

*West Midlands' N' Gauge Club*

# Newsletter



## FROM OUR OUT-GOING CHAIRMAN

**H**ere we are nearly at an end of a year which no-one could have predicted. We were planning to celebrate our 25<sup>th</sup> anniversary and I was going to wind down after 23 years chairing the club. Instead we haven't had a club meeting since early March and I've been doing things like risk assessments, asking for donations and arranging a special AGM by email and letters.

But we have nearly reached the end of 2020 and this is my last bit "from the Chairman", although I am staying on as an ordinary member and when we do get back to club meetings it will be nice to learn how to operate our layouts and to run some of my stock at the club.

To give some sort of continuity in these difficult times I've offered to send out the newsletters for 2021. You can forward it to anyone else who might be interested in reading it. Through this club, exhibitions, our newsletter and website I've met or been in touch with thousands of people, maybe many more. I wasn't planning to chair the club for so long and we were not expecting our founder / chairman to die so soon after the club was formed.

When exhibitions start up again my plan is still to exhibit many of my small layouts most of which I've resurrected during 2020. It's also allowed me time to reflect on the members and others who have made the club so successful throughout its 25 years, and who continue to do so.

**W**ishing the club and everyone reading this a much better 2021. Thank you for an unforgettable time as chairman.

Stay safe

Ken Jones

### *Footnote:*

We have agreed 2021 dates with the church, but at this stage I don't intend issuing them to members or including them in the this newsletter. There is no point in getting everyone's hope up. Instead as outgoing chairman and after the next newsletter is published I will issue my final *email* as Chairman, which will be minutes of EGM, minutes of remote AGM and agreed dates for next year.

Just thought you all would like to know that at least we have dates in the Church diary even if we don't know if we will be able to meet.

## FROM OUR IN-COMING CHAIRMAN

*M*y original hope was to say much of what is in this written address to you at a meeting at the church hall in Tipton. Unfortunately this is not going to happen as yet so a written address it will have to be. On the lighter side, I have been assured by Ken that we will not have the same issues on handover as Joe Biden is having in the USA.

My first task is to thank Ken Jones for his service to the club over the last 23 years as Chairman, taking over in difficult circumstances. I'm sure you will all agree that he has steered the Club through times cheerfully, with humour and tact. I hope he can now enjoy time as an ordinary member and run his trains without interruption. I know he will be there for us to share his knowledge and experience to help us to progress as a Club. I would also like to thank Jane and Tony Minchin for the service to the Club as key-holders; they have decided that now is the time to step down and we shall be looking for a volunteer to take over this responsibility.

*W*hen I first discussed the possibility of taking over as Chairman with Ken some months ago at a near-flooded exhibition in Sileby, little did I know that I would take over in difficult circumstances too. As a consequence I think our main priority is to try to get some sort of club activity running as soon as we are permitted by the government and with the co-operation of the Methodist Church, its Minister Trevor Pratt and his team. We were unfortunate that the planned EGM and limited running session had to be cancelled as a result of the introduction of stricter Coronavirus regulations. Having assisted Ken with some of the planning, I know how disappointed he was and how much work he had put into sorting out protocols and risk assessments and also the time he and I spent discussing progress with Trevor Pratt and his team. I'm particularly aware of how much it takes to get this sort of thing running having done it myself at Trent Valley Model Railway Society (I'm grateful for the support and advice I had from Ken when setting this up – we shared a lot of information and ideas to the benefit of both clubs). The great benefit of Ken's work in this respect is that it does not need to be repeated although we may need to look at protocols again if Government regulations are a little different. Whilst it may be some time before we can meet again as a whole club, I hope we can get some sort of meeting going in the not too distant future.

I was intending to make this a much shorter 'speech' aimed at explaining my philosophy for the future of the Club but circumstances have got in the way. I'm a member of three different model railway clubs and each has its own different features and character. My personal view is that a change of Chairman shouldn't affect the character or features of the Club. I don't wish to make comparisons with other clubs; we are an amalgam of our own personalities and the club reflects our wishes as members. Whilst keeping us in check, Ken's 'modus operandi' has been to ensure that the members make decisions. He may have issued guidance but the decisions, like parting with the N Gauge Society, have been membership decisions. This is a characteristic of the club that I wish to enhance and develop. What impressed me also, when we were taking donations to cover running expenses earlier in the lockdown, was the feeling that the members really felt that the club was important to them.

Chairman's address continued:

Obviously, our first priority is to get the club running again, hopefully back to a 'normal' situation with as many members feeling that they wish to attend, as soon as safely possible. Linked with that, we need to ensure the financial viability so that we can continue to operate and carry out the activities that we wish to do. Beyond that, it is probably a key priority to keep the membership number stable or grow them slightly. As Ken has said before, we are a little limited for space and if we had a big influx of new members we might find it difficult to cope. When the show circuit returns (hopefully) we may well be able to get the club's name out in front of the public again, other suggestions are equally welcome.

Beyond that, I feel it is up to the members to decide where they want the club to go and what activities they wish to proceed with. Are we content with the layouts that we have? What can we do to further develop the layouts that we have? Do we want to build another layout once we are fully happy with Whartson Hall (there are lots of things to consider if we do and I'm not putting this up as a proposal either)? If you have any suggestions, ideas etc., then let me know and we can discuss them at a meeting (when we are finally able to get back together).

To close, my thanks to Edgar, Vince and Dave Griffin for continuing in their roles within the club and to Phil for stepping up to assist Edgar.

*Jeremy Edwards  
December 2020*



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WMNGC  
25<sup>th</sup>  
YEAR

## NEWSLETTER DATES



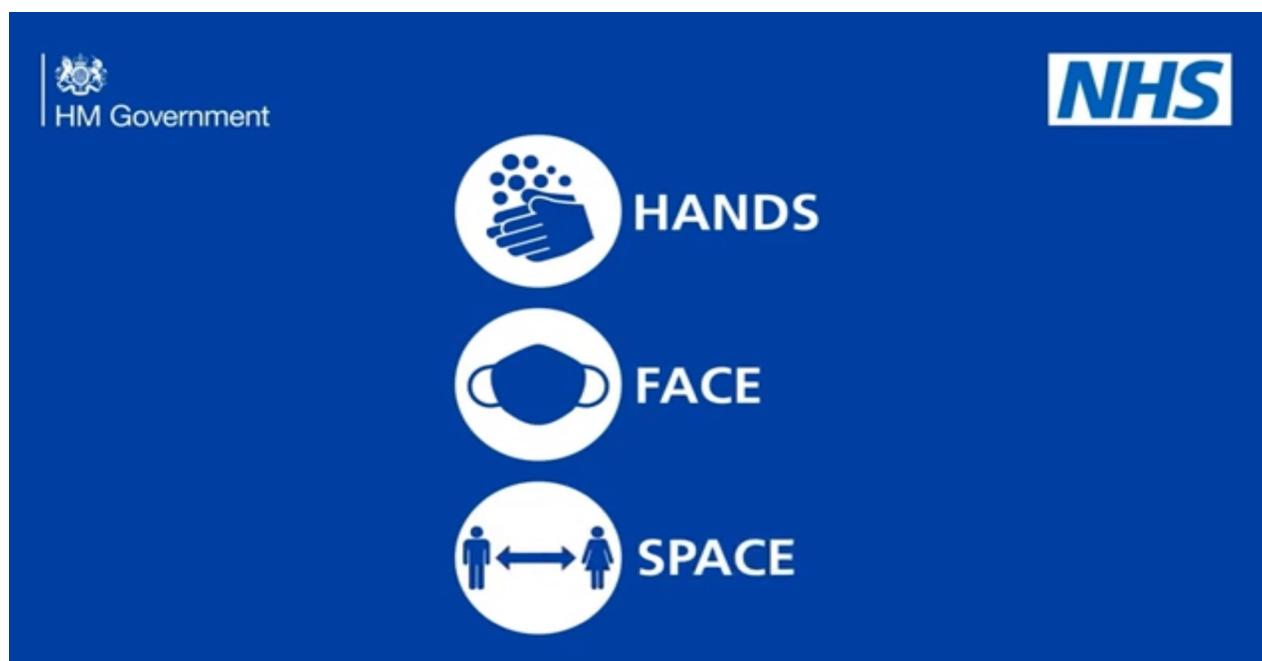
Spring: March 2021  
Summer: June 2021  
Autumn: September 2021  
Winter: December 2021



Just a reminder to all Club members:  
to be included in the next Members' Contributions section, your article should be with me by  
**Thursday 18th March.**

Volume 24 Issue 1 *will* be published before Easter *Ed*.

Our Interim Newsletter has gone out during the past year and I would like you to note that certain articles from those may re-appear in this & future Club Newsletters. *Ed*



## EDITORIAL IDEAS BOX ❄️

If you have any memories, images or anecdotes you would like to share with everyone, then email me to [art1san1957@icloud.com](mailto:art1san1957@icloud.com) DO IT NOW, or when you would have been coming to Tipton! *Ed*

*scribble your ideas here, so you don't forget!*



## *Editorial*

*Well, what a year that was.*

*I am writing this editorial, against my better judgement - expressing my opinions has never come naturally to me, preferring others to judge, or decide for themselves. However, and I understand that that particular word sort of contradicts ones true feeling, in that the following may be perceived as being factual, or not, my personal feelings, or not - I still like raisins (and mince pies) and that will never change.*

*There have been many changes in mine, and my immediate family's lives over the past 12 months' - let alone the changes we have all suffered nationally - and I hope that I have adapted in a way that fits with their lives as we all dream of what should be our new futures. The national pandemic has slowly moulded people's characters into another version of humanity - some gone more selfish, some more helpful and kind. I 'get' both ways and can forgive others for their selfishness, because I truly believe that, at the end of the day (how many more well worn phrases can I fit in?) we are all entitled to our own opinions and actions, good or bad as judged by our peers - in this great country of ours.*



*On the modelling side, I have not done much to Bescut and Walshed, Blochescwic is mothballed, as is my barely-portable layout Foldaway. My spare time nowadays has been taken up in learning Acoustic guitar, a wonderfully thoughtful birthday gift from my better half. I'm up to C.A.G.E.D. on my chords, and practising every day for at least an hour using an online course, and watching plenty of uTube videos - it's amazing what you can learn from that site.*

*I want to particularly thank our outgoing Chairman, Ken Jones, for his friendship, guidance and advice on many modelling matters (and life in general) during these difficult times - and before really. It is rare to find someone who would be on my Christmas Card list after such a short association! I wish him and Sally all the best in their future and look forward to seeing him/both at Club, or otherwise, soonest.*



*Thanks for reading, and I wish all of our readers a Happier New Year.*

*Vince*



## CLUB LAYOUTS

With the club not reopening on the 19<sup>th</sup> 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, this situation seems unlikely to change anytime soon.

Also, 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, and watch out for Virtual Exhibitions - it's the future!



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



## MEMBERS' LAYOUTS

### AUTOMATIC UNCOUPLING

*From Personal Experience*

*By Vince Painter*

**W**e would all like to have some form of automatic uncoupling and it's not yet practical to have miniature, scale men (or others) running around the layout doing our bidding. But fear not there is an easy, if not cheap, solution - so save up your pennies, from not being able to go down the pub, restaurant, gym, heritage railway etc, and follow my lead.



I have to say that I have only tried this manufacturer and there may be others available, check the usual outlets and manufacturers for their take on a perennial issue.

*At TINGS 2018*

*Our guest Alan detaches a GWR auto coach from its Pannier Tank, and again!*

*Check out the video at: <https://youtu.be/K1gVwhdD-9E>*

So, I have used DAPOL inter track magnets (many of them are scattered around Bescut and Walshed). I fitted them by cutting, chiselling, gouging and generally scooping out the finished

ballast and sleeper material from inside the tracks, until the magnet just dropped in without forcing, as it may crack & break.

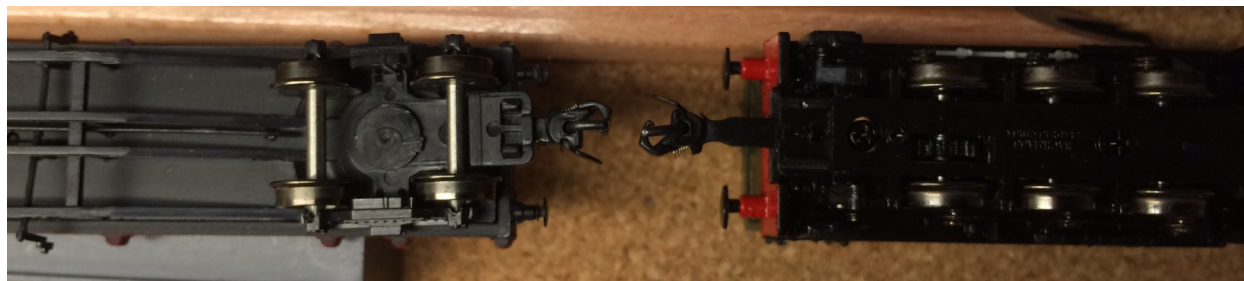
**After testing and** proving I sealed them in with a little dilute 50/50 PVA, and weathered with acrylics to blend in with surroundings.

The magnet should be set flush to the top of the sleepers and weathered with acrylics to blend it in - not too much though as you'll forget where you put it! I like to place a yard lamp or a bit of tall grass adjacent to indicate its position from a distance, as you have to eyeball it when approaching the correct position - no electronics here only magnetism and a good eye!





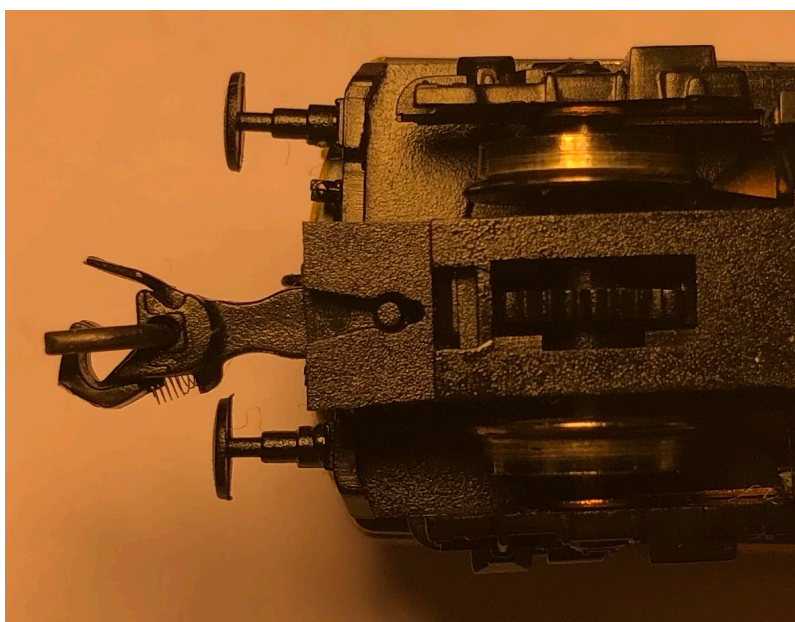
**N**ow, before operation, the DAPOL magnetic coupling fitted to the wagon/coach/engine has to be adjusted for height and throw, once it's done it should be 'set for life', I found that the best position for the metal actuating hangar is parallel to the length of the arm, and height-wise just clearing the magnets when running over the track, also making sure they will clear the frogs on points/turnouts.



**A**s with all things like this there is some fiddle factor, but trust me it does work - I'm only sorry I haven't spent much more time operating my own layout, as can be seen from the image earlier in this article, our guest Alan spent more time 'playing' than I did at TINGS 2018 - was it really over two years' ago?!

**T**he most delicate part of the operation is making sure that you don't eject and lose the little brass-coloured spring, this is vital to the correct operation of the coupling/uncoupling.

It is definitely worth applying a spot of superglue to one end of the spigot that holds the spring in place straight out of the packet, do it now! I have regretted not doing it during the early days, and wondered how many springs have found their way inside my engines, presumably being mashed up in the gears - I haven't lost any motive power yet but, be warned.



*All Images in this article are my own creation, and may be reproduced with written permission from myself upon application in the usual manner.*

VP



## MEMBERS' LAYOUTS

### An American Railroad - Part 2

By Nigel Harrold

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

NH.



## KEN'S Little Bits - the extended version

**Dateline: 18 Sept**

### 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.

### *From The Management*

**Dateline: 26 Sept**

My custom built carriages have arrived - 2 of one type and one of another - and they are seen in attached pictures on the layout this morning - next step is to check a poor coupling and add people.

The rolling stock was bought from [Tgauge.com](http://Tgauge.com) and the bodies scratch built for me by Malcolm Hall.

Running on T gauge track with everything else apart from the railway in N gauge this would equate to a 18 inch miniature railway running in the real world

My N Gauge Society Journal has just arrived - ideal for a coffee break

*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



*This is the timeline of the progress of 'Seen Better Days' see the next page for the finished layout.*



"Seen Better Days" - the N gauge miniature railway today reopened with passengers. Some of the young lads refused to take their feet off the seats, so we closed early due to lack of volunteers.



*Ken Jones' latest creation, made during this current strange year...*

### 'SEEN BETTER DAYS'



Here is the completed layout, with *no where to go* (is that the next layout Ken? Ed)

An American outline locomotive is expected to operate on the line at Xmas, I understand it's already nearby. My friend is going to build 2 more bespoke N gauge miniature railways' carriages but we are not expecting them to arrive until next year. The 3 wheels, on the stand, make the layout unstable so I will be trying to solve that before it goes anywhere. *KJ*





## PLEA FOR HELP:

### Newsletter back issues

KEN JONES is trying to put onto pc all back issues of our newsletter. In the earlier days we only had hard copies, then when Rock Battye became editor he would send me the newsletter on floppy disc. Then I changed computer to one that couldn't read these things, and I thought I had taken hard copies but they and the floppy discs seem to have been thrown out. Rock recently found he still had some on floppy disc which his computer could read and then he could email to me as attachments. But I'm still missing some so the hope is that somewhere someone has the missing ones which we can scan.

Please contact me if you have:

Volume 2 issue 1 from 1998

Volume 4 issue 4 from Dec 2001

Anything from 2002 and 2003

Volume 7 Issue 1 from March 2004

It's possible I still have hard copies somewhere but haven't found them. I have found hard copies of National NGS minutes and early editions of the shunter newsletter. All other issues of our own newsletter are on my pc. - Ken

Did you know that the West Midlands Group of the 009 Society is also celebrating its 25<sup>th</sup> 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](mailto:julienwebb@westmidlands009.co.uk)

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

## MEMBERS' PAGES

**Planning for next year and what to do***By Philip Hunt*

**T**his year I have been working on an OO gauge layout in the loft that I started 30+ years ago; still nowhere near finished, but did get a chance to clear some of the rubbish out which meant I could actually get to it.

So what to do next in N gauge; I have been fiddling around with doing a part of the NYMR for a while and planned it out in Anyrail so, before lockdown started again, I took a trip back up to

North Yorkshire to see family; have a break and see whether what I had been planning from Google would work. We got a small bungalow in Goathland village to use as a base to see the area etc.



I didn't do enough research as I had seen that the NYMR was doing a shuttle service between various stations which

I thought was great, so

first day we arrived we walked down to the station and it was totally closed up.

The Optimist was the only service running now twice a day from Pickering to Whitby and back; with the only stations open Pickering, Grosmont and Whitby.



Grosmont was the only stop but no passengers could get off or on. They did clean the windows.

We did take a walk from Goathland to Grosmont and timed it right to see the services cross over at Grosmont.

The morning train had been pulled by the BR 9F 92134 from Pickering to Grosmont but this locomotive was not allowed on the Network Lines so the last part of the journey was pulled by a BR Class 25 Sybilla. On the return journey the locomotives did swap back again at Grosmont.

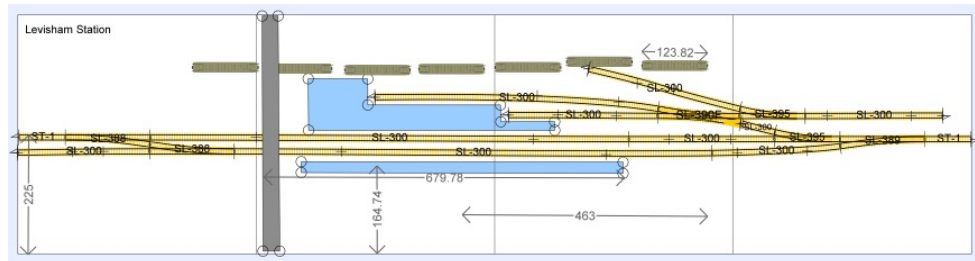
The lunch time train was hauled by a Southern Railway S15 class No.825 which was allowed on Network Rail lines.

I did have a walk around the engine shed and yard and found an unusual locomotive being prepared for steam. It was a small tram from Belgium Railways. This was put through its paces later in the afternoon for a quick spin up to Esk Valley and back.



Luck wasn't in this trip even a visit to TMC at Beck Hole just down the road proved fruitless as the shop is shut for visitors.

The station I was looking to model is Levisham as the others have been done a number of times before. Whilst the village is at the top of the moors the station is in the valley with some steep single track road and steep bends etc. I thought a good change to motorway driving not a thought shared by the wife - who never wants to go back down that road.



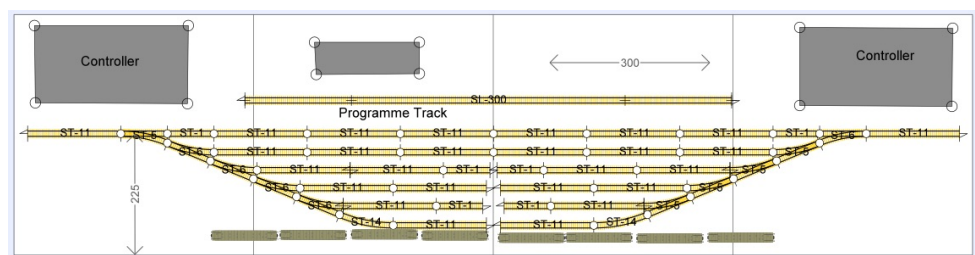
The platforms were all shut and access blocked off, but I got quite good photos around the back of the brick platforms and buildings to gauge the sizes of the wooden buildings etc.

The plan for the centre station section is 1800 long on two 900 boards; with a width of 450. This should allow the platforms, car park and station house to fit on. The track will be centred so that in future I could do one of the other stations and just swap them out.

The fiddle year at the back again will be 450 width which will allow me to get the track on one side and space for the controllers and switches to be in easy reach. The track is to be centred so that you could always add additional scenic board if wanted and by doing the boards as a module it would allow future flexibility.



The idea is to use the DAPOL magnetic couplings so



that I can bring a loco in to the fiddle year, uncouple and return to the other end of the train ready to make the return journey. By having the six roads in the fiddle year I should be able to run a summer service with a Pullman train. The ends would be separate boards with a simple return to connect the front and back boards up. This will have more of the scenery on them to give a longer visible length of train.

That's the plan for next year, just need to complete the rest of the station for Middlesbrough now and start Darlington *PH*



## A Military Tale - Part 1:



By Jeremy Edwards (*pull up a chair for a fascinating insight - Ed*)

### The History of the Shoeburyness Military Railway in three parts

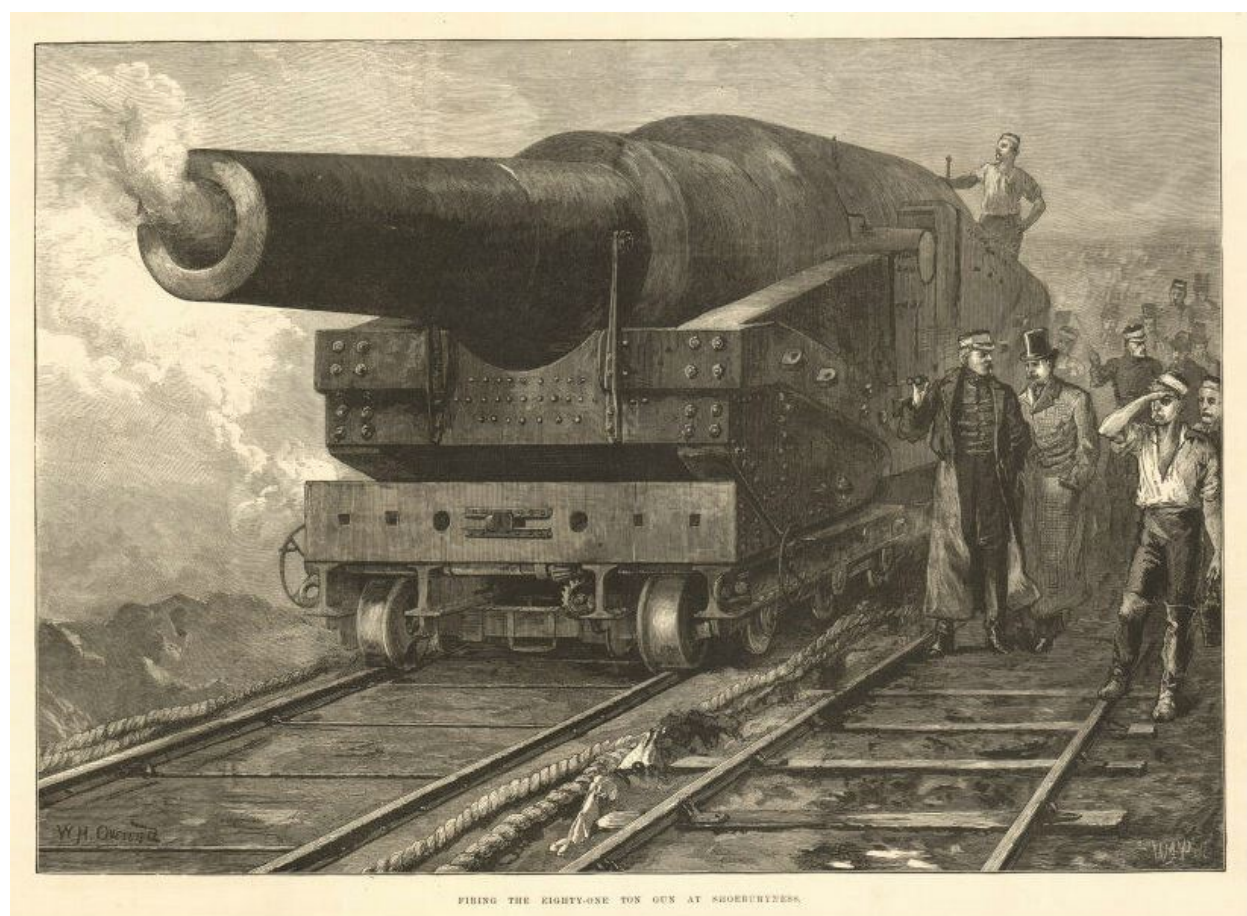


#### Preface

The remit of this article is to describe the development of and activities on the Shoeburyness Military Railway with particular links to the development of the Barracks, ranges and experimental station. Where appropriate I have also included information about the history of area in general and links with some of the other railway activities around Shoeburyness. Some sources also describe the line as a 'Tramway'.

#### Early Developments

Unlike a number of military railways, the Shoeburyness Military Railway is probably one of the less well documented ones. It does not necessarily have the cachet of railways like the Longmoor Military Railway but still is of interest.



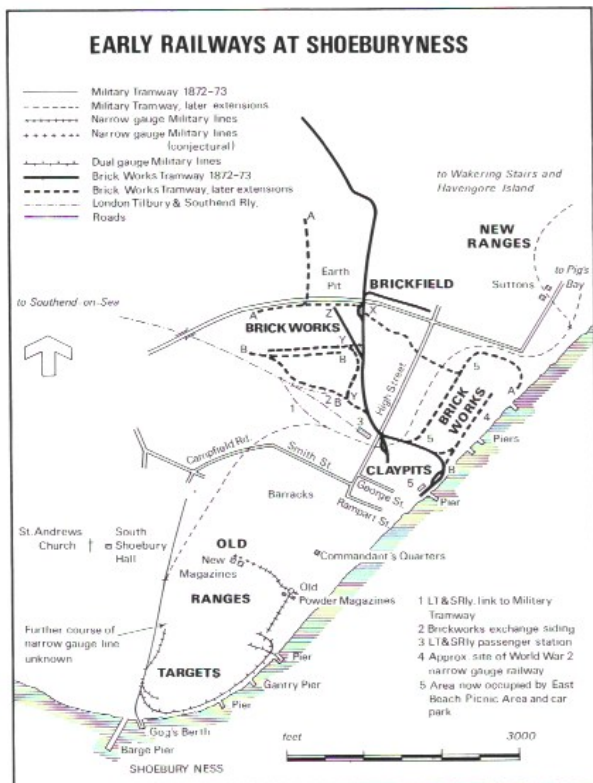
*Firing the 81 ton gun at Shoeburyness (Illustrated London News 10th Feb 1877)*

Prior to 1849, Shoeburyness was a quiet rural backwater in south east Essex on the northern edge of the Thames Estuary. It was characterised by the typical marshes and mudflats of the estuary with a number of creeks and inlets nearby. The area was blessed with a good layer of clay deposits and a number of brickworks developed in the area, some with associated tramways to the seashore and jetties for loading bricks onto barges. There were two small villages, South Shoebury and North Shoebury (those were the names current when the military took over). The arrival of the military had a major effect on the area. By the West Gate of the complex an area of housing developed which was named Cambridge Town. As the area developed, slum conditions prevailed with no plumbed water or drainage until the Shoebury Urban District Council was set up in 1895.

The 6 inch OS map of 1888-1915 shows a particular brickworks tramway in the area now covered by the Thorpe Bay Burgess Estate running from a brickworks just to the south of the LTSR railway to a pier on the seashore. I have no information about this tramway. At Shoeburyness, however, to the north of the LTSR line and crossing the High Street to a pier on the shore by what is now East Beach was a brickworks tramway that became quite extensive over the late Victorian period. This was the property of Dale Knapping who owned the brickworks; the Board of Ordnance purchased land from him to construct the Old Ranges and he used the funds to start and develop the brickworks. The works was later the property of J. Jackson and Co and then Eastwoods Ltd. The brickworks was operational until the 1920's in an area to the east of the High Street; the tramway linked the brickworks and its piers by the coast to the brickfields a little way inland beyond what is now Caulfield Road and towards Wakering. The extension of the military railway to the New Ranges seems to have crossed the Brickworks Tramway several times in the area around the brickworks itself. Part of the brickworks tramway is fairly obvious on the 1888-1915 OS map (Courtesy of Essex Archaeology).

In 1849 the Board of Ordnance purchased some land from Dale Knapping on the foreshore near South Shoebury including the Coastguard Station. This was required as the firing ranges near Woolwich were no longer suitable for their purpose. This was not the first military infrastructure in the area in more modern times as a signal station was built in 1797 to watch out and warn of impending invasion by the French; there had been military forts in Roman and possibly pre-Roman times including the 'Danish Camp'.

Over the next 10 years the site was further developed and a School of Gunnery was established at what was to become the Horseshoe Barracks. As a part of this development, in the 1860's, a tramway was built, approximately 1 mile in length, to link the ranges with the barracks. This railway was laid to standard gauge and formed part of the later extended system. Maps show an extensive group of lines at the ranges, as they then were, linking them alongside the road to the barracks. These lines were worked either by horse or by manpower it is believed but later in some way by traction engine. Four early 4 wheel wagons were known to exist into the 1990's; they had horizontal hooks fitted which suggested haulage ropes. Early pictures of some of these wagons suggest that some of them didn't have handbrakes – spragging and scotching would be fine for holding them stationary but it is probably a good job that the topography is quite flat!



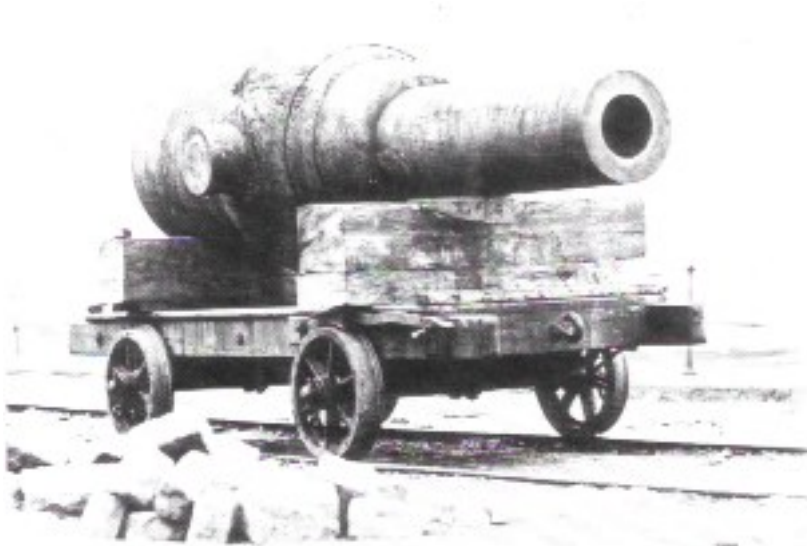
Map showing the area around the LTSR Station, Barracks and Old Ranges. Details include the Brickworks Railway and narrow gauge lines at the Old Ranges. (Industrial Railway Record No 128, 1992)

It is apparent that the area around the coastal section of the Old Ranges was laid in dual gauge with a standard gauge line linking to the rest of the system and a 1ft 6 inch gauge system around the piers and old brick built powder magazines



Dual Gauge track at Gantry Pier 11th October 1988 (H.W. Paar, Industrial Railway record 128)

that date from about 1851 to 1857 along with a selection of apparently timber stores. This line also appeared to extend almost to the new powder magazines constructed in about 1885. It is believed that the dual gauge was needed for efficient transportation of charges and powder whilst the heavier guns required the stability of standard gauge track. As an aside, at Woolwich Arsenal a similar situation occurred (many of the guns tested at Shoebury came from Woolwich Arsenal – more of that later).



Blakeley gun on a wagon, dated early 1860's  
(Proof and Experimental Establishment, MoD Shoeburyness, Industrial Railway Record 128)

To be continued.....



## COMPETITION answer

Volume 23 Issue 3's challenge.

Autumn Challenge:

Where on earth did the "Land"rover end up On The Rails?

*Some very interesting comments with the correct answers.....*

From Malcolm Hickman

**Subject:** Re: Newsletter Volume 23 Issue 3

Thanks for the newsletter Ken. Enjoyable as always. Re the land rover on rails, I think I saw that at the SVR.

*Graham Jones has come back to say "Landrover is at Severn Valley Railway"*

*and from Phil*

*"I think Tony took a wrong turn to get to the end of his back garden!"*

From David Alexander of Towcester

"thanks for the newsletter. The answer to the Autumn Challenge: the Land rover is on the Severn Valley Railway. I've seen it there myself.

regards and stay safe"

*Thank you all for taking part - see, some people do actually read our newsletter!*

## COMPETITION - combined with OXFORD NEWS

Continuing the military theme:

Where would dozens of the full-sized versions of this unusual colour scheme have been seen in the 1980's and why?

*You need to be precise to get this one  
(I don't mean you have to track the  
registration number - however that would be  
extremely clever!)*

The model is now available from OXFORD diecast through your 'normal' suppliers.



## 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

AdChoices Trading Signals N Gauge Layouts N Gauge Track Plans UK

Home ► Suppliers A-Z

**Manufacturers and Suppliers Directory - A to Z - 2mm Scale / N Gauge**

A-G H-P Q-Z

**SUPPLIERS A-Z Listing**

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# EDITORIAL IDEAS BOX

(Repeated for those that missed it earlier!)

If you have *any* memories, images or anecdotes you would like to share with everyone, then email me to [art1san1957@icloud.com](mailto:art1san1957@icloud.com)

DO IT NOW, or when you would have been coming to Tipton! Ed

*scribble your ideas here, so you don't forget!*

A few Christmas Cracker jokes to cheer us all up, from KJ.

1. What is Dominic Cummings' favourite Christmas song? *Driving Home for Christmas.*
2. Did you hear that production was down at Santa's workshop? *Many of his workers have had to elf isolate.*
3. Why didn't Mary and Joseph make it to Bethlehem? *All Virgin flights were cancelled.*
4. Why are Santa's reindeer allowed to travel on Christmas Eve? *They have herd immunity.*
5. Why did the pirates have to go into lockdown? *Because the "Arrrr!" rate had risen.*
6. Why is it best to think of 2020 like a panto? *Because eventually, it's behind you.*
7. Why couldn't Mary and Joseph join their work conference call? *Because there was no Zoom at the inn.*
8. Why can't Boris Johnson make his Christmas cake until the last minute? *He doesn't know how many tiers it should have.*
9. What do the Trumps do for Christmas dinner? *They put on a super spread.*
10. Which Christmas film was 30 years ahead of its time? *Home Alone.*

## 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 for their articles:  
Jeremy Edwards, Philip Hunt, Ken Jones, Vince Painter*



Edited on Apple iPad Pro running iOS 14.3 for iPad

(other devices & operating systems are available)Ed





## NOTICEBOARD INFORMATION

### To be continued.....

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



**Wash hands**



**Cover face**



**Make space**

*For up to date Club Information*

Call Jeremy on 07720 902490, email [jeremyedwards606@hotmail.com](mailto:jeremyedwards606@hotmail.com)

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

**BE HAPPY AND KIND TO OTHERS**

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