

The Gn15 Tome

Issue 6

The Creative Scale

May 2007



Wagon at Cradleigh
Michael Mott

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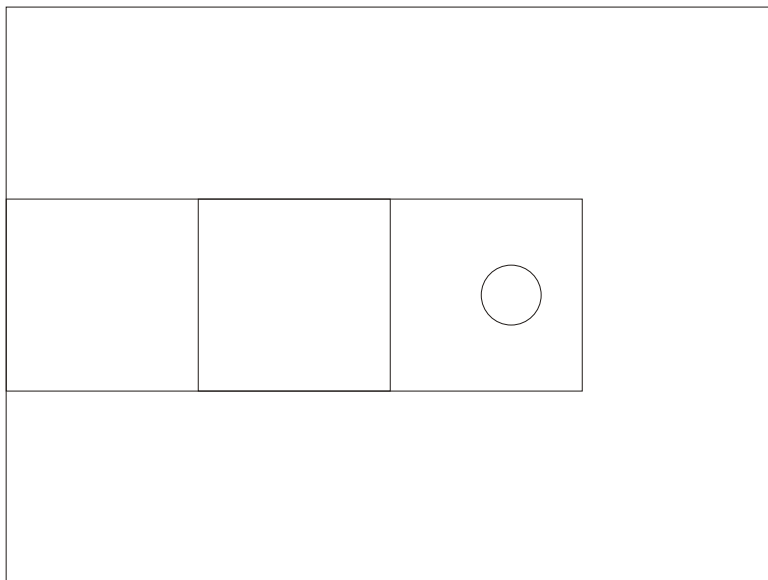
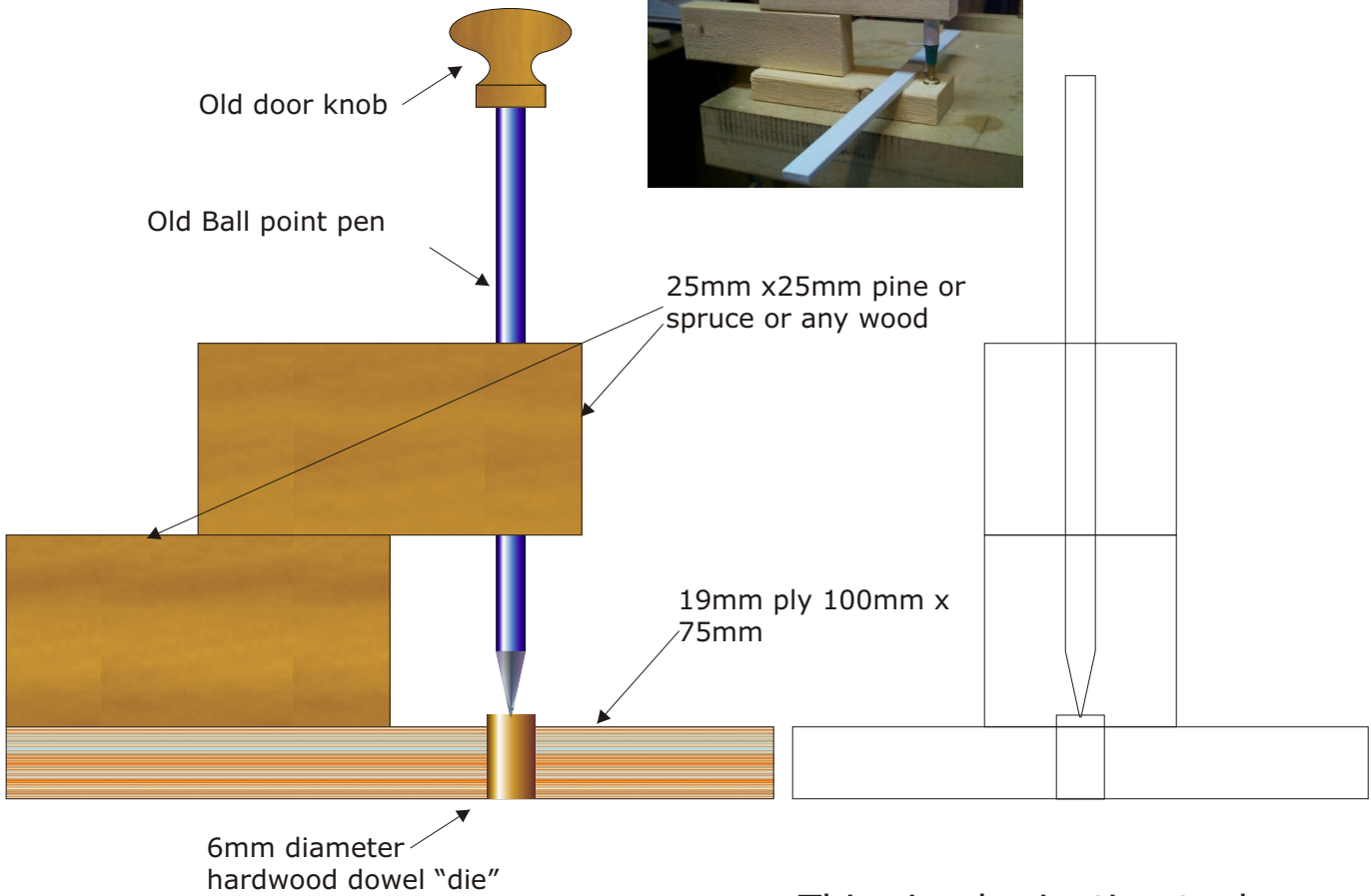
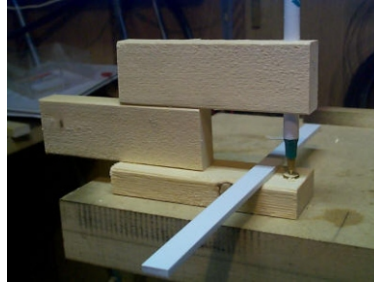
Armoured Trains part 2

Editorial

April has come and gone, spring cleaning going on everywhere indoor activities giving way to outdoor ventures. The larger scale of Gn15 1:22 to 1:22.5 has enough mass to be possible outdoors for our June issue it would be great to feature any attempts to work outdoors. It has generally been accepted that O gauge is the smallest gauge for outdoor operations, The 16mm models are only a fraction larger in scale than the 12.5mm or 1:24 scale models. When I look at the 1:1 15 inch gauge locomotives and track at the tourist railways around the country I am struck by the seemingly large scale of the rails in proportion to the gauge. I would seem to me that the scale of the rails on many of our models are in fact a little undersized. It would be good to see some comparative sections of the sizes of rail at the various venues and the sizes of the rails that we use in our models, this is not a criticism of how the 16.5 mm track is generally used most of it being off the shelf and buried or hand laid on copper-clad sleepers (ties). Even code 125 seems a bit small, when looking a photographs of the real thing.

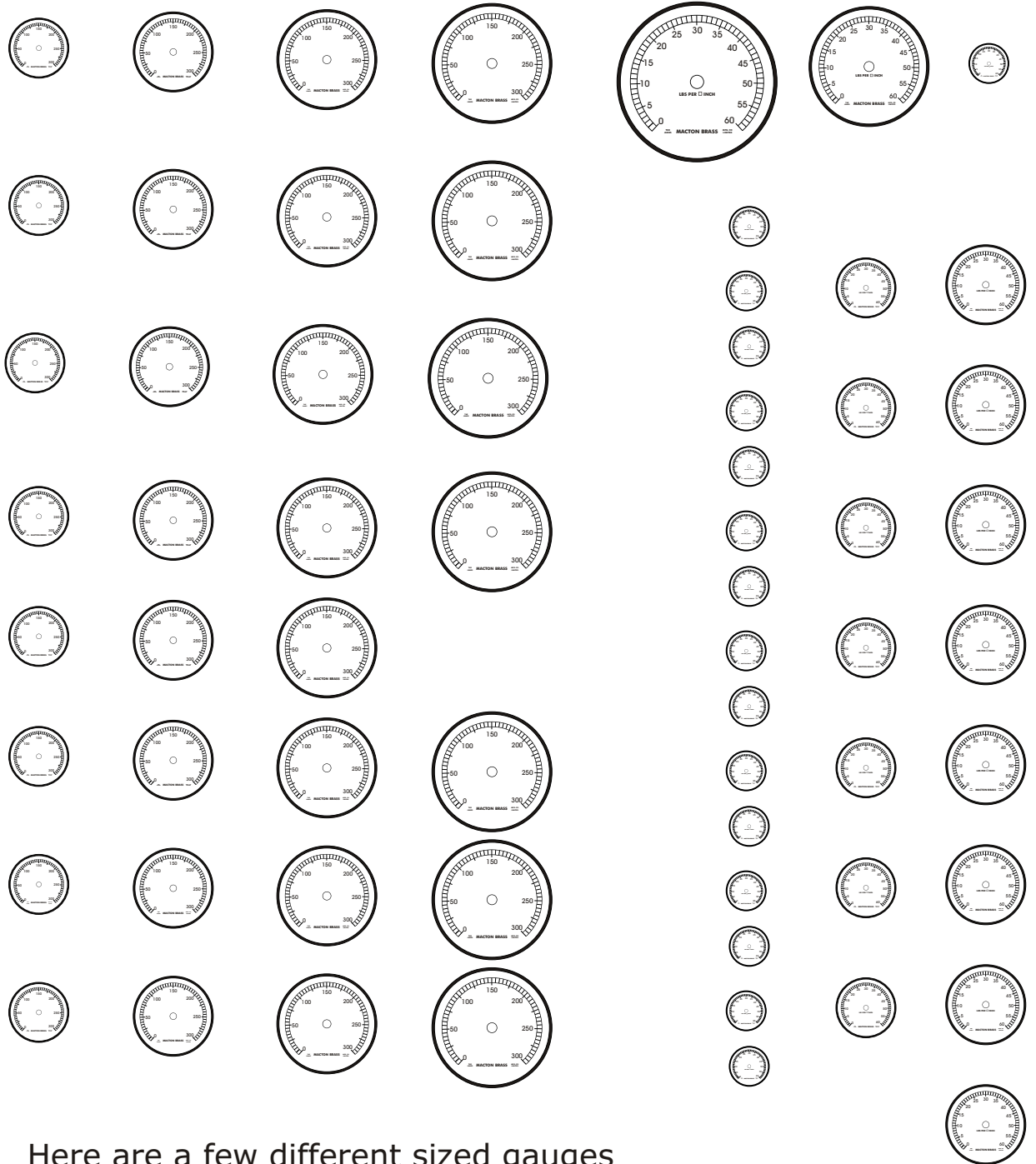
Ed.

The Drawings Page



This simple riveting tool can be put together in a few minutes, and will be as adjustable as you choose. The hole through the top piece of wood needs to be just large enough so that the pen slides easily. By putting an old door knob or a wood ball on the top it makes it easy to lift and soft on the palm. The bottom die is a slide fit as well and can be replaced easily when it wears.

The Prints Page



Here are a few different sized gauges that are fairly generic.

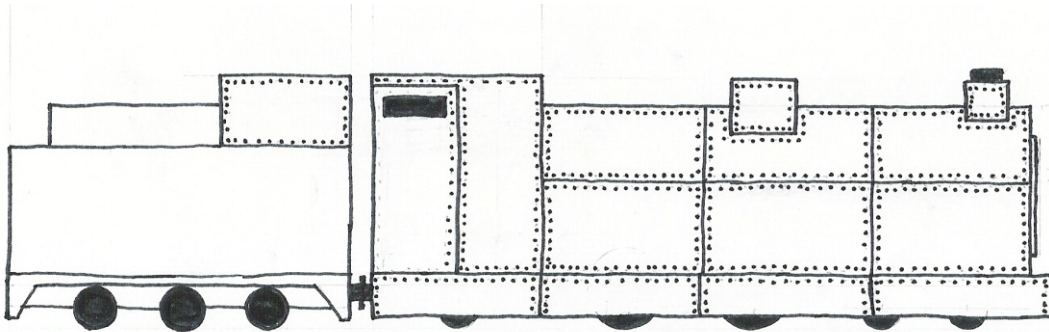
Armoured Trains Part II

Researched and written by Jim Snee

For the rapid deployment of infantry firepower a larger armoured train would be required. This would prove valuable in responding to the movements of infantry and parachutists, particularly as they are likely to take cover in woodlands where these scenic railways run unimpeded. The principle parts of an armoured train are; the locomotive and the fighting compartments.

Whatever type of locomotive is available, it is essential that it is rendered bullet proof with the application of $\frac{1}{4}$ inch boiler plate. This should at least provide the driver with protection from both sides, as well as to the front and rear. If possible, protection for the boiler, steam dome and pistons should also be provided. Some would go so far as to advocate that the wheels should also be covered by armoured skirts.

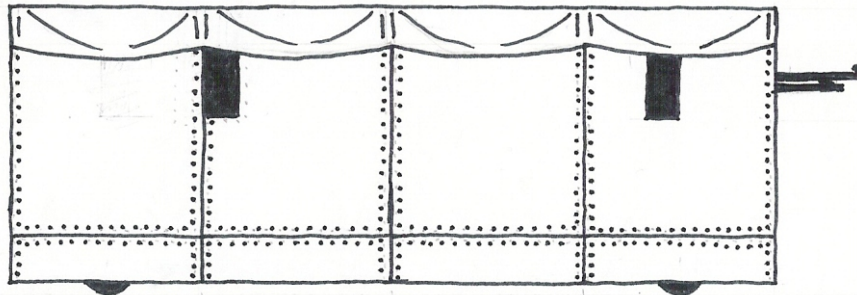
When applying armour to a locomotive, use your materials to maximum effect, and do not concern yourself with the aesthetic. If all you can achieve is vertical sheets of armour, then at least your locomotive is protected. If you can slope the sheets together to cover the top of your locomotive, then do so as the extra protection from rifle fire and hand grenades could prove decisive.



Here is a drawing of a miniature estate locomotive protected with armoured plate (scale $\frac{1}{4}$ inch to the foot). It is envisaged that the upper third of the armour is sloped to provide maximum protection.

At least one fighting compartment should be constructed to make the train a fighting machine. Official practice is to provide two, one at each end. Experience from the Boer War was that this provided the best fighting capability, whilst providing the smallest target.

For the fighting compartment, use the largest piece of rolling stock available. Protection for this may be iron plate, if available, or a more economic option would be bricks, concrete or stones backed with timber. The compartment should be open to allow the greatest field of fire, with the protection raised to such a height that seated man would be protected to the shoulder. If the protective sides are raised higher than this, loops must be provided for the soldiers to fire through. To ward off the worst of the elements and enemy hand grenades, a sloping canvas roof may be constructed.



A fighting compartment, built by attaching boiler plate to a 4 wheel passenger coach, with a sloping canvas roof. Note the machine gun at the front and the loops in the side for rifles.

Ideally the fighting compartment should be large enough for two men to occupy it comfortably, with the possibility of carrying one or two additional crew into more intense combat.

Where smaller trucks are the only stock available, construct each one to act as a fighting compartment for a single soldier and have two such trucks in place of each larger wagon.

The principle weapon of the small armoured train should be the rifle. I am aware that these are in limited supply, but it is worth committing two, three or even four rifles to your armoured train as this will provide a mobile and protected fighting section.

If necessary a smaller supply of rifles may be supplemented by shotguns, revolvers and petrol bombs. In such a case place your best weapons, your rifles, to the front and rear and carry your lesser weapons to the centre of the train.

Those units of the Home Guard fortunate enough to have a machine gun (or even more than one) should mount these primarily at the front and rear of their train. Other weapons, as a when they become available, could be mounted to the front and rear, with the machine guns moved to the centre for additional fire support and anti-aircraft fire.

I suspect that the question of mounting an artillery piece on a small armoured train is one that is unlikely to arise. However, I give this advice in anticipation of that unlikely event. Artillery up to two-pounders may be used at the front and rear of the train and are unlikely to cause a derailment. Artillery of greater size will require additional stabilisation in the form of extendable legs. As such it is probably better to mount this behind the locomotive on an open type wagon. If a second locomotive is available a 2nd artillery train would be a better option.

At the present time this covers the small armoured trains that are within our means to construct and operate.

The third use a little railway may be put to, is training. Vehicles are a precious commodity and many home guard platoons are building mock-up tanks to practice anti-tank tactics upon. Such a mock-up, mounted on a wagon would form a better and more mobile practice target. Even if it were man handled along the track, it would maintain a reasonable speed and provide a more realistic exercise. Shunted by a locomotive, our mock up could even move at the speed of an enemy tank. Such training would hone the skills of our bomb throwers, and prepare them for real tanks.

Last of all, I wish to say something on the subject of improvisation. All of us know how limited our resources are, and so to a greater and lesser extent we must all improvise. So I say this, use the materials that are at hand and never fear that others may mock you for doing so. If the only protection you can provide for your armoured train is the solid metal of a cast iron bath; then use it. Others may think it comical, but you will be safe from bullets. Old timber, concrete pipes, sand bags and house bricks could make armoured wagons of your armoured train, and if you can run over them with grey, green or brown paint then you will have a military looking fighting machine whatever you used.

This months feature Locomotive

St Egwyn

Subject this time is Exmoor Steam Railway built St Egwyn, an 0-4-0 tender loco, completed in 2003 for Steve Bell.



The build was funded by a win on the National Lottery (see it does happen) and the loco delivered in July 2003 to the Evesham Vale Light Railway, where it resides. The photo's were taken in September 2003 and the loco had not recieved it's name plates at that time.

