

The Gn15 Tome

Issue: 1

June 06

Ed's note

It is with great pleasure that I welcome you to the first edition of 'The Gn15 Tome'. In case you're wondering, 'tome' means one of many, and I hope this will indeed be one issue of many.

George Hims

The Layout In Focus

The first layout in focus is The Halfpint Tramway, constructed by Bob ('Dawg'). For more information on Bob's other layouts, visit his website: <http://dawgstrainhouse.com/>

He writes:

"The Halfpint Tramway' is a micro layout for showing at the local model train shows, and is 2'x 4'. Small enough to transport to the shows, but yet large enough show what can be done in 1/2" scale. The sub-base is ceiling tiles stacked on top of each other. The track work is hand laid code #83 rail on hand cut basswood ties, with 9" radius. The shop building, outhouse, A-frame and trestle were scratch-built as well. The shop building has a removable roof to show the detailed workbench. Layout is accented with Ozark Miniatures, Schomberg, and Pola detail parts. There is a lot junk lying around the shop including an old junk Model" A" and an old Harley, and tools everywhere."

Bob has kindly included the latest photo:



A Carriage Shed for Easter Works

My Easter Works layout calls for a large viewblock on the left hand side to disguise the off-stage operations. Rather than use a proscenium arch and blank non-scenic area to cover the fiddle yard I decided to build a carriage shed. This structure is open at the rear left hand end so that I can gain access to it from the fiddle yard to load/unload deliveries and work the shed (more of that later). Use of a shed to hide the fiddle yard on a micro layout means all of the space, and there's not much of it, is all used as part of the scenic area of the layout.

The shed is built in situ to fit the available space. The roof structure is cut down from a Hornby loco shed for strength and the walls are thin plywood glued to the Hornby shed walls, full length at the front but shorter at the back to give access. Woodwork around the door frame is made up from lollipop sticks picked up off the pavement outside my house. Inside the shed there is a lining on the lower half of the walls, below the Hornby shed, made of the thick plastic sheet that estate agents' signs are made from. If you see one of these signs lying around it will provide a good source of strong lightweight modelling material. The top half of the interior walls is lined with card from a cornflake box.

The structure is firmly glued to the baseboard and then ground cover (sand) is built up around and inside for extra strength. The doors will be fixed in an open position to help hide trains in the fiddle yard behind the shed and will be made up board by board from McDonalds coffee stirrers.

External cladding of the shed is made of business cards which have been corrugated using a rolling machine available from "The Works" remaindered bookshop chain and then spray painted for the initial colour before being weathered and rusted. The roof ridge has "lead flashing" made from paper to cover the joins between the corrugated sheets.

Working the shed, referred to earlier, entails a man on the end of a piece of rail to "walk" onto the traverser pulling or pushing rolling stock destined for the carriage shed or the main works opposite. This is because there is no loco shunting on the siding due to the short length of the traverser only allowing one item of rolling stock to use it at once. Light engines can access the carriage shed or main building as the tracks are wired, but rolling stock needs to be pushed by hand. The man who pushes the rolling stock has a length of rail inserted into a hole in his foot and lower leg, something like a "Subbuteo" goalkeeper on his stick. This rail is hidden behind the front wall of the works upon which he leans when not gainfully employed. The man is operated by hand from within the carriage shed and hopefully this subterfuge will not be too obvious to viewers.

Bob Hughes
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Another New Layout Under Construction!

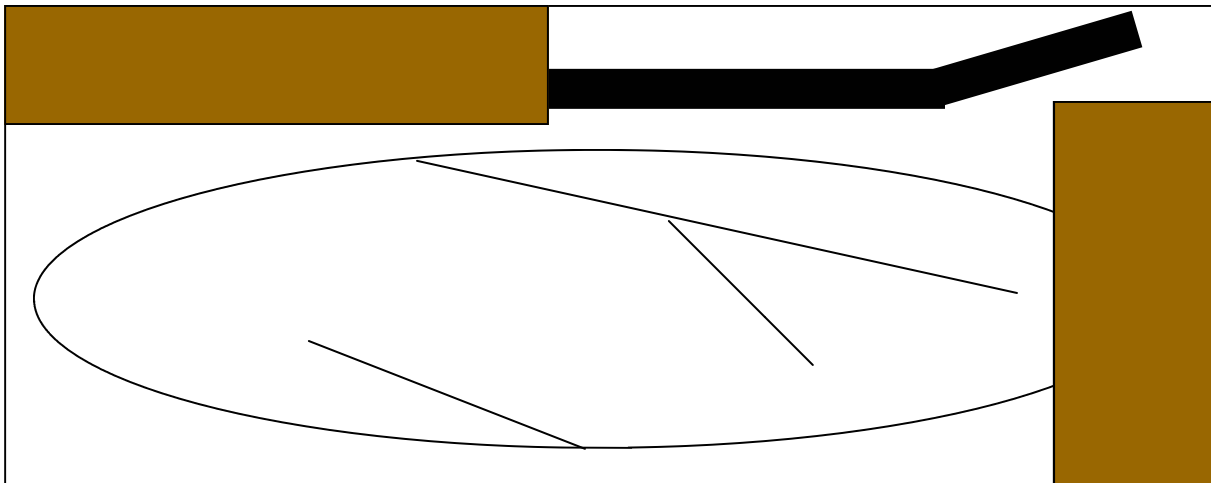
As most Gnutters will know, I have a terrible time finishing layouts, however, in view of recent events I decided to make one I'd actually finish! I recently joined the Warley Model Railway Club, famous for its big exhibition every December, and when I joined I was given the opportunity to enter a layout.

At first, I opted for a 45mm gauge pizza layout, with some G_n15 in the middle. When I'd built the two baseboards, they just didn't match up to each other (my poor woodworking skills) and the curves needed for the pizza were now being used in the garden.

Then I was doing some maths at school, and one of the problems was '7 tones of used banknotes are tipped into landfill sites at Tilbury every day' or something along those lines. This got me thinking with the money idea, and I then decided to do a bank, or bullion depository. Rather than a large Fort Knox type structure, I've chosen to go for a typical Wild West fort. At the rear, there will be a short stretch of 45mm track. There will be no operating locos, but a box car will be parked half poking out of an exchange shed. Then I shall spoon the banknotes/gold bullion into wagons on the G_n15 line, before they are taken to the stronghold.

So what will make this a typical Wild Western fort? Well, the fences surrounding the compound will be pieces of dowel, glue vertically into fences. The ground cover will be sand, and there will be features you'd associate with the West, like a Playmobil stage-coach (I think a scratchbuilt one would be a big challenge!).

This is as far as I have got at the moment, but I hope that putting it in here will give me the kick I need to finish something!
Here's the track plan (overall size is 4ft x 2ft):



George Hims

Exhibiting Micros

Prompted by a question asked by me (via PM), Ian gave me his views on exhibiting 'Purespring Watercress', which as I'm sure you're all aware, has just one point.

Micros certainly need something extra when it come to exhibiting them. Otherwise people will just glance at them and move on. Moving features are best like an operating crane or something. That gets their attention then they'll stick around a while and take in all the other details. Like Puresprings fully detailed workshop. I sometimes wish I'd had an operating feature on Purespring. But then again I spent so much time talking I would barely had any time to operate it. As it was my wife spent a lot of time running the trains while I talked to people.

I had a huge advantage in that Americans hadn't generally seen micros, unless they knew Carl Arendts website (www.carendt.us). Then also all the women loved my cute accent too.

You aren't going to get everyone to stop and look at your layouts. Those that don't syop that's their hard luck those who do, well you have to make it worth their while. With features details and being able to talk to them about the subject of your models.

Ian Holmes
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Quiz

Think you know your *Ursula* from your *Effie*? Take the quiz to find out!

1. What year was Sir Arthur born?
2. What year did Sir Arthur die?
3. Besides building experimental railways, what was another of Sir Arthur's 'hobbies'?
4. What year was *Effie* completed?
5. What was special about *Ella*?
6. What freight did the railway at Eaton Hall haul?
7. What was the diameter (in inches) of *Katie*'s cylinders?
8. What year was Arthur Heywood's book 'Minimum Gauge Railways' first published?

Answers:

1. 1849.
2. 1916.
3. Bell ringing.
4. 1875.
5. It was the first locomotive built with radiating axles.
6. Coal, Timber and Bricks
- 7.
8. 1881.

1-4: Terrible, call yourself a minimum gauge modeler?!

5-7: Not bad, but could be better.

8-9: Very good, you certainly know your stuff.

10: You must've cheated!

Thanks

I'd like to thanks all those that have contributed to this issue - I couldn't have done it without you!

If you'd like to write an article for next month (deadline is the 25th), then please contact me at georgehims@hotmail.com for more details.