

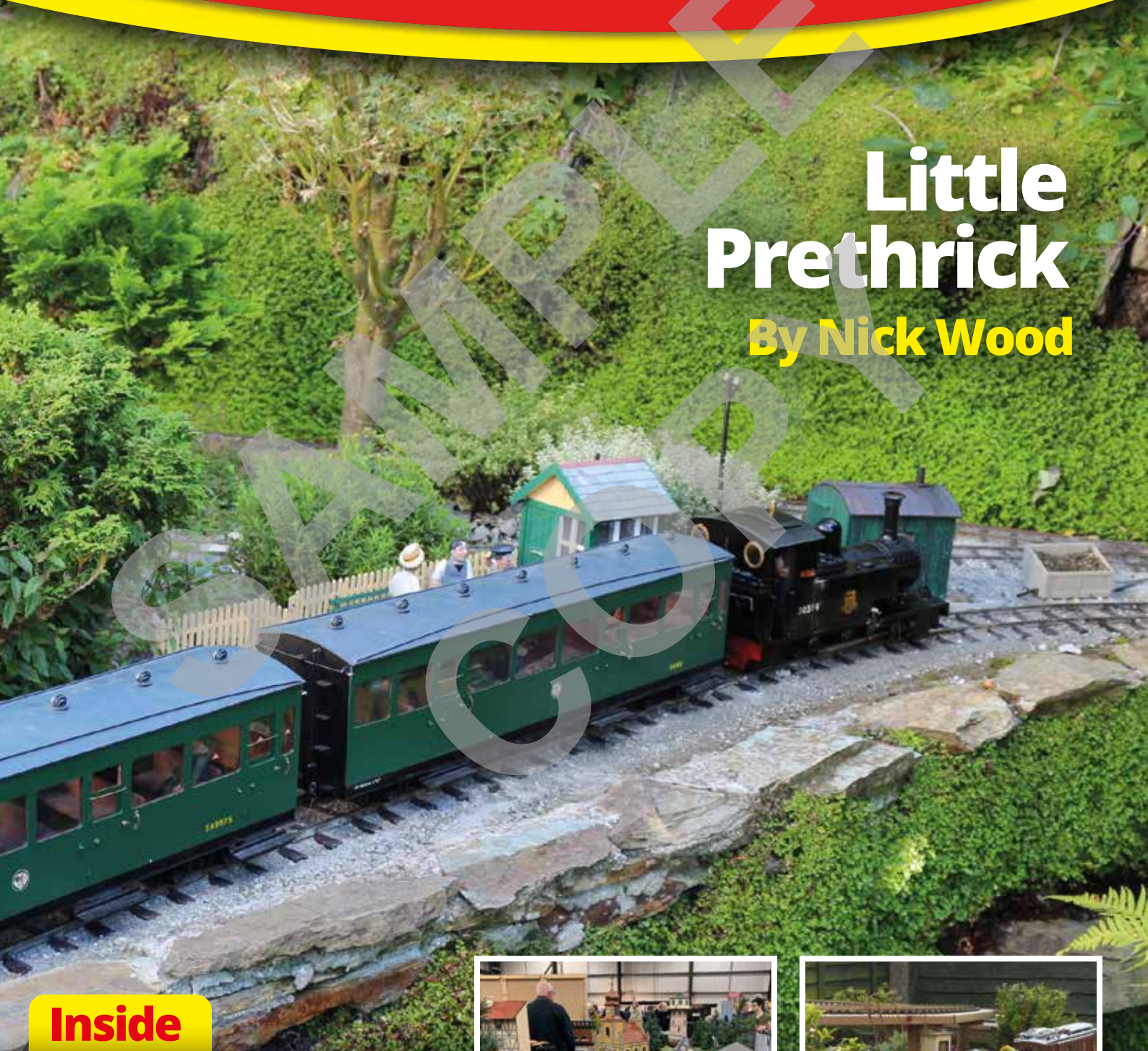
THE HOME OF GARDEN RAILWAYS



G SCALE SOCIETY **Journal**

VOL 33 NO 2 | SUMMER 2019 | £4.50

Little Prethrick **By Nick Wood**



Inside

- **The Show Plan**
- **More on the Harz**
- **25 Years of Whiteleaf**



PAGE 19



PAGE 24

*We have the largest range
of products for Gauge 1*

KM1
Models from Modellers!



Lokomotives

DCC controlled and track powered steam-, diesel-, or electric-locomotives with our superior CD-quality sound decoder including the unique synchronized KM1's 4-channel smoke system. Livesteam models from 1:32 scale to 7 1/4 inch. All made of brass, copper, stainless steel or Die Cast.



Waggons

Passenger coaches and freight wagons handcrafted with high level of details and functions, equipped with interior light, decoders and our exclusive power pickup system via axle bearings. Many working details available.



Tracks

For indoor and outdoor use, plastic sleepers (PA6) or real wood sleepers. UV stabilized materials, UK made nickel silver rail profile (CuNi 18). V4A stainless steel rail joints. Ask also for individual offers and radius for your personal garden railway layout.



Structures

Lasercut and 3D printed models of roundhouses, stations, warehouses and much more. All based on prototypical building designs. For your own projects, we supply engraved structured plates. All available in HDF for indoor use, acrylic materials for outdoor use are available on demand.



Accessories

Whatever is necessary to build and fit your layout, KM1 products will help you to succeed: Weather you need figurines, turntables, DCC command stations, radio control, trees, decoders, function models, car models, or other items for landscaping, you can find it at KM1.

KM1 Modellbau e. K. • Ludwigstraße 14 • 89415 Lauingen / Germany

Phone: +49 - 9072 - 922 670 • Fax: +49 - 9072 - 922 6722 • info@km-1.de • www.km-1.eu

For more information and details, visit our website. Offers are valid only while stock lasts. Optical and technical modifications are subject to change. Our terms and conditions of business are applied. Copyright and pictures: KM1 Modellbau. All rights reserved.

Welcome to the **Summer edition** of The G Scale Journal.



From the footplate

By the Editor



Gerry Pedder has assembled a good selection of exhibitors and Patricia Moore has got a good selection of traders, this promises to be a good show well worth travelling to. We have booked an extra carpark and this year there is no other event in the next hall.

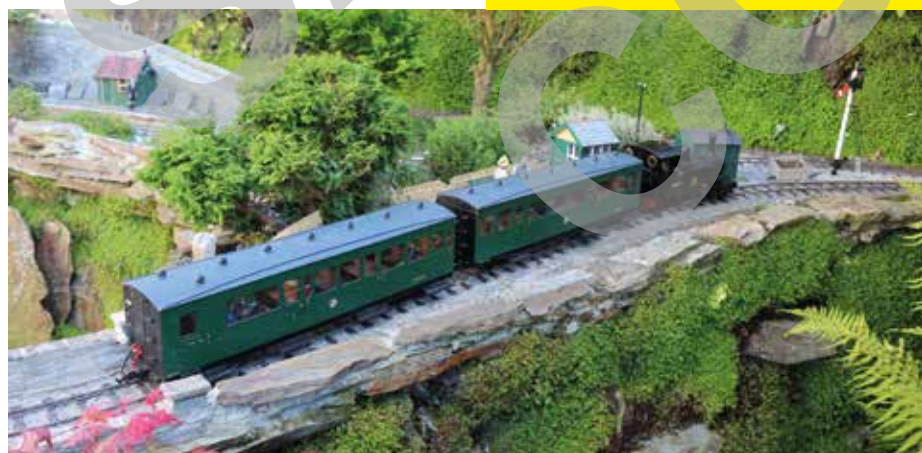
Sadly this may be the last show for a while as no one has answered our call for an organiser.

Once again thanks for the many and varied articles sent in, Its good to see that some of our articles have inspired people to send in follow up articles.

I'm having a table at the show and look forward to meeting some of you and would welcome comments on what you would like to see in the Journal and anything that you don't want to see. Bear in mind my two usual complaints are: there are too many adverts/ there isn't enough products and the other: there are too many area reports/there's not enough news on the areas!

Ian Stringer Editor

Front Cover Photo:
Little Prethrick by Nick Wood



Contents

MAIN FEATURES

| | |
|------------------------------|----|
| Harz Surprises | 6 |
| Problem at Maple Cross | 10 |
| Meccano Train | 13 |
| Ochitildhu | 17 |
| Scotlands railway show piece | 19 |
| The Lohr and Gartenhaus Bahn | 24 |
| My Favourite Loco | 34 |
| Rollbocken | 40 |
| Rewiring my favourite loco | 56 |
| Wenlock's Workshop | 62 |
| The Story of Whiteleaf | 66 |

REGULAR

| | |
|--------------------------|----|
| Committee reports | 4 |
| Committee details | 12 |
| Members Sales | 16 |
| Annual Modelling contest | 22 |
| Photo Contest | 22 |
| Show Guide | 35 |
| Around the area groups | 42 |
| Area Contacts | 54 |
| Diary | 60 |
| New members | 64 |
| Advertisers Index | 64 |
| Letters | 69 |

G Scale Society

Annual General Meeting 2019

The Annual General meeting will be held in conjunction with The GSS Garden Railway Show at:
The Harvey Hadden Sports Village,
Wigman Road, Nottingham NG8 4PB
Sunday 19 May 2019 at 2pm

Copy Deadlines 2019/20

| | | |
|-------------|--------------|-----------------------------|
| Autumn 2019 | 13th July | Despatched by 22nd August |
| Winter 2019 | 12th October | Despatched by 28th November |
| Spring 2020 | 20th January | Despatched by 28th February |
| Summer 2020 | 30th March | Despatched by 2nd May |



A few words from the Chairman

An incident occurred at a major model railway show at Peterborough in December. Mike & Jenny were representing the Society with the Publicity stand, when they were tackled by what would seem to be an ex-member, objecting strongly to our encouraging families with children and he stated that this was the reason he left our ranks along with a number of his 'mates'.

His objection appears to be that we are leaving ourselves open to accusations of paedophilia and being predatory adults! What rubbish of course! Unfortunately, these statements were made in front of a family that Mike was talking with, making the effort to get them join the Society.

We are trying to identify this individual and when we do, action will be taken to shut him up, as these are derogatory remarks and

totally unfounded. If anyone else has experienced an incident of this kind, please report it to me.

The Society has, for some time, had a safeguarding statement and we are now going to develop this into a safeguarding policy which will be included in a revised Guidance for Area Groups. As part of this exercise we will circulate a discussion document for comment by the Area Groups, as I am sure there are members out there with more experience than I in this area. Even though I am a member of The Scout Association and fully conversant with their policy, we need something simpler but just as effective. Your input will be most welcome.

Now to happier matters! You will receive this Journal in time for The GSS Garden Railway Show at Nottingham. I encourage you to attend, as a number of people have been working very hard to present you with a good show. I can also tell you that there will be some

special offers to be had with a number of new traders

to our show. I do know that the traders are pulling out all the stops to bring us some special offers. Unfortunately, I am sworn to secrecy but I believe that these offers will be very tempting. Bring your cheque book or credit/debit card and permission from the budgetary authorities, to have a good spend up.

I look forward to meeting up with you all at the Show and if you spot me, introduce yourself and we can have a good chat. Don't forget it's also the AGM.



The GSS Garden Railway Show Show Co-ordinator's Report

Gerry Pedder
Event Co-ordinator

Since my initial report I have been busy seeking out any other exhibitors that would enhance the show. Full details of all exhibitors are shown on the society's website. As the show date gets closer it appears to be focusing everyone's mind on our show and I begin to get some exhibitors asking for more space, now requiring electrics etc. Roy and I have spent a considerable amount of time checking everyone's information making sure we have everything covered, fitting in late comers within the hall plan and meeting additional requirements wherever possible.

I spent an interesting afternoon on my iPad creating a computer version of the hall layout, something I had never done before, especially using an iPad. However I am pleased to say that after a few hours I have achieved not a bad replication of Roy's scaled hall layout plan. I have been advised that this

plan will be found on the centre pages of this journal. I have numbered and coloured all the exhibitors by their type and have incorporated a list of names for ease of reference. Please note that my plan is not to scale but gives you an indication as to where all stands are within the hall.

On show day you will be able to access the leisure centre at 9.00 a.m. using our show entrance which is to the side of the main leisure centre entrance, this will be clearly signposted for you.

Please note that you **MUST** bring your membership card to gain entry to the show at the member's reduced rate. No card will mean you will have to pay the full general visitor entrance rate with no refund thereafter available.

Throughout the show there will be PA announcements to ensure you do not miss anything vital. We are hoping to have a demonstration at midday in one of the squash courts and the AGM will

be in the same area at 2.00 p.m.

We have the usual model competition, grand draw and once again we have the Lego building competition for our younger members to enjoy. We would also like you to vote for the best layout in attendance and voting slips will be given to you on entrance to the show.

Anyone bringing items for sale within the members sale stand can only access this area from a specific entrance from within the leisure centre and again will be clearly sign posted.

Many thanks to all those members who have volunteered to help out at the show as a steward, without your assistance we could not put on this show.

Finally I would ask all members to come along and support the traders and all the other exhibitors who have attended to give you a great day out. So come on members have a day out at your society's show.

Membership Matters

Fraser Neilson
Membership Secretary

Have you checked your renewal date on your address label? Keep your incoming Journals flowing seamlessly with prompt renewal when due.

The renewal date of your membership is now shown on the address label accompanying every Journal and will continue ad infinitum. It will be your responsibility to keep track of this as the year progresses. Those who have supplied email addresses to the Society will receive reminders when their renewal date approaches but those who have not will still have this quarterly reminder to check in on in future.

At the time of writing, new membership of the Society continues to filter in, sometimes now and again, and other times on a regular basis, over and above the efforts of the Publicity Teams and Area Groups, however this is still being pulled down by the number of non-renewals each year, which amount to almost equal that of the new members.

Due to the flexibility of our database we are researching further facilities available to us, now that the renewal process has vastly reduced from a manual system to an on-line system allowing more efficient use of time to process cheques for those who continue renewing by this method.

As a result, it will be possible to make further changes to our new members joining us in future and this has been discussed at length at Committee with a firm proposal being brought to the AGM for consideration.

Other minor changes are being made to speed up the time taken from membership fee amendments to implementation and this too will be the subject of a proposal at the AGM in Nottingham on Sunday 19th May.

I am now making it clear to one and all that attendance at the AGM is for everyone, but you must be a current member and in possession of your membership card if you wish to take advantage of the £2 discount on entry, otherwise you must pay the full price of £6 per adult. A valid membership card is also required to access the Members Sales Stand and to cast your vote when required at the AGM.

If you come along to the show and AGM and have not renewed your membership, facilities will be available for you to do so after entry at the full price, but **no retrospective entry discount** will

be made to anyone, it is essential, that if you wish to save that £2 per person, renew your membership before you come along.

Members receiving this journal are all fully paid up for 2019 so please spread the word to anyone you may know who has not yet renewed, so that there is no misunderstanding or confrontation at the point of entry, or later.

On a personal note I look forward to meeting as many of you as possible during the show for an annual catch up.

For some time now we have had members throughout parts of the UK who are not covered by any active Area Group, although some of the members may have chosen to attend a neighbouring Group or are quite happy to do their own thing. Because of Data Protection it is difficult to bring people together from afar and without local geographical knowledge, but I am frustrated at the idea that some member may feel as if there is nothing for them, but we do not know it.

I list below the Post Code areas that are not covered by one of our Areas Groups and invite anyone in these locations to contact me to see if there is a basis for identifying them with an adjacent group or perhaps creating a new group if there is someone willing to organise this.

I will assume that no reply will be a lack of interest in doing so but I would like to hear from anyone in these Post Code areas who have become members of an adjacent area group. This would then allow me to direct any new members from that same post code area towards that neighbouring group so that no one is ultimately left out.

Over to you. PE (17 members) LU (2 members) SG (8 members) NR (8 members) CB (2 members)

Publicity Report

Spring is rushing past and Summer is coming and things have started to come together, both here at my garden railway and with the Publicity stand and adverts, both nationally and with the groups. We are all trying to get new members of course, so are our groups, and our members. If you need any leaflets or any information please let me know. I can't promise you anything but I can try!

We have had some great shows and signed up quite a few new and renewing members, particularly at *The Midlands Garden Railway Show* (Fosse as it is commonly referred to) where we had a very busy show. The next one for us is the 16mm National show and you soon be attending *The GSS Garden Railway Show* as well, I hope!

Can you spot the stand... As seen on TV!! This was at Warley in November 2018.

THE GARDEN RAILWAY SHOW Sunday 19th May

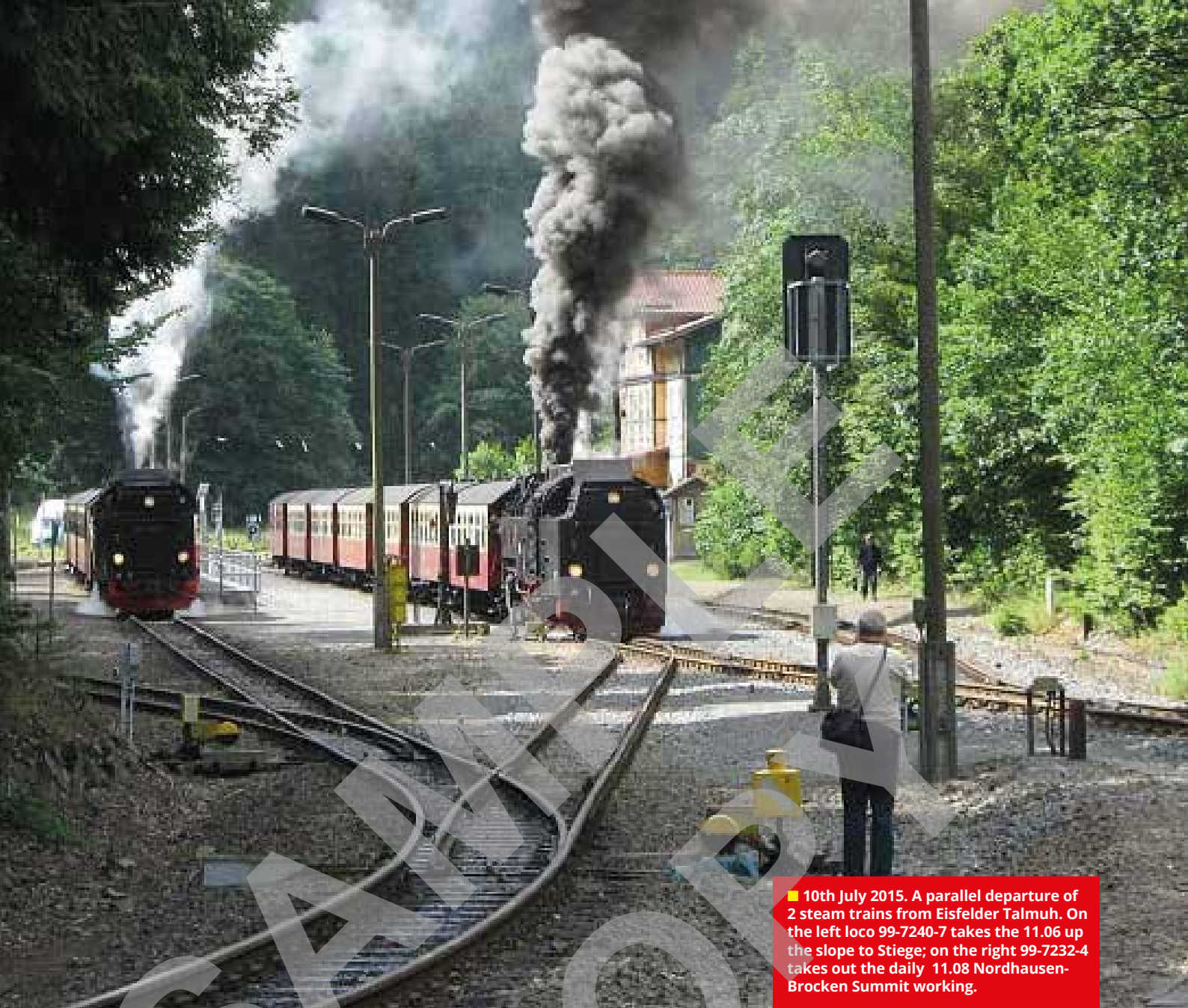
20 12 Layouts confirmed so far!

19 14 Stands confirmed so far!

Free Parking

Your Society Needs YOU SAVE THE DATE!

10.00am to 4.30pm
Entry - £6.00 (members £4.00)
accompanied children and carers are free
Harvey Hadden Sports Village, Nottingham
www.gscaleociety.com



■ 10th July 2015. A parallel departure of 2 steam trains from Eisfelder Talmuh. On the left loco 99-7240-7 takes the 11.06 up the slope to Stiege; on the right 99-7232-4 takes out the daily 11.08 Nordhausen-Brocken Summit working.

Harz Surprises

By Alf Cutts

With thanks to **Thomas** and **Christiane Hasenwinkel** and **Claude** and **Johannes Crozet** for assistance in photography, filming and research.

In the Spring 2019 Journal editorial Ian Stringer notes that the Harz Railway is a very popular prototype and Eric Upton refers in his account of the Harz in 2018 to the modelling potential of the line. In the Spring 2015 Journal I described the intricacy of train movements at Drei Annen Hohne on the Harz Narrow Gauge Railway. For a small and simple branch junction station train movements were surprisingly complex. For the model railway operator, emulating some of the real-life practices could add an extra layer of interest to layout operation. In

this Journal I am putting the spotlight on Stiege station. This is another small junction station with some complex working practices.

The Harz railway is basically a network of three single track lines. The main line runs from Wernigerode to Nordhausen – some 61 kms. A branch off this leaves at Drei Annen Hohne, some 15 kms. out from Wernigerode, to run 19 kms. to the summit of the Brocken Mountain. This is the most patronised stretch of the system. The third line branches from Eisfelder Talmühle – 15 kms out from Nordhausen. This line extends

over 53 kms in length to terminate at Quedlinburg, a beautiful UN listed Heritage town. Along its length lie two short branches – one of 3 km. climbs steeply to Harzgerode, the other of 4 kms. runs from Stiege to Hasselfelde.

Stiege station is a 10 minute walks from the village, only two or three buildings and a small lake are nearby; the station building is not in railway use. It all looks, frankly, a bit forlorn. However, it has a lesson for the railway modeller. It has a very awkward track layout which produces some highly interesting train movements. No

standard modeller's run round loop and bay platform here! As the diagram shows (on page 8), the track plan is completely unexpected. On the left hand side two lines enter – one from Eisfelder Talmühle, and the other from Quedlinburg. On the right hand side the branch line from Hasselfelde comes in.

The points leading to the lines on the left hand side (A and B) are spring loaded. Point A directs trains arriving from Eisfelder Talmühle onto line 3, whilst point B sends trains coming from the Quedlinburg direction onto line 1. Trains from Hasselfelde are automatically passed by points D and E onto line 2. The manual point at the left hand end of line 2 can be set to enable a train to pass in the Eisfelder Talmühle or Quedlinburg directions.

It will be seen from the diagram that there is a significant gremlin in the entire plan in the form of a diamond crossing on the right hand end of line 3(C). This means for example that a diesel railcar arriving on line 3 from Eisfelder Talmühle cannot simply pass straight on to Hasselfelde. It needs to cross over line 2 via the diamond crossing, pass onto line 1 for a short distance and then bear left along the left hand side of the balloon loop through points D and E. The spring loading of the points facilitate this manoeuvre.

Even more complicated is the situation when a steam hauled train from the Eisfelder Talmühle direction arrives on a train bound for Quedlinburg. It comes in on line 3 but as the track plan shows there is no simple run-round and no access from the left hand end of line 3 for the Quedlinburg line. There are two scenarios for the move. Some trains simply run forward over the diamond crossing, onto the end of line one then branch right over the balloon loop. Running round this the sprung points (D and E) automatically direct

the whole train through the Hasselfelde branch point and onto line 2 where the manual point at the right hand end is unlocked, set for the Quedlinburg line and relocked.

The second scenario employed by some loco-hauled trains is even more complicated. The loco uncouples, runs off the front of the train and leaves line 3 over the diamond crossing. Processing past over the two points at the end of line 1 it avoids the balloon loop and veers left running over point D. Now it reverses all the way down line



■ 16th July 2010. 0-4-4-0 Mallet loco 99-5906-5 arrives on line 1 from Quedlinburg at 10.28. It is due to continue on to terminate at Eisfelder Talmühle and takes the train forward onto the balloon loop, continuing round to line 2 for departure. This train runs as steam hauled in the summer timetable on Thursdays, Fridays and Saturdays.



■ LEFT: Track at the Hasselfelde end of the station showing the balloon loop curving to the right and the left with the Hasselfelde junction point in the distance.

■ MIDDLE: 16th July 2010. . 0-4-4-0 Mallet loco 99-5906-5 arrives on line 3 with the 11.28 arrival from Eisfelder Talmühle continuing to Quedlinburg. The whole train moves forward over the diamond crossing and takes the balloon loop to arrive on line 2 to take the Quedlinburg direction at the points B.



■ The crossover from line 3 - C in the diagram.



■ 16th July 2010. . 0-4-4-0 Mallet loco 99-5906. The whole train moves forward over the diamond crossing and takes the balloon loop to arrive on line 2 to take the Quedlinburg direction at the points B. It departs at 11.36.



■ 9th July 2015. At 17.23 the daily steam working from Eisfelder Talmühle to Quedlinburg is hauled by 2-6-2 loco 99-6001. It arrives on line 3.



■ The loco detaches and runs forward over the diamond crossing and up to the Hasselfelde line. It backs down line 2 and takes the Eisfelder Talmühle line, reversing onto its train over point A



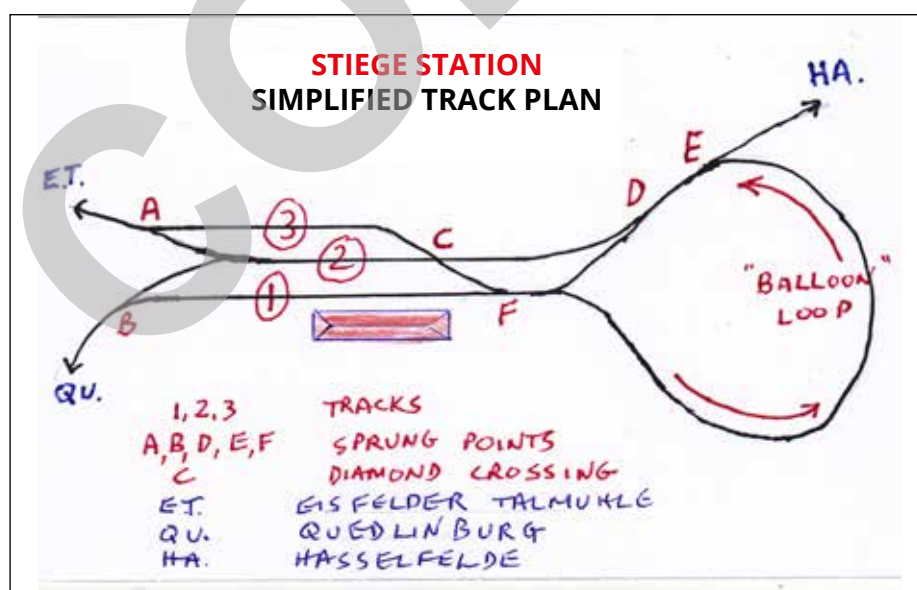
■ The loco detaches and runs forward over the diamond crossing and up to the Hasselfelde line. It backs down line 2 and takes the Eisfelder Talmühle line, reversing onto its train over point A. The front wagon is an open wagon fitted out for passenger use.



■ The points at the Eisfelder Talmühle end of the station showing the manual point on line 2 and the sprung points A and B on the incoming lines to the right and left.

2 and at the manual point at the left hand end is directed up the Eisfelder Talmühle line. Once across the point giving access to line 3 it reverses and is able to couple up to the coaches. So far so good, but of course the train still cannot simply depart for Quedlinburg as point A gives no access to that line. So... The whole train is reversed back down line 3, over the diamond crossing, up the left hand side of the balloon loop beyond points D and E and onto the end of the Hasselfelde line. It then pulls forward down onto line 2 where again, the manual point at the far end is directed for the Quedlinburg line.

Obviously, similar manoeuvres are required for other route combinations, such as loco hauled trains coming up from Quedlinburg and going on to Eisfelder Talmühle as the point at B is set to direct trains onto line 1. Again one way or another trains need to move through the station on to line 2 for departure. Imagine the

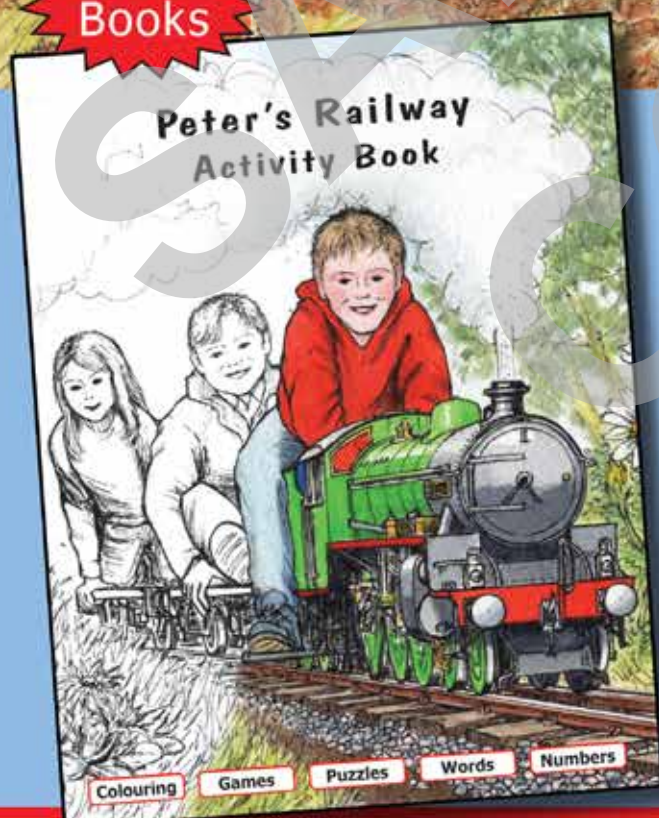


operating interest which could be generated by this kind of prototypical track plan obstacle course which we could recreate on our own lines... lots more fun – or frustration? With its 132 kms. of route and up to 8 steam diagrams plus specials daily the Harzer

Schmalspurbahnen metre gauge network in Germany is arguably the world's greatest steam enthusiast mecca. In G scale its locos, rolling stock and suitable equipment have long been produced by LGB and other manufacturers for us.

Peter's Railway The Four Seasons

Latest
Books



CHILDREN'S BOOKS

TRAINS
ADVENTURES
ENGINEERING & S.T.E.M.

"This unique series of 19 children's books combine amazing train stories with loads of engineering, science and fun historical facts."

Author, Chris Vine, is firing the imagination of the next generation.
Age range 3 to 90!

For more information and special offers
PetersRailway.com

10% OFF WITH CODE GSCALE19

Problem at Maple Cross with a figure of eight layout

By Jeff Fray

When I started my garden railway back in 2003, I did not consider any design, and I just laid the track down without thinking what I might want to happen and do later, I just wanted to get the track down and trains running. For new comers to this hobby please take note that you might want to take some time to investigate designs to ensure that your garden railway meets what you want from it. I was new to this hobby and was in a rush to get the track down and trains running, but over the years I have learnt a lot, I should have spent more time planning and thinking how I would use it and how others would, for example, want to run their trains on open days etc. I soon realised that my garden railway

had several faults when it came to open days, the main issue being that a figure eight does not cater for several trains being operated at the same time. Also, the number of tight curves required to make the figure of eight track, the different lengths of trains and rolling stock, clearance and overhang are something you need to take into consideration.

Joining G Scale and then getting involved in the Kent group it became obvious on my first open day that my type of track layout does not work with guests waiting around to run trains. So, later, when I could afford it, I got around this problem by installing a loose lay loop on the lawn in the middle of the garden. This worked to a point, but I was not satisfied as guests

were limited to just running trains around a loop. Earlier this year while waiting for my wife to go on the weekly shop looking out the back window overlooking the garden suddenly, I could see a way around laying a single loop. This was to install a set of points on opposite sides of the loop and on open days install a straight section across the lawn between two sets of points in the loop nearest to the house.

Trains can be run safely with the new points set at both ends in the correct position making two safe loops. Photos below show the construction of a new junction set across the flower bed, checking the position of points and track and checking clearances for carriages. In the last photo you can see these areas.



■ Testing position of points and curve



■ Testing clearances of carriages



■ Shuttering holding cement base in place



■ Completed junction



■ Completed link separating the loops

The completion of the above junction will provide the link across the lawn to the opposite side of the loop. On this side the junction is a lot easier to install as the track can be laid on

the garden path that is already there. Having carried out this in February, as spring in the south has come early, it will help me on the opening days I am arranging for the summer.

From this Ariel view you can see the new straight going across the lawn inside the loop and the second loop going around the fish pond and patio at the top of the photo.



ACCUCRAFT TRAINS

Live-Steam Models in G-scale and Gauge One



Saxonian IIIK 0-6-2

in stock, 32/45 mm gauge
price 2690,- Euro



Saxonian IK 0-6-0

in stock, 32/45 mm gauge
price 2250,- Euro



Saxonian IVK - Radio Controlled

45 mm gauge, presale 4850,- Euro
will come in Reichsbahn black and green

NEW



Saxonian VIK 0-10-0

in stock, 45 mm gauge, price 3190,- Euro
also available in black Reichsbahn version

All models
are in stock
except for the
Saxonian IVK.

Please call
for more
information.

We speak
english !



Decauville 0-4-0

in stock, 45 mm gauge
price 1590,- Euro



Decauville 0-6-0

in stock, 32 and 45 mm gauge
different colours, price 2250,- Euro

NEW

All prices
include
19% VAT
and are
without
shipping
costs.



DB Class 45 2-10-2

in stock, 3-Cyl, Gauge one, 45 mm gauge
price 4700,- Euro

The G Scale Society

Established in 1987 for all those
interested in large scale model railways



CHAIRMAN

Eric Upton

45 Byward Drive, Crossgates,
Scarborough YO12 4JE

tel: 07960 838970

email: chairman@gcalesociety.com

VICE-CHAIRMAN (CO-OPTED)

Nigel Cooper

2 Talbot Road
Roker, Sunderland
SR6 9PT

tel: 0191 548 3478

email: vicechairman@gcalesociety.com

SECRETARY

vacant

TREASURER (CO-OPTED)

Paul Hunt

Badgers Crossing
147 Hempstead Road
Watford
Hertfordshire
WD17 3HF
07860543756

email: treasurer@

MEMBERSHIP SECRETARY

Fraser Neilson

56 Stamperland Drive, Clarkston,
Glasgow G76 8HF
tel: 0141 586 0955
email: membership@gcalesociety.com

PUBLICITY OFFICERS

Mike & Jenny Duffy

120 Cowm Park Way North,
Whitworth, Rochdale OL12 8LW
tel: 01706 854287

email: publicity@gcalesociety.com

EDITOR

Ian Stringer

3 Spring Gardens, Hensall,
Goole DN14 0QL
tel: 01977 663143

email: journal@gcalesociety.com

2019 GSS SHOW ORGANISER (CO-OPTED)

Gerry Pedder

6 Walnut Drive
Finchfield, Wolverhampton
West Midlands
WV3 9EY
tel: 01902 752061

email: eventmanager@gcalesociety.com

COMMITTEE 1

vacant

email: ccommittee1@gcalesociety.com

COMMITTEE 2

Roy Crofton-Mann

Ysgubor Celyn
Llanerfyl, Welshpool
SY21 0JE

email: committee2@gcalesociety.com

ADVERTISING MANAGER

Pip Warne

37 West Bank Road,
Macclesfield SK10 3BT
tel: 07974 160922

email: warnepip@gmail.com

WEBMASTER

Andrew Moorhouse

5 Greener Drive, Feethams,
Darlington DL1 5JP
tel: 07803 084647

email: webmaster@gcalesociety.com

PRESIDENT

Paul Felton

tel: 0208 384 3800

email: president@gcalesociety.com

VICE-PRESIDENTS

Mike Holbrook

tel: 01395 260152

email: mikeholbrook1@btinternet.com

Roy Pedder

tel: 01902 752061

email: railroy@virginmedia.com

Alan Eccles

tel: 0121 243 8446

email: alanecclesvp@gcalesociety.com

Journal Information

Copyright and Advertisers

The G Scale Society and the contributors named herein. Enquiries to reproduce an article in whole or in part should be addressed to the Secretary.

The views expressed within the Journal are those of the authors and not necessarily those of the G Scale Society or its committee.

Notice to all contributors

Please submit all items for the Journal as follows:- All articles, photographs, letters, event adverts, items for Market Place and for Trade News – send to **Ian Stringer, Journal Editor** by post on CD or handwritten or attached to an email – not embedded in an email. **Text** – please use Arial 10pt and (if possible) Microsoft Word. **Photographs** – please send good quality glossy prints, 6" x 4" minimum or, if on CD or emailed, please attach as jpeg format in the highest resolution possible. Please supply captions for photographs.

All G Scale Society and public events for the Society Diary – send to Andy Worsfold: worsfoldfamily@btinternet.com Please state date, day, event name & type, duration, details, address, contact details, which area group or if a public event. Please use exactly the same format as published in the Journal.

All Trade advertisements – send to Pip Warne, Advertising Manager – Please email all adverts as an attachment, preferably in pdf format, stating the size of advert you require and the issues you wish the advert to appear in – please do not send the advert embodied in the text of the email. Postage & email addresses are shown on this page.

The Official Journal of the G Scale Society

Published by

Published by GSS editor

Designed & Printed by

Warwick Printing Company Ltd



Visit our website : www.gcalesociety.com

A Meccano Train in the Garden

By Martin Chiverton

Meccano pops up occasionally in these pages as a bridge or turntable. It formed the basis of David Anderson's loco chassis in Garden Rail August 2016. But a complete G scale train made from Meccano you probably have not seen, until now that is.

As a born-again Meccanoman and member of the G Scale Society it seemed quite logical to merge the two hobbies and make something to run on G gauge track. For inspiration I turned to the excellent Meccano Modelplans from www.hsomerville.com/mwmailorder. These are 10 times easier to follow than the original Meccano plans of the 1930s.

The Modelplans show you how to build fully insulated chassis in 32mm gauge. Since I'm a battery radio control fan I didn't bother with the complications of insulation. The versatility of Meccano easily allowed me to modify the designs to 45mm gauge. Using a Modelplan booklet as a guide, I set about making some wagons. The open wagon follows the instructions very closely but as I moved on to the other wagons I found I didn't have quite the right parts so I modified the designs to suit what parts I had.

Other Modelplan booklets are available for building 2-rail (and even 3-rail) steam outline locos but they require a lot of obscure parts to create a fully insulated chassis. Hence the non-insulated quarry-style battery electric loco is my own design. It is powered by a standard 6volt Meccano motor and 6 AA rechargeable batteries via a manual speed controller from Peter Spoorer. The open cab allows easy access to the manual controls, although there is no reason why it could not be radio controlled with care over siting of the aerial. This little loco will easily pull 8 axles-worth of the

■ The Meccano train paused at South Quarry, looking about 5/8ths scale. Apart from the electrics (and the log), it's all standard Meccano parts. Bob in the brake van with a very bemused Mr Grizzly looking on.



■ A closer look at the open wagon and brake van. I ran out of hinges so only one side of the wagon has an opening door. Few people notice.



■ The loco - my own design; a sort of diesel quarry Hunslet. Inside the cab can be seen the "gear stick" which is connected to the toggle of the main on/off switch and the tram-style controller connected to the speed control board under the floor. The hand wheel is not connected to anything but it looks right.



construction. Apart from the speed controller and batteries (and the log), the train uses only standard Meccano parts.

The parts which were first made in 1901 are still available, still being made to the same imperial measurements with the same catalogue numbers. To those of a certain age, like myself, there is something comforting about holes at half inch centres, No.8 SWG axles and 5/32 BSW nuts and bolts. No doubt those of lesser age will now be searching on-line for an explanation of these archaic measurements.

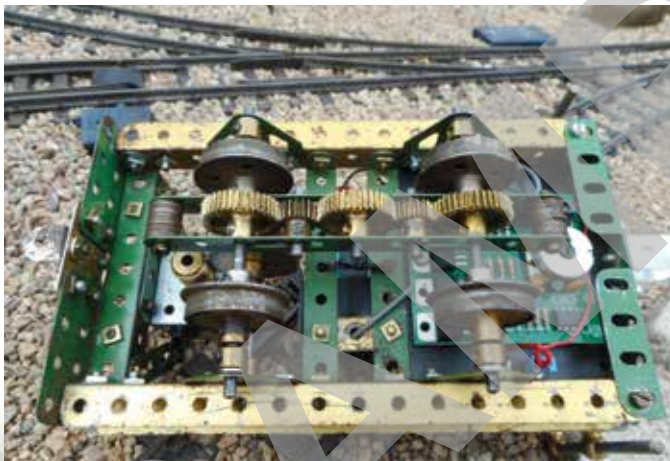
Spare parts are still readily available. New and reconditioned parts are available from several UK suppliers; an internet search for "Meccano spare parts" will find them. Of course a certain well-known auction site also has kilos of the stuff second hand. This is usually bent and rusty but there are guides on-line about restoration techniques, most involving a quick bake in a fan oven.

Sadly, my Meccano train now only exists as photographs and memories. Its parts have gone into the famous Giant Block Setting Crane. Meccano, as they say, is a new toy every day! Or was that Lego?

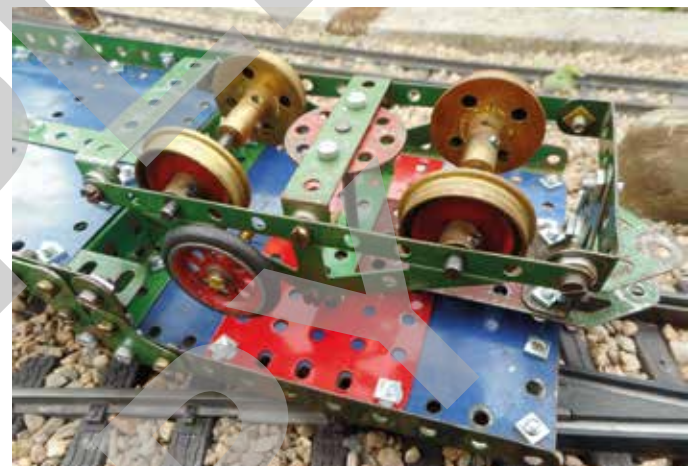
So, enough words from me, I'll let the pictures tell the rest of the story.



■ The loco's insides. The body simply lifts off for access to the batteries. I made a replacement cab floor from 2mm styrene sheet to avoid short circuits - delicate electronics and metal Meccano do not mix.



■ The underside of the loco showing the Peter Spooner manual speed controller and the gear train drive to the rear axle. I later discovered by accident (a grub screw came loose) that the loco will happily pull 3 Meccano and 8 Thomas' trucks with only one driven axle.



■ My design of bogie to suit the parts I had. Only one wheel is fixed to each axle; the other rotates freely between a collar and a 1" pulley. This considerably reduces drag on curves, important with such heavy wagons. The Meccano flanged wheels proved 100% reliable on G gauge track and R3 points, whether pulled or pushed.



■ In late 2018 the loco had a refit, gaining a much improved radiator and bright new(?) bodywork. Here we see Bob driving with a similarly modernised well wagon, which is already showing signs of being cannibalised for the next Meccano project.

WALLIS & WALLIS

Est 1928

The Specialist Auctioneers

wallisandwallis.co.uk

Results of our latest sales



Oil painting of a GWR Prairie by Don Breckon.
Sold for £900

Join us on Monday 10 June
for our next auction.



Midland Block Instrument. Sold for £120



BR Midland Region Platform sign.
Sold for £160

EFFINGHAM JUNCTION

SOUTHERN TOTEM TO BE OFFERED
IN THE NEXT SALE.

THROUGH SUBWAY FOR PLATFORMS 2 & 3

BR Southern Region Subway sign.
Sold for £220

We are currently accepting items for our next sale of Railwayana
and large scale Model Railway. Contact us to discuss your collection.

Gauge One, 16mm, and larger scale live steam engines always wanted by our customers.

Call us on: 01273 480208
toys@wallisandwallis.co.uk

the saleroom

West Street Auction Galleries, Lewes, East Sussex BN7 2NJ

All our auctions are live online

The UK's longest established Model Railway and Toy Auctioneers

INSURANCE FOR CLUBS SOCIETIES & INDIVIDUALS

Club & Society Public Liability automatically includes all members anywhere in UK
or Europe without extra charge

Road Traffic Act insurance for miniature road vehicles
Models & Home Workshops, Road Trailers, Portable Track,
Personal Accident, Directors & Officers
Boiler Testers Professional Indemnity
Modelling & Model Engineering Businesses
Commercial Miniature Railways up to 2ft gauge
PLUS

Vintage Tractors, Stationary Engines, Traction Engines, Motor Rollers
Lorries & Low Loaders, Steam Cars, Memorabilia & Collectables and,
of course, Home Buildings & Contents and Cars

Please contact us for full details



**Insurance for Modellers
and Model Engineers**

Suite D, The Balance, Pinfold Street, Sheffield S1 2GU

Tel: 0114 250 2770 www.walkermidgley.co.uk

Walker Midgley Insurance Brokers is a trading name of Towergate Underwriting Group Limited
Registered in England No. 4043759 Registered address: Towergate House, Eclipse Park, Sittingbourne Road,
Maidstone, Kent ME14 3EN Authorised and regulated by the Financial Conduct Authority



MEMBERS' SALES

DORSET AREA - Commins 01202 822885

| Cond | Qty | Num | Details | Price |
|------|-----|-------|---------------------------------|-------------|
| VGB | 1 | 10600 | Straight 600mm box 12 | £50.00 |
| MB | 1 | 10610 | Straight 1200mm box 6 | £70.00 |
| MB | 2 | 16050 | R3 rh point electric | £40.00 Each |
| VGB | 1 | 3063 | RHB bogie coach red | £60.00 |
| VGB | 1 | 3064 | RHB bogie coach red & cream | £60.00 |
| MB | 1 | 30321 | DR bogie baggage green | £75.00 |
| MB | 1 | 30500 | Prussian clerestory 4 w green | £50.00 |
| MB | 1 | 30710 | DR bogie combine green | £75.00 |
| MB | 2 | 31710 | DR bogie combine red | £75.00 Each |
| MB | 1 | 32190 | 4w mail coach green | £60.00 |
| MB | 1 | 35355 | DB bogie coach green | £65.00 |
| MB | 2 | 35359 | Ruben Bader green cream bogie | £75.00 Each |
| MB | 2 | 35690 | RHB baggage bogie | £75.00 Each |
| MB | 1 | 2061 | 0-4-0 FD diesel analog | £75.00 |
| MB | 1 | 20590 | Kof diesel analog | £75.00 |
| MB | 1 | 21930 | Kof diesel analog | £75.00 |
| MB | 1 | 24265 | 0-6-0 + tender analog | £200.00 |
| VG | 1 | 2020 | 0-4-0 staintz analog | £75.00 |
| MB | 1 | 4032 | Nestle 4 wheel van steel wheels | £40.00 |
| MB | 1 | 40405 | Shell tanker steel wheels | £35.00 |
| MB | 1 | 41355 | LGB van 4 wheel sound | £50.00 |
| MB | 1 | 43360 | Hohes van 4 w steel wheels | £60.00 |
| MB | 1 | 42267 | DR fridge | £45.00 |
| MB | 1 | 44390 | DR 4w baggage green | £40.00 |

| | | | | |
|----|---|---------|-------------------------------|--------------|
| MB | 3 | 41100 | DR flat4w grey | £25.00 Each |
| MB | 1 | 42285 | MoB wagon 4w yellow | £45.00 |
| MB | 2 | 43210 | DR gondola 4w steel wheels | £65.00 Each |
| MB | 1 | 43356 | Brake and hut wagon | £70.00 |
| MB | 2 | 43357 | Weihenstephan 4w steel wheels | £85.00 Each |
| MB | 3 | 43810 | RHB 4w steel wheels | £60.00 Each |
| MB | 3 | 45000 | DR flat4w black | £10.00 Each |
| MB | 1 | 45404 | Biff tanker 4 w | £35.00 |
| MB | 2 | 45921 | Stake car set with lorry | £100.00 Each |
| MB | 1 | 46356 | Persil wagon 4w | £75.00 |
| MB | 2 | 46830 | DMV bogie tank steel wheels | £75.00 Each |
| MB | 1 | 46834 | Kessel tanker steel wheels | £75.00 |
| MB | 1 | 49550 | DR gondola 4w steel wheels | £30.00 |
| MB | 1 | 49550-4 | DR 4w stake wagon | £30.00 |
| MB | 1 | 49550-2 | DR 4w tanker | £30.00 |
| MB | 1 | 45990-5 | DR 4w tanker | £30.00 |
| M | 1 | 4042 | Matra 4w crane wagon | £35.00 |
| MB | 1 | 25851 | DR Mallet analog 0-6-6-0 | £300.00 |
| MB | 1 | 26813 | DR 2-10-0 analog | £700.00 |
| MB | 1 | 22801 | DR 2-6-0 | £200.00 |

Piko

| | | | | |
|----|---|-------|----------------------|---------|
| MB | 1 | 37220 | BR24 2-6-0 6w tender | £225.00 |
|----|---|-------|----------------------|---------|

Marklin

| | | | | |
|----|---|--|---------------------|--------|
| VG | 1 | | DR 5 plank wagon | £20.00 |
| VG | 2 | | Munster bogie wagon | £25.00 |

BOLE LASER CRAFT LTD

Web: www.bolelascraft.com
 Phone: 07900 995164
 Email: info@bolelascraft.com

Yew Tree House South Street
 Bole, Retford
 Nottinghamshire DN22 9EJ

Quality Laser Cut Kits For The Garden Railway Modeller

Ffestiniog Railway Ddualt Station £65



This kit is laser cut from birch plywood and vacuum formed HIPS sheet. The distinctive chimney pot is 3D printed and together provides an attractive and easy to assemble addition to your garden railway.

Dimensions : 39cm long x 17cm wide x 21.5cm high



Southwold Railway
Luggage Van
Working doors and pre-formed roof
SM32 and G Scale £56



Southwold Railway
2 plank goods wagon kit
SM32 and G Scale £44

Kits include everything needed except glue, paint and tools. Kits can be assembled and painted to order; please enquire.



A Dream in the Making **Ochitildhu**

By Fraser Neilson

Concept and Construction I have been working on this G Scale indoor layout for two and a half years now. The layout is a fiddle yard to terminal station using LGB radius one track and points and Feldbahn stock or "Field Railway" and operates in analogue mode. A manually operated control panel is used for all train operation and lighting arrangements.

The baseboards are 4ft x 2ft plywood and the metric equivalent of 2" x 1" framework. Connectivity of electrics is by plug in terminal strips below as well as sliding fishplates above, the latter aligning the track, as well as bolts and wing nuts between each baseboard. The original timber "A" frame legs, as seen in the picture, were not sturdy enough for the weight and become unusable when I was forced to widen the baseboards to 2ft 6" to accommodate everything I needed. The replacement "A" framed legs are metal and lock in position, many of which can be seen at model railway shows. 2" x 1" timber was fixed to the

tops of these legs, being drilled and screwed from below, to match the width of the baseboards and helped prevent them sliding on the original metal tops.

The original concept of making the layout small enough to fit in a car did not work out either, as it continues to grow like "Topsy" and either two or more cars, or a small van are now required to transport it. It has a simple track diagram operated by a 12-volt Gaugemaster panel mounted controller with an additional plug in transformer for 12-volt lighting. The power normally associated with G Scale is up to 24 volts at up to 5 amps but Feldbahn stock operating over a 22ft length can easily be controlled and powered by 12 volts.

This layout has been a long-held ambition for many years and any resemblance to a real area is purely deliberate. The town is called "Ochitildhu" and if you can't work it out, (say it slowly), it sums up my abilities in layout building in one title. I have had the good fortune to have had help

from a group of friends and relatives which has allowed me to fulfil my wish of getting it built for the enjoyment of others. During its construction period it has appeared at the fund-raising events in the Church and still earns its keep.

Much to my surprise it appeared at a model railway show in Glasgow in a half-finished state in October 2018. A number of issues were identified from this show and have since been attended to, one being the length of the right hand leg as shown, where it is either 10ft long with the added harbour at the top left of the picture (not constructed then) which sticks out to the front by 2ft, or if the front has to be flush then the other leg becomes 12ft long. A simple issue but can cause issues for a show plan.

Fiction There is an element of truth in the following tale, but it has been embellished somewhat for the sake of this adventure. On the layout, the town is situated in a fictitious location on the west coast of Scotland. It has retained its Victorian era as much as the modern

world will allow, but its claim to fame is its tourism, cycling and water related activities for holidaymakers and day trippers alike.

The real place never had, nor will have, a railway, as it is located on an island, and although the buildings are loosely modelled on the real town, with all others bearing no relation whatsoever, except for a name or two here and there. My town of Ochitildhu is located on an inaccessible peninsula where the modern world has effectively passed it by, but the local people saw the potential in tourism with the emphasis on healthy activities such as cycling, fishing, walking, rambling, golf, bowling, tennis, and self-enjoyment on the beaches and the surrounding hills.

Many years ago the Vikings came a visiting but not knowing it was Scotland, there was soon no trace of them, no one knowing whatever happened to them other than the odd pencil thin monument here and there. The community simply existed with enough employment to keep it alive, but after the wars, the tourism built up with the increase in affordable means of transport, but before people sought warmer climes elsewhere.

There was a granite quarry up in the hills and this was worked to death over many years when it was used to make curling stones. Puffer boats were the mainstay of this traffic in those days and enjoyed many years of two-way trade with outgoing granite and incoming

goods and services until the lorry and car all but wiped it out.

Eager to keep some of this trade alive, a preserved puffer boat still exists and is used for small goods movements to neighbouring places where piers and jetties no longer exist, but these types of boats can beach themselves and leave again on the incoming tide. There are no public service vehicles operating in Ochitildhu but there is a preserved Bedford OB bus which runs from there to the main town over the horizon and is operated on a not for profit basis. Old codgers bus passes are accepted. After the quarry closed, the railway became a tourist attraction and although it no longer runs to the quarry it transports people to the main town of Thistledhu, calling only at Thatildhu en route. It is mainly seasonal traffic so during the winter months only a handful of short formed trains operate during the working day.

The quarry, having filled with rain water in about a week, (oh yes it did! This is the west of Scotland remember!!!) the locals saw it as an ideal source for a water supply to the town and so it became for many years until demand outstripped supply and water had to be piped from further afield. The water in the quarry is now full of golf balls struck off course from the nearby course. Taking a tour around Ochitildhu after leaving the hotel or pub next door, or the hotel across the way, or all of them, and not wandering out to the harbour,

we find a terminal station consisting of an island platform.

Incoming locos await their train being shunted by the pilot loco from the adjacent loco shed to the other line, releasing the incoming loco for shed attention before repeating the procedure with the next incoming train whilst the pilot then takes up the departure duties of the incoming train.. The track around the station and loco shed has isolation sections to allow only one loco to move at any one time but allows up to 5 locos to stand in the area and shed if need be. All points on the front of the layout are electrically operated from the control panel.

There is no run round facility, so each incoming loco multi tasks with passenger and goods stock and also carries out shunting moves as required. On occasion the loco shed line is used as a head shunt.

Rolling stock consists of 6 locomotives (2 Diesel) 2 sets of 4 passenger coaches, 4 coal wagons, 2 tanker wagons and an engineering train. Winter operations in Ochitildhu are usually of mixed traffic movements, but this is not suitable during summer tourism periods. Conversely it's not uncommon for the goods line to be used for passengers at peak periods.

The line is signalled with colour light signals. One drawback of the sighting of the station approach signal is its very close proximity to the level crossing, but it's Ochitildhu and no rivets are counted on this layout. Once over the crossing, the only road through the town, a departing train enters a tunnel, never to be seen again by a layout viewer. It enters the three-track fiddle yard and is manually handled for a future return journey.

Continuing the tour, there is a nice café to partake of anything from a hot buttered scone and coffee to a full breakfast or lunch menu, followed by some exercise, and so to the cycle shop to hire anything from a three wheeler, ladies, mountain, tandem, or even an electric bike, a tour of the town or round the peninsula is a must. Once finished here, its fish and chips, a read at the paper, with a poke of sweeties, perhaps followed by another refreshment or quiet night by the fire making for a relaxing holiday. For the more sporty types there is bowling, amusements, walking and any other thing that takes your fancy.

End of part 1.





■ Always something running lots to see

Scotland's Railway Showcase

By Ken McCormick *G.Scale Scotland rep*

One of the highlights of model railway activity in Scotland has to be the annual show in the SEC in Glasgow every February. Model Rail Scotland amid the many variations in scale and theme, our group, G Scale Scotland, are always proud and eager to represent G Scale modeling and although most of us are garden rail enthusiasts it is hard to replicate a garden railway in such an exhibition.

There has long been a great deal of enthusiasm to raise the bar and try to exhibit our hobby in a realistic situation with our chosen theme and the space restrictions of course constrains our efforts to the creation of detailed snap shots unlike those smaller scales who can afford much greater detailed themes.

With all that said the organisers have a rule that disallows us from bringing the same theme 2 years in a row and indeed the new rules for some groups extend the period to 4 years.

We therefore try to make our display a sort of standoff detail but include stacks of action and sufficient detail for the rail enthusiasts to enjoy but target as much as possible to to entertain the members of the public with a special slant to maintain enough interest for the family and younger enthusiasts. By doing this it is hoped that our visitors take away the experience and fun of railway modeling no matter

the scale.

So this years theme for us was a "German miscellany" and with our poetic license we were able to mix narrow gauge heritage with main line livery.

Our members happily granted us the use of many pieces of scenic buildings, some directly from their own garden displays, as well as rolling stock and locomotives to add to our base boards and our creative foam built scenics and I was glad to see that our attempts to entertain paying off so well.



■ A classic consist with the rich passengers

There was even a chance for the real young ones who had come to find Thomas the tank engine and of course all good entertainers would always want to oblige so we had already prepared Thomas's German cousin "Tomas"

You can find more information on you-tube under the name of "model rail Scotland 2019" and on the "G Scale Society on Facebook"

Our next outing takes us away from Bonny Scotland past the Border wall to invade the beautiful town of NOTTINGHAM not to far from where the Scottish army stopped long before the invention of the train. See you all on the 19th May so come and chat with us at our Swiss layout.



■ A busy corner



■ A busy scene in he German countryside



■ Coffee or control



■ I can't believe you are running all this from your phone

Starter Sets



PK37151 GE25t Diesel Industrial Starter Set

Locomotives



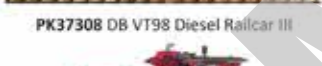
PK37222 DR BR24 Steam Locomotive III
(Analogue-Smoke)



PK37240 DR BR50 Steam Locomotive
(Analogue-Smoke)



PK37241 DR BR50 Steam Locomotive
(Analogue-Sound/Smoke)



PK37308 DB VT98 Diesel Railcar III



PK37525 DB BR360 Diesel Locomotive IV



PK37543 HSB BR199 Diesel Locomotive V



PK37575 DR BR118 Diesel Locomotive IV



PK38207 D&RGW 2-6-0t Saddle Tank 31
Steam Locomotive



PK99719D 2019 G New Items Leaflet FREE
PK99709D 2019 G Scale Catalogue £3.95



PK38226 Union Pacific Mogul 1211 Steam
Loco (Analogue-Sound/Smoke)



PK3827 Santa Fe Mogul Steam Loco (Ana-
logue-Sound/Smoke)



PK38503 Santa Fe GE 25t 427 Diesel Loco
(Battery Powered RC)



PK38504 Union Pacific GE 25t 825 Diesel
Loco (Battery Powered RC)



PK38505 PRR GE 25t 924 Diesel Loco
(Battery Powered RC)



PK38506 MOW GE 25t Track Cleaning Loco
(Battery Powered RC)

Coaches



PK37660 DB Bpmz 2nd Class Coach IV



PK37661 DB Avmz 1st Class Coach IV



PK38648 Union Pacific Wood Coach



PK38649 Union Pacific Wood Combine

Wagons



PK37743 DB Eaos Gondola IV



PK37751 DBAG Flat Wagon with 20'
Containers Load VI



PK37924 DB VTG Tank Wagon with
Brakemen's Platform IV



PK37925 DR Simson Box Wagon with
Opening Doors IV



PK38763 D&RGW Bulkhead Stake Wagon



PK38764 US Army Flat Wagon with Humvee
Load



PK38765 VWBX Flat Wagon with VW Beetle
Car Load



PK38766 CR Bulkhead Stake Wagon



PK38887 Santa Fe Ore Wagon 2508



PK38888 PRR Ore Wagon



PK38889 Union Pacific Ore Wagon



PK38890 Mighty Hauler Ore Wagon



PK38891 D&RGW Rib Side Hopper Wagon



PK38892 Union Pacific Offset Side Hopper
Wagon



PK38893 Happy Easter Hopper Wagon 2019



PK38895 Santa Fe Warrior Chief Reefer
Wagon 180412



PK38896 Santa Fe Wood Caboose 611217



PK38897 Christmas Wood Caboose 2019

PHOTOGRAPH COMPETITION 2019

In 2017 I was not required to construct the calendar and so was caught cold when asked to do the 2018 version. To avoid the same happening in 2019 we have decided to hold a photographic competition. There will be a small prize for the winner but its mainly for the honour of having your railway feature on the calendar for a whole month.

Entries should be submitted to the editor preferably by email attachment. The entries will then be put on display anonymously at the Garden Railway Show in Nottingham on May 19th. To allow me time to print off the closing date is May 8th which gives chance to

take photos on May Day. We will then invite attendees to vote for the best pictures.

All members of the society are eligible and can submit as many as they like. We would ask that they are actual photos of real garden railway subjects and not digitally enhanced

As the winners will go into the calendar it would be good to get pictures with seasonal flavours – snow -falling leaves- daffodils etc.. The winners will be announced in the Autumn issue.

ENTER
NOW



MODELLING COMPETITION 2019

The annual modelling competition will be open to all members of the society and any models in G scale will be eligible for entry.

- Individual Senior and Junior members may submit one entry only in EACH of the classes applicable to their membership.

Members entering the competition **must** provide a general overview of the model entered that will clearly identify it as **scratch built, kit built** or a **modified proprietary model** for the information of the independent competition judges. Entrants may also provide written/photographic information about their entry. This must not contain any information that can reveal the entrants identity.

Senior Members

Class 1. Motive Power - Anything on rails that will move under its own power;

Class 2. Rolling Stock - Anything on rails that rolls and can be drawn by a locomotive, up to five vehicles can be entered as one complete rake;

Class 3. Dioramas or Buildings - Must be no more than 750 mm square to keep entries within manageable proportions.

Each of the three Senior members classes will be divided into two categories, (a) scratch built or (b) kit built/modified proprietary. **A certificate will be awarded to the winner and runner-up in each category.** The category winners will compete for the trophy in their class.

Junior Members,

Entrants must be under 18 years of age on 19th May 2019, entrants may submit one item only per class; Motive Power, Rolling Stock, or Scenic Item.

In the Junior Members competition Gold, Silver and Bronze certificates will be awarded to the three models adjudged to

be best in that order. In addition a trophy will be awarded to the Gold certificate winner for them to retain.

Each Senior class winner will receive a trophy to mark their achievement and the modeller adjudged to have produced the overall winner will be awarded the **Mike Longdon Cup** to hold for one year together with a trophy for them to retain, to mark their achievement.

The **Alan Day Trophy** will be awarded to the model that, in the judges' opinion, makes the best use of a proprietary item as a base. This trophy will also be held for one year with a trophy for the winner to retain.

All entries must be submitted no later than 12 noon on the 19 May 2019

The judging, by independent judges, will commence after the entry closing time and entrants must not contact or interrupt the judges until after the results have been finalised.

The results will be made public at One pm, (with the exception of the Mike Longdon and Alan Day trophies), in the form of notices placed adjacent to the winning models.

The models must be left in-situ so that visitors to the show can see the results. Following the AGM the winners of the Alan Day and Mike Longdon trophies will be revealed and at the same time all the trophies and certificates will be presented.

The models may only be removed from display after the Annual Prize Draw winners have been drawn, (approximately 4pm).

So if you haven't already started or selected your entry, now is the time! Come along to Nottingham and enjoy a really great day out, and maybe win a trophy or two! Good luck to everyone.

Paul Partridge

BIG ON QUALITY

PECO

A SUPERB CHOICE OF TRACK AND ACCESSORIES FOR G-45 SCALE

Flexible Track (Yard Lengths)

SL-900 with Nickel Silver Rail

Setrack Rigid Unit Track

ST-902 Standard Straight

ST-905 Standard Curve

Streamline Turnouts

SL-995 1219mm Radius R/H

SL-996 1219mm Radius L/H

Accessories

SL-910 Conducting Rail Joiners

SL-910A* Aluminium Rail Joiners

SL-911 Insulating Rail Joiners

SL-912 Dual Rail Joiners

SL-928 Large Scale Point Lever

SL-940 Buffer Stop Kit

PL-8 Mounting Plate

*Limited stocks

Individuality Items

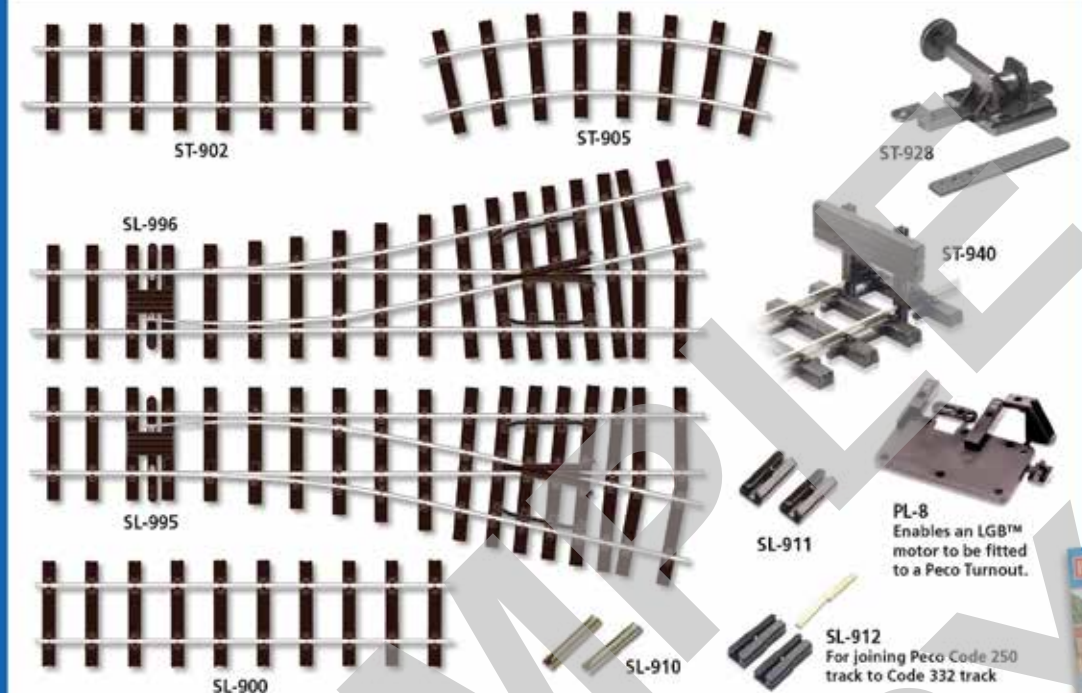
IL-9 Code 250 Rail, Nickel Silver

IL-920 Sleepers (12) End Caps (24)

IL-921 Slide Rail Chairs (30)

IL-922 Running Rail Fixings (60)

Full details
available in
the **NEW** Peco
Catalogue



Pritchard Patent Product Co. Ltd, Beer, Devon EX12 3NA Tel: 01297 626204 www.peco-uk.com

P&S
Hobbies & Models



01904 611761
01723 377020



www.pshobbiesandmodels.co.uk

THE SHOP WITH THE STOCK IN STOCK!

North Yorkshire's Largest Premier Dealer for LGB & Massoth
FREE FITTING & Programming on all LGB and Massoth Decoders

Massive stock of parts and spares available for LGB
DCC Conversions a Speciality. Quick Service. Ring for details

32 Castle Road, Scarborough YO11 1XE
also at: 4 Walmgate, York YO1 9TJ

INGRAM MODELS

NEW & USED MODELS - SERVICING, PARTS & REPAIRS

- I can only get **PECO TRACK** to order with payment upfront which payments can be taken over the telephone or in the shop.
- I can get **O-GAUGE, N-GAUGE, G45MM, GAUGE 00.**
- I can get **MAMOD** to Order Only.
- I have old **HORNBY SEMAPHORE SIGNALS** to Clear £7.50 was £12.50.
- **GARDEN RAILWAYS** can be ordered

Email: E.Dickie@outlook.com - Open Fridays Only

01356 308 405 Shop Number - Out of hours Contact 07702 28 6132





Groundworks start

The Lohr & Gartenhaus Bahn

1. The “make believe”

The “Lohr & Gartenhaus Bahn” (LGB) can be found somewhere on the edge of the Alps and not a million miles from Liechtenstein. Thus, parts of Switzerland, Italy, Austria and Germany are all close at hand.

Gartenhaus is a small town nestled, at just over 1,000 metres above sea level, in an Alpine pass. The town, which is somewhat like Arosa in Switzerland, has a small railway station with two platforms, a goods yard and a marshaling yard. From the station, trains can depart in either direction on lines which take passengers and goods to and from the valley below. The lines, which are naturally very steep, merge again at a station called Lohr.

As the roads in the area are narrow and twisty and often dangerous in winter, Gartenhaus depends very heavily on its railway for the transport of residents, visitors, post and goods to and from the town. Thus, frequent passenger and goods trains can be seen on the line. Some trains do, of course, connect with stations further afield.

2. How it all began

Like many people of my age, my interest in railways goes right back to my childhood: to a Triang “OO” train set and many happy hours spent on Dawlish beach, bounded on one side by the sea and on the other by fiery green locomotives, hauling chocolate and cream coaches.

A lifetime later, I eventually found myself with the time and means to indulge in a model railway. I really can't remember how my attention drifted

from my original interest in “OO” to G Scale but I think the chunky size and the outdoor possibilities of the Märklin products must have played their part. Visits to various garden-railway shows and shops were also part of the process.

So, for a long time, years even, I stared wistfully at my garden and doodled many a plan on various bits of paper until, in 2014, a proper plan was eventually hatched and the ground works started.



Ready for the shed

• NO RISK OFFER • NO RISK OFFER • NO RISK OFFER • NO RISK OFFER • NO RISK OFFER •

5 ISSUES
FOR ONLY
£5



We are sure you'll love Garden Rail magazine, but if you don't there will be nothing more to pay.

If you agree with us on how great it is, we'll continue to send it to you for just £10.99 a quarter.

2 EASY WAYS TO SUBSCRIBE

ONLINE: www.garden-rail.co.uk

(Click 'subscribe' and enter promo code GDR/GSCALE5)

CALL US ON: 01778 392465

(Quote: GDR/GSCALE5)

Terms and conditions: This offer is only available on Direct Debit to UK customers. After your first five issues, your Direct Debit subscription will begin on a quarterly payment of £10.99

NO RISK OFFER • NO RISK OFFER • NO RISK OFFER • NO RISK OFFER



nominally 8' x 10' but by the time this is put into metric and the thickness of the walls/interior battens also subtracted the available baseboard size is only 7'6" x 9'6". Not at all huge by LGB standards! Nonetheless a representation of a small station ("Gartenhaus") was squeezed in. The station has a passing loop, a small goods yard and some sidings with a headshunt. You might also notice that the track plan in the shed can actually form a very small, self-contained layout. (Upon reflection, I think the plan probably has it's roots in "60 plans for small railways" – a much-thumbed publication of my youth.) In practice, the complete circuit within the shed is rarely used and the section of track under the window makes for some very useful stock-storage space.

I very soon realised that moving serious amounts of soil with a spade and wheelbarrow was going to be a major undertaking. Thus, it wasn't until the end of 2016 that a base for the shed was in place and a sleeper wall, to retain the garden section of the railway, constructed. However it had only been achieved by resorting to the help of paid landscape contractors!

Then, at the beginning of 2017, a huge leap forward was made with the arrival of a new shed. It came from a company called Crane. Undoubtedly an expensive product but very well made and provision is made for you to specify the size as well as the door and window layout. Delivery and installation is also included in the price. Shortly after that an electrician

installed a proper mains feed and a spur main, providing four sets of spotlights and four, two-gang sockets in the shed. You can never have too many mains sockets!

3. The track plan

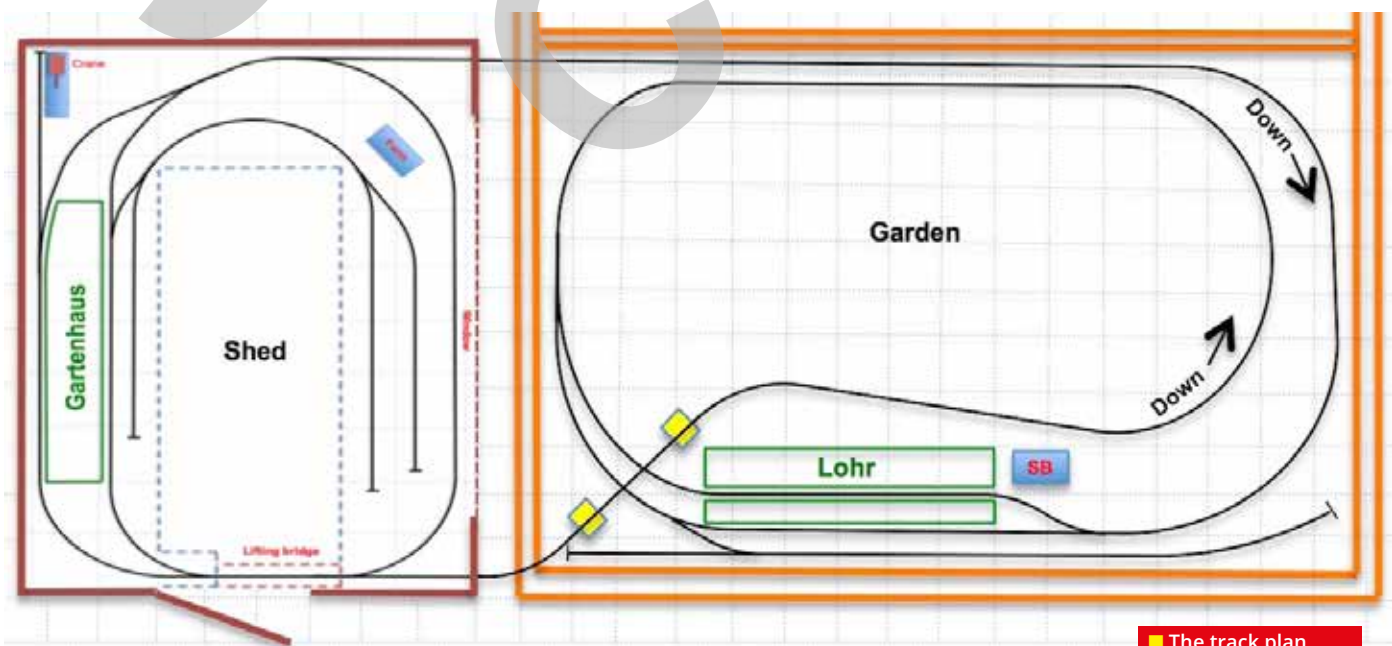
So what did the master plan look like? Well, to be honest, it wasn't exactly the way things turned out! Nonetheless, the track plan I have today isn't a million miles away from the original design. You can see from the plan that the layout falls into two distinct sections; namely "the shed" and "the garden".

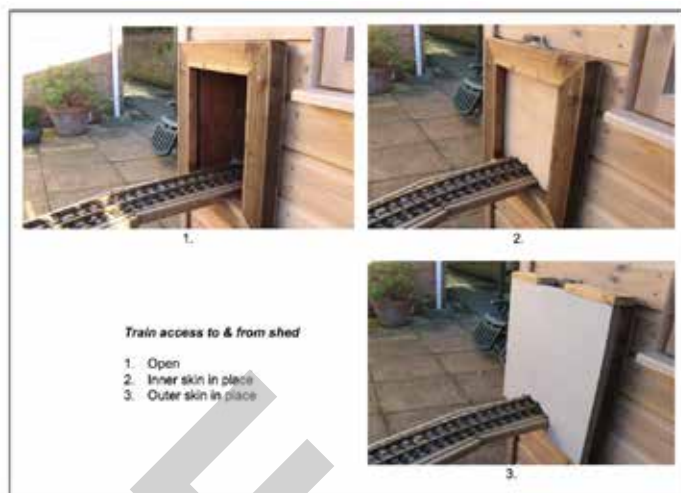
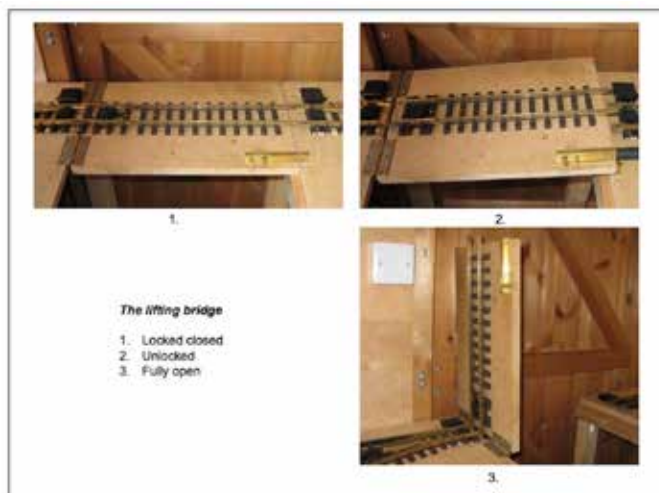
Now, my garden is not at all on the large side and the overall space occupied by the layout measures approximately 10' by 25'. The shed is

Outside, in the garden, the layout has more of a Swiss feel, with tracks on steep grades between the stations. Similarly, the station in the garden section (Lohr), follows metre-gauge practice with a passing loop and a single, long siding; which somehow finds some flat land adjacent to the station. In order to accommodate the gradients in the small space available (it was touch and go!) the layout is folded back on itself but this does, at least, provide a longer run for the trains.

4. The shed

So, with a shed and a plan, the great adventure of building my first LGB layout got seriously underway. Gulp!! I started by lining the inside of the shed with ply, to provide some insulation





and a smooth background for any back scene that might eventually appear. Then came the baseboards. These were built using 20 mm MDF supported against the shed walls on battens and cantilever brackets and in the centre of the shed on 2"x2" timber legs. Altogether, it would seem, a pretty robust set up. The base boards are 32 inches above the shed floor and provide a comfortable working height, especially when sitting on the Station Master's rotating stool (bought cheaply, as ex-display stock, from my local B&Q).

Just inside the shed door, some modification to the original track plan was required in order to accommodate the lifting, access bridge. Originally, there were points and, therefore, multiple tracks on the bridge. Hmm! – thanks but no thanks – a single track will be just fine!!

The bridge itself is a piece of the 20 mm MDF baseboard, supported by hinges on one side and a batten on the other. The left-hand end of the track sports an LGB adjustable (concertina) track section, whilst the right-hand end makes use of "drop-in" track joiners, supplied by Glendale Junction.

So to open the bridge, simply wind in the concertina track section, undo the bolt and hinge the bridge upwards. The bolt is an added extra, to remind me to concertina the track section BEFORE opening the bridge, otherwise the leverage of the bridge bends the track! (I'm now on my third adjustable-track section. Dooh!)

Apart from "operator trouble", the set up works just fine. Quick and convenient with the added bonus that sound electrical contact is made by the track at both ends of the bridge and no additional wiring was required. That was a very welcome bonus!

Now I had to turn my attention to the very scary business of cutting two openings in the side of my expensive new shed. Most folks know the rule "measure twice: cut once". In view of the irreversible nature of what I was about to do, I adopted the maxim "measure five times: take a coffee break: measure five more times: cut once". Fortunately that seemed to do the trick and everything lined up. I think I felt just as elated as the Crossrail tunnelers must have done when their huge boring machine broke through in the right place.

Then it was just a case of making "doors" for the openings. This was done by using sections of decking timber to form a frame which was fixed on the outside of the shed around the openings. The decking pieces were spaced from the shed wall using 5 mm ply. Pieces of ply of similar thickness were then used to form drop-in panels. They have a handle at

the top and are shaped to the contour of the track (and track support) at the bottom.

This seemed to work well: quick and easy to open and close and weather proof. However, as winter approached and the drop-in ply sections were getting wet from driving rain, I decided to add a second, outer skin before the rain found its way into the shed. These were made using wood from an old bed headboard and some scraps of 2x1. They sit on the top edge of the decking frames and are also shaped to the track profile along their bottom edges. So far so good, including in blizzard conditions, and the inside of the shed remains dry and snug.

Lastly, the shed has been made into a very agreeable "man cave" by the addition of an iPod dock, carpet tiles, a fan heater and the aforementioned station-master's stool. Thus, on unpleasantly cold days one can open the train hatches and then disappear



inside the shed, shut the door, turn on the heating and music and “play trains”! I much enjoy setting a train to circulate the whole of the layout: ie. shed and garden (where it can be watched through the shed window) and then do some shunting on the shed’s inner tracks. Great care must, of course, be taken when shunting not to foul the main running line, as a train will be passing through on a regular basis.

5. The garden

How to get the two tracks down to garden level? Hmm!. Research had shown that a ruling grade of 1 in 25 was about as steep as was sensibly workable. Planning on paper had suggested that this was possible but the reality proved to be much more tricky.

The method of supporting the track consisted of (“pointy”) fence post holders being driven into the ground and then sections of fence post, cut to the right length, being inserted into the holders. Sections of decking board, fitted between each fence post, were then used as the track bed.

Sounds simple enough but, in practice, required a great deal of time and fiddling to get the gradients, curves and super elevation (camber)

right. Not surprisingly, the results were not 100% but I was satisfied and the trains seem to run without any significant problems. I must, however, point out that my trains are quite short (a function of it being a small layout) and longer trains would undoubtedly struggle on the curved gradients.

Additionally, the original plan for the garden-station area, which had a through line and two loops, had to be simplified as it was JUST possible to get a level run through the platforms but with only one loop. There simply wasn’t room for a second loop line but there is, nonetheless, a very long (level) siding.

Obviously, it would have been nice to have had more garden space and to be able to have made the gradients and curves easier but short of buying a neighbouring property that wasn’t going to be possible. Hey ho!

The flat section of the outdoor layout was constructed using some stones and rocks to form a mini retaining wall at the rear of the station area. Then the space between that and the sleeper retaining wall was given a layer of hardcore. Then came a layer of gravel, a weed-proof membrane and, finally, another layer of gravel. As ballast the (top-layer) gravel is over scale but works well enough and holds the track in place without any further fixing. However, bad weather does move the gravel around so that so refilling and tamping down is required from time to time.

6. Planting

I’m not really a gardener and work on the basis that I will put a plant in the ground and if it thrives, all well and good if not, start again. Not scientific at all. However, I came across a book called “Planting your garden railway” by Becky Pinniger. It contains many lovely, inspiring photographs and is a mine of practical information. Most interestingly, it points the reader towards plants which suit the scale of garden railways. So, fortunately, I didn’t need to buy any large, expensive plants, and armed with the book, quite a few rocks, my usual trial and error method and 18 months of growing time, I produced a miniature landscape for my railway.

There is still scope for the plants to grow but the railway is now blending well into its background. That was always something I wanted to achieve: I want visitors to first see a garden and then, secondly, to notice that there’s a railway running through it. I’m always very happy when visitors additionally find enjoyment and interest in the gardening/landscape aspect of the project.

7. Electronics

For the railway’s control system I chose to go digital, employing the Massoth system. This seemed to offer what I wanted in terms of driving the trains wirelessly from a hand-held controller.

The transformer and “Central Station” are located on a small shelf just inside the shed. From there a wire was fed





RAILS OF SHEFFIELD

railsofsheffield.com

Corporate members of



WANTED

CASH OR EXCHANGE

WE WANT **ANYTHING** MODEL RAILWAY RELATED,
ANY AGE, ANY GAUGE, FROM A SINGLE ITEM TO A
LIFETIME COLLECTION. DISTANCE NO OBJECT.
PLEASE TELEPHONE, OR EMAIL YOUR LISTS TO
SECONDHAND@RAILSOF SHEFFIELD.COM

BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE

RAILS OF SHEFFIELD VALUE YOUR SECOND HAND COLLECTION VERY HIGHLY

LOCOS - COACHES - WAGONS - TRACK-WORK - CONTROLLERS - ACCESSORIES
DIE-CAST - LORRIES - BUSES - PLANES - SOLDIERS - RAILWAYANA - AND MORE

FULL COLLECTIONS PURCHASED / UK & WORLDWIDE COLLECTION AVAILABLE

**TOP
GUARANTEED
PRICES
PAID**

*We urgently require collections of any size,
featuring products from the following manufacturers:*

**FAMILY
BUSINESS
FRIENDLY
SERVICE**



Telephone our Second Hand team on: (0114) 255 1436 or email: secondhand@railsofsheffield.com

21-29 Chesterfield Road - Sheffield - South Yorkshire - S8 0RL - UK - Tel: (0114) 255 1436 - Fax: (0114) 255 5982

Email: info@railsofsheffield.com

Web: railsofsheffield.com

[railsofsheffield](https://www.youtube.com/railsofsheffield)

[railsofsheffield](https://www.facebook.com/railsofsheffield)

[railsofsheffield](https://www.instagram.com/railsofsheffield)

[railsofsheffield](https://www.tiktok.com/railsofsheffield)



up into the top of the shed where the Wi-Fi aerial was installed. The hand controller “talks” to the aerial from anywhere in the shed or garden and will also work from inside the house. From what I have seen elsewhere, the range of the Wi-Fi system is unlikely to be a problem anywhere but in the biggest of gardens.

There are also two wires from the “Central Station” going down to the track. One track connection is all that is required. Digital magic does the rest and trains are easily controlled via the speed dial and digital functions of the handset. I particularly like the fact that two (or more) trains can run at the same time on the same track ... or shunting can take place whilst another train is circulating on the main line

So that’s the good news but there’s also a big downside! It seems to me that a degree in electrical engineering would be a very handy attribute if one wants to programme locos and/or accessories such as signals and point motors. There’s no handbook to help with this and the fact that Brian

at Glendale Junction has a hotline to the Massoth HQ in Germany and that Garden Railway Specialists run Massoth courses suggests “user friendly” is not a term we can readily attach to Massoth programming.

I have plans to add electric point motors to my layout. These too should be operable via the hand controller but the task remains daunting, to say the least. Perhaps I’ll be able to find someone who knows how to do it!

8. Stock, accessories and details

Whilst all the planning and building had been going on, I had also been collecting various items of stock and accessories. My first purchase was the LGB Wangerooge Starter Set. That gave me a diesel shunter and three trucks. From there, I added some new and quite a lot of second-hand stock. Visits to large-scale model-railway exhibitions are ideal for this but do your research and have an idea of where you want your layout to go. It’s super easy to buy a surfeit of locos, trucks and carriages: they look so

desirable sitting there in their big red boxes!

I now have two locos, the railcar, five coaches, three post/bicycle vans, the two departmental wagons, a traveling crane and 15 assorted goods wagons. Together, they provide plenty of operating flexibility, whilst being (quite definitely) more than enough for the size of layout I have.

As a tip, I would recommend that all rolling stock be fitted with metal wheels. It makes the vehicles run better, because they’re heavier, and saves a residue of plastic being left on outdoor rails, heated to a high temperature by the summer sunshine. Full couplings at both ends will also save you the annoyance of trains uncoupling on slightly uneven track. It seems the slightest undulation can cause this problem.

The accessories and scenery items come from a huge variety of sources and I’m constantly scouring model shops, garden centres, charity shops and my imagination for additional items.

Probably, the most fun are charity shops. It’s an unexpected adventure which requires persistence and patience but also provides endless items either for direct use on the layout or for the spares box. I’ve found 1 to 24 scale vehicles, a helicopter, Lego, people, animals, farm paraphernalia & buildings and endless useful bits and pieces. And, even if you buy a mixed bag of, say Playmobil, bits and pieces, not all of which are of any use, nearly everything is still very cheap. What’s not to like? Picture 10 shows a small selection of original or modified charity-shop purchases.

In Picture 11, you will no doubt recognise the mess hut and the man but everything forward of that, including the crane, came out of my charity-shop spares box. A bit of imagination, paint and glue and there you go. Hope you like the fire extinguisher!





Ellis Clark Trains
Unit 1 Toller Court
Shortbank Road, Skipton
North Yorkshire
BD23 2HG

WANTED

**TOP PRICES PAID FOR YOUR COLLECTIONS
OF MODEL RAILWAYS, DIECAST & TINPLATE**
For more info call Ellis on 07799 554491

- ◆ Call, email or post a list
- ◆ All makes, gauges and ages considered
- ◆ British, Continental and American
- ◆ All gauges of kit/scratch built and live steam
- ◆ Diecast & tinplate cars, lorries, planes, soldiers
- ◆ Payment in your preferred method
- ◆ Happy to travel nationwide and view or collect
- ◆ Friendly and professional service
- ◆ Large collections a speciality



**VISIT OUR
WEBSITE &
SHOWROOM**

T 01756 701451

M 07799 554491

E ellis@ellisclarktrains.com

W ellisclarktrains.com



9. What next?

As we all know, a model railway is never, ever finished. Immediate projects I have in mind are to install those electric point motors (especially on a couple of hard-to-reach points), to carry on improving the rolling stock with some detail painting and weathering and to install lights and passengers in the RHB coach (the one which matches the railcar). Then there is great potential for adding some ground cover, track ballast and a back scene inside the shed. Oh ... and some station lights and

Or maybe I'll just leave well alone and enjoy running the trains!

10. Conclusion

The whole project has been a steep learning curve but also a great adventure. Frustrating at times but also very rewarding. A pleasant surprise has been the number of friends, colleagues and neighbours who have taken an interest in and wanted to view the layout. (If you're lonely, build a garden railway. All sorts of (sometimes unlikely) people will be knocking on your door!)

Some of the main ideas I would pass on would be to include a shed (or other, connected indoor storage for your stock). It's great to be able to just switch on the power and start running trains. Also, avoiding ground level track seems to be accepted wisdom. As the years advance, bending down to ground level becomes less enjoyable, more difficult or just plain impossible. That said, it's also good to think carefully about any gradients and keep these as shallow and straight as possible.

I've added four more general pictures of the layout showing:- a mixed goods on the Gartenhaus Bank; The railcar en route to Gartenhaus; the Departmental Train and the railcar with its train drifting into Lohr Station. Hope you like them.

Lastly, my final words to anyone who is contemplating building a line: do give it a go. No amount of research compares to the reality and fun of getting out there and getting started.

Happy modeling!

John Pinfold

Cheltenham

January 2019





Ex-display items now for sale. Check our End of Line

Garden Railways



Visit Our Aylesford Show Room!
Open Monday-Friday 10am-4:30pm & 1st Saturday of the month 11am-4pm

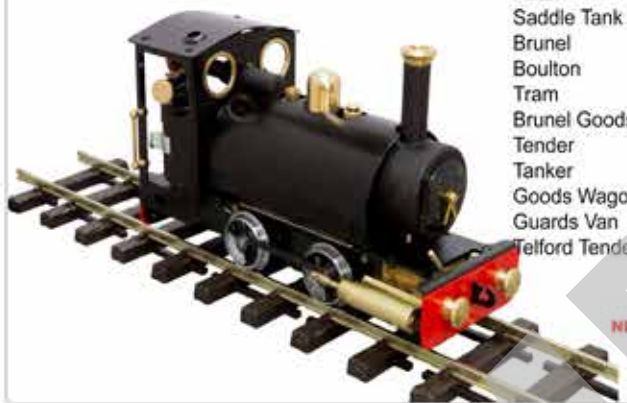
Request your **FREE** Catalogue today!

01622 793 700

www.dream-steam.com

Locomotives | Rolling Stock | Track | Accessories | Upgrades | Fixing kits & Washers | Chuffers | G Scale Figures | Curve Setters

BRAND OF THE MONTH: MAMOD



| | | |
|------------------|-----------|-----------|
| Telford | MTELGO | £452.00 |
| MKIII | MK3 From | £336.00 |
| Saddle Tank | MST From | £336.00 |
| Brunel | MBrunelOG | £440.00 |
| Boulton | 1351BO | From £325 |
| Tram | 1351TR | £495.00 |
| Brunel Goods Set | BGS-CC-N | £520.00 |
| Tender | MTDR | £39.00 |
| Tanker | MTNK | £39.00 |
| Goods Wagon | MGWN | £44.00 |
| Guards Van | MGVAN | £50.00 |
| Telford Tender | MTDR-T | £45.00 |



DON'T FORGET!
ELECTRIC LOCO CHARGER
£35

A FULL RANGE OF THE NEW BATTERY RUN MAMOD LOCOS IN STOCK

*In stock as of 07/02/19, please note these loco's may no longer be available, check stocks online or call. Please note basic range takes 4 weeks from initial order and other locomotives are in batches. Batch dates will be in product description. Locomotives in stock will state instant dispatch available.

PECO

32mm (SM32) Track

| | | |
|------------------------------------|----------|---------|
| Flexi Track - 12 Pack | SL600x12 | £110.00 |
| Flexi Track - 4 Pack | SL600x4 | £38.00 |
| Flexi Track - Single | SL600x1 | £10.00 |
| Setrack Curve - 6 Pack | ST605x6 | £48.00 |
| Setrack Curve - Single | ST605x1 | £8.50 |
| Setrack 38 Radius Curve - Single | ST607 | £8.50 |
| Setrack 38 Radius Curve - Six Pack | ST607x6 | £48.00 |
| Right Hand Point | SL605 | £45.00 |
| Left Hand Point | SL606 | £45.00 |
| Y Point | SL607 | £45.00 |
| Small Radius Right Hand Turnout | SL608 | £45.00 |
| Small Radius Left Hand Turnout | SL609 | £45.00 |
| Wagon Turntable and Crossing | SL627 | £20.00 |
| Rail Joiners - 24 Pack | SL810 | £3.50 |

45mm (G45) Track

| | | |
|-----------------------------------|---------|--------|
| Flexi Track - Six Pack | SL900x6 | £79.00 |
| Flexi Track - Single | SL900x1 | £15.00 |
| Setrack Curve - Six Pack | ST905x6 | £45.00 |
| Setrack Curve - Single | ST905x1 | £8.50 |
| Setrack Straight - Six Pack | ST902x6 | £45.00 |
| Setrack Straight - Single | ST902x1 | £8.50 |
| Left Hand Point | SL905 | £40.00 |
| Right Hand Point | SL906 | £40.00 |
| Point Motor Mounting Plate | PL8 | £3.60 |
| Metal Rail Joiners - 18 Pack | SL910 | £6.00 |
| Insulating Rail Joiners - 12 Pack | SL911 | £3.10 |
| Dual Rail Joiners - 6 Pack | SL912 | £6.00 |

SUMMERLANDS CHUFFER

These highly developed and precision engineered chuff pipes that can bring the real sound of a working steam loco

A wide range always in stock!

Specials can be ordered on request

£29
inc. P&P

ROUNDHOUSE

In Stock Now

| | |
|---------------------------------|-----------------------------------|
| Sammin | 32mm & 45mm |
| Berlie | Maroon 32mm |
| Berlie | Blue 32mm |
| Berlie | Deep Brunswick Green 32mm |
| Berlie | Yellow 32mm |
| Little John | DRR Blue, Red Buffers |
| Little John | Victorian Maroon, Chevron Buffers |
| Buildog Victorian Maroon | Chevron Buffers |
| Clarence, Brown, R/C | Insulated wheels |
| Katie Deep Brunswick Green, R/C | Insulated wheels |
| Lilla Maroon, R/C | Insulated wheels 32mm |

On Order

| | |
|-----------|----------------|
| Lady Anne | Due April 2019 |
| Lady Anne | Due Jan 2020 |
| Billy | Due TBC |

MSS

| | | |
|--------------------------------------|-----------|---------|
| Maroon Tender (32mm/45mm) | 911403 | £55.00 |
| Green Tender (32mm/45mm) | 911405 | £55.00 |
| Blue Tender (32mm/45mm) | 911401/BL | £55.00 |
| Black Tender (32mm/45mm) | 911402/BL | £55.00 |
| Maroon Passenger Coach (32mm/45mm) | 911201 | £55.00 |
| Blue Passenger Coach (32mm/45mm) | 911201BL | £55.00 |
| Log Wagon (32mm/45mm) | 911501 | £55.00 |
| Goods Van (32mm/45mm) | 911101 | £55.00 |
| Guards Van (32mm/45mm) | 911001 | £55.00 |
| Coal Wagon Grey (32mm/45mm) | 911505 | £55.00 |
| Coal Wagon Unpainted (32mm/45mm) | 911505-1 | £55.00 |
| Pair of Flat Bed Wagons (32mm/45mm) | 911301 | £35.00 |
| Straight Track | 910003 | £35.50 |
| Curved Track | 910005 | £35.50 |
| Left Hand Point | 910001 | £25.40 |
| Right Hand Point | 910002 | £25.40 |
| Side Tank Locomotive (32mm/45mm) | 909003 | £210.00 |
| Saddle Tank Locomotive (32mm/45mm) | 909013 | £240.00 |
| Side Tank Locomotive Kit (32mm/45mm) | 909011 | £200.00 |

SLATERS

| | | |
|------------------------------------------------------------|-------|--------|
| Festiniog Railway Ashbury First Class 4-Wheel Carriage Kit | 16C01 | £73.50 |
| Festiniog Railway Third Class Ashbury 4-Wheel Carriage Kit | 16C02 | £73.50 |
| Dinorwic Slate Wagon Kit | 16W01 | £20.00 |
| Festiniog Railway 2 Ton Braked Slate Wagon Kit | 16W03 | £28.40 |
| Festiniog Railway 2 Ton Unbraked Slate Wagon Kit | 16W04 | £28.40 |
| War Department Light Railways K Class Skip Wagon Kit | 16W06 | £20.00 |
| Dinorwic Quarry Slab Wagon Kit | 16W08 | £25.50 |
| Dinorwic Quarry "rubbish" Wagon Kit | 16W09 | £25.50 |
| Slater's Milk-Pak | 0502 | £5.00 |
| Slater's Milk-Pak Brush | 0505 | £3.70 |

DSW

| | | |
|----------------------------|-------------|--------|
| Upgrade Cylinders | DSUPCYL | £72.00 |
| Ceramic Gas Burner Set | DSUPGBS | £90.00 |
| Three Wick Meths Burner | DSUP3WMB | £45.00 |
| Dead Leg Lubricator | DSUPDL | £29.00 |
| Steam Regulator Kit | DSUPSRK | £35.00 |
| Small Brass Chimney Cowl | DSNSMCWL | £4.00 |
| Brass Cowl Hand Rails | DSNSCH | £4.20 |
| Brass Side Tank Hand Rails | DSNSSTR | £5.20 |
| Brass Smoke Box Hand Rails | DSNSBHR | £3.10 |
| Cylinder Covers | DSNSCYV | £12.00 |
| Brass Sand Boxes | DSNSBX | £12.50 |
| Brass Tank Tops | DSNSWTT | £9.40 |
| Lubricating Oil | SWLUB30 | £3.00 |
| Meths Burner Wick | DSWWS6 | £1.90 |
| Curve Tipped Syringe | DSWCTS | £2.10 |
| 460 Steam Oil 500ml | DSW460S0500 | £5.50 |
| 220 Steam Oil 500ml | DSW220S0500 | £5.50 |
| Solid Fuel Tablets | 900001 | £3.50 |
| Water Filler Bottle | DSWWFB | £4.00 |
| Meths Filler Bottle | DSWMFB | £3.00 |

Set-a-Curve

Available in 32mm and 45mm with a wide range of Radii

£15

BACHMANN

| | | |
|---------------------------------------|-------|---------|
| Perley and the Troublesome Trucks Set | 90069 | £390.00 |
| Thomas with Annie & Clarabel Set | 90068 | £390.00 |
| Thomas' Christmas Delivery | 90087 | £410.00 |
| Toby the Train | 91405 | £250.00 |
| Thomas the Tank Engine | 91401 | £225.00 |
| James the Red Engine | 91403 | £230.00 |
| Annie Coach | 97001 | £80.00 |
| Clarabel Coach | 97002 | £80.00 |
| Emily's Coach | 97003 | £80.00 |
| Emily's Brake Coach | 97004 | £80.00 |
| Troublesome Truck 1 | 98001 | £59.50 |
| Troublesome Truck 2 | 98001 | £59.50 |
| Ice Cream Wagon | 98015 | £56.00 |
| Tidmouth Milk Tank | 98005 | £39.00 |
| S.C. Ruffey | 98010 | £70.00 |
| Explosives Box Van | 98017 | £56.00 |
| Open Wagon Blue | 98012 | £56.00 |
| Open Wagon Red | 98013 | £56.00 |
| Sodor Fuel Tank | 98016 | £56.00 |
| Sodor Fruit & Vegetable Co. Box Van | 98004 | £56.00 |
| Sodor Brake Wagon | 98021 | £70.00 |
| V Dump Car (Oxide Red) | 92504 | £46.00 |
| G Fast Wagon with Logs | 98470 | £79.00 |
| "LS" Skeleton Log Car | 98490 | £79.00 |
| "LS" Speeder Orange | 96253 | £90.00 |
| "LS" Speeder PRR | 96251 | £90.00 |
| "LS" Speeder Santa Fe | 96252 | £90.00 |



facebook

twitter

Dream Steam Ltd, Ground Floor Suite, Vanguard House, Mills Road, Aylesford, Kent, ME20 7NA

Call us: 01622 793 700 or send an email to sales@dream-steam.com

www.dream-steam.com | sales@dream-steam.com | @dreamsteamworks | facebook.com/dreamsteamworks

My Favourite Loco

LGB 21350 Electrische Strassenbahn Weimar Tram and Trailer

by Andrew Lloyd

I purchased this some years ago when I was asked by the Kent Area Group Leader to contact the widow of a member who lived in the same town and wanted help in disposing of his layout and workshop. The call came just before the Kent Group's winter meet and I asked if I could take it to run on the Group track in memory of her husband. On seeing it running I just could not resist making an offer as it would increase my locos to three, but I did not realise at the time where this unit would take me.

The following year the Group were asked to take their 'Garden of England Railway' track to the big Kent County Show and an idea was hatched to run the trams along the inside front edge of the track. I therefore set about cutting up 3 pasting tables lengthways and setting track into the table tops.

The first outing at the Kent Show 2007

It returned to the Kent County Show the following year and also appeared at the Kent Garden Railway Show, organised by the Group, for 3 years to 2010. The Group then replaced its layout and my trams did not fit the new one, so it was put away. My thoughts then turned to the building of my garden layout and on seeing a Piko G Ferris Wheel Kit I planned to include one. This led to other Fairground rides being purchased from a well known on-line auction site and I realised that these could become an addition feature to the tram layout. In 2013



we supported a couple of local events and in 2016 were invited to attend the Kent Group Annual Big Winter Meet at Teynham. This meant that some improvements needed doing and a proper base for the Fairground rides, so these were built and covered in artificial grass. Two more rides were purchase through the auction site which although not G Scale they fit well and add to the show. Once again the Tram and Trailer were back in operation.

The completed display

So, why is this 'my favourite Loco'? It has taken me to many shows and allowed me to support several charities and meet many people who I would not have come across if I had not purchased this loco. I have spent many hours improving and building the layout up over the years and searching the internet for addition features and adding lights, music and building,

which now include a snack bar, a street organ, back drop and a playground with swings seesaw and a sand pit.

My thanks must go to fellow Kent G Scaler Roy Lloyd – no relation, we just live in the same town - for all his support in attending all the recent shows and playing his part in the various tasks of setting up, breaking down and photographing and videoing the action and talking to the visitors



SHOW PLAN 2019

In the centre fold you will find a plan of the Annual Show. You may like to pull this out to take with you. All the advertisers around this pullout are in attendance in Nottingham.

Remember to bring your membership card and of course any pictures for the photo competition and entrants for the model building competition.

A members' sales area will be open, refreshments and meals are obtainable on site and we have a full trade support



Garden Rail
OUTLET

www.gardenrailoutlet.co.uk
sales@gardenrailoutlet.co.uk Tel: 023 8084 0834

Driving Decoders ♦ Cables ♦ Rail Clamps ♦ DCC Accessories
Sound Decoders ♦ Rolling Roads ♦ Lighting ♦ Speakers ♦ Smoke Oil
Sound Modules ♦ Spare Parts ♦ Smoke Units ♦ and more...



Massoth



Putting you on the right track



16mm Asbestos and Timber Hut



G Scale Concrete Lineside Hut



16mm Cuffin's Halt



16mm Corrugated Iron Hut



G Scale Taj Mahal Station Building



G Scale Corrugated Iron Lineside Hut (ideal for protecting servo motors)

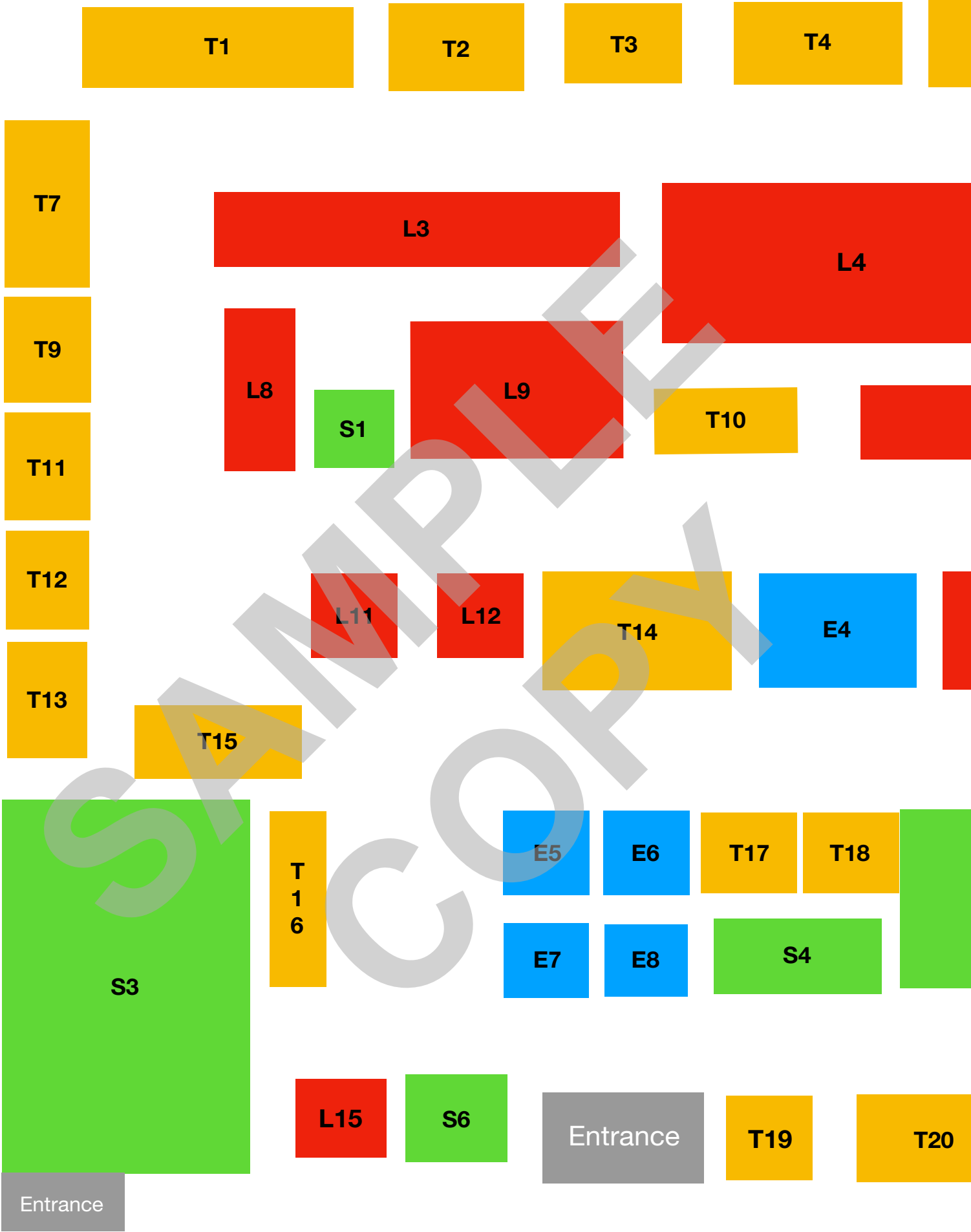
* All prices are for flat pack kits and are excluding postage. Models are subject to availability.

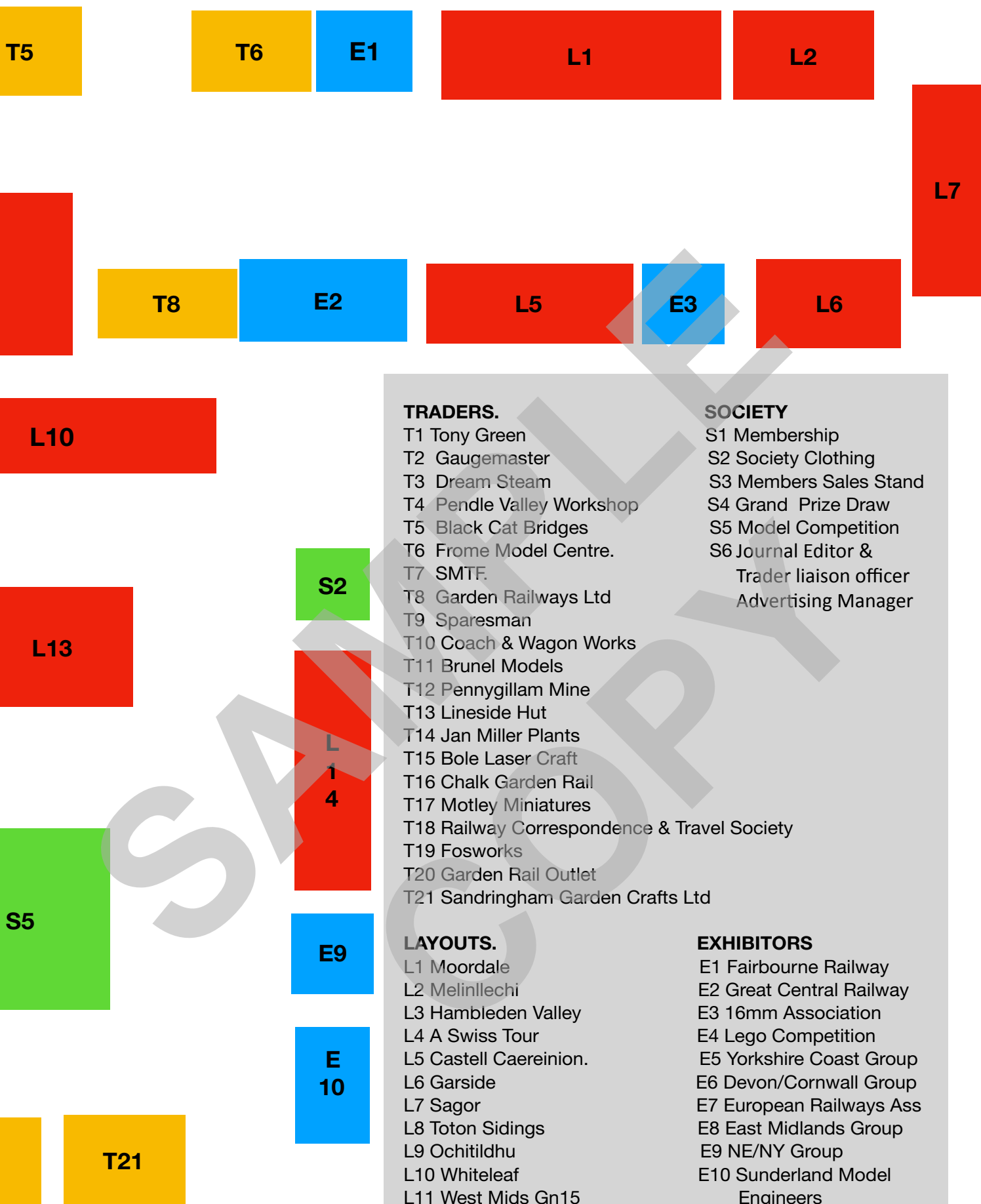


- models made to most scales
- bespoke design & build service
- easy build kits available on line
- fully weather proof (not resin)

Brunel Models
334 Wellington Street, Long Eaton, Nottingham NG10 4JJ
Simon: 07802 409 757
e: enquiries@brunelmodels.co.uk
www.brunelmodels.co.uk

Contact us now for a free quotation!





**RADIO CONTROL MADE EASY**

TEL: 01254 814675

Email us at: sales@fosworks.co.uk

Website: www.fosworks.co.uk

Office Hours 9am to 12:30pm, 1pm to 5pm

**HIGHEST QUALITY SOUNDS NOW POSSIBLE WITH OMNI RADIO DCC**

Use any DCC decoder combined with our OMNI radio DCC system for the very best results. Our system allows you to use lower cost, low power DCC decoders for high quality sound and control of lighting and other auxiliaries, with a separate ESC for driving larger motors.

SIMPLE INSTALLATION - Our components are mostly JST plug and play with interconnecting leads and little or no soldering or stripping of wires required. All systems bought from us are assembled and tested before despatch, requiring only physical installation into the loco. Instructions are provided and videos too.

OMNI radio - 12 Function

handsets now available for DCC and DC models



LONG RANGE - up to 800m.

EASY BIND-no plug or button needed.

SOLID AND RELIABLE - Timpdon design.

INSTANT CONTROL - immediate response.

EASY TO USE - fits easily in your hand.

DCC - Radio control models fitted with DCC decoders from your compact OMNI handset with track or battery power

STOP PRESS - Telemetry coming soon - feedback from your model to your handset. Transmitters from £58 Receivers from £24



Cobra speed controllers are now available with adjustable inertia for those of you without OMNI

radio. Enjoy super smooth and silent high frequency control up to 28v and 100W Power.

Call me, Steve Foster on 01254 814675 for advice on all of the above, or see our website.

**FOSMOTORS**

Efficient direct spur drive, high torque motor, ideal for Railcars, DMU/EMU and diesel/ electric locos.

£34.50ea. 45mm gauge, Std sizes 30 & 34mm. We can build them with your wheels too.

Mylocosound only £59

Steam - now 6 whistles, injectors and brake squeal.

55 x 33 x 11 mm



Diesel - now 8 engine sounds, 4 types of transmission including gear changing for railcars, Dee and Dar on separate buttons. Also great USA diesel sounds, with bells, multi-tone horns and brake squeal.

Light Diesel - 2 improved engine sounds, 5 different horns including superb Klaxon sound

Electric-with Vacuum pump, door slam, guards whistle, 5 horn sounds and brake squeal.

Fosworks Area Representatives:

South East : Stuart Hithersay 07512 002102

North East : Rob De Boer 01132 948 808

South West : Martin Zouch 07711 068 481

East Anglia : Peter Spoerer 07340 219656

The Line Side Hut

We've up dated our freelance coach kits, these can now be ordered with partitions and luggage racks and are complete with separate window frames and side steps, shown hear is our two and three compartment coaches. Bogies and buffers sold separately.

Our latest offering "The Sweeper Tram", The self-propelled sweeper tram, for the removal of debris from the permeant way, the sweeper will tackle most obstacles brushing them aside as it traverses the track, mainly designed for leaves, and other small bits of detritus, the sweeper will clear the track ready for your next train. The sweeper boasts a full metal chassis with direct drive. forwards and backwards control (inside Cab) along with a speed control (inside the rear portion



of the tram) give the user control with a removable roof for easy access to the batteries. sold either with a battery clip for 12 batteries or with a rechargeable battery pack, (please not battery charger is sold separately) Flashing LEDs warn railway populous of the approaching tram, the height of the brush can be adjusted to allow for a lighter brush for tracks were ballast or moss has filled in the gap between the sleepers. The model comes painted with one of the livery's suggested on our website, however if a Particular livery is required, please use the contact form to enquire about your requirements. Build time is around 8 weeks.

Keep an eye on our website for new products as they become available. As always, we offer a friendly reliable service. If there's something you fancy, then why not drop us an email. Best Regards, **The Line Side Hut.**



Email: Enquiries@thelinesidehut.co.uk
www.thelinesidehut.co.uk

Tel: 07523 024 887



FROME MODEL CENTRE

Service and quality the way it should be

Established since 1986

**QUALITY
MODELLING
PRODUCTS**

We Stock All Popular Brands & More!

**Great
Prices Every
Time!**

**We Offer Our Customers One of the Largest, Most
Diverse Range of Modelling Products Under One Roof.**

**Sellers of Locomotives, Rolling Stock,
Track & Accessories
in all
Gauges/Scales**



**Fantastic Prices
on G Gauge
Locomotives,
Rolling Stock
& Accessories**



Pre Order Your

PIKO LGB

2019 Releases!



**New &
Refurbished
Track at Great
Prices**

Service & Repair - Second Hand - Technical Advice

FROME MODEL CENTRE

**1-2 Catherine Street
Frome, Somerset, BA11 1DA**

TEL: 01373 465295

Fax: 01373 451468

Email: sales@frome-model-centre.com



OPENING HOURS

**Tues-Sat: 10am - 5pm
Sun & Mon: Closed**



PayPal

www.fromemodelcentre.com

E&OE

Rollebocken Rollwagens and all that

by Ian Stringer

The article in the last issue on the Harzquerbahn has aroused much interest. Alf Cutts has sent a follow up article, Michael Gray of East Midlands group pointed out that what I had called rollbockes were actually rollwagen. Rollebocken (to be correct) are different. I soon found pictures in my book on the Harquer-

bahn and he is right. Rollebocken are supports for each axle of a two axle truck.

As luck would have it, I went to Dortmund shortly after for the annual Modellbau. On the first layout I saw, by Volker Gerisch, was a rollwagen and it's load. I soon chatted to the owner and found that not only did he make

both types but had written a book on a railway that used them. He explained that there were 4 different types.

Other exhibitors had rollwagens as they are very popular to demonstrate at exhibitions. Not only that but one company now make both types.

Rollebocken Rollwagens and all that **part 2**

by Michael Gray

There are some 750mm gauge lines. In Germany. The Rollwagen are very similar to the Harz railway(s) but different in detail.



■ A Rollwagen at Obyin, one of the termini of the line up from Zittau. Same idea as those on the HSB, but 3/4 the gauge.



■ Different chock arrangement - this time the studs are below the main girder (that also forms the 'track'). Note the convolute spring arrangement that cushions the load on the coupling.



■ And this is the low side open wagon on the RW. Long wheelbase, just fits on the RW with the chocks on the inside of the std gauge wagon wheels. This emphasises how inappropriate, I think, gauge 3 models of UK wagons would be for these RW models - just wouldn't look right. But how & where to get 2 1/2 gauge German wagons!?



■ Coupling bar between two RWs. Note the air pipe - a detail not included in the LGB model but is included in the Magnus one. The Magnus model is hand made, superbly detailed, and expensive and no longer available new. These RWs at Obyin were on display but looked like they hadn't been used in quite a while, poss not serviceable.



■ An RW coupled to a regular bogie van (note the bar frame bogies). Again on display at Obyin though these looked runnable - for use on special weekends etc. perhaps.

Models of lots of different rollwagen and rolbocken can be found at <https://www.train-line45.de/>

On the layout of Volke Gerisch I found he had used some of these kits from train-line45 and had also made his own



■ Left hand wagon is on the exchange lines



■ Close up showing how wheels are chocked



■ Scratchbuilt rollwagen showing how bogie vehicles are carried

Around the **Area Groups**



■ The new road/rail bridge leading to the fiddle yard



■ Laurel has forgotten to install catenary wires!



■ Double running at Fosse Station, Yellow Piko analogue loco and red battery powered Playmobil



■ The driver bears a resemblance to a 3CAG member!?

3 COUNTIES

In early February our group layout was on the road to its' first show for 2019, held by the West Midlands group in Solihull, an hour's drive for most members. We met to set up at 08:30 for a 10:00 show opening, and even with 10+ members we were struggling for time, and didn't get running properly till around 10:30. We weren't helped by two other layouts running with Massoth wireless, and one with LGB MTS wireless, but by eventually settling on 'Massoth channel 3' we seemed to be able to run properly. They all use frequencies around 433/434MHz (916MHz in the USA), the same as garage door openers and other such domestic devices. Perhaps at larger shows the host should manage the wireless systems in use to avoid conflict. And have an ample supply of bus cables if working 'cabled' is required.

Since this show we have bought another Massoth 'receiver and set it

to channel 4, so it's quicker to swap receivers than change their internal dip switches to an alternate channel. And then loose the tiny screws!

I do note that Massoth are introducing new products for wireless, operating on 2.4GHz, but again, a shared free to use frequency! Was it just as bad many years ago when there were only 5? channels of 27MHz???

Above, to the left of the cream building is a recently constructed low-relief shop with living accommodation upstairs.

Our layout will be on the road again in June, attending the Great Central railway's modelling exhibition. It will be at Loughborough station, along with another G layout, Lewiston. By then, it will have a name, as we've had a ballot, the winner was 'Dow Bridge', this is the actual meeting place of our 3 counties, Leicestershire, Northamptonshire and Warwickshire. It's actually just a bridge on the busy A5!

Our layout does have a functional lifting bridge for access to the interior operational space of the layout, and a

second cosmetic road/rail overbridge; and George Dow wrote a history of the Great Central Railway, which passed through all 3 of our counties.

Dow Bridge is also the name of local real ale micro-brewery in the village of Catthorpe, one of the unsuccessful nominations in the vote. Perhaps we could be sponsored by the brewery, but there again, our layout is set up in where we meet in a Methodist church. So maybe not!

Whilst we were having control issues, it was handy to have a battery powered radio control loco to keep things running. But once the interference issues were sorted out, trains ran well all day, and we were packed away in about an hour.

The group layout is as large as it can be, it just fits on the stage in our church hall, and the boards and legs just fit into 2 trailers. The increasing amount of buildings and scenic detail also needs quite a bit of space for transportation, these travel inside the cars.

It's likely that a couple of sections of



■ Layout frontage with scratchbuilt low relief buildings



■ Battery power to the rescue, a repainted Playmobil diesel

our layout will be on our area group table at GSS Garden Railway Show.

The group's monthly garden meeting season opened on a sunny last Saturday of March at Jason Walter's 'Glenhills' railway. As usually happens at Jason's gatherings, the weather was great and he treated us to the usual high quality BBQ. Trains ran on battery and analogue with a good variety of stock and locomotives. As always there were many good discussions of all things railway and even some non railway!

Members present were very impressed by Jason's signs made using his own 3D printer, including a couple he has donated for use on the group's portable layout. One of these can be seen at Glenhills station... 'Jamie's bar'. Also during the afternoon there was the first sight of the new Totem for the group's layout which equally



■ Mamod Battery Loco at Glenhills Station outside 'Jamie's Bar'

impressed those members present.

Next time, you'll read about the official naming of our group layout. Reminder, see us in June at

Loughborough station during the GCR model event.

Malcolm Pugh

DEVON

Early February saw the first meeting of 2019 with a theme of Maintenance of Way. A good attendance prompted lively discussion, although perhaps the amount of cake left was a result not only of the amount of talk but also people being very good after Christmas. It was nice to have a visitor from Surrey which shows the power of having entries in the journal. A number of commercial items were on display, along with some conversion work (probably a playmobil snowplow joined with a LGB truck) whilst Mike Bagness brought along his superb scratch-built/converted crane train with a couple of new additions specially made for the meeting.

There was some discussion about this year's modeling competition, which had started out as "something more serious" and has turned into "trackside or station



accessory". For more details see our facebook page or get in touch.

Next meeting is 1st June at Newton St Cyres with a loose theme of "summer shunting fun", as we explore using the group layout for shunting puzzles. After that we are looking at September or early October; the hall is not available for our preferred dates. Please look in the journal next issue or get in touch.

Ann Feetham





EAST MIDLANDS

Another quarter gone. Oh, so quickly.

Our January meeting was well supported despite being very shortly after the New Year.

February saw a working party of optimum numbers of members gather on the Saturday prior to our meeting to erect our 44' layout and carry out track work to form a steam-up/passing loop. This was completed early Sunday as some further supplies were required, and was available for running trains by the official opening time of 11am. Many thanks to everyone involved. The large layout just fits between the walls of the leg of our T-shaped room. Although the layout only allowed viewing from one end and there was little room for seats, a good crowd crammed in to discuss the layout, its future, and its improvement. It was decided that the club version as used at 'normal' Walesby meetings

should have some scenery and modelling to be able to offer it to smaller shows in our area. In addition, a number of members wish to develop a small end-to-end layout, also to be used at exhibitions.

At our last meeting in March a change was made to the layout of the main hall, facilitated by our resident traders Eian and Jason Green (Tony Green Steam Models) moving into a different room (as in February). This meant that it was possible to put tables and chairs out "café style" in the main area. The new arrangement worked very well with the record number of members, as they had somewhere to put their plates and cups while they had a good natter. The layout itself was also reversed, putting the sidings/fiddle yard facing the main hall. Both of these initiatives were well received.

There has also been some discussion at recent Walesby meetings about replacing the existing DCC system, and what to do when the analogue

Train Engineers expire (although we have five at present). A questionnaire sheet has been drawn up, and various people have submitted their views, but no definite plan has been agreed yet.

At the Fosse show in March, Group members were involved with two layouts: Mike Smith took his Thomas' Trackway, and Keith Summers operated the German layout 'Battenburg' in conjunction with Terry Melbourne of the Mickleover club, who built it with the late Mike Marwood. A visiting German lady asked if anyone spoke German. Of course, the answer was no. What was she thinking - we are English, we do not need multiple languages!! But some Scottish words are useful.

Look forward to seeing you across the summer and at our meetings at Walesby. See Society Diary for further information.

Joyce Farnese

EAST SUSSEX

At the end of 2018 we had a golden opportunity to build a G Scale railway, under cover, in a building in Catsfield at Redcoat Orchard in East Sussex. Following a chance conversation with a Member of the G Scale Society a discussion took place where the East Sussex Group were offered a permanent home for their layout. Several discussions took place and eventually an agreement was put in place for us to take up residence in our new home.

Nearly three months later we held our first Open Weekend on the 30th and 31st March 2019. The layout is a project

in progress but enough had been achieved for us to be able to run trains and invite our fellow Members, families and friends to an inaugural meeting.

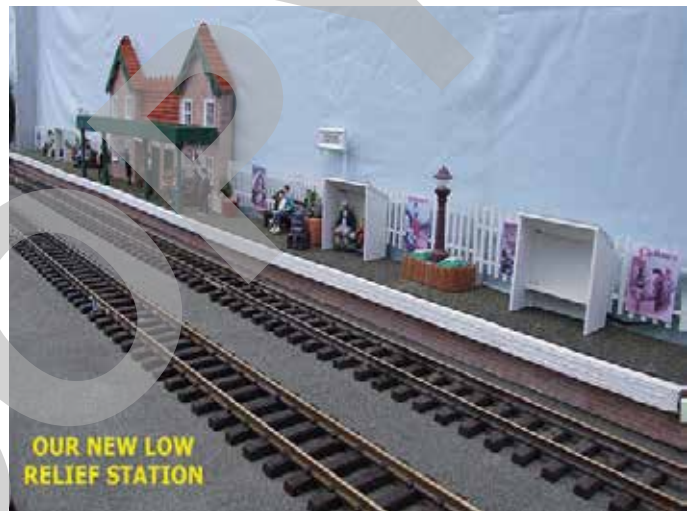
Our hosts have provided invaluable help in getting this setup to the position it is today and we are even more fortunate in that one of our hosts, Cherie, is an expert model and scenery maker. Until we came along Cherie made and produced models of buildings, dolls houses, scenery etc. and you can see from the pictures one or two of the projects she has undertaken.

Having got together the building we were to use was sectioned off and split into our layout, a O Gauge layout (which had been given to us) and a Café area

and other rooms where Cherie could show off her skills to best effect.

The doors were open on the Saturday at 10.00 am and by Sunday evening we had had in excess of 110 people through the doors. From the comments we received everybody had a great time and we were very fortunate in the number of people who came along to see our new home.

Particular thanks must go to our President, Paul Felton, who eventually arrived, and had made the effort to attend and he was very welcome. He was very impressed with the Doll's Houses, but I'll leave that there!!!! It was also good to see Mike Wakeling from West Sussex and Roger Allen from the





Kent Group and we appreciated them coming along to see our new home. Several Members from other groups attended and it made for a really good time to enjoy each other's company. Regretfully, our Chairman, Eric, couldn't make the weekend due to prior commitments but we look forward to welcoming him at a later date in the year.

We still have a lot of work to undertake to get the railway into a better condition, but we now have the time to do so. We know it works and we can run trains in between any work that needs to be done and over time it will all take shape.

My thanks must go to the Committee

Members who took on the task of building the railway and wiring it all up and to Roger, our other host and owner of Redcoat Orchard, who has helped us with enthusiasm to get us to where we are now.

We had a great cross section of people come to see us, from the very young to the not so young and we also managed to provide wheelchair access which we were very pleased to be able to do. Since the start of this project we have managed to secure 7 new members which I am delighted to say that not only does it increase our presence but that of the Society as well.

Several of the new members attended and had a first-hand opportunity to see what we got up to and hopefully we will see them at other events as well.

Obviously, further Open Days are being planned and these will be advised as soon as they have been confirmed.

Again, thank you to all who helped (you know who you are) in getting East Sussex Garden Railway into the position it is today.

John Darling

KENT GARDEN RAILWAYS

Check out the extensive listings of "in stock" items and special offers in our online shop



LGB



21411 RhB Switching Tractor - MFX/DCC sound - remote control couplers £556.00
23530 LGB G scale Class G 4/5 Steam Locomotive £1882.00



21670 Track Cleaning Loco £540.00
20482 DR locomotive, Road No. 99 685 £1725.00



33661 LGB G Scale MGB Bar Car £392.00



46895 RhB Volg Container Car £168.00
30431 Grizzly Flats Passenger Car £81.00



42270 LGB G scale RüBB Boxcar £131.00
40271 Saxon Freight Car, 4333K £159.00

We keep a huge range of LGB in stock including all track and catalogue listed spares and accessories.



In stock items



Clarence - Roundhouse live steam tram
Clay brown - radio control £1700.00
Katie - blue - r/c £1555.00



Russell - live steam locomotive - 45mm - maroon - radio control £1860.00
Harlech Castle - battery r/c loco - grey/yellow as FR - sound £1055.00



Hercules - 16mm Battery loco with radio control - pre-order for April/May 18 £550.00

PIKO



38501 Clean Machine GE-25Ton Track Cleaning Locomotive - battery powered £186.00



37440 DB BR103 Electric Locomotive IV £480.00



37230 DR BR95 2-10-2T £725.00



37575 DR BR118 Diesel Locomotive £396.00



ACCRAFT

Pre order items



KERR STUART 'WREN' 0-4-0T IN 1:13.7

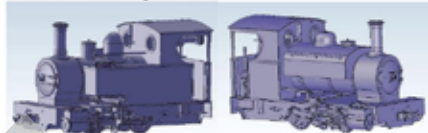
SCALE (7/8" in: 1 ft.)

Available April/May 2019

Acccraft Trains in association with KGR are pleased to announce this new locomotive in 7/8ths" to the foot (1:13.7) scale live steam.

Our model is based on the 2' gauge 'new type' Kerr Stuart Wren developed in 1915 with inside frames, Hackworth valve gear and cast-iron wheels fitted with steel tyres.

The model is internally gas fired and has slide valve cylinders with working Hackworth valve gear. The boiler is fitted with a water gauge with blow down valve, lubricator and pressure gauge. It will be available in 45mm gauge (gauge 1) only. The model will be available in black, blue, green and red and is priced at £1650.00. Orders being taken for delivery in 2019.



'Talgarth' the tank engine and 'Sabrina' the saddle tank are freelance locomotives with design inspirations from Manning Wardle aimed at providing a robust, entry level model which is easy to maintain and operate. Orders being taken for delivery during 2019 at £950.00 manual.

In Stock Items

Z1 Square head chopper coupling £7.50
Z2 Round head chopper coupling £7.50



E19-1Y Baguley Brewery 0-6-0 Diesel £350.00
Two rail electric - red, black, blue, green or yellow



WD Hunslet Live Steam 4-6-0T - black £1950.00
45mm manual

S20-9G 'MONA' Isle of Man Live Steam 2-4-0T - Ailsa Green 45mm only £1550.00
Manning Wardle 2-6-2T Live Steam Manual and Southern Green - three names £1850.00
Electric £1550.00



W&L Guards Van - W&L 1 or 2, data only light grey or data only dark grey £75.00
R19-24 IoM 'E' Van - Maroon and Cream £80.00



W&L Pickering coaches brake or composite in chocolate and cream £180.00



Find us on
Facebook

Kent Garden Railways, 66 High Street, St Mary Cray, Orpington, Kent BR5 3NH

Telephone 01689 891668

Shop open Tuesday to Saturday 09:00 to 17:00 - CLOSED MONDAYS

www.kgrmodels.com

ESSEX

The meetings at Salcott this winter have been as usual well attended and very interesting we have developed the layout to a twin track which allows members to run 4 engines at a time even combining live steam and battery with Massoth DCC and that combined with good food makes it a good day out.

Below is a list of our open days for this summer with an explanation of what can be run.

The first meeting is at Chris and Brenda's on 12th May. His layout changes every year and I don't know what to expect. His layout runs on LGB analogue. All engines are welcome.

The second meeting is at Matthew and Bridget's on the 2nd June. The layout runs on Massoth DCC and if you are looking at running in a new engine bring it along for a good run.

The third meeting is at my home on 9th June. I have 2 separate layouts

all controlled by Massoth DCC, but analogue and live steam are welcome.

The fourth meeting is at Martin and Rose's on 23rd June and runs live steam and battery engines, so all battery and live steam are very welcome there is no track power. If it goes like last year it will be fun.

The fifth meeting is at Mike and Lorraine's on the 30th June. The layout runs on Massoth DCC, but all engines are welcome to try and climb his steep track.

The sixth meeting is back at Matthew and Bridget's on 7th July, now that Matthew has retired he is looking forward to holding more meetings.

The seventh meeting is at Jerry and Maureen's on 21st July and as I have not seen the layout for a year I am really looking forward to seeing it. The pictures on Facebook look good and the engines run on Massoth DCC, all are very welcome.

The eight meeting is at John and Anne's on 4th August and I understand

that John has reduced the size of his layout, but it will still be a very good run. Massoth DCC and battery engines only.

The ninth meeting is back at Chris and Brenda's on 18th August

The tenth meeting is at Michael and Penny's on 1st September they are new members and I don't know until I visit what to expect, that is the best part of our hobby the way each member develops their layouts and until you visit you have no idea what to expect!

The eleventh meeting is back at my layout on 8th September

Our end of year meeting is at Toleshunt Knight Village Hall on the 20th October and we still have spaces for your exhibits.

We still have days available for you to have open days please let me know when you would like to open your garden large or small for us to visit.

Gordon Compton

KENT

This is always a quiet time of the year for doing anything outside with our hobby but no doubt there are those who take the opportunity of the autumn and winter period to concentrate on those models they have been waiting to build, doing maintenance and repairs to existing models but there are some who still run their trains despite the lower temperatures. So far there has not been the chance for any of those G scale model battling against real snow photos. However, there is still plenty of time before the end of spring for the chance to capture that steam engine in a snow covered landscape or create your very own Murder on the Orient Express train stuck in snow scene.

Since our last journal entry the group has had a few events and by the time you are reading this our Winter Indoor meet and AGM will have taken place at Teynham on 27th January. A report on this will be in the next journal as copy deadline meant that we missed by a few days.

Both Jeff Fray's Maple Cross and Martin Piper's Lullingstone and Eynsford Railway had open days in August and September respectively. Jeff's event as ever is a good event with Sue's refreshments making it



especially appealing. This time the extra temporary loop meant additional running was available. Thanks to Jeff and Sue for an enjoyable afternoon.

Martin's event was on a 'Dust off your Diesels' theme. A good time was had by the attendees and indeed a mix of modern traction was featured including both diesel. John Woollet's recently built radio controlled battery powered diesel was great hand built model and performed virtually all afternoon on a single charge. Thanks to all those who brought along something to run. A different event which will probably be repeated this year we hope.

Our Pratts Bottom Autumn meet took place in early October and was well

attended by both G scalers but also by members of the public. We invited some of our friends from Essex along to the show with their tracks. These being the Upper and Lower Crofton layout and the Inglaterra Caribbean railway based on the sugar cane railways of Cuba. Both these are excellent examples of modelling. GER was up and running and a large number of G Scale members from Kent and the surrounding counties took the chance to run different types of rolling stock from Analog, MTS and Battery locos. The day was also serviced with food from Gill, Sue and Rachel, thanks for your support and help on the day which kept both members and visitors fed and watered.



One of our braver members, Richard Dixon, chose to have an open day in the middle of October. This was one of the Kent groups 'skivers days' held during the week meaning that those who unfortunately have to work are required to do a sneaky skive to attend. Unfortunately, in these days of high tech, care has to be taken to ensure that the sound of train whistles, banter and general merriment is not heard in the background when the boss calls you.

This was Richard's first open day as a new member of the Kent G Scale group. Richard had some reservations about the day and his track but what a great afternoon with a number of skivers running trains and enjoying some refreshments supplied by his wife and

friend Sue.

Richard has an interest in Swiss railways and has built a number of model Swiss houses, hotels and station buildings to go around the garden. Some of the hotels are scratch built by Richard and he has used old dolls houses and converted them by changing the windows and adding Swiss signage and they really look the part. Richard has a loose lay track which he puts out in the summer months. He has the advantage that his lawn is artificial grass making for an excellent running surface. Although Richard is currently an analogue chap Jeff brought along the groups MTS controllers and this immediately allowed multiple trains to be run. Whilst overcast the mild weather meant a good time was had by all who attended. Hopefully, Richard was not too overwhelmed by the invasion of guys with big boxes to invite us all again this year sometime?

The group track was invited to the West Sussex show at Henfield in November. Firstly, thanks to John Dean and Paul and Matthew Wyld, non-committee group members, for making the long journey to West Sussex near Brighton to help set up GER, run trains and to talk to people visiting the show about the layout and the Kent Group. Then afterwards at the end

of the day helping to take down. We had a very good day at a well-run and friendly show. Secondly, thanks also to the committee members that travelled the long distance again in support, this being Roger Allen, Martin Piper, John Morgan, Jeff Fray. A special thank you to Martin and Elizabeth Cook for towing the trailer containing the layout from Chatham to Henfield.

In mid-January the Group was invited to participate in the two day Pratts Bottom Model Rail Show organised by the Orpington & District MRS. With not enough space for our layout GER, we assembled a loose lay arrangement on tables measuring 16ft x 6ft, which permitted two ovals using R1 and R2 curves. With buildings, trees and vehicles it looked very presentable and was much appreciated by visitors, particularly families. This was a good opportunity to promote the Society and our Group, hopefully we will have persuaded some to take up G scale. Thanks to John Morgan, Jeff Fray and Roger Allen for the arrangements.

Don't forget to visit the website for all the latest events being held around the county and those the group are attending. www.gscalekent.co.uk/events_diary.htm

Martin Piper

THE LLANFAIR PROJECT

The working party continues to meet regularly and continue the work of renovating and modifying the layout bequeathed to the W&LLR. After the initial and exciting work of taking up parts of the original track and relaying in an improved the grind set in, repainting and re-ballasting, which is now well under way. New ballast has been laid and fixed with PVA and now, belatedly, we have started to consider what to do with the baseboards either side of the ballast. The original notion, of using scatter materials, is looking far too expensive as we are on a strict budget and as an alternative grass mat looks more feasible, though managing the meeting between and mat and the ballast is going to be a challenge, perhaps best solved by widening the ballast bed to cover the join. This is new territory for me as this is the first indoor layout I have played a role in building and the learning curve is remarkably



steep, but we are determined to have a creditable effort on show in Nottingham on 19th May.

Aside from the working parties at Llanfair various members have been taking work home with them: my contributions extend to overhauling the electronics within Chattenden and installing a sound unit while others have refurbished and repainted the body, now in its current black livery with red drive rods and a glazed cab, awaiting only delivery of new nameplates from Anything Narrow Gauge who deserve a special mention for producing scale replicas of the name, number and makers plates. Their standard offerings would have been too large for our

model but they gladly offered to scale them down at no additional cost and once they have been delivered and affixed the model will be complete. Members have also been generous in offering their own stock to be run on the 19th so we will be able to field a full rake of Pickering coaches and also a variety of goods stock plus at least three locos, all currently to be found on the W&LLR. Another modest contribution has been the repainting of the original "High Reaches" name board in black with a raised white border as per current W&LLR name boards and re-lettering to read "Castell Caereinion".

Roy Crofton-Mann

MID WALES & MARCHES

This month we have received the Memorial Bench and Plaque in memory of our founder and well known GSS member David Dowling. It is our intention to unveil this in the Castle Caereinion Village Hall foyer at 2pm Saturday 13th April. All welcome.

We have been offered the use of the Village Hall throughout the year and so our revised dates for our gatherings for 2019 & 2020 are:-

2018 - April 13th, May 11th, June 8th, July 13th, August 10th, September 7th,

October 12th, November 9th, Xmas meal Dec 7th.

2019 - January 11th, February 8th, March 7th, April 11th

The hall is generally open from 10:00 am. Our indoor layout has two circuits, both with a passing loop & have track power but steam operators generally use the outer line which has additional sidings for setting up & making a mess. Please come along and bring something to run, everything is welcome electric, battery or steam but please note the layout size is limited and large locos will not tackle our tight curves!

The club has a periodical - The GRAIL - which was initiated by Dave Dowling and now is being developed with small articles from members all contributions welcome.

Thanks to the great efforts of one of our members, the club also has a website - <http://gscalesociety-mwmgroup.co.uk>

Please take a look this for updates with lots of great photos and video of the club gatherings. Lots of photos and many back issues of the GRAIL are included here.

All the best and happy running

Steve Thornhill



NORTHWEST

Over the winter months our regular indoor meetings continue to attract the crowds with usually over 60 attending, including a very important visitor for the January meeting, none other than society chairman Eric Upton. For those who have not been before, we hold meetings near Altrincham every 3rd Saturday of the month with the exception of July and August when hopefully we will all be busy attending garden meets.

Since the last Journal our group has

lost two stalwarts, Joyce the wife of our president Ken Povey and Victor Chatburn.

The group's website has been moribund for some time due to the lack of anybody volunteering to take on the task of webmaster. Now Derek Chapman has bravely offered to get things moving and hopefully by the next journal I can report that we are up and running again. It has also been suggested that we have a Facebook site and that avenue is also being explored. I don't do social media myself but I understand it is the thing to do, so hopefully the N.W. group is being led kicking and screaming into

the 21st century.

Phil Saint continues with his mission to build a new exhibition layout and hopefully it will not be too long before it appears at shows in our region.

Richard Waller produces an excellent group newsletter and it is free by e-mail to any society member whether they live in the NW region or indeed abroad as some of our readers do. If you would like to be put on our distribution list, please drop me an e-mail at gsnw@hotmail.co.uk.

John Hulse



SCOTLAND

The group once more has had a busy spell despite the poor weather so we have been busying ourselves indoors creating scenic areas for the various displays and demo's we have planned.

Our final winter programme included our AGM and I am pleased to note that there were no "Bun fighters

"and no looking down at shoes when asked for committee volunteers. So without any real drama our meeting was discussed, agreed and moved on to AOB and the final note from the chairman.

Our devoted Tea lady Audrey was presented with a small token for all of the great work she have undertaken providing sustenance for the troops.

The meetings take place once again on a monthly basis on the second

Sunday of each month October to March and information and directions can be gathered from our secretary by writing to Ken McCormick, Gscale Scotland Rep., 07956 203222, Ken@hydroklear.co.uk

Ken McCormick

SOLENT

Greetings. Two public events to mention in the diary: Steve Howard will be attending GSS with his superb Hambleden Valley live steam and scenic layout featuring mesmerising slow motion running and hands-free shunting. The fleet of live steamers have slow motion running mechanisms, and are radio controlled. We recommend allowing a long time to stand and watch this fascinating layout. You may notice the 'timetabled' aspect of the operations.... which alternate passenger and freight stock .. at the 'offstage' (but visible) traverser

section, where the clocks are running for each loco to ensure they never run out of fuel or water.

As with the 'full size' versions, the reversing mechanism can be seen operating each time a loco reverses. This is best viewed 'live' at GSS, (or on video rather than still images). Preview it by searching for Hambleden Valley on You Tube.

The Second item is:

A reminder of Solent's bi-annual show at Wickham on Saturday October 19th 2019. (a little earlier than usual, avoiding bonfire night!). A wide variety of large scale layouts as usual, with KGR, and GRO attending, as well as our members sales stand and catering provided by our volunteers. Can

you help on or before the day?

Open days at members' homes are only published, often at short notice, electronically on the SolentG Forum, and the Solent Newsletter which is emailed to all selecting Solent as one of their area groups. Direct Contact should then be made with the host for full details.

Printed copies can be sent if we are supplied with SAE's in advance. (Alternatively, you might have a friend to whom a copy can be sent by email?). Solent's web pages can be reached via the GScale website or from www.fillin.co.uk

Regards
Phil & Lin Spiegelhalter

SOUTH STAFFS

Last January's meeting was exceptional as we had 7 new people arrive during the day, usually when we have new people come to our meetings it's 1 or 2 so it was very unusual, but great. At our February meeting we had a very good turnout as well, John Sutton was there with plenty of G Scale items for sale and lots of second hand track if you needed any to get you started in the garden.

We've been having a few problems with one of the points on the layout and we decided it was about time it was replaced, it's on the edge of a board and had got bent out of shape coming and going from storage. The wiring for

the insulated loops from it also needed replacing, so I decided I would try to take it home and work on it there. Fortunately, the board just fitted across the width of my car boot so I was able to get it back home. I replaced the point with a another and then used some Massoth insulated rail clamps with tags to wire up the insulated tracks. I then realised it was time to change the mixture of different types of track that we had on that particular board, so I chiseled them off and replaced them with LGB track to match the rest. Job done and then time to return the board back to Codsall Wood.

We've just had our March meeting today (Mother's Day) and it's been very busy from early on. We thought that

as the clocks had just gone forward an hour, people would be arriving a little later, totally the opposite, and because nearly everyone arrived early we started to pack up a little early as well. Another very enjoyable day.

We have 2 open days booked so far, they are Roy Pedder in Wolverhampton Saturday June 22nd, please ring 01902 752061 or 07545 619530 for details and Eddie Hickey in Wolverhampton Sunday July 14th. Please ring Eddie on 01902 673292 for details.

Dates of our next meetings at Codsall Wood are September 29th, October 27th, & December 1st

Roy Pedder

SURREY

The arrival of March meant one thing hereabouts – Surrey's annual East Horsley Winter Meet which took place on Sunday 3 March 2019.

Having loaded the car with the necessary comestibles, track for the members' running track, kitchen equipment, display board etc., it was an early start on the Sunday morning. We arrived about 8am at the hall (yes there is an 8am on a Sunday!) to find a buzz of exhibitors setting up their layouts under the watchful eyes of Mikes Goddard and Webber, assisted by Roy Roberts.

From there on it was all a bit of blur of activity but what I can tell you is that, under the direction of Josie and Cath, the Catering Team got into action - promptly providing hot beverages and sustenance to the workers. The layouts were all set up – a total of twelve, a new record for East Horsley, the 3 traders KGR, Garden Rail Outlet and Dolls House Miniatures took up their positions, Adrian and Trish ready for the onslaught on Members sales, Gordon on the door and the West Sussex Ladies Team on Raffle. Ready – Phew!

We had a very busy day with around 150 visitors. In fact, just fifteen minutes after official opening at 11am, we had already used up 5 litres of milk so yours truly was dispatched to Budgens supermarket (about 500yds away) for more supplies. Whatever else, no one went thirsty or hungry! Everyone seemed to go home having enjoyed themselves; a number with additional boxes to pack in the car.



■ Lots of action at Trumpers Halt (Photo: Chris New)



■ View of the busy main hall (Photo: Mike Webber)

We would like to say a very big thank you to all the layout exhibitors, traders and helpers for making it such a great day. We are lucky that we have a good number of volunteers who realise that helping at the show makes it even more fun than just visiting (even if it is more

tiring).

Such shows are a great opportunity to see friends old and new from Surrey and neighbouring area groups. Thank you also to all those who came to support the show, with some travelling a goodly distance (including Wiltshire

and Norfolk).

The Surrey Winter Meet at East Horsley 2020 is booked for Sunday 1 March 2020 and will be the 20th East Horsley Meet, so please put it into your diary.

We are now looking forward to the season of garden meets. We have also booked a meet at the Mizens Railway

Miniature Railway near Woking on Saturday June 8th, when we will be running G Scale indoors and, weather permitting, riding on the mile long 7¼ inch railway.

NB: When we email our Surrey Group newsletters, we always get a few emails that bounce back. If you have changed your email address and have not heard

from us for a while, please let us have your new email address. Likewise, if you are not yet on our distribution list, and would like to receive Surrey newsletter, please email (or phone us).

Andy Saulter

WEST MIDLANDS

The first "meet" of 2019 was early in January which amongst other things was our AGM. The Officers were re-appointed.

Reports were received from myself and the Treasurer (Richard). The closing financial balance was good which means we don't have to be concerned as we are in the capable hands of Richard and Dave Tilling. Arrangements were made for the following Exhibition/ Show plus other issues such as Annual Lunch; Diary Dates for Garden Open Days and indoor meets. The following event was the Annual Lunch.

Soon after the Lunch we were into the final arrangements for our Exhibition which was held on February 9th. A highly successful event with

lots of help and assistance from our West Midlands G Scale members. We were blessed with good weather for February. Footfall was down on the previous year. This had some influence on takings. Everything was done to make layouts as presentable as possible and indeed they all looked good and worked well. The plan of layouts and traders was interesting and varied. A steady stream of paid visitors who were complimentary about what they had seen. An excellent effort from the "kitchen team" with a good financial result and also for the excellent quality. A successful day but somewhat tiring for some of us – it's good to see some new faces who got well into helping on the day. It has been agreed that we will put on a Show next year.

Our next "meet" was on March 9th which was a "free" day by way of

thanking the many who did so much. Please think about Opening your Garden railway. The more the better and if you need some assistance let me know. Still awaiting more volunteers for Garden Open Days. Please check on our web site.

Most have renewed their membership for 2019 but there are a few who haven't. Please do so asap if you intend to. If there are reasons why not please let me know.

The Plans for the National Show are well under way and Gerry wants volunteers please. Reminder – Colin keeps the web site up to date – always worth a look.

We look forward to a good summer with plenty to see and do.

Paul Blake

WEST SUSSEX

Our AGM in March took place at the Squire & Horse at Bury Hill, with a great turnout of 27 members. After a nice lunch Mike recapped on last year and I laid out future events for 2019.

By the time you read this Chris will have opened his Garden in April and our portable West Sussex layout will be heading for the Haywards Heath model show.

Plans for the summer at present include Teddy Bears Picnic at the South Downs Light Railway in July. In August

Julian will be opening his garden and there will be a running day and BBQ at Barnham Signal Box.

Further details are always in our local newsletter.

Happy G Scaling

Keith Whitcomb

WILTSHIRE

It was very unfortunate our report was not included in the Spring Journal, so here goes for this journal.

[Apologies from the editorial team. Serious personal issues intruded during preparation of the Spring edition. We have also changed our processes so there should not (fingers crossed!) be a repetition]

It is with regret that our AGL John Steer decided to retire. We have known him for many years seeing his layouts in Avonmouth, Spain and Wiltshire. We will keep in touch by visiting his railway and making use of his vast experience in running all aspects of garden railways.

As our Area is small with many

members coming from other Areas, we - David and Patricia - decided we will run the Area jointly.

We had a short notice 'get together' for new members before Christmas, and held it in our conservatory with a layout on tables. It was lovely to meet over 2 days and everyone seemed to enjoy the tea and cakes.

We have been invited to do 2 displays in the Area this year, the first, and our first showing is on 15th/16th June at Mere Model Railway Exhibition at Mere Lectures Halls, Salisbury Street, Mere BA12 4HA. The second is our sixth year with our display on Saturday 14th September which is now called Wiltshire Model Steam Gala, at The White Horse Country Park, Westbury, BA13 4LX

where several new members joined last year. We look forward to seeing G Scale members at these two shows.

We attended the Surrey Meet on Sunday 3rd March. They had several new layouts and 3 Traders. This is a lovely friendly Show which we can recommend.

We would like to see you all at the Garden Railway Show at Nottingham, Come in and say hello on the Members Stand. Don't forget to return your raffle tickets.

Again, we thank John Steer for his support and help over the years. Happy Steaming.

David and Patricia Moore

YORKSHIRE COAST

It is with much sadness that I have to commence this report following the sad loss in February of two of our long-term members of the G Scale Society and the Yorkshire Coast Group. Gordon Bland sadly passed away and was a keen modeller who had an American bias and enjoyed his garden railway with much attention to detail. I remember him asking me to take photographs of a coaling stage on the Denver and Rio Grande Railroad during my visit there a few years ago as he was constructing buildings for his railway. Gordon will be sadly missed by all who had the pleasure of knowing and spending time with him. Michael Hopkinson sadly passed away soon after following illness. Michael was a former Yorkshire Coast Group Leader and the group is indebted to him for his time and efforts in promoting the group during his tenure as group leader.

Michael was also a keen modeller who hand built a number of buildings and rolling stock prior to suffering from illness. We as a group have had great pleasure in having Gordon and Michael as members of our group and benefitted from their experience. It was also sad to hear of the passing of Jonny the youngest son of Ian Stringer. I have fond memories of meeting Jonny at open days and his music which enhanced the occasions. His interest in Lego and attendance at last year's society exhibition was a focal point with his railway. We offer our deepest condolences to their families.

Our first event of the 2019 season is our annual open day at the East Ayton Village Hall on Sunday 14th April commencing at 11 am. All members and friends are welcome to attend.

The G Scale Society Garden Railway Show on Sunday 19th May 2019 requires stewards and helpers to assist during the exhibition even if you are

only able to give an hour of your time in assisting with any of the various tasks required during the Saturday in setting up or during the exhibition on the Sunday. Please contact Gerry Pedder to give details of your offer to assist. It is imperative that adequate numbers are available on the day to ensure the smooth running of the exhibition and to provide our visitors with an enjoyable day.

Members open days to date confirmed are Trevor Chalmers, Paul Howson and Alan Utley. Details can be found in the journal diary. Any member wishing to host an open day should contact myself to add to the society diary.

I also remind our members that if they are aware of any potential new member(s) please refer them to myself and to the society web site.

Paul Howson

Full List of Area Contacts

3 COUNTIES

John Davidson

01788 570890 or 07958 165570
jd40711@gmail.com

Malcolm Pugh

01162 882095
malcpugh@aol.com

CHILTERN

Matthew Edwards

01628 784960
mkle@mattandgwyneth.co.uk

CORNWALL

Robert Poet

01752 822027
robert@rtptechology.co.uk

CUMBRIA

Chris Wright

revupicloud@gmail.com

DEVON

Ann Feetham

01392 215837
annfeetham@virginmedia.com

EAST MIDLANDS

Stan Birkett

01142 873747 or
07722 057214
stanb64@sky.com

EAST SUSSEX

John Darling

01424 842929 or
07721 037773
john_darling@hotmail.co.uk

ESSEX

Gordon Compton

01376 330895
gordoncompton93@yahoo.com

KENT

Roger Allen

gsskent@aol.com

LLANFAIR

Roy Crofton-Mann

badlydrawnroy@yahoo.co.uk

MIDDLESEX & WEST LONDON

Colin Barnett

01784 244818
barnett377@btinternet.com

MID WALES

Stephen Thornhill

01568 614152
mrtc20hp@gmail.com

NE & N YORKSHIRE

Nigel Cooper

01915 816901
nigelcooper43@btinternet.com

NORTHWEST

John Hulse

07989 639815
gsnw@hotmail.co.uk

SCOTLAND

Ken McCormick

07956 203222
kwmccormick@aol.com
ken@hydroklear.co.uk

SOLENT

Linzi & Phil Spiegelhalter

01344 776940
solent@fillin.co.uk

SOUTH EAST WALES

David Williams

01639 884355
davidandtessa@outlook.com

SOUTH STAFFS

Roy Pedder

01902 752061 or 07545 619530
railroy@virginmedia.com

SOUTH WEST

Mike Brown

01275 852774
palegreen@talktalk.net

SURREY

Andrew Saulter

01737 351862
andy@saulter.co.uk

WEST SUSSEX

Keith Whitcomb

01903 367083
kwrailway1958@hotmail.com

THAMES VALLEY

Matthew Edwards

01628 784960
mkle@mattandgwyneth.co.uk

WEST MIDLANDS

Paul Blake

01299 826022
pablake65@gmail.com

WEST WALES

Chris Long

01269 860200
long-chris3@sky.com

WILTSHIRE

David & Patricia Moore

01225 811441
davidandtricia8@gmail.com

YORKSHIRE COAST

Paul Howson

01723 375426
howsonpaul@aol.com

YORKSHIRE DALES

Phil Inman

01274 490489
philip.inman@sky.com

BIG PRE-SEASON SALE

CLASSIC LOCO

138 GRIMSBY ROAD, CLEETHORPES, Lincs

DN35 7DN TEL 01472 291934

WWW.CLASSICLOCO.CO.UK TRAINBARGAINS@AOL.COM

BIG PRE-SEASON SALE PRICES.

NEW & USED STOCK—GREAT DISCOUNTS OFF PREVIOUS PRICES

CHECK OUT OUR LOW PRICES ON PIKO LGB ARISTOCRAFT ETC

ELECTRIC & LIVE STEAM ALL REDUCED TO LOWEST UK PRICES

**LARGE USED LOCO SELECTION
CHEAPER THAN EBAY PRICES!**



GARDENRAILWAYS.CO.UK

GARDEN RAILWAYS LTD.

01279 831641



There's no better way of understanding your steam engine than building it yourself. This is how the Regner Lumber Jack kit comes straight out of the box, partially assembled (most boiler fittings and cylinder block) and ready painted. With labelled bags of parts that correspond to the English instructions. A small tool kit is provided along with some PTFE tape. It could not be easier, if you can use a spanner and bend some of the soft copper pipe, it's a very satisfying afternoons work. You may feel like fitting a water top up to extend the run time and even a whistle both of which can be done later, or as you build it. See Lumber Jack in action here: https://www.youtube.com/watch?v=P-E_mi_Rggg&t=

The Regner Live Steam agent for sales, spares repairs or just advice

Graham & Janet Austin

Email: graham@gardenrailways.co.uk

Phone: 01279 831641

www.gardenrailways.co.uk



-THE GCR- MODEL EVENT

MODEL RAILWAY & ENGINEERING EXHIBITION

In conjunction with the Soar Valley Model Railway Club

Fri 14th to Sun 16th June 2019

Across 4 stations along the GCR
All gauges/scales
Over 50 traders
Over 70 layouts
Demo layouts
Model Engineering

TRAVEL ON THE REAL THING
BETWEEN STATIONS
Intensive timetable

Refreshments available at all stations
Over 35,000 sqft of layouts & traders

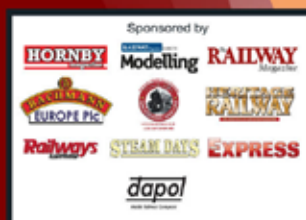


Tickets

£18 Dec 25th to Apr 30th - £20 Apr 30th Onwards

Includes all day travel & entrance to all exhibition venues

Book online at www.gcrailway.co.uk



Great Central Railway Plc,
LE11 1RW
T: +44(0)1509 632323
www.gcrailway.co.uk
email: marketing@gcrailway.co.uk

GREAT CENTRAL RAILWAY

www.gcrailway.co.uk

Rewiring my favourite loco

by Roy Crofton-Mann

Those of you with good memories may recall that in 2016 I wrote an article describing #488, a K36 class Denver and Rio Grande loco modelled by the now defunct Berlyn loco Works. I had converted it to battery operation with radio control, as are all my locos and installed Phoenix sound but following my discovery of the Crest system I re-wired the tender and installed that system instead in 2017.

There had been a persistent problem with poor battery life when compared to my three similarly equipped Accucraft Mikados but when it stopped working altogether I had to bite the bullet, take the loco apart (all previous work had been inside the tender, with the exception of changing the wheels on the rear truck) and investigate. It took some time and a couple of false starts to locate all the fixing points and instructions/exploded drawings were totally unavailable, but eventually separation was achieved. Other annoyances had been the failure of the marker lights and the fact that the headlight had a high-intensity blue/white LED, totally out of place in a loco of that era: I had replaced the LEDs in all the headlights of my other locos with amber ones which produced a much more authentic yellow glow, typical of incandescent lamps and I determined to do the same with 488.

For an expensive and beautifully detailed model the internal wiring, once the boiler and cab were removed from the frames, was something of a mess. The cause of the failure was immediately apparent – a connection had detached from the circuit feeding the motor, probably because while the lead to the motor itself was suitably robust it connected to the tender via a much smaller gauge wire which had obviously been running hot. I could see no good reason why this should be so, and can only speculate that the motor had at some time been replaced but as I bought the loco from the estate of the previous owner I could hardly ask.

Having upgraded the entire motor circuit I began to bench test the chassis, and discovered that the cause of the poor battery life was the power transistors on the various voltage stabilisation boards feeding a constant 3.5v to the lighting circuits in both loco and tender – they ran extremely hot, much too hot to touch – and whilst the metal bodies of loco



and tender acted as heat sinks they obviously consumed a great deal of power, draining the batteries prematurely. Most of the bulbs had blown in any case and replacement grain-of-wheat and grain-of-rice bulbs could only be sourced from Amazon in 12v form (Oh how I miss Maplins, even though their nearest branch was a good hour's drive away) so a complete rethink was required. The answer came (from Amazon - what would I do without them living as I do in the sticks) in the form of "buck" converters, tiny circuit boards that reduce dc voltage variably with an alleged 98% efficiency which I have of way of checking, but they provide 3.5v for the doghouse light and 12v for the rear marker lights reliably and run completely cold. Amazon only sell

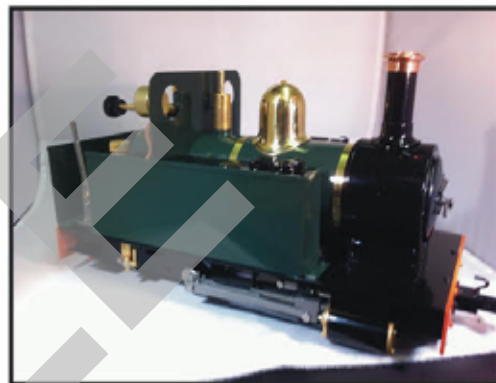


John Sutton Books & Models

Specialists in Industrial and Narrow Gauge Railways

I sell a wide range of new and second hand railway books and models, particularly related to narrow gauge and industrial railways

- Orders welcome for UK and Overseas
- Will travel anywhere in the UK to buy similar items
- Callers welcome by appointment only please



68 Carthorse Lane, Brockhill, Redditch, Worcestershire B97 6SZ

Tel: 01527 67696 - Mob: 07798924575

www.johnsuttonbooksandmodels.co.uk - johnsutton3@sky.com

ABACUS DP LIMITED

In association with
RJH Accounting Services Limited

PAUL / JOHN HUNT

abacusdp22@gmail.com

john.rjhaccounting.co.uk

Mobiles 07860 543756 or 07766 097612

147 Hempstead Road, Watford, Herts WD17 3HF



KEEPING TRACK OF YOUR FINANCES



wiring to the socket appears almost impossible as the location is inaccessible to a soldering iron but I discovered that the pins can be pulled out of their mounting block and then re-inserted once the soldering is done. Two wires connect directly to the motor, two to the battery output (a nominal 19v but more when fully charged) feeding the buck converters and the firebox lights, (which are incandescent rather than the more usual red & yellow flickering LEDs) whilst a third pair relay the signal from the chuff sensor back to the Crest unit in the tender. The additional two pins could have been utilised to provide power to the headlight directly and directionally from the Crest unit but I opted instead to power the headlight via a suitable ballast resistor from the input to the converters (ie direct from the battery pack) meaning that the headlight is permanently on, even when the engine is stationary. This is a departure from the original model but I find it invaluable as it prevents me from leaving the power switched on when the loco is not in use, a mistake I used to make frequently and it takes seemingly forever to recharge a completely flat battery, especially when you only find out that the batteries are dead when you want to use that loco. My smart chargers need to be connected to totally flat batteries for 24-48 hours before they will actually start their charge cycle proper – most annoying. 1 fiddly job that entailed more than a little head-scratching but I should have done it a long time ago when the lights first failed.

them in packs of 6 but I used 4 anyway and at only £9 for the six they are affordable: a vast improvement on the originals (but I still miss Maplins)!

The wiring loom connecting tender and loco is only six wires, though the connection is via an 8-pin plug and a socket mounted beneath the footplate. Replacing the

More pictures from **East Sussex**



Rail Holidays of the World



Ffestiniog Travel

Summer Escapes to Europe – that Deliver!

Southern Sweden - Steam, Trams & Trains – Departs 13 July 2019 - 12 Days from £2,880pp
A specialist rail holiday that travels from Germany into Sweden, passing through stunning scenery, travelling by steam train and visiting heritage and transport museums, plus informative guided tours in Hamburg and Stockholm.

Behind the Scenes in Salzburgerland – Departs 13 Aug 2019 - 10 Days from £1,685pp
Travel to beautiful Salzburg, Austria by train to explore the wide variety of transport situated near the city, including behind the scenes access to several railways and private steam charters. This specialist rail holiday also includes sightseeing tours.

Journées du Patrimoine on the Vivarais – Departs 12 Sept 2019 - 5 Days from £1,155pp
An escorted rail tour to France as it celebrates its annual Journées du Patrimoine ('Heritage Days'). An extensive tour of the country's famous railway network, the Vivarais. Ride this picturesque line on both sides of the Rhone-Loire watershed.

Full tour details at www.ffestiniogtravel.com - Book Online
Call: 01766 512400 Email: info@ffestiniogtravel.co.uk

Celebrating 45 Years of Unforgettable Rail Journeys

Ffestiniog Travel

Ffestiniog Travel is owned by a charitable trust and profits go to support the world famous Ffestiniog and Welsh Highland Railways.

Design and manufacture of live steam locomotives in 16mm and 7/8ths scale.





Coal and gas-fired versions are available for 32mm and 45mm gauge railways.

www.wilsonlocomotives.com.au
info@wilsonlocomotives.com.au

facebook Instagram

The Dell House "Flatland Wells Railway", Malvern

B&B, Self-catering holidays and Trains in the Garden!



Kevin & Elizabeth invite you to relax in the peace of this 1820's house and its two acres of garden, and to run your trains on the railway. Four en-suite B&B rooms and three self-catering apartments. In range of the 'Severn Valley' and 'Gloucestershire Warwickshire' Railways and great hill walking on the doorstep

www.thedellhouse.co.uk Email: stay@thedellhouse.co.uk Phone: 01684 564448

2 Green Lane, Malvern Wells, WR14 4HU Track Info: 60m double track, 45mm, code 250 Peco, unpowered, level, 8ft radii



A Lake District Steam Extravaganza

This year marks the 70th Anniversary of the UK's National Parks – another reason to celebrate for the Lake District, which was awarded UNESCO World Heritage Site status in 2017. Famed for its lakes and rolling peaks, it not only gained praise for its beauty but also farming and for the inspiration it has provided to artists and writers. So rail tour operator Ffestiniog Travel has

produced a dedicated escorted tour to the region to celebrate its beauty and in particular its steam heritage. The Lake District has a long history with steam power and this 8-day tour explores it in all its forms from miniature railways, traction engines, standard gauge locomotives and steam railways. The trip coincides with two major steam events, the Threlkeld Quarry and Mining Museum Steam Gala and the Cumbria

Steam Gathering where a plethora of vehicles will be on display. The tour also includes a trip on the National Trust's Steam Gondola on Lake Windermere! Departing 26 July 2019, you can find out more about this tour by visiting www.ffestiniogtravel.com or calling 01766 512400.

Society Diary

Please note that the information provided is copied and pasted into the diary to minimise any errors. If your entry is missing it may be due to lack of space in the current journal. The full list can be found on the G Scale Society website. and please use Arial 10 when you submit information as this helps immensely. My email address is worsfoldfamily@btinternet.com

Solent Area Group

This group uses Google Groups, to ensure that you get the very latest news and events, please make sure that your email address is correctly listed with the Membership Secretary and that you have selected Solent as the group you wish to be part of.

Saturday 11th May

West Midlands Indoor Meetings

11 am to 4 pm Scout Hall, Hobs Meadow, Solihull, B92 8PN
Paul Blake – 01299 826022

ALSRM (Association of Large Scale Modellers)

10.00am to 4.30pm
Rivermead Leisure Centre
Richfield Avenue
Reading Berkshire RG1 8EQ

Sunday 12th May 2019

East Midlands Indoor Meeting

11.00 am to 4:30pm
Walesby Village Hall, near Tuxford, NG22 9NY
Stan Birkett 07722 057214

Saturday 18th May

North West Indoor Meeting

10.00am to 2.30pm All welcome
St Alban's Church Hall,
Lindsell Road, Broadheath,
Altrincham, Cheshire. WA14 5NX
John Hulse 07989639815

Sunday 19th May

The Garden Railway Show G Scale Society

10 am – 4.30pm
Harvey Hadden Sports Village,
Wigman Road, Nottingham NG8
4PB The Whiteleaf Tramway in
operation.

Wednesday 22nd May

Kent Area Group – Skivers Day

Maplecross Railway
Chatham, Kent
Analogue, MTS and Steam
1pm until 6pm
Jeff and Sue Fray 07484 145588
Jeff@ME57JS.com

Saturday 1st June

Devon Indoor Meet

2-5 pm Newton St Cyres Parish
Hall, EX5 5BW Description or
further details: Indoor meeting
with the group layout. DCC,
Battery or analogue if suitable
for DCC voltages. No live steam
possible unfortunately. Theme
to be advised. Event Contact
Name: Ann Feetham Telephone:
01392215837 Public or Members'
only: Members but guests
welcome

West Midlands Garden Visit

1-5pm Heath Hayes, Cannock
Dave Hollis – 0154 3270653

Sunday 2nd June

East Midlands Garden Open Day

Aughton, Sheffield, Stan Birkett,
0114 287 3747, 07722 057214,
12noon to 5pm

Saturday 8th June

Three Counties Area Group Garden Meeting

13:00-17:00
Birstall, Leicestershire.
Access: Ramp, some steps to toilet.
Analogue and Piko/Massoth DCC
control. Contact: Tony Kennell
01162 673289 or 07917 324017

Sunday 9th June

West Midlands Garden Visit

1-6pm Stourport on Seven
Paul Blake – 0129 9826022

East Midlands Yorkshire Coast Garden Open Day

Hensall, Goole Ian Stringer, 07908
334133

Wednesday 12th June

Kent Area Group

Skivers Day Event, Richard Dixon
Ditton, Aylesford, Kent.

12.30pm until 5.30pm

Contact RDixon@AOL.com

Analogue, Battery or Radio Control

Saturday 15^h June

North West indoor meeting

10.00am to 2.30pm All welcome
St Alban's Church Hall, Lindsell
Road, Broadheath, Altrincham,
Cheshire. WA14 5NX
John Hulse 07989639815

Sunday 23rd June 2019

East Midlands Garden Open Day

Southwell, Peter Ward, 07948
572667, 12noon – 4pm

Sunday 23rd June 2019

Yorkshire Coast Group

14:00 to 17:00
Open Day - Trevor Chalmers
A long double track railway with
varied locomotives and rolling
stock. Whitby Trevor Chalmers:
01947 604841

Sunday 30th June 2019

Yorkshire Coast Group

14:00 to 17:00
Howsonbahn Open Day – Paul
Howson A large railway with both
analogue and digital running tracks
and varied locomotives and rolling
stock. Scalby near Scarborough
Paul Howson: 01723 375

Sunday 7th July 2019

Yorkshire Coast Group

14:00 to 17:00
Open Day – Alan Utley
An opportunity to see a new
railway recently built replacing the
previous railway.
Alan Utley: 01723 585634

Sunday 14th July 2019

East Midlands Garden Open Day

Thorpe on the Hill, Lincoln, Eian
Green, 01522 681989

Kent Area Group

Richard and Carol's Railway
Canterbury Analogue, Steam
1pm until the food runs out
Richard Riley 01227 762845

Saturday 20th & Sunday 21st July
Teddy Bear's Picnic

10.30 to 17.00 Teddy bear's picnic at the South Downs Light Railway (Public Event) (Set up 11.00 at Pulborough Friday 19th July) The West Sussex layout, including buildings will be going to this show which combines nicely with the South Downs Light Railway running over the weekend. We always have great support at this event with members having the chance to ride the steam railway. If you are interested in helping over the weekend please contact Keith kwrailway1958@hotmail.com Pulborough Garden Centre (Wyevale), Stopham Rd, Pulborough, RH20 1DS

Sunday 21st July
Kent Area Group

Hayes Valley Railroad Open Day 2pm Onwards Bromley, Kent American Railroad with Till Dusk illuminations Jason Workman 020 8462 7599 Public

Three Counties Area Group
Garden Meeting

13:00-16:00 Burbage, Leicestershire. Access: some steps, ground floor toilet. Massoth DCC. Contact: Cyril Malin 01455 614924

Sunday 4th August 2019
East Midlands Garden Open Day

West Bridgford, Tom O'Hara, 0115 878 1024

Saturday 10th August
West Midlands Garden Visit

1-5pm Yardley, Birmingham Dave Tilling - 01217830917

East Anglian Garden Rail Show
10am -5pm Bressingham Steam Museum Low Road IP22 2AA

Sunday 11th August
Kent Area Group

Maplecross Railway Chatham, Kent Analogue, MTS and Steam 1pm until 6pm Jeff and Sue Fray 07484 145588 Jeff@ME57JS.com

Sunday 18th August
Three Counties Area Group
Garden Meeting

13:30-16:30 Burbage, Leicestershire. Access: some steps, ground floor toilet. Analogue. Contact: David Corbett 01455 618643 or 07751 898619

Saturday 24th August
Barnham Signal Box Running Day & BBQ (part of Bognor model railway club)

11.00 to 15.00 We have hired the G scale layout again at the former Barnham signal box from our good friends at the BMRC. This year we will be having a BBQ as part of the running day and the signal box will again be open. All members and family are invited. So come along to this lovely spot in the corner of a park. No need to phone in advance. Bognor MRC, near Aldingbourne Community Centre, Olivers Meadow, Westergate, West Sussex, PO20 3YA

Sunday 1st September
Kent Area Group

Hayes Valley Railroad Open Day 2pm Onwards Bromley, Kent American Railroad with Till Dusk illuminations Jason Workman 020 8462 7599 Public

Sunday 8th September
Three Counties Area Group
Garden Meeting

14:00-16:30 Fleckney, Leicestershire. Access: level (some Steps) ground floor toilet. LGB/Massoth DCC. Contact: Mick Hodges 01162 402717 or 07714 273038

Saturday 21st September
North West Indoor Meeting

10. 00am to 2.30pm All welcome St Alban's Church Hall, Lindsell Road, Broadheath, Altrincham, Cheshire. WA14 5NX John Hulse 07989639815

Sunday 22nd September
Three Counties Area Group
Garden Meeting

12:00 to 16:00 Burbage, Leicestershire. Access level (some steps) ground floor toilet. Analogue, Live Steam, Battery & Massoth DCC. Contact David Hardy 01455 632122

Saturday 28th September
European Railways Association
Model Railway Show

10.30 am – 4 pm The 'H' Suite 100 Icknield Port Rd, Edgbaston Birmingham B16 0AA Public Event £7.50 www.eurorail.org.uk/index.html The Whiteleaf Electric Light Railway in operation

Sunday 29th September
South Staffs Group Indoor meeting

Please bring trains to run We have tracks for digital or analog and battery or live steam. 11.00 to 15.00 9:30 to 15:45 if you wish to help assemble / dismantle the layout. St Peter's Church Hall Whitehouse Lane, Codsall Wood, Wolverhampton WV8 1QS Roy Pedder 01902 752061 or 07545619530 railroy@virginmedia.com

Sunday 13th October
Three Counties Area Group
Indoor Meeting

13:00-16:30 Hinckley, Leicestershire Access: Some stairs to layout, toilet & Kitchen available. Massoth DCC/Live Steam/Battery/ Analogue Contact: John Davidson Before Day 07958 165570 or on day Eddie Spencer 07908 830597 or Joth Parkins

Saturday 19th October
North West indoor meeting

10. 00am to 2.30pm All welcome St Alban's Church Hall, Lindsell Road, Broadheath, Altrincham, Cheshire. WA14 5NX John Hulse 07989639815

Saturday 19th October 2019
Wickham 2019

11.00am to 4.30pm Wickham Community Centre Mill Lane, Wickham, Hants, PO17 5AL Entrance is FREE - but donations please to cover our costs! ALL WELCOME Accompanied children especially so. Contact Peter Foxwell Tel 07703360770 e-mail: peter_foxwell@sky.com

Wenlock's Workshop

I had several sets of old Bachmann bogies – or “trucks”, as they are based on American practice. I have fitted them to some scratch-built rolling stock, but noticed that there were certain running problems. Closer inspection confirmed my suspicions; that the flanges of the Bachmann plastic wheels were striking the pins that I was using for spikes on my hand-built track. Changes in temperature or possibly the drying out of the hard wood sleepers have the effect of causing the track pins to work loose. Of course, I could knock them all back down again, (and I do so, every year) but the ballast was also catching the deep flanges. And nature did not help either, adding moss to the formation, in a rather picturesque way.

Now, I could replace the plastic, selecting nice, steel wheel-sets which would certainly improve running. A more economic solution would be to reduce the flange depth. Now, it is an easy job to just spring out the plastic wheels from the “truck”, rather than undo the little self-tapping screws in order to remove one of the side-frames. Each wheel is slipped over a plastic sleeve, which is slipped over a steel axle. By gripping and twisting, it is a relatively easy task to slide each wheel off the axle. Once the two wheels are parted, they can be mounted in a lathe chuck and turned down.

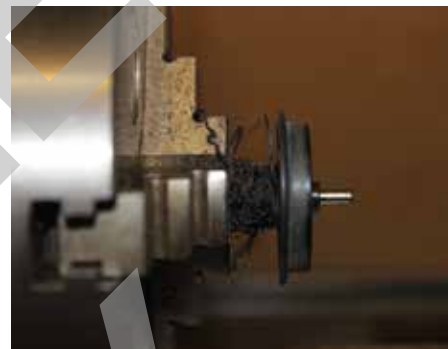
I machined about a millimetre off the flange, using my Myford lathe; but I realise that not every member is set up to do this sort of thing. Some of the more senior modellers amongst us

may well recall the old dodge of using a wheel-brace.(hand drill) held in a bench vice. The work piece, is held in the chuck and a file is held against the revolving – in this case – wheel, in order to achieve the desired profile. In the past many modellers have successfully produced chimneys, domes, and other “round” objects for their scratch-built models. Now, this operation is a bit like the old game of patting one’s head, whilst rubbing the stomach. None the less, I can say that this technique works on Bachman wheels. I tried it. In fact, I produced better results, using the wheel brace and files, rather than the lathe. The trick is of course, to keep the file moving, as one turns the crank handle.

Most three-jaw lathe chucks are not completely accurate and there will be a slight eccentricity. In other words, the flange may be slightly deeper one side than the other. This was not really a problem, as the wheels still ran well. Of course, I should have made a collet from brass rod and mounted the wheel sleeve in this, gripping it in the three jaw chuck. My improvised “wheel brace and files” method was probably just as good. Fair play to those old school modellers!

But, whether lathe, or wheel-brace, I also relieved the back of the wheel by making a slight taper. (see the sketch) This, I have found, improves the wheel's progress through the frog and check-rail.

Once the wheels are modified, it is an easy matter to push them back onto their steel axles. Take care to set the wheels to the recommended back-to-



back measurement. Reinsert the wheels into the bogie or “truck”. I noted that there was a degree of slackness, as the wheel-set could move from side to side, within the bogie. I made spacers from a spare piece of wheel sleeve, in order to take up the slack and prevent “hunting”; although a few washers would do the trick.

I did think of making and fitting brass bearings into the side frames, but I have, so far, not seen much wear in the plastic holes, or the axle journals. The only other modification was to spray on a “light dusting” of rust colour, in order to give a more authentic look.



www.grootspoor.com

Wednesday 1PM-5PM
 Thursday 1PM-5PM
 Friday 1PM-5PM
 6PM-9PM
 Saturday 10AM-5PM

Check out this item
 and more at
www.grootspoor.com

**Multiple locs
 up to 20%
 discount**

LGB
 23600



We ship internationally

Kanaaldijk 122 1831GC Koedijk 0031 072 5618707 info@grootspoor.com

Jackson's
 VVW
 MINIATURES

Jackson's Miniatures

Old Fir Tree Inn, Peacemarsh, Gillingham, Dorset SP8 4EU - tel: 01747 824851

Please visit www.jacksonsminiatures.com to see all our products

Jackson's
 VVW
 MINIATURES

We supply the parts. You provide the magic!

Use our doors and windows with your garden railway building

Your loco deserves the best top up bottle!

And so do you!

The Jackson's Miniatures 'Superior' top up bottle is purposely designed for use with live steam locos. It isn't a converted plant spray. Treat yourself and your loco to the best!



Our 'Superior' water top up bottle has a trigger head capacity of 3.5ml per 'squirt', compared with the usual 1ml so you can fill your boiler quickly.

Available with either a large (947ml) or small (640 ml) bottle - £14.50 each incl. postage & packing.

(Overseas postage will be charged at cost)

Payment by cheque, or please telephone us with your credit/debit card details.



Each window has an outer frame, front glazing bars, and rear insert to hold in a piece of glazing. Also available - Georgian style components



L08 - Victorian front door - £2.40
 L09 - Victorian 4 pane window - £1.70
 L10 - Victorian 6 pane window - £1.70
 L11 - Victorian 12 pane window - £1.70
 L12 - Victorian 2 pane window - £1.50
 L13 - Victorian round top window - £1.80
 ◀ Georgian style components from £1.20

New Members

Current Membership Fees: Adults (UK) £22 Family £27

Outside the UK: Adult £32 Family, £37

Junior Membership (under 18 receiving a Journal): half of the above rates.

The following new members joined us in the last quarter up to 3rd February 2019

| Name | Main area group | MemNo | Name | Main area group | MemNo |
|--------------------------|------------------------------------|-------|--------------------|------------------|-------|
| Mr John Thick | Somerset | 4812 | Mr Philip Sowley | Beds | 4831 |
| Mr Colin Boyles | Herefordshire | 4813 | Mr Bob Yates | Hampshire | 4832 |
| Mr Aleks Porock | Notts | 4814 | Mr David Thom | Buckinghamshire | 4833 |
| Mr Ethan Deeley | West Sussex | 4815 | Mr Tony Leech | Warwickshire | 4834 |
| Mr David Parmar-Phillips | Ceredigion | 4816 | Mr Bryan Webster | Northamptonshire | 4835 |
| Mr Allan Fowle | Essex | 4817 | Mr Tom Wilkieson | Wiltshire | 4836 |
| Mr Ewan Laws | Aberdeen | 4818 | Mr Gary Macnamara | Hampshire | 4837 |
| Mr Richard Wrigglesworth | Fife | 4820 | Mr Andrew Grimes | Derbyshire | 4838 |
| Mr Bill Lindsay | Isle of Cumbrae, North Ayrshire | 4821 | Mr Frank Penligton | Warwickshire | 4839 |
| Mr Douglas Martin | Stirlingshire | 4822 | Mr John Hingley | Leicestershire | 4840 |
| Mr Graeme Broad | Highland | 4823 | Rev Graham Lewis | East Sussex | 4842 |
| Mr Finlay Broad | Highland | 4824 | Mr Andrew Hopkin | Essex | 4843 |
| Mr Paul Cook | Leicestershire | 4825 | Dr Géry Lecas | France | 4844 |
| Mr Larry Chambers | Anglesey | 4826 | Mr Tom Edgar | Merseyside | 4845 |
| Mr Andi Nethercoat | Warwickshire | 4827 | Mr Mark Terrey | Hertfordshire | 4846 |
| Mr Ian Davis | Tyne & Wear | 4828 | Mr David Redbourne | West Midlands | 4847 |
| Mr Michael Sykes | Oxfordshire | 4829 | Mr Terence Menzies | Lincolnshire | 4848 |
| Mr Don Speck | Warwickshire | 4830 | Mr David Cleevely | Cambridgeshire | 4849 |

Index of advertisers

| | | | |
|----------------------------|----|-------------------------|----|
| Abacus | 57 | Gypsy Wood | 71 |
| Accucraft Europe | 11 | Ingram | 23 |
| Bole Laser Craft | 16 | Jackson's Miniatures | 63 |
| Brian Jones | 65 | John Sutton Books | 57 |
| Brunel Models | 35 | Kent Garden Rail | 47 |
| Classic Loco | 55 | KM1 | 2 |
| Dream Steam | 33 | Magnet | 69 |
| East Coast Railway | 65 | Micron | 65 |
| Ellis Clark Trains | 31 | P & S Hobbies and Model | 23 |
| Ffestiniog Travel | 59 | Peco | 23 |
| Fosworks | 38 | Peters Railway | 9 |
| Frome Model Centre | 39 | Rails of Sheffield | 29 |
| Heyn | 69 | The Dell House | 59 |
| Garden Rail | 25 | The Lineside hut | 38 |
| Garden Railway Specialists | BC | Walker Midgley | 15 |
| Garden Railway Outlet | 35 | Wallis and Wallis | 15 |
| Garden Railways Limited | 55 | Wilson Locomotives | 59 |
| Gaugemaster | 21 | | |
| Great Central Railway | 55 | | |
| Grootspoor | 63 | | |

**Please mention G Scale Journal
when contacting advertisers**



UNIBOX Plug n' Play

Mac•five
inside!™

for Radio Control the Easy Way!

- Plug in the battery • Plug in the receiver • Plug in the Loco!*
- What could be simpler?

**READY
TO ORDER
NOW!**

Designed by Brian Jones
in Raithby, Lincolnshire



£199.50 + p&p
(High profile version)

See my videos at www.youtube.com/jonestheteamuk

Send 4 x 1st class stamps for a catalogue or download it free from my website
All details correct on going to press but may be subject to change. *Post and packing extra



BRIAN JONES

www.brianjonesmodels.co.uk

Dept. GS19B, Kingsley Lodge, School Lane, Raithby by Spilsby, Lincs PE23 4DS
email: brian@brianjonesmodels.co.uk Tel: 01790 752042



Unibox Plug n' Play - For Simple R/C Fitting!

| | |
|-------------------------------|----------------------------|
| | |
| RC LOCO £130 | CARRIAGE £35 |
| | |
| TANKER £20 | FLAT-BED £20 |
| | |
| PLASTIC TRACK £2 - £9 | BOX-CAR £20 |
| | |
| FLAT & VEHICLE £40 | FLAT & LOAD £30 |

FOR SALES & INFO PLEASE RING
01493290991 OR 07748008108
EAST COAST RAILWAY
WWW.GSCALE.CO.UK

THE G SCALE SOCIETY Raffle Prizes so far...



50 Years of LGB Anniversary Loco and Wagons

2nd Prize - £200 Golden Ticket

3rd Prize - One Year Subscription (G Scale Society)

THANK YOU

Kent Garden Railways (1st Prize)

Coach and Wagon Works | Garden Railway Limited

Pendle Valley Workshop | Swift Sixteen

Trenarren Models | Chalk | P+S Hobbies | S.M.T.F

Black Cat Bridges | Dream Steam | Tony Green Steam Models

www.gscaleociety.com

micron radio control
Putting you in ... control

www.micronradiocontrol.co.uk
sales@micronradiocontrol.co.uk
Dept GR, Uplands House
Castle Howard Road
Malton, YO17 6NJ

Eliminate worry about dirty track, stalls, shorts, and all the frustrations of track power.

Battery power and radio control – the future of model railways

Visit our website or send a A5 Large Letter SAE with 'GR' written on the back

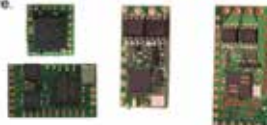
An on-board battery and R/C receiver frees your locos and trains; no more time wasted cleaning track and pickups. Run your layout without track power - no need to insulate turnouts and no messy wiring.

R/C trains can operate alongside track powered locos, either direct control or DCC.

Receivers and controllers operate on 2.4GHz using the popular Spektrum DSM2/DSMX protocol. Receivers have a short wire aerial, some are available with extended aerials for 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 booster to give 9V or 12V.



Hand-Held Controller

A range of hand-held controllers, from simple, single loco to multi-train units. All are pocket sized and available with forward / reverse on one knob or full-range throttle and separate direction control. See our web site for details. We can build bespoke controllers with knobs, switches, push buttons to match your needs.



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...



MyLocoSound now with Industrial Light Diesel sounds using 100% recorded sounds.

Installation

Micron provides a complete R/C model rail installation service using Deltang R/C receivers, MyLocoSound modules and supporting components. We can install in most scales/gauges, from N through Gauge 3.

We discuss an installation specification with the customer to see what combination of products and features will best suit their needs and to estimate the installation cost. A firm quotation will be supplied after we examine the loco.



■ 1998 Flower Valley
Photo credit Michael Clemence

The story of **Whiteleaf**

By Martin Eady

In the beginning

In 1994 John Amlot, who worked at Garden Railway Specialists (GRS) in Princes Risborough, suggested to Michael Adamson, owner of GRS, that he should sponsor an exhibition layout. It would display and demonstrate GRS products and those of other manufacturers which were available at GRS. It would be a representation of a garden railway with typical landscaping, live flora and water features. It would be called the 'Whiteleaf Light Railway' with modular construction for ease of handling. A new 'Buckinghamshire Garden Railway Society' was formed by several GRS customers to build and operate it. But the cost of materials would be the responsibility of GRS.

Layout modules would be constructed and stored by group members, initially two modules per member. A specification and kit of parts was supplied to each member. The overall size would be 12'-15' wide and 24'-30' long. Planning meetings took place at GRS on 21.10.94, 07.11.94, 10.11.94 and 01.12.94. Aims, design considerations and track layout were agreed. In particular, continuous running was provided for, a single line with passing

loops to allow trains to be run in opposite directions. Sidings and a steam up bay were provided. Low level base boards at a height of 2' were specified right from the beginning, this being the optimum height for operation. It is a good representation of the height of a line in a typical garden, allows children and people in wheelchairs to view easily, and is more stable than higher layouts. The boards were connected with $\frac{3}{4}$ " plumbing connectors. Points were to be a minimum 4' radius on the main circuit. Frames were initially 150mm deep for strength, but practice soon showed that this made the boards too heavy so it was halved to 75mm. Ballast was 6mm gravel glued down. Live plants were put in mock soil composed of peat and grit. At first the sides were covered by boards with a brick pattern to represent a brick wall. Later (1998) Angela Turton made curtains printed with a brick pattern using a block. Legs, originally hinged, were soon changed to be fitted integrally with the pipe connectors. Proposed exhibition venues for 1995 were discussed.

The layout was first exhibited at St Nicholas School in Merstham, Surrey. This was to be an annual event for Whiteleaf right up to the much lamented demise

of the show a few years ago. The next show was the Warley exhibition in 1995 and the layout was very well received as there was nothing else like it at the time. Station names were chosen, the main one being Whiteleaf of course. Monks Halt originated as a derivation from a member's enjoyment of Abbot Ale. Angela's Halt morphed into Angel's Halt, courtesy of a welcome supply of tea and biscuits from the Angel of Mercy. Baxter's sidings speak for themselves. Stations are now all named after places in Buckinghamshire that did not have a station but perhaps ought to have had a light railway.

Relations between GRS and BGRS

The layout was sponsored by Michael Adamson and GRS as a display for their products. But the cost of expenses for overnight stays at shows led to a reconsideration. When both the layout and the GRS sales stand were adjacent a sponsorship payment was made to BGRS. But when exhibition organisers did not locate the layout next to the GRS sales stand other vendors could benefit. This led to a reduction in sponsorship from GRS and initially, rolling stock for the layout was supplied by GRS. By 2001 the situation had developed to a point where BGRS made

no demands on GRS resources although interested public were still referred to GRS, with continuing goodwill between the two parties.

The Development of BGRS.

When first formed by John Amlot and Michael Adamson BGRS was seen as a loose association of people with the common objective of building and operating Whiteleaf. A list of 'Friends of the Society', 20 in number, was issued on 20th November 1996. As the layout developed, and ideas such as visits to each other's gardens arose, it became clear that a more formal organisation was required. A meeting on 26th February 1998 agreed that "this meeting forms the initial AGM of the BGRS" and to "continue the formalisation of BGRS". Treasurer Michael Clemence opened a bank account on 5th March 1997. Michael Adamson was President, the Chair was John Amlot and Secretary Roger Turton. Newsletter No 1, produced by Exhibition Manager David Dyson, appeared in 1998.

Among other exhibitions we were invited to bring Whiteleaf to the 1998 'Gathering' of the G Scale Society at Stoneleigh Park.

Newsletter No2, edited by David Baxter, appeared in April 1998. At this time, Roger Turton expressed concern that he was storing all of the layout. The concept that each member would take two boards home had clearly not worked as it required that all members would have to attend every exhibition. Dave Dyson and John Amlot agreed to take some of the boards and buildings. Accounts for the year showed a surplus of just over £200, mostly accounted for by contributions from GRS.

Meeting No2 took place at Michael Clemence's house on 6th April 1998. It was proposed to purchase a trailer to transport the layout and in which to

store it between shows, but this was never implemented. It was agreed that the live plants should be replaced with silk flowers on grounds of cost and convenience.

AGM No2 took place on 21st March 1999. Amendments to the constitution included the management of the Society by a Committee, a system that continues to this day. David Dyson became Secretary and Roger Turton became exhibition manager following the resignation of David Baxter.

The ongoing improvements to the layout were being fully funded by BGRS, but there was concern that the layout was not actually owned by BGRS. As the overall value of the layout was increasing, the GRS proportion of the overall layout value was going down and it was becoming clear that the issue of ownership of the layout needed to be resolved. A document produced at the end of 2001 notes that Michael Adamson asked BGRS to fully purchase the Whiteleaf Light Railway. At the BGRS Committee meeting on 13.05.02. there was discussion over the valuation of the layout, and at the Committee meeting on 06.02.03. it was confirmed that BGRS had now purchased the GRS share in Whiteleaf.

Expansion

As membership grew and the issue of layout ownership was resolved, a period of rapid enlargement and development of the railway ensued. The track was doubled except over the bridge section, and electric points interlocked with colour light signalling were installed. This was soon changed to working semaphore signals so as to ensure maximum visibility by operators from all parts of the layout. Route indicators (sprays, or harbour lights in LT parlance) similar to those found on colour light signals were installed on

some semaphores, a unique feature.

A signaller or controller now sat at a control panel designed by David Dyson. The layout expanded to 40' in length with the addition of an electric loco yard and expansion of the dockyard as a spur off the main layout, this time without real water.

Penn St. station was built and is owned by Adrian Nicholes and was attached when possible to the main circuit as another spur. In addition to the usual 45mm track, it incorporates some 63.5mm gauge 3 track and a changeover point where G3 wagons can be loaded onto narrow gauge wagon transporters.

From January 2005 control was changed from analogue to MTS digital, though the option of reverting to analogue control was retained. By April 2005 a semi-circular viaduct section had been built to link up the two spurs leading off the main layout, and this provided an additional single track circuit. Additional sidings for steam stock were also added at this time. Whiteleaf had now expanded to a massive 72' x 18', although opportunities to exhibit the full layout were becoming limited. Around eight trains now operated on the layout both electric and live steam, controlled by signals either from the main control panel or subsidiary panels. Every train had its own driver who had to observe the signals so they knew which route they were taking and to avoid collisions. The complexity of the wiring under the boards designed and installed by Adrian Nicholes to support the operation can only be imagined.

The first appearance of Whiteleaf at the London Model Engineering Exhibition (at Wembley) was in January 2003. We have been invited every year since (at Alexandra Palace in recent years).

At this time we were exhibiting at about 12 shows every year. Occasionally,



■ 1998 Dockyard with real water photo credit Michael Clemence



■ 21.05.17. Didcot Penn St. photo credit Martin Eady



a smaller layout was required so the dockyard spur was used as part of an end to end layout run as a tramway. A turning loop encircling the electric loco sidings was constructed to make operation of tram sets with trailers easier. It was christened Lacey Green and a shed was provided over two of the sidings. Running up to Xmas 2006 Whiteleaf was exhibited at the Ruislip Lido Railway's four Xmas specials with great success. There was a hope that the layout might be exhibited regularly in the Lido Railway's premises but changes to their buildings precluded this possibility.

Utrecht

The highlight of 2007 was exhibiting Whiteleaf at Eurospoor, the international model railway show in Utrecht, Netherlands. Two trailers were required to transport the whole layout, buildings and rolling stock. Many members travelled in Adrian Nicholes' people carrier. The Utrecht show is huge, with plenty of room for large layouts. Even in HO the size of some of the layouts was staggering. Large second hand stalls yielded a supply of LGB overhead equipment, with a view to future developments. Whiteleaf made quite an impact, especially our live steam operations.

Redesign

As the years went by some of the original members became unable to participate in the building and dismantling of the layout, and with the increasing age profile of the membership, the boards seemed to

be getting heavier. The original boards, although robust, were beginning to show signs of wear and tear. In addition, the large inflexible layout configuration prevented attendance at one day shows where limited setting up time or limited space was available. Experience with the G Scale Society's lightweight display stand led me to consider replacing Whiteleaf's boards with a simpler, lighter design. In 2010 I built two boards to a lightweight design capable of being carried and set up by one person. Lugs and split hinges are used in place of the robust but fiddly pipe connectors. These two boards replaced the complex arrangement of four boards which carried the electric loco sidings and their track connections. These had the advantage of being independent of the main running line. The existing track could mostly be re-used. The track was designed as a set of four sidings, of which two could be used for through running if needed. R1 points were

avoided, R2 being the new minimum radius. These are not produced by LGB so G45 products were used. A successful trial at the Southend show in November 2010 led to the dockyard section being replaced with new boards.

The replacement of all the old boards with new lightweight boards on a like for like basis was too large a task for us to undertake, and this would not provide the desired flexible layout configuration. It was therefore agreed in 2015, that the new layout should consist of the two free standing modules that had already been built using lightweight boards, together with Penn St., another free standing module, connected by viaduct sections to give a continuous circuit. The dockyard which was all street track became Town Square and the electric loco yard became Lacey Green, a name it had carried when used as a tramway. The final piece in the jigsaw was the creation of a new steam up bay. Of necessity this has to be kept clear of the public and it is located on the rear section of the main circuit, normally not accessible to the public. Member Colin Kelly was able to acquire some surplus boards from Twickenham & District MRC which with a little adaptation provide a through route and two loops and spurs for steam raising and servicing. This



modelrailwayinsurance.co.uk



Underwritten by
ansvar
making the heart of your community

SPECIALIST MODEL RAILWAY COLLECTION INSURANCE

from £67.20 per annum*

*Based on sums insured of £12,500

Call us on 01636 858 249

Full policy terms and conditions available at:
www.modelrailwayinsurance.co.uk

Our Model Railway Collection Policy is for enthusiasts who own a Model or Garden Railway, and provides cover anywhere in the UK, including in transit and whilst at an exhibition. Optional cover can be added to include Public Liability for ride-on passenger carrying locomotives.

We also offer: • Exhibition Insurance • Club or Society Insurance

Newark Beacon | Cafferata Way | Newark | NG24 2TN

Authorised and regulated by the Financial Conduct Authority

magnetTM

Letters

Dear Editor

A few years ago at Warley I spent some time watching a brilliant G Scale layout called, I think, "Shades of Harz". Since that time I have kept a look out for it re-appearing somewhere but no joy. I seem to recollect that one of the Area Groups pages in an edition of the Journal recorded that there had been a visit to it. Please, has anyone any information on where that layout is and if it is likely to be available for public viewing anywhere now.

Many thanks. Alf Cutts

Dear Jan

I saw your article in the latest G Scale Journal. I am building a new 16mm railway exhibition layout using real plants for the scenery. The baseboards for it are 4ft x 2ft plant trays. I am interested in using some of the following plants and wondered if you were able to supply any of these;

Alpines - Ground Cover: Arenaria balearica • Calluna vulgaris Foxii Nana • Frankenia leavis • Mentha requienii • Minuartia imbricata • Potentilla eriocarpa • Raoulia australis • Raoulia glabra • Raoulia lutescens • Sagina boydii • Scleranthus biflorus • Viola yakusimana

Shrubs: Arctica nana • Berberis Corallina Compacta Cotoneaster congestus nanus • Genista sagittalis pilosa minor Jasminum parkeri • Rhododendrum radicans • Rubus articus Thymus Doone Valley • Tsusiophyllum tanakae

Deciduous Trees: Betula nana • Salix boydii • Salix herbacea • Salix hylematica • Salix myrsinites • Salix retusa • Sorbus reducta • Syringa velutina (palibiniana) • Ulmus parvifolia • Zelkova nivea



Conifers: Aibes balsamea hudsonia • Chamaecyparis obtusa Nana Caespitosa • Chamaecyparis obtusa Nana • Chamaecyparis obtusa Kosterii • Chamaecyparis obtusa Pygmaea • Chamaecyparis pisifera Boulevard • Chamaecyparis pisifera Nana • Chamaecyparis pisifera Nana Aureovariegata Chamaecyparis pisifera Nana Variegata • Chamaecyparis pisifera Plumosa Compressa • Cryptomeria japonica Vilmorinians

Most are not available from the usual garden centres so sourcing them is currently a bit of a problem for me. I note that you will be at G Rail in Nottingham on 19th May as I will, exhibiting my current layout - Hambleden Valley.. I would be happy to discuss this further with you and purchase any of the above if you are able to supply at the show.

Steve Howard – Both Steve and Jan will be at Nottingham come along with your questions or information on Steve's plants.

formed a fourth free standing module and completed the continuous circuit of 50ft by 12ft.

After nearly twenty years on the road, the final appearance of the old layout was at the National Garden Railway Show at Peterborough in 2015, after which the majority of old boards were stripped of re-useable parts and then scrapped. The work of bringing together the four free standing modules into a continuous circuit was completed in time for its first appearance at the Model Railway Show at Alexandra Palace in March 2016.

The concept of four interconnected free standing modules each made up of two, three or four 5ft boards allows end to end layout configurations from 30 to 90 ft long as well as a continuous circuit so we present a different layout at almost every show. Smaller configurations where space is limited are now presented as a tramway as railway style operation on a 30' length is simply not realistic. There is also a rack section built some years ago, 2 metres high at the top, which can be added to an end to end configuration.

The layout is single track with passing places at each station (module) which has electric points worked from a local control panel. The signals which formerly regulated traffic have, unfortunately, had to be left out of the new layout so operation is now entirely on line of sight. Drivers of trains have risen to this challenge and there are few collisions, whilst the public enjoy anticipating the outcome!

Overhead wires

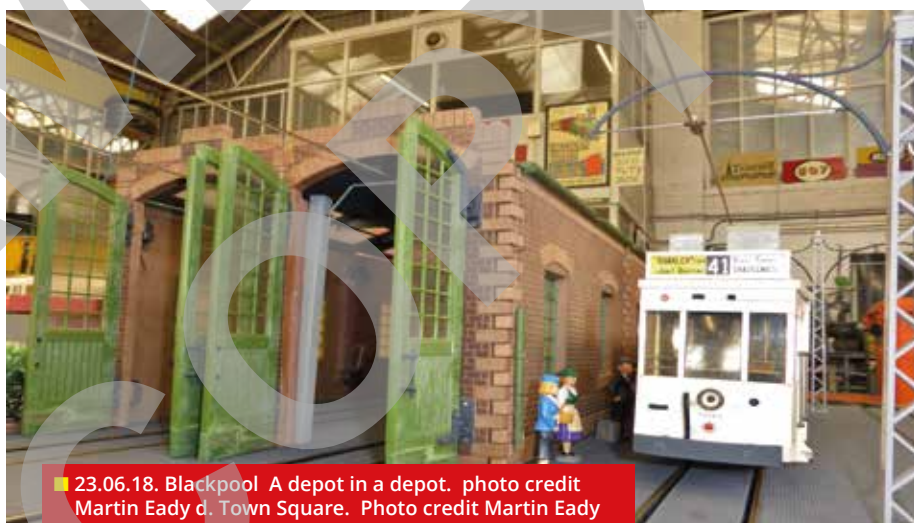
Tramway, interurban or light railway operation can be provided on an end to end or full circuit configuration according to the space available. The operation of these versions led to the issue of overhead wires arising. It may well have been me who opened his big mouth and asked: 'How can you have trams without overhead wires?' Inevitably the answer was 'go away and work out some practical proposals'. Until 2006 I had been a member of Twickenham & District Model Railway Club. They had a G Scale layout with overhead wire. Experience with that showed that LGB overhead was complicated to assemble on an exhibition layout and expensive. The LGB bowstring bracket arms and lattice masts did look good, though, and I had read that small scale rail was suitable



■ 15.01.16 Alexandra Palace. The rack section. Photo credit Martin Eady



■ 30.10.16. Henfield



■ 23.06.18. Blackpool A depot in a depot. photo credit Martin Eady d. Town Square. Photo credit Martin Eady

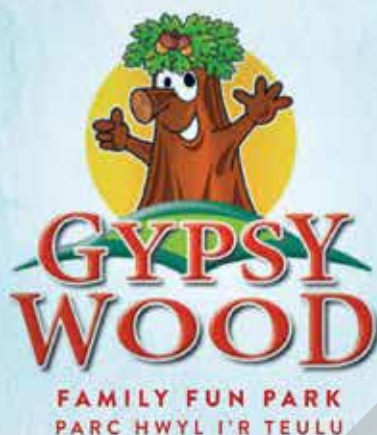
for the overhead wire with a degree of stiffness. Experimentation with various gauges led me to Peco Code 83 HO American finescale, which fits the LGB ears. A supply was obtained from Northfields Model Shop (usual disclaimer). Some masts and bracket arms had already been acquired at the Utrecht show and Ben Schlegel and I had picked up some items second hand elsewhere. Adrian Nicholes designed a system to hold the wire in position laterally and sections were built up related to the size of the layout boards. Threaded inserts in the bottom of the masts locate in holes in the baseboards. Although overhead wire was intended for the tramway versions, it is now

always used. The sight of live steam locos operating under overhead wires is unique to Whiteleaf.

Today, BGRS is an independent group of G Scale modellers, affiliated to the G Scale Society, that owns and operates the Whiteleaf Light Railway. We believe we remain true to those founding aims – to provide a representation of a garden railway where the trains must be driven not left to go round and round. And to entertain the public.

Clemence and Adrian Nicholes for their help in the preparation of this article.

Learn more about us from our website: www.bgrs.org.uk



GYPSY WOOD

FAMILY FUN PARK
PARC HWYL I'R TEULU

AN ENCHANTING DAY OUT FOR ALL THE FAMILY!
DIWRNOD GWYCH I'R TEULU CYFAN

there's so much to do... mae cymaint i'w wneud...

Ride on Woody's train, find the fairies, meet the animals, fabulous
adventure play areas, gift shop, cafe & much, much more!

Taith ar drên Woody, canfod y tylwyth teg, cwrdd â'r anifeiliaid, mannau chwarae
antur gwych, siop roddion, caff a llawer iawn mwy!



adventures anturiaethau



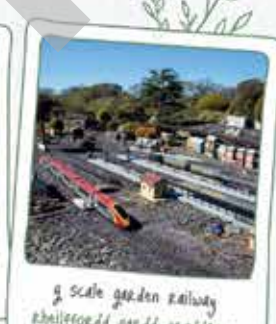
feed the animals
bwydo'r anifeiliaid



Woody's train Trên Woody



play areas mannau chwarae



g scale garden railway
rhailffordd gardd gadddfa g

WE'RE OPEN MARCH - SEPT
RYDYM AR AGOR O FIS
MAWRTH HYD FIS MEDI

check online for dates & times
mae'r dyddiadau a'r amseroedd i'w cael ar-lein

book your enchanting visit
trefnwch eich ymweliad hwyliog

WWW.GYPSYWOOD.CO.UK

Bontnewydd, Caernarfon, Gwynedd LL55 2YA
01286 673133 • gypsywoodpark@btinternet.com





Garden Railway Specialists

New LGB in 2019 - Taking orders now!



PREMIER



L22061 GE6/6II DCC £1415.65



Golden Spike 150

CP's "Jupiter" and the UP's No.119.

A strictly ltd. edition of the Locos, in brass with fantastic detail and the latest in DCC.

Est. **£9000.00** the Set.

| | | | | | |
|----------------|----------------|-----------------|----------------|----------------|-----------------|
| | | | | | |
| L78231 £TBA | L30323 £218.55 | L20481 £1887.55 | L31353 £218.55 | L31354 £218.55 | L24662 £618.68 |
| | | | | | |
| L26844 £943.75 | L43359 £147.30 | L41410 £104.52 | L49181 £332.60 | L67900 £105.25 | L28444 £1048.65 |
| | | | | | |
| L31524 £332.60 | L33521 £332.60 | L34554 £209.00 | L30692 £237.60 | L27631 £419.45 | L40672 £171.05 |
| | | | | | |
| L40810 £166.30 | L40757 £237.60 | L40811 £161.50 | L40597 £180.60 | L36019 £133.00 | L45652 £104.50 |
| | | | | | |
| L20301 £482.35 | L45306 £76.00 | L24141 £314.60 | L22222 £241.20 | L55029 £178.95 | L55129 £32.65 |
| | | | | | |
| L55429 £52.65 | L69575 £326.70 | L55017 £294.75 | L55057 £168.40 | L40019 £TBA | L34556 £208.87 |



30% Off!

SPECIAL OFFER! 30% discount on any LGB American mogul or "U" Class 0-6-2T, currently in our Second Hand stock, phone or email your order and claim the discount. Offer ends May 31st 2019.

30% Off!



The last chance to book our popular Basic (11th May £35) and Advanced (8th June £50) Massoth Courses in 2019. The courses are run in the shop, and include a buffet lunch and the chance to purchase Massoth equipment on the day at 10% discount.

Garden Railway Specialists Ltd

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

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

Monday - Friday 09:00 - 17:30hrs Saturday 10:00 - 16:00hrs