
West Midlands' N' Gauge Club

Newsletter

Vol 21 Issue 2

June 2018



OUTWARD JOURNEY

I make no apologies for my raisin *d'être*, or the lack of nuts - in my prose, it's just that I prefer raisins or not - depending on my mood *Ed*.

Just a reminder to all WMNGC members, that to be included in the next Members' Contributions section, your article should be with me by **Friday 21st September**.

Volume 21 Issue 3 will be published in late September 2018

Future Newsletter dates

Autumn: September 2018

Winter: December 2018

Spring: March 2019

Summer: June 2019

Editorial Address

art1san1957@icloud.com

Chairman: Ken Jones on 0121 777 7062

Email: westernsultan@hotmail.co.uk

Treasurer: Edgar Mason

Exhibition Co-ordinator: Dave Griffin at

davegriffin@outlook.com

DATA PROTECTION

If you are a member of the club we hold your contact details as part of your membership so that we can contact you and send you a newsletter. We do not use your details for marketing lists etc.

If you are not a member of our club, you are receiving this newsletter as one of ~ 300 people we send out the newsletter to, and this number has grown over the years. Your contact details are held only as email addresses by the Chairman of the Club, for the sole purpose of sending you a copy of the newsletter.

Now, on the 25th May 2018, significant changes were made to European Data Protection law by means of something known as the GDPR (General Data Protection Regulations) and this replaces the current UK Data Protection Act.

You can find more information regarding this here: <https://www.eugdpr.org>

One of the changes, mandated by GDPR, is that any marketing mailing lists must now be specifically subscribed to rather than having to opt out. The good news is that we do not use the newsletter emailing list for any marketing campaigns, so no action is required on your part to opt in. In effect you are, and always have been, automatically opted out. However if you don't want us to keep your email address, please email me with the subject "cancel newsletter" and we will delete your email address, in which case this would mean we would no longer be able to send you a copy of our newsletter.

Ken Jones – Chairman

From the Chairman

Our second issue of the year means we are approaching summer and nearly half way through what has been a busy year, even though I'm retired. Everyone said I would have lots to do after I retired. There is always lots to do with our layouts, even in summer, but naturally as a club our efforts have been concentrated on "Wharston Hall" in readiness for TINGS in September.

I want to draw your attention to the paragraph on GDPR in this newsletter and, if you are a club member, the possible need to call an extraordinary general meeting.

Ken Jones

EXTRAORDINARY GENERAL MEETING

For many years all the financial aspects of the club have been managed by Edgar, and a fantastic job he has done. It's therefore sad for me to report that his wife Eileen collapsed in April and had to be rushed to hospital. Edgar will now have to spend time either visiting her if she remains in hospital or caring for her full time. This means that he may have to resign as treasurer of the club, and if he does we will have to hold an EGM to elect his replacement. We will be issuing a separate notice to club members. Our thanks go to Edgar for all the work he has done for the club including wiring, electrics and ballasting as well as being our treasurer. Our sincere best wishes go to him and Eileen.

Since writing this Eileen is now home and Edgar hopes to occasionally visit the club if he can. Meanwhile Jeremy will act as assistant to the treasurer collecting subs etc. **We therefore will not need to call an EGM** in the short term, if at all, until we see how everyone copes.

KJ

EXHIBITIONS

A couple of pics from a very cold day at the Aston manor bus museum in Aldridge on the 25 March, it was warmer outside, they did look after us with tea all day and a excellent buffet.



A bit late but some pics from Warley show, the gruesome twosome with the Quarry.



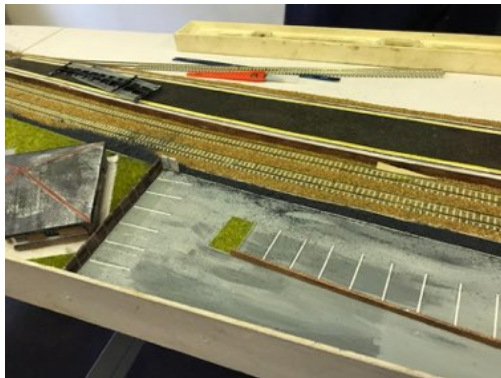
And you know what

they say about Treasurers and money..... DG

At West Bromwich, on 2nd June, Tony and Linn show *Doniford Halt*



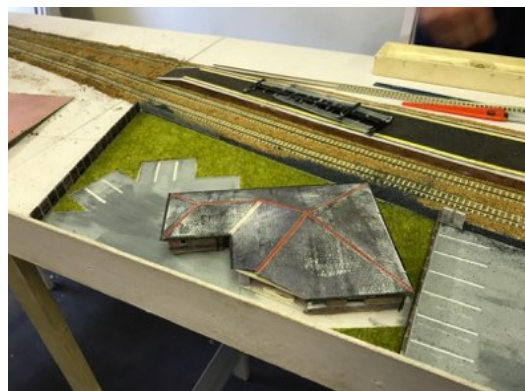
LAYOUTS



Whartson Hall

With TINGS the focus of the club, lots has been happening on our new layout in the last three months. Edgar managed to ballast the front section before his departure to look after Eileen. Len is wiring the back boards and to speed this up is taking boards home to work on. Phil, Linn and others have been working on the scenery and again boards have been taken home to help speed up the

process. Phil has made a very nice model of the doctors' surgery at Water Orton – the place that inspired “Whartson Hall” and there’s even talk of looking to see if we can see an N gauge Mike Turner on the layout. Christine and Rodney are going to sort out the curtain and I think Tony is considering whether to build a lighting unit.

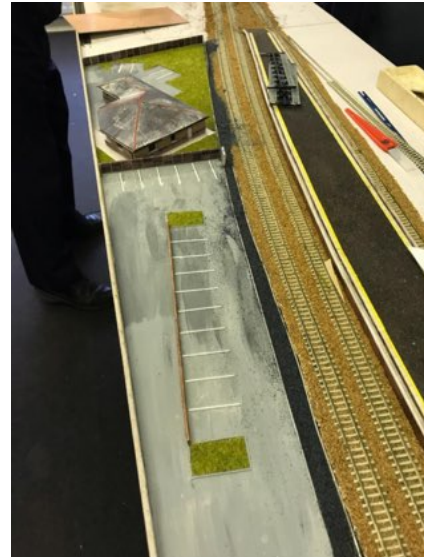


WMNGC 22 and still going strong

Well done everyone – good team effort, but still lots to do.

KJ

Transport for TINGS,Measuring up has started:12' x 5' overall assembled dimensions. Vince is organising the van to take this, his own layout and any other bits and pieces that won't fit in members cars, for TINGS this year. *Ed*



Waterstock



This layout continues to run well, here are the latest images, for the Modern Image enthusiasts amongst you!



WMNGC 22 and still going strong

Tipton Hills

Running without any problems again, this layout is still available for exhibitions at short notice. It's being used at club meetings as a running in, 3 track system for repaired engines, new locomotives and ones that haven't run for some time.



Gibben Quarry

Due to all the extra work in the Club surrounding our next exhibition, this interesting layout has had to take a back seat for a while.

MEMBERS' CONTRIBUTIONS

Ken's Private Bits

Model Buses

A new range of 3D printed model buses are now available from n-train at <http://n-train.net> and they are also available from their EBay shop.



There are three versions of the Citaro Bus

Front door entry	£11
Dual door entry	£11
Bendy bus	£18
Enviro 400 Double Decker	£16
Optare Solo	£8
Leyland Titan	£12 (About to be released)

WMNGC 22 and still going strong



Transit minibus SWB and LWB £5 each plus p&p which is normally £3.50 per order. They also produce a range of lorries and other 3D printed accessories.

Meanwhile I've been converting a P & D Marsh Bristol RE kit into an open top single deck bus. One actually does exist

and is operated by Mendip Mule <http://www.mendipmulemotorbus.co.uk/>

Mine is similar but has handrails instead of the sloping sides, as mine has a flat floor.

In other news.....

Oxford have recently announced the N scale models for the Jun-Oct 18 catalogue.

New Toolings

NDIS001 Land Rover Discovery 4 - Ipanema Sand Q4/2018 Land Rover Discovery 4

NMW6001 Bristol MW6G Coach - Royal Blue Q4/2018 Bristol MW6G

New liveries

NNMN005 New Mini - British Racing Green and Union Jack Q4/2018

NFDE004 Ford 400E Van - Royal Mail Q4/2018 Ford 400E

NFT021 Ford Transit Mk5 Van - Stobart Fleet Maintenance Q4/2018

NMN007 Mini Car - RAF Q4/2018

NLRT004 Leyland Royal Tiger Coach - Maidstone & District Q4/2018

NNR007 New Routemaster Bus - First West Yorkshire Q4/2018

NWFA002 Weymann Fanfare AEC Coach - Grey Cars Q4/2018

KJ

Dave Evan's Corner

Frustration as the fiddle yard has been taken over by Pendolinos and a Voyager, or something, much to Dave's consternation, seemingly, as 'Mr Claire' and Maurice look on. *Ed*



Vince's Day Out



Research for *Bescut & Walshed*, during a day off from work, walked the length of Besot Track Maintenance Depot taking the signposted Public Footpath, following the course of the River Tame.



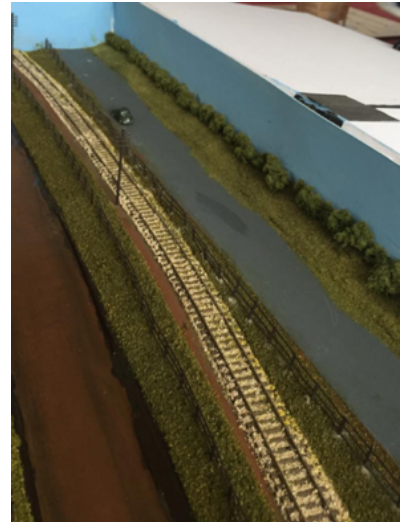
VP

Jeremy strikes again *Branch line to Elizabeth Wharf*

Following on from my *Canal Wharf* (**Elizabeth Wharf** as it became known) layout in four box files I decided to embark on a second project. The project false-started before Christmas when I purchased materials such as box files, mounting board and foam board and joined the box files together. Much conceptual haggling and arguing took place in my mind until I finally resolved what I wanted to do and some scenic involvement in Warley MRC's "Hawes Junction" layout provided the final push.

The concept has taken several forms over the planning stage but basically it is a length of track in a board made from two box files joined together. At the outset I need to emphasise that this is a non-working diorama (much to Ken Jones' disgust).

Phase two of planning involved taking Ken's comments on board and converting the idea to a running layout with an external length of track at each end to allow me to run a train through. This might also permit the layout to be combined with the original layout. Planning phase three reverted to the original idea as it would make the layout too cumbersome.



Why opt for a non-working diorama? The first thing to point out that I intend to build at least two more layouts once my financial situation is finally sorted (any time now!) as a part of a 'Grand Scheme' – more of which I will elaborate on elsewhere – so this would give me an interim project. I also wanted somewhere to photograph some of my modelling and weathering work on wagons etc as the front of the wharf layout did not fold down and restricted camera angles. My third reason for building the layout was (as with the wharf layout) to practise my skills and try some ideas out (for example the wharf was built with Code 80 Setrack and I wished to try Code 55).



What did I wish to try to develop? The wharf layout suffered from some drawbacks scenically as my ground cover and ballasting were inadequate. Having been shown how to use scatter material better I needed to try it out for myself and I was able to source and use finer material for ballast.

In planning I tend to build up a concept of what I want to do in my head and do very

rough sketches but in reality I feel more comfortable if I can plan things out full size. When I built my large layout about 17 years ago I had the concept in my mind and knew roughly what would fit in the space I had but all was not set in stone until I had erected the board and drawn it out full-size. For this layout I did scribble on the insides of the box files once I had joined them together but reduced the complexity of the scenic work once I started building for real.

Having removed a right hand end from one box file and the left hand end from the other I joined the two open ends together and taped the boxes. I had also removed the fronts this time and taped them back on so that they hinged down on tape hinges. This meant that I had no obstruction for photography but could fold them up and drop the lids down to keep the contents safe.

WMNGC 22 and still going strong

Elizabeth Wharf had two lengths of timber underneath for extra strength but in this case it wasn't necessary, but some additional strength was provided by lining the boxes with mounting board.

Plan-wise there is a single length of railway track running across the board on a slight curve with a canal in front (also curved as though the railway line was built to follow the canal) and then a road running straight across behind.

To achieve the canal I used the same technique as in the wharf layout by cutting foam board to fit the inside of the box and cutting the course of the canal from it. The whole thing was then given a coat of brown emulsion paint to seal the surface before any other work began.

Peco Code 55 track was used, glued down with PVA and ballasted with Chinchilla sand held down with the standard water/washing up liquid spray and diluted PVA from a dropper. I used modellers masking tape to ensure an even edge to the ballast but at present have refrained from colouring it. Although Code 55 looks a bit better than Code 80 it is less easy to flex to shape as the webs are cut on one side only so the future plans will probably centre round well weathered Code 80. A Humbrol 'brown' acrylic spray was used to weather the whole track rather than using rust paint to paint rail sides – I found this less obtrusive and more effective colourwise. No attempts have been made to solder wires on for any electrical conversion in the future.



Whilst I have now had some experience of 'looking like a snowman' when cutting and shaping polystyrene foam, I opted to use cardboard, masking tape, newspaper and filler for shaping the ground. The road was constructed by cutting and gluing a strip of mounting board onto the surface with a very thin strip along one side about 2mm away to try to create some sort of roadside ditch although it doesn't really show up. Having had some warping issues in construction of the wharf layout I made sure that the surface was regularly coated in emulsion paint which has prevented problems. The surface has been given two coats of blends of scenic scatter the first coat was fixed with neat PVA and followed by a spray of water and washing up liquid; the second was fixed with dilute PVA. I found that two coats were adequate as I have started to experiment with static flock on top in places. Fences and telegraph poles were supplied by Ratio.

I plan to put a few items of clutter at one end to represent an area used by British Railways as a store and may add a canal narrow boat as in the canal wharf. I plan to re-visit Elizabeth Wharf to improve some of the scenery before embarking on the next stage of the 'Grand Scheme'.

JE

Fellows & Minchin Freight Depot

By Jane Minchin

It is believed the next sighting of this layout will be at TINGS 2018 - the anticipation mounts....

Other business:

Please feel free to pass on this newsletter to friends and fellow modellers, or even fellow modellers who may be friends.

MEMBERS NOTICES

1. Mike Turner has been busy updating his (sorry) the Club Website, see his ravings (Ed) and some serious stuff at www.wmngaugeclub.co.uk
2. Edgar has been back to the Club meetings, with Jeremy being relieved of his temporary duties, temporarily.
3. Tony Butler continues to eat up the miles around the Principality, some of his stopover locations are to be wondered at on his FB page, apparently other social media is available, add a friend request to him for more info.
4. Please note Dave Griffin's new email address: davejgriffin@outlook.com

RETURN JOURNEY

ERRATA from Volume 21 Issue 1

Phil's private layout Greenwood Railway will NOT be at TINGS this year, my mistake Ed. However, it will be at Stafford next year.

Please email me, with any other erratum or articles to art1san1957@icloud.com
Just click the link and send me an email!

NB. The next issue will include erratum from this issue, our second Book review, *severely delayed due to the plethora of copy this quarter*, and any and all submissions gratefully received.

Any views expressed in this publication do not necessarily reflect those of the Editor, the Chairman or any individual club members, on the other hand - they might.

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NO PROFIT IS MADE FROM THE DISTRIBUTION OR PRODUCTION
OF THIS *FREE* NEWSLETTER *Ed.*

WMNGC 22 and still going strong

Our largest exhibition-standard layout *Waterstock*



NOTICEBOARD INFORMATION

2018 PROGRAMME

Meetings will be held at:
Tipton Green Methodist Church Hall,
Park Lane West,
Tipton,
West Midlands.
DY4 8LD

Meetings – 1st and 3rd Saturday in each month

June	2 nd	16 th
July	7 th	21 st
August	4 th	18 th
September	1 st	15 th
October	6 th	20 th
November	3 rd	17 th
December	1 st	AGM

Again all meetings will be from 2-5pm. If in doubt, please ring first.

For more information:

Call Ken Jones on 0121 777 7062, email westernsultan@hotmail.co.uk
Or visit our website at www.wmngaugeclub.co.uk

Any changes to these dates will appear on our website or in our quarterly newsletter.

Please use rear entrance at church hall.