
West Midlands' N' Gauge Club



Newsletter



FROM OUR CHAIRMAN

WHAT A WEEK!

Unfortunately for us the government has updated COVID19 regulations, restricting the number of people who can socially meet, either indoors or outdoors, to six. This means the club **cannot** now go ahead with its planned reopening scheduled for September 19th. Furthermore, these new regulations may last until Christmas, which would mean we will have no further club meetings this year. If the restrictions are lifted before then we *may* be able to hold the AGM at the church hall.

In the meantime check your in/letter boxes, I have arranged for the proposed EGM, due to take place on the 19th September, to be done by email / telephone / post to eligible members, that is to all those who paid membership subs at the start of the year. A separate email to these members has been issued.

If the AGM is delayed until January we can live with that, otherwise I'll also have to arrange the AGM to be done by email / post /telephone .

Whilst digesting the latest information from our political leader, it has been announced locally that further restrictions will come into place on Tuesday, meaning that households in Birmingham, Sandwell and Solihull will not to be allowed to meet up or socialise with other households. With this in mind we have decided to cancel the presentation of the secure box due to take place on 19th September at the car park of the church hall. **So please don't turn up at the club.**

I have no idea how long these restrictions will be in place, but it also means that Jeremy's idea of a group of 6 working on the layouts is also cancelled until further notice.

Through Vince, I have apologised to the area manager of Timpson for the change to our plans. My apologies to anyone who was going to attend the presentation that we have had to cancel the event. I've informed the church about the cancellation and that the club is currently forced not to have any meetings (at the earliest opportunity the secure bin will be delivered to the model rooms, when safe to do so Ed).

**There will be no access to the church hall, currently, and until further notice.
The West Midlands' N' Gauge Club remains closed.**

best wishes
Ken

FROM OUR CHAIRMAN CONTINUED...

ON AN EVEN SADDER NOTEDavid K. Smith

Although not known directly to many of you, David has contributed much to N gauge modelling for many decades, including creating one of our 25th anniversary logos we have been using this year. But more than that he has been a pioneer in the hobby and many traders and modellers have been inspired by him through his own modelling, his websites, his articles, his databases, his “you tube” tutorials and much more. I recently learnt that he has Congestive Heart Failure [CHF] which is terminal and we have no idea how long David will be with us. My mother used to say that no matter how bad you are there are always people a lot worse off than you.

As I write this his main website and index is still on line at:

<http://davidksmith.com/modeling/index.htm>

He describes himself as “grumpy” – I think thoughtful, inspirational, pioneering, and very clever better suit him.

Graham Cocks

Graham is another global N gauge modeller. Based in Adelaide in Australia Graham has been editing Australian N gauge newsletters for 25 years and has just finished editing his last one. You can find the last 40 of them at

www.nscale.org.au/nsm

I've known Graham for much of this time and when my wife and I went to Australia in 2005 to travel on The Indian Pacific we broke our journey in Adelaide where Graham arranged a trip around the railway museum whilst the ladies went shopping.

Ken

EDITORIAL IDEAS BOX

Shhh... don't tell KJ

I'm pretty sure we're all gutted with the latest news on restrictions, who knows when we're all going to meet up again. If all else fails, let's make this year's Christmas Edition one to remember and also honour the 23 Years' service that Ken Jones has given us as Chairman of our friendly Club - dedicated to all things N' Scale, but mostly trains and railway related stuff - not forgetting the cakes of course!

I need some help please to mark the change in our Chairmanship in some way. I don't think we can let 23 (or maybe 24!) years pass without some form of celebration as to the achievements of both Ken and the Club. If you have any memories, images or anecdotes you would like to share with everyone, then email me to art1san1957@icloud.com DO IT NOW, or when you would have been coming to Tipton!

I'll create a special Newsletter for the handover, which may end up being done on Zoom, who knows Ed



NEWSLETTER DATES

Winter: December 2020
 Spring: March 2021
 Summer: June 2021
 Autumn: September 2021



Just a reminder to all Club members:
 to be included in the next Members' Contributions section, your article should be with me by
Thursday 17th December.

Volume 23 Issue 4 *will* be published before Christmas *Ed*.

Our Interim Newsletter has gone out during the past few weeks and I would like to apologise for the repetition of certain articles from those, which will appear in this & future Club Newsletters. *Ed*



Chairman: Ken Jones on 0121 777 7062
westernsultan@hotmail.co.uk

Treasurer: Edgar Mason
 Assisted by : Jeremy Edwards

Exhibition Co-ordinator: David Griffin
davejgriffin@outlook.com

Editor: Vince Painter
art1san1957@icloud.com

WMNGC
 25
 YEARS

CLUB LAYOUTS

With the club not reopening on the 19th September after all, the layouts will be having an extended rest period, but will be checked over and the track cleaned before any running, of course - curb your excitement!

As we all know now, The International N' Gauge Show, Wombourne Autumn, Stafford Spring and many other exhibitions have had to be postponed by their organisers due to the pandemic restrictions?

We have no idea when model railway exhibitions will start again. It therefore seems pointless to list the exhibitions which our members were due to have layouts at, while we still have restrictions on mass gatherings in place, which include model railway exhibitions. Always best to check with sites like UK Model Shop Directory or the individual organisers before planning your visit.

So we don't forget what they look like, here's a few more images of our Club's layouts at exhibitions:

Waterstock - at TINGS 2015



Tipton Hills
at TINGS 2017 with
some high speed
running



CLUB LAYOUTS - CONTINUED



All packed and ready to go to
Warwickshire Exhibition Centre
again.....

Gibben Quarry at TINGS 2017



Tipton Hills again
TINGS 2017



It's all too much for some of our members! Richard & Sylvia catch up with 40 winks at TINGS on day 2 (other tea is available - not at our club just yet)... and Lynn takes a well earned break in 2018



MEMBERS' LAYOUTS



Vince setting up Walshed & Bescut TINGS 2018



Fellows & Minchin TINGS 2018



GREENWOOD Garden Railway
in its proper setting!

By Philip Hunt

Charlieville
Rodney & Christine Hodge
(not sure if he made it that
year, I think he left it all to
Christine whilst he was in
Oxford? - I stand to be
corrected *Ed*) TINGS 2016



Joke of the day

Ticket inspectors.

You've got to hand it to them...

UNKNOWN AUTHOR

Using Peco Insulfrog and Electrofrog Turnouts

By David E Jones

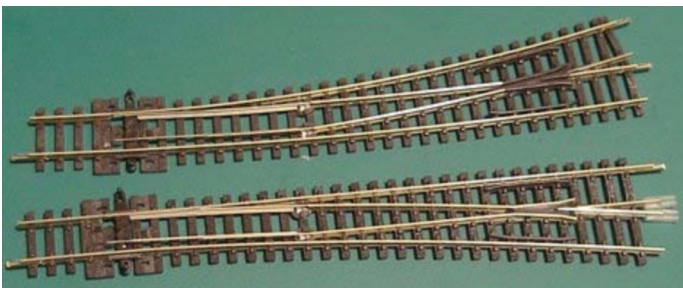
(With permission of David Jones and Courtesy of N Scale Modeller of Australia)

(Note from John Brady: Some parts of this guide are fairly basic but it became apparent to me lately that not everybody understands the difference between Insul and Electro frog turnouts so it might be best to start with basics to fully explain the differences).

If you want to drive a train off one track and onto another, then you have to use a turnout. A turnout is to a railway line what an intersection is to a road. Except it isn't really. The road stays still and the car driver steers his vehicle left, right or straight ahead through the intersection. In a turnout two rails move, the train goes in the direction set by the position of those 'swing-rails' and the train driver is just along for the ride. All of the main companies that make track (**Peco, Atlas, Kato, Tomix, Fleischmann**)

also make turnouts. They're all similarly priced, they're all good quality and they all work. Which brand you use is just a matter of compatibility with the track you're using and personal preference.

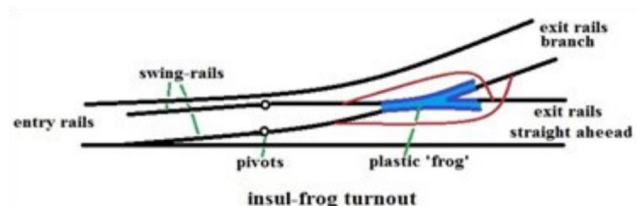
I use Peco code 80 turnouts (see left). They match the Peco code 80 flexible track that I use and I just prefer the clean look of them. So I'm looking at **Peco** turnouts here.



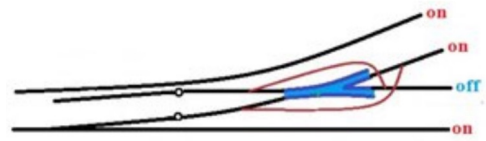
The metal swing-rails and inner exit rails of the run-out are live so that the electrical pick-up wheels on a loco crossing the turnout don't lose contact with live rails. Two rails cross in the middle of the turnout and there must be a gap at the crossing point to let the wheel flanges of locos and rolling stock pass through and also to keep the rails from short-circuiting. There are two main types of model railway turnout. Peco calls them 'Insul-frog' (top above) and 'electro-frog' (bottom above). Frog refers to the part of the turnout where rails cross (it looks like a frog Sort of ...). The frog area of an insul-frog turnout is plastic. Insulfrog turnouts are easier to use and can mostly be just joined to the rest of the track with ordinary metal track joiners. That plastic frog does make an electrical 'dead zone' about 12mm long. That 'dead zone' doesn't bother locos with pick-up wheels over a wheelbase longer than 12mm, but it will cause small loco's with electrical pick-ups on a wheelbase of under 12mm (0-4-0s and 0-4-2s or BO-BO diesels/electrics with pick-ups in only one truck) to lose electrical pick-up and stop. The rails in an electrofrog turnout are all metal and so they have a much smaller 'dead zone' of only the 5-6mm gap where the rails cross. Small loco's cross electrofrog turnouts much more reliably but electrofrog turnouts are a bit trickier to use (see later) and insulated track joiners and extra wiring may be needed. That is important to know for both analogue and DCC layouts.

Insulfrog Turnouts

The metal parts of the swing-rails and the inner exit rails are separate. A wire beneath the frog connects the straight-ahead swing rail to the inner straight ahead exit rail. Another wire beneath the frog connects the branch swing-rail to the inner branch exit rail.

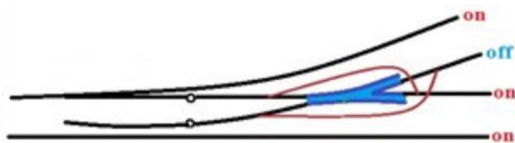


The swing-rails act as electrical switches by pressing against the inner sides of the entry rails and electrically connect one swing-rail (and its exit rail) or the other to the correct entry rail, depending on whether the turnout is set to the main track or branch exit. That electrical switching can affect the power to the tracks downstream of the turnout exits. (Hint: if loco's stop on or after an insulfrog turnout, as well as cleaning the rail tops, also clean the sides of the swing-rails and entry rails where they touch). A left turnout set to the branch position, for example does this (right):



Both rails of the branch exit track are now connected to both entry rails but note that the straight-ahead exit inner rail is now disconnected.

Set the turnout to the straight ahead position and it does this (below):

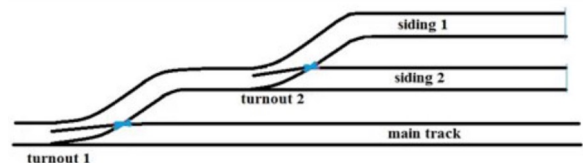


Now both rails on the straight-ahead exit track are connected to both rails on the entry track, but the branch exit inner rail is now disconnected. You can make use of that behaviour.

If the turnout is switching from a main track to a dead-end siding, that siding is automatically switched on or off by the turnout and you don't have to isolate the siding track and give it a separate

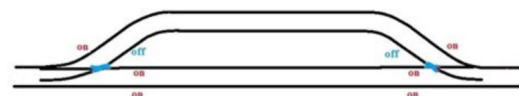
switched power feed. If you drive a train into that siding then switch the turnout back to the main track, that siding will be switched off and the train in the siding will stay where you parked it.

Say you have a turnout branching off of a main track, then you put another turnout on that branch, leading to two sidings, the track power will follow the 'path' through the turnouts. To switch on a siding, set the turnouts to a path that would direct a train from the main track into that siding. In the example shown above, siding 1 is switched on and siding 2 is switched off. If turnout 1 is set to the straight-ahead position, the branch exit track from turnout 1 will be switched off, and so sidings 1 and 2 will both be switched off.

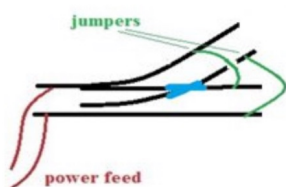
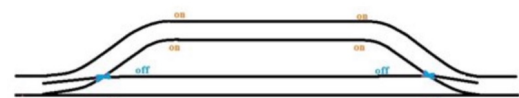


Now, let's use two insulfrog turnouts to create a run-around or passing loop.

When both turnouts are set to the straight-ahead position, the inner rail of the passing-loop is switched off and a train in that passing-loop will stop and won't respond to the main track controller.



When either turnout is switched to the passing-loop, the inner rail of the passing-loop is switched on and a train in the loop will respond to the main track controller. Note what when both turnouts are switched to the passing-loop, the inner rail of the main track between the two turnouts is switched off.



That may be what you want to happen, but that track going dead when the turnouts are switched away from it could have some people scratching their heads trying to figure out why. You must be aware of the electrical switching behaviour of the turnouts that you're using. If you're not sure what's happening, try drawing up a diagram as shown above.

If you don't want an insulfrog turnout to switch off an exit track inner rail, then you can bypass the turnout's switching of that rail by connecting a jumper wire (beneath the track/layout) between that exit track inner rail and

its corresponding rail on the entry side of the turnout.

DCC users may want to fit both jumpers.

Electrofrog Turnouts

The swing-rails and inner exit rails all connect together to one or the other of the entry rails, depending on the position of the swing-rails. That makes electrofrog turnouts electrically quite different to insulfrog turnouts. For example, a left electrofrog turnout does this when switched to the branch position: (right)

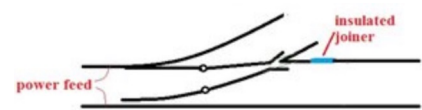


In the straight-ahead position it does this: (below)

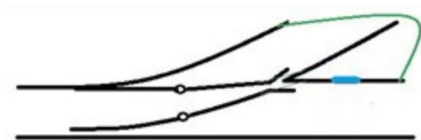


An electrofrog turnout electrically connects the swing-rail and inner exit rail, for the exit track that the turnout is set for, to the correct entry rail. NB the turnout also connects together both of the exit rails to the track that it is switched away from. If the turnout is switching between two dead-end sidings, that doesn't matter. But if you use metal rail joiners and an exit track has, or may get, track power on it from elsewhere, the turnout will short-circuit that exit track.

When an electrofrog turnout is switching to a dead-end siding from a main track, an insulated joiner on the inner main track exit rail will keep the main track downstream from being short-circuited when the turnout switches to the siding. The main track downstream of the turnout will, however, be permanently insulated from the turnout straight-ahead exit rail.

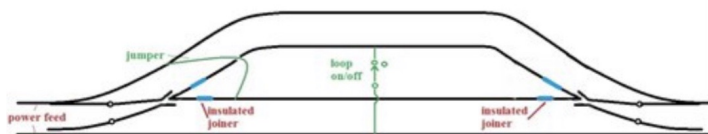


If the main track is a loop, the downstream track is the same track as the entry track and is powered anyway, so there's no problem. But if the main track isn't a loop you can maintain power to the downstream track either through the turnout by connecting a jumper wire from the appropriate entry rail to the exit rail OUTSIDE the insulated joiner or with a separate power feed.

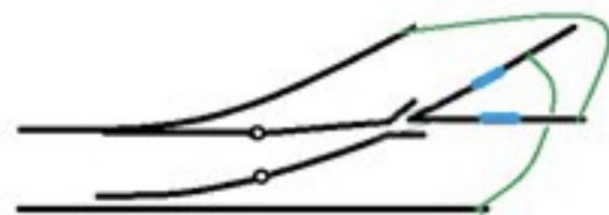


If electrofrog turnouts are used to make a passing loop, those

turnouts must have insulating joiners on BOTH of their inner exit rails to prevent short-circuits and a bypass jumper as shown to power the main track between the turnouts. The inner rail of the passing loop will also need a separate connection to the other rail on the main track, through a switch if you want to be able to turn the passing loop off.



By now, you're probably beginning to see why people advise beginners to use insulfrog turnouts and leave electrofrog turnouts to more experienced and/or more knowledgeable users. If you want to permanently power one or the other or both tracks on the exit sides of the turnout through the turnout, jumpers similar to those applied to insulfrog turnouts can be used. DCC users will want these.



NOTE: *The jumpers must not connect to either of the inner exit rails on the turnout—connect them to the tracks on the OUTER sides of the insulated joiners.*

A special case of note is the 'reversing loop' which is used to turn a loco or train around and send it back out facing the other way. This one catches some people out when the entry track 'mysteriously' becomes permanently short-circuited. The cause becomes obvious when I label what colour wire is connected to which rail.

That isn't actually the turnout's fault. The turnout switches the connection to the inner rail of the loop correctly, but the outer rail of the loop connects the red rail in the entry track to the black rail in the entry track and so it's the loop's outer rail that is short-circuiting the track, not the turnout.

The outer rail of the loop must be isolated with an insulated joiner at each end of it and the correct power wire switched to the outer rail depending on which branch the turnout is set to.

When the turnout is set to the left branch, the outer rail of the loop must be connected to the red wire. With the turnout and switch set that way, the train can be driven into the left branch of the loop, but the loco must stop short of the insulator in the right branch.

The turnout is then set to the right branch and the switch set to the position that connects the outer loop rail to the black wire. The train, now turned around 180 degrees can then be safely driven out of the loop. If the switch is set wrong, the loco will short-circuit the entry track as it crosses an insulated joiner. Using a micro-switch operated by the turnout mechanism instead of a manual switch can foolproof the switching.

An electrofrog turnout can be used as a direct replacement for the insulfrog turnout shown above and the insulators on the outer rail of the loop and rail power switch are all that is needed.

The lesson here (and this applies to DCC as well!) is that when you are building a layout that has turnouts in it, it really pays to know what the turnouts that you will be using do with their inner exit rail connections as well as which rails are going to end-up joined to which other rails. All turnouts are not the same. Some manufacturers have other ways of connecting their inner exit rails, frogs and swing-

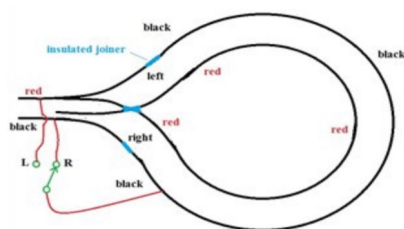
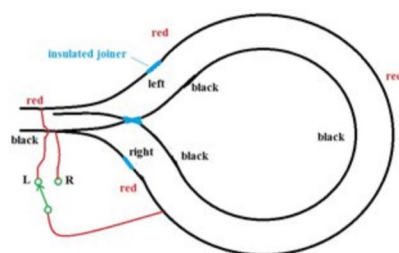
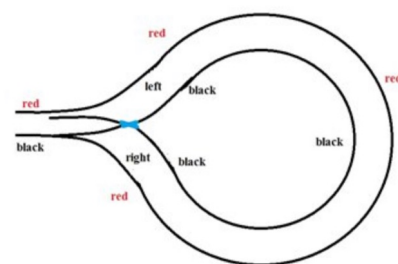
rails. For example, a Peco insulfrog turnout switches off the inner exit rail to the track that it's turned away from. The exit rails in Atlas insulfrog turnouts don't switch off at all, so if you want to be able to switch an exit track from an Atlas turnout off, you have to insulate the exit rail and wire the downstream track to a separate power feed through a switch. Peco electrofrog turnouts are self-contained and don't need other external power feeds. Some manufacturers make the frog area electrically isolated and it must have a separate power feed of the correct polarity for the turnout position, fed

through a separate switch or an electronic automatic 'frog juicer'.

If the instructions that come with the turnout aren't clear on that matter (or you're dealing with second-hand turnouts that didn't come with instructions), use a multimeter set to either resistance or continuity test and see how the entry rails connect to the swing-rails, frog and exit rails for both positions of the turnout— also check for short-circuiting of the exit rails. Mark down what you find out on a diagram as shown earlier. When you know what the turnout is doing with its frog and exit rails, it's not hard to work out suitable installation arrangements for it. To prevent short-circuiting of downstream tracks with electrofrog turnouts in particular, insulated joiners on the inner exit rails may be needed, along with additional (possibly switched) power feeder wires or bypassing jumpers to power tracks downstream of the turnout exits. If in doubt, fit insulated joiners to both inner exit rails of an electrofrog turnouts anyway, just accept that the exit tracks will not be electrically connected to the inner exit rails of the turnout and arrange jumpers or separate power feeds as needed for those downstream tracks.

DCC users may find it more convenient to just bypass all turnout electrical switching and permanently power all tracks downstream of the turnouts by using jumpers, separate track power feeds, or (on larger layouts) an under layout power feeder bus than runs under all of the tracks.

This excellent article has been re-reproduced with permission of John Brady of the Worldwide Group of the NGS, (with some page layout changes to fit in with my formatting Ed).



MEMBERS' SUBMISSIONS

An American Railroad

By Nigel Harrold

An update on the progress of my American Railroad layout, which I was thinking of naming 'Tipton Sub Division', because everyone thinks of Tipton just being in the Black Country, and not the one in Indiana, USA or naming it 'Haroldsville Sub Division'. Haroldsville - linked to me and is a town in Santa Fe, New Mexico, still undecided, got time to come up with something.



Work on the layout has been progressing very well with nearly all the scenery boards completed and now working on the fiddle yard boards.

With the scenery boards there's still, 1 - the wiring to complete for the point motors, 2 - the signals to be installed and wired and 3 - the road crossing barriers with flashing lights, which will be connected to Heathcotes Graded Crossing module board and sensor's to detect the

approaching train and operate the flashing lights. I purchased the crossing barriers with lights from the USA, but it was not until I received them that I found out that the red leds in them are wired positive common, the module board is negative common. After trying to alter the leds, with no luck at all because of the way they were fitted, I purchased some DCC Concepts Nano red leds, which after being fitted and tested all works fine now.

I am using Kato track and points for the fiddle yard, which my very good friend Ray (ex Saltley fireman - driver) has given me, which was all from his N Gauge American Rail Road shed layout now dismantled.



An American Railroad continued...

Ray is now just working on and altering (with a bit of help from me) his OO Gauge Steam Era Layout set up in his double garage.

On the layout i will be running loco's from the well known class 1 railroad companies - B.N.S.F, Union Pacific, Norfolk Southern and Amtrak. Most of the locos are DCC sound, with 50% of them being from Broadway Limited International and these are excellent locos, that was until I bought a Scale Trains Rivet Counter GE Dash 9 off Mech Models at Needswood, Burton-upon-Trent. The loco is fitted with ESU's latest Lok Sound decoder and the sound is just awesome and along with the detail on the loco. So good I had to buy another one.

I would just like to mention the outstanding service from Barry, Colin and Carrie at Mech Models, when I have ordered items, twice now on the same day of me ordering Colin has him



self delivered the parcels to my house saying that he was in the area and the one loco I ordered on the Saturday was delivered by Carrie on the Sunday, because she said that she was in the area visiting relatives. Never had service like that before.

By the time the next Newsletter goes out all should be finished and up and running and then I will have to look at putting 'Sketchford' and all the stock up for sale.

Also by then I should have made a start on my other little project, a 4ft x 2ft layout set in the 80's and, if things go according to plan, a road system with moving vehicles. The inspiration behind this was Ken Jones' layout 'Salverton'.

More about this *Along With A Full Track Plan* in the next Newsletter.

NH.



KEN'S Little Bits**Press Release from the Miniature Railway at “Seen Better Days”**

It's getting more and more difficult to operate our miniature trains in the park due to repeated vandalism and lack of customers. With the boats on the lake closing plus “Ride the Bus” experience and the railway museum already closed, it will be only a matter of time before we also have to close. We had hoped the old warehouse would add extra interest, but the council have told us the whole site will be demolished. With that in mind we will now only operate when we have sufficient volunteers on site, and will definitely close at the end of the season.



We no longer keep any of our rolling stock on site. We have found another burnt out car near our running line and graffiti once again on our servicing depot.

The Management

KEN'S Little Bits continued...

It's all happening during restrictions:

We've seen the class 67 pull 2 unladen coaches around this afternoon. These will become miniature railway carriages. The new children's play area has arrived from China in an attempt to revitalise the park, but the kids paddling pool is being drained following someone driving a car into it.



While the train was running round, the buildings were moved around to see which scenario I like best.

Ken

(A full timeline of the progress of 'Seen Better Days' will appear in our bumper issue at Christmas Ed)

Did you know that the West Midlands Group of the 009 Society is also celebrating its 25th Anniversary this year? They managed to have special cakes at a meeting before the lockdown. Several of our members, such as Derek Purves, have over the years built 009 layouts, and the 2 clubs have often exhibited at local model railway exhibitions. Of course, we have had home made cakes at most of our meetings throughout the 25 years, and did you know that our members often cite the cakes as the reason they come to our meetings. If you are interested in the local 009 group then you can contact Julien Webb on 0121 3823479 [7-9pm only] or email him at julienwebb@westmidlands009.co.uk

The WMNGC wishes them every success for the next 25 years.

COMPETITION answer

Volume 23 Issue 2's challenge.

The Roundhouse site was uncovered during preparative groundworks as part of HS2, in particular at the site of the futuristic looking Curzon Street.



Three of our readers submitted the correct answer, to be honest nobody offered an incorrect answer:

Thank you to Colin Hill for his competition entry, CORRECT and how amazing that something from near history could have been buried out of sight, with the general public just not knowing it was there - *Hope you've got further than your drive Colin, and sorry to hear that Stafford Show had to be postponed, it's one*

we'll especially miss, being in our local area.

Also to John Miller, a member of Tipton Green Methodist Church with the correct answer and finally to Michael Braycotton who also correctly answered the question "WHERE ON EARTH IS IT?"



For a full description click on this HS2 company link:

<https://www.hs2.org.uk/stations/birmingham-curzon-street/>



Artist's impression, or CGI, anyway this is what it'll look like, if all goes well....Ed

COMPETITION page

Autumn Challenge:

Where on earth did this “Land”rover end up On The Rails?

Answers on a postcard please by email, messaging, What’sApp, IG etc

Or just phone the Editor! No prizes, austerity rules, just get your name in lights! STAY SAFE - be alert - your country still needs lerts.



SUPPLIERS

1:148 Scale

- NFG013 Foden FG 8 Wheel Platform Robsons of Carlisle
 NFG014 Foden FG 8 Wheel Dropside Dennys Transport
 NNMN003 New Mini Midnight Black
 NXF003 Jaguar XF Cashmere
 NDEF014 RNLI Land Rover Defender Station Wagon
 NXF008 Police Jaguar XF

OXFORD


<https://www.oxforddiecast.co.uk/collections/>

1-148



Part of the Release Programme for
 September 2020 - January 2021



371-427A - Class 170/3 2-Car DMU 170308 South West Trains

371-431A - Class 170/5 2-Car DMU 170521 Arriva Cross Country

371-432A - Class 170/5 2-Car DMU 170501 London Midland

GENERAL NOTICES

With the club's reopening on the 19th POSTPONED, the layouts will be checked over and the track cleaned before any running, of course - curb your excitement! Meanwhile, isn't about time you cleaned and serviced *your* stock.

As we all know now, The International N' Gauge Show, Stafford Spring and other Local exhibitions including Redditch, Telford, Cradley Heath, Birmingham, Burton, Solihull, Warley National, Wombourne Autumn and many other exhibitions have had to be postponed by their organisers due to the pandemic restrictions?

We have no idea when model railway exhibitions will start again. It therefore seems pointless to list the exhibitions our members were due to have layouts at, while we still have restrictions on mass gatherings, which include model railway exhibitions, always best to check with sites like UK Model Shops' Directory (*details below*) or the individual organisers before planning your visit.

UK Model Shops' Directory keeps you up to date with all happenings in this wonderful hobby of ours, including alphabetical indexing of Model Shops, Events, Suppliers and much more - for instance here is a sample screenshot of a search for N' Gauge Suppliers - *Help spread the word!*

<http://www.ukmodelshops.co.uk/>

SAMPLE PAGE:

THE UK Model Shop Directory
Home • Shops • Suppliers • Events • Clubs • Site Map • Google Custom Search

THE British Railway Modelling Directory on the Internet.

MODEL SHOPS SUPPLIERS EVENTS CLUBS eLAYOUTS EXTRAS FEEDBACK

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RETURN JOURNEY*Otherwise known as the Editorial**My Raisins to be cheerful:*

1. The young people have back to school - not sure about the teachers though.
2. I've taken up Acoustic guitar - a lovely birthday present from my better half.
3. **I have deleted the Facebook Group page I was working on - not enough hours in the day - any offers to resurrect it will gain assistance on a once-in-a-life-time offer from me.**
4. It's our Club's 25th year.
5. On a more serious note it seems that COVID-19 has taken over life as we know it.
6. I can tune a guitar, pick notes and strum a chord named C Major, military get everywhere.

**WASH YOUR HANDS REGULARLY,
WEAR A FACE COVERING AND
KEEP YOUR SOCIAL DISTANCE**

EDITORIAL IDEAS BOX

Repeated... for those who read from the last page first!

I'm pretty sure we're all gutted with the latest news on restrictions, who knows when we'll meet again. If all else fails, let's make this year's Christmas Issue one to remember, and also honour the 23 (or 24!) Years' service that Ken Jones has given us as Chairman of our friendly Club - dedicated to all things N' Scale, but mostly trains and railway related stuff - not forgetting the cakes of course!

I need some help please to mark the change in our Chairmanship in some way. I don't think we can let 23 years pass without some form of celebration as to the achievements of both Ken and the Club. If you have any memories, images or anecdotes you would like to share with everyone, then email me to art1san1957@icloud.com DO IT NOW, or when you would have been coming to Tipton!

I'll create a special Newsletter for the handover, which may end up being done on Zoom - who knows.

CREDITS

All images in this issue are submitted, in the main, by the author of each article, any copying, scanning or pasting etc, etc, blah, blah, are at your own risk - GDPR apply.

PLEASE USE YOUR OWN PHOTOGRAPHIC DEVICE

Special Thanks to Club Members & Guest for their articles:

Nigel Harrold, David E. Jones, Ken Jones



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(other devices & operating systems are available)Ed



NOTICEBOARD INFORMATION

Meetings are **suspended**, but will eventually be held at:
Tipton Green Methodist Church Hall
Park Lane West
TIPTON
West Midlands
DY4 8LD



For more N' Scale information:

Call Ken Jones on 0121 777 7062, email westernsultan@hotmail.co.uk

Or Visit our Club Website <http://www.wmngaugeclub.co.uk/>

BE HAPPY AND KIND TO OTHERS

**LOCAL LOCKDOWN RESTRICTIONS MAY AFFECT US
ALWAYS CHECK BEFORE YOU TRAVEL**

Changes will appear in our Newsletters, with emails/post & calls for urgent info.