

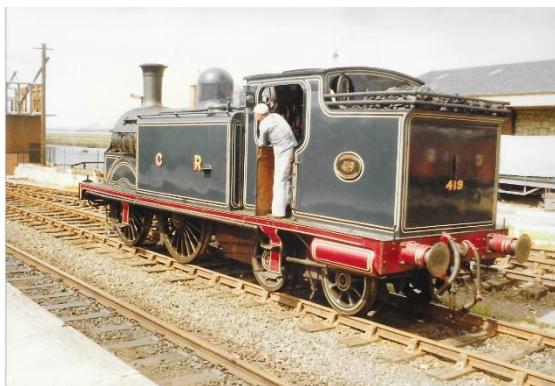
August 2021

Hello everyone,

This is going to be a quite short issue of the newsletter and its main aim is to update you all with details of the 2022 Convention.

At the time of writing, we are going ahead with a Convention at the Trouville Hotel, Bournemouth in March 2022. I've attached a booking sheet with details of prices, dates, etc. As usual in these strange times, everything will be subject to the current health requirements at the time, if indeed there are still any (we live in hope!).

For myself, the point wiring on Elliasville still remains to be done as other pressing work (trying to digitise some fifty years of photographic efforts) has had to take priority. However, the joy of this type of endeavour is that you uncover those hidden gems you took, looked at, put in a box and forgot about (See below). All I'll say is thank the stars for modern digital cameras that record just about everything about the picture, apart from the title that is!



Caledonian 0-4-4T at Bo'ness in August 1989

Spotlight

Continuing the series of short articles by Russ Kaufman This time he continues his look at the brick industry.

Brick Making Part II - Mechanization

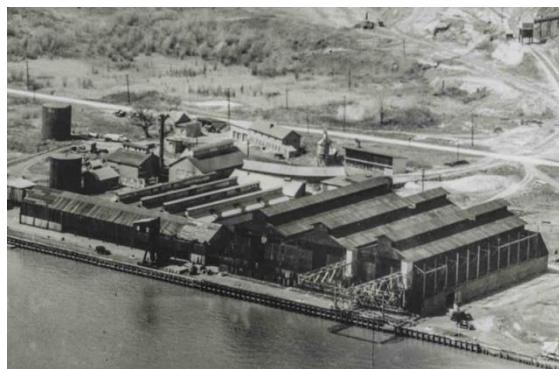
In our last instalment we ended with a reference to a brick-making machine patented by Richard A. Ver Valen in 1852. This invention, and many more to follow, became the foundation of the vast brick making industry in the United States. At one point, there were dozens of brickyards or refractories in nearly every State. They were typically located near the source of their raw materials and often along waterways such as the Hudson River here in New York State. At the turn of the 20th century, the Hudson River was lined with 120 brickyards producing over a billion bricks a year to satisfy the insatiable appetite of the burgeoning metropolis to the south.

Most modern bricks are composed of 50-60% silica (sand), 20-30% alumina (clay), 2-5% lime and varying amounts of metallic oxides. The metallic oxides influence the colour of the fired brick (e.g., iron fires red, calcium fires orange, magnesium fires yellow, etc.). In general, the brick-making process starts with the mining of the sand, clay and other minerals which are then cleaned, dried, pulverized, sifted and often stored. When needed for production, they are mixed with water (known as 'pugging') until this mixture reaches the desired consistency. This mixture is then forced into static moulds or extruded through a die into

rectangular columns which are then cut to size with a series of wires or blades. These 'green' bricks are then stacked on a kiln cart in a way to promote air flow (known as 'hacking') and moved to a drying/setting shed where hot dry air is forced through them until most of the water added during the pugging process has been removed.

Once dry, these kiln carts of hacked bricks are rolled into wood, coal, gas or later electric fired kilns where they are heated at temperatures ranging from 300F to 2400F for 10 to 40 hours.

In the next and final instalment on this topic, we will focus on the numerous types of kilns used to produce bricks over the past two centuries.



Hutton Brickyard - Hudson River (R Kaufman)

New to You

New from Russ Kaufman

Announcing our new *Sherwood's Bridge* N-Scale kits!

These kits are part of our new *Layout Builder's Series*. This series of kits has been developed as part of our recent home layout construction project. We hope that modellers will find these kits as useful on their layout or module as we did on ours!

Sherwood's Bridge is inspired by the lattice truss designs used by railroads to span everything from small streams to large river valleys. This bridge design was considered by many to be the strongest and most adaptable. Early examples were made from wood which was later replaced by cast iron and then steel as represented in this kit.

Sherwood's Bridge is available as a *Base Kit* (#10055) and *Expansion Kit* (#10056). The base kit includes two (2) end abutments, a 2½" central support pier and a 9" lattice truss span, while each expansion kit adds another 2½" central support pier and a 5" lattice truss span.

An unlimited number of expansion kits can be added to the base kit to accommodate even the widest gaps on a layout or module. Each of these interlocking lattice truss spans include a laser-cut wooden deck, finely detailed diagonal supports and a rugged laser-cut micro-plywood support system.

The *Sherwood's Bridge - Base Kit* (#10055) retails for \$39.95 while each *Sherwood's Bridge - Expansion Kit* (#10056) retails for \$19.95.

Also included with this announcement are the following new scenic detail packs which have been added to our growing *Making A Scene* product line:

Sheep (N) – Eight (8) Metal Castings
Item/SKU#: 20120 Retail Price \$8.95

Gas Station Assortment (N) – Tyre Pile, Gas Pumps (2), Junk Pallet, Compressor, Acetylene Tanks (4) and 55-Gallon Drums (5). Metal Castings Item/SKU 20121 Retail Price \$12.95

Photos of the completed models are shown below. Should you need any

additional information, please feel free to contact us. Thank you!
Best Regards,
Russ Kaufman

The N Scale Architect
Celebrating Our 30th Year of Keeping Modeling Fun !!!
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Fancy something a bit different? I've often mentioned the German firm DM-Toys in these pages, but recently, whilst browsing through the many ranges they support, I noticed that the RailNScene range now included the infamous Amphicar! These weird vehicles from the 1970s (I think) are available as road going and afloat versions for around €9.99 each. I don't think there's a sinking version! RailNScene models come as simple, unpainted but well detailed models which are easy to assemble and paint. Although the range is mainly of German vehicles, there are several, including a lovely little Model T Ford which are of interest to US modellers. Now how about an Amphicar making its way under Sherwood's Bridge. Wouldn't that be neat!

Until next time...

Ralph