

Welcome to the July 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!

## Relaxing Lock Down Restrictions – When should we start to meet again?

The lock down restrictions are gradually being relaxed and places like the hall in Twynning, where we meet, are now able to reopen providing they and the people who use them comply with certain requirements. We have been discussing these with the Twynning Committee and it looks like the earliest we could meet would be at the end of September. This is primarily due to the unavailability of the Hall on the August Bank Holiday as it will be in use for a Covid-19 compliant village fete.

The guidelines are changing month by month and may be more relaxed by September. Currently we would probably be restricted to about 25 people – fairly typical for our meetings, and would have to observe social distancing which may include wearing face coverings. We would need to maintain a contact list and be responsible for the cleaning down of any surfaces and tables that we used or touched. We don't see these as show stoppers but you may have to bring your own mug or cup and we may not be in a position to offer the usual cake, etc.

We appreciate that not everyone will be keen to start meeting again and would really appreciate your views which you can send to [robin.ngtewkesbury@gmail.com](mailto:robin.ngtewkesbury@gmail.com) or [neil.ngtewkesbury@gmail.com](mailto:neil.ngtewkesbury@gmail.com).

There will be at least one more newsletter at the end of August where we will provide an update of when we are likely to meet along with the compliance requirements.

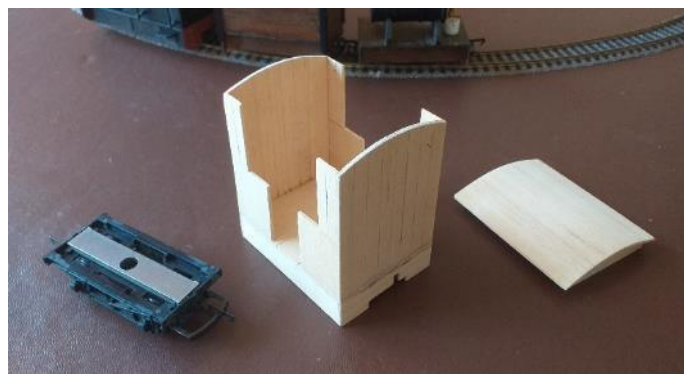
## More Gn15 progress – Dave Dyer:

Dave has been busy working on three items of rolling stock that are to go with the GN15 engine that we featured last month. The one with oil/water tank it not quite finished.

The engine now has a figure which he adapted to fit by decapitation and refitting his head in a different position.

The second photo shows the beginning of four wheel wooden coach that Dave has been working on which will eventually have a painted finish. The roof will be removable to allow figures to be fitted.

All rolling stock are fitted on second hand Hornby four wheel wagon chassis.



### **Weka Pass Railway, South Island, New Zealand – Neil Smith:**

Our journey through New Zealand comes to an end at the Weka Pass Railway in the South Island. This is a 3' 6" gauge railway, 60 km north of Christchurch in the dry, east side of South Island. It was formed on an old branch line 13km long, these photos have been taken at Glenmark station, which is the south east terminus. It only runs at the weekend and unfortunately we turned up mid-week but all the areas were accessible so we could have a good look round.

See their website <https://wekypassrailway.co.nz/> or better still see the video on Youtube <https://www.youtube.com/watch?v=LosUom6NxrE>



*Glenmark Station*



*A rake of coaches*



*An open coach*



*Typical scenery of the Weka Pass*

### **FR No 5 – Welsh Pony steams again after 80 years**

The most enigmatic of the original Ffestiniog locos, Welsh Pony, was the third engine in line for restoration to service when the railway was reopened in the 1950s, but the job was never done – until 80 years later. Despite Covid-19 restrictions, work continued at Boston Lodge to ensure that Welsh Pony steamed for the first time on the 27<sup>th</sup> June and test hauled its first passenger train on the 18<sup>th</sup> July. Check out these YouTube videos:

<https://www.youtube.com/watch?v=UHCICRHZaAs> and <https://youtu.be/faqaDtRBYOA>

### 3d Printing Progress – Michael Beer:



Following last month's report of Michael's initial trials with 3d printing both he and his son have been busy redesigning the coach bogie to take Slater's bearings and wheels on 26mm pointy axles.

It is printed in 3 pieces and assembled on to the axles after press fitting the bearings.

That design, and their other efforts, are on thingiverse under his nom de plume of caderifor.

### Wheel standards – Rowland Binns:

Following last month's question on wheel standards from Michael, Rowland measured some of his stock of wheels/axles, using a cheap Vernier calliper with these results:-

10.5 diam curly spoke	for slate wagons etc	24.4mm
10.5 diam straight spoke	for 4mm lowmacs	25.8mm
10.5 diam disc	for 4mm freightliner ?	25.8mm
10.5 disc	from Locos'n'stuff	25.8mm
10.5 disc	from Chivers Fineline kits	24.8mm
12mm diam	for 4mm wagons	25.8mm
12mm diam curly spoke	from 7mmNGA sales	25.8mm
12mm	replacement Bachmann – split axle	25.4mm

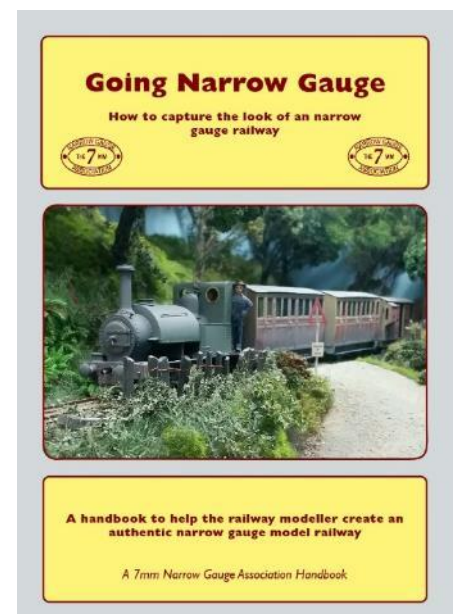
These seem to confirm that the UK 16.5mm gauge standard is 26mm which is what Michael has adopted for his 3d printed coach bogie.

### 7mm NGA – New Publication – Going Narrow Gauge

A new publication from the 7mm Narrow Gauge Association aims to cover how to capture that elusive 'narrow gauge look' to help the railway modeller create an authentic narrow gauge model railway.

With experienced narrow gauge modellers such as Gordon Gravett, Chris Peacock and Geoff Thorne explaining how they capture that elusive narrow gauge 'atmosphere', chapters covering the variety of narrow gauge prototypes both within the UK and overseas including heritage railways, detailed data sheets and numerous layouts illustrating the narrow gauge look, this is an essential handbook for anyone attempting to model a narrow gauge railway. Although primarily covering narrow gauge railways built to 7mm scale, the handbook is equally applicable to modellers building in other scales.

The handbook is being provided free to all current members of the Association in their August magazine pack (including those who join in the next few months) and is available to non-members at £9.00 plus £2.00 postage and packing.





### Three bogie coaches – Neil Smith:

For my isolation project I have been building three bogie coaches of a freelance design for a modern heritage railway loosely based on those built by the late Howard Clarke for his article in *Railway Modeller* and now reprinted in the 7mmNGA's Introduction To 7mm Narrow Gauge booklet which is available free.



There are three coaches, a 5 compartment closed standard coach, a 5 compartment open standard coach and a combined observation/brake coach with double doors for wheelchair access. The coaches use Peco coach sides, Frank Sharp's home-made roofs, Kadee HO bogies and lots of bits of plasticard and strip.

To give them a bit more weight, I've added lead shot ballast into two of the seats.

The photo shows them part painted as that's as far as I've got.

### A Gauge O Guild Virtual Show – 31st October 2020

There has been a lot of interest in having a 'virtual' O gauge show especially because the Covid-19 restrictions have resulted in many exhibitions being cancelled (Guildex 2020, Scotgog 2020 and Bristol O Gauge Group 2021 are among those cancelled). This is currently in the planning stages and further information will be available soon but they intend the pilot to be a relatively small virtual show which is easy to navigate from the comfort of your own home. They plan for a navigation page to be set up on the Gauge O Guild website and this page to provide hyperlinks to layouts, demonstrations, traders, technical session, Guild products and a modelling competition.

### Derby Model Railway Exhibition cancellation

The 2021 Derby Model Railway Exhibition due to take place on 8th & 9th May has been cancelled as the venue is no longer available and there is insufficient time, given the Covid-19 uncertainties, to find an alternative.

For the last five years, the event has taken place in The Roundhouse which is part of Derby College. The college has recently informed Mickleover Model Railway Group that it is cancelling all future events already booked at the Roundhouse and will no longer be offering the venue for events in the future. This is due to the uncertainties around COVID-19, the restrictions on mass gatherings and a decision to focus on its core function as a college.

Hopefully the Derby Model Railway Exhibition will be able to return at some point in the future.

I suspect that many educational establishments may take a similar stance and that it might be some time before these venues will become available again.

### LMS Line Progress – Rowland Binns:

A few more pictures of the line under construction. This social isolation does wonders for getting things done.



The viaduct skeleton has been built across the doorway. It flaps down to avoid ducking under.



When it is hinged down a good view can be had of 'Princess' at the coaling stage.

### A 14mm Gauge de Winton – Robin Edwards:



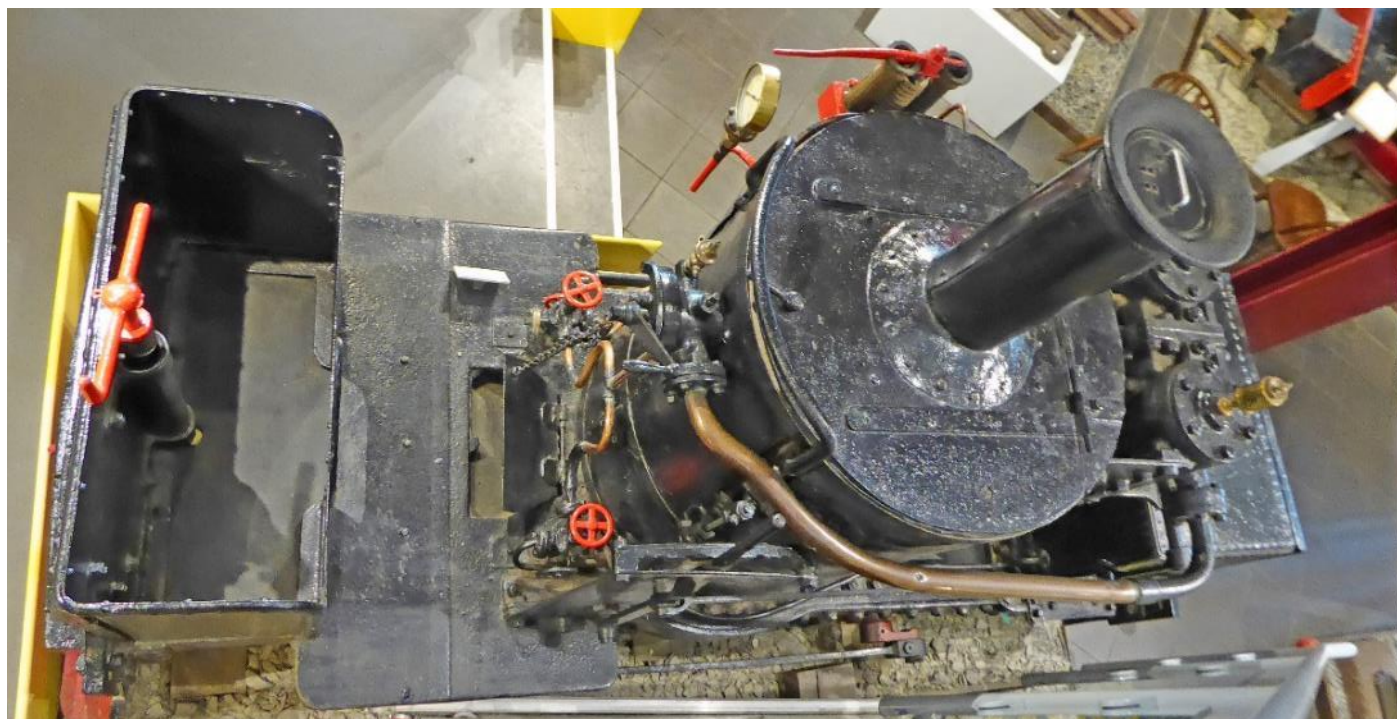
In an earlier newsletter I mentioned that Mark Clarke of Locos n stuff had designed a 3d printed chassis for my 7mm scale Wrightlines de Winton body kit. I actually finished the kit some time ago but until now never had the space to include the finished loco. The kit was built pretty much as intended apart from a couple of mods required to suit the chassis. I wanted to portray it in a bit of a dilapidated condition with the water tank leaking and experimented with some weathering products from Green Stuff World. Typically for me the chassis is noisier in one direction than the other but more importantly it is slower than a Tenshodo SPUD and 14mm gauge.



### Prototype Photos of de Winton 'George Henry' – Robin Edwards:

I took the opportunity to take a few photos of the preserved de Winton 'George Henry' in the museum at Tywyn a few years ago. It is displayed in quite a tight space which makes it difficult to get decent photos but these have helped me detail and finish my model.

We didn't have time to ride on the train having done the Corris Railway earlier in the day but the bar was open and my wife enjoyed a glass of wine and free WiFi so was more than happy for me to spend some time in the museum!



#### A re-worked 7mm scale Brake Van – Robin Edwards:

I rushed the completion of this Chivers brake van for an exhibition and I have not been happy with the finish for some time.

I have finally got around to trying to give it a better look. I fiddled with some faded natural wood effects using Model Colour acrylic paints but they looked a bit too contrived. In the end I stippled an overall colour on top to try to simulate a tired paint effect. Some rust washes on the iron work and a light dusting of weathering powders has given me a look that I am far happier with.

See below for some good news about the future of Chivers Finelines.



#### Chivers Finelines is BACK by Five79:

The rumours of Chivers Finelines demise have been greatly exaggerated, Chivers Finelines is BACK! Trading under the name Five79. Roger's son Matthew is aiming to get most if not all of the range (well over 100 products) back into production. His father Roger Chivers is still retired and his brother Simon (who used to trade as Slimrails) is spending his free time with his wife and children, so for now he is a one man band.

His [Facebook](#) page has the list of kits he's currently working on, although it is not a complete list. You can follow the daily progress of what's happening on his Facebook Five79 page, or you can view this on his [website](#) without the need for a Facebook account.

Matthew is in the process of updating his web site which at the moment is very much 'work in progress'. He will be integrating PayPal buttons for direct purchases which should also take debit/credit cards if you so wish. He will also still be taking cheques and bank transfers if you're not keen on PayPal. So far 3 standard gauge 4mm scale wagons are available but the 009 range and O16.5/On30 ranges shouldn't be too far behind.

#### Brian Guilmant:

We have just heard the news that Brian Guilmant passed away Friday morning.

Whilst not unexpected news this still has come as a shock, and we think that the 009 Society Chairman, Julian Evison, summed things up very well with the following:

*It is with great sadness that I have to tell you that Brian Guilmant died Friday morning, 24th July 2020 in a hospice local to his home in Wimborne. Very many people in narrow gauge modelling will have met Brian in the course of his 40 year involvement in our hobby, being the founder and chief driver of the 009 Society second hand sales organisation; we have benefited immensely from his dedication and knowledge. He was also a stalwart member of the Wessex Narrow Gauge Modellers, hosting regular meetings and, in recent years, organising the Colehill exhibition.*

*Under current circumstances the funeral will necessarily be a private affair, but our thoughts are with Muriel his wife and their daughter Lizzie. They have asked that their privacy be respected, so please do not contact them by phone.*

*Thank you Brian, our old friend, for all you have done for 009 modelling and 009 modellers - few have equalled your immense contribution.*

Rest in peace, Brian.



### What happened to the photo plank? – Robin Edwards:



Way back in April I mentioned that I was working on a photo plank which I needed as I realised that it was just too difficult to photograph the locos and rolling stock on Tony's Forest.

Well, I made very good progress and the whole concept has worked out satisfactorily. I was concerned at first that my plank was very narrow and decided that the back scene should be separate. What I didn't realise at the time was that I needed something to go between the plank and back scene.

A bit of corrugated plastic sheet, some green spray paint, adhesive and static grass soon provided an infill between plank and back scene.

As can be seen from the 'behind-the-scenes' photo, the whole set up is very crude but having each part separate means that I can get quite a bit of variety by just moving the bits around. The plank is "double sided" with slightly different scenes on each side of the track. However, my favourite side is the one where the embankment has slipped, revealing the ends of the sleepers (as in the brake van photo in the item at the top of page 7).

The whole project proved quite cathartic as it was a welcome change and allowed me to use up some left over scenic bits and pieces.



I hope you are all keeping well and using your free time to good effect. 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.

Please do let us know your views on when we should start meeting up again.

In the meantime stay safe and happy modelling,

Robin Edwards

Please send your news (preferably by 28 August) to

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Or

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