

Welcome to the June 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!

## 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. However, recent virus mutations have put the Stage four implementation date back to 19<sup>th</sup> July. This means that our first meeting is now planned for 26<sup>th</sup> July though this is of course conditional on any restrictions still in place at that time. The details await the information behind the Government's intentions beyond 19th July. 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.

## Our third Zoom Meeting:

Five of us joined our third Zoom meeting in mid-June. Given that our face-to-face meetings will now start in July we will be holding another Zoom meeting on 14<sup>th</sup> July from 14.30.

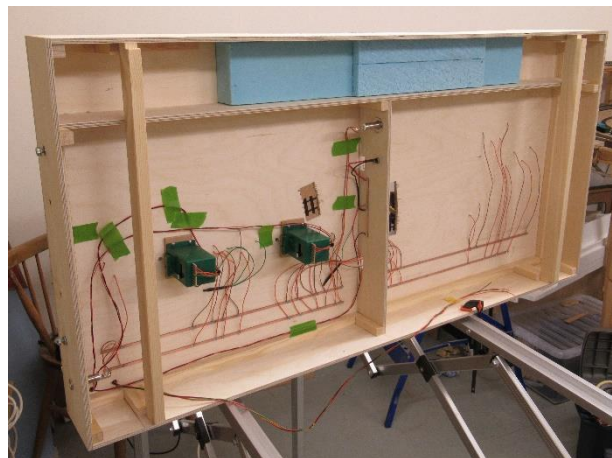
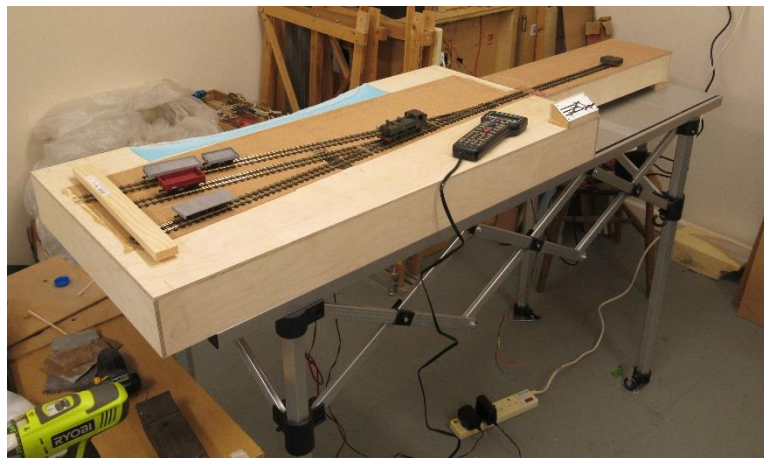
Please email me at [robin.ngtewkesbury@gmail.com](mailto:robin.ngtewkesbury@gmail.com) if you are interested in joining the next Zoom meeting and I will include you on the link.

We had some interesting discussion on how to break up the plain tank sides of locos. Neil's loco and coupling fitting is described separately in this newsletter and he started the discussion by asking for opinions on adding lining to his loco. The consensus was that lining looks good if you have the skill to apply it – something I have found difficult myself. Michael Beer presented his home designed and 3d printed Double Fairlie and also asked for suggestions on lining. Whilst simple lining was an option we all felt that the current Ffestiniog Railway Double Fairlie lining was probably too complex without bespoke transfers. An alternative that Michael was considering was adding works plates and either name or number plates to break up the tank side panels.



Jürgen shared a photo of an earlier layout showing not only his image manipulation for the back scene but also how he matched in a farm track with a bit of perspective modelling. As with the example shared in our last newsletter, this was also printed on Foamex which is a lightweight material used widely in the sign industry. All of his layouts are compact which makes them easy to transport and set up. Building compact displays makes them easier to finish and allows for experimentation of different scenes and techniques.

Tim showed progress with his 016.5 'Inglenook' shunting layout which is loosely based on the Welshpool and Llanfair Railway. He was impressed with Jürgen's folding table idea from the last Zoom meeting and has sourced one in the UK. Whilst not cheap, he will be able to use it for a variety of layouts. He has adopted Kadee couplings and will be fitting servo actuated uncoupling magnets which will swing up underneath the track. Most of his work requires the facilities of his local model club where access has been limited until the recent lockdown relaxations.



### A Question of Colour? – Robin Edwards:

The Zoom discussion on lining and how to break up the plain sides of steam locos got me thinking about a couple of my recent projects.

Russell Wright, the original owner of the 7mm scale narrow gauge range 'Wrightlines' contacted me with an offer of chassis parts to build an outside framed 014 0-4-0 chassis for a Barclay Class A loco in return for an 016.5 chassis to suit his loco. His loco body was already built but needed a couple of extra details and Russell wanted me to apply some light weathering as well. The loco was in a crimson lake livery and I thought nothing about the sides.



I decided that my own Barclay Class A would be finished in a different livery and I chose a light green to give my motive power a bit of variation.

After the Zoom meeting I looked at my model and thought *"the sides look a bit plain and would have benefitted from some lining"* unfortunately it is now a bit late to add anything other than name and works plates.

I then looked at Russell's loco and thought that the absence of lining wasn't that noticeable.

I don't know if it is my perception or the colour that is fooling my eye. It may well be that I have got so used to my crimson lake livery locos not having lining that I automatically accept the fact that they look okay!

I would welcome your thoughts on loco decoration such as lining, name, number and works plates.



## A Problem of Coupling – Neil Smith:



face smokebox door though. I also added extra detail to the body with a Branchlines brass smokebox door dart and also regulator handle, hand brake and reversing lever in the cab from the same source.

One of my lockdown projects has been to complete an 016.5 0-4-0 saddle tank loco built from a Smallbrook Studio body kit on a Hornby Ben chassis. I've had two of these kits for about 5 years or more and have finally got round to completing one. The kit actually uses many of the parts of the Ben loco – the saddle tank, the running plate and the smoke box. I did draw the line at the smiling



I had removed the Hornby large tension lock brackets with the intention of fitting Kadee couplings. The front was easy, simply requiring a longer screw to use to fix the chassis to the body. I know I originally had a plan for how I was



going to fix the rear coupling as I had cut a hole in the buffer beam but now I can't remember how! The rear turned out to be quite difficult as to get the coupling to the correct height the coupling had to fit above the metal chassis and below the footplate. There was a space but it was twice as deep as needed. I originally thought of glueing the whole thing in place but that would make any repairs difficult. I did think of using a long screw but the footplate wasn't thick enough. Then I had a brainwave if I had a pillar between the chassis and the footplate I could thread the coupling onto that. I measured up the size of the mounting hole in the coupling, 2mm, and found that 2mm plastic rod was a good close fit. Next I drilled the chassis and through into the footplate all in

line to be a tight fit for the plastic rod. Now I could push fit the rod and it was held tightly top and bottom by the footplate and chassis so it doesn't flex or fall out. Final assembly was a bit tricky as I had to hold the coupling in the right location whilst I pushed in the plastic rod which, as I said, was a tight fit through all three parts. However, I'm very pleased with the result and I can remove the rod if I need to work on anything, success!

### Editor's note:

*7mm NGA member and Talylllyn Railway driver Andrew Young sent Neil this photo of Edward Thomas at Brynglas. The photo was taken by Andrew while he was volunteering during the recent resumption of operations.*

*It shows the sort of lining that Neil was thinking about for his Smallbrook Studio's model and the coaches that provided the inspiration for his models described in previous newsletters.*

*I am very pleased that Andrew gave me permission to use his super photo.*



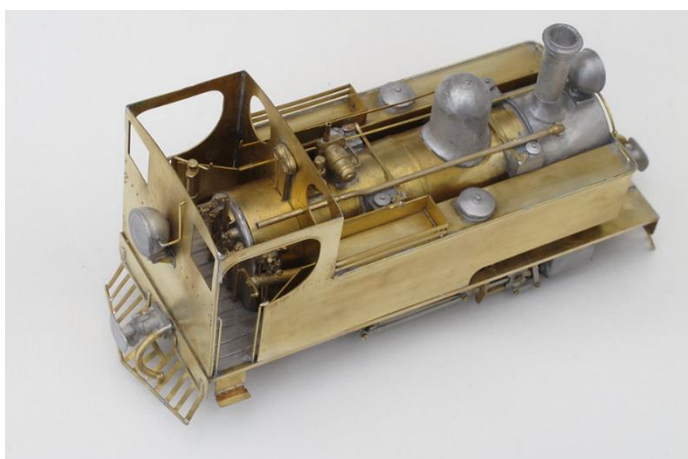
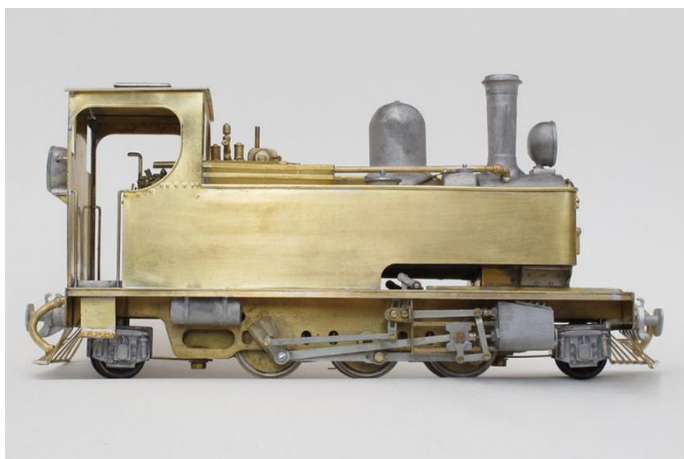


## Trade News:

### 7mm scale Sierra Leone Hunslet No 85 / WLLR No 14 – Light Railway Stores

Neil Sayer (an accomplished kit designer and scratch builder in his own right) has acquired the goodwill and patterns for the old Vulcan/Eric Underhill kit of the Sierra Leone Hunslet No 85 / WLLR No 14 in 7mm:ft scale / O16.5. He has been gathering parts to re-release the kit and photos of the test build are below. The kit is a reissue of the original design, which Neil says has been a pleasure to build, the only upgrade is the replacement of some whitemetal parts for lost wax brass - all created from the original patterns. Wheels will be included, the builder will need to source a motor and gearbox (Neil used a High Level 'box').

Price for the new run will be in the region of £225 - £250, due to be available around the end of June.



## Prototype Inspiration – Robin Edwards:

I was reminded of last month's article from Rowland Binns of his Barclay Class E when a similar loco 'Glyder' was recently returned to service at the Beamish Living Museum in County Durham. The owner of EDM Models, Paul Martin volunteers on their industrial line (as well as driving on the Ffestiniog Railway) and he recently captured some superb atmospheric photos that recreate the feel of pre-preservation industrial narrow gauge. He has very kindly given me permission to share them here.







We are all likely to be familiar with pristine restoration when everything is painted and polished to way beyond what it probably would have been during its working life, so Glyder is a real breath of fresh air. Paul Martin told me that the overhaul spec was for minimal visual impact to the state it was in when it came back from the USA which was pretty much the state it left Penrhyn quarry. It's very agricultural and a day operating it reveals what a proper job a quarry Hunslet is!

Glyder's was originally built and supplied for the Durham County Water Board's reservoir construction project at Burnhope, in Weardale. Supplied in 1931 by Andrew Barclay Sons & Co, Kilmarnock, as works number 1994, it was one of their standard class of well tank 0-4-0 locomotives, designated 'E' class.

At Burnhope, it was named 'Grey', gaining its Welsh name Glyder when it arrived at the Penrhyn Quarry in Wales in 1938. Costing £60 second hand, it was originally intended to work at Penrhyn on a scheme to extend the LMS railway's standard gauge Bethesda branch to the Penrhyn Quarry workshops (and sidings) at Coed-y-Parc, this scheme being shelved with the advent of the Second World War. Glyder was thus was stored a Port Penrhyn until 1952 when it was commissioned, probably still wearing its DCWB livery of grey. It was repainted in 1957, and again (or in part) in 1965. It was the last locomotive overhauled at the Penrhyn Quarry workshops at Coed-y-Parc.

Purchased along with five other Penrhyn locos in 1965 by an American antique dealer, Mr. C. B. Arnette, they were put up for auction in the USA. Three; Glyder, Ogwen, and Winifred, were purchased by Mr. Anton (Tony) Hulman, owner of the famous Indianapolis Motor Speedway (home of the Indy 500 race). His intention was to set up The Early Wheels Museum but only Winifred was exhibited and that was only for a few years. After the museum closed she was taken back into storage with the other two locomotives.

In February 2012 a deal was struck for their repatriation to the UK where arrangements were made for the loan and restoration of Glyder at the Beamish Living Museum. More information and photos during the restorations are available on the Beamish Transport Online web site:

<http://beamishtransportonline.co.uk/2019/06/glyder-returns-to-steam/>

In contrast, sister loco 'Ogwen' has been restored to an immaculate condition at Statfold Barn.

Paul told me that the lack of access to the Beamish Museum site had allowed the grass to grow tall. This June they were allowed access again and had to perform a number of wagon moves. Once all the moves were done it was getting late afternoon and as they were heading back to put Glyder away the sun had got round to make the views above possible. Paul calls the first two pictures "Narrow Gauge Charm of Yesterday" and if you know the Ivo Peters book of the same name you will understand why.

He has posted more information in his blog:

<https://www.ngtrains.com/blog/first-steam-of-the-year-beamish-10-06-21/?fbclid=IwAR2nzE1BGTENpJ28pay7l4ihC8wV5elfz2oM0TGlyS4DIKVizCbw2zmcC1w>

#### A Date for your Diary:

A message from Tim Couling, exhibition organiser of Narrow Gauge South:

*"It is with great pleasure that Wessex Narrow Gauge Modellers announce that NARROW GAUGE SOUTH 2022 will take place on 23rd APRIL 2022 at Barton Peveril College, Eastleigh, Hants, SO50 5BX*

*There is much to do to organise the exhibition and further details will be shown on the Narrow Gauge South website as they become available.*

*Along with my fellow WNGM members I very much look forward to welcoming back visitors, exhibitors and traders to our biennial exhibition in what I hope will be another celebration of all things Narrow Gauge.*

*Tim"*

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 23<sup>rd</sup> July. In anticipation that we will be able to hold our first face to face meeting on 26<sup>th</sup> July, I would anticipate posting the newsletter a few days later so that I can include any news from that meeting.

In the meantime stay safe and happy modelling,

Robin Edwards

Please send your news to

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Or

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