

Welcome to the May 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. There is no structure to it and if you feel that it is not the right balance then please send me your contribution!

Our second Zoom Meeting:

Six of us joined our second Zoom meeting in mid-May and we will be holding another one at 3pm Wednesday 9th June.

Please email me at robin.ngtewkesbury@gmail.com if you are interested in joining the next Zoom meeting and I will include you on the link.

The key take-away for me from this meeting was Jürgen's image manipulation for his back scene. This used a photograph with the closest field colours tuned to match the grass used on the layout. The finished image had an 'oil painting' filter applied before being printed on Foamex.



I have used a proprietary photo back scene on my own layout and while generally pleased with the look I feel that at times it is a bit too clear. I think that Jürgen's approach gives a more effective 'distance' look and is something that I will probably use on subsequent layouts.

Re-starting our Face-to-face Meetings:

I am sure that most of us are keen to see our meetings getting back to at least some semblance of normality. Under the current road map arrangements we could start meeting in groups of six. The logistics of demonstrating compliance for a meeting with more than one group of six is difficult so we will continue to wait until stage four of the road map. Recent virus mutations might affect the Stage four implementation date which is currently the 21st June. Our first meeting is planned for 28th June though this is of course conditional on any restrictions still in place at that time. The details await more information behind the Government's intentions beyond 21st June. We will let you know what the arrangements are closer to that date.

I am looking forward to our meetings, both for the opportunity of social interaction and to catch up on everyone's modelling progress.

Using the 7mm NGA Chassis Jig – Robin Edwards:

Back in 2018 Neil Smith brought a new loco chassis building jig to one of our meetings. He was going to demonstrate how to use it with one of his chassis at Narrow Gauge South.

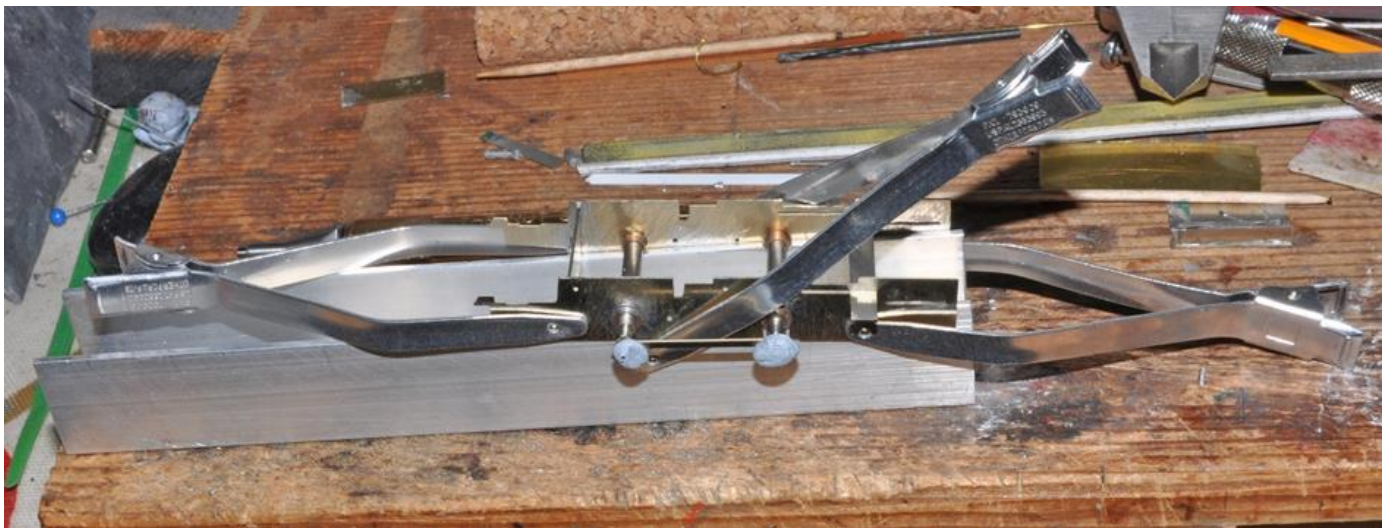
In the course of our discussions he convinced me that I had to have one and at £10 I thought it good value!



It is a very simple jig designed and manufactured by Frank Sharp on behalf of the 7mm NGA. The main part is a length of 20mm aluminium channel with accurately machined 'V' notches in each side of the channel. These locate one of the 1/8 inch diameter axles which have pointed ends on which you can locate the coupling rods.

Also included are three long clamps which are drilled so that you can hold the coupling rods onto the axles and three short clamps that can be used to hold the chassis sides onto the spacers.

While I have used the jig to build a small 14mm gauge 0-4-0 chassis I have found it to be very useful in a recent project where I wanted to build an outside frame chassis. This chassis was intended to be built as a 16.5mm gauge inside frame one and I needed to cut new 20mm wide spacers. I was really struggling to build it square when I remembered that the 7mm NGA jig used a 20mm bit of channel.



Setting it up proved quite straightforward and I used the long clamps to hold the chassis sides in position as they gave more access for the soldering iron. With the channel holding the sides the correct width it was quite easy to use longer metal strips through some of the chassis spacer slots and additional spacers were added once the basic shape had been secured.

In the past I have built an inside frame chassis and added dummy outside frames but this one was using an old gearbox that was too wide for a 14mm gauge inside frame chassis.

As usual with my projects some parts of the loco kit had to be modified to suit the revised chassis arrangement but it all looks like it is coming together.



Atlantic Cable Mine – On30 – Bill Longley-Cook:

This is the Atlantic Cable Mine module of my indoor switching layout. The module is fifty-two inches long and eighteen inches wide. You are viewing it from the side which normally faces the Outhouse wall and from which the "audience" will see it at the 7mmNGA show in October.



Here K-37 #490 switches high sided GONs in the mine sidings while Goose #6 gallops north. The next board north has the trestle across Goat Creek and the depot building. There will be a third board north of the depot

The mine sidings will be extended further south on a forth board and will be long enough to hold a caboose and three GONs between the clearance markers. Beyond there will be a Y turnout and a kick back long enough to take a K-37 and a GON. The "main line", in the foreground will terminate at Cerro Mesa, the site of the Shoot Out.

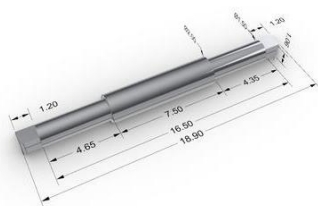


The chutes for the tipple, one of which has gone a little wobbly and needs re-gluing, lift up and down to allow GONs to be moved in and out and the ore gates operate. Quite pleased with the track work and ballast. Definitely no shine on the rails or ties!

Trade News

Mosskito 009 chassis parts from Light Railway Stores:

Neil Moss has made a number of parts supplied in his kits available separately. These are available from [Light Railway Stores](#) and include:



Steel square ended axles originally designed for the Baldwin Gas Mechanical that has a true outside frame. They can be used with custom etched cranks or Mosskito Cranks. The square end makes it easy to quarter the wheels. These axles are supplied in pairs of their respective sizes. The 16.5mm variant is intended for driving axles and the 20.5mm variant for jack shafts.

Plastic outside cranks originally designed for the Mosskito MPD range of chassis. They have a square socket to enable easy quartering. The crank hole is suitable for 16BA screws or 0.65mm lace pins. There are two sizes of crank, 1.65mm throw and 1.95mm throw.



Brass motor pulleys for 0.8mm and 1.0mm motor shafts and brass layshaft pulleys 5, 7 and 9mm diameter for a 1.5mm shaft diameter (suitable motors and drive belts can be purchased from Nigel Lawton).



GLR Bespoke Services:

Neil Smith brought this site to my attention <https://www.glrailways.co.uk/>. It features a number of modelling products along with their own range of magnetic couplings. These are available with either single magnets which are therefore polarity dependent or with twin magnets mounted side by side. I don't know how easy they are to uncouple if you want to shunt but I know at least one modeller has used a servo to raise a wheel or axle 'sprag' to hold the rolling stock whilst pulling away the loco. Also available is an NEM conversion box that looks like it screws to the underside of a chassis to permit the plugging in of a standard NEM style coupler.

Dave Dyer's Top Tool Tip:



Dave has contributed to all bar the Christmas Special of these newsletters – an impressive (and very welcome) achievement. Whilst there is no project update this month, he thought modellers might be interested in this little tool that he has been using recently.

It is an excellent tool for cutting and scribing plastic card and acrylics. The blade is replaceable and is extremely sharp and strong.

I bought mine from Hobbycraft and at the time cost £7.00.



Have you got a favourite or 'must have' tool that you couldn't live without? I would be very interested to hear what yours is so please email me at robin.ngtewkesbury@gmail.com

"Gnome" A Barclay Class E in 014 by Rowland Binns:



My Barclay E class "Gnome" has been completed at last. The S&D kit was bought soon after it came out in 1989. I didn't build it straight away as I thought that it wouldn't be long before someone produced a scale chassis for it, or at least wrote an article in Narrow Lines to tell us how to build one. So it sank to the bottom of the kits-to-make drawer until January 2017 when I thought it was about time to have a go myself. I started a chassis but it just wouldn't roll well and then, in 2018, the kit from Locos'n'stuff finally came out. This has gone together well enough apart from the front body fixing and my rather clumsy first attempts at Walschaert's valve gear.

The performance is a little frisky for shunting - I wonder if the Chinese motors run a bit faster than the Mashima ones we have been used to.



I remade the heavy white-metal roof and cab rear with scratch built items made from tinplate and brass and the pipework from copper mains electrical wire. The driver is a 3D printed figure from Modelu. He had to have a section cut out of his legs as he was a little over six feet tall and didn't fit under the roof; his young fireman/shunter is a Slater's figure.

This newsletter is a bit shorter this month as I had a space reserved for an article from Neil. Unfortunately his computer fan has broken and he wasn't able to send his photos. The article should appear next month.

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 next newsletter by the 25th June.

In the meantime stay safe and happy modelling,

Robin Edwards

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Or

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