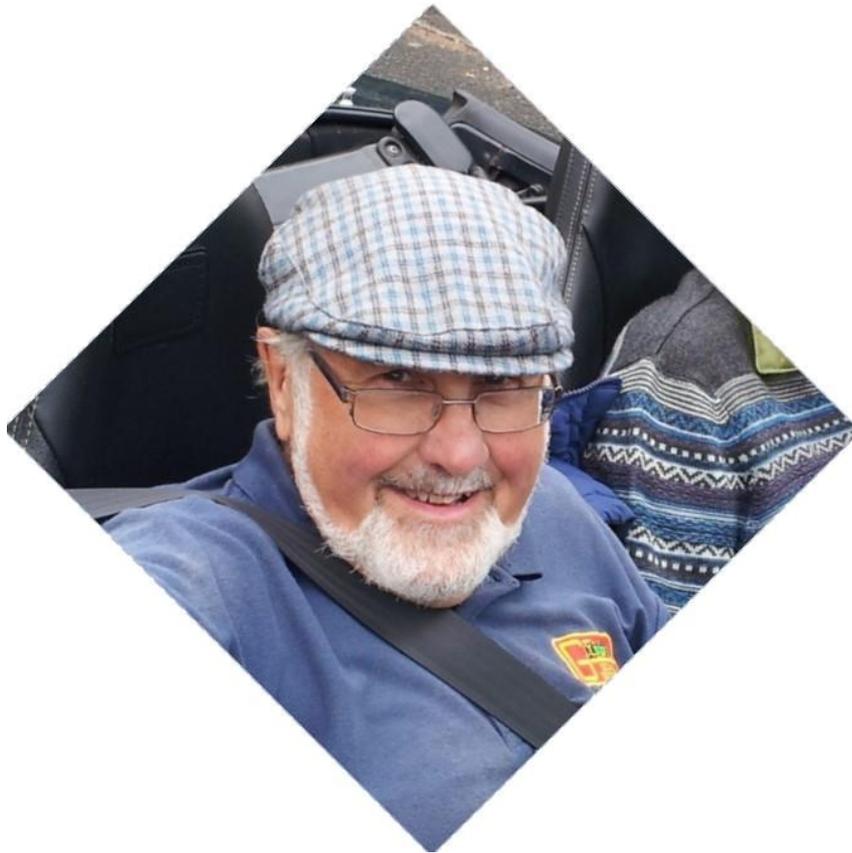


THE GRAIL

The newsletter of the Mid Wales
and Marches Group of the
G Scale Society

March 2019

Dedication of our memorial to Dave Dowling



Our memorial to Dave Dowling, in the form of a bench, will be dedicated in the Village Hall in Castle Caereinion at 2 p.m. on Saturday 13th April.

This is also the date of our next clubroom session

Thelma Clinton Carter

It is with sadness that we note that Thelma Clinton Carter, wife to Colin, has recently passed away. Our condolences go out to Colin and family.

An appeal for help (with possible benefits ?)

The Llanfair Group is exhibiting their layout at the Garden Railway Show (G-Rail to you and me) and Roy Crofton Mann is asking for help. Possible benefits of involvement include cost of meals and overnight accommodation. For more information read Roy's article about the activities of the Llanfair group in this edition of the GRAIL. Stewards are also needed for this event and details about this are also included in Roy's article.

Organiser needed for Group Christmas Dinner 2019

A volunteer is needed to organise the 2019 Xmas Dinner this year.

This will involve asking the Members to see if we want 'Just a Dinner' and if so, where?

Or

A dinner combined with a 'Railway visit?'

If so where?

Can this be accommodated by the railway in question?

Following this, costs need to be identified.

This will need to be done soon and put to the membership (June / July approx.) for approval in good time to secure the booking.

If you think you might like to help the Group by organising this please phone Mike Thornhill for a chat.

Group Open Days Summer 2019

If you are thinking about holding an Open Day in your garden this summer but need more information/re-assurance please have a word with Mike Thornhill (details at end of GRAIL).

If you are definitely going to hold an Open Day, then again Mike would be delighted to hear from you.

Please be aware of the Clubroom dates (on next page) and also G-Rail (19th May) and the Llanfair Garden Railway Show (31st Aug & 1st Sept).

Confirmed Garden Railway Open Days

Sunday 28th July - Mike and Iris and Steve and Jean Thornhill will be holding an Open Day from 2 p.m. onwards.

Meeting to decide additional indoor running days

At the meeting with the Castle Caereinion Village hall Committee on January 12th, they offered us the use of the hall for a further 12 months at the current rate.

A proposal was put to the members attending the running day on February 9th to take up this offer, thus providing monthly club meeting/running days throughout the year. A majority agreed, therefore a booking has been placed for the following dates 2019 to 2020

Dates of meetings at Castle Caereinion 2019/2020

2019	2020
April 13 th	Jan 11 th
May 11 th	Feb 8 th
June 8 th	Mar 7 th
Jul 13 th	Apr 11 th
Aug 10 th	
Sep 7 th	
Oct 12 th	
Nov 9 th	
Dec 7 th #	

Dec 7th – Tentative date for Christmas Dinner

Please note, these dates are subject to confirmation but are unlikely to be changed.

Use of the Hall will be as usual from 9.30am – all day as required.

A warm welcome is assured to members who arrive early and set-up the room for the rest. If you are able, please arrive and assist, remember we are all involved in our common interest. At this time the layout seems to be running well so another warm thank you to all who have helped so far in construction and with the ongoing maintenance.

Webmaster's Report

Our website is at : <http://gscalesociety-mwmgroup.co.uk/>

The website is still ticking over nicely. We get visitors from all over the world looking at it. On average the site is visited around 150 times a month 10% of which is outside the UK. We do get a lot of our visitors that arrive having followed the link from the G Scale Society main website.

Some of you may have noticed that there is currently a problem when going to the site direct from a Google search to any page other than the home page. The site you see is out of date and only refreshes to the current site upon changing pages. Unfortunately this seems to be an issue for many websites at the moment and Google are large enough not to prioritise it in the "to do list". Please bear with me as I'm working on it! To my knowledge this problem is only when you use Google. The trick is to click on the first shortcut "gscalesociety-mwmgroup" rather than a specific page. All will be fine then.

New content for the website will always be welcome, so feel free to send in your pictures of projects or visits and projects you are working on. Don't worry too much about presentation as I can tidy up and re-arrange stuff as required. Please send any pictures as separate files and not in a word document or similar as it makes my life easier.

Please note that the website can also host videos, please contact Ian for details.

Ian Payne is the Webmaster and can be contacted from the website or direct at :

Adventures with my 2"

By James Dowling

Ok, stop sniggering at the back, the 2" I'm referring to is of course my 1:6 (2"=1ft") scale Burrell traction engine. For as long as I can remember I have been interested in steam engines and as a result of spending many Summers attending steam rallies with my parents when I was younger, I have a particular soft spot for traction engines.

However, my adventures with steam started off somewhat smaller with my main interest being 16mm scale live steam garden railways. It was this that lead me to joining the CMES in 2010 and I have since spent many happy hours driving and subsequently (thanks to Tony Bird), building 16mm gas fired steam locomotives at Heath Park and further afield.

I had always hankered after the smell of the real thing so when the opportunity arose, I purchased a coal fired boiler for one of my gas fired locomotives and set about converting it. Now I had all the sights, smells and sounds of a real coal fired engine albeit in a small scale. Learning to successfully fire this little beast taught me a lot and after bit of practice I am able to keep it in steam for as long as I want although my attention tends to wander after about three hours!

So enjoyable was this experience that I decided to purchase another coal fired 16mm locomotive which joined the stable in 2016. At this time though my eyes had already started to wander towards something bigger. I didn't fancy a larger steam loco such as a 3.5" or 5" gauge as I didn't want to be restricted to only running it at certain times or at certain places. Naturally therefore, my attention turned back to my initial object of desire, a traction engine.

A miniature traction engine definitely ticked most of the boxes however a cautious perusal of a few websites revealed that the price for one of these was substantially higher than anything I'd previously bought and would need a bit of thinking about. So, for the next few months that's all I did, thought about them.

However, the turning point was the discovery that a 2" traction engine would be big enough to pull me around whilst small enough to carry in a car. This seemed perfect so I started to refine my search to 2" traction engines. These didn't appear for sale second hand that often so I looked at the potential of buying one new. Steam Traction World produce a series of fully machined kits of a number of different sized traction engines including a 2" scale Burrell and I began to read up on these. The reviews were favourable and the price not too off putting. The kits come in 26 monthly instalments meaning the cost would be spread. The downside being that I would have to wait for at least 26 months before I could finally drive it.

As luck would have it, a fully built and tested 2" Burrell appeared on the Berrybrook steam website at around this time. It looked well made, had all the certification including build logs and crucially, came with a beautiful scale driving trolley meaning one wouldn't need anything else before they could get out there and enjoy it. The price was very competitive but it was still significant so I just contented myself with looking at it on the website and dreaming.



Then it happened. I was walking around the 2016 Great Dorset Steam Fair when I stumbled across Berrybrook steam's stand. My eyes struggled to take in the vast array of miniature traction engines on display, everything from a 6" Showmans to a 3" agricultural. Then I spotted, tucked away at the back, the little 2" Burrell off their website. It looked tiny compared to everything else but in the flesh was just as attractive as the pictures on the website had led me to believe. I had a chat with the helpful staff and then went away for a wander and a think

By late afternoon, after a few hours of thinking time and buoyed on by a bellyful of cider, I decided I should just get it out of my system and buy it. So I boldly wandered back and paid a deposit. Finally I'd be able to drive around behind my very own traction engine.

After a seemingly never ending wait of a few weeks I was finally able to drive down to Exeter to pick it up and pay the remainder. It was mine at last (technically the bank owned it, but we'll ignore that for now). The first steam up came very soon after getting it home and it went surprisingly well. The injector was difficult to use and the mechanical pump didn't want to play ball but with judicious use of the hand pump I was able to keep it in steam long enough to drive up and down the road and realise my childhood dream.

Subsequent inspection revealed that the pump wasn't working due to a nitrile ball bearing blocking the feed pipe. This was removed and a new metal ball bearing put in the clack meaning the pump worked fine. I could never master the injector but the mechanical pump coupled with the hand pump in emergencies meant that I was able to pass the relevant tests and keep it in steam all day.

Many steamings passed both at home and at Heath Park, each time learning a bit more but thoroughly enjoying it at the same time. I finally felt confident to book myself in to my first event, the Giant Miniature weekend at Statfold Barn. This is a private 2' gauge railway near Tamworth and houses an incredible collection of locos from around the World. The main attraction for me however was that the site was almost exclusively made up of hard standing meaning I could drive my little 2" around without fear of encountering any impassable ruts and bumps.



This event featured over 90 different miniature traction engines of all shapes and sizes but included just three 2" models including mine. Over the weekend I estimate I drove approximately 7 miles around the site, my back certainly felt like I had anyway. The engine steamed brilliantly and didn't miss a beat and drew attention everywhere it went. Women in particular seemed to love proclaiming how cute and tiny it was.

I have since attended rally's at Pembrey and Heath Park, a school fete at my old primary school and many steam ups at Heath Park. The engine has never let me down but I think driving a 2" all day is a little hard on it and keeping it in steam which, whilst rewarding, takes a lot of attention and can be quite tiring.

With a heavy heart I therefore decided to look for something bigger and in April this year, I part exchanged the little Burrell for a 4" Garrett (shown below). Hopefully the new owners will have as much fun and learn as much as I did with it whilst I look forward to a whole new World of adventure with my new engine.



Saxony Railways



What do we have an interest in?

Well for me I do like Hill Railways & Industrial lines.

These serve communities that were difficult to reach & required ingenious solutions to the difficult terrain which often resulted in interesting and characterful stock.

This article is about the Saxony Region. 1880 is the start of such enterprises forming the Royal Saxony State railways. In this time just as in the UK, narrow gauge locomotives were not large nor was the engineering up to creating bigger locomotives. In fact at this time the considered opinion was that it could not be done nor was it practical to do so. This view prevailed for decades causing some solutions that can easily be described as mechanical marvels over common sense!

The IK locomotive is the most famous in this region. Just like the Darjeeling B class it was compact, powerful and did the job for 30 years before traffic grew beyond it's abilities to cope.

I had to have something of this! Once the Accucraft IK & IIIK locomotives came about I was set off! I do set out to have a Locomotive and the correct or specific period stock to make up a **'proper train'**. This led to a hand made set of goods vehicles all in 32mm along with the live steam IIIK locomotive but this is a separate story.

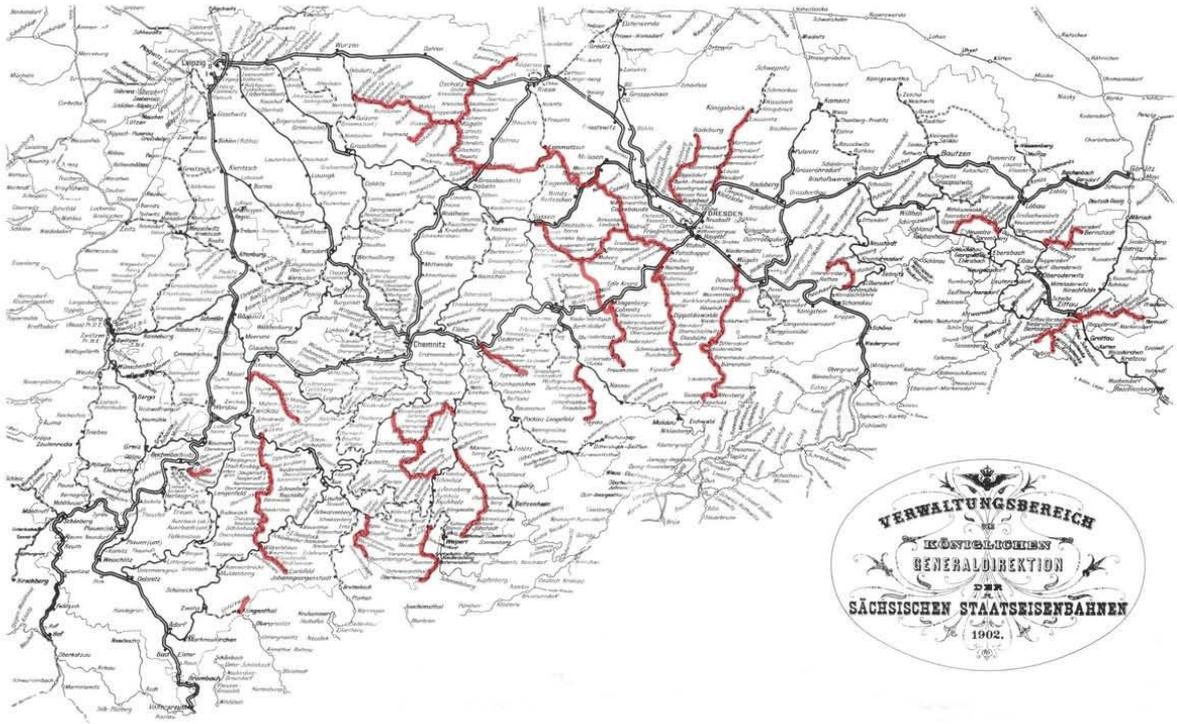
I was just seriously considering building something in 45mm. I had just sorted out drawings and images when LGB surprised me completely by adding both the IK & the unusual IIIK Zwillinge or 'Twins' locomotive. In recent times LGB have been slowly releasing 'EpoC I' vehicles to represent this early period stock. Some are new tooling but most are existing vehicles in the period livery. Well I had to have these too!!!

Most Locos & vehicles that can be seen on our KenwasserBahn Railway are 'EpoC IV'. generally post 1950 period.

So below is some images of my period train 750mm gauge of the of which I am very pleased.

In recent time the SOEG have built a IK replica and are also constructing their very own 'train set.' which has been the inspiration for LGB no doubt. This is the marketing philosophy - *you have ridden the train - now own your own.*

Saxony State Railways



A number of routes to choose to travel up the valleys

SAXONY IK



The Original
and now.....
The SOAG replica & Twin coach!



My LGB replica
& Twin coach!



Out on the KenwasserBad Railway. New coaching stock in evidence. Loco is very new first run in fact!
The roof mounted rope is the Heberlein brake system. Manually operated it pulled along the length of the train pulling up levers and weights on a mechanical system underneath each vehicle. I have replicated this using waxed rigging meant for ship models.





SAXONY I K

The Original
and now.
The LGB Version not quite the same
but the spirit is there.



I have seen folk looking at the **odd thing** I run and many ask me "Did you do that for some reason"? So all I can do is best quote the potted history:-

The Saxon Class II K (new) Increasing levels of traffic on Saxony's narrow gauge lines soon revealed the performance limits of the small class I K. In 1913, the Saxon State Railroad therefore attempted an experiment by coupling two class I K to double the tractive effort by retaining the wheel set running mass. Two double locomotives were made from the units with road numbers 1 and 4 as well as road numbers 2 and 3. All four were built in 1881/82 by Hartmann in Chemnitz. On these units the back walls of the engineer's cab were removed and in each case two locomotives were coupled together with the engineer's cabs. These double units were given the new road numbers 61 A/B (former 1 and 4) and 62 A/B (former 2 and 3) were now designated as the class "II K neu". Each pair of locomotives had a common throttle, but the valve gear remained separate. The operation of these locomotives was in all likelihood not much simpler than previously. The two boilers, each with 0.66 square meters / 7.1 square feet of grate and 29.72 square meters / 319.9 square feet of heating surface, generated enough steam to allow the 21.6 metric ton heavy class II K (new) to develop 2.66 metric tons of tractive effort anyway. The indexed performance increased to 140 kilowatts / 190 horsepower, but the maximum speed remained at 30 km/h / 19 mph. Although the conversion of other locomotives had been planned, there were various problems in the way of these plans. Chiefly the unpopularity among crews and the shortcomings during operation quickly banished these plans to the backburner. As early as 1916 the "marriage" of the 62 A/B was annulled and the two individual units operated again under their old road numbers. Road number 61 A/B on the other hand remained preserved as a double locomotive until it was retired in 1923. The planned new classification by the DRG as road number 99 7551 therefore never took place.



Saxony (In The Garden) Railways



Here you can see the period twin coach, a very unusual vehicle.

I had drawing for this but LGB beat me to making it!

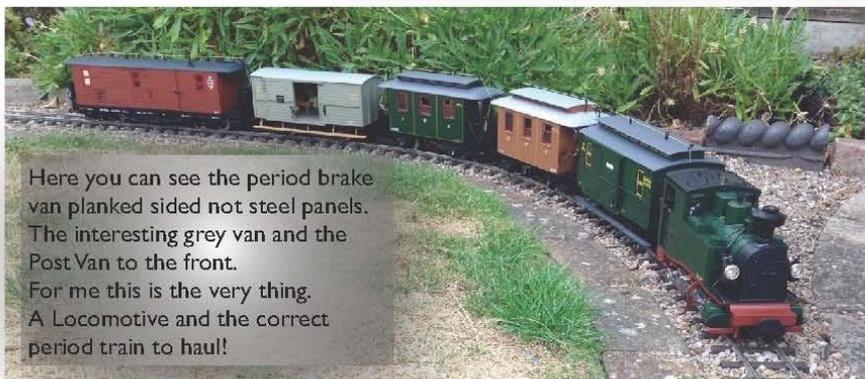
In fact most early stock has very short wheelbase. This was an attempt to increase capacity before long steel framed bogie vehicles were feasible.



Out on the KenwasserBad with a mixed passenger working



As can be seen both the SOEG who operate this 'historic collection' and myself are slowly collecting more stock!



Here you can see the period brake van planked sided not steel panels. The interesting grey van and the Post Van to the front. For me this is the very thing. A Locomotive and the correct period train to haul!



SO both the The SOAG & me are playing trains!

Thanks go to Steve Thornhill for the above article

Llanfair Railway Modellers Update

Developments at Llanfair Caereinion

Roy Crofton-Mann

Those of you who visited the W&LLR Gala last year and saw the layout gifted to the planned museum/visitor centre will probably recall that whilst it was well built and ran well barring the odd electrical "hiccup" – I don't think there was a single derailment over the three days of Gala running – it was in no way representative of the W&LLR and in need of cosmetic improvements, particularly to the paintwork and the ballasting. A working party, comprising members of this group and local 16mm members, have been meeting regularly (snow permitting) and working on that layout between standing, thinking, "chewing the fat" and drinking hot beverages to keep warm!

So far we have removed all the old ballast, re-laid the track on the curves at each end of the layout to include transition curves and a single sweep rather than two abrupt right-angle curves with short straights between them, thereby increasing the radius from 4 to 5 feet or thereabouts, which will make for smoother and more visually appealing running with longer stock, especially replicas of the line's signature "Pickering" coaches and 4-axle goods wagons. Various items of W&LLR-appropriate rolling stock have been donated to use on the layout and the working party are firmly of the opinion that only stock representative of the W&LLR should run on the layout while on public display, and the layout will be re-ballasted in an appropriate shade of grey-green using stone chippings.

Motive power is, so far confined to a very good model of Chattenden, the line's Baguley Drewry diesel, that I test ran at the last Castle Caereinion meeting, and an accurate model on the W&LLR's Diema diesel that is presently under construction, both battery powered with radio control. That test run revealed that Chattenden is under-powered and difficult to control with the existing radio system, which operates in coarse steps making prototypical working impossible, so Mac5 speed controllers and Spectrum receivers have been retrieved from members spares boxes for both models and a new transmitter has been bought with rotary speed control, variable inertia and two auxiliary channels to control the sound systems we plan to install later once funds allow. Chattenden is also in the process of being repainted to the current black livery from the present dark red-Chattdenden was dark red in the past but when the inappropriate nameplates were removed the paintwork was damaged as the plates were stuck to the paint more firmly than was the paint to the model! Moral of story: use silicone rather than superglue to fix nameplates! Since excellent models of "The Earl", "Countess" and "Joan" are commercially available we hope owners of these models will join in when we next run at the 2019 Llanfair Gala weekend.

Since the W&LLR operates between two termini and the layout has to incorporate a continuous run it has been decided to model the station on Castell Caereinion, complete with the cattle dock that once existed there. "Artistic license" has had to be liberally applied as the original is built on a wide curve and this is not feasible on the model, but the aim is to accurately represent the signal box and passenger shelter there. It has also been decided that the model should henceforth be known as "Castell Caereinion"

The model will feature at the GSS Garden Railway Show (G Rail as it used to be known) in Nottingham on 19th May and all Mid Wales Area Group members with appropriate stock are invited to come along and run that stock for an hour or two during the show: please let me know if you can help so that I can draw up a rota enabling everybody to know what they will be doing and when

More importantly though I need two volunteers to travel to Nottingham on the Saturday afternoon before the show to set up the layout there, stay overnight (accommodation will be paid for by the Society and meal costs reimbursed) and dismantle/reload the layout after the show, as well as running for some of the time the show is open. Transport itself will not be a problem, courtesy of my 4-wheel box trailer and Land Rover Discovery, with space to spare for anyone not wishing to make their own way to Nottingham on the Saturday.

Please come and help me raise the profile of our group within the Society and publicise the W&LLR to the public in Nottingham.: Lessons have been learned from the (lack of) organisation at last year's show, many more layouts and traders booked, and the show promises to be an altogether better affair

than that last year. East Midlands Area Group will be distributing publicity material in advance of the show so good public attendance is expected. The Society also needs volunteer Stewards – not necessarily for the whole of the day – to ensure everything runs smoothly on the day. They will receive free admission food and drinks for their trouble. Please contact if you can help with stewarding.

Insurance

The GSS has comprehensive Public liability insurance for any event organised under the banner of the GSS provided it is advertised as part of the GSS and that at the event GSS information is clearly displayed showing the event is held by the GSS even if the purpose is to raise money for a charity. If anyone is attending an event organised by others, then that event organiser is responsible not the GSS.

This includes possible instances such as a GSS member's locomotive coming off your display and affecting/injuring a visitor to that event.

It must be stressed that in order to minimise risk anyone asked to exhibit should check that public liability insurance is in place before taking part.

Please note this is **NOT** contents insurance.

The members of our “Loose” Committee

Name	Responsibilities	Contact Details
Mike Thornhill	Group Leader	
Tony Sydenham	Treasurer Village Hall Co-Ordinator Supply milk for refreshment	
Marion Turner	Catering Supplies etc	
Ian Payne	Webmaster	
Steve Thornhill	G Scale Society Co-Ordinator	
Hugh Brightwell	Publish the Grail & Area Report to the G Scale Society	

Treasurers Report

G Scale Society Mid Wales & Marches Account 2019

Our current balance is

Previous editions of GRAIL

Back copies are available on our website, access details are in the Webmasters report.

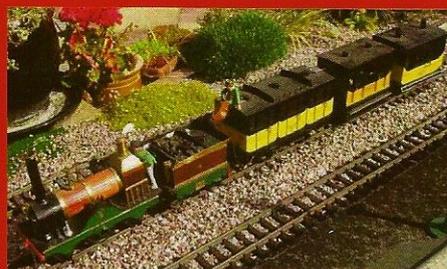
Paper copies of the GRAIL and other communications

If you wish to receive the GRAIL and other Group communications by surface mail we ask that you please contribute to the costs of printing and postage. Please phone Mike Thornhill on to discuss.

The Sparesman

G Scale

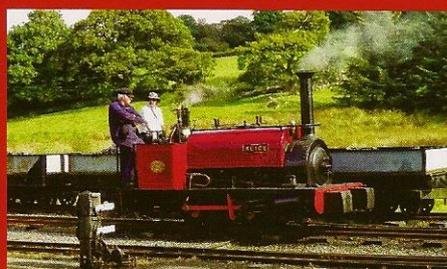
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