

Welcome to the November edition of our lockdown newsletter. This is the usual 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 that it is not the right balance then please send me your contribution!

An extra Christmas Newsletter:

It's certainly been a memorable if somewhat frustrating year. November's meeting would have been our last one for 2020 and we would have been celebrating Christmas in our usual way. However, we are in Lockdown-2, shortly to come into either tier two or three and hoping for a brief relaxation over Christmas to be able to see more family and friends. The good news on a range of Covid-19 vaccines was tempered by the logistics of distribution. It is hard to predict forward to the end of January and whether we will be able to meet. We will continue to review the position with a view to restarting our meetings as soon as we can and I look forward to meeting you all in 2021. In the meantime, we will send out an additional Christmas newsletter in December as we have quite a few festive contributions to share with you.

Lockdown Restrictions – Alternative to Meetings?

There was very little response to the Zoom video meeting suggestion. My own personal experience with Zoom (or any other video alternative) is that it is great for reasonably small numbers such as friends and family or teaching (we keep up with our yoga with Zoom) but can become unwieldy when a lot of people are involved.

However, I am still open to suggestions as to what we could do while we are unable to meet, so please email me at robin.ngtewkesbury@gmail.com with your ideas and suggestions.

In the meantime we will continue with these newsletters and would welcome your contributions and news. Again, please email me using the above address.

From our International Correspondent – Jürgen Heinritz:

Jürgen sent Neil Smith this photo of a 7mm scale van built on a Peco OR-21 flat wagon.

This reminded me very much of the 'Borth' van, so called as it was part of a small holding shack at Borth in Mid Wales along with a larger van and two bogie coaches. For many years these were believed to be associated with the Plynlimon and Hafan Tramway but they were actually used by the Manchester Corporation on their 2'6" gauge system in connection with the dumping of night soil on Chat Moss.



There were about twelve of these vans and the assumption is that they were used for the carriage of tools and possibly labour for the emptying of wagons and the spreading of night soil.

More Emmett style fun from John Burton:



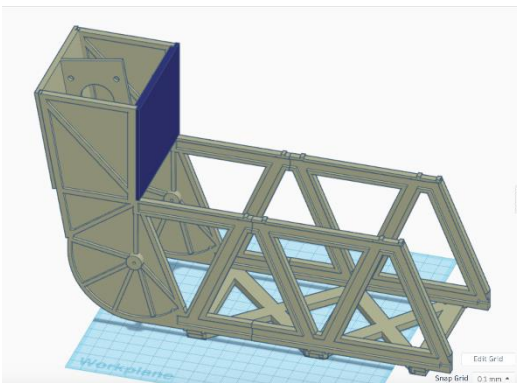
John sent in this picture of *Cleo's* cattle wagon and the coach that are in progress.

The cows head moves like a nodding dog.

So its best if the track is not too perfect.

These are the perfect rolling stock additions to go with John's loco *Cleo* and the brake van featured in both of the May newsletters.

A 7mm scale rolling bascule bridge – Micheal Beer:



Michael is designing a motorised rolling bascule bridge. His cunning plan depends on a stepper motor with a 5mm shaft, Meccano chain pinions on 3mm shafts and final pinion to rack gear. He doesn't have a lathe, claiming to be a bodger of stuff rather than a proper engineer. He was asking for ideas when he realised that the 5mm lay-shaft was less of a snag than he thought.

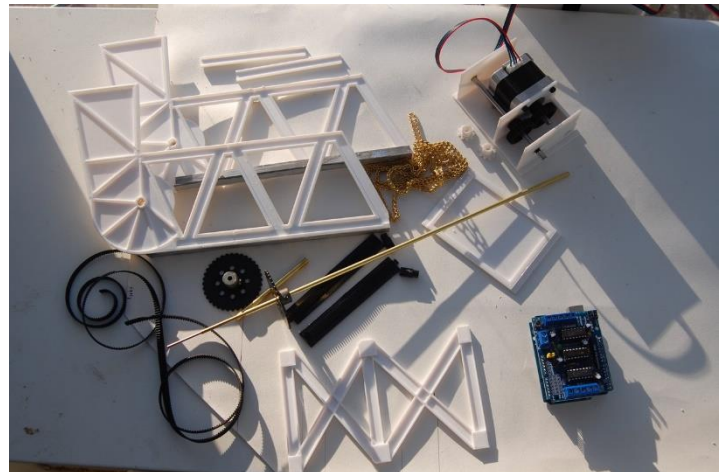
Having bought a bag of Meccano stuff on eBay he found that the small gears were for something else and did not fit the chain. However, he found a 3D cad and printing site with printable Meccano small gears. He modified the file to take the same 5mm axle as the stepper motor gear and the problem was solved!

He has started printing parts for testing and this photo shows the 3D printed parts, stepper motor, various gears and Meccano chain.

Two gears are 3D printed but had to be filed to match the pitch of the chain, an interesting job!

The plan of building up shafts with co-axial brass tubes is going well. (2mm Expo shaft for pinion gears, up to 4mm for Meccano sprockets)

I am very interested to see how Michael gets on with this. I think it is a very creative use of technology of which I have absolutely no understanding.



Bunny Corner – Animation by Michael Beer:

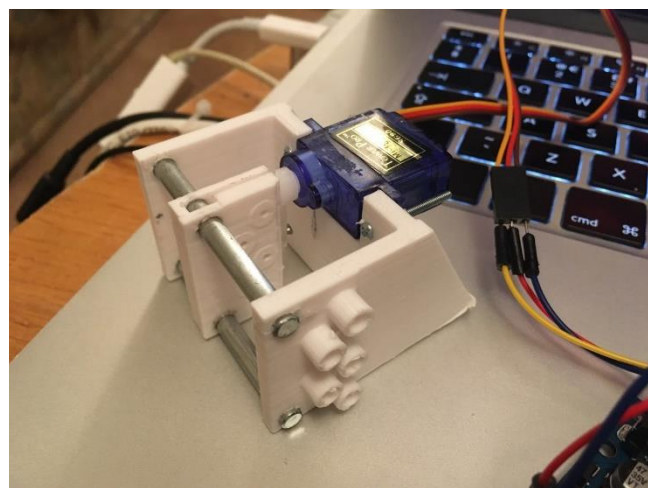
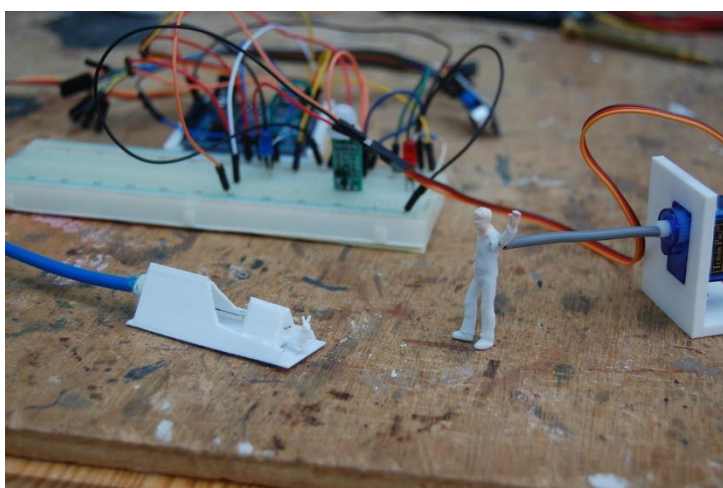


Michael's "bunny corner" feature is progressing and he and his caravan are ready. He will be waving to the trains and his arm is driven by a servo and a shaft passing through the caravan kitchen window.

The corner will also feature rabbits in burrows that will disappear as trains pass and reappear once they have gone. Michael had to cut up the ground to install the burrows.



The Arduino is set up to read two light dependent resistors between the sleepers to detect a train arriving or leaving from either direction. When a train arrives a servo drives 4 wires that pull the rabbits into their burrows.



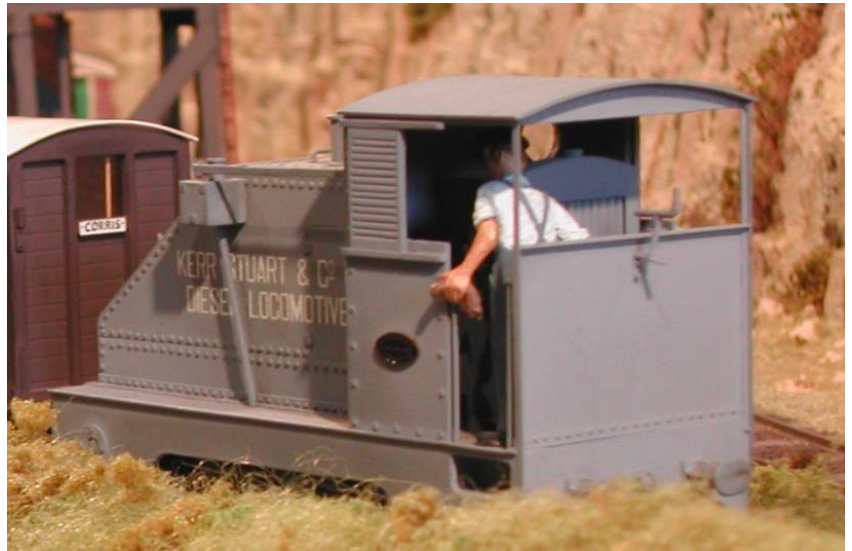
The wires are thin piano wire running in plastic tube - fits in those sleeves. Wires terminate in the sliding yoke. The yoke is slotted and is driven by a small nail through the servo's arm.

Michael then waves six times using another servo followed by a stepper motor mounted in the top of the mountain that drives a red kite in a circular glide. Michael does admit that this isn't actually all finally working yet.

He plans to put the software on Github and the 3D print files on Thingiverse (under his caderifor handle)

A tale of two Stuarts – Robin Edwards:

Way back in the mid 1980's I collaborated with Roger Brown on information regarding the pioneering narrow gauge diesel locomotive from [Kerr Stuart](#). I already had a rough drawing and between us we pooled our books, research and photographs. Roger produced a superb 7mm scale drawing and set about building a mock-up of the body from plastic sheet. This was compared to all the photos that we could find to check that the overall proportions looked okay. We were both happy with the mock-up and it seemed a shame to have to start all over again with a 'proper' body, so Roger drilled lots of small holes and inserted short lengths of plastic rod, suitably trimmed to represent all the rivets. He's never been the same since then!



The model progressed but a lack of information or any photographs showing the back and inside of the cab required a bit of artistic licence. The model has run for many years on a variety of our O16.5 exhibition layouts and generated a lot of interest. Typically, as soon as it was finished a photo of the back was published which showed the radiator (inside the cab) was slightly to the right hand side.



Roger sent the original drawing (a photocopy was not acceptable), construction photos and an article to Wild Swan to be published in the Model Railway Journal. For some reason the information was lost and my plans to build my own version were shelved. Secretly, I was hoping that someone would produce a 7mm scale kit as there was no way I could scratch build a model anywhere near the quality of Roger's.

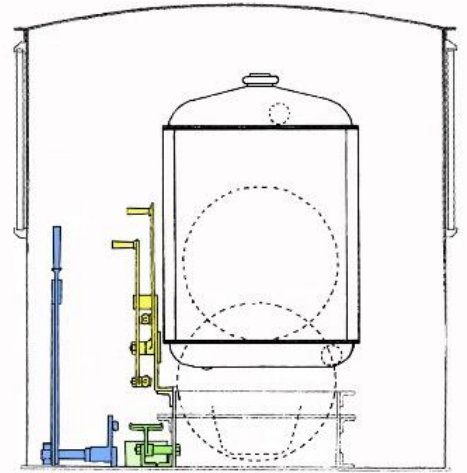
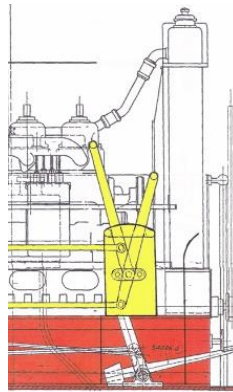
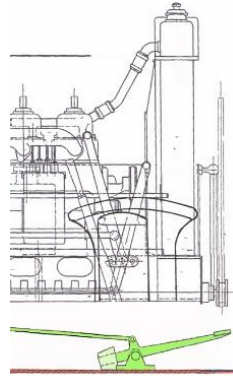
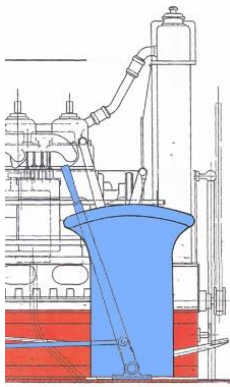
I had to wait until 2008 before a limited edition kit was produced by Kay Butler on her retirement from Wrightlines. This was marketed under the 'Keykits' banner and comprised white metal castings for the body and milled brass parts for the chassis.

The kit was carefully stored waiting for the day when I got round to building my O14 layout.

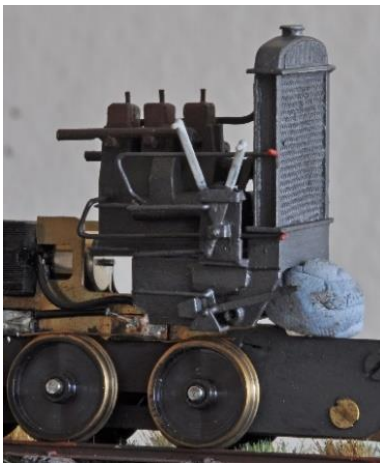
The actual loco was brought back to the UK some years ago and is undergoing restoration on the Ffestiniog Railway. There are Facebook and Instagram pages covering the restoration which have proved to be very useful. However, it was a recent publication by the [Industrial Railway Society](#) on Kerr Stuart diesels that prompted me to dig out the kit.

I found the book fascinating and full of details that made me think it would be different to build the kit without the engine covers inside the cab. I set about trying to identify engine bits and controls by interpreting the cross-section drawing published in the IRS book. I managed to gather enough information to get me started with a fairly crude cylinder block, cylinder heads and covers.

The lever in blue operated a band brake on the gearbox output shaft towards the front of the loco. The green pedal operated the clutch and the two yellow levers operated the gears; one selected either of two speeds while the other selected the direction.



I didn't think I would be able to fit in all four cylinders due to the motor in the chassis so just modelled three cylinders. I found the controls particularly challenging and it took a couple of attempts to get something that I found acceptable. Despite the opportunity provided by lockdown-2, it is still very much work in progress but the body is nearly finished and I will shoe-horn the engine in once the body is painted.



I have learnt (or re-learnt) quite a lot about diesel engines and fuel injection systems in my quest to try to understand what the various controls did. Overall it has been an interesting exercise and I now really appreciate why the kit designer (very sensibly) chose to model the engine in the cab behind fully enclosed covers!



Progress on the 09 Lister Diesel "Sludge" by Dave Dyer:



Here are a few photos of the 09 Lister type engine that Dave Dyer has been working on. The model is based on a Kato 103 chassis and the body work is plastic card. The grilles are left over bits from a Minimum gauge kit and the couplings are also Minimum gauge models spares. The figure came (minus legs) from a second hand engine. Dave grafted some Riga boots onto him so he can reach the controls.

The Unknown Warrior – Nicolas Wheatley:

Nicolas has written an article about the Unknown Warrior which was posted on his publisher's website on Armistice Day.

<https://www.thehistorypress.co.uk/articles/the-final-journey-of-the-unknown-warrior/>

His book '[Final Journey](#)' is now available and would make an interesting stocking filler. He has these for sale at £15 plus £3 postage and he would be very happy to autograph your copy for you. Please contact him at nicwheatley53@gmail.com

Trade News:

Gauge O Guild One Day Christmas O Gauge Virtual Trade Show - Saturday 12th December 2020

With the Reading Trade Show cancelled the GOG have arranged for a one off virtual Trade Show event on Saturday 12th December. See www.gaugeoguild.com on the day for more details.

7mm Scale Curly Spoke Wheelsets – 7mm NGA Sales – Neil Smith:

For some time now 7mm scale curly spoke wheelsets have been in short supply. These wheels are based on those used on the prototype, typically Ffestiniog slate wagons and similar. I have recently seen some examples of new production wheels from Markits which are available in two sizes.

9mm diameter, 7 curly spoke wheels with S/S tyres on 26mm P/P axles.

10.5mm diameter, 6 curly spoke wheels with S/S tyres on 26mm P/P axles.

I have some on order but no delivery date as yet. Neil

Roy C Link:

It is with great sadness that I have to report that [Roy C Link](#) has passed away from cancer.

Roy was an extremely talented and knowledgeable man with a great sense of humour, and his contribution to the railway world was immense. Amongst his many other accomplishments, he pioneered finescale narrow gauge modelling in O14 through RCL Kits (now KB Scale and marketed by [Narrow Planet](#)) and was of course founder of the [Narrow Gauge & Industrial Railway Modelling Review and RCL Publications](#) – some of the finest railway history books ever published.

I believe this is a great loss to our hobby. Roy has been an inspiration to me, always very helpful and indulgent of my average modelling. I feel we have lost an irreplaceable talent.

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. I would appreciate any contributions for the first newsletter of 2021 by the 22nd January.

In the meantime watch out for the Christmas Newsletter and happy modelling,

[Robin Edwards](#)

Please send your news to

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Or

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