



THE NORTH STAR CHRONICLES – an occasional newsletter for the model railway fraternity

Volume 1 no 7 – July 2013

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Editorial

I had hoped to include a report on the PE Convention in this edition but the individual charged with the writing thereof has obviously been spending too much time on surfing or riding his Harley Davidson or some other girlie pursuit. Then I was going to ask someone else to take over the mantle of scribe but Vol 51 no 2 of SA Rail has a feature on the Convention which was based on Lionel Penning's report in the Railway Modellers Information Group (RMIG) newsletter published monthly. Anyone who wants more information on the PE Convention should contact Lionel.

Gresley Pacifics

While on my trip to the UK in April I took the Heathrow Express into London and about half way along the track to Paddington we passed a Gresley A4 Pacific parked on an adjacent track. Did I see that or did I make it up I asked myself? It was real – confirmed on the return trip to Heathrow – a blue Gresley A4 Pacific! Owing to the speed the Heathrow Express was travelling it was not possible to identify the loco. There are only 6 of the original 35 remaining of which only 3 are operational and approved for mainline use. Only two are painted LNER blue so it had to be 'Bittern' or 'Sir Nigel Gresley'. The latter is based on the North Yorkshire Moors Railway and the former at Southall so it was probably 'Bittern' (LNER 4464) that I saw.

Two days later I was in York at the National Railway Museum in the company of former DMR member Rob Shirley and there were two more A4s in residence. 'Mallard' (4468) had been joined by 'Dwight D Eisenhower' (4496) so in three days I was lucky enough to view half of the preserved Gresley A4 Pacifics!

The 3rd July is the 75th anniversary of 'Mallard' setting the world steam record of 126mph on Stoke Bank. To mark the occasion a reunion of all the preserved A4s will take place at York.



'Dwight D Eisenhower' (above right) and 'Dominion of Canada' have been temporarily repatriated from the US and Canada respectively for the occasion.

<http://www.nrm.org.uk/076745FB-1ABD-46E2-BD5C-7C4750AD0626/FinalDownload/DownloadId-C6F92334F773888865D15DCD75C7A157/076745FB-1ABD-46E2-BD5C-7C4750AD0626/~media/Files/NRM/PDF/resourcepacks/Mallard%2075%20Resource%20Pack%20June%202013.pdf> or simply Google A4 reunion.

(Oh to be in York now that July is here!

Also at York is A3 'Flying Scotsman' which I had last seen in 2004. And what a sad sight! What have they done to this lovely loco?

October 2004

April 2013



Bought for £2.3m in 2004 by the National Railway Museum to prevent the loco from leaving the UK permanently, attempts to date to restore 4472 to running order have been a failure and the board of the NMR has now decided to outsource the restoration function. It is unlikely 'Flying Scotsman' will be seen in running condition before 2015. Those interested should refer to:

<http://www.nrm.org.uk/AboutUs/PressOffice/PressReleases/2013/March/FCP%20Report%20Final%208%20March.aspx>.

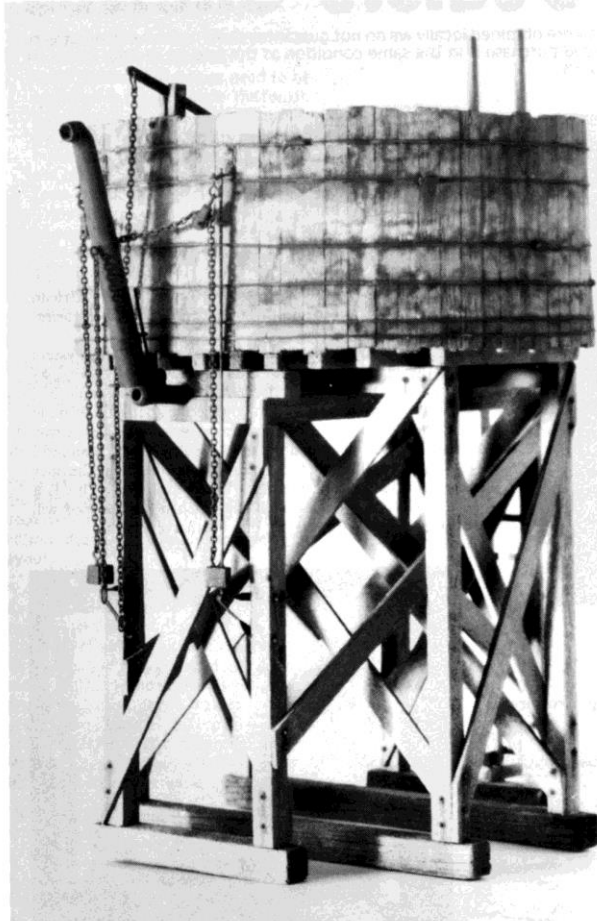
One final observation on the NMR – this is a world class facility and visitors of whom there are over 700000 per annum could spend days there. As I commented in NSC no 4 there are boxes and boxes of items which are not properly displayed owing to space constraints. Perhaps consideration ought to be given to splitting the displays leaving the big stuff at York but moving the smaller displays to a different location?

Camp 8 Water Tower

In the middle eighties the South African Railway Modeling Scene was published for a relatively short time and then folded. John van Vledder contributed a number of articles on railway modeling and in testament to his skills the results show no signs of dating and some are reproduced here. Thank you John.

CAMP EIGHT WATER TOWER

By John van Vledder
Photos by the author



Kappler milled siding to the inside diameter of the tank. This was to be the planked bottom of the tank. I didn't bother with individual planks, as the underside of the tank will never be seen. The fact that the side planking projected slightly below the bottom planks helped in the next phase. Using my trusty old white glue, I found that the side planking became self-aligning after the initial half dozen were installed, the edge glueing of the planks doing the trick. It is also quite remarkable how accurate the human eye can be.

The next problem was the cross bracing of the support stand under the tank. Being a draughtsman, I found that the plans were obviously wrong, as bracing members in two planes couldn't occupy the same space where they meet. This meant a lot of fiddling as I positioned the braces, but eventually it all worked out. (Phew!)

The waterspout proved me to be a true scratch builder. I took measurements of it to "my local hobby shop", and surprisingly found a cast metal spout in 'HO' scale which was as close as one could get to the 'O' scale one I needed - price R6,75.

But I found myself baulking at the idea of using it. The price didn't worry me, it was just that I didn't like the idea that it would not be my own work. So, cursing my integrity, I cast around for ideas on how to construct it. The solution again was so simple and easy, and convinced me again that the difficulties of scratch building are all in the mind. To make the spout, I took a length of wood dowel, tapered it with a file and sandpaper to the correct dimensions, carefully measured the skew cuts for the crank and after cutting and sanding, glued it up. Hey, that looked good! Careful work with a drill hollowed out the ends, and after the bands were added, paint and powdered chalks completed it.

The construction of the pulleys was a bit finicky, but by making it into a mini-project, give me much satisfaction. Basically a strip was cut out of styrene, a short length chopped off to make a square, the corners then cropped, and then careful work with a file produced a round disc of the correct size. As the actual size is about 2,5mm, the major problem was to avoid filing too much off my fingers as I held it. The next step is to groove the blank with a triangular file and then drill it for the axle pin. The fact that I spent so much time on my knees during this time was not that I was praying for patience, but merely trying to locate the damn things on the carpet.

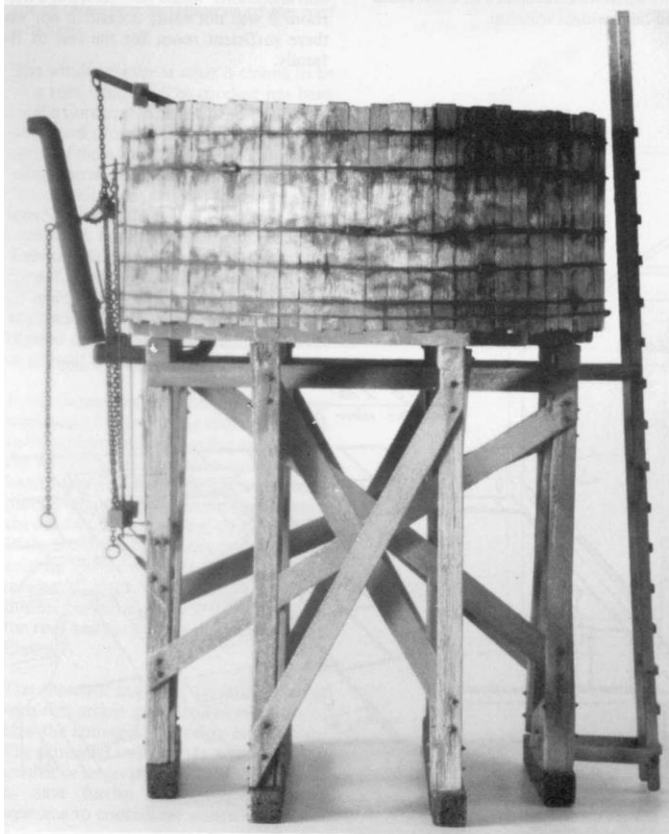
The final weathering, which draws many approving comments, is in all honesty largely accidental. I had some trouble with the thread for the tank bands stretching and so standing proud of planking, and in my endeavours to

One of the first comments from people who hear I model in 'O' scale is "but it's so large". True, the scale of 1/4" to the foot (1:48) is large, but the models I build are of tiny prototypes, which abound on the narrow gauge lines I love so much. My "Angelina" station building, without the surrounding platform, measures 84mm x 90mm x 107mm high over the smokestack. The subject of this article measures 91mm diameter x 151mm high over the ladder. I thus have the decided advantage of modelling to a scale which is undoubtedly impressive, but which takes up no more physical space than 'HO' scale. It also relieves my poor old eyes of some strain!

I came upon the plans for Camp Eight water tank on page 159 of "Westside-Narrow Gauge in the Sierra" by Mallory Hope Ferrell, and immediately decided that I just

had to have a model of it. Close study of the photographs accompanying the plan urged me on, so without any delay I started construction. Some 12 months later, after I had used at least 4 different construction techniques, I made the momentous decision to call a halt to the mental building of the previous year and start the actual model! (This by the way is my usual procedure. I try to iron out all the problems before I start construction).

The model was reasonably simple to construct, there being only three problem areas. The tank gave me many headaches as I pondered on how to support the planking. I thought of formers, cylinders of styrene or cardboard, temporary jigs etc., and yet once I had rejected all of these I found the assembly so simple that I kicked myself for those wasted months. I cut a disc out of



glue it down with a spray of micro coat matt varnish, I grossly oversprayed, and the varnish dried all whitish, which looks perfectly like calcium stains on the wood. (Tip – leave the final trimming of the tank band threads to the end). Powdered chalk rust staining completed the model. Construction time was approximately 100 hours, but remember I do phaff around a lot, and I am not a fast builder. In my next article I will discuss construction of my gallows frame turntable.

In closing, I would like to urge you readers to come out of your shells and share your modelling with us. We desperately need more articles if this venture is to continue, and I can promise you that the thrill of seeing your own work published will give you a glow for months.



Railway Modelling Scene-July/Aug 85

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And the result in glorious technicolour!



Gauge 1 Association

The June edition of the NSC featured the 16mm Society. This edition features another large(r) scale (well relative to HO) - Gauge 1. The qualification originates from the use of a wider track gauge (45mm albeit some 16mm scale modelers also use 45mm track) but the scale is smaller approximately 10mm to the foot -1/32 so we have an anomaly – generally wider track than 16mm scale (normally 32mm) but of course because of the smaller scale generally also smaller models. All very confusing!

History of Gauge 1

By way of background a synopsis of the history of the Gauge One Association follows. The source is the Gauge One website (www.gaugeone.org) and our thanks go to the Association for permission to use this material.

In the earliest and chaotic days of model railways, many scales and gauges were tried. However, some order was established in the first decade of the last century when Gauges 1, 2, 3 & 4 were agreed upon. Gauge One was the smallest gauge commonly available and featured a track gauge (the distance between the inside surfaces of the running rails) of 1¾ inches. Up to the early 1920's Gauge One was the Premier Gauge but its supremacy declined during the 1920's and 30's as first Gauge 0 and then later Gauge 00 and H0 gained in popularity. By the late 1940's Gauge One was very nearly extinct with little or nothing available commercially and only a few stalwarts still working in this format. However these few enthusiasts were determined to keep this neglected scale and gauge alive and so the Gauge One Model Railway Association was formed in 1947. During the 1950's and 60's the Association gained interest and membership and it is probably during this time that the Association's reputation as a particularly sociable and co-operative band of enthusiasts was earned. Membership rose sharply during the 70's and early 80's as firstly, commercial live-steam locomotives and self-build kits became available from the Aster company of Japan and secondly, simple self-assemble flexible track and turnouts were introduced as part of the "Tenmille" range.

Today membership stands at well over 2200 members, the majority located in the United Kingdom, but Europe, North America and Australia are well represented too.

What is Gauge One?

The basic premise for Gauge One is a track gauge of 1¾ inches which equates to 44.45mm, generally referred to as 45mm. The Association caters for all scales using the 45mm track gauge; the most usual for models of standard gauge locomotives & rolling stock being close to 1:30 full size (10mm/foot) or the slightly smaller 1:32 full size (3/8th"/foot, 9.5mm/foot) which offers a more correct scale-to-gauge ratio. For example, the Aster range of locomotives is generally built to 1:32 scale and many suppliers offer rolling stock items to suit both scales. Happily the two are generally compatible, although, as the UK prototype loading gauge is very restrictive by international standards. Some Continental & American locomotives, even if modelled to 1:32 scale, may exceed the G1MRA standard clearances for UK prototypes in 1:30 scale.

As with many modelling sizes, Gauge One has variants to help those who like to model certain locomotives or different countries' practice. 45mm gauge is also very appropriate for the modelling of narrow gauge prototypes of 3' 6" or meter gauge (1:24 & 1:22.5 full size respectively) and the use of 1:20.3 scale is very popular in the USA for models of their 3' gauge systems. If you build a layout for these larger scales, or even if you are following Continental or USA practice, then you must build in appropriate clearances. Models of narrow gauge prototypes will not generally be able to run on layouts with standard gauge clearances.

Having established the Gauge and the Scale, the only other consideration is the Standard to which track, locos and rolling stock are built. The Gauge One Model Railway Association currently has three recommended Standards. First there is Standard Scale which is almost universally followed by the membership and is particularly suitable for outdoor use. There is also a Fine Scale which more accurately represents the tolerances of the full size railway. Another interesting recent development is that of ScaleOne32 which has been developed for members specifically interested in fine scale 1:32nd modelling, utilising prototypical wheel profiles and scale trackwork. By the way, don't be misled into thinking that the coarse track and "Steam Roller" wheels of the early part of the last century are anything to do with Standard Scale, because they are not!

Not Just Steam.....

There is little doubt that a Gauge One Model Railway is the perfect place to run live-steam scenic models. Most locos are fuelled by methylated (meths) spirits, but coal is practicable and impressive and butane gas firing has a strong following too. The sheer pleasure of running a loco that really resembles its full size brother is a thrill that cannot be described, but has to be experienced! It is not just the running of course, the preparation, maintenance and performance improvement adds to the fascination.

The best place for a Live Steam Gauge One Model Railway is undoubtedly the Garden. Layouts can be as simple or complex as the builder wishes or can afford. Simple single track arrangements give much pleasure and fellow members in your locality are always happy to advise the novice and maybe lend a hand with the construction and maintenance. But don't think that it's just live steam; electric propulsion is popular in two rail, stud-contact and on-board rechargeable battery formats. Electric operation is gaining interest for indoor exhibition running, with a number of layouts being developed.

Many early models used clockwork mechanisms and these are occasionally given an airing at Association meetings. Indeed, the Vintage Tinplate Group is a thriving section of the Association.

Even real Diesel-Hydraulic and Diesel-Electric locomotives have been built and successfully run, although Modern Image enthusiasts mostly prefer to use electric power for their models. Radio Control of locomotives has a following both in Live Steam and Battery powered models.

The Association first published the famous "Project" Book more than 25 years ago. The latest updated edition is available to members at a special price. The book is

particularly useful for those with access to a lathe and basic workshop equipment, since it takes the novice through every step in the construction of a simple Gauge One Live Steam MR/LMS Class 4F 0-6-0 Tender loco. The "Project" concept is easily adapted to other prototypes.

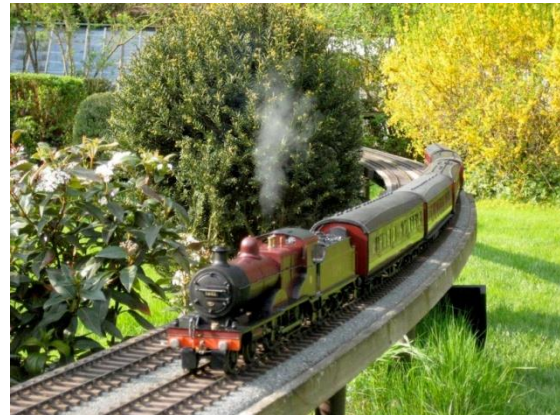
Trade Support

Not so many years ago the only components available to the Gauge One Modeller were those sold by the Association. Today the picture is quite different. Kits for locomotives, carriages, wagons and vans, track work, buildings and components of every kind are available from a profusion of Suppliers. It is particularly gratifying to see more Modern Image equipment in the form of Etched Nickel-Silver kits coming onto the market, for this will hopefully encourage younger members who do not have the fond memories of the Great Days of Steam. It has to be said that not every little item can be bought "off the shelf" to make an instant model railway, although it is possible to commission models from a number of professional builders, albeit at a price. Many active members make their own models, or acquire new items by exchange with fellow members and use Trade supplies perhaps to kit-build some wagons or vans.

Anglia Roads – Portable Layout of the East Anglian Group of G1MRA at National Garden Railway Show 2013



Sweeping Curves and high speed running – Gauge 1 at its best!



Finally two subjects primarily of interest to the KZN modeling fraternity:

Centenary of the Durban Society of Model Engineers

Many happy returns to DSME on reaching this significant milestone!

And Wings Wheels and Whistles in August – Don't miss this major event in the hobbies calendar in KZN

IMPORTANT NOTICE!

WINGS, WHEELS AND WHISTLES

**An Exhibition of hobbies that will
fascinate you and your Folks!**

Including:

**Model Engineering, Model Trains, Cars, Boats, and
Planes, Wood turners, Miniature Cannons, Lace
Making, and others.**

**On Saturday 3rd August and
Sunday 4th August 2013
10am to 4pm**



**At the Pietermaritzburg
Model Engineering Society,
78 Rudling Rd, Bisley, Pietermaritzburg.
Martin Hampton 083 338 3149
Andries Keyser 082 557 2119**

Train rides will cost R6

ENTRANCE IS R6!

Refreshments will be on sale.