

Welcome to the August edition of our lockdown 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 Lockdown Restrictions – Meeting in September:

As mentioned in the last newsletter we have been discussing the meeting compliance requirements with the Twyning Committee. We don't have a clear idea of these yet as the requirements are still changing (e.g. it is now mandatory to wear face masks inside places like the hall unless exercising or consuming food). In addition, the Twyning Committee want to review their experience of opening the hall for the Bank Holiday fete and the play group. We will email everyone with the requirements as soon as we have them.

We will be required to maintain a contact list and be responsible for the cleaning down of any surfaces and tables that we used or touched. We may have to limit numbers so we think it would be a good idea that anyone wanting to attend should email or telephone first to book a space. This should help ensure that no one makes a wasted journey and help us maintain the required contact list. We don't see any of these as show stoppers but you will probably have to bring your own mug or cup if you want a drink as kitchen access is likely to be limited.

We appreciate that not everyone will be keen to start meeting again but it would be really great to meet as many of you as possible in September.

Latest 3d print – Michael Beer:



Here is the latest effort from Michael, a zero carbon railcar from the apprentices of his railway.

Homage to James Spooner of the Ffestiniog, but double ended so it can sail either way.



Modelling inspiration from Germany – Jürgen Heinritz:

Jürgen sent Neil Smith these photos of his recently built locos and layout. Jürgen came to Burton with his layout in 2019 and lives near Stuttgart in Germany. As well as the fine locos we also really like his grass.



All the loco bodies are 3d prints from Shapeways and Jürgen has worked hard, both with cleaning the prints and with the painting to get a superb finish.

The Bagnall style 'wing tank' loco is by Henrik Laurel and is on a Locos n Stuff chassis designed by Mark Clark specifically for Henrik's loco bodies.

Neil recently supplied two Peco wagon kits which Jürgen assembled, painted and sent back some photos. I was very impressed with the finish as asked Jürgen if he would be willing to share his technique. Here is his response:

"First I took the parts of the kit and gave them a layer of white primer from the spray can. The colour of the primer is of some importance. Then I glued the parts together. Four parts plus the wheels. The first three parts went well, but then you have to put in the axles and fit the last part. You have to hold this in place, look that everything has the right height (otherwise the wagon will wobble) and add the glue. And you only have two hands where you would need four. I have to admit that not all went well on the first try. But in the end I had two shiny white little wagons. When the couplings are added the fun can begin.



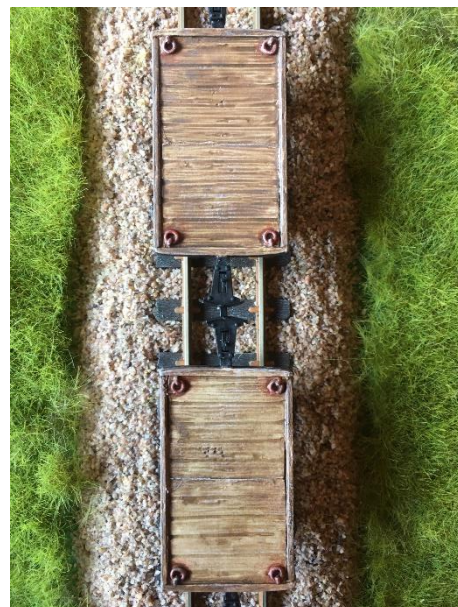
The secret of the painting is called varnish (*in the UK we would probably call this a wash*). That means the paint does not cover but the layer beneath shines through. For this purpose I use Daler Rowney acrylic colours from the tube. Here I work from light to dark. That is why I use a white primer. The next layer is cream. I follow the lines of the wood with the brush. Don't work across (you will notice the difference at once). Let it dry. Then mix some dark and light brown. But not too perfect. So you can apply several shades of brown in a single work step. This step decides about the later look. For the wheelbarrow I used a mixture of ochre and a reddish brown, for the wagons I used two other types of brown. The more

you apply the darker the colour gets. If you thin the paint with a little water you get a lighter colour. Let it dry. Then add a thin wash of very dark brown. The wash flows in the depths and in the corners. Let it dry. For the axleboxes and the metal parts I use black. This should cover so the choice is Revell Aquacolor. I use a very fine brush. Now it nears the end. The rings in the corner have to be painted with rust colour. The same colour but very much thinned is applied around the axleboxes and the rivets (here you work from the darker colour to the lighter). Then some white drybrush all over. Not to forget to tone down the white drybrush on the rusted rings (but only there) with the same brown wash used before in the end. The final step is to seal everything with a thin layer of dull coat from the spray can.

And soon after only almost six hours of work you have two small nice wagons.

The couplings may look a little bit oversized. They are prototypical for some German ng lines and are standard for my 0-16.5 rolling stock."

Editor's note: Whilst I have used Daler Rowney acrylic colours for scenery and buildings it never occurred to me that they would be equally at home on rolling stock. I must try it although I suspect I won't get anywhere near the artistic finesse that Jürgen has achieved.



Yet more Gn15 progress – Dave Dyer:



Last month Dave showed the beginning of a four wheel wooden coach which has now been painted. The roof is removable to allow figures to be fitted.

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

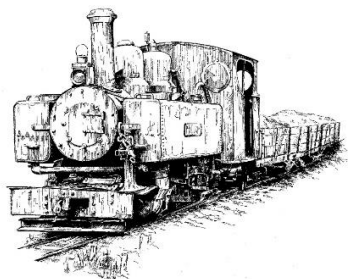
Like myself, Dave is looking forward to the September M5/M50 meeting and catching up with things that people have been doing.

A New 009 Project – Adrian Ponting:

The attached photo shows what I have been doing over the last few months. This new 009 project was started last autumn so it is not really a "lockdown project". There are two boards (1m and 1.2m) which form the L. You might also be able to make out the short (0.2m) adapter board. This links the main boards, intended as the start of room sized layout, to Paul Steedman's Freem009 module standard. The boards are wired up and operational and since I have also been working on some Freem009 modules I have been able to set them all up together. This has given me a run of 5m to test a variety of locos and rolling stock. You can see I have also made a start on the buildings.



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2 items from the 7mm NGA:

Exhibition and AGM

Preparations are in hand for next year's exhibition and AGM as detailed in the adjacent poster.

White Metal Axle Boxes

The 7mmNGA market two etched brass kits of Ffestiniog Railwayslate wagons. These kits contain white metal dummy axle boxes of the type use by the Ffestiniog.

Normally we only sell these in the kit however there has been interest in me selling them separately. In addition the casting wheel which is used for these has other items on it as well, in particular two other axle boxes with springs attached. I usually only buy the ones I want and the casting man recycles the unwanted ones into the next batch.

The attached photograph shows the various ones:

A is the one for our 2 ton slate wagon kits, about 20 sets of four in stock.



B is the one for our 3 ton slate wagon kits, about 20 sets in stock

C is a small axle box with spring, at present I have only a few as they come from the casting mould for A & B as the original maker has these in the same mould as A & B.

D is a beefier version of C but comes from the same source, I only have one set in stock.

4 Lockdown Locos and a Wagon – Robin Edwards:



Way back in 2016 I started a Nonneminstre Hudson Hunslet loco that I was mounting on a Wrightlines 14mm gauge bogie. The bogie performed well when I first built it but has progressively degraded for reasons not yet identified. At the beginning of 2020 I was looking at this loco as part of my campaign to try and finish off things and I thought "would a Locos n Stuff bogie fit under it?". The answer was yes, if a couple of cross ribs from the underside of the footplate were removed. I made good progress and hoped to have it finished and running by NG South but then along came the lockdown. I had intended to fit a Modelu driver but was advised by a couple of drivers of the prototype locos that a better figure would be more realistic. I found one from the Andrew Stadden range which came with separate arms and allowed enough adjustment to suit the rather cramped cab.

The de Winton was described last month and was far more straightforward than my next madcap project.

They say there is a fine margin between genius and insanity! I will leave it to you to decide which I am after this madcap exercise. It was at a show in Bristol in January that I struck up a conversation with a visitor who was looking at my Nigel Lawton Simplex replacement Locomotion Stuff chassis. Like me, he thought it had a better speed range as it was not so highly geared and he innocently asked if I thought it would fit in one of the Roy C Link/Wrightlines channel framed Simplex bodies.



That got me thinking!!!

The answer was yes, after a fashion and it was not a conversion for the faint hearted. The Locomotion Stuff chassis was the wrong wheelbase and too wide but a chat with Mark resulted in a tweaked version, slightly shorter and to the correct wheelbase. Compared with the 120:1 geared KB Scale chassis this one seems to have a fair bit more speed but is controllable and doesn't have to run with the motor screaming at near full speed to traverse the length of the layout in a reasonable time!

While I have a number of loco projects in the pipeline, they generally have complex valve gear so I dusted off a Roy C Link/Wrightlines Bagnall 0-4-OST kit which looked far easier! I found that I could fit a KB Scale 54:1 gearbox and Mashima 1020 can motor after a bit of trimming inside the firebox. My brother built one of these in 0-16.5 when they first came out and it ran for many years on Dyffryn. The original 38:1 gears meant that it had a good turn of speed and it used to pull 'wheelies' until we packed lead inside the boiler. I didn't finish my own 0-16.5 version but I did fit a High Level 'Micro Miser' 108:1 gearbox which ran beautifully. Unfortunately that gearbox was too wide for a 14mm gauge version hence the compromise with the KB Scale box. I don't recall any problems with the original build but this one has taxed me quite a bit with forming the tank and various other bits. I think a general loss of skill through many years of inactivity, together with degrading eyesight and arthritis in my hands is making me struggle a bit.



I got the WDLR Class E wagon at the start of the year but have only now got round to moving the bogies out a bit to suit my sharp curves. The wagon is a 3d print from Locomotion Stuff produced from a scale cad drawing by Henrik Laurel. My problem was that my curves are far sharper than the prototype and I couldn't get enough bogie swing. I



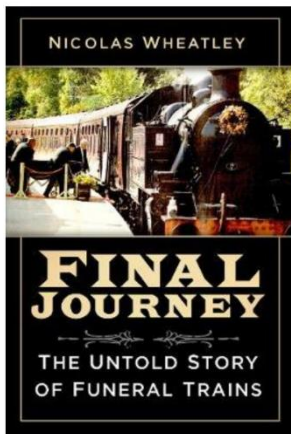
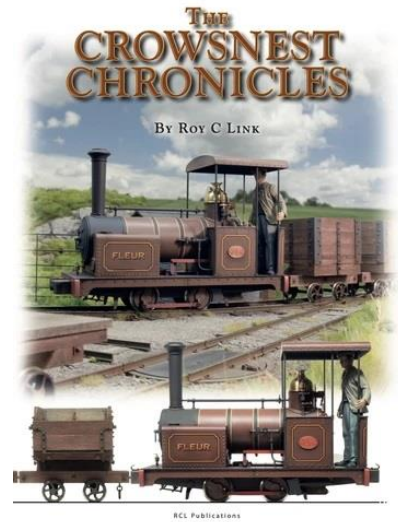
raised this with Mark Clark who tweaked the cad drawing to give more clearance. I had already started painting my wagon so I decided to cut off the bogie pivots and fix new ones a bit further out from the centre of the wagon. I had already done this with a Class F wagon back in January, I just hadn't got around to the Class E until well into lockdown.

I would like to say that I am running out of projects, but I still have a healthy stack of kits in the pending pile. My trouble is that I have been concentrating on the easier kits, so I will have to pluck up the courage to start the more complex ones soon.

New and Imminent Books:

This new softback book (£9.95) from Roy C Link describes how he has spent many years devoted to researching and modelling a little known Shropshire lead mining railway known as the Crowsnest Tramway. From its early beginnings as a plateway, through the coming of steam, closure, reopening and on to final oblivion this railway has weaved its spell. Yes, it is a fiction, though many connections actuality exist, which may be why it is so fascinating. Most of the book describes how the modelling of the Crowsnest Tramway has evolved over the years in several scales, culminating in the 16mm scale diorama which is still under development. I had the pleasure to see this layout at the Welshpool exhibition last October and I found the book particularly interesting and a fascinating insight into a lifetime project, full of inspiration, techniques and modelling insights.

More details at: [Crowsnest Chronicles](#)



Nicolas Wheatley's book, [Final Journey: The Untold Story of Funeral Trains](#) is due for publication in October.

This new history reveals the previously untold story of why and how trains have been used to transport the coffins of the dead, enabling their burial in a place of significance to the bereaved. Profusely illustrated with many images, some never previously published, this work details how the mainline railways carried out this important yet often hidden work, from the Victorian age to the 1980s. The continuation of ceremonial funeral transport on many heritage railways brings the story up to the present day.

He is happy to supply people with extracts from it as there are several instances of coffins being transported on narrow gauge railways.

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 watch out for news on the requirements for our September meeting.

In the meantime happy modelling,

Robin Edwards

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