
West Midlands' N' Gauge Club

Newsletter

Vol 20 Issue 2

June 2017

OUTWARD JOURNEY

Looking forward To TINGS



I make no apologies for my raisin *d'être*, or the lack of nuts - in my prose, it's just that I prefer raisins or not - depending on my mood.

Just a reminder to all WMNGC members, that to be included in the next Members' Contributions section, your article should be with me by **Friday 22nd September**.

Volume 20 Issue 3 will be published in late September 2017.

Future Newsletter dates

Autumn: September 2017

Winter: December 2017

Spring: March 2018

Summer: June 2018

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From The Chairman

I've invested in a new computer, because so little now supports Windows XP which is a pity because now I don't have so many software programmes, or scanner that work with Windows 10. The biggest problem has been copying and pasting over 400 email addresses to the new system because it would not import all the ones from the old system. This number is relatively high because I send out all the electronic newsletters on behalf of the club.

In 1995 when the club was formed all members were also members of the N Gauge Society but that isn't the case today it's about 50 / 50 split so rather than try and run two groups / clubs with two sets of rules and constitutions we took an unanimous decision at our EGM to cease being an area group of the NGS. However our members can be members as well of the NGS or any other club or society and that has been the case for as long as I can remember.

What this means if you are a member of the club who turns up for meetings is we no longer get the National grant, but don't worry we will survive. If you don't come to the club but are on the mailing list to receive this newsletter you won't notice any changes. However I no longer have access to the NGS membership database for the West Midlands so it's up to you to tell me if you change your email address or if you know of anyone else you would like to have a copy of this newsletter. Where they live is not important, as our circulation is now all over the UK, a few to mainland Europe and a couple go to Australia.

We are also looking for a publicity officer who does not have to be a member of the club but who can write to model railway journals, local and national newspapers, TV and radio, and put our name around exhibition managers etc. Contact me if you would like to give it a try.

Finally my new z gauge layout has now been formally named "Kenstadt" and will be out in the autumn at exhibitions.

Ken Jones

CLUB LAYOUTS' NEWS

Whartson Hall

Well we are all hoping for third time lucky with a model of Water Orton, as the other two were abandoned. So with all the frames and boards erected and in place the complete model has had a coat of light grey paint and so we want this to move forward and so we have bought track etc. ready for the start. Pop along and help us.



The layout has changed places with Tipton Hills (since this photo was taken Ed) giving us more room near the door and allowing Tipton Hills to be dismantled easier when it gets invited to exhibitions.

Gibben Quarry

With TINGS not far around the corner the layout is ballasted but we now have an electrical short so it's all hands to get this new layout ready for the exhibition in September. Last year we had some 5 or 6 layouts there and the same is true for this year – they are a mixture of club and individual layouts, and it's nice for the WMNGC to support this major event. Already Christine & Rodney Hodge's layout which cannot be at TINGS this year has been requested for next year.

Tipton Hills and *Waterstock* are in use every meeting as members run their stock, and you too are always welcome to bring your stock to the club to run on one of these established exhibition layouts.

EXHIBITION NEWS

by Dave Griffin

Jane and Tony Minchin with Ashburton at the Severn Valley Railway on the 8/4/17.



Christine and Rodney Hodge with Charlieville, complete with new extension on the Easter weekend at York.



And finally, Stuart Brassier and myself also at York with the N gauge wagon building demo.



I have also had confirmation that Tipton Hills will be attending the Trent Valley model railway exhibition on the 16/9/2017 at the Life Church, Netherstowe, Lichfield WS13 6TS.

DG

MEMBERS' CONTRIBUTIONS

Ken was a guest of the Model Bus Federation at Wythall Transport Museum on May 29th taking along his “*Tennis Court Sidings*” layout.

This first made a public appearance in 2010 at TINGS and will be back again there this year. Dave Evans and Rodney Hodge helped Ken during the day, and Ken’s very nice WMNGC banner found a nice



home with one of the full sized buses as backdrop.

KJ

WMNGC 21 and still going strong

Charlotte and Jeremy's 'Canal Wharf' semi-micro layout

Part 1 an introduction.....

Some background. I have had 3 starts at modelling in N; the first was in the early 80's after a foray into 4mm and the second around 1999 – 2001. The most recent start is now. Please, therefore, give me a bit of leeway on modelling technique as I am busy relearning all sorts of techniques I used to use and trying to learn some new ones (particularly as things have changed a lot over the last 15 years or so).

My main interest is in larger layouts seeing trains run in scenic settings and driving them with a secondary interest in having part of the layout that I can shunt. For this Waterstock is ideal as it has everything. My second attempt produced a 'round the walls' layout in an eight foot square room with a large station and loco yard, a small goods yard for shunting and terminal roads. Marriage appeared and that was accompanied by a wife who wanted the room for something else – can't think what though.

Some 15 years later, impending end of marriage, house move and a 9 year old daughter who is interested in small model trains means that perhaps the grand plan can be resurrected. Charlotte loves Waterstock, its scenery and cameos; it appeals to her creative mind but she also likes running trains (not that well as some of you can testify when she blocked both running lines with a freight train derailment). As a result I was nagged into starting early and although I had produced a basic design for a small terminus to be incorporated later into the grand plan it wasn't really feasible to start construction. A combination of internet research and seeing Ken's Salverton convinced me to try something smaller and more innovative.

The canal wharf is a stand-alone layout built in four footscap box files. It is very much built on a budget. The baseboard started as the boxfiles which were partially dismantled. I did consider removing the fronts and hinging them but decided that as they were really flimsy that might not be a good idea. Strength is given by two pieces of old skirting board glued and screwed to the underside and two sheet of mounting board from 'The Works' line the inside. A layer of foamboard completed the base with a section cut out for the canal.



Although Peco Streamline track might have been preferable I opted for Setrack as I needed small radius points and the geometry and neatness of Setrack suggested

WMNGC 21 and still going strong

using it for the rest of the trackwork. Track is glued down with a small amount of PVA glue – one of the advantages of not using flexible track was that I could lay the track, test it and decide exactly what I wanted and where I wanted it more easily. Wiring is simple with two sections separated with insulating rail joiners but both sections are live to the controller at all times. The only isolation is provided by the points as I was intending only to have one loco in the scenic section at any time.

Some background to the layout and it's planned operation. The fiction runs thus. Many years ago, after pressure from the canal owners, the Great Western Railway built a spur from the main line to run to a canal wharf situated on the outskirts of the city. This was to cater for an interchange of goods between the canal and railway as well as the unloading of local goods for the village that was about to be swallowed up as a suburb.



To further encourage business, the railway company built a small station at the wharf to serve the village. The layout is set in early 1962 not long before the total demise of the canal system as a carrier brought on by the damage caused in the savage winter of 1963. As a consequence the whole area is becoming somewhat run down: the wharf has a leak and the water level is often below the ideal level for loading

and unloading, the wharf area and part of the actual canal are becoming overgrown and some of the facilities are becoming quite dilapidated.

The train service is now infrequent with just four passenger trains a day serving the station usually run by a single autotrailer pulled by a 64xx class pannier tank. There are also a couple of goods workings some days although traffic is often too light to warrant the second train. The main load is coal which is offloaded from wagons to the staithes and then into barges to be taken a few miles down the canal to a factory with poor road connection. Other minor freight items are sometimes shipped in by barge to be taken away either in wagons or more often in small trucks.

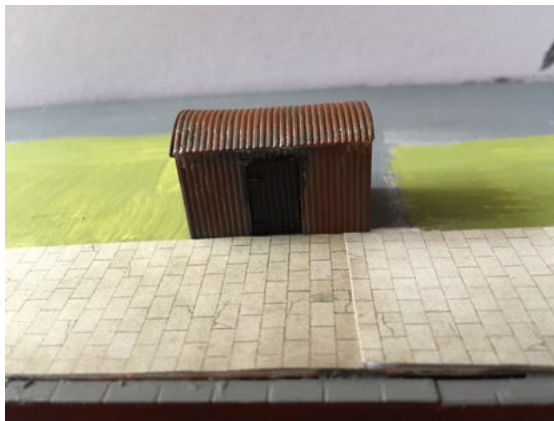
Trains arrive into the station from a gap in the scenic break between some buildings on one side and trees on the other. The platform is sufficient for the autotrailer and loco or a pair of 57ft suburban coaches. There is a run around facility to allow for non auto-fitted passenger trains to be reversed and for goods trains to be shunted. Beyond the platform there is a gated area containing two sidings at the wharf for which the facilities include coal staithes, a pair of wooden loading platforms and a selection of cranes in various states of repair and disrepair.

There is no permanent station building but shelter is provided by a small, corrugated hut. All services will be run by small 0-6-0 tanks. The plan is not to have signals on the line as it will be worked 'one engine in steam'.

WMNGC 21 and still going strong

The groundworks in the wharf area are constructed from mounting board laid in 3 layers. The top layer is in fact just proud of the rail level so has been cut back from the rails and the track is ballasted. The platform in the station is made from Peco edging and mounting board on a mounting board framework and this drops down to the wharf level. Opposite the station is a small bank made from corrugated card and newspaper surface with filler. The mounting board is coated in dilute PVA to seal it and the initial colour is provided by cheap tester pots of emulsion paint from Wilkinsons.

The canal is a painted surface covered with some scenic scatter to represent weeds then coated in clear gloss varnish. Scapescenes downloadable building papers provide brickwork for the canal wharf side and the paving on the platform. The corrugated hut is a Ten Commandments product and lots of buildings and other bits are made from parts from old Ratio or Peco kits.



At the rear of the wharf is a warehouse ostensibly built by the canal company and now owned and operated by British Transport Commission. This has been constructed from bits of Peco engine shed kit from a large box of pieces donated by Rodney Hodge. It's a 'cut and shut' of side walls and one of each type of end wall. The whole building is backed with black card

and the main doors have been fitted in the 'open' position. Roof sections have been trimmed to fit and down pipes have been used to conceal the joins between sections. The first weathering was to use scatter material to conceal the join at the base and produce some climbing vegetation.

JE

to be continued.....



WMNGC 21 and still going strong

In other news:

Rodney & Christine continue with their hectic programme.

July	<i>Warley Open Day</i>
September	<i>Swindon Steam</i>
November	<i>Warley MRC NEC Exhibition</i>

Oxford Diecast

Ken is grateful to Kevin Ellis for providing this latest information from Oxford Diecast.

There won't be much N scale for the next 3/4 weeks and then the next 2/3 months should see a lot of outstanding models being released.

The new items are all fully tooled and will be:

1:148 Oxford Automobile
NHI001 Hillman Imp Willow Green
NXF001 Jaguar XF Carnelian Red

1:148 Oxford Commercials
NFDE001 Ford 400E Van British Rail
NFT022 Ford Transit Mk5 Network Rail Response Unit
NPB008 Commer PB Royal Mail
NTRAC004 Fordson Tractor Matt Grey
NTRAIL006 Mobile Trailer Buns on Wheels

RETURN JOURNEY

ERRATUM: **Gibben** Quarry apologies for incorrect spelling in previous Issues. Email me, with any other erratum at art1san1957@icloud.com

*Videos: Excellent informative short films for general research, **Fully Fitted Freight** parts one and two from 1957, find them on the obvious tube channel at <https://youtu.be/bXv9AdQ-R9k> and <https://youtu.be/IJkzhD7kpvQ>*

*NB. The next issue will include, amongst our regular items, erratum from this issue, the delayed, and eagerly awaited, yet again, Part Two of our article on Heritage Railways - any and all submissions gratefully received, **Jeremy has set the bar high now with his first submission, no falls or knock-outs now!***

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FREE NEWSLETTER Ed.

WMNGC 21 and still going strong

Our largest exhibition standard layout *Waterstock*



NOTICEBOARD INFORMATION

2017 PROGRAMME

Meetings will be held at Tipton Green Methodist Church Hall, Park Lane West,
Tipton, West Midlands. DY4 8LD

Meetings – 1st and 3rd Saturday in each month

January	7th	21st
February	4th	18th
March	4th	18th
April	1st	15th
May	6th	20th
June	3rd	17th
July	1st	15th
August	5th	19th
September	2nd	16th
October	7th	21st
November	4th	18th
December	2nd	AGM

Again all meetings will be from 2 – 5pm. If in doubt, please ring first.

For more information call Ken Jones on 0121 777 7062

Email westernsultan@hotmail.co.uk Website www.wmngaugeclub.co.uk

Any changes to these dates will appear on our website or in our quarterly newsletter.

Please use the rear entrance at church hall.