

# N-Trak UK

## August 2014

This, the second of my attempts at a UK Newsletter, is of course dominated by the sad loss of Barry Peacock in May.

Neil has written the following tribute.

As members will be aware, Barry Peacock, a long standing member of N-Trak and Chairman of the Poole and District Model Railway Society passed away at Poole Hospital on May 12 following a short illness. He was taken into hospital several days earlier with suspected pneumonia. Whilst he appeared in good spirits when we visited him, unfortunately his situation worsened.

His funeral was well attended and we estimate that about 100 people turned up to the crematorium including many fellow N-Trak members. I know that his three sons were very appreciative of the support on the day.

Barry was a good friend, fellow modeller and a long standing stalwart of the Poole club and N-Trak. He will be sadly missed.

N.L.

My Own Thoughts.

Many of us will have our own personal recollections of Barry but, for me he was the first person I had any real contact with as a very new NMRA, and N-Trak member back in the early 1990s. Barry was a great lover of 'varnish' and his exhibition layout, Mohawk Junction I think it was called, was on display at an NMRA convention in Bournemouth. I proudly

arrived with my prized set of Con-Cor RDCs, newly purchased in Florida, and asked if I could run them for a first time. I was horrified when they ran backwards, promptly derailing on the spring action points Barry had used in the station throat. I was embarrassed and many layout owners would have been very cross, but Barry simply smiled and quietly said "I think you've got a problem there." That was typical Barry.

R.W.S.

### **Barry Peacock – a reflection from Bill Hamilton-Turner.**

I am so pleased that Ralph asked me to jot a few thoughts about Barry.

One of the reasons that I'm pleased is because whenever I think of Barry it makes me feel good. He had that sort of effect on you: never loud, never pushy, never hectic; always calm, always pleased to see you, always ready to pass on helpful tips.

He never seemed to change, at least not while I knew him; and that was for about the last 25 years. More likely to be holding a cup of tea than anything alcoholic, Barry was his own person. He didn't need the engineer's hat, flashing lapel badge or the gaudy jumper in Warbonnet colours – the sort of things that I tend to wear. He just turned up in smart, casual clothes and got on with the job. A classic case of "less is more".

Barry was one of the many reasons that I came to the N-Trak Convention each year. But that doesn't mean I'm not coming anymore. Make no mistake, although I'll be missing him greatly, I will be there next Spring.

And you know what? I have that funny feeling that Barry will be there too.  
B. H-T.

I have been sent two photos of Barry which I've included here. The first, taken at a recent N-Trak convention shows Barry in typical pose with teacup in hand.



(Bill Hamilton-Turner)

The next picture, dating from August 1997 shows Barry with Eileen Cross and the late Ray Hamilton, one of the founding fathers of British N-Trak.



(Alan Cross)

This picture was taken at the Dobwalls theme park, since closed, in Cornwall.

## ***New venue for SoutherN-Trak***

For more years than I care to recall, the Dorset and Hants NMRA division

hosted our N-Trak meets at the Limelights Club in Poole. The regular events were organised by Russ Cook, who along with his wife, Sue, made sure everything ran smoothly. This included booking the hall, looking after our limited finances and organising the raffle (not to mention the all-important fish and chip run!). The meets were very well attended drawing N-Trak members from as far away as Somerset, Berkshire, Hampshire and, on occasions, Kent.

We were subsequently joined by the local HO group which added to the variety and camaraderie of the event. After 20 odd years of service, Russ decided to step down and take a long-earned break. At the last Limelights meet, Russ was presented with a 'long-service award' plaque by his family with the President of the NMRA (BR) in attendance.

We also had a change in venue. The Limelights hall had become expensive so we had to look for an alternative venue. Luckily, our HO friends came to the rescue. They had run additional HO meets at the Bearwood Community Centre a few miles away on the second Saturday in the month and invited us to use the smaller hall for our meets when required. N-Trak Convention members will recall an organised visit last year to the Bearwood open day on the Saturday which attracted a lot of praise.

A quick measure of the second hall confirmed that it could accommodate the SoutherN-Trak layout. We intend to set up the layout 3 or 4 times a year and have held a couple of Bearwood meets to date. As usual there is excellent fish and chips (pre ordered and delivered to the hall!) The cost of attendance (to pay for the hall) is £5 per day. There is plenty of free parking

adjacent to the hall (and a cash machine in the local centre for those bargains on the bring and buy).

Please come and join us. The venue is easily accessible from the A31 to the north of the conurbation. The address is Bearwood Community Centre, King Johns Avenue, Bournemouth BH11 9TF.

Hope to see you soon.  
Neil

## ***New Technologies and N-Trak***

Well that heading should have put a lot of people off but, like most aspects of modern life, we can't hide from technology and the changes it brings!

Recently we've experienced the traumas of DCC as the early pioneers struggled to make it something duffers like me could cope with. Now it's beginning to seem quite normal, though when Bernie and co. start talking technical about boosters, slaves, etc., I have to admit to being lost. One new technology though, that really is having an impact is so-called 3D printing.

What is 3D printing?

Well, at its simplest, it's a way of converting a three dimensional drawing created on a computer into a solid object.

How does it do this?

OK, this is where ignorance kicks in. I don't pretend to understand or to be competent in the drafting skills required to create the initial image, but I do understand the actual 'printing' process. We're probably all aware of

'ink jet' printing from home computers, where a printed image is built up by 'squirting' tiny drops of ink onto a sheet of paper. Now let's pretend that those drops of ink are actually tiny drops of a liquid plastic-like material and that our 'sheet of paper' can actually move in three dimensions, up and down as well as in and out. The effect is to gradually build up 'layers' of the plastic material in a pattern controlled by the original drawing.

So what does this mean for me?

It may mean nothing at all if you're perfectly happy to run out-of-the-box stock painted exactly as the manufacturer would have, but what about all those subtle, and not so subtle, difference between the stock items of different roads? Not all 40ft Box cars are the same and, when it comes to older periods or less usual prototypes, very little ready-to-run exists. Until recently, only very few road-specific items were available as kits and normally either in wood or resin. What 3D printing has done is provide a reasonably cost-effective way of accessing unusual or specific prototypes with 'minimal' construction effort.

What's available and how do I get it?

The answer to that is, if you're a 3D CAD draftsman – anything you can draw! 3D printing machines are still fairly pricey beasts. A low-end machine, at present, costs £400 - £500 and a high-end machine, capable of really fine resolution – well, stick a load of noughts after those numbers! But the joy of this process is that you don't have to buy a printer!

There are firms out there who can take your drawing and print it for you. The foremost company at the moment is

Shapeways, based in the Netherlands ([www.shapeways.com](http://www.shapeways.com)). Not only do they print items for designers but they handle sales of such items to the likes of you and me!

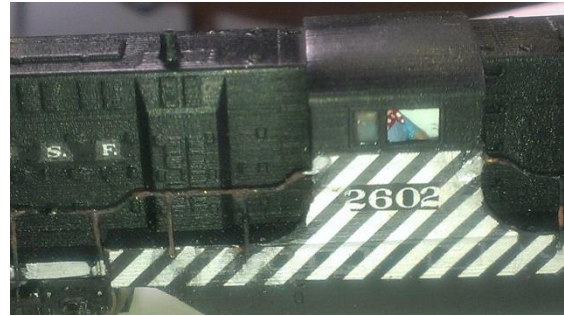
The first place to start looking for any item is the Shapeways web site. There's a search tool included and N Scale will bring up a mass of stuff you never knew existed, right down to a Bangkok Tuc-Tuc taxi.

Of particular interest to us, though may be the models being designed and sold by James Norris of James' Train Parts, ([www.jamestrainparts.wordpress.com](http://www.jamestrainparts.wordpress.com)) and available through Shapeways. James is a professional CAD draftsman and a regular of the Gosport Group.

James had some of his loco bodies built and running at the last Bearwood meet. Unfortunately I didn't have my proper camera. These pictures were taken with my phone so do not really reflect the quality of the finished product.



First up is a Baldwin DT6-6-2000. James has produced a comprehensive structure kit complete with truck side frames and handrails to fit an Atlas C628 chassis. This centre cab monster was used for inter-yard transfer work. Not many were built but it looks mighty impressive. The kit even features the engineer in the cab. (See below)



Also available is a DD35 dummy, complete with a dummy chassis.



This would look great with Bachmann's Centennial.

What do you get when you place an order?

Illustrated below is what arrived when I ordered an Nn3 25ton Climax from Shapeways. Just a bag of bits!



One thing you don't get is instructions, but the website does have a series of photos of the finished model that enables you to work out what everything is. Not really obvious, because of the small size of the picture, is that you get a choice of

three smoke stacks (stovepipe, diamond and cabbage top) and the kit includes an Nn3 skeleton log car. Trucks are included for the locomotive but not for the skeleton car. All the builder needs supply is wheels (for the loco), trucks for the skeleton, bits of wire etc. for detailing, paint and patience. Some 'kits' are single piece prints, others, like the Climax, are more complex.

One unwelcome item you always get is a healthy coating of an oil-like substance which is a residue from the printing process. This can normally be washed off using warm soapy water, but I have heard of others resorting to alcohol. Actually, the parts in the photo have had a quick wash in a miniature ultrasonic cleaner – there, I said this was all about new technologies! That seems to do the trick for me and I normally follow it with a coat of acrylic primer. Hopefully, in the next issue, I'll have some pictures of the finished beastie. Then I'll have to work out how to make it move.

## ***Members Write***

Chris and Sue White have recently been on holiday in East Anglia. They send the following notes about some railway orientated attractions in the area

In early July Sue and I took a short break in Great Yarmouth, and while we were there, we were told of a new attraction in Wroxham. Called Miniature Worlds, it opened its doors in May 2014.

I am afraid there are no US outline layouts, but there is a scenic British OO Layout, a very extensive Japanese N gauge which is around 300 sq ft, also a very extensive European HO which included a mountain section which

towers over 8ft high and the whole layout covers an area of 800 sq ft. There is also a large slot car racing circuit plus a Lego display. There are also plans to build the largest British outline OO layout in Europe. I have offered my services as a scenic builder.

A small café selling light snacks is on site. The attraction is only just down the road from the Bure Valley Railway. The other transport attraction we visited were Carlton Colville and The North Norfolk Railway at Carlton Colville had a Bournemouth Corporation Sunbeam Trolleybus. The LNER B12 4-6-0 was running with the quad art set so loco and coaches match nicely.

C.W.



*(Chris White)*



*(Chris White)*

## *Diary*

The Gosport Group have open running meets at St Mary's Parish Centre, Alverstoke, on August 23rd and November 22<sup>nd</sup> 2014. (Please note the change of date for the August meeting). They normally have Solent Summit, their large modular layout up and running.



Again these are 'phone pictures' – sorry about the quality.

### **6<sup>th</sup>-8<sup>th</sup> March 2015 – N-Trak UK 2015 Convention at the Trouville Hotel, Bournemouth.**

Price will be £109 per person for Friday night dinner, Saturday breakfast & dinner and Sunday breakfast plus Friday and Saturday night accommodation. More details to follow later. For those wanting more you can stay Thursday night for £49 and Sunday night for £40. More details later. Neil will send out booking information later in the year.

I hope to publish the next newsletter around early November. Please, if you have anything you want to publish please let me have it by late October. I have to admit to being underwhelmed by the amount of material I received for this newsletter. Please try and put finger to keyboard or even pencil to paper. I can deal with most electronic formats for text and images and old-fashioned paper is not a challenge.