

ASRM Newsletter 2

Hello and welcome to our strange, apocalyptic world! What a difference a few days make.

Anyway, back to the trains. This newsletter will be devoted to two things, the reports which would have been presented to the AGM on 1st April and some of the examples of your work which should have been shown off to the meeting after the AGM. Thank you to all who have contributed to this issue.

AGM

The intended Agenda for 2020 AGM.

1. Apologies
2. Minutes of 2019 AGM
3. Matters Arising
4. Chairman's Report
5. Treasurer's Report
6. Website Editor's Report
7. Election of Principal Officers for 2020/21
8. AOB
9. Date of next AGM: 7th April 2021

Of the current Committee , Peter Cox, Chairman, Dave Gotliffe, Treasurer and Nick Coppin, Secretary) are all willing to offer themselves for re-election. David Evans, Website Editor wishes to stand down and we therefore are looking for a new Website Editor. In addition, if there are any other nominations for any of the Principal Officer posts (with the Nominee's full agreement), please let me know.

However, due to Covid19, we are unable to meet, so for now the AGM will just consist of the following:

- Minutes of 2019 AGM
- Chairman's Report will follow when Peter is better.
- Treasurer's Report
- Website Editor's Report

The ASRM members can be assured that the Committee will include the delayed AGM as part of a meeting night as soon as possible.

Nick Coppin, Secretary ASRM

**Minutes of the Annual General Meeting held on Wednesday 3rd April 2019, at 7.15pm, at
The Priory School, Longden Road, Shrewsbury**

1.0. Apologies:

Apologies for absence were received from Ian Payne and Trevor Hughes
Those present (22 including two potential new members) recorded in the Attendance Register.

2.0. Minutes of the 2018 AGM:

It was proposed by Michael Glover and seconded by David Evans that these be accepted as a true record of the meeting. Agreed.

3.0. Matters Arising:

There were no matters arising.

4.0. Chairman's Report:

We have enjoyed another lively and stimulating series of meetings this past year, with visiting speakers talking on Railways and Mining in Shropshire; Authentic Model Railway operation; Scenic Modelling and Back Scenes; and Recording and Reporting the Narrow Gauge World. The following members also contributed talks: Gordon Woods on Fitting DCC Sound to Steam and Diesel Locomotives; Andrew Vaughan on Creating a Diorama (you can blame him for tonight's challenge – I certainly do!); and, nobly stepping in last month at the last minute, Dave Gotliffe on Swiss railways with his superb Z-scale townscape. Also, who could forget Sam Ryan's beautifully modelled pork pies and sausage rolls at Christmas! In addition we have shared, to great interest and advantage I have certainly found, some of our current models and projects at various times during the year. Our summer meeting was a very enjoyable evening spent at Mick Ogden's 16mm, 32mm and OO layouts in Broseley. Many thanks to all those of you who have contributed.

As always, if you missed any of these meetings, or wish to refresh your memory, they are all written up on the website. Ian Payne has had to spend a large slice of his time this year trying to overcome various obscurely awkward accessibility problems on the website, but to judge from my recent visits to it he seems to have done a really good job in sorting things out – all without hurling his pc out of the window in frustration and claiming for a new one from the association!(I am sure all those of us who have wrestled with recalcitrant pcs think, and hope, that driverless cars are a long way further off than the techies tell us!) As the site is very much the public face of the association, I am sure you will wish to join me in thanking Ian for his perseverance with this, and also David Evans who acts as site editor.

As far as meetings go the questions continue to be, is this the right balance, and are these the right topics? Your replies to the questionnaire your committee put round has been helpful in this respect. A few clear favourites have emerged and we are trying to respond to these, but the broad spread of all our interests has meant a very broad spread of suggested topics. You will need to keep renewing your membership over the long term if you wish to see them all covered!

We always need new members too of course, and please may we ask you to keep this in mind? Remember that you are welcome to bring a friend along at any time: this word of mouth

approach is surely the best way to encourage new members. As mentioned at the March meeting, your committee have been considering the idea of taking a stand at the Shrewsbury exhibitions to see if we can widen our audience. We have reclaimed the ASRM stand from David Knight, beautifully hand made by him as you would expect, and we are looking for ideas for how we could use it. Rather than rush into the May 18th Exhibition we thought we would see what we could come up with for the Autumn Exhibition. Your thoughts, ideas and help on this would be very much appreciated.

The main burden of running the Association falls upon Nick Coppin, and the financial - and refreshment - onus upon Dave Gotliffe, and I would like to finish by thanking them both on your behalf for running the Association so efficiently and enthusiastically for the past year.

Peter Cox 3rd April 2019

5.0. Treasurer's Report:

Accepting the accounts was proposed by Michael Ling and seconded by Gordon Woods. Agreed.

6.0. Election of Principal Officers for 2017/18:

The current Committee (Peter Cox, Chairman, David Evans, Website Editor, Dave Gotliffe, Treasurer and Nick Coppin, Secretary) offered themselves for re-election. Accepted nem com.

7.0. Any other Business:

Nick Coppin mentioned about the October Shrewsbury MRS and asked for volunteers to help organise a stand.

Dick Braidwood asked about the possibility of a talk on 3D printing. Stephen Duffell suggested Alan Buttler of Modelu might be prepared to reschedule his talk. Nick to contact Alan.

8.0. Date of Next AGM:

1st April 2020 - final details to be confirmed nearer the date.

Following the formal part of the meeting, 12 members shared their entries for the Diorama Challenge with the rest of the members and two other members showed us rolling stock they had made; much to everyone's interest.

Nick Coppin, Secretary

April 2019

Treasurer's Report for the year 1st April 2019 – 31st March 2020

1. Summary of the Association's financial position as at 31/03/2020

Opening balance as at 01/04/2019 (as agreed at the 2019 AGM):

Income 01/04/2019 – 31/03/2020

2020 subscriptions (25 x £30.00)

Refund of Room Key Deposit

750.00

Christmas Raffle proceeds

Total income

Outgoings 01/04/2019 – 31/03/2020

Room Hire

Refreshments

Speakers' expenses/charity donation in lieu

Materials

Raffle Prizes

Total outgoings

Balance as at 31/03/2020

2. Notes

- (i) A copy of the Cash Book, detailing all financial transactions, is available on request.
- (ii) The main expenditure is the hire of the room at the Priory School and the cost of refreshments – 10 meetings a year (we meet at an external venue in July and we do not meet in August).
- (iii) Up to November 2019 the monthly room hire charge was £100.00 including tea and coffee. From December 2019 the monthly charge reduced to £75.00 but tea and coffee were no longer available from the school. Since then the Association has funded tea and coffee separately.
- (iv) No expenses were claimed by any external speakers during the period covered by this statement. Donations in lieu were made, of £100.00 to the Lynton & Barnstaple Railway and £50.00 to the Railway Children charity.
- (v) The cost of “materials” (£100.00) related to refurbishing the Association’s publicity stand in advance of the Shrewsbury model railway show on 19th October 2019 (which we subsequently decided not to attend).
- (vi) The membership year ends on 30th September. The cash balance at that date is therefore the best measure of the Association’s true surplus. The cash balance on 30th September 2019 was £1,100.00 (2018: £1,000.00; 2017: £1,000.00).

3. Members’ subscriptions 2020 – 2021

Income has exceeded expenditure over the past year, and there is a satisfactory surplus in relation to the Association’s modest outgoings. However, we must allow for possible speakers’ expenses and any increase in the room hire rate during the next year.

The committee therefore proposes retaining the membership subscription for the 2020 - 21 year at £30.

David Gotliffe 21st March 2020

Web Editor’s Report

Ian Payne does a first class job in keeping the site in order and spent some time in refreshing the layout of the site and sorting out one or two technical difficulties over access to the site. With continued support from Members I believe the Web Site can become a useful focal point of ASRM's activities.

David Evans

Note. David has decided to step down as web editor and the Committee would like to thank him on behalf of the members for his contribution to the ASRM. We are now seeking a new Website Editor and would welcome volunteers please.

Plastikard Challenge

It has heartening to see how many members have sent in photos of their submissions to the Plastikard Challenge. Here are pictures and descriptions of what has been sent in so far:



Phill Yeend has sent in these two photos of his model. It represents a **Southern Railway 'cathedral' station** for the electric network around London.



A 4mm Scale Colliery Winding House.

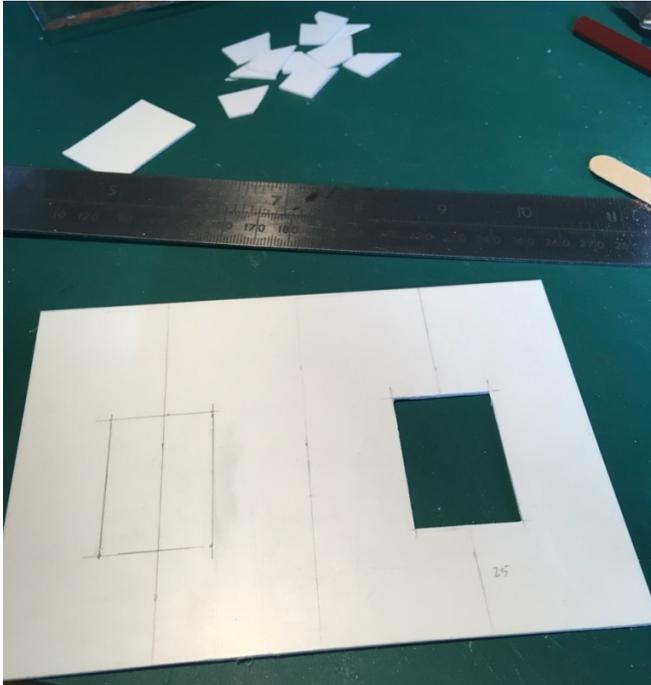
A number of the colliery structures on my Dearness Valley Junction layout are kits, kit-bashed or 'out of the box' (although always tweaked) Bachmann or Hornby buildings. In any deep shaft colliery, the winding gear is iconic and central, but equally significant is the winding house. Kits and resin models of these buildings are few and far between and not at all what I wanted for a Durham Coalfield setting, so I quickly decided I was going to have to scratch build the winding house.

I searched out a good many photos mainly from 'Flickr' and I also had former professional model maker Geoff Taylor's two excellent books on model buildings.

Having worked out the basic proportions of the building, using a flattened cereal box, I drew a plan of all four sides, with appropriate measurements recorded. Windows and the double



door were even more carefully marked then cut out. The corners were scored lightly to allow sharp folds to be made. The 'free' corner had a built-in tab to help glue the four walls into a structure. The roof was made separately taking measurements from the gable ends. The drawing took under an hour with a sharp 3H pencil, cutting out about 20mins and gluing about 5 minutes.



When placed on the layout the cardboard mock-up just did not look right. The proportions were wrong but I had learned a lot about marking out and I could see easily what I needed to change. A second mock-up was made having changed the footprint of the building to make it squarer. I then transcribed the measurements onto separate sheets of 40thou styrene to form the four main walls. Window & door sizes and positions were carefully marked. The styrene was then cut with a fresh scalpel blade.

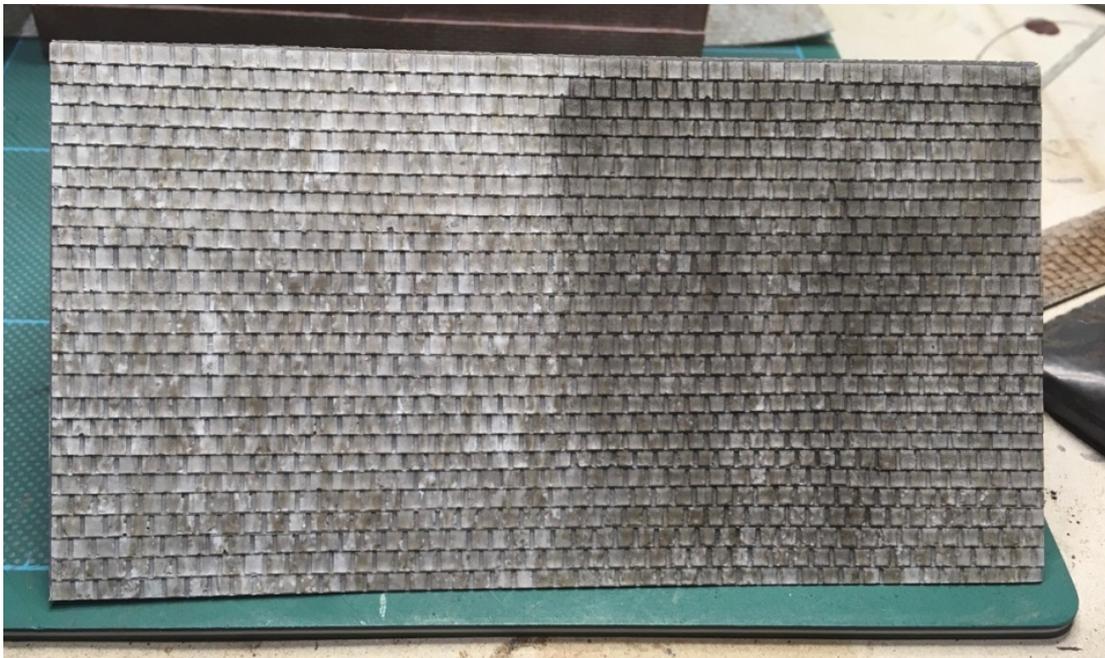
I then laminated Slaters embossed brick styrene onto the 40thou core sides taking care to align brick courses on the different faces. Geoff Taylor suggested using double-sided tape instead of trying to glue

or use solvent to bond the layers; above all this reduces the likelihood of warping. This seems to have been very successful.



The brick sheets were cut slightly wider on the two long axes so as to make a better looking joint at the corners. The short axes of the building fitter inside the overlap which was then trimmed (with a v sharp blade) to fit and some careful filing smoothed the brick courses together. I have to be honest that not all the corners worked as easily as this sounds and I have had to put this down to experience. The camera work shows this up cruelly! The sides were joined with butanone applied with a small brush.

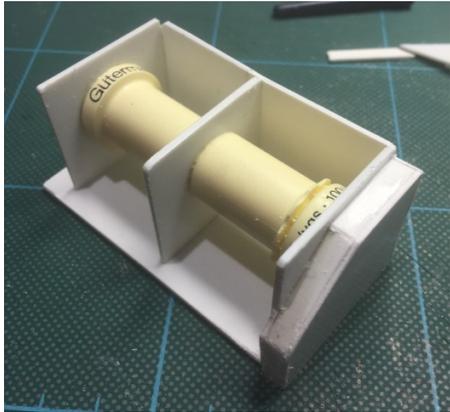
The roof was made up as a separate fixture also from 40thou styrene and strongly braced as I wanted it (at least initially) to be removable. For the slates I wanted to try the Redutex grey slates but none were available in the UK so I ended up buying it direct from the Spanish manufacturer. It is very good material but I felt it needed a little toning down which I did with weathering powders.



The laser cut card windows came from Geoff Taylor. The glazing is clear plastic from some packaging, with a grimy coat of filth applied by airbrush before the laser cut window frames were fixed to the glazing sheet.

The doors are paper from a Scalescenes industrial building kit glued onto styrene. The lintel is a Plastruct girder and the engineer is a white metal figure but I can't remember the source: certainly not one of the well known ranges. I would probably use Model-U figures now.

The walls were brush coated with brick red enamel and when dry, a well thinned cream-ish mortar colour (also enamel) was run into the mortar courses and then rubbed off to various degrees to give an intended far from uniform effect. Some touching up and gentle use of weathering powders was used to finish.



The inside walls were covered Scalescenes white brickwork paper; I wanted a winding drum inside the building and Mrs Woods came up with something from her sewing box being an empty thread bobbin. The wooden (now plastic) Silko ones were too broad a diameter but the Gutterman ones were just the job. A bit of work with the razor saw, and more styrene, produced something passable.

Not perfect, but very satisfying to do and I hope a decent representation of what I remember from growing up in the North East.
Gordon Woods



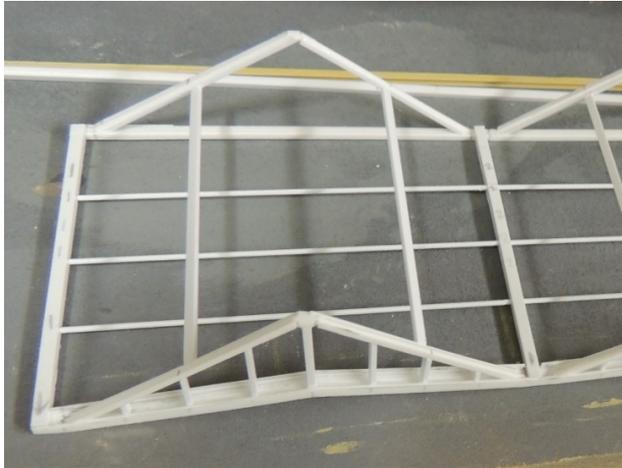
Craven Arms canopy

Over the past few months I have been refurbishing the station building on the Craven Arms club layout. Some of you will have seen the replacement canopy, which I built in 2019. I am delaying its installation on the layout until the other refurbishment work around the station is complete. The canopy, by its very design, is fragile, so I wanted to install it last.

I am using our enforced isolation to take the opportunity to complete this rather painstaking and time-consuming work at home.

The new canopy is made mainly from polystyrene – mainly Evergreen square and round sections of various sizes. There are also 3 rods running along the whole length of the canopy, made of

plastic-coated metal for strength and rigidity. As with the prototype, various station signs will be suspended from these rods. The following photos give an idea of how the canopy was constructed:



The next picture shows the old canopy attached to the station building, shortly before its removal:



The next picture shows the new canopy (on its temporary stand) in front of the old one. You will see that the three left-hand ridge-and-furrow sections are of a slightly different design from the right-hand ones. This is correct; the right-hand sections were added later at the original location, although we have no idea why they were not built to precisely match the earlier ones.



The next picture shows the rather shabby condition of the station building after removal of the canopy. I am in the process of refurbishing the platform side of the station building, before installing the new canopy. Various packing pieces have been inserted into the gaps between the buildings and the platform, which were then covered with a fine layer of filler before being sanded, using my usual selection of Halfords wet-and-dry paper of various grades from 240 to 1200 grit.



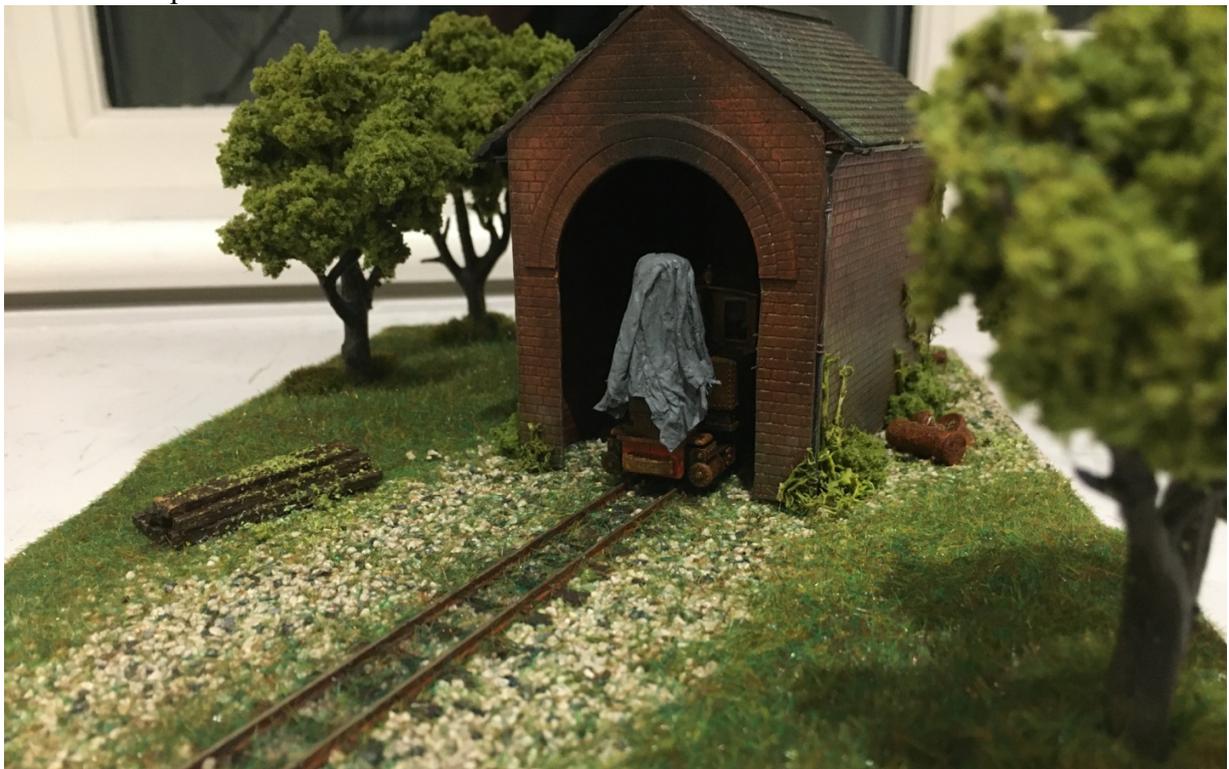
The next steps will be to carefully scribe the stonework into the replacement filled sections, and then to carefully paint them. Not being an artist, I am finding one of the most difficult parts of the whole refurbishment process is matching the paint on new parts with existing unrefurbished paintwork. I mix paints with cheap plastic shot glasses – and I get through a lot of them!

The layout was originally built in 1975, and has been moved several times since then. So, despite the shabby condition of some of its structures, the fact that it has survived at all is remarkable. It is, in fact, a very accurate model of Craven Arms in around 1945/1950 and its accuracy is a tribute to the original, unknown, layout builders 45 years ago, long before the availability of the internet and computer files for research material.

Dave Gotliffe

‘The Kennel’

I’ve designed a simple engine shed that had seen better days and its sole occupant is a rusty loco with some tarpaulin over its funnel.



I used sheets of brick patterned sheets and roof tiling (not quite skilled enough to design the brickwork myself. This proved challenging as I couldn't get the measurements exactly right. At one stage it looked like a poorly constructed dog kennel that even Snoopy from the Charlie Brown show wouldn't have used (hence the name 'the kennel' as a joke). Thankfully my dad, whom is quite good at measurements managed to assist me in getting the look better angled. I then glued a straight piece of 009 track and after applying ballast, I then used some static grass in the areas needed, all the while applying a little onto the track to simulate weeds.

I'll confess I didn't design my own trees (did not have the time due to work commitments) and used some pre-made trees which I painted slightly to make them look a little more 'less plastic'. But as with any old building, it requires bushes, weeds etc. I used some simple clumps of foliage and trimmed bits and glued it down in the areas shown. Quite pleased as it kinda highlights and downplays the overall building.

The layout itself looked a little bare so I decided to include old rusted debris. I scavenged some of cuts of metal trimmings, empty bullet cases and screw heads and painted them with some rust coloured paint. Afterwards I glued them into position and sprinkled a tiny bit of grass powder to give the effect of moss.



The same was applied slightly to the moss covered timber (which was made from match heads darkened up slightly).



But as with any engine shed, it needs a loco! So using an old 009 loco (which was on its last wheels anyhow), I applied the rust coloured paint and straight away looked more in keeping for my shed.

I used a small piece of tissue, draped it over and coated the tissue with PVA glue, allowing it to harden and retain the desired shape. Painting it a grey colour brought the look into being.

Overall I'm really pleased on how this turned out. But above all, I've come to the conclusion designing buildings straight from plastikard

is not my forte.

But I did enjoy the scenery aspect and am more willing to pursue in capturing more different and challenging scenery details in the future.

Sam Ryan

Coldstream station cottages



This is what I'm making (the building, not the signal).

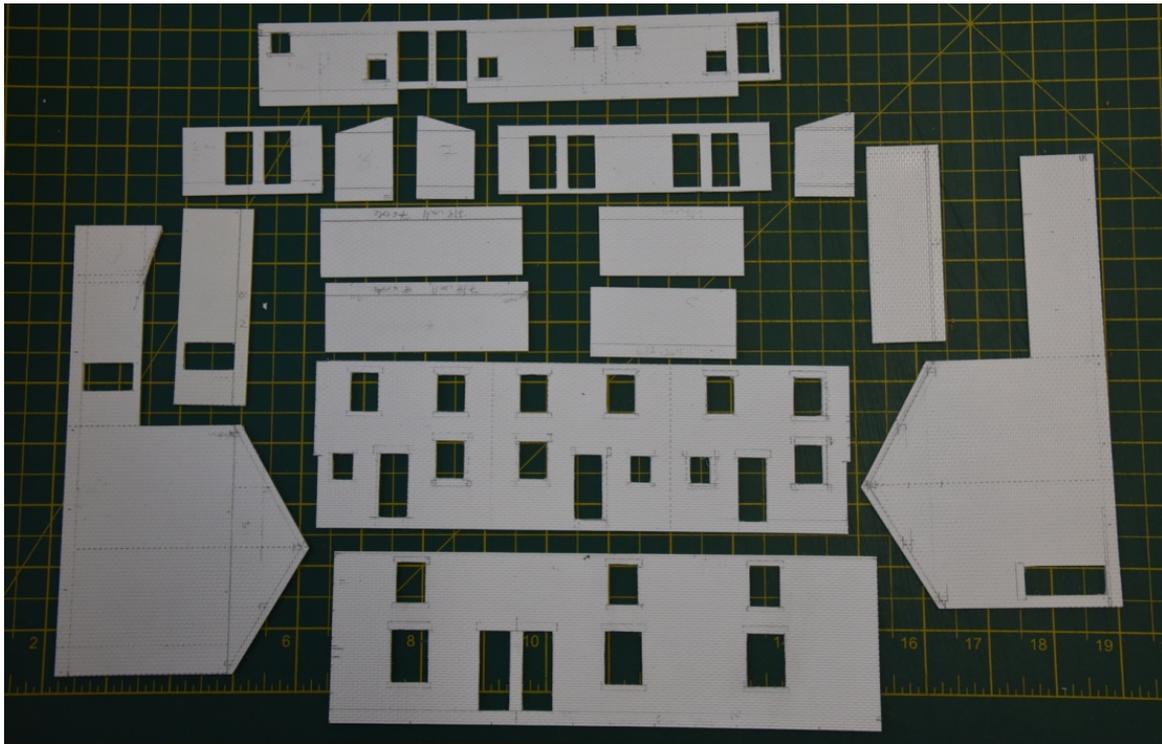
This is one of the small terraces of station cottages next to Coldstream station (which most people probably know is what my layout is based on). The picture above is how they looked in my time period of interest. There are 3 houses in this block: the other block (which you can't see in the picture, has 4, but I'm not making that just yet. These are the only railway related buildings that still survive near the station.

This is a more recent view:

Notice that there have been some changes since the earlier picture. The small upstairs window is new, as are some of the drainpipes. This is because, at the time of the earlier picture, the houses did not have bathrooms. You can't really see the doors and windows properly on the earlier picture, but many of them have been replaced between the two pictures. All of those in the end house have been replaced. The windows in the middle house are original, and the door may be (although I'm not sure it always had a window in the door – difficult to tell from the other photographs I've got).



Before the challenge came along, I had thought that I may draw up the cottages in CAD and get them laser-cut but, as I already had the brick-embossed plasticard in stock, and also because I've never built a model building before, I decided to go the plasticard route. Working from contemporary and recent photographs, and also a drawing of a "typical" railway terrace published by the North Eastern Railway Association, I worked out the size by counting bricks, plus a bit of guesswork. These are the component pieces I ended up with:

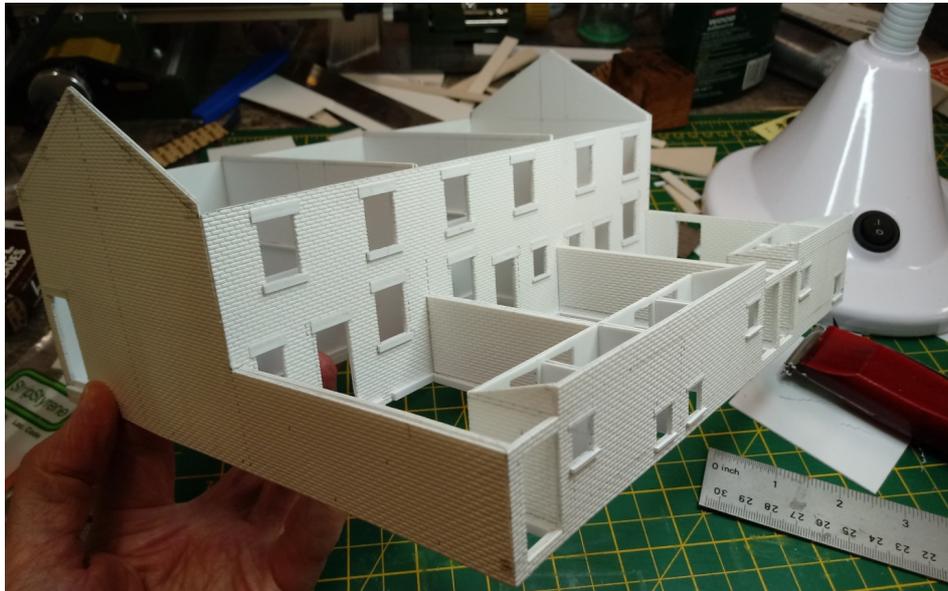


And, after quite a lot of work, this is currently (late March 2020) how far I've got, obviously still some way to go!

The main structure is South Eastern Finecast brick-embossed plasticard (which is about 20thou I think), laminated onto plain 30 thou to add a bit of strength. All laminations were done using double-sided tape to try and avoid/minimise any

tendency to warp. Cills, lintels and steps all use various sizes of plastic strip. In case you're wondering why the doors appear to be in mid-air, the model will be embedded in a 6mm foam underlay when installed on the layout.

Here is a view of the rear:



And a view from the top:



This shows the internal ledges that will support the floors. I intend to make the upper floor removable so that I can eventually add detail and lights to a small number of rooms, but that won't get done as part of the current build. The roof (with integral chimney stacks) will also be made removable. So, that's how far I've got – windows and doors next!

Tim Lewis

Great Eastern covered goods van

This is an 0 gauge model for my Tollesbury layout. The outside framed body is all plastikard apart from the tinplate roof.



The frames and buffer beams are made from brass channel and the W irons and axleboxes are whitemetal castings. Apart from the zillions of rivets/bolt heads on the body, the most challenging part were the buffers. I had bought some quite nice brass head/shanks and needed to make the buffer bodies. I started by making a mould for my injection moulding machine but had to overheat the plastic to get it to run into the tiny spaces in the mould and this left it brittle. I then made a form tool and turned them from brass on the lathe. These worked

well but drilling the 4 tiny holes for the buffer studs was a poser. I ended up using the rotary table in the milling machine with a 0.6mm diameter drill and managed to not break the drill. I temporarily soldered the buffer body to a piece of brass bar to hold it in the rotary table while it was being drilled:

When finished, I soldered the buffer bodies to the buffer beams and super glued 0.6mm brass wire into the holes and snipped the ends off.

As always with me, the painting and lettering proved tricky but with a bit of judicious weathering, I have hopefully got away with it! Now I just need a GE brake van.....





Nick Coppin

Engine house

For my Plastikard challenge, I decided to produce an 'O' gauge scale engine house which I needed for a layout.

The plastikard thicknesses I had ranged up to 1.75mm thick. So looking at the dimensions required for the engine house, I decided that I needed a plywood structure to give the building handling strength. Fortunately I had salvaged the plywood back plate from an old wardrobe many years ago, and the thickness of the plywood at 3mm suited my requirements.

I set about cutting out the plywood sections to the sizes needed, and then glued them together using contact adhesive.

The attached photo shows the plywood structure after gluing into shape.



With the plastikard additions to the outer areas of the plywood structure, I needed to decide whether to make the building with brick or stone blocks. To start with I did some experimental work, looking at the size of bricks at 7mm to a foot scale.

The number of bricks required for this size of building caused me to make a quick decision to forget bricks, and work on sand stone blocks or similar types of stone.

To create lines in the plastikard, I experimented with different tools and finally decided to use an hacksaw blade, using one end tooth. I shortened the blade and ground off all teeth, apart from three left at the end of the blade. This made the blade much easier to handle. The hacksaw blade was used to form the horizontal spacings for the stone blocks, and the vertical divisions between blocks were formed using a Stanley knife blade.

The plastikard sections, once the block work was marked on, were glued to the plywood with contact adhesive.

The six main window frames were formed in brass sheet (kindly given to me by a good friend).

The clear plastic (representing glass) glued to the back of the window frames, was cut from a plastic container acquired at Christmas. (Full of dates - fruit type!).

The roof covering representing slates was made from 0.25mm plastikard. Ridge tiles were formed from 0.5mm plastikard, with every other ridge tile having a Victorian style finish.



I am still working on the door design and hinge type, to complete the plastikard exercise.

One day, when we are able to escape from isolation, I will bring it to the delayed AGM, then afterwards complete the job of adding a colour finish.

Howard (Mainwaring)

War Dept. Light Railway – Class F wagon with field gun carrier cradle

Scale 16mm : 1 foot

Narrow gauge railways shipped a wide range of supplies to the front in WW1, and as the roads got churned up they also carried field guns closer to their forward positions. To do that, one of their solutions was to make a cradle system that hung over an existing wagon to provide channels for the field gun wheels, and ramps for loading.

The model underneath it all is a wagon kit from Swift Sixteen, with a bit of kitbash to customise.

Then the lighter grey parts are plasticard and styrene channels to create the cradle, brackets, channels and ramps.

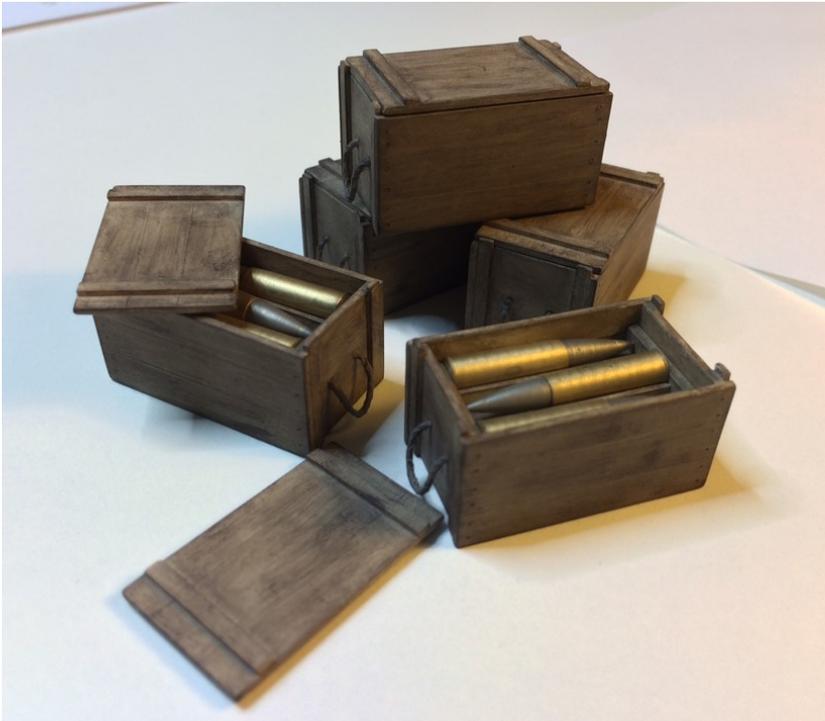


Originally I was going to have the cradle removable like the real thing, but it proved a bit fragile and fiddly for that, so it is now a permanent assembly and is much stronger as a result. The ramps are still removable, those hook onto small L sections at the end. Painting is acrylics, with extensive drybrushing in several shades of browns and greys plus a bit of metallic silver. I tried

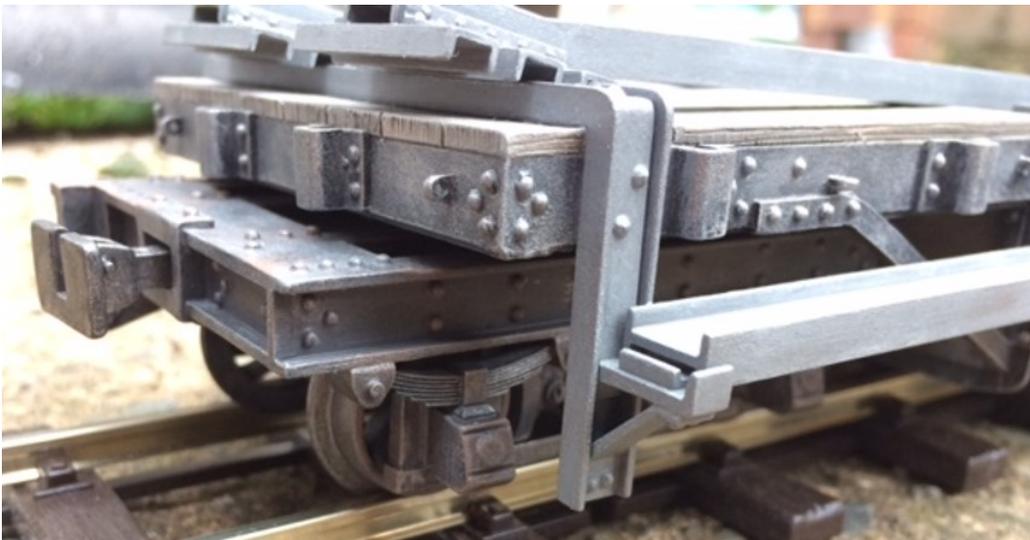


to get the cradle to be a slightly different shade so it deliberately looks like an add-on, though maybe it needs a bigger contrast in the colour as its still rather subtle.

3" artillery shell crates, for WW1 cargo.



The crates are made from plasticard with lines scored for planks, and dots for nails made with a pointy scribe. The rope handles is a bit of ship-rigging cord tied through, then superglue run into the fibres to make it stay in shape otherwise it straightens on its own and sticks out too much. 3 of them are just glued closed, and 2 have removable lids. The shells are bought ones from a military modelling supplier then re-worked to fit – they used to be 5" shells at 1:32 then I cut them down in length. So now they are 3" shells at 1:19 (16mm : 1 foot).



Tune in next month for another thrilling instalment – loading it with its cargo of a field gun and its accompanying horse-drawn limber (ammunition carriage). Horses not included! The

gun is another bashed kit, and the limber is being scratch built from plasticard, a few bits of brass, and a chopstick....

Andrew Vaughan

Engine shed



Work in progress on the engine shed for my layout. Actually its been like this for a couple of years and I intended to do more work on it for the Plasticard Challenge. The changing circumstances led to my finding other things to do rather than complete the shed! It is built on a wooden shell with corrugated plasticard on the outside. It is loosely based on the LSWR shed at Andover Junction which was covered in corrugated iron. There was an elevated clearstory type roof with louvres, and smoke hoods over the centre line of the tracks that vented through the chimneys. The side building houses the stores, office and engine-man's lobby.

Stephen Duffell

Other Projects 'On the Bench'

A Railcar on the cheap.

Some of you have already seen the G scale railcar that I have built. It was shown part completed as a project "on the bench" in 2019. It is now almost finished and this article is just a few notes on its construction. The successes and failures!

The roots of the project started in September 2017 at the garden railway show in Llanfair



Caereinion where I saw a couple of rather battered bogie coaches.

The two coaches looked as if they had a future on my garden railway. I saw them as being donors and to re-emerge having been sliced through the middle where each coach would make two 4 wheel coaches which would be more in keeping with the ethos of my garden railway. They were purchased.

They sat on the shelf in the lounge (yes, in the lounge) with my other displayed items for over 18 months. One day it occurred to me that with a bit of bodgery I could make a railcar out of one of them without too much work.



The conversion of the body wasn't too difficult. It involved cutting one compartment from one end of the coach then slicing this into sections and placing them back in a different order to form the front end of the railcar. I trimmed the top panels from the repositioned sections to make them look better. The roof was shortened to suit and a cab roof made from balsa wood and car body filler.



The bonnet had me thinking for a while as I wanted it like an old car bonnet with curves between the sides and top as well as a taper along its length. Then I had a eureka moment when I was in the garden one day – squareflow rainwater downpipe! The downpipe has nicely rounded corners and I just needed to cut 2 tapered sections from it to form what I was looking for. Join these together and an offcut of MDF for the radiator and we have the



basics of a bonnet. The front and side grills are small sections of 0 scale Slaters corrugated plastikard.



Motorising the railcar was a bit more challenging! Motor bogies in this scale can be rather expensive so I needed to come up with another method. In another project I used a small motor / gearbox unit from ebay (£2ish) which, with some gears and Delrin chain

could be linked to 2 axles on one of the bogies. The gears and chain are the most expensive part of the project other than the coach itself!

The railcar is battery operated with radio control. The receiver I had in stock, a speed controller from ebay for £3, batteries £4 and a second hand sound unit completes the construction.



The painting was a bit fiddly as the glazing is an integral part of the coach structure. This meant that I had to carefully paint around the window and door reveals. That is why the livery is green as the coach started out a metallic green and the darker (BR DMU) green easily covered it! Two brushed coats of green paint, transfers and a coat of satin varnish complete the job.

Was it a success? I think so with the only reservation being the motor and gearbox which is not very controllable but then we get what we pay for don't we? A small movement on the radio control gives full speed so a very gentle hand is required! That part will be revisited in the future. The sound unit could also be better. I'll be adding some small details as I get around to it.

Now for the 2 coach conversion of the remaining vehicle!!

Ian Payne.

All change in the loft.



Some of you have seen the N scale layout in my loft. This was a joint project by the late Derrick Rickers and myself which I transferred from his to my loft after Derrick died. It's a project Derrick never saw finished and still is not complete.



I decided that I need a change in the loft so the layout was advertised and has been sold. It is now residing in Bognor Regis Sussex having been shoehorned into a Saab 93 saloon – just!

What next you may well ask? Well I have been threatening an N scale North American layout for quite a while so I need to get the saw, screwdriver and glue out again for the board construction I suppose!

Ian Payne

16mm scale Talylyn Railway carriages.





The carriages are in primer, the underframes and roofs are finished. The cherry red paint arrived yesterday and I've sprayed a sample panel. It looks good so I'll press on and spray one carriage a day.

Phil Rowe

Derry Road

This is my abandoned Irish railway line; specifically the 'Derry Road' between Portadown and Londonderry. It is much lamented, having closed in 1965 and was held in the same high regard as the Somerset & Dorset, and the 'Port Road' from Dumfries to Stranraer. The rails in the road crossing are to the correct 21mm (5ft 3ins) gauge spacing, and the baseboard is around 5ft x 2ft in size. The effect of imprints left by lifted sleepers was made by using Peco underlay with granite ballast on top. See if you can spot the Chickens, Goat and outside loo!







Eric Challoner

"Keeping connected"

Over the last few months I have been working on both my own 1/32nd scale Talyllyn Railway model and the Newtown club's 7mm Bishop's Castle railway. Coupling our rolling stock is always a problem. Scale hooks and links are the only thing for complete realism, but difficult to manage in an exhibition environment, yet automatic coupling systems are always a compromise between realism and functionality. What is required is something that is unobtrusive, will function reliably, is robust enough to withstand the exhibition environment and can be operated - on the move - without knowing exactly where the uncoupling position is on the layout. Not many systems can fulfil those criteria.

Our 7mm standard gauge vehicles are fitted with the "Dingham" coupler, designed by the Skipton MRC and produced as an etched brass kit. It uses a conventional hook but has a latch at

one end of the vehicle and a loop at the other, uncoupling by means of a magnet buried in the ballast.



The narrow gauge wagons are fitted with a modified Spratt and Winkle which also has a pivoting latch over the top of the hook. The coupling hook engages with the bar under the adjacent wagon in the normal manner, but when drawn down by the magnet the latch will drop in to place over the hook and prevent the coupling from re-engaging when the magnet is released.



Trevor Hughes

Some gauge 1 stuff .

First photo is of a display plinth I've made. Glass case to follow made by AirFramed



Display plinth for my Gauge 1 loco



A gauge 1 wagon I made over a weekend and a bit together with an N gauge (2mm), 00 gauge (4mm) and the 10mm to the foot, gauge 1.



A close up of the detail on the wagon.
A brake van will be next.

Scott Stephenson

Thanks to all who contributed to this Newsletter. Would someone else like to edit the next one? Please? Pretty please?? It is a very satisfying thing to be doing.....

Nick Coppin 1st April 2020