The Gn15 Tome

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Photo Courtesy Michik

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Editorial

This is the third issue of the Tome, and as we head into the new year there are a number of new initiatives that have captured the imaginations of the members of the forum. This is very encouraging because what it says to me is that creativity is on the up and up.

There is the 2007 paper product challenge, this has caused a lot of thinking and experimentation that bodes well for the coming year. Already there has been a layout completed by none other than one of the founding members of the gn15 movement Steve Bennett. This small layout has already given rise to some critical thinking about what we look at when we start to really see what we are doing .
The simple act of moving a figure from here to there can change our perceptions of the model and our focus. This is not new to most of you who have been thinking about these issues for some time now. For those that are just starting out now however regardless of age, it is a bit of a revelation.

Following up on the heels of the challenge is all the experimenting with Papier Mache. This is bound to add to the well of Knowledge for everyone's benefit.

I would wager that there are a fairly large number of armchair model railway builders that follow the model press and are often paralyzed by what they feel are standards that they could not possibly meet. It is particularly those people that we need to reach out to. Gn15 affords the best way to get involved without being looked down upon, because the rules are simple!
1 Have fun
2 Have more fun
3 If you are not having fun this is the wrong hobby.

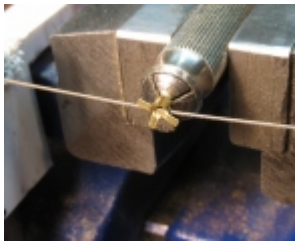
Ed.

A simple way to make hand wheels

The hand-wheels on Mercury were made using some simple methods that are readily available to most modelers using the common tools found in most toolboxes.

Step 1 Choose the diameter of tube to suit your needs this example is using a .062” (1.57mm) diameter tube. The tube is cut across the end twice at right angles to each other, I used the pin chuck as a guide.

Step 2 after the tube is cut turn it upside down while still in the pin chuck and flatten out the four sections. File the edges into a circle you can use a circle guide or the brass ring that will be used as the outside part of the handle.



Step 3 the end is now cut off to the length of the central hub in this case about .043” (1.1mm). A jewelers saw was used for this but a small junior saw or razor saw would also do the job.

Step 4 the pieces are now ready to be soldered up. A simple way to hold them is to drill a hole in a scrap of hardwood, I used a scrap of maple for this but any fine grained hardwood could be used. The stem tube was inserted into the hole and the crossed piece and the ring set in place. Some small pieces of solder are flattened and placed with tweezers at each joint.

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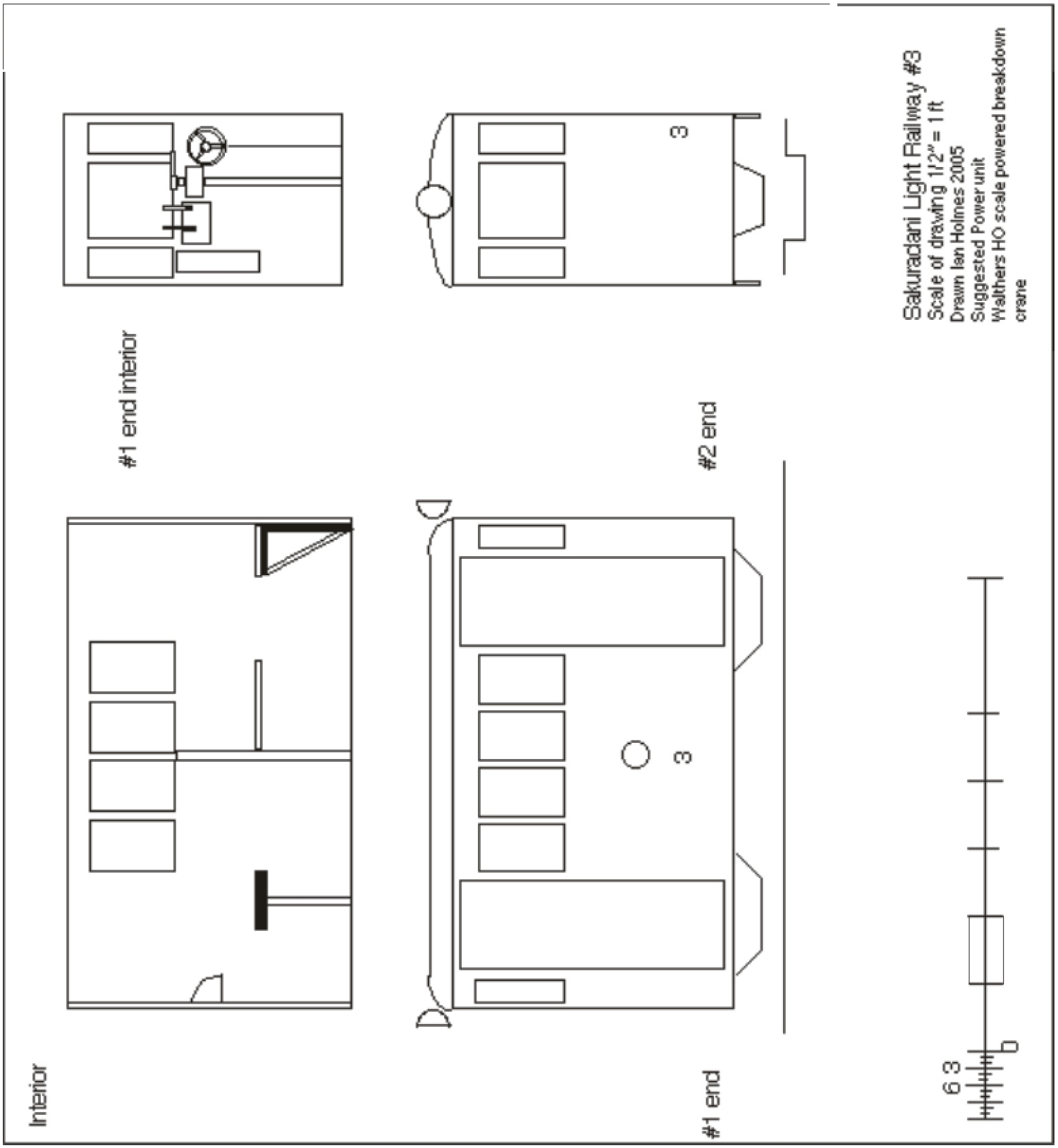
The Prints Page

Some more cartons
courtesy Steve bennett

A printy of cartons of Gn oil to keep the wheels of all those locos turning smoothly

The Drawings Page



This months feature Locomotive

I am sure that many of you will recognize this lister, these photographs courtesy of Steve Bennett

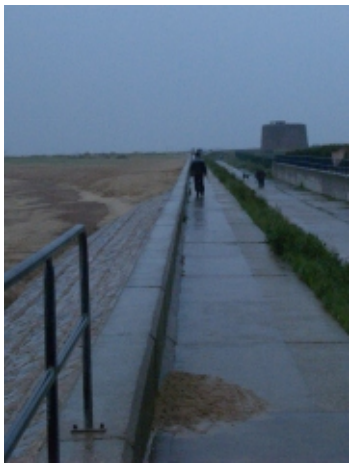
So you want to build a layout

Some sage advice from Andy Anderson

For me, realistic operation is at the heart of building a believable layout, rather than just a diorama. My wife, Sue, and I normally work out the story behind the layout, and hence the operational concept, before starting on anything else. The problem with real operation, however, is that most of it is quite boring: the loco picks up a tipper of clay from the pit, tips it and brings the empty back to the pit. At Hayling, a passenger-carrying railway with a purpose, a loco plus two coaches arrive, the loco runs round, and drives off again. Fun for twenty minutes, but how does one make it worthwhile running the layout occasionally at home.
An example is Jaywick, in Essex, which used once to have a miniature railway. The holiday chalet once owned by Sue's aunt is under threat, so we travelled over there to take photos. It seemed quite natural, sitting in the bar of the Sheldrake,

Photo credits Andy Anderson

Looking east along the sea defences to the Martello Tower, the route of 'our railway' out to Martello Beach and St Osyth



, to be thinking about a layout. All the scenic features were there, it was just a case of making the operation interesting. The whole layout was essentially two run-round loops and a headshunt. But that's as it was, not in the land of Gn15. Once the railway had gone, there were at least two attempts to revive it and the last (within memory of some of those in the bar) might eventually have gone as far as St Osyth Beach, a massive caravan site with on-site facilities. Well, there's no direct road between Jaywick and St Osyth, so here was an opportunity to add freight traffic to the concept. In New York, I had watched early in the morning as large consignments brought in by truck were split and mixed into the day's order for an individual restaurant suppose something similar happened at Jaywick, the results being loaded onto a train to St Osyth?

The basic operation would to use two loco's. A passenger train arrives with the empties at the rear. These are cut off, the loco runs round, picks up the full wagons at the rear and pootles off. The second loco scurries around, selecting wagons to go to the loading dock and making up the new load to go out on the next train. The first and last passenger trains of the day are longer, and the last one contains the post van, with a letter-box, so that those staying at St Osyth can send their postcards late in the evening. The logistics of allocating the wagons could be as simple or as complex as necessary, essentially turning the thing into an Inglenook with a real purpose.
The freight assignment mechanism could be a simple or as complex as required. At its simplest, three wagons are randomly attached to the back of the train, each with a specific destination spot, and the three already in place must be assembled in another, randomly generated, order. At its most complex, beer for the Sailor-Boy pub arrives morning and evening, newspapers and dairy goods in the morning, non-perishables later in the day and so on. Each day there are different quantities both arriving and required in the different shops' orders (one discrete wagon each), the trick being to get everything onto St Osyth-bound trains with as little sitting around at Jaywick as possible. We don't need to know that in order to work out what stock will be required, which in turn will determine the precise dimensions of the layout but that story will keep for a later issue.

To be continued Andy Anderson

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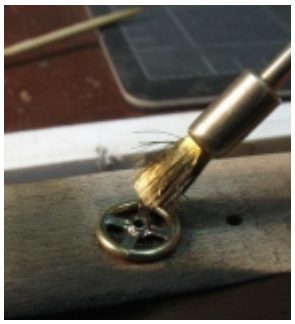
Step 5 the soldering was done with a small propane torch, after the solder had cooled the wheel was cleaned up with brass wire brushes.



The finished wheel is now ready to mount onto Mercury.

Text and photographs by Michael Mott