

West Midlands' N' Gauge Club

Newsletter

Vol 19 Issue 1

April 2016

OUTWARD JOURNEY Ed

After four months' in post, I can confirm that time flies.



I want to thank our Web Meister for his constructive criticism of the Anniversary Issue.

I make no apologies for my raisin d'etre, 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 my fellow WMNGC members that to be included in the next Members' Contributions section, your article must be with me by 20th July 2016.

Volume 19 Issue 2 will be published towards the end of July.

Newsletter dates for 2016/7.

Summer: July

Autumn: September

Christmas: December

Spring: March 2017

Chairman: Ken Jones

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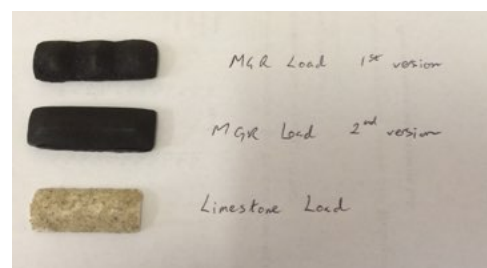
Treasurer: Edgar Mason

FROM THE CHAIRMAN

After the celebrations ended for our 20th year, anyone who thought we would have a quiet spring was mistaken. Individual members have been exhibiting their layouts all over the country and we helped to organise another successful exhibition of layouts at The Wonderful World of Trains and Planes. Some of our members were fit enough to return to the club meetings whilst others are still too ill to attend. We've taken to heart the layout donated by Derek Gibbin and have replaced some of the track plus we have an idea of what buildings and scenery are needed although fitting point motors is next on the agenda. Vince produced a special newsletter for the TWWTP exhibition mentioned above so the club is in full swing with business as usual, so pop along and see our layouts for yourselves. Don't forget Tipton Hills and members layouts will be at The International N gauge Show in September.

Wagon Loads

Brian Darbyshire has found someone who can produce wagon loads in two forms for Merry Go Round trains and also a wagonload for limestone wagons. Let the chairman know if you are interested in these and we'll try and place a big order. If not, he can put you in touch with Brian Darbyshire.



Available now from the internet is this plastic N gauge bus kit probably originally from China and maybe a model of a Yutong coach or similar. Ideal for modern image the kit comes with an unpainted white plastic body. What Malcolm Hall has done for our chairman is to move the door and steering wheel to the correct sides to make it right hand drive. However you could build it as a left hand drive continental model. Malcolm



has fully glazed it and painted it in the fictitious livery of Jones of Taunton. The model is finished off with bespoke vinyl decals produced by Reynolds Signs of Hall Green, Birmingham. The kits usually come in packs of four and are now being sold on internet sites such as Ebay.

(other shopping outlets are available - Ed)

Ken Jones

CLUB LAYOUTS

Exciting News!!!



Here is the latest addition to our club rooms, we are still looking for a name, but it is taking shape thanks to club members' steady work.

TIPTON HILLS At TWWTP

Operated by Dave Griffin, an exhibition within an exhibition, plenty of added interest at Tipton Hills with a display of JCBs (other farm and construction machines are available - Ed)

The layout will be attending TINGS 2016 the weekend of 10/11th September. Details at <http://www.meridienneexhibitions.co.uk/>



MEMBERS CONTRIBUTIONS

Ashburton railway station

Ashburton station, along with the rest of the branch from Totnes, was opened by the Buckfastleigh, Totnes and South Devon Railway on 1 May 1872. The railway was amalgamated into the Great Western Railway in 1897 and this in turn was nationalised into British Railways on 1 January 1948. The station closed to passengers in November 1958 although goods traffic on the line continued until 7 September 1962.



The station was briefly re-opened by the Dart Valley Railway on 5 April 1969 following which occasional works trains operated but the station was closed finally in 1971 when the track bed between Ashburton and Buckfastleigh was needed for improvements to the A38 dual carriageway. We can only hope that such road schemes today would be more considerate of such unique history.

© save-ashburton-station

The station buildings with the important overall roof and the nearby goods shed both still stand as reminders of the town's railway past. The overall roof is one of the last remaining GWR ones in the country, but there are plans to knock down the station and redevelop the area. This is such a pity that such an important railway building will be lost for ever. Some people are trying to save it – feel free to visit <https://friendsofashburtonstation.co.uk/> and you can sign a petition to save the station at <https://you.38degrees.org.uk/petitions/save-ashburton-railway-station>

And the superb model by Tony and Jane Minchin, brought out of mothballs for TWWTP 10th April. More images of this layout will appear in the next issue.



The Birth of Waldstadt (or doing it on the cheap)

By Derek Gibbin, ably assisted by Alison

It all began with the need to dispose of an old dressing table, was there anything reusable? As it turned out, a very usable piece of plywood. Cut it in half and I could get two very manageable micro layouts..... hmmm, the cogs began to creak. Some lengths of softwood from the packaging on a new washing machine were cut to size and used to make a frame for the board. Plans were made and scrapped but eventually a viable factory siding plus goods yard appeared from the fog. It would require the use of a sector plate because of the short length of the layout. This turned out to be an off cut off chipboard (plus more washing machine timbers) with a length of the thickest plasticard I had to hand pinned to it and a length of track glued on top. Crude, but it worked! My brother in law had given me a large piece of white plastic, originally intended for a bath panel, from which were cut the sections for the backscene. These were painted with emulsion tester pots from Wilko's in two shades of blue to give the fading effect towards the horizon and once fitted were braced with a length of right angle plastruct down each corner. A Metcalfe factory and boiler house kit was built and placed in the corner to allow the chimney to obscure the corner of the backscene. This gave the base line for the factory siding, and, after weathering away from the layout (I find it much easier), the goods yard trackwork was positioned accordingly with a siding to supply coal to the boiler house plus act as a reception/ departure siding. To this was added a yard siding plus a siding for the goods shed. The mind next turned to point operation, the remains of used sparklers from the previous bonfire night turned out to be the answer. With the wire cleaned up and slightly filed down at the end to fit the holes in the points, a bit of careful lining up gave successful operation. One electrical feed to the layout and one to the sector plate did the trick with a chocolate block connector on the back of the layout to attach the controller.



My mind now turned to operation and in particular the often vexing subject of uncoupling! An article in an old edition of BRM sprang to mind. This very simple system comprises of a hole drilled between the sleepers at the point where uncoupling is required into which a nail is placed, you then take half a cork and push it onto the end of the nail. You then simply reach under the board and push up on the cork, by adjusting how far the nail is pushed into the cork you can alter the height of the coupling lift. Unfortunately it did not turn out that simple, as with traditional UK stock not only did the coupling lift but also the axle (the original article used container wagons so may not have suffered this problem) so back to the drawing board. The answer came in the form of some German stock that I had gathering dust at that time. I had seen an electric system in use on the large continental modular layout at TINGS and thought "if it works for their couplers it should work for mine". A quick trial and hey presto! Success!

So, I now had a German layout on my hands and needed to rethink the scenics. Forests always come to mind with Germany and a stand of trees would hide the exit from the layout nicely. These were made by taking some of the smaller dead heads from a Buddleia bush, drying them and then spraying with glue and sprinkling with a dark green scatter. This produces a reasonable fir/conifer type tree at virtually no cost. A few twigs were cut and piled up in various places to give log piles and the area looked quite good.

Waldstadt continued..

On to the goods shed. I couldn't find anything suitable in kit form, so it was going to be scratch build. The base for the shed was made from toffee apple sticks cut to size, painted a dark brown and glued to form a rectangular base of suitable size and height.

The walls of the shed were cut out of 2mm thick card and painted white inside and out with a widow made from a piece of scrap clear plastic with glazing bars carefully painted on as thin white lines. Thin strips of card were then cut, painted brown and glued to the corners, door frames and some diagonals to give a Bavarian effect to the building. Finally doors were added with some lightly scribed plasticard.

The yard was surfaced by painting with 50/50 PVA and sprinkling with chinchilla sand, which once dry was painted with various shades of diluted brown acrylic paints. I had some Peco sleeper built buffer stops which look quite effective when painted with sleeper grime and with a mix of ballast and a small amount of green scatter for weeds sprinkled over the top. A coating of scatter in a mix of greens and yellows plus some bushes dotted around and that area seemed ok to me.

That left one corner at the front of the layout to fill. At a show the wife took a liking to a chalet style house kit and announced "I'll build it for you". So, the house was duly built and placed in the empty corner with a hedge of green scourer covered with scatter to separate it from the forest. A road leading up to the house and goods yard was cut from fine wet & dry paper, glued in place and scatter used to blend in the edges. A chance purchase of a family with barbecue for the garden completed the scene. Some Brawa working lamps (two in the street and one in the factory yard) powered from an old transformer unit I had in a drawer plus a few vehicles and people in the yard and factory area finished things off as far as they ever can be said to be finished!



Total purchases: 2 points, factory kit, house kit, 2 tester pots, 2 packs of Noch figures and a few vehicles. Everything else was recycled, scrounged, or lying around in the I'll find a use for it one day drawer.

If you're on a budget then, as the saying goes That's The Way To Do It!!



And MORE members' layouts shown recently shown at TWWTP

Ken with Salverton

Made in 2013 from many second hand and donated parts.



Rodney and Christine Hodges with Charlieville





Foldaway Test Track by Vince, showing the newly dug out canal wharf and recently installed bridge work.



Do I spy a reluctant modeller here? Very impressive for a first attempt, from Sally Jones.

Not at TWWTP this time, watch this space.....

A tantalising glimpse of Blochescwic and Walshed given its first airing at a meeting in February, much work still to be done by operator/owner Vince before showing at TINGS 2016 (his words)



Thanks to all members who gave encouragement and advice.

You can view the video made on the day at <https://youtu.be/NMjAULDGGX4> which clearly shows the possibilities of this continuous run, twin track with inner branch layout.

Latest images of Walshed:



NB. The next issue will include, amongst our regular items, erratum from this issue, the delayed (apologies, the raisin being the plethora of copy this month) Articles on Heritage Lines, and why wheelchair users still have difficulties at exhibitions, no Return Journey this month for similar raisins.

Any views expressed in this publication do not necessarily reflect those of the Editor, the Chairman or indeed any individual club member. On the other hand - they might.

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NO PROFIT IS MADE FROM THE DISTRIBUTION OR PRODUCTION OF THIS FREE NEWSLETTER
Ed.

Our main Club layout WATERSTOCK



WMNGC PROGRAMME 2016

Meetings are held at Tipton Green Methodist Church Hall
Park Lane West, TIPTON, West Midlands, DY4 8LD

Please use rear entrance at church hall

Meetings – 1st and 3rd Saturday in each month

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

Meetings will be from 2pm – 5pm. If in doubt, please ring first.

For more information call Ken Jones on 0121 777 7062

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

Any changes to these dates will appear on our website and in our quarterly newsletter. Please use the rear entrance to gain access to the club rooms. If you are in doubt, please call/ring first, especially if you are travelling any distance.