

West Midlands' N' Gauge Club



Newsletter



FROM OUR CHAIRMAN

We're sad to announce that our member Dennis Fisher died at the end of January. He had graduated in Physics and was a very clever man. By 1980 he was working for Marconi developing software as part of the *system x* for telephones which was due to have a working life of 15 years, but is still in use today.

Besides model railways Dennis was interested in electronics, computers, software and science fiction as well as 3D printing. He designed and printed a number of items as one offs, including a Citroen car for one of my layouts, and the road bridge & platform shelter for Whartson Hall. He also did most of the wiring on Gibben Quarry.

His daughter Claire and her partner Richard continue to be active members of the club.



As I write this in February to send to our editor, I'm reminded that the club started in 1995 and is celebrating its 25th anniversary this year. I've met a lot of people since I joined the club in 1996 and I don't think we ever thought a small group of people would have 4 exhibition layouts in 2020 and be emailing our newsletter to over 300 people. The start of the year also sees those members of the club, with their own exhibition layouts, out and about and, by the time you read this, I will have been out with two of my layouts and contemplating should I build another one.

Ken Jones



Chairman: Ken Jones on 0121 777 7062

westernsultan@hotmail.co.uk

Treasurer: Edgar Mason
Assisted by : Jeremy Edwards

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

Editor: Vince Painter
art1san1957@icloud.com

WMNGC
25
YEARS

NEWSLETTER DATES



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



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 18th June.
Volume 23 Issue 2 *will* be published during the last weekend in June *Ed*.

Our newest, exhibition-standard layout **WHARTSON HALL**



Bring your own stock for a long run out on this layout,
shown here as a work in progress at TINGS 2019

Joke of the day

A FRIEND GOT TO THE FINAL OF
THE LOCAL MODEL RAILWAY
COMPETITION.

HE LOST ON POINTS

UNKNOWN



Is that Mike's
elbow getting in
on the act? He's
loading the
fiddle yard from
his cassette
storage system
Ed

CLUB LAYOUTS

Waterstock – continues to be used by club members at our meetings

Whartson Hall some scenery details to finish off but otherwise it is running well

Tipton Hills still boxed up but we have offered it to TINGS for the 2020 exhibition

Gibben Quarry Nigel Harold has extended the wiring so that a DC or DCC controller can be fitted. Phil and others are testing all the track, isolators and points in DC mode as we know there have been some issues plus some of the sidings have not been used for a while. We had our first DCC locomotive run on it via a DCC controller in January *KJ*



Interlopers on WHARTSON HALL

Thanks to Derek for introducing these foreigners to our Club and to Jeremy Edwards & Dave Griffin for the images.



MEMBERS' SUBMISSIONS

KINLET HALL

By Rodney Hodge

Kinlet Hall overlooks the River Severn directly in line with Upper Arley and Arley railway station on the Severn Valley Railway.

The locomotive Kinlet Hall is currently at Tyseley undergoing extensive rebuild.

This N Gauge loco has been re-badged/re-named Kinlet Hall to run on Tony's Bridgnorth or Arley layout to reflect the last time it ran on the SVR.

I know quite a bit about Kinlet Hall (the place) as my children attended boarding school there.

(For those wanting more information)

Tyseley TMD https://en.wikipedia.org/wiki/Tyseley_TMD

Don't forget you should give them a credit - as you may be aware.

RH



Kinlet Hall pulling out of
Waterstock



NEW PROJECT(S)

By Jeremy Edwards

Charlotte Street has been more or less complete for a while and is now sitting in its new home in my Railway Room. I am still in mid construction of the correct signal box, which stalled over Christmas when I cleared my dining table of railway stuff. Time suggested that I should start a new project and having seen Nigel's Sketchford in action I started to think.



Charlotte Street in its 'new location'

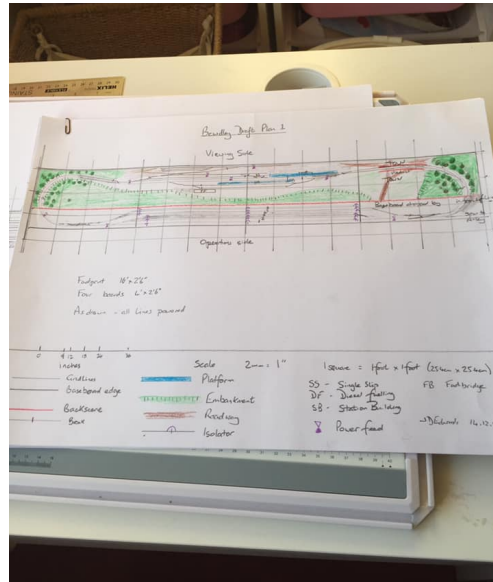
The 'Grand Plan' was to convert the third bedroom in my house into a Railway Room. It had a slightly decrepit, fitted wardrobe system that the previous owners had put in there to use the room as a dressing room. Family changes meant that I didn't need the wardrobe space. The room had also been used to store craft and railway stuff, a desk and at times my computer but the wardrobe had been erected in front of the only power point so the only way I could use anything electrical was to 'daisy chain' a series of extension leads from my bedroom which was totally unsatisfactory.

The original plan, when I moved in, was to clear the room and erect a railway around the walls as I had done in my original house in a similar sized room pre-marriage. Getting Charlotte Street to a near finished state prompted me to think of a proper exhibition layout. As a consequence plans for New Street began to evolve. This was to be a terminus to fiddle yard layout of between 12 and 16 feet in length and about 18 inches in width on laser cut baseboards. I got as far as producing a basic track plan and constructing a station building from an old Faller kit, which I have 'anglicised' a bit.



New Projects continued....

Matters intervened at this point. Another club that I belong to is Trent Valley Model Railway Society and having started to get more involved, not only am I Secretary, as my predecessor sadly passed away, but I have also taken on the role of producing a newsletter and now appear to be leading the tiny N Gauge Group. As part of this, we had a layout which was a fairly good model of Bewdley as run by the Severn Valley Railway. It was built on heavy, large boards and was also beginning to get a bit tired in all sorts of ways. As we were producing modular layouts in American HO (Freemove and NMRA standard) and OO, it was suggested that we did the same in N.



‘Bewdley’ was dismantled and the idea was that the space released would alternate between the 3 modular layouts. The decision was made, not mine, to replace Bewdley with a modern lightweight version of the same basic layout. The only additional stipulation

was that it would be double track throughout to make it a better Clubnight layout. For exhibition purposes, however, it would be arranged so that the 'head-shunt' at the Kidderminster end would terminate and be covered in temporary scenery.

The other stipulation was that it should be switchable between analogue and DCC.

Herein began ‘diplomacy’. The Vice-chair, had put in a massive effort on the old layout and was starting to insist on all sorts of things. Several club members were suggesting that I told him firmly “NO!” and to go away (or words to that effect). But this was where I felt that gentle persuasion was the best point for several reasons. Firstly, he had a massive load of knowledge of both the site and modelling that was more than invaluable. Secondly, he had a wealth of modelling skills particularly with a brush (weathering locos with a small make-up brush and powders was a particular skill). Thirdly, we didn’t want him throwing his teddy out of the pram and leaving anyway. Cost considerations meant that we could not afford laser cut boards – that was the one blunt “NO”. He wanted to cover the board in Sundeala as the original had been – we had to politely point out that this would undo the plan to have lightweight boards.

One advantage of club membership is that we can learn from each other. I drew up initial plans, which were thrashed to death. The board was too narrow really, since we had to incorporate the existing model of the Bewdley viaduct, so version 2 was drawn up. We finally decided on the basic construction of the boards and 9mm birch ply was ordered, to be cut to my specification. Fortunately, the leader of the 00 modular layout group had been trying out the technique to be used so, by the time the timber arrived, we had a plan knocking up a board in a morning. We have one board which will be difficult to build as it has a dropped section at the front to accommodate the viaduct. Several members had particular views on this but, having built board number 1, we have a plan that will be neat and strong without adding extra weight.

At the same time, however, I was stripping out the wardrobe in the Railway Room and the plan for a larger layout was forming. Since I knew how to build lower cost plywood boards this would reduce the cost substantially, meaning I could progress this more quickly and the terminus layout was going to take a back seat. My outline plan is to line the walls with 6 modular boards of 4 feet in length and either 2 feet or 18 inches in depth depending on their location. This would permit a through junction station on one side and storage sidings on the other. The line from the junction would lead to Charlotte Street which would be situated in its current location, at the back of the storage area. This would permit me to remove it and run it just as a terminus or link it into the main layout. The station building for New Street would be used on the big layout.

Hopefully updates on both projects will follow. *JE*

MEMBERS' LAYOUTS

BESCUT & WALSHED (update early 2020)

By Vince Painter

PHASE ONE - *history*

Having removed Blochescwic from the signal box end, the new part was joined on to Walshed in 2017, and exhibited at TINGS 2018.

The idea was to accommodate a single, through traffic, tail chaser with endless, quite complicated shunting possibilities from the working fiddle yard to the turntable, which is undergoing automation this year with the new Peco control module (12vDC 2A transformer powered).

The works are being done during the slightly warmer days off from my full time job. Protection from damage to the Peco motor during transportation is provided by a circle of craft mounting card glued in place with a multi-purpose liquid cement, you know the one in a yellow tube with black writing.

PHASE TWO - *happening now*

The M6 motorway, between junctions 8 and 9, under construction, features as a prominent work in progress.

As with the real motorway, the construction seems to go on and on. One of the workers' portacabins can be seen at the south end of BESCUT TMD, whilst the River Tame runs through the scene.

PHASE THREE - *Electrification*

(staying manual for the foreseeable future)



including point motors (some of the motors have been wired in position but not yet connected mechanically) and signalling will be the main subject of my retirement - something else to look forward to!

During the coming year of 2020, I will be carrying on with construction, building loads and ensuring smooth running as often as possible.

The layout is, at the time of writing, suspended from my garage ceiling, on edge, to allow tidying of the wiring, reinforcing joints previously made in the horizontal operating position and generally preparing the layout for the next phase.

Running sessions on this layout will be of mixed passenger traffic with the occasional 'foreign' visitor for Specials' Days, mainline connections from Walsall to Birmingham New Street, via BESCUT Stadium - RULE ONE APPLIES.

Freight will work the sidings with steam being turned on the 'Ryecroft' turntable.

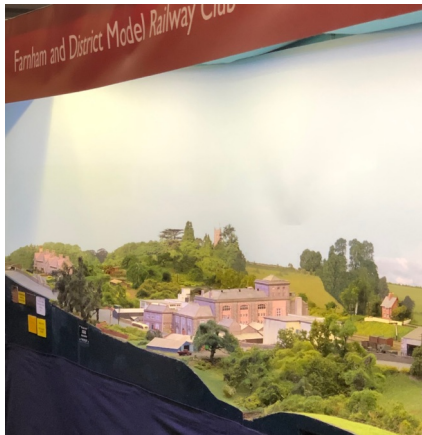
A new swivel, height adjustable chair provides comfort when 'playing with me trains'.

I hope my humble, but honest, efforts here encourage others to do better.

Happy Modelling! VP

EXHIBITIONS

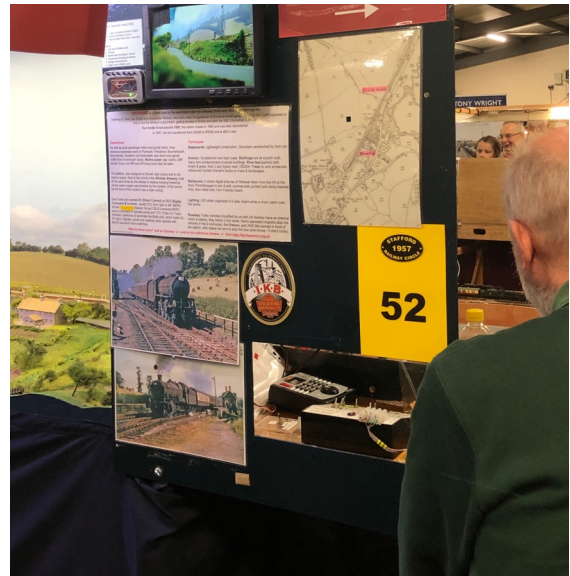
STAFFORD 2020 - Editor's pick.



WICKWAR

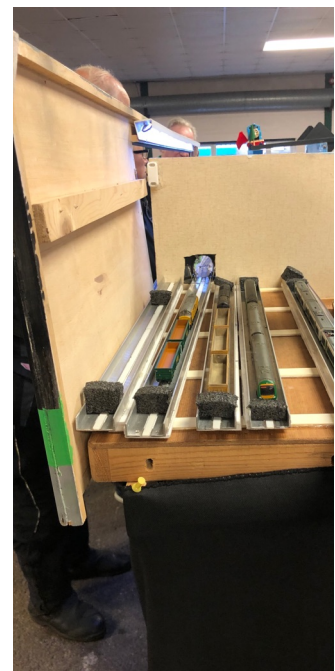
Farnham and District Model Railway Club

A small town on the secondary main line between Bristol and Gloucester modelled as it was around the early 1950s.



GRAVELLY OAK

A small modern image terminus of a former GWR branch on the border of the West Midlands and Shropshire.



WARLEY SHOW 2019

GREENWOOD (GARDEN) RAILWAY
OWNER and Scribe Philip Hunt

I decided to set up on the Friday afternoon to make sure everything was working fine; so I doubled check things at home first and found a switch had broken - great start to the day. Obviously when I wired it all up in the first place I didn't have the scenery on so trying to stand it up on its side and wire from below was fun. Decided this time that connector blocks close to the switches made life a lot easier; especially as this was an hour and half later.



The layout was well received by most people at the show; the hardest part is getting them to stop in the first place especially when the wagons are loading or unloading. I am going to put some cards out next time asking questions to get people to stop. This was reinforced on the Sunday when someone came back to the layout from the previous day to show a friend. He did say that unless I had said that the wagons were being unloaded, he would have not stopped the first time, but was interested to see what was going to happen. It goes to show you

only get a second to get somebody interested to stop; once stopped more people always seem to stop to see what is going on.

One of the good bits is trying to get the people to figure out how it works; and explain it back to you, there are some interesting suggestions. That is why I like to take the lid off to show people how it works and give them ideas that they can adapt on their own layouts etc.

A very big thank you to Nigel for helping on both days; he needed the Strepsils* on the second day as his voice was going. I was told later that I was not allowed to let him off the stand in case he bought anything else (*other medications are available *Ed*).

From the back of this I have been invited to attend the Cradley show in October this year. One club in Shoburness was also enquiring about the layout, I will wait and see if an invite does come along.

Wombourne show in October was attended by a number of us from the N Gauge club and the attached youtube has some good pictures of the layout.

<https://www.youtube.com/watch?v=ffa5x711sG0> PH

MEMBERS TRAVELS

TENNIS COURT SIDINGS

OWNER: Ken Jones, narrative by Jeremy.

at Syston Model Railway Society Show in Sileby Community Centre, Leicestershire.

<http://www.systonmrs.org.uk/>

Sileby and Storm Dennis

On the weekend of 15th and 16th February, Chairman Ken and I attended the Syston Model Railway Society annual show at Sileby Community Centre. We took Tennis Court Sidings, which if you haven't seen it before, is a simple preservation line with a massive Bus Depot in the centre. The show is one of Ken's favourites, he is a permanent fixture with one layout or another and is very popular with the organisers. The organising club are a very pleasant group and for a club that has lost its club premises for the second time in recent years is still managing to put on a good show and remain cheerful.

Tennis Court Sidings is of conventional construction with a timber frame topped with thin ply some 3 feet long and 2 feet wide. There is a loop of track which splits into three loops at one end. Power, as usual, is a Len Bane slow running controller. The key feature is the bus depot which seems to run a vintage bus rally every day with a healthy crowd.

As with a lot of Ken's layouts there are plenty of cameos and stories to tell.

Ken and I spent the whole weekend trying not to spend money. We were almost successful: Ken bought breakfast on Saturday and I bought it on Sunday, Ken bought a bus kit, I bought some bits of Peco platform edging from the Club second

hand stall that we were located next to. I was tempted to spend £60 or £70 on a second hand loco as there were some nice ones there, but I was good.

The story should end here with a "*We were well fed and looked after, we had a great weekend*" punchline but



STORM DENNIS

What we hadn't banked on was Storm Dennis. Ken and I favoured different routes for travelling. Ken used the M42 and the road from Ashby de la Zouch to Loughborough to get to the A6 and I preferred the longer but slightly faster route via the M6, M69 and A46.

Saturday was no problem; the show was busy and we packed up at 16.30, Ken leaving rapidly as he had a restaurant booking in Shirley. The journey was punctuated by gusts and blustery winds and I did notice at times the car computer was suggesting that fuel consumption was a little lower than usual.

Sunday morning, however, was a little different! I followed my planned route and turned off the A6 at Mountsorrel Road. Looking towards Mountsorrel, the road was a little flooded but I was going the other way. A massive puddle on the right of the road suggested that all was not totally as it should be, but going over the hump backed bridge the whole road was under water. I could see the white lines in the middle of the road so I knew I could get through.

Arriving at the end of the road in Sileby I noticed cones and the local paper boy was just putting a sign back up that had blown over – it said “ROAD CLOSED”. In the meantime Ken (call me Noah) Jones had ploughed a merry furrow in the wake of a truck through much deeper floods getting to Loughborough. Discussion with the locals suggested a good route back to the A46 or A6 – excellent.

A slightly quieter day followed until part of the way through the afternoon one of the organisers announced that the ‘Cossington to Rothley’ road was now closed. Comments from a new punter who had come from Nuneaton suggested that a trip to Barrow-on-Soar might be a good (the only) way out, although Ken had been given another suggested route. I opted for Barrow, Ken opted for the other route. I haven't heard from him since!

Driving along the A6 back towards Leicester it was apparent how bad the local flooding of the River Soar was. I understand when the Club members went to open up at about 8.00 on Sunday morning they had to paddle to get to the entrance. While doing motorsport I've had some interesting journeys home from venues but this is the worst railway modelling trip. Next trip with Ken is to the Sutton Coldfield Show at the end of April. If it is bad “I WILL WALK!”

That is if we ever see him again. *JE*

LOCAL NEWS

ASTON MANOR TRANSPORT MUSEUM - where many of our members have exhibited their layouts.

Message from their Chairman:

To say that 2019 was difficult for all of us is an understatement; with diminishing reserves, little encouragement from the consultants employed following the grant from the Heritage Lottery Fund and seemingly no prospect of support, financial or otherwise, as the year progressed; it seemed ever more likely that we would be forced to follow the plan drawn up by our consultant and close to the public. As an organisation, the plan envisaged us surviving having withdrawn to Tower Farm and venturing out into the Community to maintain on the one hand our name and, on the other, some income. After the formality of the Annual General Meeting, we hinted at that possibility, but said that, should the decision be taken, we would call an Extraordinary General Meeting to advise you of the situation and to take your opinions into account in making the final decision.

2019 was not, in fact, quite the 'annus horribilis' that I have implied above. We saw an increase in casual visitor numbers, in part prompted by our exposure on Salvage Hunters. Through some of our supporters, we received increased political support, although, in the on-going austerity environment, this did not immediately transfer to the financial support we really needed; overall, despite the downside of our situation, our spirits were still high and our enthusiasm for retaining the Museum undiminished.

In the weeks before Christmas, we felt that we were at the end of our endeavours; to ensure that we could leave Shenstone Drive with some remaining funds, there was serious consideration for not reopening after the holiday break. This would have allowed us to start preparing for a move and to consider the disposal of some exhibits, with the building potentially being vacated by the end of March.

Against that, we did prepare and announce a programme of events for 2020, partly as we realised that our events programme did not have to be anchored to Shenstone Drive and, indeed, even if we remained on our present site, moving the events might be beneficial.

I am very pleased to say that, after considerable political lobbying, both directly ourselves with the local authority and with the West Midlands Combined Authority, and also with the great assistance of Cllr. Richard Worrall, who has been a tireless supporter for many years, Walsall Council have agreed to support the Museum with a one-off grant amounting to the rent payable for one quarter. They are also investigating other ways of supporting us, such as providing storage to relieve our cramped conditions, and, vitally, they have asked One Walsall, who support all volunteer groups in the area, to work with us to seek on-going funding support. We are currently preparing a funding bid and have had a preliminary meeting with the local organiser of the Community Lottery team.

If nothing else, this has given us an immediate reprieve of three months, during which time the Museum will continue to be open and functioning. There will now be discussions with all parties involved, including our landlords, on a longer-term future, capitalising on the new situation; we are not seeing Shenstone Drive as our home for evermore, as we are only too well aware of its shortcomings, but for the next few years, while we can consolidate, the plan is to remain here and develop the Museum.

This does not signal that our problems are over; however, we now have a better indication of a future than for some time. I would like to thank all our members, supporters and volunteers for their continued backing and we will keep you informed of how the plans are developing over the next few weeks.

Martin Fisher

Contact the museum by phone on 01922 454761 or through the website – www.amrtm.org



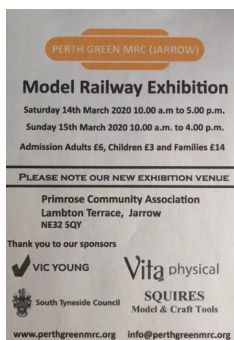
OTHER INTERESTING NEWS

1. DAPOL are producing a new model Western in N Gauge.

<https://www.cheltenhammodelcentre.com/locomotives~1069-c/dapol-n-gauge-d1015-western-champion-golden-ochre-with-small-yellow-panels-limited-edition~d1015-p.html>



2. Just a few of the forthcoming Exhibitions, these four up north.....



3. UPDATE From Nigel Harrold: Sketchford had been mothballed since it's last show at Hinckley in October 2019, until the middle of February this year, when it was time to set up and test the layout for up and coming shows. Now was the time to look at constructing a lighter frame work to set the layout on, also making it quicker to set up. New frame work completed, layout set up and tested, all working and running well with just a couple of repairs to the scenery. Ready for it's first show of 2020, at Wombourne. Since the last newsletter I have been putting pen to paper trying to do an article on Sketchford for a feature in BRM magazine, still not done and that's if they still want to feature Sketchford in the magazine when I have finished, we will see. Things are progressing well with the next layout that I'm building, which is a modern era DCC sound American Railroad, BNSF, Union Pacific, Amtrak etc. Up to now since last December I have managed to construct the legs and four of the scenic base boards, ready to take track and scenery, which just leaves the four base boards for the fiddle yard. More details to follow in next newsletter NH

COMPETITION PAGE

Answers to Volume 22 Issue 4's challenge.



Manchester Piccadilly - a brief history

1842 Opened as Store Street

1847 Renamed Manchester London Road

1861 Rebuilt

1881 Expanded - *seen in this image*

1960 Renovated and renamed Manchester Piccadilly

2002 Renovated

Ultimate credit to Wikipedia for this information

https://en.wikipedia.org/wiki/Manchester_Piccadilly_station

and of course this digger is at the South end of our very own Waterstock



This Issue's test of your knowledge is a little bizarre, and I hope you like the image I've created for you. What on earth and where is it?

Normal competition rules apply, members mentioned in this Issue are not eligible to enter and prizes are non-returnable. In the general spirit of friendliness amongst modellers, there aren't any prizes anyway. Good luck!



CAPTION COMPETITION

Answers on a postcard, or email the editor at the usual address.

Image taken during a Sunday visit to the Stafford Show.



MEMBERS' NOTICES

DIARY DATES

1. For **all**:

Sat/Sun 12/13 th September	TINGS 2020
Sat/Sun 28/29 th November	WARLEY 2020

2. For **Ken**:

Sat 7 th March	Wombourne	Pending
Sat/Sun 25/26 th April	Sutton Coldfield	Kenstadt & Waterfall Junction *
Sat 16 th May	Lutterworth	Le Club 143 (premiere)
Sat 15 th August	Milton Keynes	not confirmed Silver Fox
Sat/Sun 12/13 th September	N Gauge Show	Le Club 143 Dave Evans assist
Sat 3 rd October	Telford	Salverton
Sun 11 th October	Zedex	Yn Y Coed *
Sat 31 st October	Birmingham	Le Club 143

* Jeremy Edwards assisting.

Pending went to Wombourne in March (not Le Club 143)

Le Club 143 will now premiere at Lutterworth

I may also go to Wombourne later in the year but currently clash of dates *KJ*

3. For **Rodney & Christine**:

Sat/Sun 4/5 th April	Portsmouth	The Quarry with Bill & Ben
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4. For **Nigel**: Sketchford at all.....

Sat 7 th March	Wombourne
Sat/Sun 2/3 rd May	Open House Weekend - The Engine House, SVR Highley
Sat 9 th May	Bloxwich Model Railway Club, Bloxwich
Sat/Sun 6/7 th June	Chesterfield Modellers' Club, Bakewell Exhibition Centre
Sat 29 th Aug	Bourneville Model Club, Northfield
Sat/Sun 12/13 th Sept	The International N Gauge Show, Leamington Spa
Sat 3 rd Oct	Telford Modellers' Club, Telford

Pending - Sat/Sun 5/6th Dec - BRM's Exhibition, Peterborough Show Ground *NH*

SUPPLIERS

OXFORD DIECAST™

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

A sample of the recent releases:

1:148 Scale

NFT035	National Grid Ford Transit MkV SWB Low Roof
NSDF003	Shelvoke & Drewry Freightlifter British Rail
NVOL4008	Volvo FH4 Walking Floor Mc Burney
NCHT003	Churchill Tank 142 RAC, Tunisia 1943
NMW6003	Bristol MW6G Eastern Counties NBC



TENNENTS

Shop Opening Hours 11am-5pm, Mon-Sat

Or online 24/7 at: <https://www.tennentstrains.co.uk>

RAILWAY MODELLERS

A membership based, very helpful site, the real staff can be seen at most of the major exhibitions.

<https://www.railwaymodellers.com/photo-gallery/>

LOADS of ideas for new and experienced modellers alike.

- [Accessories](#)
- [Backscenes - N](#)
- [Building Kits - N](#)
- [Fencing & Walls - N](#)
- [Paving & Roads](#)
- [Roofing - N](#)
- [Signs - N](#)
- [Texture Sheets - N](#)

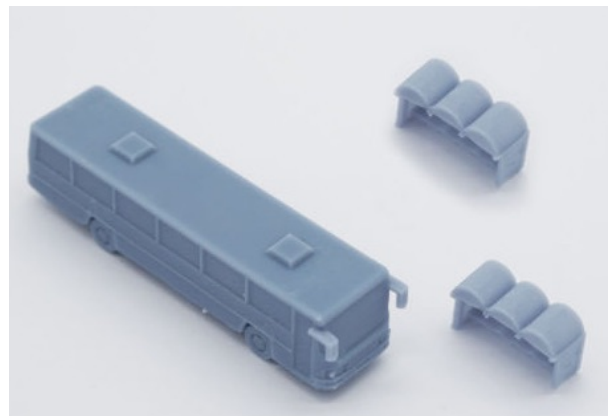
Don't forget to visit UK Model Shops' Directory to keep up to date with all happenings in this wonderful hobby of ours, including alphabetical indexing of Model Shops, Events, Suppliers and much more - for instance there are 29 listings under the letter 'T' alone! *Help spread the word*

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

OUTLAND MODELS

a Chinese company producing loads of 3D structures and buildings for N gauge layouts and these are available via Ebay at:

https://www.ebay.co.uk/sch/i.html?_from=R40&_sacat=0&_nkw=outland%20models%20n%20gauge&rt=nc&LH_PrefLoc=2&trksid=p2045573.m1684



They also produce smaller items such as this new 3D N gauge coach. It comes as in the second picture and you have to cut off the mouldings, or ideal if you wanted to make a coach crash scene.

It's a left hand drive model and would need painting. It comes with what are described as "sheds".

KAMI DE KOROKORO (Piccolo Model Factory)

<http://radjapan.ocnk.net/product-list/37> Ed

Japanese 1:144 scale kit of the LGOC Type B Omnibus.

Ref: Mini MF 104 (also referred to as MMF 104)

Model Name: London Bus WWI

Material: Resin Kit

Scale: 1:144

Released: May 2015



Info provided by Ken Jones

IMAGE MANIPULATION LESSON 1

CROPPING AN IMAGE



FROM THIS SCREENSHOT

After a simple edit using photos on iOS
(Other things are available in the editing world)

TO THIS

Producing another idea for an edge of layout background, a view from BESCUT towards the big city, which will be used at the southern end of the TMD on Vince's layout featured in this Issue. Trees and bushes will be added to blend into the scene, and maybe a small building - with a chimney or two.

Look out for the electricity pylon link up in the next instalment.



RETURN JOURNEY

*Otherwise known as the Editorial**My Raisins to be cheerful.....*

1. *Brexit is sorted at last - let's hear it for Boris!*
2. *WMNGC Membership fees are paid*
3. *It's our 25th year and we're on Facebook - thanks Claire*
4. *Oh yes HS2 gets the go ahead - slightly controversial*

*... and I've been Newsletter Editor for **four** (or is it 5) years' - where did that time go? So many Issues, compiled on three different devices, four operating systems, three file types (don't talk to me about file compression). Exhibitions, days out....*

I would like to thank our Chairman and all Club members who have shown me fantastic support during my tenure, so far. And to my better half of more than 45 years Sue, for all her never-ending support, especially during some really difficult times these past few years.

EDITORIAL IDEAS BOX

The CUT-TINGS

A play on words, TIPTON cut, TINGS TIPTON CUTTINGS

Newsletter cuttings, railway cuttings, sniping comments, separation of (cut), canal of course, raisins are out cuttings are in, [please feel free to doodle and send me YOUR ideas for YOUR newsletter to art1san1957@icloud.com](mailto:art1san1957@icloud.com)

text big enough,

If you think it's readable or not, I know you can change the size in your device settings, but some prefer the printed, paper version.

Bachmann 'Turnout' Overdrive - You ain't seen nothin yet

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

Opinions expressed within may not be anything to do with the club, but on the other hand they maybe.

Special Thanks to Club Members for their articles:

Jeremy Edwards, Nigel Harrold, Rodney Hodge, Philip Hunt, Ken Jones and Vince Painter



Edited on Apple iPad Pro running iOS for iPad 2019

(other devices & operating systems are available)Ed



NOTICEBOARD INFORMATION

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

2020 PROGRAMME



Meetings – 1st and 3rd Saturday in each month

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

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

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

For more information:

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

Website: <http://www.wmngaugeclub.co.uk>

Please use rear entrance at the Church Hall.