

## *June 2021*

Hello everyone,

I hope you're all keeping well and looking forward to the end of lockdowns and restrictions, even though the situation still looks precarious. Let's keep hoping.

This month, amongst other items, we have an illustrated tale of a 'road trip' to a show (remember those?) from Neal Carnaby, another of Russ's interesting 'Spotlight' articles, details of a new product from Russ and news of Chris White's layout progress.

My own modelling has been rather hotch-potch since I last wrote; a bit of this and a bit of that but not a great deal of anything.

I finished the extension to the Christmas Market diorama and this brought to light a new product which may have many other uses. I've fiddled with Eliasville and am now trying to summon up the courage to tackle the point motor wiring. I've used the new Peco twist lock point motors so it will be interesting to see how they work when the wiring's done. I must say that installation was very easy and the fixtures are very neat. Best of all, from my viewpoint, the motors are pre-wired so no soldering! (Loud cheers in the background).

While I was having a sort through my stash, I found a number of kits for British goods and passenger stock, mainly from long departed manufacturers. What happened next

can only be described as a modeller's feeding frenzy as kit after kit hit the work area. And I'm still building them! Warwick show has a lot to answer for. Anyway, enough of my nonsense and on with the real content.

### ***Back on The Road (With Camera)***

*By Neal Carnaby*

Recently Norman and I had the pleasure of actually doing a show! First one this year. We travelled to Cheyenne WY on Thursday May 13. Norman having received his J and J shot the day before was a good passenger...he drove a little but was definitely feeling the effects! We didn't get to do much railfanning there, but we did allow a short time for railfanning on the way back! Attached are some pictures from Marceline MO., birthplace of Walt Disney. It was very interesting to see all the different places people came from. Several came over from the Chicago area - a 14-15-hour drive! And the Wasatch N Scale club came all the way from Salt Lake. Apparently, the pent-up demand to do a show is extreme!

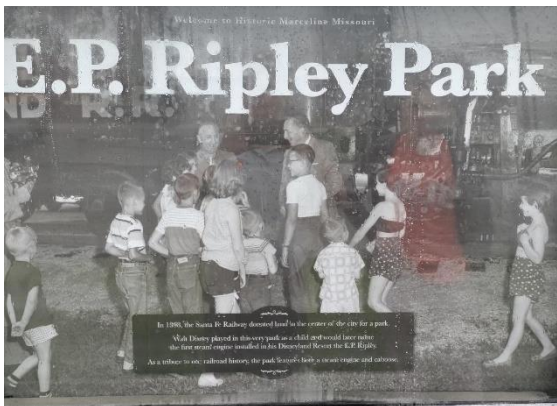
Marceline was chosen as our overnight stop on the way home as it was a stop on the TransCon for BNSF and we presumed (rightly) that there would be a lot of train activity.



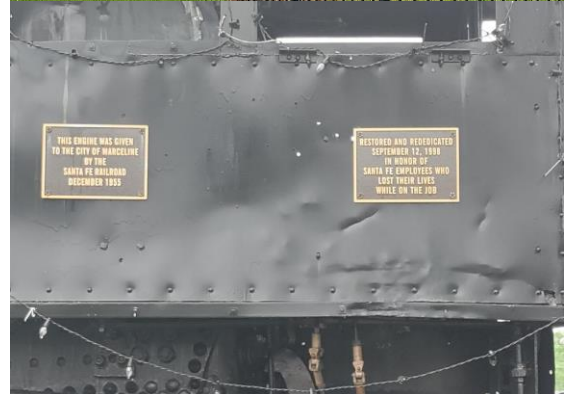
What I didn't know about was the park nor the concrete coaling tower! The park is explained on the photograph of the sign



with various other images



showing off some of the ties to Disney. There is also an old 2-8-0 there



the last picture being a close up of the dedication plaques.



This is a picture of the SD40 looking quite sharp in what looks like relatively new paint. The Walt Disney Childhood Museum is behind the SD40-you can



just see the car parked in front of it in the right side of the picture.



Of course, there is the ubiquitous caboose that many parks have!



These show the coaling tower and the water tower.



Finally, a local picture taken after an alert from Erika that she had just seen a northbound while driving her school bus! We get about a 10-minute window between her texts and when the relevant trains thunder by. As the UP tracks are further away, they are even harder to catch.

## ***Spotlight***

Continuing the series of short articles by Russ Kaufman This time he turns his attention to the brick industry

### ***Brick Making Part I - Early History***

The oldest bricks discovered in what is now Syria date back to 7500 BC. Bricks from this period were typically formed from a clay-mud mixture, sometimes mixed with straw and dried in the sun



This is an interesting warehouse that looks abandoned but in surprisingly good shape.

until they were strong enough for use. The earliest 'fired' bricks first appeared in China around 4400 BC and were heated in crude kilns to temperatures above 1100°F degrees. Subsequently, bricks were used by every major civilisation ranging from the Egyptians to the Roman Empire. Large ornate structures, such as Church of St. Martin in Germany



were constructed almost entirely of bricks during the Renaissance Period in Europe.

With the onset of the Industrial Revolution in the early 1800s, bricks became the preferred 'fire-proof' material to build factory and high-density housing complexes as they were cheaper and more plentiful than

stone. To keep up with this rapidly increasing demand, mechanised forms of brick making began to replace the traditional hand-moulding process.

Henry Clayton of Middlesex, England is credited with creating a machine in 1855 that could produce up to 25,000 bricks per day... many of which were used for the construction of the South Eastern Railway! Clayton's device was pre-dated by a patent granted to Richard A. Ver Valen of New York in 1852 which leads us to the ubiquitous brick making industry in the United States... more on that in our next instalment.

(To be continued in the next issue)

And a reminder of one of Russ' products:



## ***An Update on Hogs Hill***

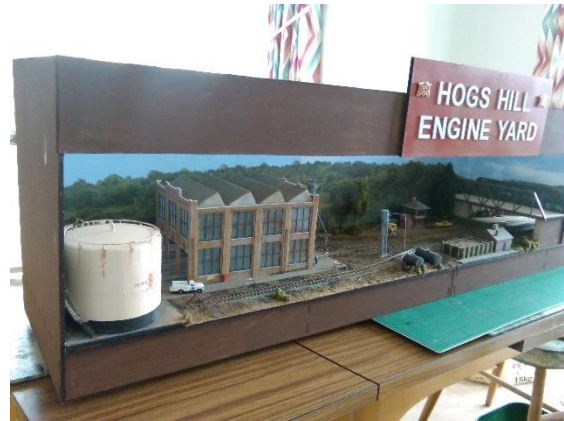
*By Chris White*

After sitting for many months lying dormant in the garage, and after many abortive attempts to get a suitable plastic box to put the layout in, I was eventually successful., so bought the layout in and set about making the board look a bit presentable, as, if I do a show again, whenever that will be, it will look better.



I prepared the woodwork by sanding down and cleaning it all, thin strips of beading around the top of the board for a neat edge between the scenic backscene and the cross members, I then gave it two coats of acrylic chocolate brown paint done over two days, then a black edging.

My next task was the name board, I had a 3mm small piece of MDF which I sprayed a deep red almost Rock Island colour "what a surprise!". I had some pre-cut letters, purchased from Hobbycraft quite some time ago, which I sprayed white. I then set all letters out as a dry run using a steel ruler top and bottom carefully sticking the letters down, it worked out fine and for good measure attached two Rock Island heralds each side of the name. I then measured out the exact centre of the board and stuck name on, I am very pleased with the outcome.



I just have a few minor scenic details to do, put some Velcro on the back to support the overhead lighting units, and the display is about finished, a big clean up and full test to be carried out.

It can then go into its new dust free box for storage until the days draw in, and the time in the garden, and trips out around a hopefully much drier Devon will come to a close then 'Hogs Hill' and 'Brixham Bay' will keep me occupied over the winter months.



## ***New To You?***

Firstly a new announcement from Russ Kaufman.

Attached are photos of our latest "Fire Tower" kit. Further details are as follows:

Fire towers have been part of the American landscape since the early 1900s. Rapid deployment of these towers occurred during the 1930s when 100s of them were erected for the United States Forest Service (USFS) by the Civilian Conservation Corps (CCC). By the 1960s, improvements in satellite tracking and aircraft technology made most of these towers obsolete. This kit was designed based on 1938 USFS standard plans and specifications used in the construction of steel fire towers. Ironically, many of these steel towers were manufactured by the Aermotor

Company which was known for their windmills as represented in our "Wind Mill Water Pump" kit (#96707).

This photo-etched stainless-steel kit can be built up to 100 N-Scale feet tall (approximately 8") without the need for special tools or solder. It features a dozen see-through stairways with fine railings and wood textured platforms, a 10' x 10' cabin with panel and rivet details, hip and flat roof options, window visors, radio antenna, directional peak vent, laser-cut 2" x 2" 'concrete' base, and full-colour illustrated instructions. This N-Scale 'Fire Tower' Kit (#96708) retails for \$69.95 and can be purchased on our website [THENARCH.COM](http://THENARCH.COM) or from local retailers.

If you need any additional information, please do not hesitate to contact us. Thank you.

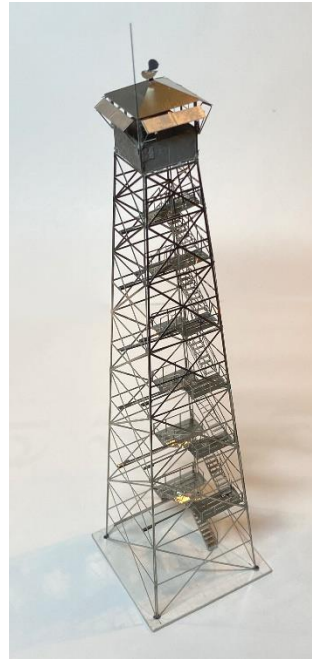
Best Regards,  
Russ Kaufman

### **The N Scale Architect**

*Celebrating Our 30th Year of Keeping Modelling Fun!!!*

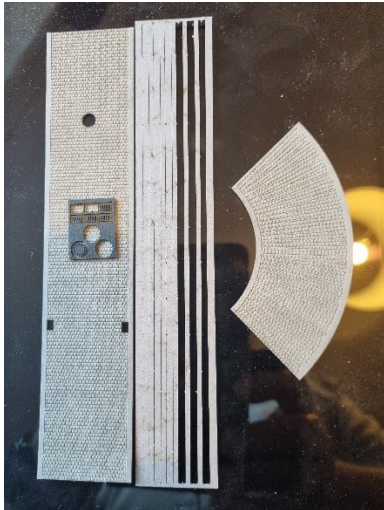
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[WWW.THENARCH.COM](http://WWW.THENARCH.COM)



### ***A Load of old Cobbles?***

I recently came across a new product that makes it easy to produce a fairly well detailed cobbled street. I needed a cobbled street for the extension to my market diorama and came across this product from the German N-Scale specialist firm DM-Toys.



The road section is made from a very rigid type of card, embossed with the cobble pattern and with pre-cut kerb-side drains and a central manhole. The pack contains three straight sections each about 6.5 inches long, two curved sections, sheets of straight and curved embossed raised kerbstones (that fit along marked edges on the roadway) and a small fret of etched card drain and manhole covers. The photo doesn't really do the detail justice but check out the DM-Toys web site at <https://www.dm-toys.de/en/index.html> for more details and pricing.

I also note that DM-Toys have recently introduced a range of roadway with inset tram tracks. The range includes straight and curved roadway sections and sections to accommodate two different radii of turnout. The only problem I can see with these is that the range tailored around the Minitrix track system which is not easy to find over here. I assume this has been chosen as most of the German made track systems have a moulded ballast representation which would be a problem with inset trackwork.

## **Convention 2022**

Whilst there is still some uncertainty about the national position regarding Covid-19 into the future, plans are already in place for our annual get-together at The Trouville Hotel in Bournemouth next March, restrictions permitting. I'll be sending out more details and booking forms in a few weeks time.

## **A Plea**

I know this is beginning to sound like a broken record, but I really do need contributions from you if this newsletter is to continue. I know there are many talented modellers out there in the world of NTrak, and remember that under the NRail banner, we are looking to support everyone working in N-scale with an American theme. This should broaden the range of topics. I don't need perfect polished text, I'm quite happy to work with your notes and try and turn it into something a bit more polished. So please, make my life difficult, I'd love to be able to have to decide what goes in which issue!

You can send material to me at [ralph.snelling@googlemail.com](mailto:ralph.snelling@googlemail.com)

(PS Photos are useful too)