



West Midlands “N” Gauge Club NEWSLETTER

Chairmans Report

This year has been a good year for the club. We are well established in our new clubroom and continuing to enjoy the extra space to work on layouts, run trains and socialise. Our membership is stable and as a result of that, several exhibitions and controlled spending the finances are in a good state.

The main feature of the year has been the modification to Whartson Hall which is now easier to operate and a lot smarter scenically. This was a major effort but we managed to get the carpentry, track laying and re-wiring done in just eight meetings ready to turn out at the Bloxwich Show at the end of April. Scenic development had halted around the pandemic and a great deal of development work has been done, particularly by Jim Webster.

We have been very active on the local exhibition scene this year and the year culminated with a busy weekend with Whartson Hall at the Warley MRC Exhibition at the NEC. All three of our exhibition layouts have been out to various shows this year and next year our latest project is booked to appear at its debut show.

This time last year, Vince Painter decided that it was time to stand down as newsletter editor. After a brief ‘inter-regnum’ phase where I stood in for him, Claire Fisher stepped forward and agreed to take over the reins. Her first issue was the Autumn issue which was excellent. It was also good to see that she had refreshed the presentation which had been more or less the same for a long period.

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There are several people that I need to thank. Firstly, Edgar Mason has kept a firm hand on the finances making sure that we pay our bills promptly, expenses are dealt with and that our expenditure is managed well. David Griffin has ensured that we have layouts at exhibitions, that they are transported and staffed and has liaised with organisers in what has been, I think, our busiest year. In the rare event that Edgar is unable to attend meetings, Phil Hunt has been there to cover Edgar's role. I've already mentioned Claire once and the final person that I need to put in this list is Jules who has set up our new website and runs it in addition to our YouTube channel. These two factors have been useful in spreading the news about the club.

Separately I need to mention our exhibition team who have turned out regularly to the shows that we have attended. Firstly, I need to thank the two Dave's (Evans and Griffin) who have been the mainstay but also Phil and Nigel who have filled in at other times.

Members have continued to be active on the exhibition scene. Ken Jones has been very active all over the area with his small layouts as he has for many years. His portfolio of layouts continues to increase. Tony and Jane Minchin have been out with some of their layouts. Nigel Harrold has been very busy with his new layout Sugar Creek and Phil Hunt has also been busy, mainly with Greenwood Garden Railway. Talking of Garden Railways, Jim Webster has made his debut with the Tipton Garden Railway which is in 'dolls house scale' using N Gauge track and running mechanisms and some innovative modelling ideas. Small World Layouts, run by the inimitable Jules, has been a new force on the scene with his linked website and YouTube channel – my favourite is 'Going on a Bear Hunt'.

We are moving on to 2024 in a sound state. We have some projects to work on. The completion of the scenic upgrade on Whartson Hall is on the cards; we are also rejuvenating a 009 layout donated by Tony Minchin. There's quite a bit of pressure on this project as Dave has accepted an invitation to show it at the May Bank Holiday "Narrow Gauge and Industrial" Bourneville show. Whilst we are an N Gauge club, it does use 9mm track so that's our excuse (we're not converting to the Tipton Model Railway Club so there's nothing to be concerned about for purists). Another project is a small modification and a re-wire for Gibben Quarry to permit better isolation and slightly longer trains. There's plenty to get on with for 2024 and some ideas in the pipeline for 2025.

I must finish with a less happy note, however. At the start of November, our former chairman, Ken Jones, suffered a stroke. Fortunately, I can report that this was discovered very quickly and rapid treatment at the Queen Elizabeth Hospital in Birmingham resulted in him starting a good recovery. At the time of writing he was being assessed for discharge home. I know he has been touched by the many messages that he has received from members of the model railway community and we look forward to welcoming him back to the club.

Tipton Team on Tour

by Jeremy Edwards

Well, after some trying and failing, we finally managed to show Whartson Hall at the Warley NEC Show. We were due to be there, courtesy of Rodney Hodge, in 2020 but the pandemic appeared to prevent that. We were supposed to be there last year but Covid affected my back and we had to pull out so finally we got there this year. It was probably well worth the wait as we have Whartson Hall in a much better state than it was when we were previously booked. We now have a layout that is more or less scenically complete and with the ability to partially run DCC, something to chat to punters about.

So, here's the story:

Friday is setup day (Warley start on Thursday afternoon with the big build up). We had access from noon. To suit us all, we organised pick up at about 2.30 so Dave Evans, Dave Griffin and I turned up at Tipton to load the car. The layout was soon loaded up and Dave Griffin and I set off for the NEC which was a smooth journey until the Friday M42 queue. Dave parked up in the main car park whilst I negotiated the back roads of the NEC from North Lorry Park 12 to get to the hall. Inside the hall is 'well-organised chaos' and I was soon inside with the car. Phil had already arrived to help set up; we unloaded and I escaped to the car park to avoid Dave being charged £80 for overstaying.

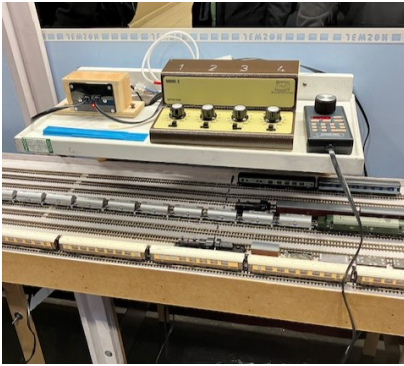


After we left the electricians had PAT tested all the extension leads etc. and seemed to have tripped the main breaker for our line.

Set up was fairly painless and alignment was good. We got 3 RCB's tested just in case and the layout was fired up running analogue for alignment testing. This proved that we've got it right as every joint was fine first time. Once happy, we unloaded any other equipment and left for the evening. Saturday morning dawned frosty and cold. I arrived at a little after 7.30 to organise wristbands for our other operators only to find that we had no power along our power line which took out 5 layouts and the 2 mm Association stand. Having sorted Nigel and Ray with wristbands etc. I set off to sort power. After we left the electricians had PAT tested all the extension leads etc. and seemed to have tripped the main breaker for our line. Fortunately this was soon sorted.

The team for Saturday was me, Dave Griffin, Phil Hunt, Nigel Harrold and Ray (an ex Saltley driver). The plan was to run the outer lines as DCC and the centre line analogue. To facilitate this, Nigel and

Phil had DCC locos (plus one of mine) and Nigel had brought his slave cab so we could run the two lines separately and not try to run two locos on one controller. This was rapidly achieved, stock tested and everything was running well in plenty of time for opening.



Saturday morning was the usual busy rush, opening at 9.15 for pre-booked ticket holders. They got to us a little later having ravaged the trade stands first and rushed in like the old local tv footage of the rush at Lewis's sale in Birmingham. We had a good day on Saturday with lots of brilliant comments and, thanks to Jim's work on the station area, even more people recognised the station as Water Orton. We were sited next to Sam and Ted Rob-

inson with their Monument Lane layout – the New Street ends of each layout faced each other. Cake was devoured, with a team of 5 a single cake only lasted 2 sittings; tea was drunk etc. and we packed up for home just after closing at 6pm.

Sunday dawned frosty and a slightly later arrival was on the cards as no further setting up needed doing. Cake and leaflet supplies had been refreshed. Nigel and Ray weren't with us so it was just Dave, Phil and Me. Nigel had kindly

left his stock and controller with us so that we could continue double DCC running. I had refreshed cake sup-



plies, leaflets and my stock box. All was tested and we went for a quick wander around the trade stands and a few layouts before starting. When we got back the DCC wasn't responsive but the cut out had tripped on the cab as there had been a minor hiccup. Sunday was a slightly quieter repeat of Saturday with a smaller team.

At lunchtime Rob and Garry Hambridge from Trent Valley dropped by to assist behind the scenes while we took it in turns for lunch. Garry (Dad) is a new N Gauge convert so it was a good experience for him running the analogue side; Rob is a DCC nut so he ran some of Phil's DCC stock. We're really grateful to them both as it eased the lunchtime pressure.

Whartson Hall had performed brilliantly for about a day and a half and then we had issues with the inner loop on the final fiddle yard point. Close inspection revealed that the spring had failed and the final solution was to jam a washer under the tie bar to fix it in the one position it would operate in. This meant reducing the number of trains to two on that line and some reversing to switch trains. In the meantime, Dave went off to source a new point. Once back in the clubroom a little track relaying at that end of the fiddle yard as a whole will be required to smooth out running.

I think we might have failed a breathalyser just after eating it.

Once again, we had lots of good comments about the layout and handed out lots of leaflets. We had a visit from a former member, also a couple of people who were asking after Ken and sending him good wishes. On Sunday, we had a visit from the late Mike Walker's father who had a long chat with Dave. Cake was consumed but interestingly Rodney Hodge appeared with three wrapped slice of 'cake'. This was amazing cake, so moist and probably akin to Claire's Christmas Cake as he must have poured half a bucket of Pusser's Rum into it. I think we might have failed a breathalyser just after eating it.



Early finish on Sunday at 5pm, so we packed up quickly and I went off to negotiate my car out of the car park to Hall 5 to load up. Once again there was 'well organised chaos', break down is really efficient. I left at just after 6 as I had to collect some items from the Kato stand for the Yorkshire Area Group of NGS and it took them a little time to sort out what had to come away with me and what went with them. By 6.40 I had got home and unloaded Whartson Hall into my garage to save us going to Tipton on a foggy Sunday evening. I also had Nigel's stock and controller; packing my car for the extra few bits was an interesting experience as Whartson Hall and my stock only just about fit.



The Kato visit was quite a complex matter. Kato had a mini diorama competition and Yorkshire Area Group had a large entry in two boxes. These had been at Tings and Pete Howells, from Warley, had been tasked with collecting them from there to go to the Warley Clubroom after TINGS. Rodney delivered them to Kato ready for the show at the NEC and I had been asked by Steven Bateman to pick them up ready for someone from YAG to collect them from me. A complex issue but a pleasure for us to help, it also allowed me to meet Mr Kato on Saturday when arrangements were being finalised.

My conclusion, it was an enjoyable if tiring weekend. Operating from 9.15am to 6pm is a lot harder on your body than the usual 10 – 4 of a smaller show. Having not been an exhibitor (just an operator before) the set up and break down arrangements looked stressful but in fact were a lot easier than I thought. The management (although it can appear chaotic) is actually slick and the NEC staff are really helpful.

What did we learn? Quite a bit. The track will wear out and we will need to replace points from time to time but we can usually improvise. We need to shade the back of the light bar as under NEC lighting we were getting dazzled a bit. One of the issues from removing the operating well is that the backscene is now a bit high so we are looking at lowering it and possibly replacing the printed backscene which is starting to look a bit unloved. Jim's trees and the back gardens are a big talking point. Finally, now we are close to completion, lots of people recognise it as Water Orton.

Finally, the thank you. Thanks are due to Dave Evans for loading help, Dave Griffin and Phil for setup and break-down, Dave Griffin, Phil, Nigel, Ray, Rob and Garry Hambridge (Trent Valley) for operating, Nigel for the controller loan and leaving his stock with us, and everyone in the club who has played a part in building and re-fettling Whartson Hall. There must also be a quick mention of Rodney Hodge who got us invited in the first place.

Jeremy



Levisham Out On the Road update by Philip Hunt

Over the year I have done a couple of articles on my new layout Levisham, based on the North Yorks Moors Railway and the need to get to ready for the Cradley Heath Show at the beginning of October. The big day arrived and following problems at the Lichfield Show with Greenwood I decided to set up the night before to make sure it all went back together alright following a week in the living room, much to the wife's delight.

It all went together alright, locos ran and then the points were a total failure; during the setting up I had found one loose wire but the whole system failed. On checking the plug one of the pins was stuck in the extension lead so no power was getting through to the points. Quick phone call to Nigel at 9.00pm and he could bring a spare one the next day.



I had copied the Bronze timetable from the NYMR and we tried to follow that from the first train of the day from Pickering to the last Train of the day from Grosmont; included a roster of the Loco's for people to look at and as everybody knows when you do that a few locos play up and get swapped around.

The idea was that as the station is a passing station all trains had to stop at the platform and wait to get the token to continue, allowing the passengers to get from one side to the other. Then the train to Pickering would leave first as that needs to come straight back. Originally, I was going to use magnetic couplers but in the end we used the good fashioned method of swapping the loco from one end to the other by hand. The platforms are nearly to scale and in truth the trains that stop are longer than the platforms so you have to get on the right part of the train

There were a couple of teething problems with a couple of loose wires and one track where the alignment was not quite right but a small bit of blue tack held the rail in place and it all worked well.

Th model covers the main station area so after a few trips home I took quite a few phots and used google earth to get the measurements of the buildings and positioning of them on the boards.

The south side platform covering the station, waiting room, toilets etc was modelled into one building by building each small building and then joining them together. The roofs are individual strips of tiling and the weatherboarding is again individual lengths of card. I managed to find a firm that did the sloping fencing forwards and backwards.

The next steps are to finish the landscaping so I just need a master class from Jim to get the trees right, and add the scrubs and finally plant the garden to the station house.



Once that is complete I can then look at one of the other stations on the line and just replace the two front boards and keep the rest

Quite a few people did like the show and I got a couple of invites for shows next year.

Where to see Levisham next

If you missed Levisham this year you can see Phil and his layouts in 2024 at the following shows:

11 March - Wombourne - Levisham

6/7 May - SVR - Levisham

3/4 August - Shoeburyness - Greenwood

21st September - Lichfield Show - Levisham (Potentially)

26th October - Birmingham Show - Levisham (Potentially)



Introducing Minchin Vale by Jeremy Edwards

This layout is a little bit of a departure for us. It is actually 009. This doesn't mean that we are converting to a general model railway club but as a few members have an interest in 009 and it runs on 9mm gauge track we're up for it.

The layout was originally built by member Tony Minchin as his first foray into 009 – hence the name. He no longer had space for it and we were offered it as a project or another N Gauge compatible test track. We accepted the offer. Our task now is to refurbish it.

Firstly, it is quite heavy as Tony had to modify the baseboard to stop it warping. As it had been in storage for a while, the scenery was rather tired and a little battered. Dave Griffin has taken it on as a project to be carried out with assistance from other members.

The plan – so far – is to investigate lightening the board by drilling out some of the solid timber base; this will maintain the rigidity but make it easier to move about. We decided to upgrade the controller as it came with quite an old rheostat controller so we purchased a Gaugemaster Combi controller. Second stage of the plan was to upgrade the scenery and add a little more interest into the centre with a road, possibly a farm and a campsite.

...the layout is booked to appear at the Bournville MRC Industrial and Narrow Gauge Show at the start of May.

Test running some N Gauge stock revealed some track issues including the fact that the rails were quite worn through cleaning and deeper flanges just about rode on the sleepers. We've lifted the track ready to replace it, the track bed has been cleared of the old glue, a bridge base has been replaced and new track has been purchased. We are not replacing the points and the hidden storage sidings at the rear as they seem okay.

The scenery is quite light as it is foam based and covered with paper. We are going to trim this down to reduce the height so that we can develop it and the tunnel mouths will be replaced with suitable narrow gauge ones as they are actually ones designed for regular 00 use.

We have quite a tight schedule as the layout is booked to appear at the Bournville MRC Industrial and Narrow Gauge Show at the start of May.

New Street Progress and Updates by Jeremy Edwards

After we had got Whartson Hall back to the clubroom, I decided to put my layout back into the garage and free up space indoors while I thought about matters in hand. This was quite a long wait. I've recently got the layout back indoors and have started working on it. Things didn't go as smoothly as planned as there were issues with my broadband and telephone line. When I set the whole layout up indoors there is much furniture moving required and access to the telephone socket is virtually impossible. This delayed initial plans.

In May I had started to lift track in the fiddle yard. There were two reasons for this: firstly there were some alignment issues and slightly suspect trackwork in the fiddle yard and in particular on the baseboard joint, secondly the inner sidings were considerably shorter than the outer sidings. To solve issue number 1, I used ProTrack Rail Aligners from Model Tech which with a little packing seemed to solve the baseboard join issues. Linked with that revised trackwork solved the rest of that issue. For issue number 2, I purchased a pair of curved points which allowed me to start the inner sidings a lot earlier and make them about the same length as the inner sidings. I've written about the rail joiners elsewhere.

At the same time, I was careful to rationalise the switch positions for isolators so that they were grouped logically; power feeds were also simplified and the whole thing got a bit of a tidy up under the boards. I decided not to fit control panels to the backscene as the switch wiring could get a little tricky although point CDUs may well be fitted there.

What is left to do electrically? Well, there is quite a lot really. The list of jobs goes like this:

1. Tidy up and redesign the links between controllers and their transformers (I'm using 'Wall Wart' type transformers from Gaugemaster) as the leads hang through a hole in the bottom of the control panel/box and the transformers plug in,
2. Sort out electric control of point motors – I will probably resort to stud and contact switching with a CDU for each board,
3. Organise the layout to operate either Analogue or, now I'm starting to get DCC locos, digitally,
4. Revise the interboard connectors to simplify and tidy up the arrangement.

For digital use, I'm planning on getting hold of an NCE Powercab system; it's budget priced, does all I require and is extendable with a variety of accessories. I'm familiar with it, having used Nigel Harrold's system on both Tipton Sub and Sugar Creek. It is also the system we elected to buy for the club. In basic form it can be extended to use additional 'cabs' if you want to control more than one loco and don't want more than one loco per cab or have more than one operator. Before I'm accused of not looking at other systems, I have used Prodigy on Rob Hambridge's Baggies TMD and Lenz with the Hackworth Group. Lenz and Digitrax systems are a bit less ergonomic although they offer lots of options with extendibility. Prodigy and NCE are very ergonomic and NCE wins, I think, on budget for me.

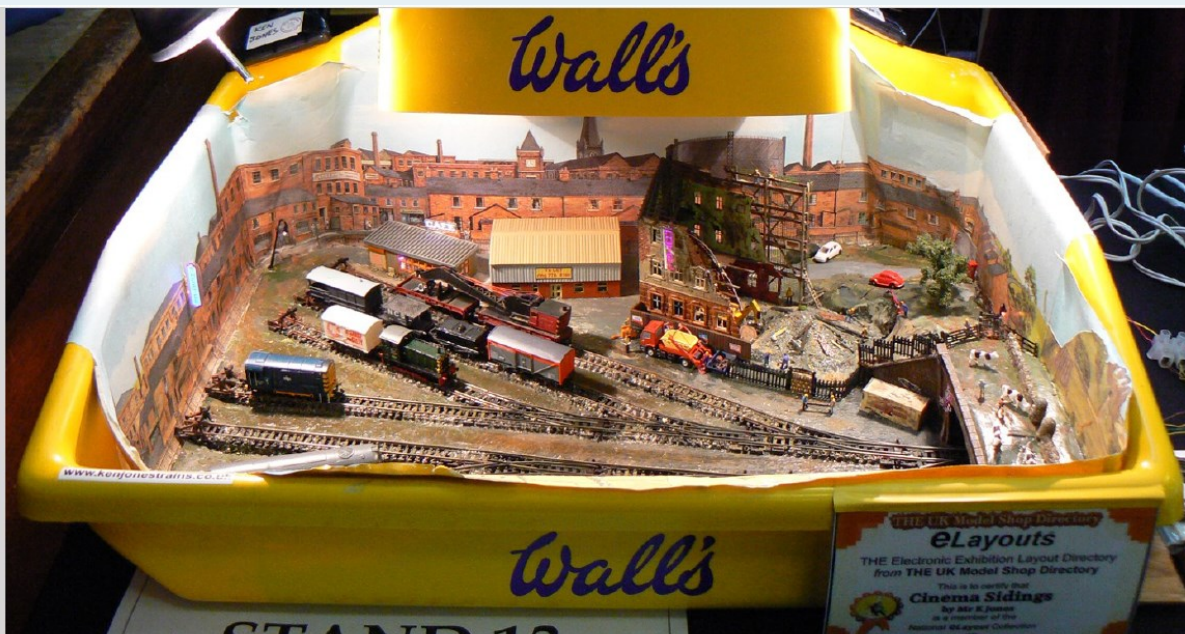
Scenically the layout stalled. I was starting to make and fit low relief buildings for the backscene. I'm using Scalescenes downloadable kits but have hit the odd snag. Basically, they are draughted as OO kits and appear to have just been reduced in size. This means that if I use mounting board it's too thick – building the hotel was a nightmare and it ended up in the bin.

I'm looking for better card which is suitably strong but also a lot thinner. Watch this space, I'm going to persevere with this as the alternative of Metcalfe kits will be too large to go with what I've already constructed. The other alternative of using laser cut kits is not on as I would have to destroy a lot of the roadway that I've already built.

Over the winter period I intend to get a lot of this work done although probably Christmas is going to get in the way and the layout may well end up being back in the garage.

Micro Layouts by Ken Jones

At last, a magazine on line for micro layouts like mine and you can download all the back issues. Just go to <https://micromodelrailwaydispatch.com/> where you will find the current issue and my first contribution featuring my layout in a cinema usherette's ice cream tray.



*"I haven't got any choc ices, I've only got this model railway" (with apologies to the Monty Python "Albatross sketch").
Ken proves you can build a model railway anywhere.*

I've written articles for the next two issues. Which will feature "Anyone for T" and "Palmborough". A very good magazine well-constructed and with some interesting articles

The Great Kato mini-diorama Story by Jeremy Edwards

Somehow, I think I have been drawn into something where I can help others. When we were at TINGS with Whartson Hall I was aware that Kato had a big display of mini dioramas.

At the end of TINGS, Pete Howells from Warley had been tasked with transferring boxes of the mini dioramas to the Warley clubroom ready for them to go to the NEC. A number of these belong to members of NGS Yorkshire Area Group. I was approached by Steven Bateman from YAG to see if I could help in the transfer of their dioramas from the NEC. This, I was happy to agree to and outline arrangements were made.

At this point, enter one Rodney Hodge. Rodney had been tasked with transferring the dioramas to the NEC and delivering them to the Kato stand. Not content with just being the courier, Rodney decided to make a diorama of his own. When you get involved, you buy a kit of parts made up from laser cut parts to make a baseboard unit and a section of Kato track; kits come in either straight or curved formats. After that, it appears to be up to you. As we would all expect of a retired submariner, submarines came into the equation and Rodney built a submarine pen including two submarines. The diorama design was 'free'; looking in the box of dioramas that I had in my care plus the large string of joined dioramas on display, a lot of ingenuity had gone into the scenery. The only stipulation was that a dummy locomotive could pass through unhindered. One diorama had been constructed with Lego for example.

I have photographed Rodney's diorama for posterity and your enjoyment; it has been boxed up again safely and is now ready to join the rest on their way to their next display. My task was to collect two boxes of dioramas from the Kato stand and due to Rodney, I had the pleasure of meeting Mr Kato on the Saturday of the NEC show. If you want details of how Rodney built his diorama, I'm sure he will be only too happy to explain.



Rodney's Kato Diorama

Breaking News—N Gauge Now

Having received my copy of N Gauge Now this morning and done my usual initial scan through finding the pictures of Whartson Hall from TINGS, I was sad to read the last page which informs readers that this is the last issue of the magazine.

I was put on to N Gauge Now by Ken Jones who has also built up a link with the publisher, Howard Foy. Once I had got my first copy, I realised what a treasure trove it was and managed to source all of the back issues so that I have a full set from issue 1 onwards. My view is that it is an excellent resource for finding out about particular models, linked to the history of the loco or item of rolling stock. It is the one magazine that I keep in hard copy form as a reference material.

Howard takes a lot of time to explain his reasoning for his decision to stop publishing. Regular readers will realise that there was a period early in the year when publication was delayed; this was as a result of him sustaining a double fracture of his ankle. This setback has certainly concerned him as he is a sole trader and if something like this happened again he could let down his regular subscribers.

Howard comments that the second part of the reason is a financial one. When he decided to publish the magazine and the associated materials he did it as a labour of love and not to make money as such. In the last 12 months there have been two increases in postal charges; he had factored in one increase and also charges have risen quite sharply to the extent that the current year has resulted in a small loss. This makes a labour of love into a bit of a nightmare.

I had the pleasure of chatting to Howard at TINGS when he wandered round taking photos of the various exhibits. Whilst N Gauge Now is ceasing, he is not folding Engee Publishing as he has several book projects on the go and has some other ideas. Over the years, Howard has given us some good publicity through his contacts with Ken and was planning to visit us until Covid reared its head.

We wish Howard well with his ventures.

Pro Track Rail Aligners by Jeremy Edwards

On my New Street layout, I wasn't happy with the track alignment on the fiddle yard tracks. I had basically pinned the tracks down as well as I could but there were a few issues. When I decided to re lay the tracks, I needed something more permanent and accurate. To achieve this I used ProTrack Rail Aligners by Moeltech.



Pack of 4 pairs of aligners

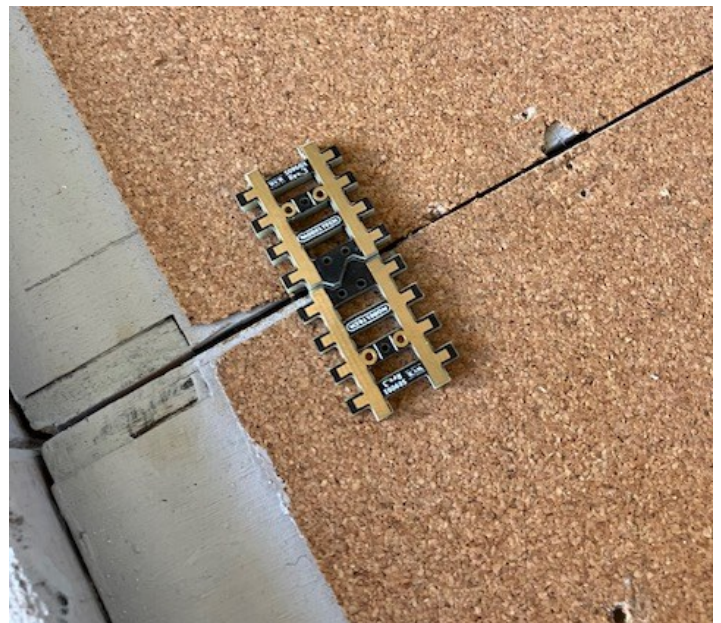
For N Gauge track there are two types: universal – which can be used for both code 55 and code 80, code 55 only. I chose the universal as I was using code 80 track. There are a variety of other aligners plus other items available for isolation breaks etc.

There is a good set of instructions which suggests cutting the tracks and soldering them to the aligners in situ however Dave Lowery in a Model Rail magazine article suggests removing sleepers from the whole section of track where they are to be fitted, soldering them and then cutting the rails with a Dremel tool or similar. This is the method that I chose to use.

Step 1 is to lay the aligners in situ on the board locating them with track pins.

Once laid the track can be laced over (with sleeper removed) and the track soldered to the aligners. Following that the rails can be cut.

The holes on the aligners are somewhat larger than standard small track pins which can result in movement. Larger diameter pins could be used. I used the finer pins to roughly locate the aligners and then friction did the rest but I did not pin them down fully (more of that anon). The instructions suggest using solder paste. This does not always provide quite the bond required and I did resort to using normal solder too. Once I was happy with the alignment, as the pins weren't adequate, I glued the aligners to the baseboard with UHU.



Aligners on baseboard surface

Club Layout News by Jeremy Edwards

Waterstock is operated every session and is running well. This is our largest and original layout that took many, many hours to complete. We have carried out a few minor jobs on the layout to keep it running as desired. There are a few scenic repairs that may need completing soon. It is not envisaged that the layout will go out of the clubroom.

Whartson Hall has been our main focus this year. We have spent some time at the start of the year with a major re-modelling, as explained in previous articles, to remove the operating well and convert it to rear operation. This was completed in just 8 meetings as it was back on the road by the end of April. Whilst the remodelling has been going on we have also converted it to operate partly DCC if required. The scenic improvements have gone on all year and are yet to be finished. The embankments have been given a treatment with static grass and the plastic trees have been replaced with some excellent home-made trees by Jim Webster. Again courtesy of Jim, the station area has been transformed with a completed building, some shelters, dummy lighting and station signs. Some damaged fencing has been converted into a scene where Railtrack operatives are completing a repair complete with traffic cones etc. This has also happened alongside a busy exhibition schedule and there is more to come scenically.

Tipton Hills is regularly used as a test track and fun layout. We've had to do a couple of minor jobs to keep it running and it made a visit to the Aldridge Road Transport Museum for their Models in the Museum event.

Gibben Quarry has been used again regularly, sometimes as a DCC test bed. It is working well although a minor repair was needed at the Birmingham MRC Show. It has been out three times this year and is quite popular at shows. We are considering re-laying the fiddle yard with curved points to extend the sidings to allow a few more wagons to run.

Minchin Vale is a bit of a departure for the club but not a sign that we are turning into an all gauge model railway club. The layout was donated to the club by member Tony Minchin. It was his first foray into 009 and was surplus to requirements. Dave Griffin has taken over the stewardship and development of the layout which is a folded figure of eight trackplan. At present most of the track has been lifted and the track bed prepared for relaying as the track was quite worn and was causing problems with wheels with large flanges. We have also purchased a new controller to operate it with. Scenery had started to look quite battered and tired so Dave has a plan for freshened up scenery and I'm sure we will have future progress reports. There is one thing that is concentrating his (and our) mind; he has accepted a show booking for the start of May so it needs to be a respectable 'work in progress' by then.

West Midlands N Gauge Club

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assisted by Philip Hunt

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Catch up with us here:

www.wmngc.co.uk

YouTube:

West Midlands N Gauge Club

Scan the below QR:



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West Midlands N Gauge Club

Proposed Meeting Dates for 2023

Saturday 6th January

Saturday 20th January

Saturday 3rd February

Saturday 17th February

Saturday 2nd March

Saturday 16th March

Saturday 6th April

Saturday 20th April

Saturday 4th May

Saturday 18th May

Saturday 1st June

Saturday 15th June

Saturday 6th July

Saturday 20th July

Saturday 3rd August

Saturday 17th August

Saturday 7th September

Saturday 21st September

Saturday 5th October

Saturday 19th October

Saturday 2nd November

Saturday 16th November

Saturday 7th December (AGM)

Meetings may be subject to local or national restrictions and guidelines. For information about the meetings contact Jeremy Edwards on 07720 902490 or via the website.

Any changes will be circulated via the newsletter, email, text, Facebook posts or if necessary by text or phone call

