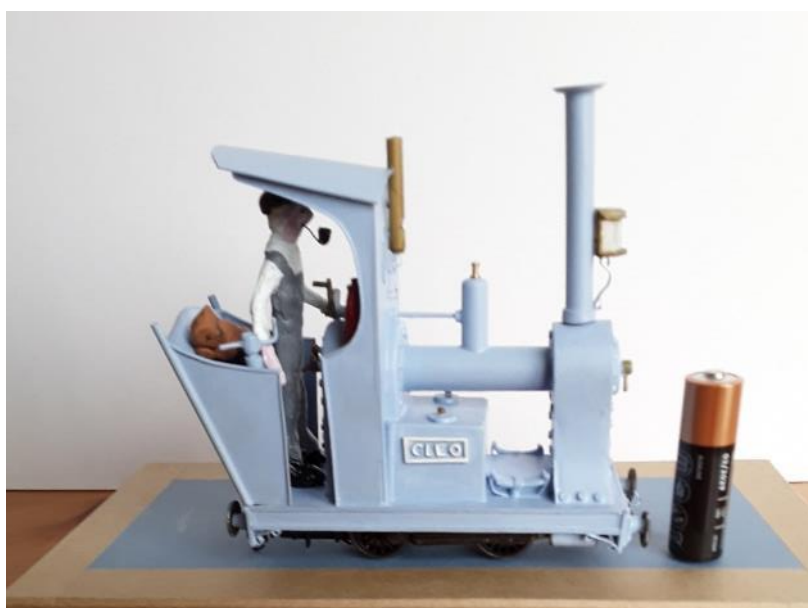


The first newsletter was well received and resulted in a number items for this one. Given that we may be observing social distancing for some time we have decided to produce these monthly to coincide with when we should have been meeting. As we are a bit out of step, this early May version will be followed by a late May version which should get us back on track (pun intended).

As with the first one, this is a random mix of news, chat and snippets, hopefully similar to that which we get at our meetings. As such, there is no structure to it and its length will depend on the number of contributions!

## Gn15 Emmett style loco by John Burton:



John sent a couple of photos of a GN15ish funnyosity that he's built as he had a Smokey Joe chassis. John says "I had fun, I used a free gift biro for the boiler and steam dome and the rest was out of 1mm plasticard I'd had for over 30 years".

## Far Tottering and Oyster Creek Railway:

The Far Tottering and Oyster Creek Branch Railway (or Far Tottering and Oyster Creek Railway) was a narrow gauge railway created by Rowland Emmett. A whimsical view of British rural life and embodying his typical fanciful mechanics, it echoed the similar works of Heath Robinson and Rube Goldberg. The railway began in a series of cartoons in Punch magazine in 1939, as the "Far Tottering and Oyster Creek Railway."

It was chosen as an attraction for the 1951 Festival of Britain events on the South Bank. As the "Far Tottering and Oyster Creek Branch Railway", the third of a mile long railway carried over two million passengers through Battersea Pleasure Gardens.

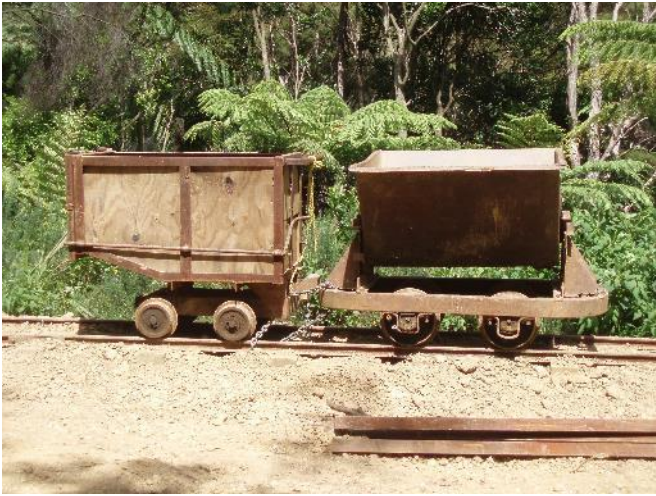
After the closure of the Festival, the Pleasure Gardens became part of Battersea Park. The railway continued on the same site until 1953 when it was moved to another site in the park as the Festival Gardens Railway. It continued until 1975, when the line closed, partially due to the decline of the funfair itself.

Here is a link to a video of the original railway:

<https://www.youtube.com/watch?v=lZMsyBbB9aU>

## Karangahake Gorge Gold Mine Railway, North Island, New Zealand – Neil Smith

Here is another instalment of some of the railways we visited during our New Zealand holiday in 2006. At the time we were there it was very underdeveloped - there was simply a rough car park, cafe on the other side of the main road and some way marked walks in the bush along the railway and past the ruins of the gold ore processing plant. Now it has been worked up into a full visitor attraction with cycle ways, walks and the ubiquitous visitor centre. See: <https://www.thecoromandel.com/activities/must-do/karangahake-gorge/>



Two semi derelict wagons



Siding to a waste dump



Track past the remains of the ore processing plant



Track in the bush

## Lindal Tunnel – Neil Smith



We modellers have it easy when it comes to modifying the landscape of our railway. Here's a photo (courtesy of Richard Smith) of one of the portals of Lindal tunnel which is on the line between Carnforth and Barrow-in-Furness. The portal suffered from movement until the powers that be bite the bullet in 2011 and decided to shorten the tunnel by 25m. I wouldn't like to think how much stuff was shifted, but you can judge the scale by how small the orange figures appear.

The Furness Railway line was originally single track and this tunnel was enlarged for twin tracks by 1860. It looks like quite a bit of work has been done to the tunnel area over the years before Network Rail shortened the tunnel. I get some reassurance from these timescales that it is not just my own landscaping and re-landscaping that takes a long time! (Robin)



### Dave Dyer's 09 Test Track - How to make (fairly convincing) brick walls out of blue foam:

The blue foam used is floor mate 200 but any similar density would do. Depron foam is not suitable as this has a grain like wood. Paints used in my example is Matt Plaka which is waterproof, non-fade and dilutable with water. Solvent based paint should not be used.

First decide on what type of brick bond and wall size is required (single or double skin).

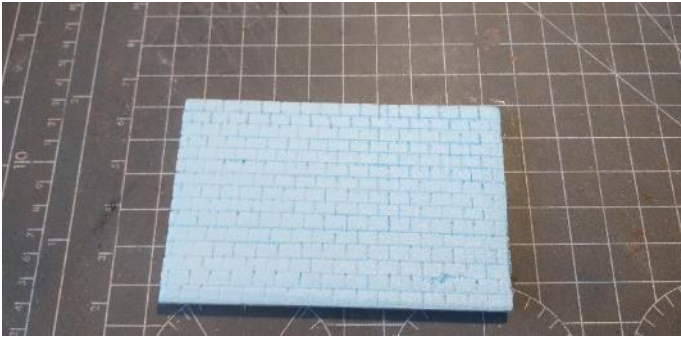


Photo 1

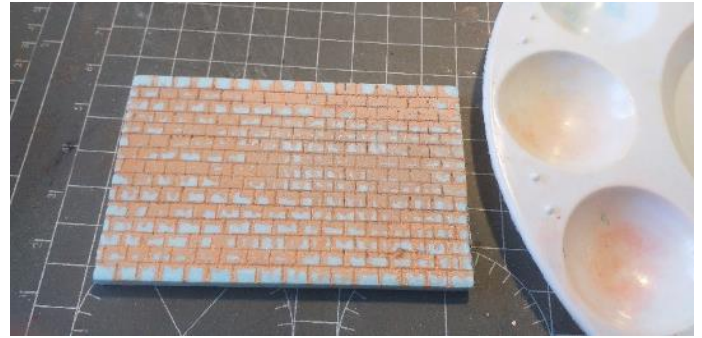


Photo 2

Cut your blue foam to size and scribe your horizontal courses on the surface first, then followed by the vertical (photo 1). Paint the mortar course (photo 2). I used flesh colour with a little brown mixed in to simulate the mortar. When complete leave to dry.



Photo 3

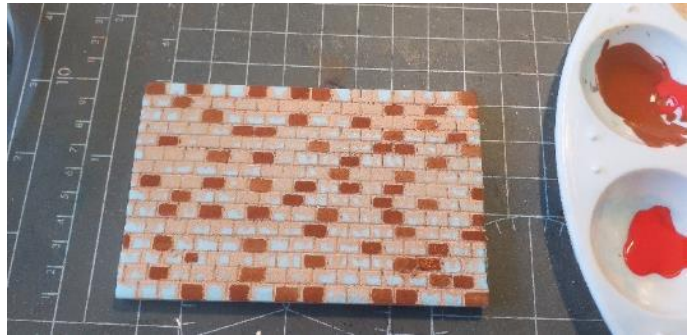


Photo 4

Decide on what colour you require for the brickwork and start off with a lighter colour first. Paint about 10% of the brickwork in a random pattern (photo 3). Mix some slightly darker paint with the first and again pick out some more random bricks (photo 4). In my example I carried out this step again.



Finally fill in all the remaining bricks with the final colour to complete your wall.

When fitting your wall, remember to use solvent free adhesive.

### Trade News:

While the lock-down has caused a number of businesses to temporarily suspend production, some of the smaller ones are still releasing new products. The following is a selection that I have picked up and whilst not exhaustive, it is hopefully the sort of things we would have discussed at our meetings.

Please feel free to add any trade news that you are aware of.

### Baguley McEwan Pratt '677' 10HP Class 0-4-0PM - NPL-016 by Narrow Planet



This [kit](#) is comprised of whitmetal detail parts and a fret of etched nickel silver parts. The kit requires a Tsugawa TGW TU-DB 158.

#### Prototype Info:

The '677' class 10HP locomotives came about by an order from the War Department to Baguley Cars Ltd for a lightweight locomotive that was capable of running on lightest 9lb rail as used on the portable track system used on the front line. Whilst the supplied locomotives fulfilled the specifications set out by the WDLR at the time of ordering, they were not so successful in active service due to many shortcomings. Over 50 locomotives were used by the British military railways, most of which were used in rearward operations to which they were better suited.

Here is a link to a video of one in operation at a sleeper works:

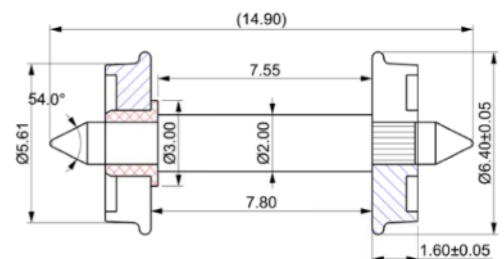
[https://www.youtube.com/watch?v=ZLUehD\\_S\\_es](https://www.youtube.com/watch?v=ZLUehD_S_es)

### Greenwich Non-Magnetic 9mm Gauge Wheels (available from Narrow Planet):

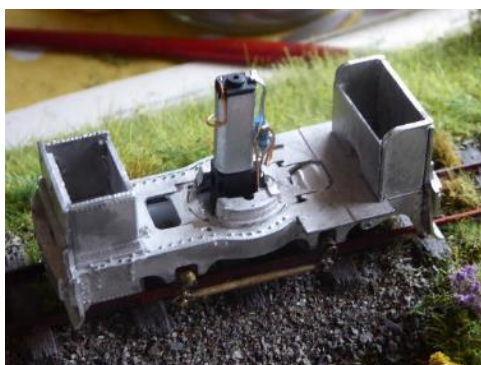
The wheels for 9mm gauge track are manufactured from brass, have a narrow tyre and fine flanges, which results in a 7.8mm back to back dimension. The design of the web allows for spokes to be simulated by an etch overlay.

All the wheelsets (5.6mm, 6.2mm and 8mm diameter) in this range have a common brass shouldered pinpoint axle. The centre of the axle is 2mm diameter and the pinpoints 1.5mm diameter. This design will facilitate the use of a Tenshodo gear without a shaft adaptor. All the brass components are blackened with an electrically conductive coating.

An extended axle version will only be available with 6.2mm and 8.0mm wheels initially. They will be more expensive than the pin point sets. The production samples are on the way to the UK and providing they are acceptable will probably be available for sale in two or three months.



### Wrightlines 7mm scale de Winton chassis from Locos N Stuff:



Whilst I have an O16.5 version on a Tenshodo chassis, I have long desired a 14mm gauge version but lacked the confidence to scratch-build a chassis. I saw an interesting 'L' shaped motor/gearbox on Mark's web site and after a discussion sent him my body kit to see what could be done. He had hoped to use the cranks and rods supplied in the kit with a newly acquired L shape geared motor. As you can see from the pictures it worked but there were issues, aren't there always. More details on the news page of Mark's Locos n Stuff web site.

<https://www.locosnstuff.com/News.php>

Mark is considering having a range of small wheels made, probably steel tyred with plastic centers, the trouble is that the set up cost is high and he doesn't know what is required. These would be suitable for 7mm ng, OO and HO, O-9 and any scale/gauge that can use RP25 code 110 wheels, about the same as current Hornby/Bachmann. Without doing a vast amount of research I don't know what would be popular so if you have a particular need, email him with details including where it was used and he will add it to the possibility list.



### Darjeeling trip of 2015 – Colin Davies:

Colin has sent in some fantastic photos of this evocative line in India taken during his holiday in 2015. I particularly like the night-time 'dropping the fire' photo.



### My "Must Have" Tools – Robin Edwards:

I am sure we all have a really useful tool and I thought I would share two of my favourites.



Dave Dyer told me about a really useful pin chuck at one of our meetings a couple of years ago. This had a single adjustable chuck rather than the 4 separate collets that I was having to continually change. I got mine from Expo Tools and only use the other one to hold small parts when I am working on them. Thanks Dave!

Also shown is a piece of cork bathmat that was suggested by Steve Matthews in January. He had been building his locos on a piece as it was both heat resistant (okay it might go a bit black under the soldering iron) and easy to hold pieces in place using pins. He very kindly offered me a spare bit but given the lock-down I decided to buy my own bathmat and give it a try. So far it has proved very useful. Thanks Steve!

## A Prototype for Everything? – Robin Edwards

Neil's photos of New Zealand in the April newsletter reminded me of my trip to New Zealand in January 2017. We had a truly memorable holiday and like Neil visited the Driving Creek Railway. We didn't do many other railways as both the earthquake in late 2016 and a number of fires had disrupted services a bit. However, during a drive in the South Island up to Greymouth we came across a couple of things that I hadn't seen before.



The first (left hand photo) was a railway crossing straight through the Kumara Junction roundabout where State Highway 73 joined State Highway 6. The railway must have been there first so there must have been a conscious decision to put the roundabout right over it.

The second (right hand photo) was the Taramakau Road-Rail Bridge on State Highway 6. Many road bridges in New Zealand are single track and we crossed one particularly long one which had passing places along it as you couldn't really see if there was anything coming in the opposite direction. I couldn't believe this one, where not only were you competing with opposing road traffic but trains as well. Chatting to locals it transpired that there weren't many trains and they were quite happy to wait for a quiet moment before crossing. They have since completed a separate road bridge and restricted this bridge to just rail traffic. I think we were lucky to have the experience of crossing it before the new road bridge was finished.

I hope you are all keeping well and using your time to good effect if you are subject to the lock down constraints.

Thank you to the contributors to this issue and don't forget to send us your news so that we can all stay in touch.

Just before completing this newsletter I have heard that Narrow Planet have sold out of their new McEwan Pratt loco kit and will not have any more in stock until the etching company they use re-starts its business.

Our neighbouring 009 West Midlands Group have held some online video meetings and this could be something we could do ourselves if there is sufficient interest and someone willing to teach the rest of us what to do! Please let us know if you are interested in a video meeting.

Stay safe and happy modelling

Robin Edwards

Please send your news (preferably by 22 May) to

[robin.ngtewkesbury@gmail.com](mailto:robin.ngtewkesbury@gmail.com)

or

[neil.ngtewkesbury@gmail.com](mailto:neil.ngtewkesbury@gmail.com)