

Welcome to the June edition of our lock-down newsletter. This is the usual random mix of news, chat and snippets, hopefully similar to that which we get at our meetings. Hence there is no structure to it and if you feel we have not got the right balance then please send me your contribution!

Collyweston - Chris Ward:

Our founder Chris Ward has sent in three photos of his old Collyweston NG layout, now in the hands of Ed Florrey of the Swoons 009 group. Chris wishes all our members good health and happy modelling.



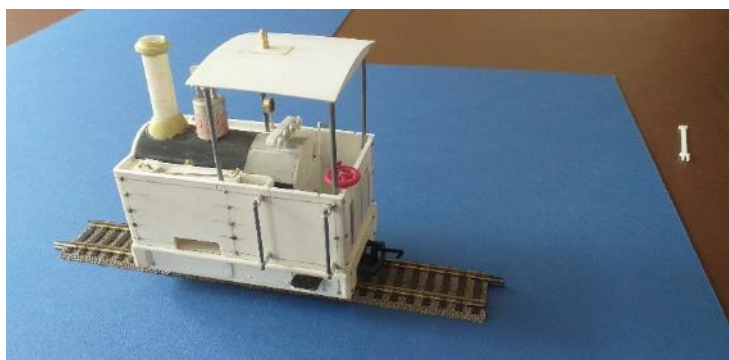
Now for Something Completely Different – Dave Dyer:

The prolific Dave Dyer has been scratch building a minimum gauge loco in 1:25 scale, based on an article from Railway Modeller dated August 2009.

A Hornby Smokey Joe chassis was used along with some of the other body bits. The rest was a mixture of plastic card, brass and thin aluminium.

To finish it off a figure will be required.

Dave now has to build a small layout for it to run on.



Vintage Welshpool – Photos from the 1960's by Barry Fitzpatrick:

A couple of weeks ago I saw that Barry Fitzpatrick had posted on the Narrow Gauge Enthusiasts Group Facebook page some of his photos. These were taken around 1960 and show the Welshpool & Llanfair Railway track bed through Welshpool. I thought this tied in nicely with Ralph Seymour's layout photos in the last newsletter and Barry has very kindly give me permission to share them here.



The terminus of the W & L next to the Smithfield Market



The climb away from the terminus



The canal crossing



The approach to the Church Street road crossing



Through the houses beyond Church Street



Through the Bron Y Buckley housing estate,
from the Welshpool end

All photographs are the copyright of Barry Fitzpatrick



This final photo is through the Bron Y Buckley housing estate, but this time from the Llanfair end.

All that remains in the first photo is the original W & L carriage shed and the standard gauge interchange siding.

One of the comments on the Facebook page from the FR Archivist Adrian Gray was *"What strikes me most is the way in which the sleepers have been worn down by the passage of pedestrians using the line as a footpath. Granted there would have been a significant period when nailed boots would have been the norm but the wear is still significant!"*

My thanks go to Barry for giving us permission to use his photographs.

Welshpool in 7mm scale – the two remaining photos:

Space precluded the inclusion of these two photos from the last newsletter.



Mixed gauge track between the coach shed and cattle market



Welshpool cattle market

Exhibition news:

Many of you will already have heard that the Warley National Model Railway Exhibition planned for November 2020 has been postponed to November 27th and 28th 2021.

More details here: <https://www.thewarleyshow.co.uk/>

I guess that many modellers either fall into the vulnerable category or have family members who are vulnerable and it is hard to see how we could have viable exhibitions until social distancing is relaxed. Given the forward planning required for many exhibitions I think it is entirely understandable that most of this year's shows are being cancelled or postponed.

Trade News:

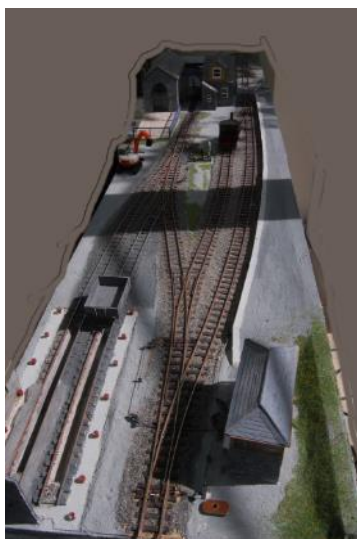
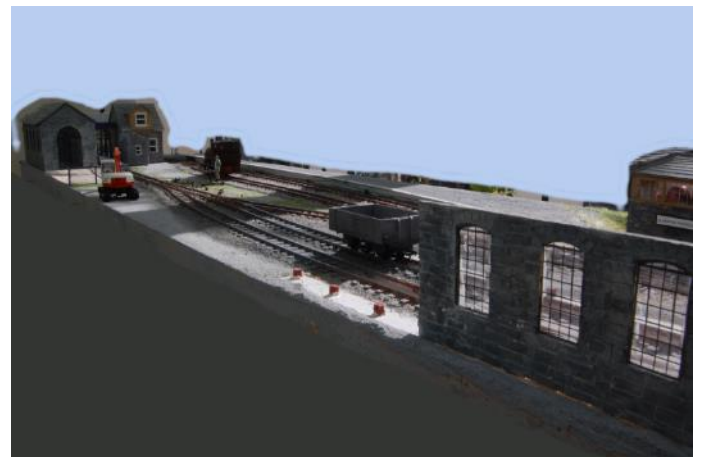
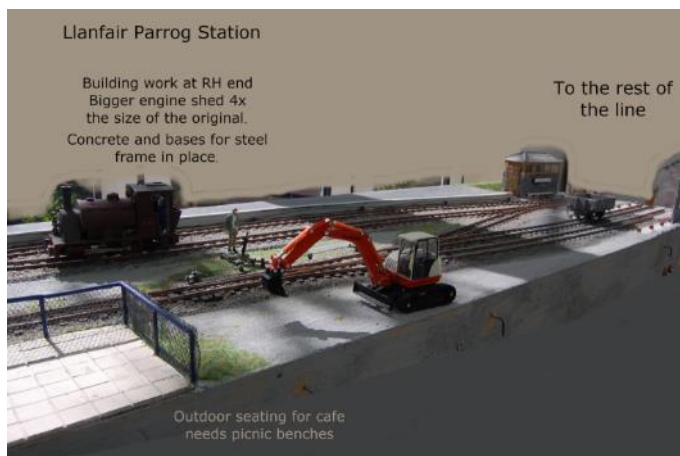
The etching companies used by [Narrow Planet](#) and [Locos n stuff](#) have returned to work but capacity is limited by social distancing requirements and a back-log of orders. However, it is still good news as is the fact that Peco have been able to open their factory and supplies of the new 009 FR Bug Boxes are starting to appear.



[Custom Model Decals](#) mentioned in the last newsletter are offering a 5% discount to members of The 009 Society, The 5.5mm Association, The 7mm NGA and The Gauge O Guild. The online store sells a growing range of exclusive waterslide lettering and lining in several styles and colours. A bespoke design service is available and they can even 3d print rivets onto the decal (like wagon plate fixing bolt heads)!

Llanfair Parrog - Michael Beer:

I've been working on the terminus station of the railway in the conservatory. Will probably move it to its home in the garage soon.



The back story is that the line got closed and lost its station to a supermarket development that will form the backscene behind the platform. To get station facilities, the preservation group took an old slate depot and a cottage and joined them with a posh foyer with glass curtain walls, automatic sliding door (working) and photocell array on top (not working)

Because the platform is on the other side of the track there are passenger crossing gates operated by young ladies on the station staff (working).

The original loco shed at the far end is being rebuilt to four times the capacity. It is

retaining two original walls and being modelled midway through construction of the steel frame. Opposite that is a small signal cabin modelled on a GWR standard design, but half scale. The rest of the railway leaves at that end.



Dowty Railway Preservation Society – Colin Davies:

Colin has sent in a fascinating set of photos of the original Dowty Railway Preservation Society's location at Ashchurch which featured both standard and narrow gauge stock. The notes are extracted from Ian Crowder's notes on the GWSR web site: <https://www.gwsr.com/enthusiasts/History/Cadbury.html>



On Saturday 22nd April 1984, a diminutive red tank locomotive and a single blue-and-grey railway coach set off from Toddington station on a journey along 700 yards of track ... and into the future. The then Minister of Transport, the Rt Hon Nicholas Ridley MP had just snipped the ribbon marking the re-opening of the line and was aboard that first train.

The GWR had, earlier that year, completed purchase of the 15 miles of derelict track bed from a point south of Hunting Butts tunnel on the outskirts of Cheltenham to just north of the site of Broadway station.

The engine in question was a 0-4-0T which built to shunt the sidings at the Cadbury chocolate factory in Bournville, near Birmingham. Cadbury No. 1 was completed in 1925 at the Avonside Engine Company in Bristol, as works number 1977; one of four similar locomotives supplied to Cadbury. It operated at Bournville until 1963 when it was sold to the Dowty Railway Preservation Society whose base was at Ashchurch in Gloucestershire, on a site owned by Dowty Mining. In 1982 the Society was given notice to quit as the site was to be redeveloped. The following year, agreement was reached to move the 10 miles to Toddington, and the standard-gauge rolling stock, including Cadbury No. 1, was transported to the GWR.



The Dowty Railway Preservation Society started concentrating on laying the narrow gauge railway at Toddington and changed its name to the North Gloucestershire Railway Company. However, Cadbury No. 1 enjoyed its moment of glory when it operated the first public train on 22 April 1984. This was a 'push-pull' service, and all trains on the GWR were so operated until the line reached Winchcombe in 1987 where a run-round loop was installed.

The North Gloucestershire Railway Company is now known as the Toddington Narrow Gauge Railway. It remains a volunteer operated two foot gauge line that runs for around 1/2 a mile, worked with steam and diesel locomotives from Britain, Belgium, Poland and South Africa.



Justine 0-4-0WT; Builder : Arnold Jung; Built : 1906; Works No. : 939

Most of the rolling stock is kept under cover in a large shed that is open to the public when they are running trains. You can also visit an ex Midland Railway signal box, "California Crossing", which came from Gloucester serving the Birmingham to Bristol main line and a 16mm scale garden railway.



Peter Pan 0-4-0ST; Builder : Kerr Stuart 'Wren' Class
Built : 1922; Works No. : 4356



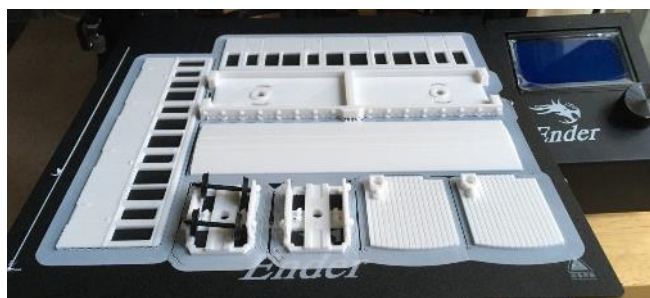
Motor Rail and Listers

We really should arrange a Group visit!

Father's Day 3d Printing – Michael Beer:



Michael was given a 3d printer for Father's Day and has been experimenting and familiarising himself with 3d CAD. The printer is an Ender 3 pro - seems a nicely made unit and quite popular with users - judging by their comments on the interweb. Initial CAD software was FreeCad but he has moved on to TINKERCAD (for children and teachers) which he has found to be more friendly. I put him on to a 3d file in thingiverse of a GVT granite wagon, however that file was designed for a resin printer and needed quite a bit of work to make it (almost!) suitable for the filament printer.



He found a 4mm scale Ffestiniog coach from thingiverse, which he scaled up to 175% in the slicer programme. It looked like the scaled up bogies would work for 0-16.5 (00) wheels, but there is more on this below.



He has designed and 3d printed his first thing, a fence for the station on his layout Llanfair Parrog. Although he thinks he may need to go back and make the fence's arris rails thicker and he is not sure if the palings should be closer together. (Personally, I would be astonished and impressed if I had got this far myself)

Returning back to the coach, he was pleasantly surprised to find that he could pop Alan Gibson 10.5mm curly spoked wheels into the bogie. However there was 2.3mm of slop from side to side although the wheels didn't actually fall out.

He got some axle bearings and dropped one into the bogies bearing hole and it reduced the slop to virtually nothing. This raised the following questions as he has never been sure about inserting pinpoint axles into a chassis with no give:

- How much force one should expect to apply obviously depends on the material and the design, but are there guidelines for this?
- Like how much side play is expected when using pointy axles and brass bearings?
- Also, is there a standard length for pointy axles used for all 16.5mm gauge wheels?

For the first of these I have no idea, generally resorting to “trial & error” and the third question I had the feeling that OO gauge rolling stock pin point axles were generally 26mm long but European HO axles were shorter (about 24.5mm). As to the second point I had no idea until a search of the web found the European NEM standard:

http://www.miba.de/morop/nem314_d.pdf

which suggested that there should be a clearance or side play of between 0.1 and 0.4mm.

We would welcome any advice, opinions or comments on these questions, even if it is along the lines of “don’t do this, it doesn’t work!”



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. Each month I think I may include something on my own progress with my “lock down locos” but so far I have (fortunately) better material to include so please keep it coming.

In the meantime stay safe and happy modelling,

Robin Edwards

Please send your news (preferably by 24 July) to

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or

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