Newport Model Railway Society

What we did in January to June 2018

Friday 29th June 2018

Ian Hall's Hornby Pullman Kitchen Second in BR(W) - All Metal Body

Hornby's Lancaster Bomber Bob Kemp's Bachmann Class 37 Diesel Loco, Ex Railroad Model Magazine

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Ian Hall's Hornby Pullman Kitchen Second in BR(W) - All Metal Body

Bob Kemp's Bachmann Class 37 Diesel Loco, Ex Railroad Model Magazine

Friday 22nd June 2018

Chris Hall's Lima's Class 37 Diesel Loco, Ex Railroad Model Magazine

Chris Hall's Lima's Class 37 Diesel Loco, Ex Railroad Model Magazine

The Great Hagfurthwell Junction Model Railway Club's Hornby Class 37 Diesel Loco, Ex Railroad Model Magazine

The Great Hagfurthwell Junction Model Railway Club's Hornby Class 37 Diesel Loco, Ex Railroad Model Magazine

Hornby's

TYS found some even younger enthusiasts to enthuse in the wonders of radio control.

And we finished the weekend with a visit to the NRM.

23rd March 2018

We haven't seen Rob Foot for a few weeks but this Friday he turned up with this delightful loco from Ramrow Models.

16th March 2018

Here we have the Antony Vait-but to see how they looked.

Of course overshots straight away said 'dragracer'.

Here's Paul Widger showing the influence of the time spent Down Under.

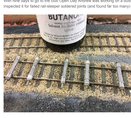
It difficult to cope up of the Arthur's though.

9th March 2018

There are usually interesting kits for sale on eBay, unfortunately not as long as you are careful. This is the first from a set acquired by 4E. They are LBSC coaches designed by Stroudley.

This put the other loco in the cab are from around the 1970's. As its scale 3½ 4½ it is 7-one of course.

4th March 2018



Well, today was meant to be the day of the Open Day but as you might have seen elsewhere we had to postpone the event due to Storm Emma. When we have a new date we'll update the 2018 Open Day page.

But life goes on and eagle-eyed readers will note that this week's picture has the track gauges in different positions from last week's. Happily this is because last week's exercise in gauge widening was successful and we now have a 16mm/foot track in the workshop.

The rectangular brass block at the bottom of the picture is a Roger Sandon's 'NHF' gauge, which is available (to members) from the Scalefour Society and is a boon for finding those tight spots.

25th February 2018

With one days to go to the club Open Day Andrew was working on a building for his Blake's Siding layout, we exhumed Lilo's fiddle yard and inspected it for failed rail-sleeper soldered joints (and found far too many)...

... we made an attempt at widening the track gauge on ABB at a spot where we found it to be underpowered and giving us some running problems at Monmouth ...

... and YTS was building a control unit to provide route indication on ABB's central panel.

Our hope is that the balance will soften the chairs enough such that when the gauge-widened gauges (denoted by the single, double or triple rings at the sleeper joints) are then removed after the chairs have re-hardened the tight spot will have disappeared. Tune in next week (or, better still, come to the Open Day) and see if Jack falls off the track(s) to see how successful we were.

18th February 2018

So after weeks of preparation we were off to the Monmouth Show with Abergavenny Blackbrook on Sunday. Well, we actually started on Saturday by taking the layout there, erecting and testing it. Not too much hard work for three of us. One of the cars is shown below, ready to depart. See more of the story of transporting and exiting the layout on the Moving ABB page. Here are some snaps from the show.

Half of the layout boards, stock and electrics loaded into my Golf estate.

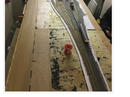
For posterity here is the first track measurement at an exhibition on ABB - a Standard Class 4 arrives loading at Mt Ash.

Workmans train for RGF Glascoed waiting to depart.

Another view showing more of the goods shed.

The expanse of bare boards is visible here.

The signals will be properly installed and operational soon.



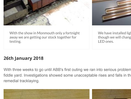
We pressed the layout ...

... in our normal format.

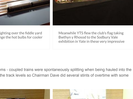
9th February 2018

One week until Abergavenny Blackbrook has its first outing to Monmouth next week (real week!) so test running, DCC decoder setting, wheel back-to-back checking, coupling adjusting, pick-up tweaking, short circuit locating and more test running were the order of the day. The coil of solder is testament to Chairman Dave's work in re-wiring the rebed section of track (see 28 Jan).

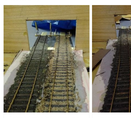
2nd February 2018



With the show in Monmouth only a fortnight away we are getting our stock together for testing.



We have installed lighting over the fiddle yard though we still change the hot bulbs for cooler LED ones.



Meanwhile YTS fires the club's flag taking Brother's Pleasure to the Dudley Site - exhibition to Yate in these very impressive

26th January 2018

With three weeks to go until ABB's first outing we ran into serious problems - coupled trains were spontaneously spitting when being hauled into the fiddle yard. Investigations showed some unacceptable rises and falls in the track levels as Chairman Dave did several stints of overtime with some remedial trackpacking.

The length of track to the right was not up to standard. It was just not a smooth gradient down into the fiddle yard. So it had to be

The site has been cleared. The ballast to the left was not for checking levels, rather it was used as efficient scoops for removing ballast. The

The track base was laid very carefully with much adjustment of packing underneath. The track is temporarily in place to check for

19th January 2018

Development of the scenics on ABB has started with the formation of the contours for the cutting that will form the scenic break. We have used expanded PVC foam on an 3mm MDF base, which will allow sections to be worked on away from the layout itself.

And then, after carving the foam the with a bread knife we get closer to the final contours.

With the front fascia in place framing the scenic work you get a good idea of what the finished effect will be.

Meanwhile following successful trials and emboldened by their success on Frecklemarr we have decided to standardise on Dingham couplings for A90 as Chairman Dave has been busy fabricating and fitting them to stock. And Rob is coming to the end of the marathon of assembling all the fiddle yard cassettes.

Here's the last of those cassettes.

Alastair has been working on the Tanat Valley loco for a while but its now very near the end just some details left to apply.

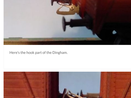
12th January 2018

All the ballasting on Abergavenny Blackbrook is now finished, though still needs to receive its final colouring. Meanwhile, YTS has got most of the electromagnets working from the control system so we can get on with testing operation of both the stock and the coupling system. We'll test stock with both Alex Jackson and Dingham couplings before making a final decision.

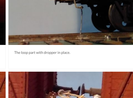
We had good attendance on Friday - 10 members altogether. (see was a rare treat

Abergavenny Blackbrook as at 12th Jan with the ballasting complete. A lot remains to be done before its first show.

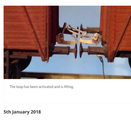
So we are trialing Dingham autocouplers for Abergavenny Blackbrook. We use this type of coupling on our 7mm layout Frecklemarr and are pleased with their performance. Like many uncoupling systems they can go out of adjustment and gauges are essential. Here are the initial assemblies in 4mm.



Here's the hook part of the Dingham.



The loop part with dropper in place.



The loop has been actuated and is lifting.

The loop falls back into place above the hook and able to slide free to uncouple.

5th January 2018

YTS has progressed with the installation of the control system on ABB for the coupling electro-magnets to a point where we were able start operational trials. The control system worked fine but unfortunately the magnets did not provide enough oomph to move the Alex Jackson coupling on LBH's wagons reliably. So further work is required and ABB's first outing in mid-February is bad approaching.

Post-script 9th January By modifying the Alex Jackson couplings slightly, adding some soft iron wire (with its superior magnetic properties) YTS demonstrated that the magnets would be powerful to operate them.