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*West Midlands' N' Gauge Club*

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# *Newsletter*



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## FROM OUR CHAIRMAN

I started to write this just about the time that the PM was considering the plan to get us out of Lockdown 3. I have to say that Lockdown 3 was not as simple a situation as Lockdown 1 in my opinion as the winter weather made it more difficult to get outside and do some of the things that make the situation a little easier. As this is not a forum for political discussion, I will leave that aspect of the matter there and hope that members are safe, well and hopefully in many cases vaccinated.

In some ways Lockdown and restrictions mean that there isn't much in the way of news to spread. Thanks to Mike Turner, the Club website was updated after the AGM with new contact details, an up to date newsletter and some new articles from Mike himself. The new articles are very much in Mike's inimitable style and very informative; I have to say that I learned quite a lot of useful information. The other update concerns the Ukmmodelshops website where I have updated contact details taking Ken off the list and putting my details on. People must read the site as I had a query a couple of weeks ago for some advice (not N Gauge but Hornby Dublo 3 rail – fortunately a more general query rather than specific) which I hopefully managed to answer satisfactorily.

It is pleasing to see that a number of clubs are considering running exhibitions this year. Currently we have a couple of provisional bookings for later in the year. Firstly, we have TINGS on 12th and 13th September followed the next week by an invitation to a possible show in Lichfield run by Trent Valley MRS. To add to this, we have an invitation to show Whartson Hall at the NEC at the end of November, if that show goes ahead.

From discussions at Trent Valley this week it appears that almost all layout exhibitors are happy to come but any problematic issue may stem from the 'paying trader' side of the show. What is likely to be an 18 month hiatus could be causing traders problems financially and since they pay to sell their wares may be concerned that the paying public may not be attending in as large a number as usual. The problem for organisers is that they need to make a profit for their club; it could be safer not to hold an event rather than risk making a loss.

*JE*



## NEWSLETTER DATES

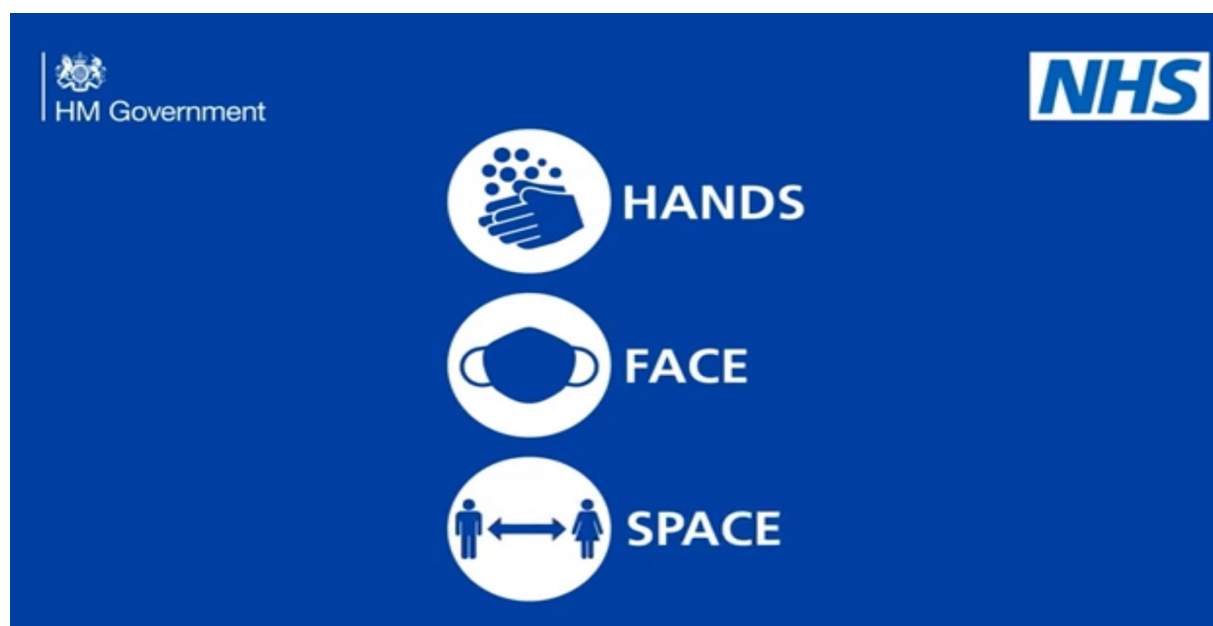
Summer: June 2021  
 Autumn: September 2021  
 Winter: December 2021  
 Spring: March 2022



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 June.**

Volume 24 Issue 2 *will* be published that weekend *Ed.*



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WMNGC  
**26<sup>th</sup>**  
 YEAR

## **The Chairman's New Project 1**

After a bit of cogitation and some fund saving the new project has finally started. The plan is to produce an 8ft x 3ft (approx. as it is a metric equivalent) continuous run double track line with a possible branch and a station. Funds are a little restricted but the aim is to produce something of more than reasonable quality that I can use at home or take to shows. Notwithstanding the first part of the last comment, some decisions have had to be made that increase expense due to limited working space at home and no access to the Trent Valley clubroom or timber merchants.

**T**he actual size of the layout is 2400mm by 900mm which is a little less than the quoted Imperial figure. This is because I have opted to use Grainge and Hodder laser cut baseboard kits and they use metric sizes as standard. I purchased two 1200 x 900 board kits and specified that I wished to join them on the 900mm edge. The boards are designed to be fitted on the 1200mm side to make a '00' gauge trackmat size. The kits are made to very tight tolerances but have gone together well with help from Resin W wood glue and a few judiciously placed panel pins.

Trent Valley MRS had been given two of these boards which have since been modified and converted into a long and much narrower '0' gauge loco shed layout. As a consequence I was advised NOT to fit the diagonal bracing until I had planned the layout. These boards are lighter than many of the other manufacturers boards as they use lighter gauge ply which reduces the cost somewhat (I would have loved to use Tim Horn or White Rose kits but they are far too expensive for me at the present time). The kits rely on dowels to align the boards and some method of joining them to be decided by the builder but it is possible to use pattern makers dowels for alignment. Experience from other clubs tells me that pattern makers dowels are best so that it what I will use. Connection will be by M6 set screws and wing nuts as per Whartson Hall.



***The first board constructed in my garage***

**T**he kits went quite well with a little tapping and shoving required to locate all pars. After assembly addition glue was run as a fillet along the joints, this has removed some of the flex in the boards. The boards still seem a little too flexy without the cross bracing so I will plan the layout quickly and decide where to brace and perhaps how to stiffen the unbraced sections. I understand that it is important to seal the ply with paint or varnish, this will be a priority. Another piece of advice came from Warley N Gauge modeller Robert Shrives who recommended painting the underside white to aid in spotting deranged, loose and otherwise recalcitrant wires. Patternmaker's dowels fitted neatly, with the approved packing pieces, into the prepared locations and the boards were test fitted satisfactorily.

New Project 1 continued.....

Currently I don't plan to install legs; the reason for this is cost plus the availability of some saw horses that I already have. At home I can move the dining table a bit and with the extension in place I can set the layout up on that. When the plan was a 12 ft x 18 inch terminus to fiddle yard plan I managed to source some plastic saw horses from Aldi for a brilliant price.

I can use those and hope to set the boards up on the patio for summer working when the weather is good.

Eventually the plan is to have braced timber legs as per Whartson Hall plus screw adjustable feet.

Whilst I can draw paper plans, I have an idea in my mind which I need to test out full size. Once the boards are prepared I will paint the surface white and use that as a 1000mm to 1m planning device using Peco templates and my Tracksetta gauges sourced many years ago.

While this is all taking place, as track supplies are a bit short, I am building up a stock of track items for use later.

JE

*PS At the time of writing, Tennents Trains kindly supplied (for a fee) some Peco Streamline track. Space is somewhat limited at home so I need reasonable weather and access to the garage to sort out the surface and plan the layout in full size. Hopefully I will have pictures of track and something to report by the time the next newsletter comes along.*

*PPS Further to my last, Ken has spotted that Tipton Hills is also on the list for Birmingham MRC Show at Castle Brom/Water Orton on 30th October. Looks like a good club showing there with Ken, Nigel and the Minchins as well as TH.*

**GOOD MEN  
DO EXIST**

**WE'RE JUST...  
BUILDING TRAINS.  
BUYING TRAINS.  
THINKING ABOUT BUYING TRAINS.  
BUYING PARTS TO FIX TRAINS.  
TALKING ABOUT TRAINS  
& RUNNING TRAINS**

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*Editorial*

*At the time of publication, it'll be the first anniversary of the start of Lockdown 1 and what a year it's been since!*

*I still like raisins, but would it be wrong of me to bring mince pies to our next meeting? - how we look forward to that day.*

*Jeremy seems to be settling in to his new role well, and KJ is filling his time entertaining us all with links from around the 1:1 scale world.*

*At home, on furlough, I've started yet another project - clearing out the attic! An hour every now and then produces a car-full of cardboard, polystyrene and other such packaging, which we've kept 'just in case' over the past 45 years of togetherness - many memories.....*

*On the modelling side, I have rationalised my bits 'n' bobs drawers (contents of the garage) into my spare wardrobe, well we're not going out anywhere so clothes are not required, better to fill the space with useful things like 6 drawers full of cutting tools, spare batteries, materials for wagon loads and generally all those things which will come in handy at a later date.*

*My guitar practising is still in full force, every day for at least an hour, using another online course, this time from Fender - the first month was free, it came with the second guitar which my better half kindly bought me - a Squier (by Fender) Stratocaster, no rivets, just strings and a connection to my 10 Watt Laney (made in Oldbury) amplifier, with headphone connection so I don't annoy the neighbours.*

*Well, it's looking like most of the population are sticking to the rules on protecting the NHS, we've had our first dose of AZ and it is time to start thinking about re-emerging into society after our second period of lockdown. I think that the 12th April could see shops opening again, and if the Saddlers centre in Walsall opens fully that is where you'll find me again.*

*Thanks again for reading, and I wish all of you a Happy Easter.*

*Ed*



## CLUB LAYOUTS

With the club not being open now for over a year, going back should be an interesting experience for us all. Details on the first day 'blues', or 'greens', will follow, one thing is certain, we won't be bored, there's going to be lots to do on our Club Layouts, and no doubt many, many lockdown stories to mull over at break time - can't wait!

Also, getting ready for the next exhibitions' season.....

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 which could well still be around for a while yet - it's the future!

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



## MEMBERS' SUBMISSIONS

## An American Railroad - Part 3

By Nigel Harrold

Progress on the layout has taken a few steps backwards after installing all of the American type signals which were purchased off C.R. Signals, these being fixed into position on the layout and tested. The four railroad crossing lights with barriers these were also fixed into position along with the five infra-red train detection sensors connected to the crossing module board, all of these were purchased off Heathcote Electronics. I also added the self adhesive railroad crossing road markings which was purchased from

**Mid West Models**

**USA** along with some road signs.

After applying the road marking they were sealed with a light coat of matt varnish.

With all of the above done, also track laid, wired and tested on the fiddle yard boards, it was now time to connect all of the boards together and run some trains. Things didn't go very well, major problems, when trying to run a double headed coal

train on the layout. Problems started with scenery board #1, the wagons became uncoupled from the locos when running on the inner track, running on the outer track the train made it ok but just didn't look right. Things were no better with #4 scenery board, with the train derailing and uncoupling on the inner and outer tracks, more so on the #4 fiddle yard board with the incline, curve of the track and where this end board joined the scenery board. With the coal wagons being the shortest, I had had no chance of running anything longer, also on testing the two

s t e a m  
locos with  
long wheel  
b a s e s ,  
these both

derailed on all of the curves. When setting out the track I had used Kato Unitrack curves for the radius template, big mistake. The only train to make it round anywhere on the layout was the Amtrak train headed by two P42's.





With the problems on all of the end boards I have now removed the landscape where the track curves, and relayed the track but this time with a bigger radius, which also meant making the fiddle yard boards 3 inch wider to get the bigger radius curves in. I have also reduced the incline on #4 scenery board, which in turn will make the incline on the



fiddle yard not as steep, with there not being such a steep incline it has made for better joining of the tracks on the two boards. Laying some track to the fiddle yard boards temporary so that I could test what I had done.

I'm now happy that I can run trains - long trains - on the layout with out things uncoupling or derailling. With things running fine I have now made good the the scenery on the two end boards, also reinstalling the railroad crossing sensors and signals.

While I had the layout in pieces I decided to change how the track was joined where the scenery boards butted up to each other. After seeing different articles about

**ModelTech** rail aligners, I used these and I am really happy how the joints look now, so much neater especially when the track has been ballasted. I will also use them for the fiddle yard.

I have no track plan of the layout yet again because I still have the fiddle yard to complete also bridging sections between the scenery boards and fiddle yard boards to be made. I cannot make my mind up on a name for the layout. I was thinking on the lines of Tipton sub division, there is a town called Tipton in Missouri USA but no trains, the track was ripped up many, many, years ago. The other name I was thinking of was - Union Pacific 'The Creek' or for short UP 'The Creek'. I would think Tipton would create a talking point - Uh Tipton's in the West Midlands.

Come the next newsletter, fingers crossed all should be complete with a track plan, name and ready for TINGS in September ?.

NH





## KEN'S Little Bits - the extended version

### *The Leyland Gnu*

*By Ken Jones*

**K**en's latest N gauge model bus has a chequered history both as a model and as a full-size coach.

The Gnu was introduced to the world at the 1937 Commercial Motor Show and its official designation was the TEC2. Five of these revolutionary coaches (HVW213-7) were delivered new to City Coach of Brentwood in Essex in August 1939 and numbered G2-6. They carried 39 seat bodies by Duple.

Sadly, the Gnu's twin-steer arrangement did not find favour with operators and only 8 in total were built. A change to regulations allowing a 30ft PSV on 2 axles meant that the idea was soon dropped.

**T**he model was scratch built by Ken's friend Malcolm Hall for another friend who is no longer with us.

Malcolm spotted it in December 2020 on eBay and discussed it with Ken who was keen to get it due to its rarity, both as a coach and as a model. In fact, the only other N gauge model Leyland Gnu is with Malcolm, being the other one of the two he built.

It became apparent that Ken would not be at home when the model was due to end on eBay, and so tactics with Malcolm were

discussed as we noticed someone else was keen to get hold of it and increased their bids whenever he was out bidden.

**M**alcolm won the model for Ken and it was delivered to his house exactly 13 years to the day that he had made it, and it is in remarkable good condition. It will arrive at Ken's home in the near future with something else Malcolm is secretly building for Ken.

You can see a picture of a real Leyland Gnu at <http://www.sct61.org.uk/csg6> and the model below which has Malcolm's original sticker still on it underneath.



*KJ*

## KEN'S Little Bits continued...

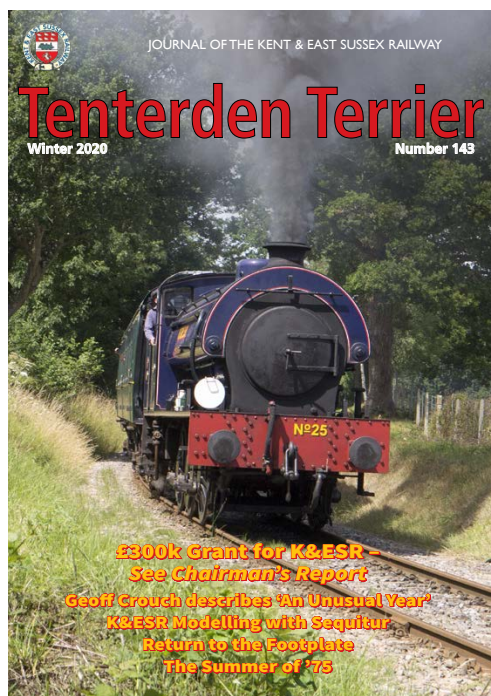
a few more of Ken's interests.....



A milestone has been reached on the Focus Transport website, to which Ken has submitted very many images of buses and trains over the years.

Click here to see a sample of images during the 3 million views.

<https://www.focustransport.org/2021/02/3-million-page-views.html>



And here is one of the many Heritage sites around the country and their Journal:

The Kent & East Sussex Railway.

QUOTE FROM their website: <https://kesr.org.uk/>

"We are delighted to confirm that in-line with the Government's latest guidance, we will resume running trains for public service from Saturday 22nd May 2021 – subject to the lifting of COVID-19 restrictions."

Great to see it's finally happening, let's hope we can all get out and about soon to support these events - keep an eye on websites and use those search engines till your fingers bleed!

Suggested keywords: HERITAGE : STEAM RAILWAY:  
OUTDOOR EVENTS: FAMILY DAYS OUT *Ed*

Did you know that the West Midlands Group of the 009 Society is also celebrating its 26<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 26 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.

## A Military Tale

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

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

#### *Part 2:*

A reminder.....

“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*”

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.

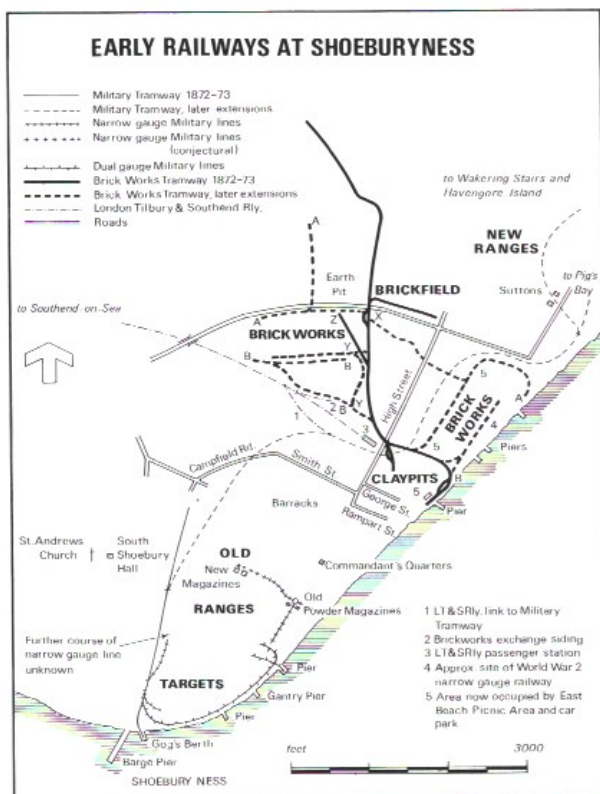
The 6 inch OS map of 1888-1915 shows a particular brickworks tramway in the area now covered by the Thorpe Bay Burgess Estate running from a brickworks just to the south of the LTSR railway to a pier on the seashore. I have no information about this tramway. At Shoeburyness, however, to the north of 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*)

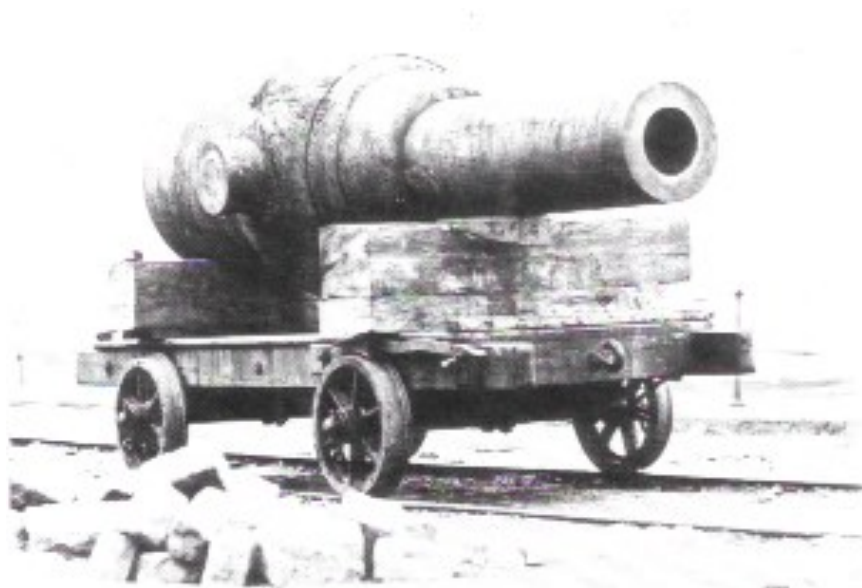
It is apparent that the area around the coastal section of the Old Ranges was laid in dual gauge with a standard gauge line linking to the rest of the system and a 1ft 6 inch gauge system around the piers and old brick built powder magazines

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)*

In 1882 the London Tilbury and Southend Railway obtained an Act of Parliament to construct various additional lines.

Roads around the Shoeburyness area were not conducive to good transport although one advantage of the site was that it was easily reached

by sea from Woolwich. On the original map we can see the road to Southend (which was situated to the west of Shoebury) actually leaving the site to the east. In addition there appeared on an 1888 map to be no roads heading to the west through the brickworks area. In 1884 the railway was extended under this Act from Southend Central Station to Shoeburyness somewhere slightly to the north of the ranges and barracks. This seemed fortuitous as Shoebury by that time was a bustling military centre rather than a pair of sleepy villages.

By 1887 further developments were afoot and the first steam locomotive was purchased. This was a Manning Wardle 'K' class 0-6-0ST and was named Nicholson after the then Superintendent. Up until that time, in addition to horse and human power, a traction engine had been employed. A variety of different locomotives have been used on the line since that time.

The lines at the Old Ranges and the link up to the LTSR station at Shoeburyness were taken out of use in 1958 and the tracks removed at some time in the 1960's. The siding at Shoeburyness Station still links with the railway running towards the New Ranges.

#### The New Ranges, Havengore Creek and Foulness Island

By this time, the original ranges were insufficient for the School of Gunnery purposes and the development of artillery and plans were made to extend the facility along the coast towards Foulness Island. In 1889 land was purchased north of Shoebury along the coastline towards Foulness Island and to the east of Wakering. This initial purchase went as far as Havengore Creek. This area was known as the New Ranges and the original ranges were called the Old Ranges. To service this the railway was extended northwards from Shoebury (crossing the road at a level crossing), linking to a siding at Shoeburyness Railway Station and a depot was developed at Suttons, on the site of Suttons Manor House, with a loco shed, turntable and workshops. The 1888-1915 6 inch OS map of the area (Courtesy Essex Archaeology) shows the extent of the line with two branches running past Pig's Bay towards Havengore Point with several jetties and a second line further inland heading towards Havengore Island. At this time neither line passed much beyond Pig's Bay.

Development of the facility continued in the run up to World War 1 when Havengore Island was purchased in 1902 and then New England and Foulness Island were purchased over a period of time during 1914 and 1915. This happened as Foulness Island was owned by several landlords and one did not wish to sell; the purchase was only completed when he passed away, his brother inherited the property and sold it to the government. This then permitted (or required) further development of the lines.

A major issue was crossing Havengore Creek as it was a navigable waterway and was in use as such. To facilitate the railway crossing to Havengore Island a Roller Bridge was constructed between 1918 and 1924 carrying both the railway and a new road link. The railway was then extended onto Foulness Island with a temporary line crossing quite a proportion of the island (removed shortly afterwards in 1925). This was the full extent of the railway at a length of some 5 1/2 miles (combined total track length is some 13 miles as of 2020). The final addition, however, did not appear until 1958 when a cut off around Suttons Depot was built (some 1300 yards in length) to avoid some sharp curves around the loco shed. At the same time, the lines of the old tramway to the south of Village Crossing at Shoeburyness Station were closed leaving a link between a siding at the station and the line north of Shoebury. The original Havengore Bridge was replaced in 1988 with a new construction carrying the tramway and road access to Foulness Island. Prior to the construction of the bridge the only access to the island was the Broomway, which ran across the tidal mudflats and was extremely dangerous as the tide arrives very quickly in this area. It is called Broomway as it is marked with a series of markers that look like upended besom brooms.

In 1976 the Garrison HQ at the barracks closed down. The Old Ranges were sold for housing, as was the barrack site later on (however a number of the barracks building were listed and have been incorporated into the later housing development). In 1987 the Military Wing closed and the last junior ranks left the site.

Rail operations ceased on 27th November 1991 although the lines remain intact. The lines are used currently for storing withdrawn 'main line' rolling stock. Shunting is carried out by MoD locomotives (as of September 2005) and stock is taken away for scrapping elsewhere.

The New Ranges and Foulness Island make up MoD Shoeburyness and are operated by QinetiQ (see <https://www.qinetiq.com/en-us/> for more info - Ed) for research into various rocketry and other matters. Access is limited to residents of Foulness Island only except at certain times when the Heritage Centre on Foulness Island is open for visitors. The rebuilt Havengore Bridge is open for marine traffic.

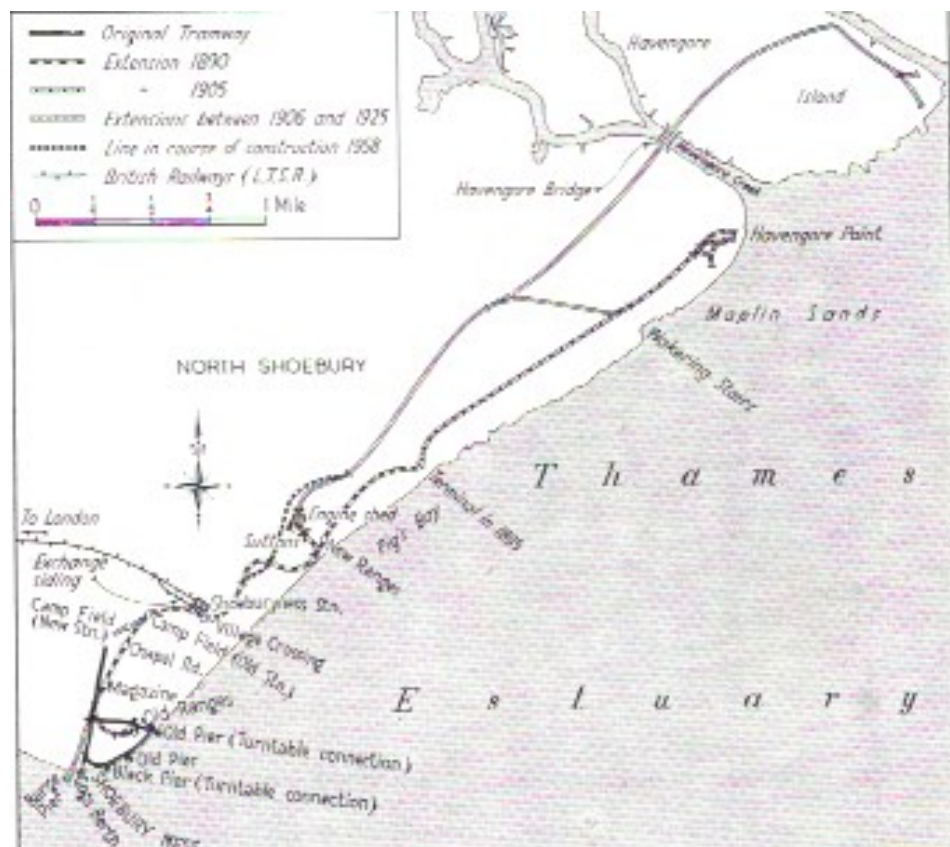
In addition to the early systems on the Old Ranges, there were also possibly three narrow gauge railways on the site for a period of time. In around 1922 there may have been a 2' gauge line in operation around Pig's Bay presumably serving the ranges but little is known about it. A second 2' gauge line was in operation during WW2, which was linked to the ammunition sheds around the coast road. In the 1980's this system was used to store locos that had been returned from BAOR munitions depot at Arsbeck and was probably out of use by the mid 1980's. It may be that these were one and the same system, my source is unsure. In 1995 a 2'6" gauge line was constructed at Havengore Island to carry munitions for a specific project and was operated by battery electric locomotives and as of 2005 was still in use.



The whole situation almost changed massively and the railway could have disappeared completely. By 1960, planners felt that the two London airports at Heathrow and Gatwick would become overcrowded and plans were laid to create a third London airport. Stansted further north in Essex was a good contender as was Cublington in the Vale of Aylesbury. There was dissension within the Roskill Commission who were planning the additional airport and the Thames Estuary became the favourite. The plan was to construct a major airport on the Maplin Sands and Foulness Island. In April 1971 the government announced that Maplin Sands was to be the site of the new airport and planning steps were taken to start the process.

The new venture would have included a container port and a town of some 600,000 inhabitants to service the facility. In addition the rail links and two new motorways (M12 and M13) would need to be constructed to provide better road access.

This would have had a major effect on the area and unsurprisingly there was strong opposition locally. It would also have forced Southend Airport to close; this was a busy airport providing short hop flights over to the continent and in particular Air Ferry flights for cars provided by British Air Ferries. By 1974, however, there was a change of government and the new Labour government felt that the projected cost was



far too much and Stansted was chosen to be the third airport. Further proposals arose in the period from 2000 to 2010 when a Hub Airport was suggested (sometimes named Boris Island after the then Mayor of London, Boris Johnson) but these proposals were concentrated on the south (Kent) bank of the estuary. For a number of reasons, including the presence of sunken munitions ship SS Richard Montgomery(1), the proposal was dropped.

JE

*In the final instalment you will see the Operational details and Rolling Stock including Gog & Magog.....*

COMPETITION answer from Volume 23 Issue 4's challenge.

a reminder:

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



And the winner with the first correct answer is:

David Alexander, of Towcester.

He says:

*The answer is BFPO 45, in the British sector of Berlin as part of the British Army Brigade based there. That camouflage scheme was thought to be the most effective for the built-up areas of the city in which they would have had to fight. Bovington tank museum currently have a Chieftain Mk10 on display in the MBT version of the same camouflage scheme.*

See the tank museum website at: <https://tankmuseum.org/tank-nuts/> (planning to re-open on 17 May - subject to 'Road Map' conditions) Ed





## NEW COMPETITION page

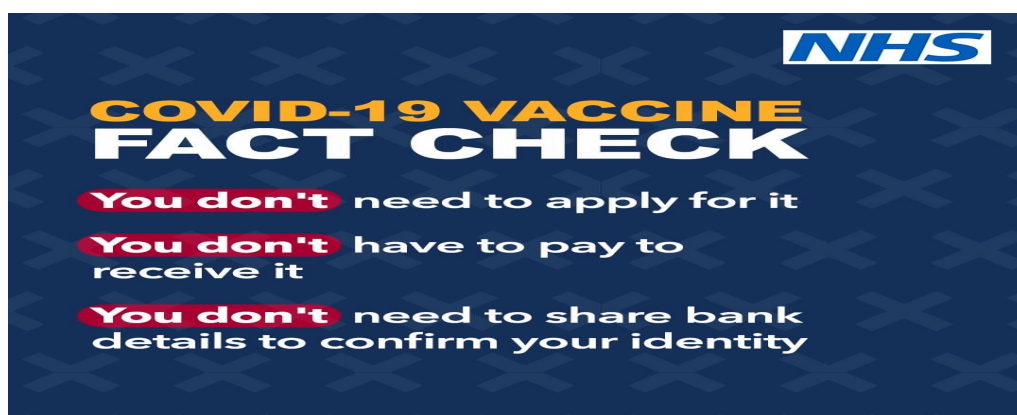
Let's see who's quickest on the email! (KJ not allowed on this one - sorry)  
Ooops did I give a clue away there?

Can you provide the Name, Classification and location of this beautifully preserved steam locomotive, captured recently, preparing for the coming season?



Answers please to me: [art1san1957@icloud.com](mailto:art1san1957@icloud.com)

Or by your usual methods





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## MEMBERS' TRAVELS

Intentionally left blank, well, look at the title above 😂

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### **Joke of the day**

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**A driver took a train for a service,  
but the vicar said it was blocking the aisle.**

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unknown AUTHOR

## SUPPLIERS

# OXFORD



Oxford has posted the new catalogue on their site, these are the revised expected dates for the 9 outstanding N models.

Looks like they're clearing the back log, so hopefully might be a few more items in the next catalogue. They withdraw due dates because they could not keep to them but looks like they have reintroduced them for these outstanding models. I know some of you are waiting for a specific model or models - so hope this helps.

<https://www.oxforddiecast.co.uk/collections/1-148>

NDEF014 Land Rover Defender - RNLI - Listed but no due date  
 NFG013 Foden FG Flatbed - Robsons of Carlisle - Q2/2021  
 NFG014 Foden FG Dropside - Dennys - Transport - Model not listed  
 NLRT007 Leyland Royal Tiger Coach - North Western - Q2/2021  
 NNMN003 New Mini Cooper S - Midnight Black - Q2/2021  
 NSDF003 Shelvoke & Drewry Freightlifter - British Rail - Q2/2021  
 NVOL4008 Volvo FH Artic Walking Floor - Mc Burney Transport - Q2/2021  
 NXF003 Jaguar XF - Cashmere - Q2/2021  
 NXF008 Jaguar XF - Police - Q1/2021

Also,

Thanks to **Kevin Ellis** for doing a great job with *his* site, linking these models to pictures on line at Oxford Diecast, Google images and eBay. He's also made it that you can create / print off your own copy of this list, just press on the tab next to 1:148

[http://modelbuszone.co.uk/tmb/lists/Models\\_oxford\\_st.htm](http://modelbuszone.co.uk/tmb/lists/Models_oxford_st.htm)

Thanks to Ken Jones for passing on these extremely useful updates.

METCALFE

# METCALFE

Models & Toys

Facebook link (you'll need a FB account for this one) <https://fb.watch/1JVylKLsoc/>



<https://www.tennentstrains.co.uk/products/plastic-kits/thunderbirds>

## GENERAL NOTICES

With the club's reopening 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.

We are beginning to see organisers preparing for the new normal, keep an eye on the modelling media for the latest on when railway exhibitions will start again.

As ever, always check with 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 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**

0-9

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## RETURN JOURNEY

*Otherwise known as any other business*

*My Raisins to be cheerful:*

1. I am getting used to the new arrival in our family courtesy of Squier Bullet HSS by Fender, see what I did there with the military reference. It is a beginners' Stratocaster, something for me to experiment with, from a setup point of view, oh and musically of course.
2. It's our Club's 26th year.
3. On a more serious note it seems that COVID-19 has taken over life as we know it, and I hope all of those in the various categories are getting their jabs - you know it make sense, and even the Queen said it doesn't hurt one a bit.
4. Young adults and others are back at school, how's that going?
5. Please note that any recommended suppliers, ideas or suggestions found in this not- for-profit newsletter are for readers' personal use only, any inaccuracies are regretted and not deemed to be life-threatening.

## EDITORIAL IDEAS BOX

I'm pretty sure we're all happier now we have a road map, we'll meet again soon!

If all else fails, we still have our friendly Club - dedicated to all things N' Scale, but mostly trains and railway related stuff - not forgetting the cakes of course!

Thank you for all the ideas to mark the change in our Chairmanship in some way.

They are varied, and I'm sure Jeremy will come up with something appropriate to cover your combined good wishes. Just a reminder 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 please

time is racing on and the glorious day when we can all get together is getting nearer - happy days!

### 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 the following Club Members for their articles:*

*Jeremy Edwards, Nigel Harrold, Ken Jones*



Edited Using Pages app  
on Apple iPad Pro running iOS for iPad 2019 v14.5  
(other devices, apps & 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



**Wash hands**



**Cover face**



**Make space**



*For more N' Scale information:*

Call Ken Jones on 0121 777 7062, email [westernsultan@hotmail.co.uk](mailto: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.