but plenty of lessons were learned building it.



Bricks and mortar

Mark Nixon tries his hand at miniature bricklaying and learns some lessons along the way.

Everyone's take on garden railways is unique and personal. For me my railway meanders through the garden passing plants that are miles out of scale, and that's the look I like. Until that is, I come to the station area, where I am overcome with the urge to try to achieve an ever increasing level of realism. It's this urge that drove me to try using real bricks and tiles for buildings, and this is the account of my first foray into this new world, mistakes and all.

A MODEST START

I wanted to start small; a modest line side hut seemed a great idea, especially once I calculated how many bricks even that would need! To keep the cost down (assuming you ignore the cost of buying the house in the first place)

I decided to build the walls from an old estate agents board. I hasten to add they had gone out of business, so don't need their board anymore. Starting from scratch meant I could size each wall in convenient multiples of bricks, minimising the need to cut bricks. A hole for a window was cut before internal bracing was fitted and the glue left to fully dry. The trusty disk sander was used to get walls fitting flush.

CARD STRIPS AND MATCHSTICKS

Then came my first of many mistakes. Having placed the building on a sheet of MDF and glued the first run of bricks onto the wall, I discovered that some glue had seeped out and stuck every brick absolutely fast to the board.

Can you guess what is going wrong here?



Looking good and ready for grouting



Lesson learned, an outline of the building from masking tape was created on the MDF (glue doesn't seem to stick to masking tape) and the first run of bricks relayed. Each subsequent brick course was separated from the previous course with a strip of cardboard from the back of the glue pack, carefully removed before the glue fully set with the card in place.

Yes, you guessed it, that was my second mistake, and it wasn't even coffee time on the first morning as a miniature brickie. Trial and error proved that the best glue was 2 part epoxy resin, mixed up in small batches using the many match ends from lighting steam locos. Who ever said I hoard useless stuff, those used matches came in useful one day, didn't they? A combination of gravity versus glue and the fast setting time of the epoxy meant 2 brick courses at a time were the maximum practical.

GROUT WARNING

This next section comes with a serious warning, make sure your other half is not at home before you grout the building. The reason for this is twofold - firstly so you can clean the grout out the sink before anyone sees the mess you have made, and secondly because if you are caught using a sponge pad and warm water to clean items in the sink you will have shown an aptitude for washing up. Once grouted, make sure that the bricks

are thoroughly washed, because if you leave even a tiny bit of grout it looks terrible. I know that from experience. What number mistake are we up to now?

YOU NEED MORE TILES THAN YOU THINK

The hut only has a small roof I thought, but even so it used nearly a whole pack of 250 tiles, many more than I would have expected. The base of the roof is a sheet of stainless steel, chosen because it was lying around and thin. It's held in place with a piece of estate agent board located between the end walls. The first line of tiles are glued onto a small strip of plasticard to create the correct angle,

the rest are spaced at the well known measurement of the width of one coffee stirrer. The edges were straightened up with a disk sander once the glue was thoroughly dry.

FINISHING TOUCHES

That then left a chimney to build. I had no materials exactly the right size (based on whole brick sizes), so instead made one up from a piece of square wood and 2 more coffee stirrers. Once the bricks were grouted and the chimney pot set in grout, it was fitted onto the roof, again with grout.

With the roof stuck on, coffee stirrers were fine sanded and painted to make barge boards, and suitably painted doors and windows were added. It's worth noting that the holes I left were slightly too small, but the bricks file away neatly until the frame fits in the hole snugly.

The lead flashing is real lead, if you keep hammering it eventually gets suitably thin. Once it's the right thickness, cut it to size and glue in place. The whole building is then placed on a bed of dry cement, so that it beds solidly onto the ground.

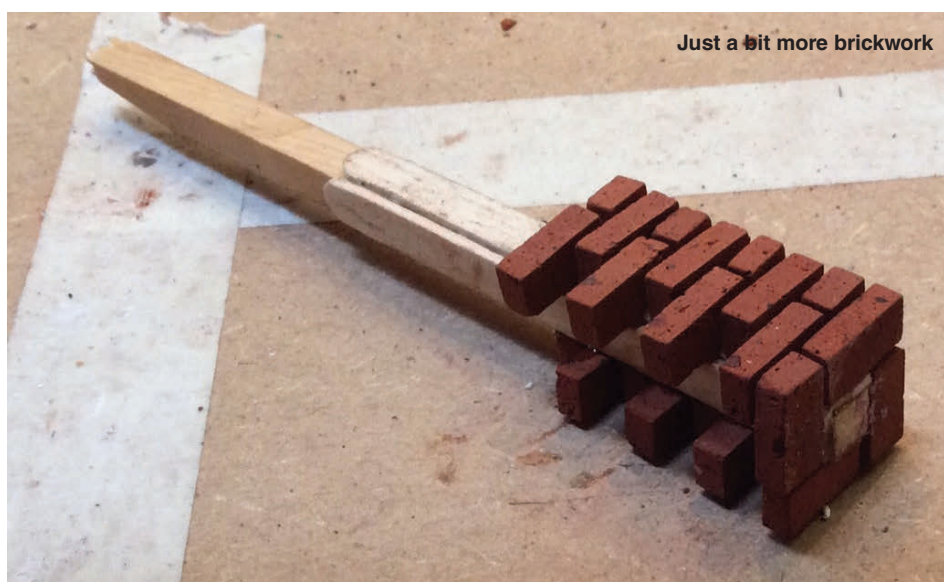
Overall I am pleased with the appearance, it certainly looks realistic enough from a few feet away. Close scrutiny, especially when photographing close ups for this article, shows some imperfections, but then I am an incurable perfectionist and always will be!

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Changing up a gear

Bill Piner converts to 2.4 GHz

My Accucraft Lyn and Lew were supplied fitted with 2.4 GHz radio control systems using the Planet 5 Transmitter and receivers. There appeared to be some immediate advantages; the digital processing in 2.4GHz systems eliminate glitching that troubles some users of 40 MHz and the 2.4 GHz transmitters only have a short aerial, so aerial fencing and eye poking with the long aerals can be left in the past, but it is the principle of binding transmitters to receivers that interested me most.

I did find my growing numbers of transmitters, one for each engine, cumbersome, as I only drive one engine at a time it would be nice use only one transmitter for all my engines. With 40 MHz, I would need to have the same frequency on the one transmitter and each receiver. The problem is that 40 MHz transmitters will also drive any other person's engine with the same frequency with possibly serious consequences, which is why 40 MHz frequency have to be carefully controlled

at meetings, exhibitions etc. Having only one frequency for all my engines could clash with other operators and reduce my opportunity to run anything.

A 2.4 GHz transmitter will only drive the receivers bound to the transmitter and will not accidentally drive anyone else's receivers, so here was a chance to use only one transmitter. The Planet 5 transmitter does not have an ability to select different receivers individually but will drive any receiver, bound to the transmitter, which has been switched on.

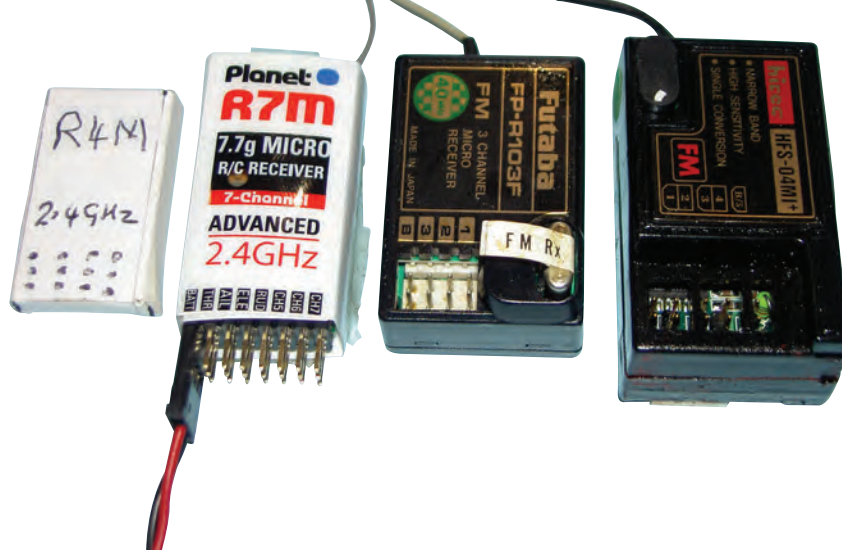
If you are considering the same there is an important factor to consider. The direction of movement of each servo

relative to the stick movement is set up on a row of DIL switches either on the bottom edge of a 40 MHz transmitter or behind a small window on the front of the Planet 2.4 GHz transmitter. We usually want the regulator to open as we move the regulator stick up and the reverser to go into forward when the transmitter stick is also moved to the up position. This is achieved by setting the relative DIL switch to the normal or reverse position and there are 4 possible combinations. With all my engines converted to 2.4 GHz the DIL switch positions for each engine is shown below. It is only good luck that 3 engines came out the same.

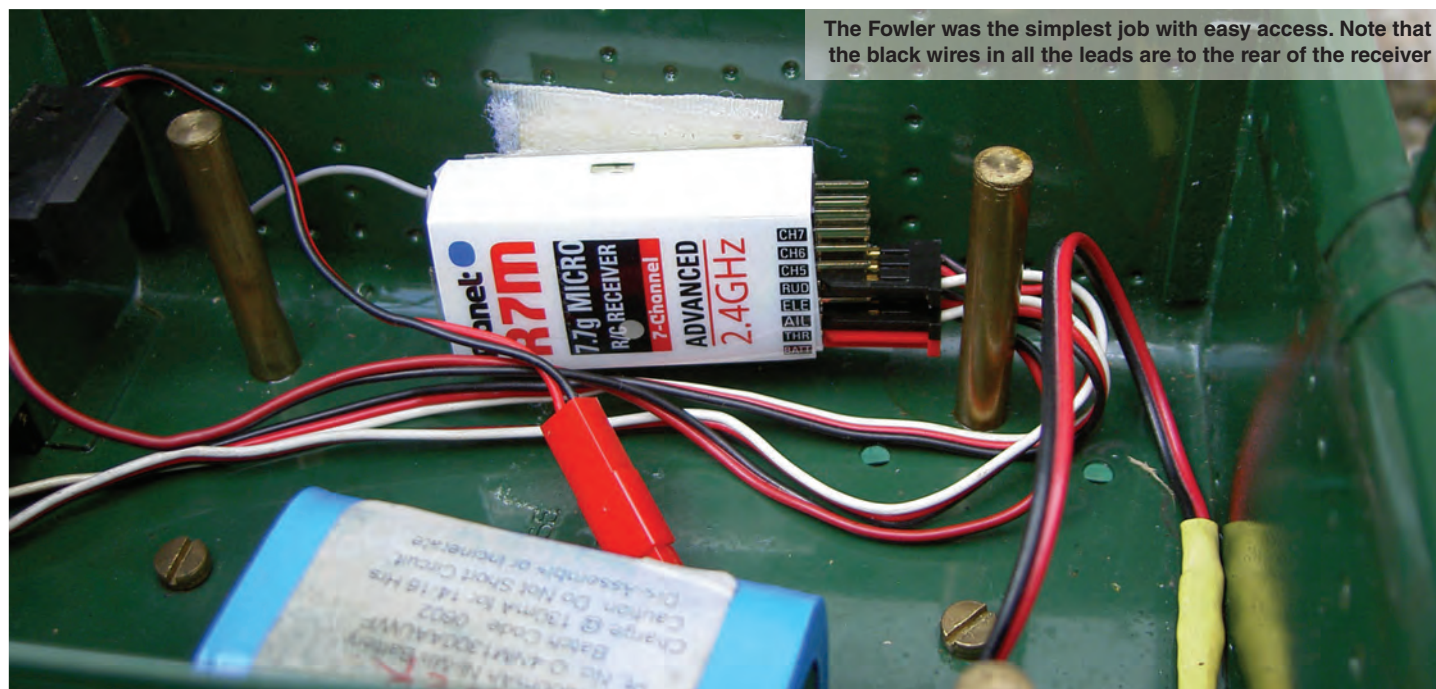
(40Mhz) (2.4 GHz)	Lyn	Fowler	Earl	Lew	Lady Ann
Regulator (Thr)	Reverse	Reverse	Reverse	Normal	Reverse
Reverser (Ele)	Reverse	Reverse	Reverse	Reverse	Normal
	Bonded to transmitter 1			Bonded to transmitter 2	



The Planet 5 DIL switches. I have removed the hinged window. The switches need a small screwdriver to operate them. The right hand switch is for the normal-slow selection for channel 5.



Comparative size of the R4M and R7M (the R6M is similar in size) and the 40Mhz receivers. The R4M is a card mock up of the 3.1 gm version based on dimensions off the internet. I have now found that the R4M is available in a larger 3.5 gm version with plug pins similar to the R6M.



The Fowler was the simplest job with easy access. Note that the black wires in all the leads are to the rear of the receiver

Only after the change over did I look to see if I could have predicted the above DIL switch settings but found that on each make of 40 MHz transmitter and the Planet 5 the settings are not the same so that would not have helped much. Perhaps the decision to try to use only one Planet 5 transmitter was perhaps misguided. I will need to change the DIL switches when changing between Lew and Lady Anne and will see how the switches survive.

With that great power of hindsight I think I would have looked at using one of the more sophisticated systems that allow the programming of the settings of more than one engine (usually about 6 engines) into the transmitter and avoid the problem of changing the DIL switches. A Planet 5 transmitter and 1 receiver (Combo set) is about £50 where as a multi engine Combo set is about £70. The decision to go for the

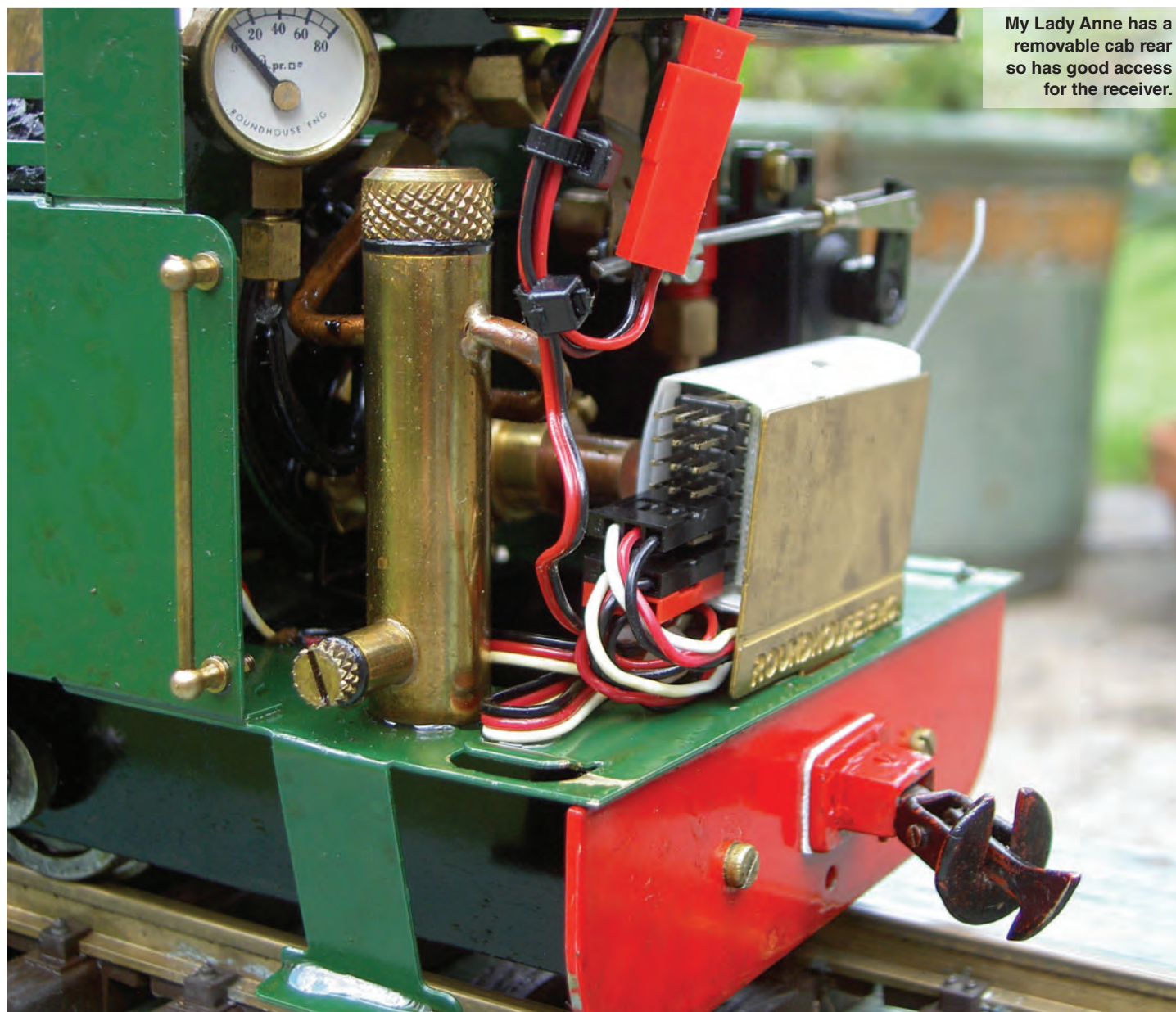
more sophisticated systems must be made at the start as each manufacturer's receivers are only compatible with their transmitters. Having committed to the Planet 5, I continue with the story.

The Planet 5 transmitters have the conventional stick operation and have been set up so that the regulator is on the left stick with the conventional up and down action and the reverser is on the right hand stick with also an up and down action. The 2.4GHz receiver outputs to the servos are labelled "Thr" for the regulator and "Ele" for the reverser. The servos fitted to our steam locos work with both 40Mhz and 2.4GHZ receivers using the same 3 pin plug. I like to put down the transmitters whilst the engine is moving so in addition to the ratchet fitted to the regulator stick I have fitted a ratchet arm to the reverser stick.

Accucraft had installed an unsealed,

slightly soft body, 6 channel (R6M) receiver that isn't waterproof and is hidden in the Lyn side tanks or Lew bunker. It has only a short stub of aerial wire which does not need to be connected to a aerial beacon such an insulated steam dome (Pearse locos) or insulated panel on the roof (Roundhouse locos). I'm not fully up on radio waves but the 2.4 GHz signal seems to get to a receiver in a fully enclosed brass tank ok.

Additional receivers appear to come in soft body 4 channel (R4M), 6 channel (R6M) or 7 channel (R7M) types each about £15 and a hard cover 7 channel (R7Ms) for about £18. I wanted to use the fifth channel using the toggle switch on the top right hand corner of the transmitter for one of my engines so ordered 3 of the 6 channel soft case receivers from Howes of Oxford. These must have been out of stock as



My Lady Anne has a removable cab rear so has good access for the receiver.

I received 7 channel soft case receivers which are about the same size. If you do not wish to use CH5 then the R4M 4 (3.1 gm size) channel receivers are smaller and the plugs go into the front (as in 40Mhz) taking up less length than the R6M where the plugs go onto one end.

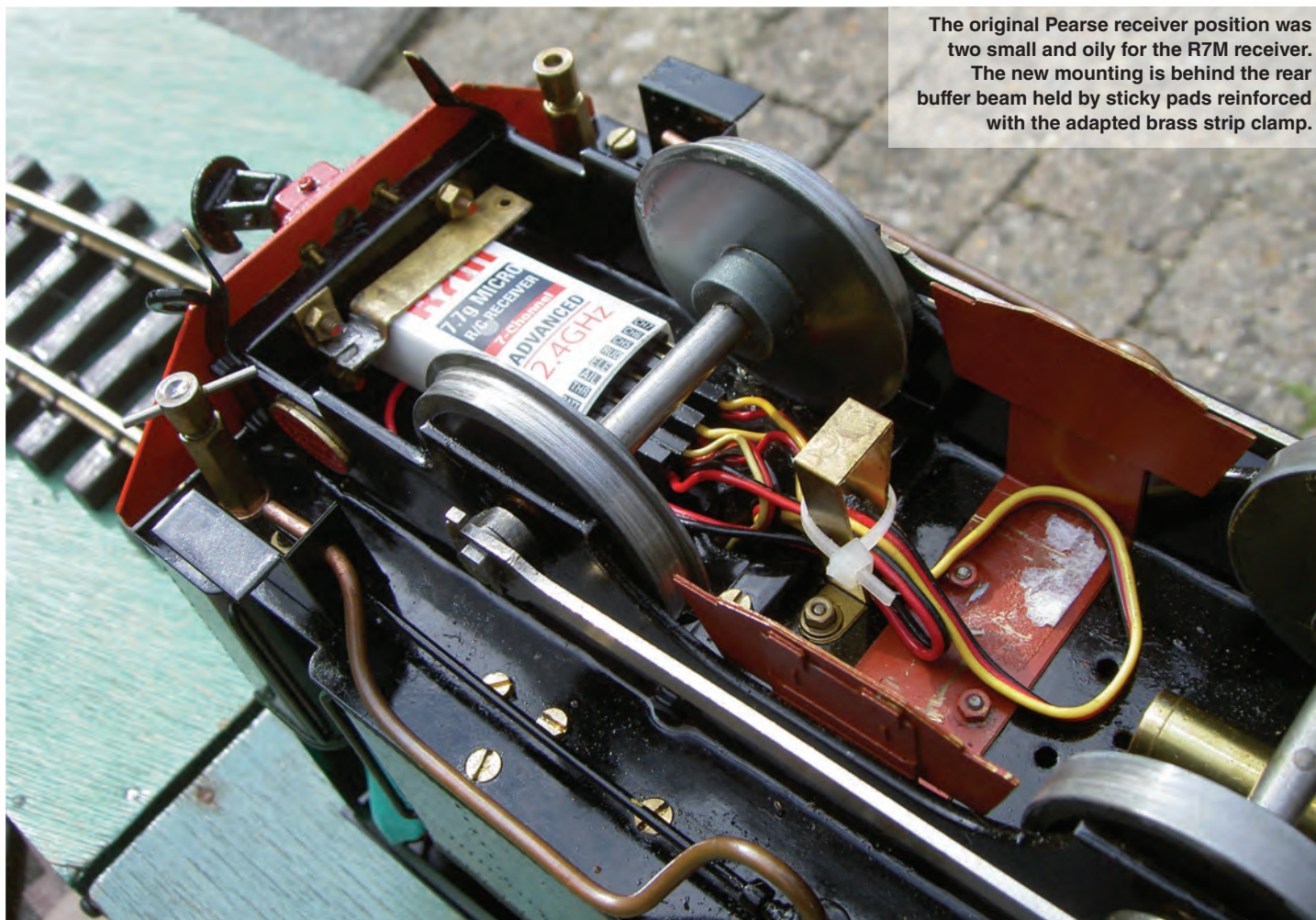
My Roundhouse Fowler tender engine was the easiest engine to tackle with the receiver in the tender and easily accessible. The existing FUTUBA receiver was disconnected from the power supply and servo leads. I could not see which lead went to which servo so I marked the lead in the channel 1 socket with a bit of masking tape around the cable. Channel 1 on the 40 MHz receiver is the reverser servo operated by the right hand stick on the transmitter. The aerial lead was gathered up and the receiver put back into the original packaging with the redundant

transmitter. The new Planet receiver was held in the tender space and the power supply lead connected to the "BAT" terminals. On this receiver there are no polarity guides for the plug and it must be put on the right way round with the battery negative (black) wire towards the rear of the receiver. I connected the reverser servo plug to the "Ele" terminals and the regulator servo plug to the "Thr" terminals on the receiver, again with the black lead on the plug toward the rear of the receiver.

I selected the Lyn transmitter (No1 in the Table) and carried out the "binding" process as described in the Radio Instruction Booklet. I checked that the regulator responded to the left hand stick and the reverser responded to the right hand. If it wasn't correct, I would have swapped over the servo leads on the receiver. I next checked that the stick positions gave the right operation,

that the regulator opens as the left hand stick is moved up and forward gear is selected when the right stick is moved up. If they had been wrong the action would have been corrected by selecting the other position on the respective DIL switch. The DIL switch positions were noted and are shown in the above table. The receiver and transmitter were turned off and the receiver was fitted to the side of the tender with Velcro and with the binding switch and LED facing upward. Job done.

My Lady Anne was built about 1995 and one of the last made with the cab removable back and bunker. The receiver is mounted on a brass plate, just in front of the rear bunker, which is held in place by the rear buffer retaining bolt. The buffer was removed and the brass plate released to enable me to remove the 40 MHz receiver, which was held by double sided sticky



The original Pearse receiver position was two small and oily for the R7M receiver. The new mounting is behind the rear buffer beam held by sticky pads reinforced with the adapted brass strip clamp.

pads. The aerial was detached from the roof beacon (the simulated sliding roof panel) where it comes through the cab roof, by cutting it off using small side cutters. The power and servo leads were removed noting which was plugged into Ch.1 (the reverser). The new 2.4 GHz receiver was attached to the brass panel, with the bonding micro-switch upward, using new double sided sticky pads and the battery and servo leads were rearranged and fitted onto the 2.4 GHz receiver terminals as described for the Fowler. I carried out the binding to the Lyn transmitter (No 1) and checked operation of the servos as for the Fowler. The DIL switches were different to Lyn and the Fowler and after converting all three engines I changed the binding to the Lew Transmitter. The brass plate was relocated and secured by replacing the rear centre buffer.

I could not get on with the Pearse Earl combined piston regulator and whistle which operated on the up/down action on the regulator stick, so many years ago fitted a roundhouse regulator with its own servo. The Pearse piston regulator, fed from the new roundhouse regulator, was relegated to be a change over valve, selecting either cylinders or whistle

with the servo driven from the 40MHz Ranger II channel 3 operated by a knob on the top of the Transmitter.

The Planet 5 Transmitter has a two position toggle switch mounted on the top right hand corner of the case which operates the output of channel five on the receiver. This I used for the cylinder/whistle change over servo.

The receiver on the Pearse Earl is mounted between the centre and rear driver axles in quite an oily position. The receiver retaining clamp was fixed from above (under the boiler) into a nut soldered on the clamp. I could not get to the bolt head so used small side cutters at the soldered nut joint and a little pressure released the nut and it was then undone. The receiver battery and servo leads were disconnected noting which came from which channel output. The servo leads and aerial were trapped by the side tanks and cab so these were removed and set aside. It was found that the aerial was coiled in the left tank and connected to the steam dome by a joint in the wire. This can be just disconnected but I removed the dome and then the complete aerial lead.

The Planet receiver is larger than the 40 MHz Ranger and a new position was

found just in front of the rear buffer beam and again fixed using sticky pads. The fixing was reinforced by using the brass strip that formed the old receiver clamp which was straightened and with an "L" shaped bracket soldered to one end was anchored using the bolts for the coupling chains. As before, the power supply and servo leads were connected to the 2.4 GHz receiver with the steam changeover valve servo plugged into CH5. The receiver was bound to the Lyn transmitter (No 1) and operation of the servos checked as before.

The Channel 5 switch has an option for normal or slow operation of the servo when the switch is operated. The slow option was probably designed for a slow movement of the servo for perhaps, the undercarriage up/down on an aircraft. In normal mode the servo operates about as fast as our finger would be able to change a control stick and slow is about 10 seconds. I selected the normal option in the DIL switch window.

The three engines were converted in one afternoon, I did not achieve using only one transmitter but have now the advantages of 2.4 GHz for all my engines.

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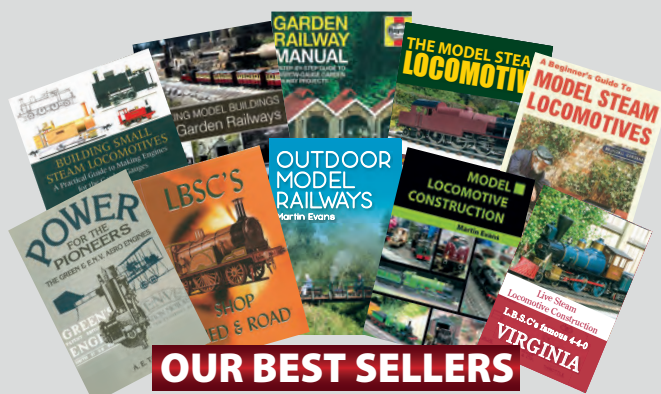


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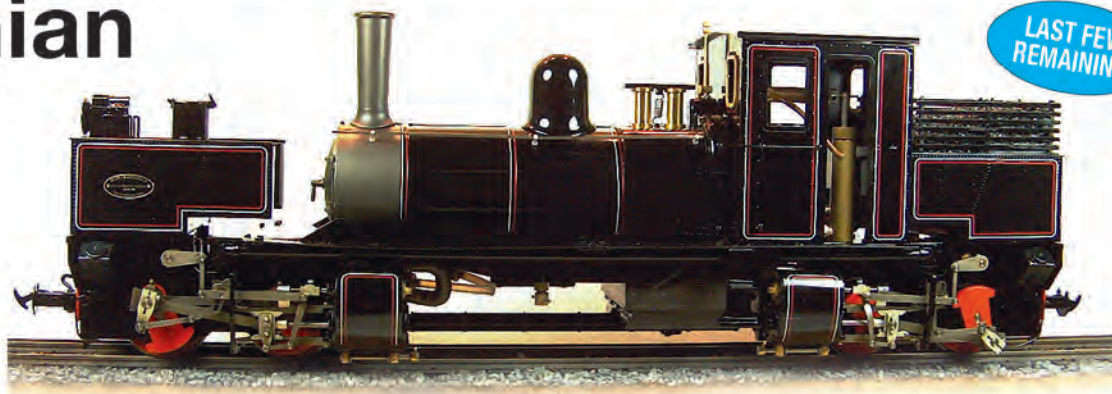
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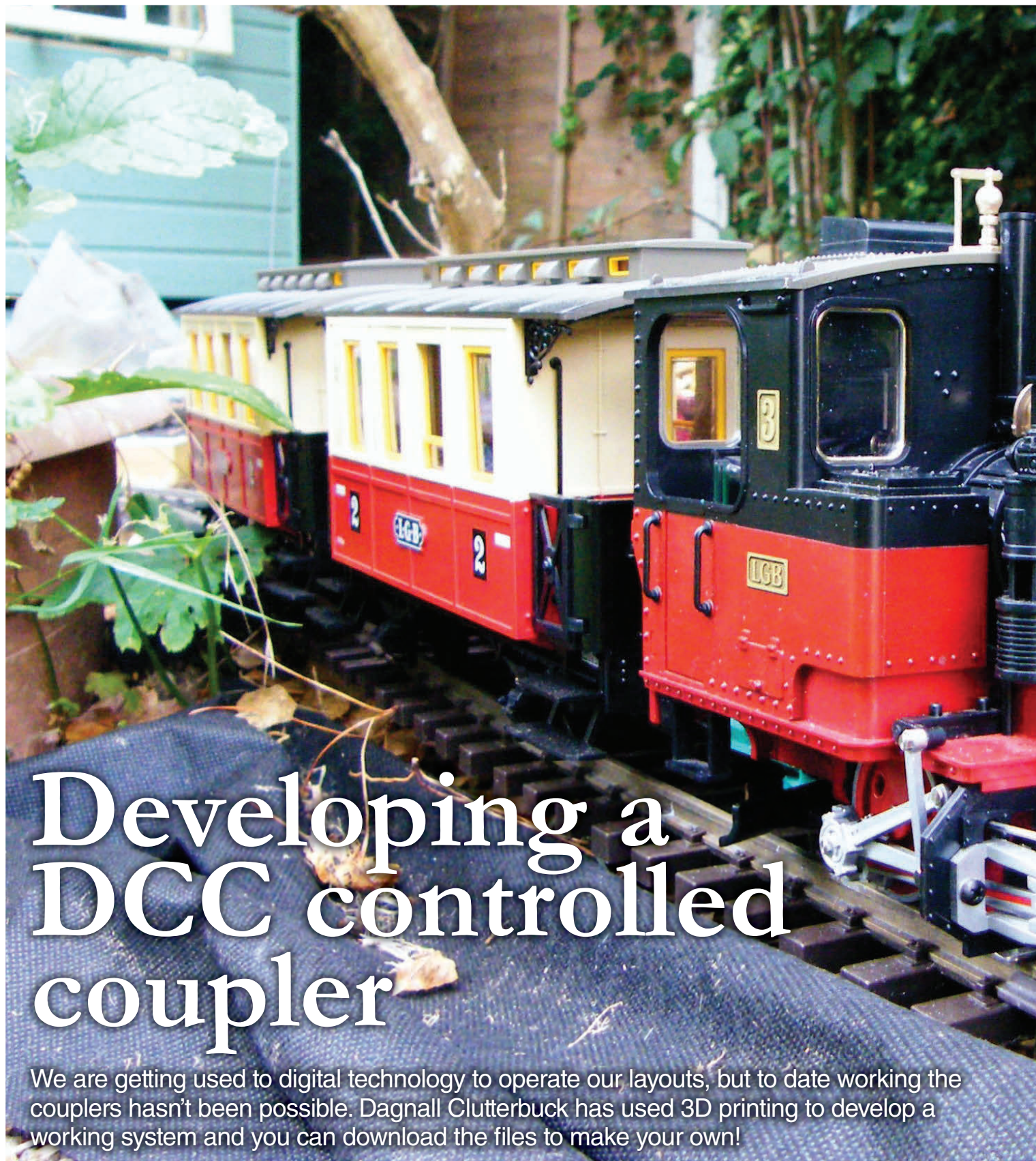
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Developing a DCC controlled coupler

We are getting used to digital technology to operate our layouts, but to date working the couplers hasn't been possible. Dagnall Clutterbuck has used 3D printing to develop a working system and you can download the files to make your own!

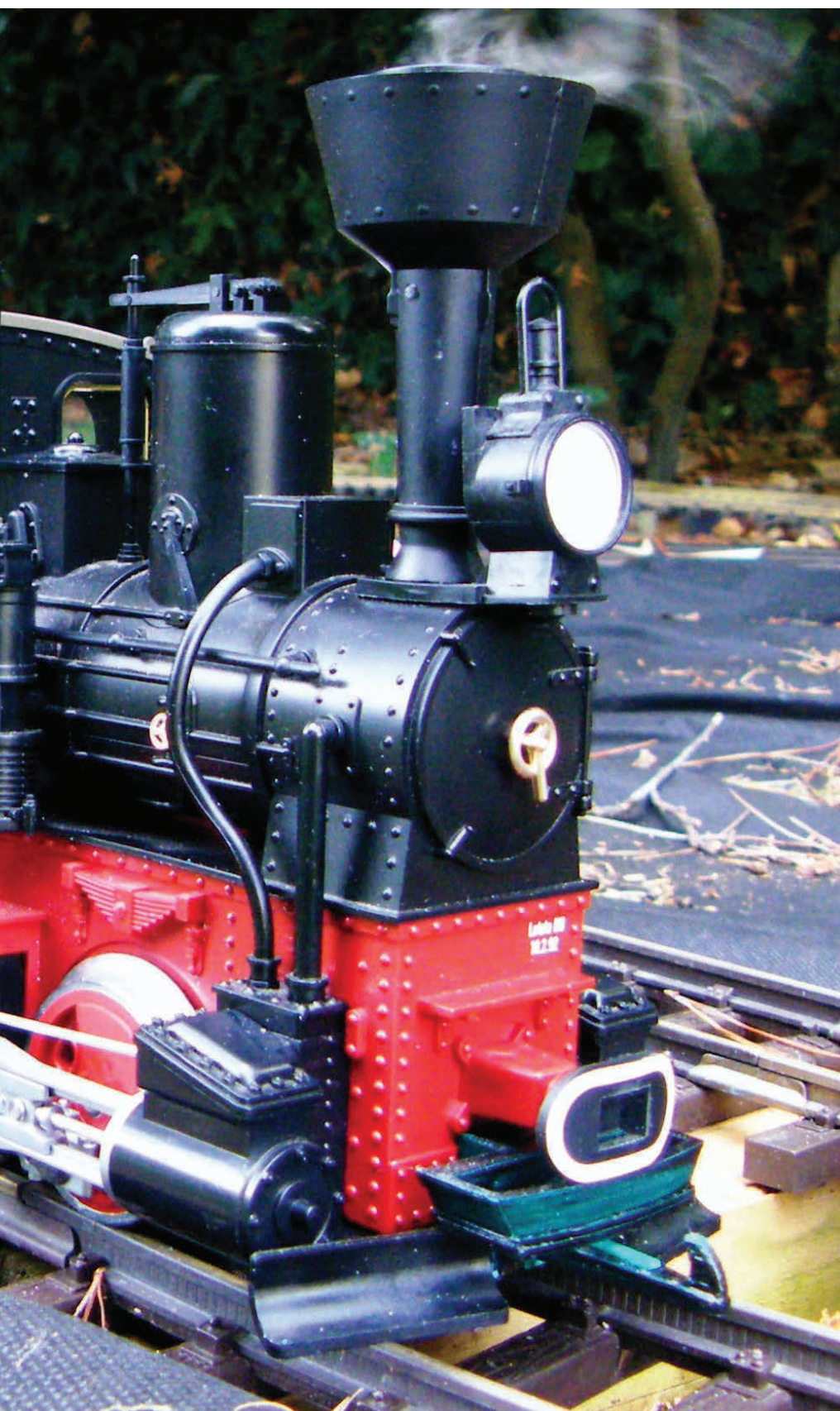
The Easter Cottage Light Railway is a very simple LGB based line that I started to amuse my grandchildren. It is very much a work in progress, as I spend more time than I would like to admit to trying to design a suitable layout. Currently the track plan is just two loops, roughly levelled, going inside and outside foliage in an area

under some trees with a third loop is in the shed, or terminus.

Joining the railway as a retirement project, I made myself a 3D printer based on the ShapeOko kit. For those of you who are not familiar with the rapidly expanding home printing field, the ShapeOko is a modern Mecanno set of extrusions and nuts and bolts

driven by an Arduino computer. It was amazingly easy to put together, and I would expect it to be well within the abilities of any live steam model engineer. The motors, computer wiring and extruder can be obtained for around £220.

If you just wanted to have a simple 3D printer, there designs that are

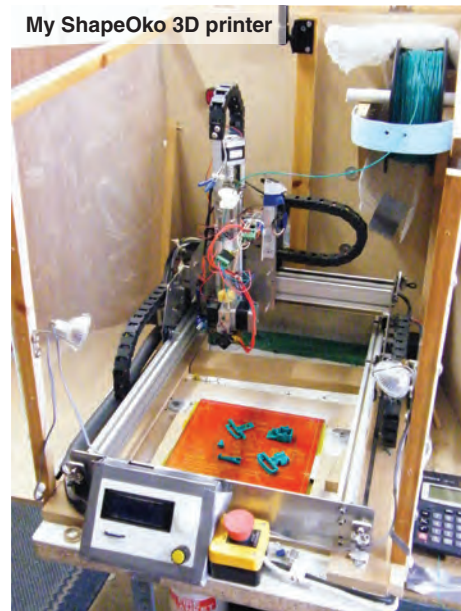


available from a few hundred pounds upwards. The 3D printer is almost a hobby in itself, but it really becomes useful when it can be used to do things that might be impossible without it.

For me, whilst running my simple locos, one thing I and my grandchildren found frustrating was decoupling when shunting. I had fitted the locomotives

with Zimo DCC decoders which have a special “autocouple/decouple” feature that I was keen to explore. To initially experiment with this, I found that it was possible to mount a small servo upright in the back of the loco, and connect this with a piece of brass picture wire to the original LGB hook. Only a small hole needed to be drilled and it all worked very

My ShapeOko 3D printer

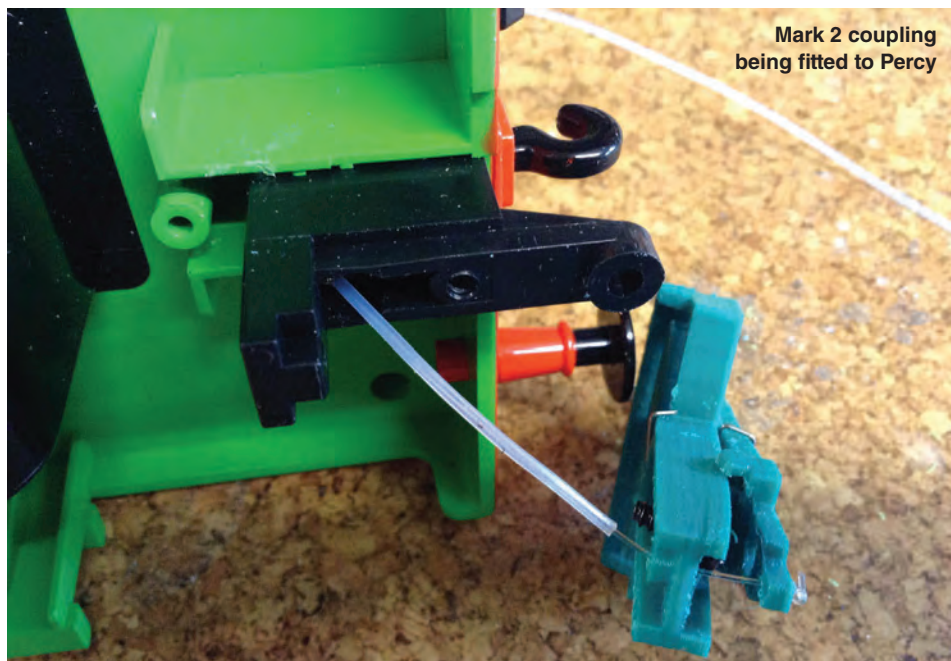


well, provided that the engine hook was the only one “hooking”. If the wagon hooked onto the engine, there was nothing this simple coupler could do to uncouple. This kept the grandchildren amused for quite a while. One of them lives in Canada, and can control the train from there, watching and listening via a webcam. It is quite amusing to be sitting in the garden, and then hear the train start and the bell working, all controlled from thousands of miles away!

I decided to see if I could improve on the decoupler design and to see what the 3D printer might be able to do, so I designed a version of the coupler that added a “bar” to the hook so that it would push down and disengage any hooks from the wagons. I designed this using Autocad123, which is free software that can be used to design virtually anything. It takes a bit of getting used to, but it can design intricate objects, and has an invaluable “push” tool that I have used when I have found that some parts of the design needed to be “pushed” apart or together to make a better fit. Eventually I made it all work, and published the results on “thingiverse”, where people share their 3D designs.

This design used a large servo motor, and a bowden cable arrangement, which fits nicely in my Bachmann Percy, but would not fit into the Stainz. Worse, the stiff hook could not move from side to side, making progress around tight curves difficult. More thinking was needed.

As my skills with the design software improved, I tried to see if I could design a self contained mount using the small



Mark 2 coupling
being fitted to Percy

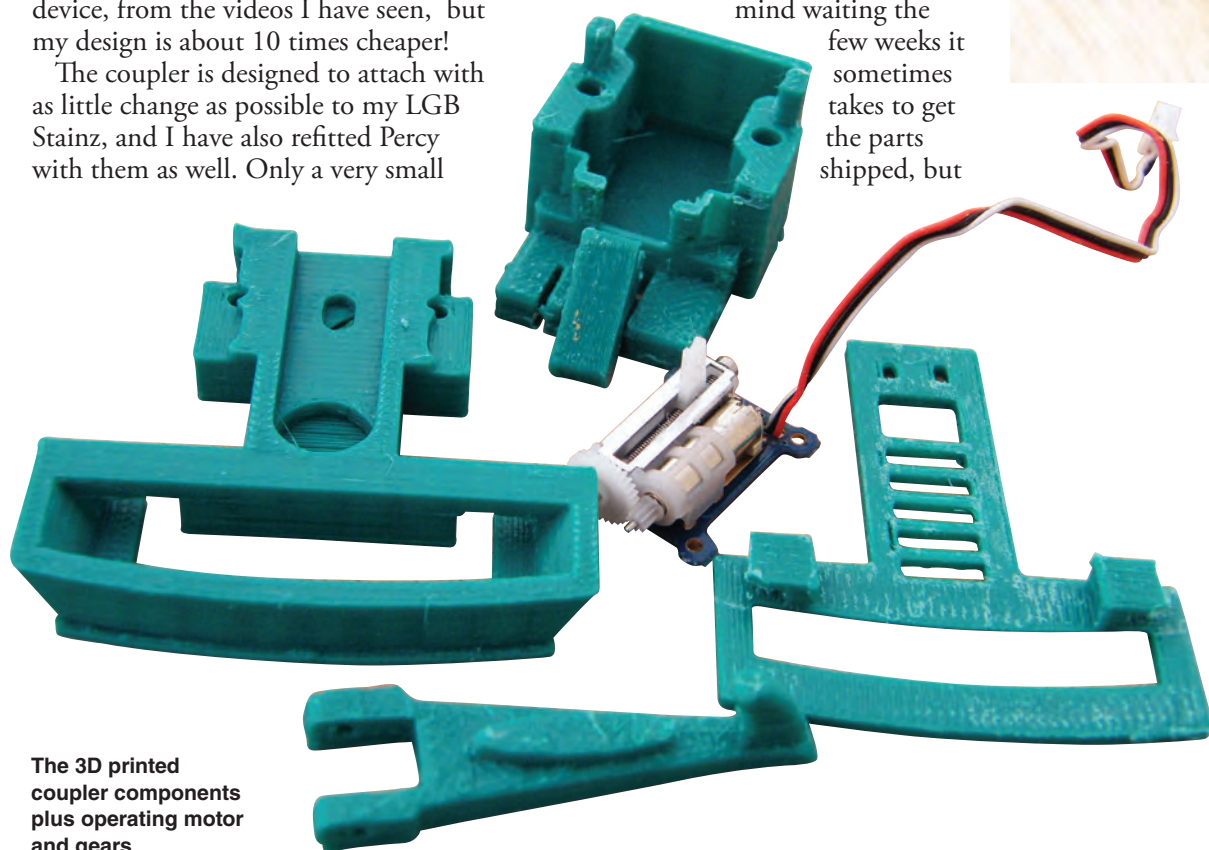
linear servo and a push plate mechanism to disengage the hooks.

This looked simple at first, as I thought that the pusher plate could act on a ramp on the hook to push it down, and this worked after a fashion, but these tiny servos are really weak, and I needed a better solution to make the design more reliable. The solution I eventually came up with was a rack and pinion design, with the pusher plate as a “rack”, that rotates the hook’s pivot point (and spring) as the plate pushes forward powered by the servo. This may be similar to the Massoth coupler device, from the videos I have seen, but my design is about 10 times cheaper!

The coupler is designed to attach with as little change as possible to my LGB Stainz, and I have also refitted Percy with them as well. Only a very small

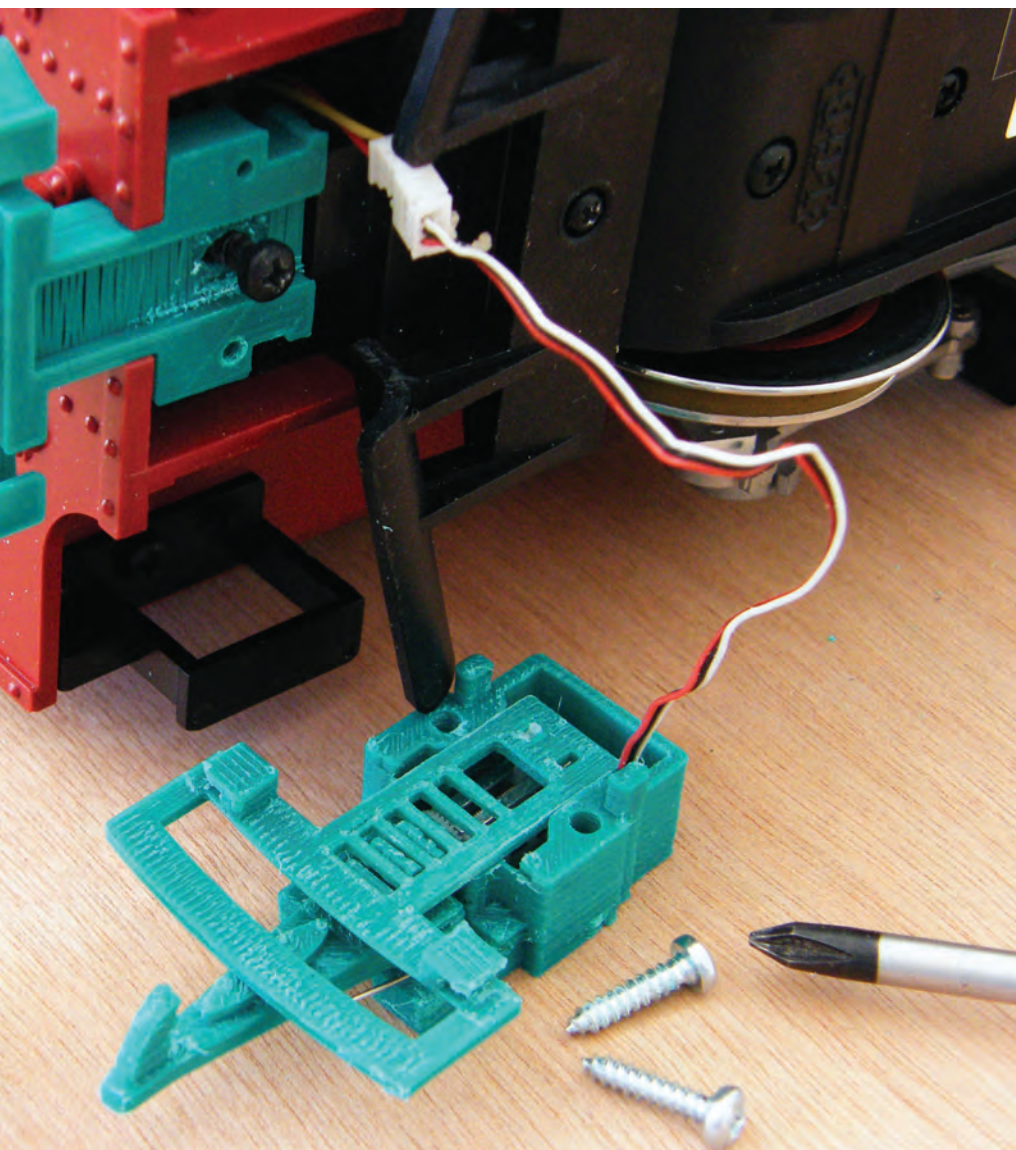
amount of cutting to the snowploughs is needed front and back to make this work. It will work with either the left or right versions of the linear servo, which is great as some people only sell them in pairs. The main parts needed are the linear servo, obtainable from about £3 from Hong Kong via eBay, springs and the 0.5mm stainless pivot wires, again from eBay. The two halves of the coupler are held together by standard #4 screws. (Photo: All fitted – Caption: The completed coupler fitted to the LGB Stainz). One of the things about being retired is that I do not

mind waiting the
few weeks it
sometimes
takes to get
the parts
shipped, but



The 3D printed
coupler components
plus operating motor
and gears





A partially assembled coupler being fitted to the Stainz

I expect it is possible to get them locally faster.

The photos above show how it works coupling to a standard LGB coach. The mechanism pushes the plate forwards, simultaneously swivelling the hook downwards and disengaging it. Any coupled hooks from the wagon are gently pushed down. The autocouple action from the ZIMO decoder automatically pushes the engine towards the coach, engages the coupler and then pulls away. This action usually disengages all the hooks and neatly uncouples the coach.

Getting the design right was largely a matter of trial and some interesting errors. The version before the one shown worked well, but when disengaged, the hook was able to touch the track, and as the loco reversed, it derailed its self. The revised design as shown has a limit to try and prevent this and I have uploaded the whole design to thingiverse if you would like to download it and try to build your own. If you have any improvements, please feel free to modify the design and let me know.

Garden Rail Resource

Download the 3D print files to make this coupling:

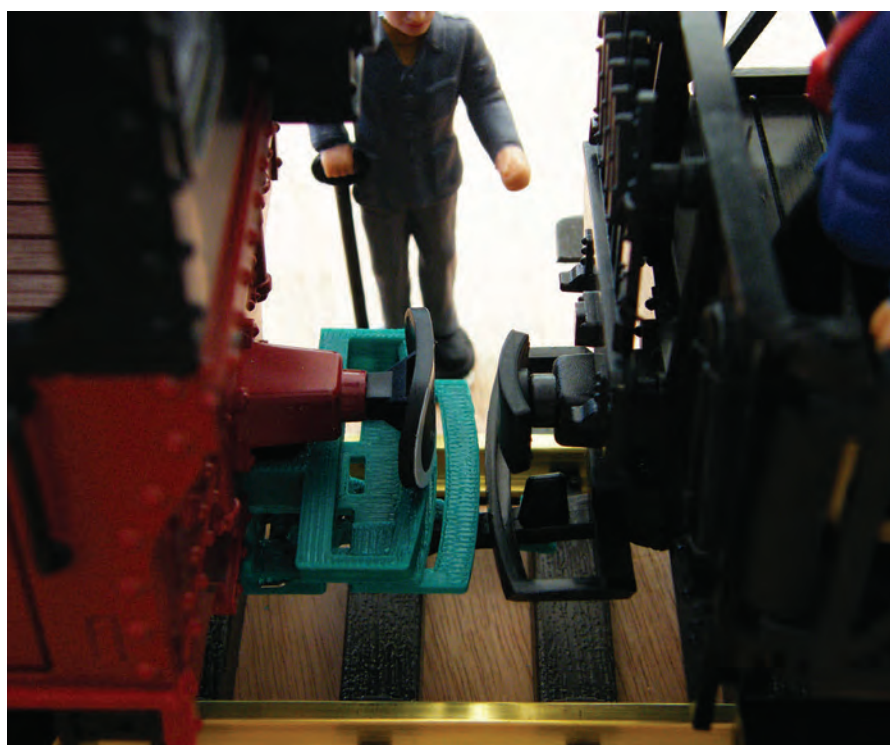
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ShapeOko printers

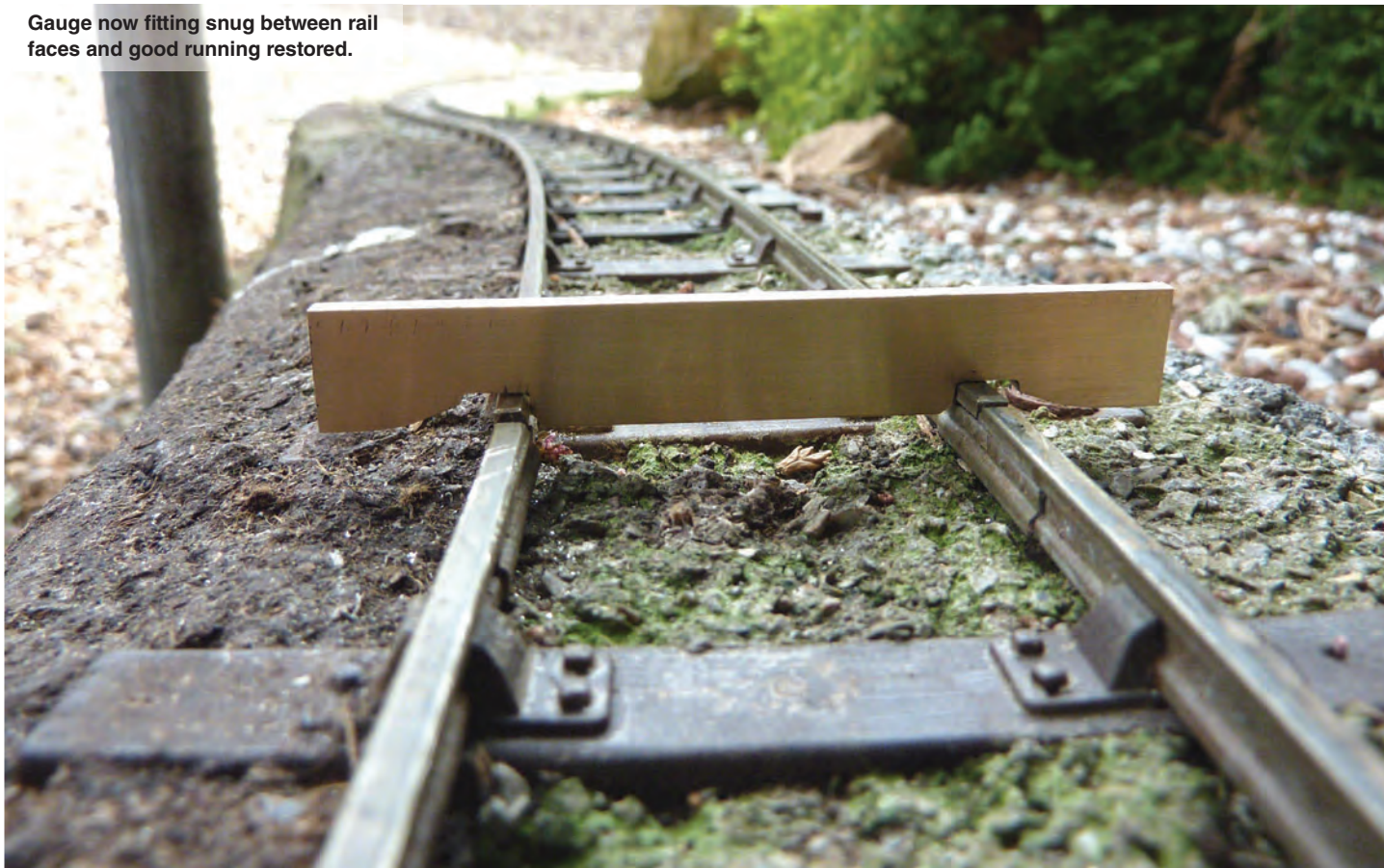
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The coupling in operation



Gauge now fitting snug between rail faces and good running restored.



Curing derailments with a track gauge

Dale Gamble analyses and solves some running problems

My garden railway dates back to 2009, or at least that's when the track laying was completed. Although there were a few tightish spots on some of the bends, I didn't have any problems with derailments with my Accucraft Edrig or rolling stock. I have since added two more locos to the roster, a scratch built diesel on an IP Engineering chassis and kit built Roundhouse Katie.

Knowing that differing manufacturers use differing wheel profiles, I have set my locos to match Edrig as this is fixed via grub screws into dimples in the axles. The two newer loco axles have not got said dimples so the gauge can be fine tuned.

All three locos were set up with the same back to back measurement but I was noticing that with Katie, the tight

spots on certain parts of the line seemed to be more noticeable than with Edrig or the diesel locos. No derailments, it was just harder to achieve smooth slow running.

I have a back to 28mm back wheel gauge used to setup Katie's wheels, but at the first track steam up test it did derail negotiating point work. On closer inspection and comparing the Roundhouse wheels against Accucrafts, I noticed that on the back of the Roundhouse wheels there was a slight chamfer and that the depth of the wheel in section was thicker than Accucrafts by about a mm or so.

Measuring the flanges using a vernier calliper and then placing it onto Katie's flanges the jaws would not sit flat up against the tyres, riding up the flanges. Releasing the grub screws, I moved the

wheels inwards by half a mm each side. A quick test run was a complete success.

Fast forward about ten hours in steam and she was loosening up nicely and really free running, that is until she came up against the tight areas where I'd need to blip the regulator to keep going. Something needed to be done.

LET'S GAUGE THE PROBLEM

Looking back at photos of the tracklaying stages on the computer and I noticed that in the areas that were tight, the curves of the line were not smooth flowing. In a couple of places there even seemed to be a very slight kink in the radius of the bend.

What I needed to do is make a track gauge to check things properly. Now you can probably buy a track gauge but I like to make things. More to the point,

if the wheel sets differ by manufacturer then I bet that track gauges are also slightly different.

I have a display plinth which I made from a piece of MDF and an off cut of Tenmille track pinned down and ballasted to display my locos and rolling stock.

Using this to get my gauge measurement and searching through my off-cuts of brass, I found the ideal candidate in a piece of three eighths by three sixteenths by about two and a half inches. Placed on top of the track, it was marked out roughly for the width and depth of cut to be made. Using an hacksaw I made the gauge cuts slightly wider apart.

As my Dad, a joiner by trade, used to drill into me, "always leave in your pencil marks when making a cut". I set about removing the material either side so the rail would clear on the outside. This was about an eighth of an inch, then the finer files came out and the 'gauge faces' (inner rail) were cleaned up and checked to give a really snug fit between the inner rail faces.

Testing the new gauge on my display track I noticed that it was catching the rail chairs, so a forty five degrees chamfer was needed. As I slide the gauge along my display track I noticed that even this had a tight spot towards the end! This is twelve inches long and dead straight, I dreaded to think what horrors awaited for me on my railway...

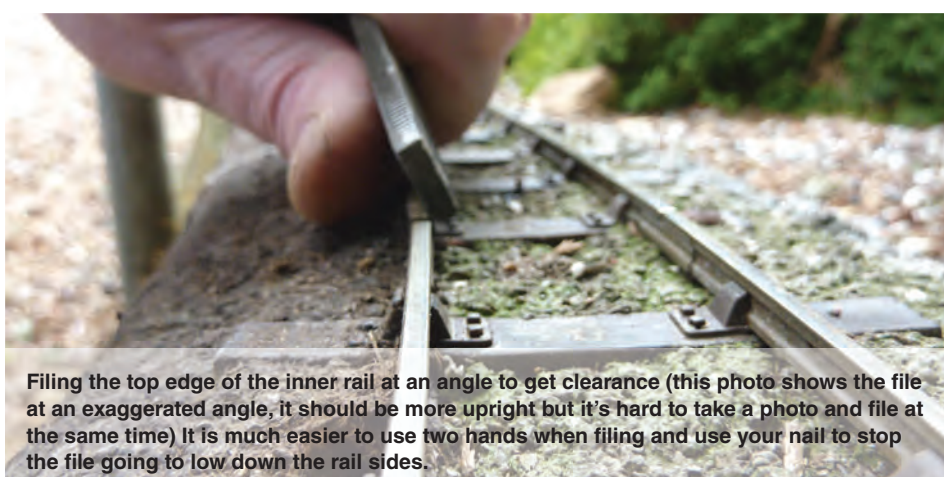
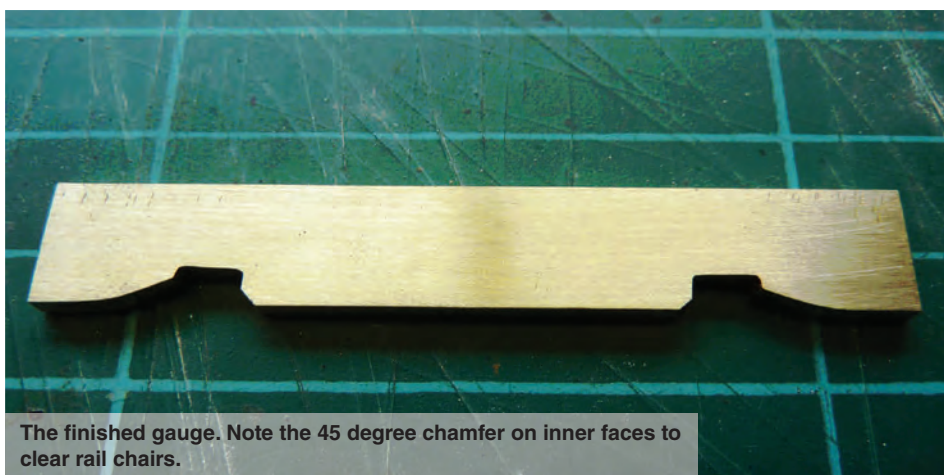
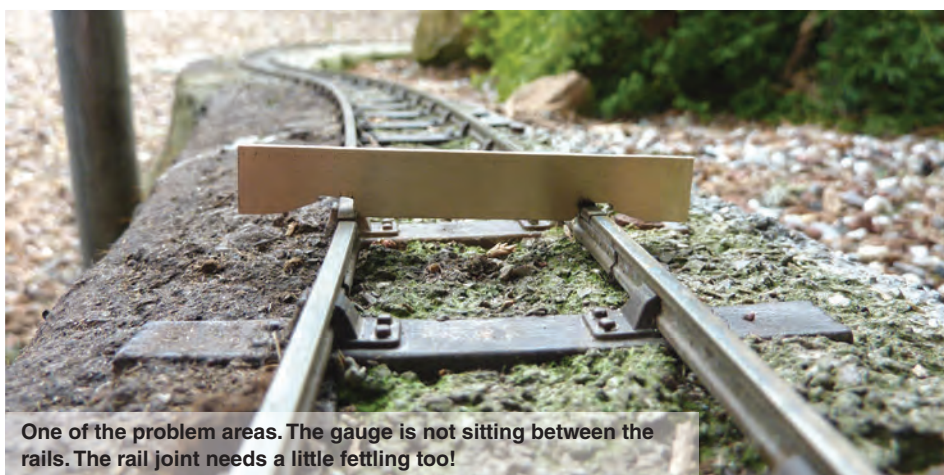
Having a file, gauge and camera in hand I went down the garden to try out my new tool. Starting with the problem areas, it turned out these were a little on the tight side.

Using a file angled it out slightly so as to avoid damaging the rail chairs, I very slowly drew it back and forth as you would when planing wood. The trick is to take a little from the high area and keep the file flat enough not to create any hollows in the rail. After five or so passes, check with gauge, file a little more and so on until the gauge slides smoothly along the section of track.

Not only was the gauge on some of the bends a little tight, but also in three places along straight sections.

Did it work? You bet. A vast improvement.

While some out there may say use bigger radius curves or on tighter bends use a rail bender for smoother curves, I wanted my line to be driven and not just set the regulator and watch trains go by.



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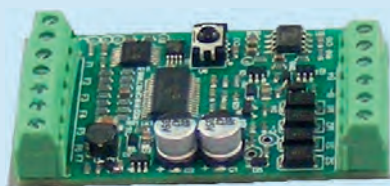
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The Lavender Line's new train on its first outing.

A Permanent Way Train For The Lavender line

Daniel Cousins was supposed to be building a visitors train, but ended up with transport for his PW staff instead.

The idea for this new train for our garden railway, The Lavender line, started when I was looking for a suitable locomotive to pull the lines Visitors Train featured in **Garden Rail** Issue 239.

As the Visitors Train is made up of kits from IP Engineering's Ezee range, I decided that their Trolleybus was ideal for the job of providing motive power. I ended up buying two and still have yet to build the one for the Visitor's

Train. The first one gave me another idea. I decided to turn it into the lines first Permanent way train, providing transport for two of the permanent way staff and their tools for the smaller jobs along the line.

The Trolleybus was made up first as per the instructions and two figures from Modeltown ordered for its crew. It was not until I had painted the two figures, it was realised that they differed in size quite a bit. The rear figure

had to have a bit of strip wood glued underneath his bench seat as it would not of been high enough for him to sit on nicely. The front figure needed something under his feet as they did not reach the floor. A small square piece of wood was glued and painted underneath his feet to represent what could be a foot rest or even a deadmans pedal.

Glazing was added and window wipers drawn on to it with a fine black permanent marker, although now these

may be replaced with some of the brass ones now available from Swift Sixteen. Two dials were painted on to the control desk and a pair of control handles made out of 0.60mm dressmakers pins superglued into place.

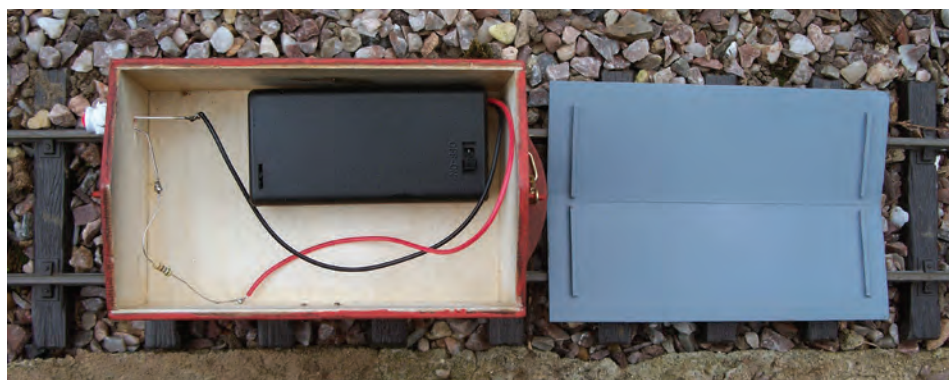
To disguise the 3 volt battery box used to power the Trolleybus and head light, I used some of the ever so useful craft sticks which you can buy from The Range to build side skirts and steps.

The Trolleybus was then painted, Humbrol matt 153 being the main body colour, matt black 33 for the chassis and skirts etc, light grey for the control desk and Phoenix Precision Coach Teak (dull) for the seats. The roof is from thin plywood painted Humbrol 224 and sports a cast horn also from IP Engineering. The completed model was weathered with Lifecolor's Rail Weathering set. I used their Frame Dirt paint for the metal parts of the chassis and Roof Dirt for the roof and body work.

With the trolley bus complete, an IP Engineerings Ezee Tool Wagon Kit was purchased. This was made as per the instructions and painted and weathered to match the Trolley Bus. Door handles made from Hornby track pins were added and the "Tool van" lettering is rub down letters sealed with varnish. As the Trolleybus has a working head light I thought it should only be right that the tool van should have one too. A Tail Lamp Kit from Pendle Valley Workshop was purchased and fitted to the tool van. The roof was made to so it can be lifted off to switch on the lamp and change the battery when required.

We like simple Battery powered trains here on the Lavender line. Switch on, sit back and enjoy watching them trundle by, which our new Trolleybus does. From a modelling point of view, IP Engineerings Ezee range is a inexpensive way to develop your skills by building them and then adding your own details.

The Lavender line will be seeing some more projects like this in the future without a doubt.



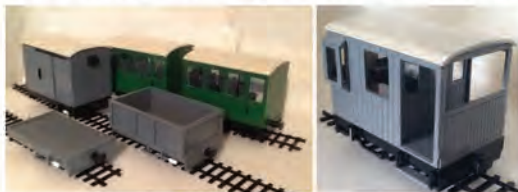
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A Gramophone Tram

In this world of digital control, Alan Campling's tram is powered by a spring with most of the materials sourced from eBay.

Not the normal type of turntable you would expect to see a loco on.



This story starts in 1952, when my Father traded in my two older brothers and my collection of Hornby O gauge clockwork locos and stock for a new OO Tri-ang Princess Elizabeth train set. I was not impressed and mourned the loss of tactile and sturdy tinplate. You cannot get Dinky Toy into a OO truck!

Looking on eBay to replicate the lost Hornby O gauge items (and still am) this led me to thinking about the possibility of 16mm clockwork powered loco. I knew that if I built something in 16mm scale I wanted it to run for longer than typical Hornby clockwork loco. Without load, the Hornby O gauge No.1 Special tank runs for around 1.6 minutes, not long enough for the garden so I cast around for alternative sources of spring power. Other criteria were that it needed to be quiet and cheap. My meagre 16mm budget is for for steam power.

I considered various mechanisms including cine cameras, cheap, but not powerful or a long running enough. Also dismissed were Meccano clockwork motors whose duration was 60 to 90 seconds. My search also came up with, would you believe, clockwork vehicle starter motors, sadly too heavy and too expensive.

I finally settled on a wind up gramophone motor. These are heavy but can be bought cheaply and the double spring type, with no load, has a run time of over ten minutes. They are also a really beautiful piece of engineering and when running they are completely silent. I suppose they had to run silently otherwise they would have interfered with the sound.

About two weeks into my quest, an HMV portable gramophone was posted on eBay and it was only a few miles from where my home. I bid £0.99 and much to my surprise, won the auction, no one else had placed a bid.

I went to pick up the player, and as you would expect, the guy was peeved that his fully working HMV gramophone went for such a low price. To ease his pain slightly I bought an old 12 inch record from him for £1.00.

FRAMES & MOTOR

After playing the record a few times for my Granddaughter and explaining to her how the gramophone worked, I set to and I soon had the motor stripped out of the cabinet.

As there are no small narrow gauge locos with boilers big enough to hide this big beast of a motor; it became clear that a tram engine would be the only way to go. A preliminary cardboard and wood mock proved that my idea of 16mm clockwork loco was at least feasible.

Mounting the motor needed two different frames as the motor mountings are not the same on both sides; however the wheel centres, buffer beams and the frame stretcher fixings are all concentric, once the motor mounts were done the two frames were clamped together and all the other holes drilled as a pair.

The frames, stretchers and buffer beams, are aluminium. Steel was used for the axles. To reduce friction the axle bearings are fitted with 1/4" x 1/8th" x 1/8th" ball races. I used two pairs of Roundhouse wheels for the drivers as this would allow me to adjust them to run on both 45 and 32mm track.

As this was to be a tram I chose to drive and connect the axles with Delrin chain and sprockets. I was a little concerned as to whether the plastic would be strong enough for the job but it works very well and I have had no problems.

Retaining the original position of the clockwork motor winding handle would see it protruding out of the back of the tram and cutting through the coal bunker raves. I didn't want this, it would have looked terrible, and so I opted to turn the winding access through 90 degrees through the roof. To achieve this 90 degree turn I made up an aluminium bracket that bolted to the motor and serves as a plumber block for the winding input shaft. In order to retain the input shaft within the bearing I turned up a shaft with thrust faces at the top and bottom. This feature meant that I needed to make a split bearing for the shaft. The 90 degree turn is achieved through a 4 to 1 Meccano crown wheel & pinion. Turning the winding input shaft is through a cut down M8 cap head screw tack welded to the input shaft.

Having considered various solutions to potential over winding problems, I opted to make up a rev counting devise using a hand held digital tally counter "clicked" by an aluminium pivoted arm. The tally counter is actuated by a bar fixed to the Meccano crown wheel, striking the pivot arm once every revolution. It works very well and after



a run and resetting the counter to zero, 70 revolutions is a safe number.

SIDE SKIRTS

The tram side skirts are made from 1" x 1" x 1/16th" aluminium angle; I cut the angles longer than the overall length required and cut a slit along what would be the side surface of the skirt, I then placed the angle over a piece wood with a 15/32th" radius formed at one end and bent the skirt radius around the wood former. The top face was then cut and filed to the shape of the curve and the two faces stuck together with two pack epoxy glue.

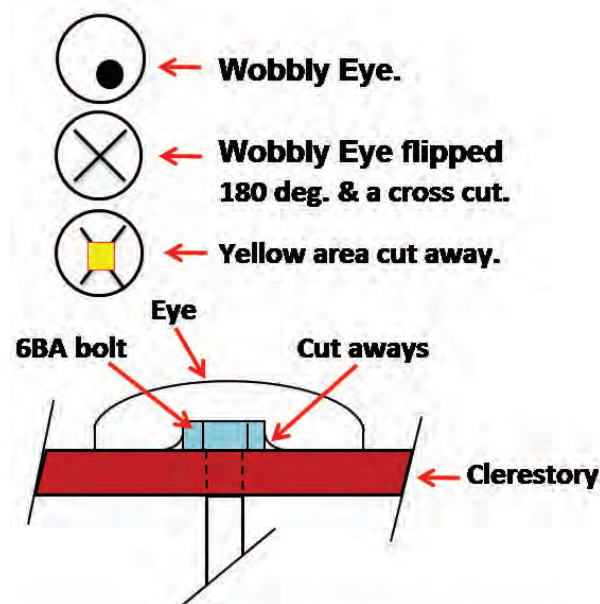
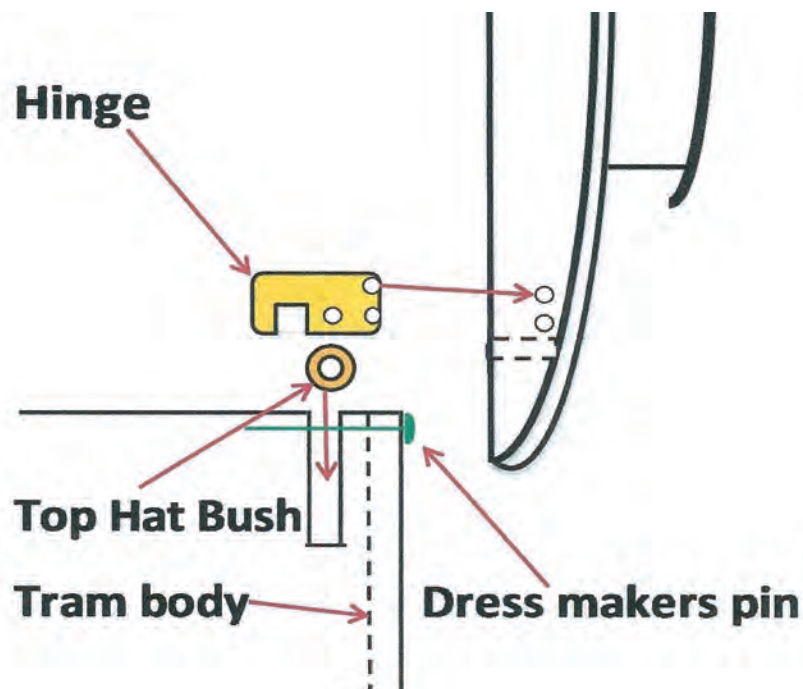
I cut and bent the angles at the other ends but I got something wrong, as the overall length of the skirts ended up 5/32th" too long. The fix was to make a wooden rear buffer beam (US – pilot beam) the beam is now screwed to rear frame stretcher. I have also added a switcher's foot board and the rear coupling to the beam. It looks as if I planned it!

The skirts have simulated access panels fitted to them to which I added hinge and fixing detail from Cambrian. Roundhouse supplied the front pilot/cow catcher. I had originally planned to fit an older style wooden pilot (LGB) but I was never happy with the look of it when it was fitted.

BODY

The tram body is made up of mostly LGB items including a combined





Section through eye & clerestory.

smoke box and chimney, coal bunker and the original cowcatcher and a heavily modified coach for the body.

Since this was an end balcony model and to 1:24th scale I blanked off both end doors and I extended the height to get it to look more like a 16mm scale item. I added side entry doors for access to the footplate. At the same time I also cut a circular hole in the front end to take the smoke box. I also cut two window apertures in the front and rear ends. All the exterior detail of the coach body was removed and then reclad with suitably trimmed wooden coffee stirrers.

I machined, from billet aluminium, the body of the front headlamp. It is in two parts; the main body and the top ventilator. The lens frame was turned from brass bar and the glass was bought

Parts of an ultrasonic tool ready to be used as a spark arrestor.

from an eBay trader who specialises in watchmaking parts and tools. Flat crystal glass lenses from 12mm diameter up to 40mm diameter are available in 0.1mm increments. It ought to be possible to find the correct size glass for most lamps and spectacle plates available for 16mm scale.

The headlamp mounting bracket was folded up and shaped from brass sheet. The bracket's simulated fixings are cut down dressmaker's pins.

The sand boxes mounted on the front face of the body are machined from blocks of aluminium; the lids are turned from mild steel. The spherical knobs on the top of the lids are small ball bearings located in centre drill dimples added when I turned the lids. They are glued with super glue; the sand delivery pipes are bent 1/8th"

copper tubes.

The handrails for the doors and the coal bunker were made from 1.5mm steel gas welding rod heated to red and bent around a steel former. All were along with twelve 8BA flat washers to represent the shoulders where the handrails enter the bodywork.

The rear lamp is, I believe, a Brandbright item from the "might use someday" box. I am not sure that US tram engines would have lamps on both the front and rear but the LGB coal bunker/water tank, had on the back face, a round hole with a 6mm x 6mm square cut out above it, and so the lamp mounting bracket is fixed using round hole and the lamp covers the square cut out.

Perhaps I could have adopted the trick that one of my esteemed colleagues in Guildford MES – 16mm group uses; when he has a hole or some other feature he wants to hide; he hangs a bucket over it!

ROOF

The coach roof was the next thing I tackled; again I removed all external detail. I wanted it to hinge but as the roof was a lift off type I needed to arrange for it to lift up to clear the body and then fold back. I achieved this by making two aluminium brackets that are fitted with "top hat" section brass bushes. These bushes allow movement up and down slots cut in the corners of the coach body. I screwed the hinge





The Lamp is a Brandbright item from the "might use someday" box

brackets to the curved roof braces that are at each end of the underside of the roof (the hinge brackets are picked out in yellow on the accompanying picture and sketch). The top hats are screwed to the yellow brackets and retained within the slots with cut down dressmakers pins mounted at the top of the slots.

Whilst dealing with the roof, I also cut a slot into the right hand side to allow the motor's governor control lever to come through. This lever is the stop-go switch.

I added a section of a Bachmann coach clerestory to the LGB roof; the ends of the clerestory are blanked off

with plastic sheet. The clerestory hides the M8 winding socket and is attached with two 6BA bolts. I hid the bolt heads with two "wobbly eye" buttons.

The method of attaching the eye buttons to the bolt heads was as follows; with a razor knife, I cut a cross (X) in the back surface of the eye and then

trimmed away a small amount of the cross centres. The eyes are then pushed down onto the bolt head. The four truncated ends of the cross grip the heads of the fixing bolts and the friction/interference of the crosses

retains the eyes. They work on the same principal as the knock-on fixings used to hold Mamod roller/traction engine wheels in place. Once the roof was painted they no longer look like "wobbly eyes".

The last item fitted to the roof was the chimney spark arrestor; this was, again, sourced from the ever useful eBay. It started life as one half of an ultrasonic cleaning basket.

GRAPHICS AND TRANSFERS

I had a go at making my own transfers for the names and numbers but was disappointed with the results. The special paper and the acrylic varnish work well: the transfers float off of the paper as they should but the problem is that printer ink is not dense enough and when the transfer is floated onto the model, in most cases, it disappears.

The problem is worst when the background colour is darker than the transfer colour. My best result was with "HMV TRAMWAY COMPANY" title and the HMV logo. In the end I reverted to printing the tram name and number graphics onto the special transfer paper, spraying them with acrylic varnish to seal them then cutting them out, still attached to the backing paper and gluing them to the tram body.

For those readers who are too young to know, the choice of the Tram's name and number are my feeble attempt at humour. (Editor's note: Not feeble at all, some excellent and educational puns)

The HMV in the tramway title is pretty obvious; it's short for the gramophone makers name "His Masters Voice".

The company logo, the name of the dog listening to the gramophone was NIPPER; I say was because he must be dead by now!

The tram's number – 78 refers to the speed (RPM) the records were played at.



Grain coming in, whiskey being shipped out. You can almost smell the distilling taking place.

A brewery malthouse

To hide part of his house from the railway, Mike Barton organises the building of a brewery.

Part of my line runs alongside the house, and to help disguise full size wall and windows I have been developing a new siding which is to serve a brewery.

The first building I wanted to make for the brewery was a malthouse. I fancied something with a roof along the lines of a Scottish whisky “pagoda” and after some research discovered that there are also a number of examples of similar ventilators at breweries, although these seem to be generally rather less elegant. Referred to these days as pagodas, the Scottish distilleries used to call them “Doig’s Ventilators”, after the person who introduced them, and a more correct term would be cupolas; their function being similar to the rotating fluted ventilators found on oast houses.

The malthouses that I researched did not have a lot of windows, and those that did exist were at a higher level, so in choosing my kits to bash I was looking for those with some good sections of blank wall and large roof spans. After checking out various options, I choose to make my building from parts of several kits from the Modeltown range (usual disclaimer - no connections), namely a Smithy, a Warehouse and a half relief Warehouse. The various parts of these kits that were not used to make the building were subsequently incorporated into half-relief buildings to complete the scene.

The resin castings used in these kits may be cut and shaped using wood saws or hacksaws, files, sandpaper or Dremel type machines. However, I also used

my electric jig-saw with a fine blade to carefully cut the larger pieces to size and I used a selection of small rasps and files to shape the stonework when making good the joints at the corners. A word of caution is required during these operations, the cutting process creates a large quantity of white dust and so this is a job that is best done out of doors and whilst wearing a dust mask! It is also advisable to follow the instructions for washing these castings to remove all traces of mould release agent, and this is best done before starting to assemble a large building.

My first task was to select parts of the walls to enable a square building of the required size to be built. I had a space of about 300 mm square available for this building, which seemed like



Marking out the cutting lines to make the sides of the Malthouse from the Modeltown parts

a representative size for a small rural brewery Malthouse.

To simplify the build, the height of the walls was to be governed by the Smithy side walls, which are 190 mm high. The back wall of the Warehouse kit is some 285 mm wide and I cut this along a line just above the door lintel to create a blank wall for the Malthouse. I found that by using a side wall from

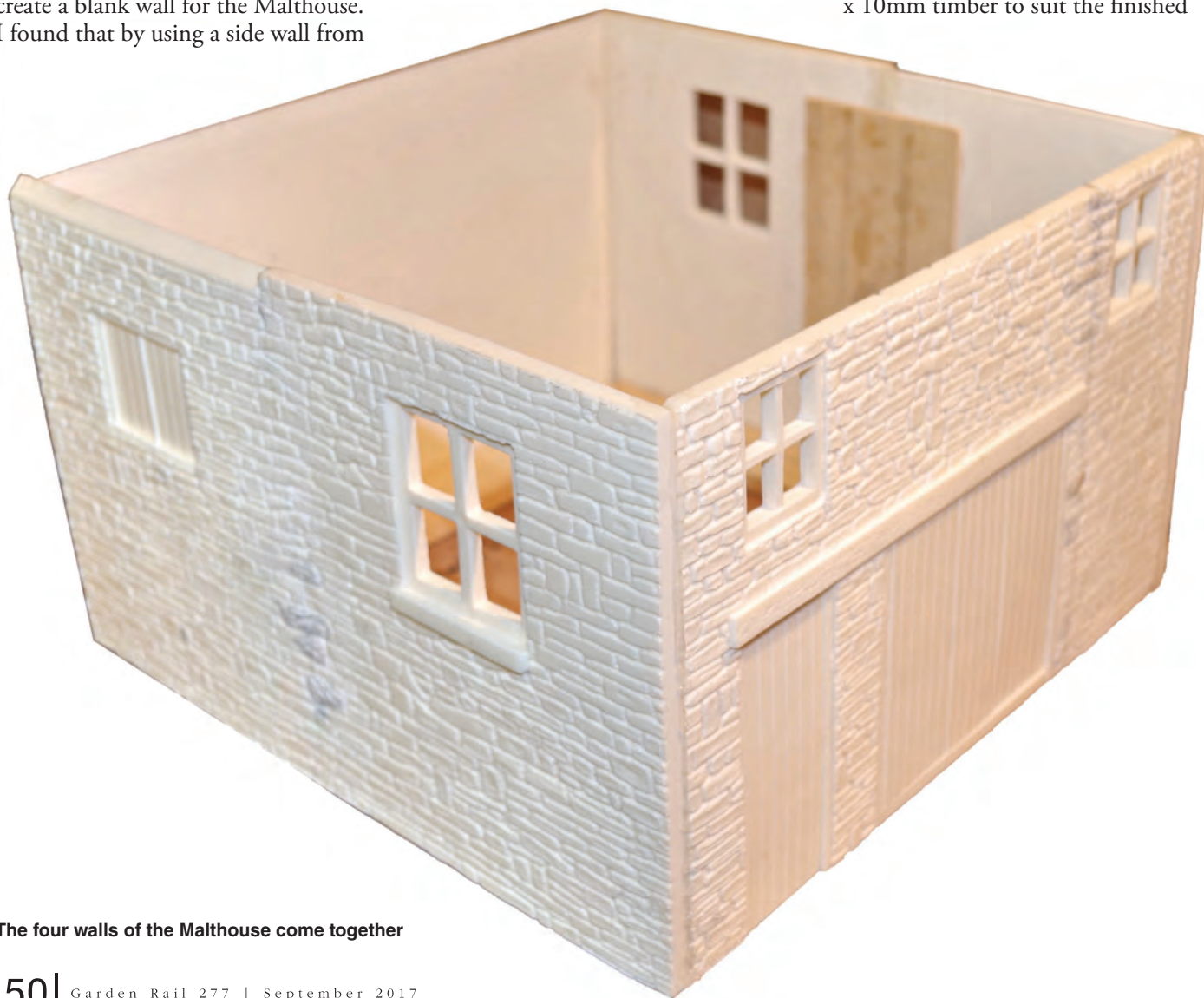
the Smithy along with the mid-height section of one of the gable ends of the Warehouse kit, I could fabricate a side of 300mm, with one small window. Two of these were made up, and the fourth wall was made up from the rear of the Smithy along with part of the

front wall. I made this last wall the same length as the Warehouse rear wall so that these two sections could be butt jointed inside the other walls to create a square building.

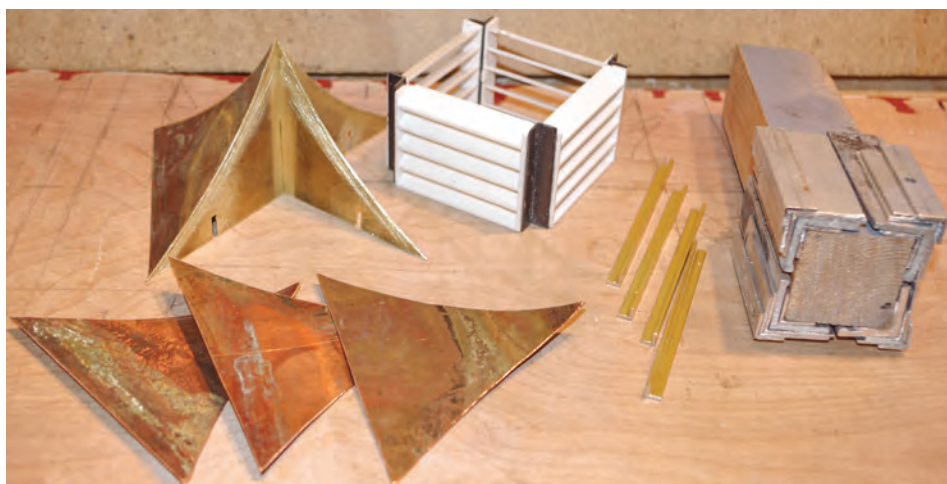
After building the walls, however, I realised that I should have reduced the wall lengths slightly, as the overall length of each side was by then greater than the length of the Warehouse roof pieces I had available and this meant that some extra fabrication was needed for the roof sheets later on.

The three fabricated wall sections were each joined with epoxy resin and once the glue had set the joints were reinforced by gluing pieces of thin plywood across the rear face. To disguise the joints, the lines of the stonework needed to be re-created by filing and scribing and, where necessary, a few stone courses were filled in using epoxy putty.

It was clear that the success of the roof would depend heavily upon the walls all being set square and level. To achieve this I made a square frame from 36mm x 10mm timber to suit the finished



The four walls of the Malthouse come together



The components to make the ventilator stack for the roof, plus the assembly jig

internal size of the building.

All the roof slopes were to be at about 45 degrees, but were determined by the height along the slope of the Smithy roof castings. I played around with drawings of the roof sections and did some trigonometry to get an idea of where I would need to cut the roof panels and where the Warehouse roof castings would need to be extended to, so as to meet the apex ventilator. I decided it would be wise to make up four identical templates from thin ply to make sure that I cut and re-joined the roof sheets to the right shapes.

Before I could cut out the templates and finalise the roof sheets, however, I needed to know how big the central ventilator stack would be. I envisaged something about 60mm square. To provide some fun and theatre for the lineside, I fancied having some sort of smoke generator that would vent through the cupola to represent steam escaping from the malt.

The prospect of making a neat, working, four-sided, louver ventilator stack from scratch did not appeal and so I searched around for an easier alternative. I came up with a plastic external louver wall vent from the local DIY shop that could be cut into pieces just under 70mm wide and still retain a frame around each section to hold the louvres in place.

The edges of these ventilator sections were then glued to pieces of plastic angle using plastic weld to form a square stack. The means of creating the top, roof section of the cupola, the means of fixing this to the ventilator stack, and also how both would be fixed to the slate roof all needed some imaginative thought. I had a sheet of copper plate salvaged from a printing works and

was still bent to a nice curve, and so I decided to fabricate the roof from this in the hope that it would turn to a nice green Verdigris colour in time. Four triangular pieces were cut out and using trial and error the curved edges were shaped so that they would all fit together reasonably well to make the roof. Two triangular pieces of brass sheet were then also cut and shaped, plus slots were cut on the centre lines to allow them to form a cross shaped

arrangement on plan, thus providing rafters at each corner. These each had two additional slots cut in the base so that they could be soldered to the internal corners of four brass angle sections that would then form a rigid supporting structure for the whole cupola. The brass angles needed to be held so that the final result was the right size to slide inside the plastic ventilator stack. I would need a jig for fabricating all this, and I found a short length of 44 mm square timber and then built up the overall size at each corner by adding several even layers of short lengths of aluminium angle cut from pieces found in the scrap box. These sections of angle were tacked together with glue to make the whole thing more manageable. Well, I did say it was imaginative!

After tinning all the parts for joining, the rafters were clamped into a cross and soldered together and then the four 100 mm lengths of the brass angle were strapped onto the jig and the rafters were soldered into the inner corners. The four copper roof panels were then soldered together onto the rafters to form the visible curved cupola roof.



Cleaning up the pagoda roof after soldering



The smoke unit, switch and charging socket are mounted on a post which sits inside the building and are seen here along with the batteries in a plastic box and the bottle of smoke oil

Inevitably, the symmetry was not quite right and one of the roof joints needed some extra filling with solder. The structure was clamped in the jig in a vice to enable the joints to be cleaned up by scrapping, filing and rubbing with wire wool, after which the flux was thoroughly washed off. Later on the ridge joints in the copper roof were covered with strips of self-adhesive copper tape (the sort used to protect electrical equipment) to complete the appearance.

Once the ventilator stack structure was complete the plywood templates for the slate roof were cut out to suit the height of the Smithy roof panel and with widths of 68 mm at the roof ventilator. The plywood templates had small battens fixed along the eaves on the insides to allow them to be propped onto a central post to check the size and fit. The sizes of the cast resin roof sections were thus determined and then cut out. It might sound obvious, but, if you are embarking on kit bashing using roof sections, it's worth double checking that the slate courses lie in the right direction before starting to make any cuts. The voice of experience and hindsight is sweet, but finding out that you've done it wrong after making the cuts is a hard lesson – believe me!

The relevant pieces were then re-assembled to make up sheets of the required size and shape, allowing for making bevels at the hip ridge joints. The joints within each sheet were reinforced, again with pieces of plywood



A fine display of steam from the malting process, the weathervane is particularly effective when seen against a light sky

glued across the underside. Due to the regularity of the slates, making good and disguising the joints on the slate roofs was trickier than the stonework, although the slates in these castings include a number of misshapen ones, which helps. After the first stage of filling and shaping, a coat of paint was applied across the joints which showed up where more shaping was needed and then fine, plastic filler was then applied as required.

The full roof used both castings from the Warehouse kit, the one from the half relief kit and both from the Smithy, with a few usable offcuts for the half relief buildings left over. I carried out a dry run with all four roof panels and made final adjustments. Once I was happy with the fit, all four panels were glued into place together using a slow setting epoxy resin adhesive to give time to ensure the alignments were correct. Epoxy putty was used to strengthen the hip joints on the underside and 10 mm plastic angle from the DIY shop was cut to length and fitted as hip ridge tiles. With the slate roof now in place I was able to check the fit of the ventilator stack and cupola roof for the first time, and fortunately it all fitted together very well.

To produce the characteristic steam, I considered several options, settling on a Seuthe No. 5 smoke unit with a 6 volt rechargeable battery pack located inside the building. This gave about 15 minutes of operation on each filling. To hold the smoke unit in position

underneath the ventilator stack, I made a post from length of copper pipe with a bracket fixed to the top, and which was mounted onto the baseboard with a flanged base plate. Filling the smoke unit required either the whole building or the ventilator stack assembly to be removed. I decided the latter would be easiest, and so I left the ventilator stack assembly loose on the roof, located simply by the four brass angle legs, so that this could be lifted out as required. A switch and charging socket were incorporated near the top of the pipe holding the smoke unit to enable the unit to be easily serviced and operated. To help remind me to turn off the smoke unit once the steam oil had finished, a grain of wheat bulb (I couldn't find a grain of barley one!) was connected to the smoke unit and positioned on a piece of stiff wire so that a dim light would shine from one of the windows when switched on.

The cupola roof was just crying out for something to be mounted on the apex, and I so I ordered one of Pendle Valley Workshop's lovely etched brass railway weathervanes. In a moment of indulgence, I decided to try to make this work, rather than solder it up solid as intended by the kit. A piece of 1/16" brass wire made a good pivot for the tube supplied with the kit and so I decided to fix a piece of wire into the top of the cupola and then slot the tube over that for the compass arms and the vane itself. I drilled up from the inside of the cupola alongside the

join of the two brass rafters and out through the apex. The wire was bent to form a slight kink at the point where it emerged from the roof such that it would end up at the very apex and so that it could be soldered onto the brass rafter sections and then straightened up above the roof.

A capping piece was made from a short length of brass square hollow tube which was annealed and then given a slight flair over a shaped piece of steel bar and then soldered into place over the wire. The arms from the kit were bent for each of the compass points and these were then carefully assembled around one end of the tube which was held vertical through a hole in a piece of 12mm timber. The vanes were soldered into place and the tube was then carefully cut to a suitable length. To make the weather vane move and follow the wind I needed to reconfigure the railway engine sail and the arrow head. I cut the arrow head off with a short length of the arm, and also cut off

the stem of the kit below the railway engine. To make a new, longer arm I used two lengths of half-round brass wire, which were both bent near their centres to surround the pivot tube. These two pieces were clamped together at one end to allow the stem from the kit and the arrow head to be soldered between the half-round wires at the other end. The railway engine vane was then soldered into place at the other end while the arrow head was held clamped in position. The new arm was slotted over the remaining length of tube, which was again held in the hole in the 12mm timber, and carefully soldered into place.

It was all a little fiddly to assemble, but it gave a representation of a round arm with the arrow and engine sail at each end and with pivot post mounted centrally. To my delight, with a light blow it worked! The brass wire was cut to length and I rummaged through my scrap box to try to find something appropriate to fit on top of the wire. I

found a small copper ball - I have no idea where this came from, but it was a good find!

As the cupola roof ventilator would be the main feature, I felt that detailing on the building should be kept to a minimum. The gutters were cut from plastic half-round cable trunking and glued under the eaves with 20mm veneer pins glued into holes in the wall to provide extra support underneath. Brass tube was used to make downpipes and these are fixed to the walls at each corner. The walls were painted to represent a lime wash and the windows and doors were simply painted black.

Garden Rail Resource

Modeltown

The Odd House, 188 Todmorden Road, Bacup188, OL13 9UD
Tel: 01706 877390
www.modeltown.co.uk

Please mention Garden Rail when contacting suppliers.

With the building insitu the smoke unit is accessible following the removal of the pagoda and the ventilator stack



Galvanised Tank Wagon

A simple kit that builds into a wagon full of character

Tiny 4-wheel wagons are the mainstay of most narrow gauge lines and we probably all feel that when we look at an interesting kit, there might be just a little more space in the sidings. Swift Sixteen's Galvanised Tank wagon kit is based on the chassis from their gunpowder van but with a new one-piece top containing both wagon floor and a riveted tank.

All the parts are cleanly cast in resin

with no clean-up required other than removing some material from the top corners of the chassis so it fit into the floor. A sharp knife will do this in a few seconds.

Most of the time will be spent paint the model. I used an airbrush for the main tank, although this isn't essential. Those who enjoy weathering will have a field day with all those rivets and well-defined wood grain.



Lost of the parts are cleanly cast in resin apart from the glass-filled nylon wheels and brass tap. All parts to build the wagon are included in the price.



I airbrushed the tank with dark grey followed by gun metal from the Humbrol Metalcote range. Woodwork was finished with the aid of Lifecolor's "Weathered wood" acrylic paint pack.

Garden Rail Resource

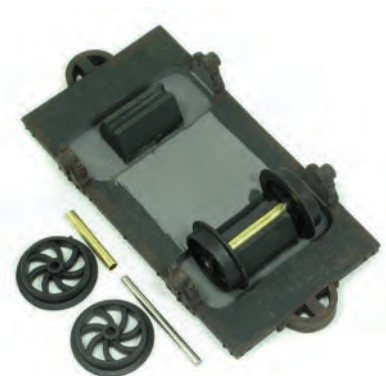
Swift Sixteen

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Gwent, NP44 7JN
Tel: 01633 485305
www.swiftsixteen.co.uk

Galvanised Tank Wagon £25.00

Length: 138mm
Width: 70mm
Hight from rail top: 75mm

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



My model is fitted with 32mm gauge wheelsets but 45mm can be accommodated. The moulded support ensure that the axles can only be fitted parallel to each other.



Very little assembly is required, the only cutting being the removal of some mould feeds on the top corner of the chassis to let it slot into the body. After this, holes are drilled for the brass tap and coupling hooks. Superglue is used for all assembly.



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Easy to assemble with lots of potential uses

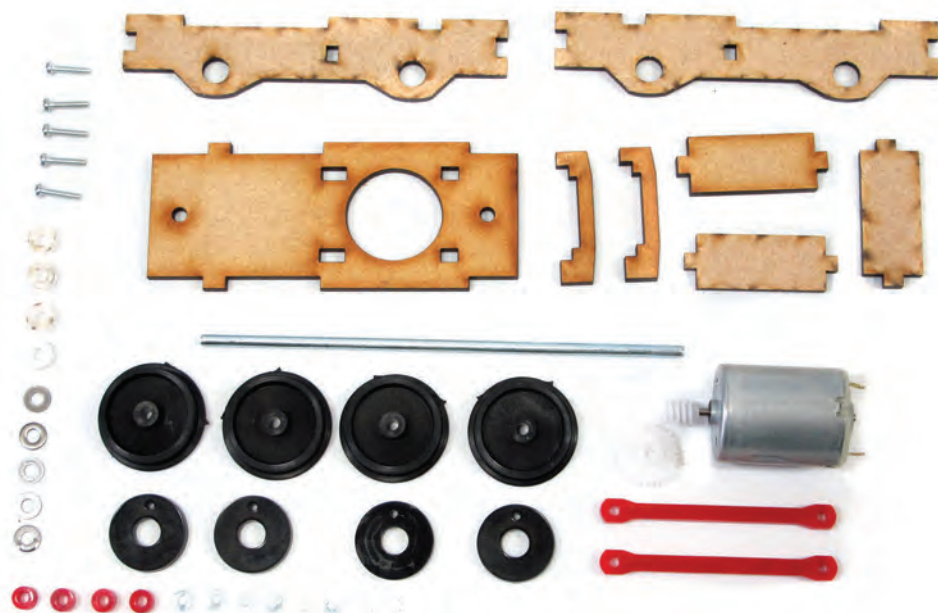
Ingenuous garden railway enthusiasts have always found cheap and simple chassis what our American cousins call "critters". Years ago there was a trend for using taking the "Stomper" brand of toy cars, replacing the road wheels with rail ones and scratchbuilding a simple diesel outline body on the top. OK, they ran around the track like rockets, but a lot of people had a lot of fun.

Looking at this chassis when it popped up on eBay, the red coupling rods immediately reminded me of Tri-ang's "Big Big" shunter. Now a pricey collectable, there was a time when they were considered cheap enough to be chassis donors.

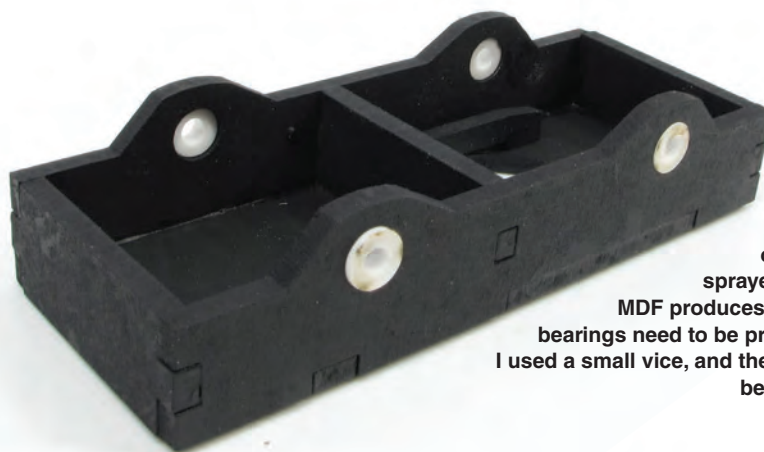
Connecting rods are the biggest selling point of this chassis providing 4 wheel drive. Loaded with 80g of lead, a quick test showed it was pulling 80g on a meter, but I suspect there is potential for more if the weight were increased to make the best of the adhesion.

Assembly is simple enough but care is needed with wheel quartering. Although the instructions cover this, I felt they over-egged it a bit. There is enough play in the rods that perfection isn't require. Just twist the wheels until everything runs smoothly and then fix to the axles with a touch of runny superglue on the ends.

As a basis for cheap and simple locomotives in both 32 and 45mm gauges, this cottage industry product offers a lot for very modest price.



All the parts required for a working chassis are included in the kit. The main structure is laser-cut MDF but with many milled acrylic items and glass-filled nylon wheels. The 6V motor should be sufficient for anything likely to be built on top but replacement of this and the gears shouldn't be too challenging if required.



I assembled the chassis with Deluxe Materials Super 'phatic glue but PVA or even superglue would work just as well. A couple of black primer coats sprayed over the untreated MDF produces a nice finish. Plastic bearings need to be pressed into the sides, I used a small vice, and the external faces must be flush with the sides.

Garden Rail Resource

Phil Sharples

e-mail: sharples66@talktalk.net

Search eBay for [vwmonkeyblue](#)

32 or 45mm gauge

£16 + £3.50

Length: 100mm

Width over rods: 73mm

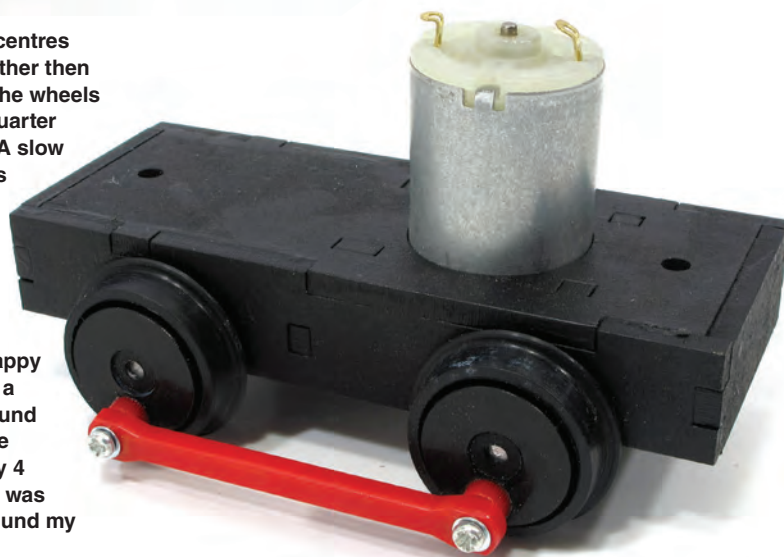
Height from rail: 56mm

Wheelbase: 50mm

Wheel diameter: 23mm

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

Rods and wheel centres are screwed together then superglued into the wheels making sure to quarter them accurately. A slow setting glue helps so there is time for slight adjustment. The motor is held by friction as it's a tight fit in the hole. Once happy with the running, a little glue run around the edge might be wise. Powered by 4 AA batteries, this was soon running around my railway.



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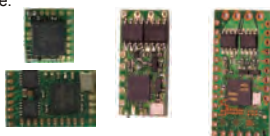
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use in totally enclosed metal bodied locos.

R/C Receivers

The range of R/C receivers covers all scales
and gauges; from N to SM32, Gauge 1 and
beyond with motor currents from 0.5A to 6A.
The smallest receiver, suitable for N and 009,
measures 9x9.6mm. A selection is shown
here.



All Deltang receivers have
multiple auxiliary outputs for controlling lights,
coupling actuators, sound modules or
whatever on-board function your imagination
wants to implement.

Batteries

On-board batteries can be NiMH or LiPo for
best size/capacity ratio. LiPo cells can be
charged in the model and frequently topped
up when the loco is resting. Most locos do not
need the full 12V - 4V or 8V from 1 or 2 LiPo
cells is usually sufficient. For space restricted
installations, a single LiPo cell can be used
with a small upconverter to give 9V or 12V.



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A range of hand-held controllers, from simple,
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Live Steam

The Rx102 receiver
has outputs for servos
to control regulator and
reverser servos plus on/off outputs for lights or
sound module. The Rx102 can also drive an
external ESC for high current motors.



Sound

Mtroniks or MyLocoSound
sound modules can be used
to complement your R/C
installation. Receiver outputs
control motor sound and
trigger bell, whistle, horn...

Installation

Receiver installation is easy – disconnect the
wheel pickups, locate the battery, receiver and
on/off switch and attach the motor wires. Micron
provides an installation service if you don't feel
up to doing it yourself. Contact us for details.

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From the Works

Trade information on new products for the garden railway modeller...
If you are a trader with any new product then contact phil.parker@warnersgroup.co.uk.
Please mention **Garden Rail** when contacting suppliers.

WOODLAND SENICS

Bachmann in the UK are now distributing the full range of Woodland Senics G scale figures produced by their US arm.

48 different packs are available from all good models shops priced between £16.50 and £28.00. Figures are around 80mm tall and supplied pre-painted. Details can be found on the companies website

Bachmann
www.bachmann.co.uk



WA2567:
Camp Couple



WA2553: Milkin' Ol' Bessie



WA2534: Frank
and son fishing



ASH MODELS

Ash models, is now a dealer for Bowande Live Steam UK Ltd and is currently offering their gauge 1 – 1:32nd scale A4's, in both the LNER garter Blue livery and the BR Green Livery.

The locos feature the following:

- 3 cylinders - the centre one driven by correct Gresley conjugated valve gear
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- Displacement lubricator
- Silver soldered copper boiler
- Gauge glass with blowdown
- Gas fired with ceramic burner
- Large gas tank in the tender
- Axle pump
- Hand pump
- Working whistle

Priced at £2995.00 including UK Delivery.

There is also a GWR 14xx tank due out in the near future followed by a Britannia.

If you are interested in ordering an A4 or registering interest in the coming models please contact Alex either at Ash Models.

Ash Models

Barrow Farm, Rode Hill, Rode, England BA11 6PY, United Kingdom

Tel: 01373830151 E-mail : ashmodelsuk@gmail.com www.ashmodel.co.uk

STRIKALITE BATTERY PACKS

There have been several mentions in Garden Rail recently of models powered by packs produced by rechargeable battery specialists, Strikalite but unfortunately we've omitted to provide contact details at the end of the articles.

Strikalite are able to construct battery packs to customer requirements, the more popular of which are shown in the Web Shop under battery packs for the various gauges of railways and under the sub-heading of Radio Control Battery Packs.

Battery compartment shape is no object with and impressive T-shaped pack for the Swift Sixteen railbus on the website alongside standard square packs such as the NDM6 pack

designed for the Roundhouse 16mm model. In addition, they provide replacements for obsolete ones.

Chargers are available as standard in the Web Shop but special connectors can be supplied as a separate accessory or fitted free in most cases to the end of the adaptor .

Wired plugs and sockets Can be found in Accessories, most of the connectors are available pre-wired to the battery packs and mating parts can be supplied .

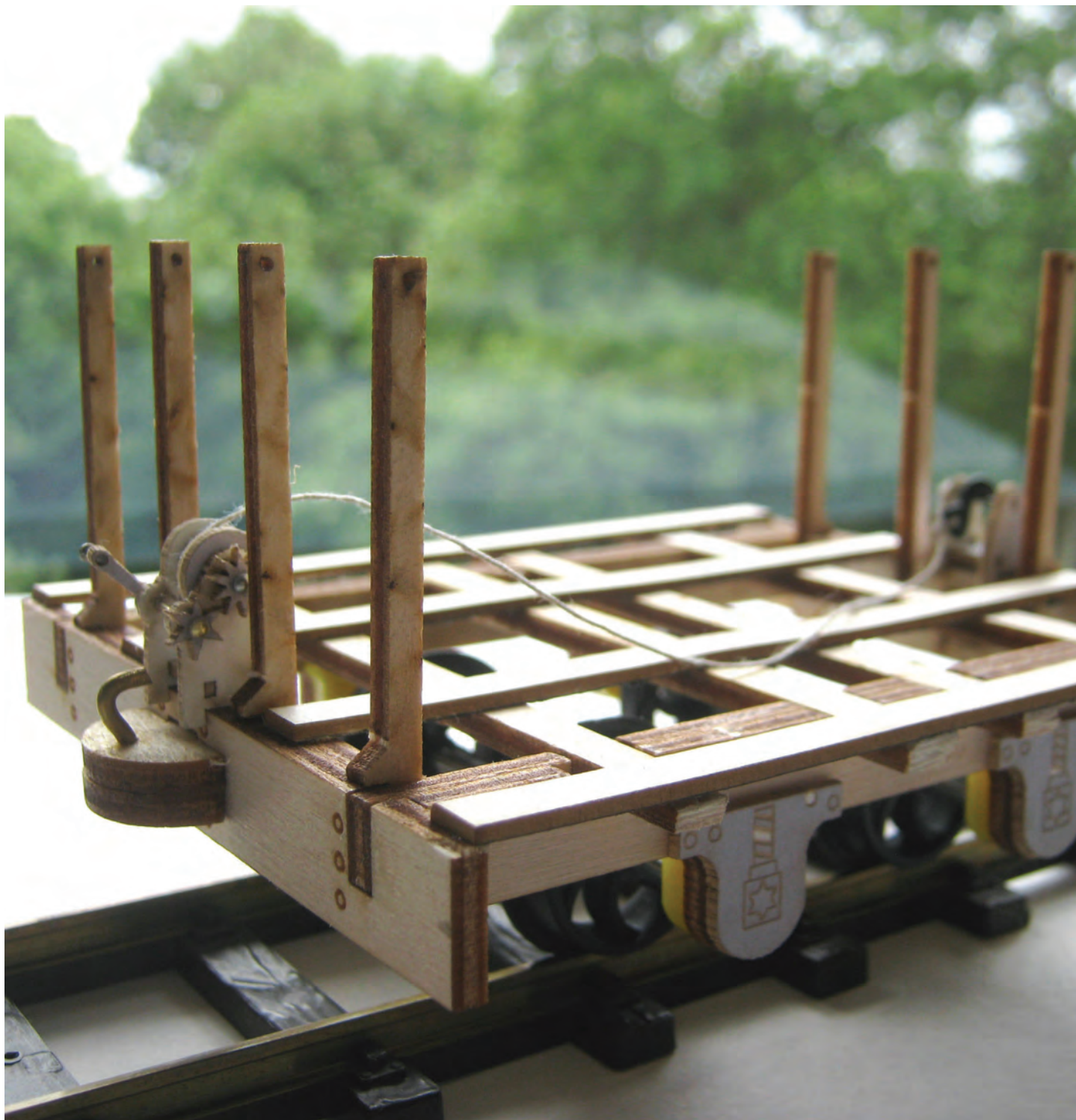
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3 Laurel Drive, Rugeley Road, Burntwood, Staffordshire WS7 9BL

Tel: 01543 683122

E-mail: info@strikalite.co.uk

www.strikalite.co.uk



RED STAR MODELS

Wooden sugar cane wagons which can be built to either 32mm or 45mm gauges.

The model is designed to be a generic wooden cane wagon. Inspiration for the design was taken from examples in Australia, Cuba and Fiji; some of them wooden ones, some of them the newer steel ones (the images in the Hudson catalogue were also helpful).

All parts are laser cut from either wood or card except for the acrylic bearings which will give nice free-rolling stock if lightly lubricated.

The kit includes wheels - the only thing the builder needs to supply is glue, paint and some thread/fine chain for the winch (a hook is supplied).

Gauge doesn't need to be specified when ordering as the kit can be built to both gauges.

Payment can be taken by PayPal, bank transfer, cheque or postal order.

Price: £11 per kit or 5 kits for £50.

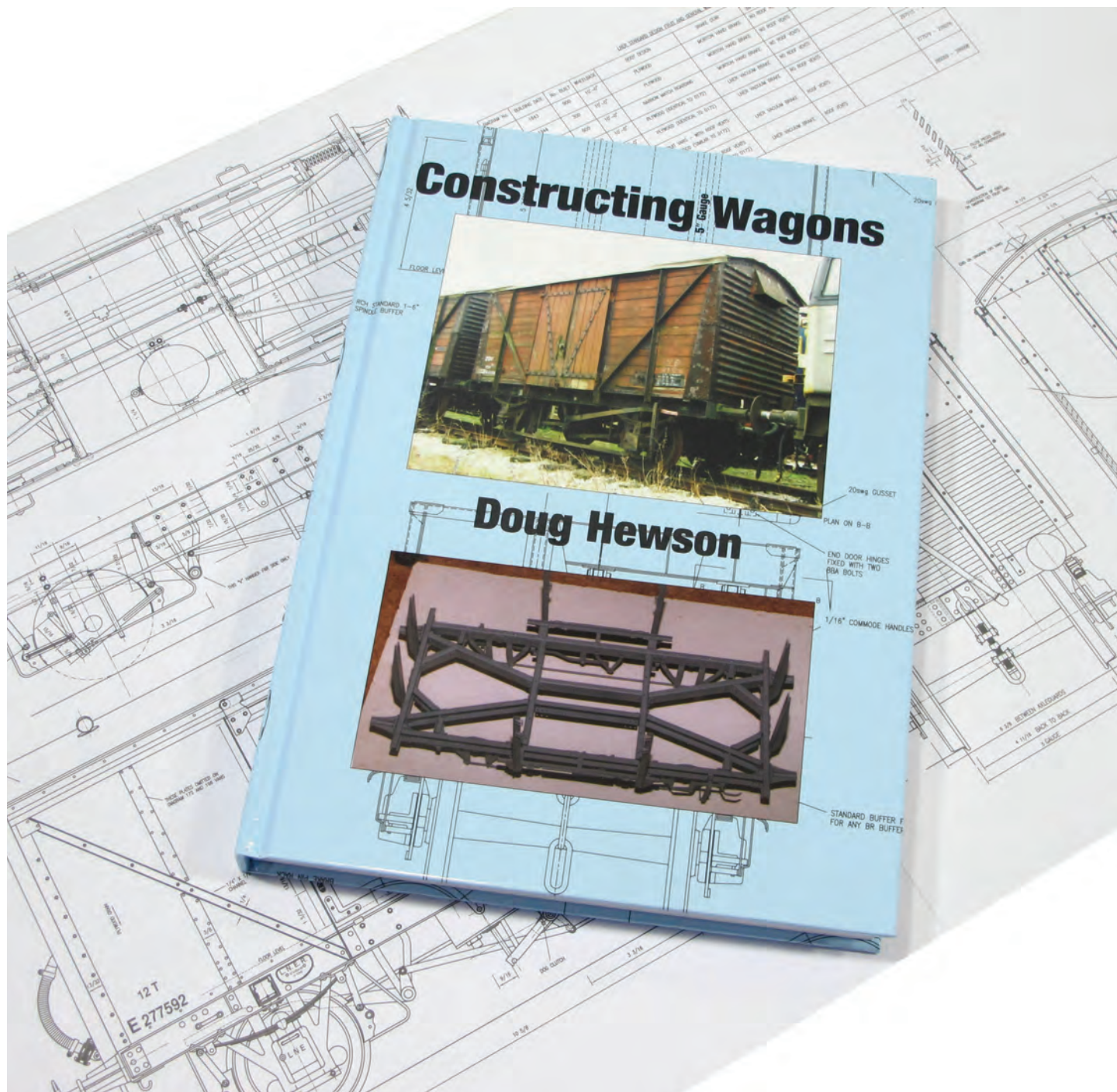
To order please email redstarspc@gmail.com or search Red Star Steam Packet Co. on Facebook and message through the page where details of other products are available.

MEMBERS SOUGHT FOR A NEW GARDEN RAILWAY GROUP

Dave Coxon from North Pilton Works, he is planning to start a 16mm Club in the Lincolnshire area.

He will run it in conjunction with his business and offer a 5% discount to members for purchases made with North Pilton Works

For more details, contact:
info@northpiltonworks.com



HISTORICAL MODEL RAILWAY SOCIETY (HMRS)

When a book arrives in a beautifully printed box complete with a ribbon to aid extracting it, you can't fail to be impressed with the presentation. An 320 page A4 hardback illustrated with over 900 photographs, the package also includes 16 double-sided A3 drawings covering a range of vehicles.

Doug Hewson is a builder of superb quality 5 in gauge wagons that run on ground level lines and operate in exactly the same way as the real thing. Each is a highly detailed miniature that includes all the parts found on the prototype including full working chassis.

The author takes the reader through

all stages in making each component up to assembling, painting and weathering several wagons. A detailed run through of the various types of wagon is included in the body of the text.

For the wagon enthusiast, this is a fantastic addition to the library. While large scale models are the focus, Gauge 1 and Gauge 3 modellers will find much in here for them, there is loads to learn if you are interested in how a real railway wagon is built and works.

The plans are generally sharply reproduced, although a couple of slightly lower resolution drawings have made it through the production process but they are still clear enough to be useful. For a publication aimed at

engineers, the real joy is the text which is a pleasure to read and packed with information.

On the face of it, this might look like an expensive publication, but quality doesn't come cheap and this is a reference that you will return too many times in the future.

Constructing Wagons
Doug Hewson
The Historical Model Railway Society
www.hmrs.org.uk
ISBN: 978-0-902835-34-4
Price £50.00

Market Place

Please forward all 'Market Place' advertisements to
phil.parker@warnersgroup.co.uk or by letter/telephone to the editor.

Sales entries are free, but the items should be your own property and should be priced.

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: Stevegwcl@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

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.

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Billy 0-4-0T August 2017
Manual £1275, R/C £1503



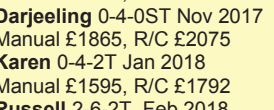
Lady Anne 0-6-0T Aug 2017
Manual £1325, R/C £1503



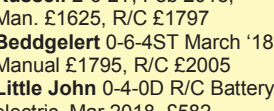
Bundaberg 0-6-2T Sep 2017
Man £1578, R/C £1745



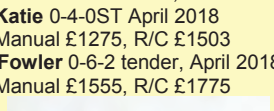
WD Alco 2-6-2T Nov 2017,
Manual £1800, R/C £2020



Darjeeling 0-4-0ST Nov 2017
Manual £1865, R/C £2075



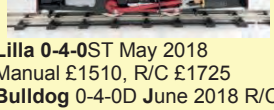
Karen 0-4-2T Jan 2018
Manual £1595, R/C £1792



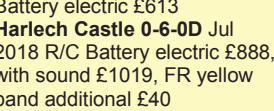
Russell 2-6-2T, Feb 2018,
Man. £1625, R/C £1797



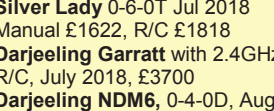
Beddgelert 0-6-4ST March '18
Manual £1795, R/C £2005



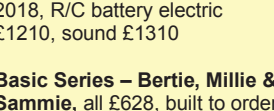
Little John 0-4-0D R/C Battery
electric, Mar 2018, £582



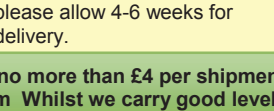
Leek & Manifold 2-6-4T April
2018 Manual £1723, R/C £1935



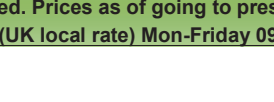
Katie 0-4-0ST April 2018
Manual £1275, R/C £1503



Fowler 0-6-2 tender, April 2018
Manual £1555, R/C £1775



Lilla 0-4-0ST May 2018
Manual £1510, R/C £1725



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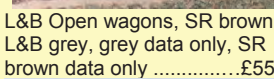
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No13 & Grey Data Only livery,
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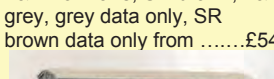
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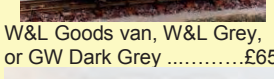
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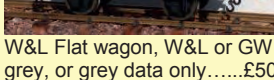
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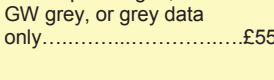
AMS Code 332 G scale track
1 x 3' flexi track.....£16.67



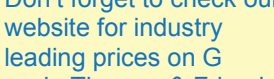
12 x 3' flexi track.....£199.99



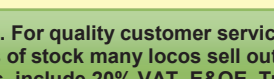
6 x 2' radius curves.....£47.50



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Points L & R.....£75



Peco SM32, G45 & G1 Track
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SM32 6 x 30" radius curves.....£44

SM32 6 x 38" radius curves.....£44

SM32 60" rad points L,R,Y.....£42.50

SM32 38" rad points L&R.....£42.50

G-45 1 x 3' flexi track.....£12.67

G-45 6 x 3' flexible track.....£75

G-45 6 x 2' radius curves.....£39.50

G-45 6 x 300mm straights.....£39.50

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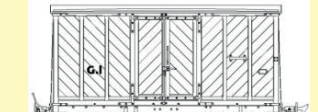
W&L 3rd Class Saloon Coach or
Composite Brake bogie coach in
GW Chocolate & Cream livery
Nov 2017 or later.....£188



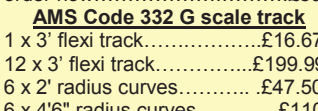
W&L 3rd Class Saloon Coach or
Composite Brake bogie coach in
Green & Cream livery, Nov 2017 or
later.....£188



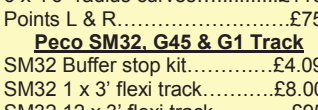
W&L Brake Vans, W&L grey livery,
light or GW Grey data only Dec 17
or later booking now,£75



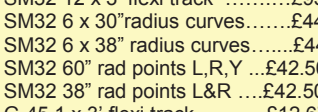
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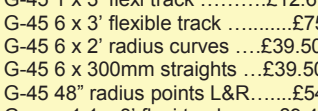
AMS Code 332 G scale track
1 x 3' flexi track.....£16.67



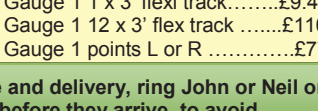
12 x 3' flexi track.....£199.99



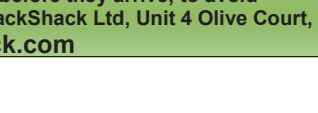
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