



Risborough and District Model
Railway Club

Oct-Dec 2008 Autumn

FOOTPLATE



Who's who!

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Obituary

Sad news. The staff at Hatton's Model Railways are saddened to hear of the accidental death yesterday (17 September 2008) of their Managing Director, Keith Hatton at the age of 49. Keith lived for the business and Hatton's was indeed centred around him. Since taking over from his father, Norman, Keith had transformed the business from a small shop into a multi-million pound operation, and this year again saw Hatton's continue to grow with a tenth successive year-on-year increase in turnover. As well as managing the business, Keith was also a keen runner and was a long-serving member of Liverpool Harriers AC where he will also be missed. Keith is survived by his sister, Christine who has also been involved in the running of Hatton's for many years. Christine and the staff at Hatton's, despite their sad loss, would like to reassure customers that Hatton's will continue to serve the model railway community both in the short term and in future years.

WELCOME

A new club year has started so we have the AGM coming shortly on 7th November. This is an important meeting where you can find out how we are doing and our plans for the future. It is also your chance to make sure the club is being run the way you want it to be. We need to elect the committee for the next year and also award the Pendennis Trophy to the member of the year. If you would like to nominate someone let Richard Neil know before the AGM. We have started to look at possible new clubrooms and will give the details at the AGM. However I have to say it is going to be expensive.

Okehampton is progressing very well with many members getting involved with track construction, buildings, buffer stops etc so that as the boards are built items are ready for fitting. This project is attracting many members who are not primarily O gauge modellers and some new members as well. This is what a club project should be, the scale is not important but we all join in, get it built and then onto the exhibition circuit.

The EM/P4 project is being redesigned so that the lower level has more interest for the viewer and operator. Rannoch Junction is now getting the scenery added. The hills are taking shape (polystyrene blocks) and will soon have the rocks and grass added. It is hoped to have the layout ready for Risex 2009.

I have just been to the N Gauge Show at the Warwickshire Exhibition Centre. A good mixture of layouts and trade for N gauge and it well attended on the Saturday when I was there. It seems these scale shows are becoming more popular and good for getting to see the specialist trade. I also have to report that the catering at the N Gauge Shows is very good (that means tasty and fattening, so is no good for anyone on a diet!). The car park was very wet and muddy from the previous weeks rain but being an agricultural centre they had a tractor on hand to pull cars out of the mud if required. Pete J. gives a report of the O gauge exhibition on page 16.

We had an "Englefield Night" meal at Bella Vita, the Italian restaurant in Risborough. This was well attended and a good evening consuming much beer and wine along with the generous meal. We are now thinking of planning a meal at The Plough in December.

Paul

Front cover photo: 57602 'Restormel Castle' at Paddington, waiting to take the e.c.s. Night Riviera stock to Old Oak Common. Time 06:56, Date 11/09/08. Pete Miller.

Welsh Highland Railway Track Laying

Part 4 How to Lay Track

In the previous articles I've told you about the background to relaying the WHR, the track laying working parties and volunteers. In this last article I explain how the track is laid and about the different types of components and tools used.

Starting from the ballast, sleepers are the first components required. If the track gangs are lucky then somebody in WHR Construction Ltd project management will have arranged for the contractors to place packs of sleepers at regular intervals along the track bed. Although narrow gauge sleepers are shorter than standard gauge ones, they are still quite heavy. I can pick one up, however wouldn't want to carry it too far on my own, especially on ballast, which can be like walking on a beach. So we usually pair up, if possible with someone with a similar stride! A chain, the length of a rail with rings, acts as a sleeper spacing guide.

Depending on the type of sleeper plastic pads or baseplates can then be added and rail clips or fasteners laid out beside every sleeper. In a large track gang one or two people will often take on this role, ensuring the work flows without delay. The fishplates and bolts can also be prepared with grease and laid out where the rail joints will fall.

The line is being rebuilt with brand new rail, rolled to the S30 profile – that is 30kg/m, capable of supporting 62 ton NGG16 2-6-2+2-6-2 Garratt locomotives. Each rail is 18m long and therefore weighs 540kg or 1080kg when running out a pair. These will have been dropped into the two foot (gap between the two rails) of previously laid track, in advance by the permanent WHR track staff. This is done by chaining a bundle of three rails to the laid rails and drawing the train away until they drop into the two foot. From a distance it sounds like thunder as they crash onto the steel sleepers.

The volunteer track gangs use a pair of RRM's – Roland Rail Movers, named after Roland Doyle their designer – to pick up a pair of rails at a time. These comprise a lever arm that enables two people (or one heavy one!) to lift the rails in a claw that grips the rail web. The claw pivot arrangement is designed so that it closes as the load is applied. The lever is then locked in the raise position and the process repeated three more times. It is very important that the RRM's are positioned correctly otherwise the rail end or belly can catch on the sleepers, level crossings or even the laid rails when negotiating a curve. Incidentally, the only connection between the two RRM's at this stage is the rails. The RRM's are then slowly pushed forward, or more accurately held back when on a 1 in 45 downhill gradient, to the work site. In the meantime other members of the gang will have positioned rollers after



every fourth sleeper in the two foot and then paired up with tongs. The front RRM is positioned several inches from the end of the railhead, and both rails are lowered onto the first roller. Two pairs of track layers grasp hold of each rail with the tongs, which act in much the same manner as the RRM's claws. The rails are now run out with those on the tongs steering and lifting the rail end as necessary, so they remain on the rollers. It is easy to trip over a sleeper or another person's feet doing this. When the second RRM reaches the first there is a short pause whilst the two rails are lowered. Once free the rails can be pulled forward until the ends line up with the previous rails. It's helpful to have somebody at the rear calling instructions and others with crow bars to guide the rails whilst doing all this.

The rails must then be moved off the rollers, the North Wales Gang do this with the crow bars, but this risks tipping the rail over or pushing the baseplates or sleepers out of alignment and the rail could easily catch somebody's ankle. I, and a number of others, prefer the 'Rest Of the World Gang' method of lifting the rail off with the tongs, starting at one end and working along. Once both rails have been lifted off the rollers can be removed.

Next the rail must be longitudinally aligned with the rail it will be joined onto; otherwise the fishplate couldn't be properly fastened if there was an angle between them. On straight track this is fairly simple, however on a curve the end of the outer (or high) rail can often end outside the end of the sleepers or even overhanging the edge of an embankment! Some additional wooden sleepers can be very helpful in supporting the rail and their smooth surface



allow it to be easily slid round into alignment later. A temperature gauge will have been positioned on the foot of a laid rail and a table consulted to determine the required expansion gap and thickness of gap gauge. The gauge is then held on the end of the previous rail and the tongs used to drag the new rail into position until firm contact is made. The sides of the rails are greased

where the fishplates locate – this grease is black, gets everywhere and gives rise to the North Wales gang's nickname the 'Black Hand' gang.

At this stage the rail is aligned longitudinally, however not vertically. Ratchet type jacks are used to raise the rail on whichever side is lower and a rail roller, a bar with a hook like profile that locates on the rail head, is used to rotate it into alignment if necessary. Eventually the fishplates and bolts can be fitted. A ratchet is used to break the back of this job and Phil (the volunteer with the strength of a bulldog) can almost achieve the full torque with one. Finally a four foot long torque wrench, unfortunately without a ratchet, is used to ensure the correct preload is achieved. The jack and rail roller can now be removed and the process repeated with the second rail.

The rails can now be lifted or slid into the sleeper baseplates. Whilst all this has been going on the railhead is marked out with the accurate sleeper positions, these vary depending on the curvature or proximity to the rail joint. Sometimes we're lucky and the sleepers line up, but usually they have to be moved a bit and it is often necessary to jack the rails up to release the weight from them. Eventually the rails and sleepers are all lined up, jacks removed and the clips or fasteners can be done up.

We now have a fully assembled panel of track, only one more job left to do, adjust the alignment. The surveyors set out little marker posts at regular intervals a defined dimension from the rail head. Crow bars are used to push the track into position, or at least within 3mm. Human eye is surprisingly accurate between the markers. It can sometimes take several goes as moving one location can affect another, but, eventually, the track looks dead straight or a smooth curve.

I've alluded to the fact that there are several types of components, such as alternative types of sleeper, and curved track also adds to the learning experience. So far we have used three types of sleeper: Indian steel sleepers with clips; wooden sleepers with base plates and screws; and finally South African steel sleepers with bolts. The Indian sleepers are available in normal and wide gauge, for the sharpest curves. Only South African or wood types can be used in the transition between normal and wide gauge. The South African steel type is particularly good for holding the alignment in areas where clearances are restricted or on the top of narrow embankments, however are slow to assemble. Screwing the rail down onto the wooden ones with base plates requires impact drills, and these in turn require petrol generators. Unfortunately the position of the holes is incorrect at one end, so new holes have to be drilled, again requiring use of the generators. Gauge bars are also necessary when securing the second rail on wood, because there aren't the

pockets found on the Indian sleepers. The wood sleepers, with their flat bases, tend to slide very easily on the ballast, until fully ballasted, unlike the two steel types that dig in, this means crow bars must be used to secure the track when aligning the next section.

Curves require a number of features, the tighter the radius the more are re-



quired: transition curve; staggered rail joints; and gauge widening. Staggered rail involves laying a half rail length, usually on the inside rail, or low rail when the track is subsequently canted, and proceeding through the curve with the joints alternating every 9m. This helps prevent the curve looking like a fifty pence piece, however it slows progress significantly as only one rail can be rolled out and secured at a time.

Richard Neil

Secondhand decoders

Mick is upgrading many of his locos to sound so has a number of used but working DCC chips that are now surplus to requirements. These include DZ143, DZ121 and some older sound chips. If you are interested, talk to Mick who will advise the suitability of the chips for your intended loco and give fitting advice.

Workshop update – painting figures

I thought it about time you saw some of our figure painting. Martin has been painting a number of 4mm figures for his home layout, here are his comments:

Early last year I started some backscene work at home on the 'permanent' section of my Dublo layout. Quite simple by R&D MRC standards: a road above a pair of sidings, Townscene backscenes, Metcalf half relief shops and houses and a variety of arches at the front of the road.

My "better half" advised that I needed accessories to bring it to 'life'. (Don't think she thought my idea of using the road to display my OO buses was sufficiently realistic). So phone box, post boxes, bus shelter etc appeared and of course it needed people.

I have several Hornby Dublo figures but they are a bit crude and come in only 6 varieties of 'public' and 6 of 'staff'. OK for the 'pure' Dublo section (Anglia Loops) but not quite what I wanted for my attempts at 'proper' modelling, (see below). Herself kept spotting pre-painted figures which I thought unsuitable for a variety of



reasons: mostly too modern, bright and/or continental clothing for a 60's OO scene. Then I saw the Dapol plastic unpainted figures. 3 identical sprues with about 12 figures on each - some sitting, some standing and a mix of public and staff.

Bearing in mind that I could paint them in different colours, I thought that would provide an inexpensive way of populating the layout. I also knew that Richard Turner would soon be doing his presentation on figure painting so thought it a good opportunity to learn and put into practice something from a workshop session.

It took a few weeks, but I'm relatively satisfied with the results. Several on the station platform make it look very busy - and a few at bus stops are very effective in

the road areas.



The biggest problem for me was getting used to using very fine brushes and small amounts of paint - its surprising how a very quick short line to colour a tie, for example, helps to bring a figure to life.



Below: a set of figures from Preiser, the most striking difference is the brighter colours used, otherwise Martins figures compare very well in terms of detail, note the coat buttons.



Martin's next set of figures are from the Monty's range by Dart Castings which seem to have better detail as well as realistic poses.



Left: For comparison here is a figure that I painted. It is a 1:160 Preiser figure standing on the deck of a crane barge.

It seems it is possible to match the quality of Preiser ready painted figures. So as usual it is a choice between the time it takes to model and the cost of ready painted figures. Of course, by painting yourself you get the colours that are suitable to your era or country of modelling. Not to mention the fun of modelling and the satisfaction when it is complete.

You may remember some of the photos of figures at the workshop showed incredible levels of detail. You need to remember that those figures were painted by some of the best figure painters there are and it took many years of practice to get to that level. Many of us are just starting so we

need to aim a little lower in terms of detail at present. If you can paint to the standard of commercial figures that is a good start. After that try to add a little more detail with each batch of figures. Also consider where you are placing the figures, if it is at the back of the layout or inside a coach, then the detail will not be seen so there is no point in creating a masterpiece!



Left: here are a couple of figures Margaret painted to be dolls house dolls (actually 1:144 but 1:160 is close enough). The lady has had the long skirt added with fine white Milliput filler and the painting was done by looking through an illuminated magnifier.

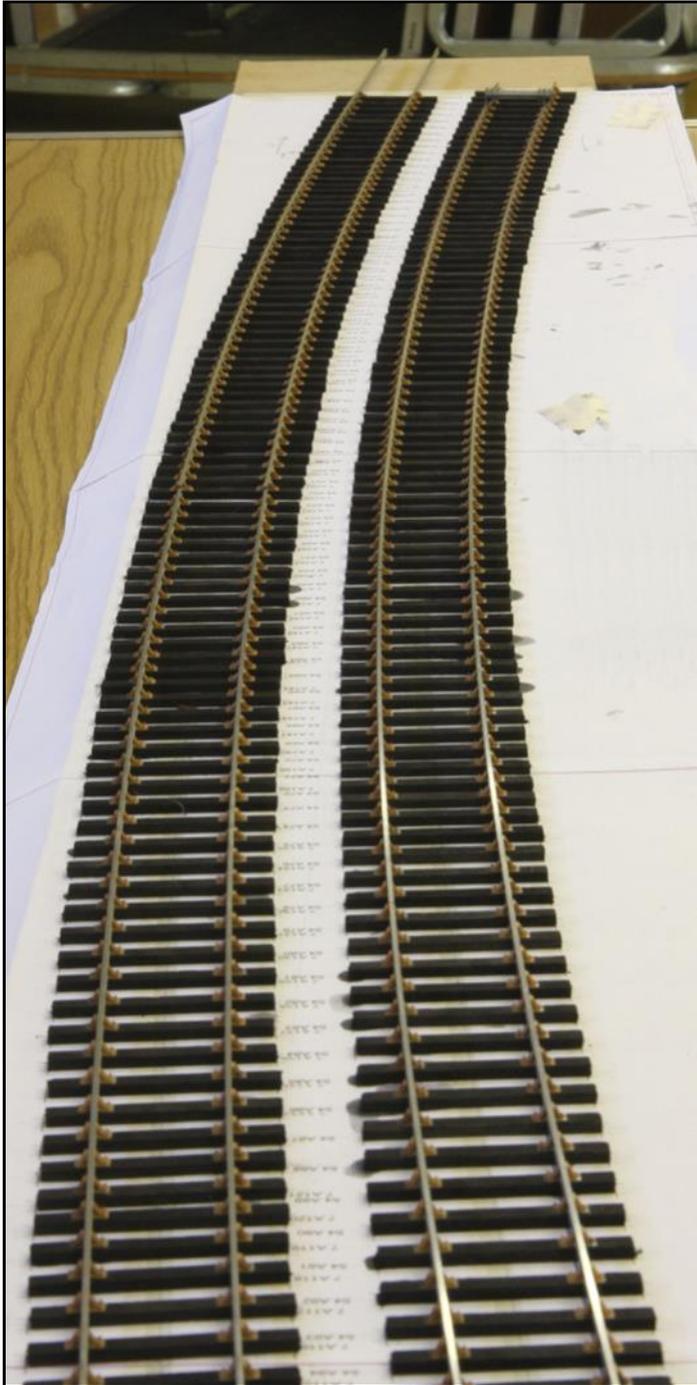
Martin & Paul

“O”kehampton Progress

Our O gauge project continues to make good progress. These photos were taken at the September modelling day and show the first of the double slips being built by Tim is taking shape well. This is the most complicated point on the layout and since Tim has previous track building experience, he got the job. Many of the rail chairs in the area of the points need to be cut and there are a number of different chair types to get in the right place. Pete is a track building beginner but is working on the plain track which may not be as glamorous but there is a lot of it to do, see right.







Left: The completed track that Pete was working on. This view is taken from where the station will be looking towards the engine shed, which will be top left in the photo.

Camp 93 News

Richard T, James Aitken and I took Camp 93 to the Andover show the weekend of September 6 and 7, assisted on the Saturday by Ted Smale. For that show a small number of improvements to the layout had been made. Richard has added some extra greenery to the whole layout - weeds and underbrush mostly, which gave it a bit of a spring-like appearance, and I'd taken a little time to cosmetically refurbish some of my rolling stock; tidying up paint chips and reweathering. Despite the lashings of rain which accompanied the journey down, James and I were able to get the layout from the van to the hall without getting either it or ourselves wet. Once we'd erected it, we found that point #3 had a loose switchblade, which we quickly repaired, whereupon the tiebar broke across the operating hole, requiring complete replacement. The blades came off again on Sunday morning, but were quickly fixed - and that was the only operational problem we had with the layout all weekend - not bad, given that the last time the layout ran was at the Ardenrail NMRA show at the end of June.

The show itself wasn't hugely inspiring. There were two large and well lit halls. Trade support was almost entirely at the diecast models, toy trains and RTR end of the spectrum, and a couple of stands selling pictures. There were a fair number of layouts, mostly OO and O scale; one HO, one P4 and a couple of Ns. Three or four ran with DCC, apart from us, and two of them had a smattering of sound-equipped locos. In general the layouts were not exceptional, and there were quite a number of locos on several layouts with tarbrush gloss-paint finishes.

One thing we did get was a lot of positive comments, and several invites for 2009, 2010 and beyond. We now have a very full calendar for 2009 with six or eight mostly two day shows. But before that we have Wycombe on the 1st November, and Warley at the NEC on 22nd and 23rd November.

While talking about shows, don't forget also that ExpoNG - one of the best Narrow gauge shows in the UK - is on the 25th October in Swanley; Mick and Richard will be there with the Slim Gauge Circle stand. Mick will also have the SGC stand at the Letchworth show the week after Warley.

Mick

Modelling Tips

If you are using Phoenix/Precision Superstrip to remove paint be aware that it does affect some plastics. I recently striped the paint from a Fleischmann bufferstop and found that the plastic was just beginning to react giving a slightly pitted surface after five minutes in the solution. The paint came off and the reaction was stopped in time.

Guildex, Telford international exhibition centre, Sunday 7 September.

Setting off from Aylesbury at 08.40 and collecting David Lane and Ian Gearing en route, we went via Bicester, M40, M42 Northbound, M6 and M54. We arrived at the Telford International Exhibition Centre at 10.10, just 2 minutes after James, Ian Roll and Neil Fairbairn arrived there having set off twenty minutes before us! (And I wasn't racing!). Surprisingly, we found there was still space to park within the Centre's car park - whereas last year, even when we'd arrived earlier, we had to park over half a mile away). I'd thus guess attendance this year was well down on last. Fortunately however, I feel that offerings of both traders and layouts was at least as good this year as last. Sadly, the food available within the exhibition was, at best appalling bordering on inedible and, as previously, over-priced too.

The day dawned blustery and far wetter than forecast (surprise surprise!). Six of us went and five came back. The sixth, James, was heading off on holiday to the South West direct from Telford down the M5; hence I'm scribing you this instead of James, who by now will be basking in the rain somewhere on Dartmoor. As I idly reflect on a good day out, it occurs to me that the club was well represented at Telford, underlining the undoubted increase in R&D interest in 'O' gauge which may be put down to either an ageing membership with deteriorating eyesight, or the impetus deriving from development of our new "flagship" layout under development, "O"kehampton. Who can say? Although David Lane only went there to help his mates run the "Wild Swan" stand, some of us remain hopeful that he may yet get bitten by the "O"kehampton bug.

Having embarked on my own modest diversification into "O" gauge last year with an engine kit and a brakevan kit, I had (and still have) enough to be getting on with, or so I thought! (As well as helping in a minor way to "do some stuff" on the layout itself which I'm finding very satisfying). The others all seemed to have generated "shopping lists" of things to obtain at the exhibition; I went quite happily with nothing in mind to buy, merely to hopefully look appreciatively at loads of stuff on display/for sale. And yet I came home with a bootful of stuff, which included a well-made kit built Adams "02" 0-4-4 tank which I found on the "O" Gauge Guild's "Bring & Buy" secondhand stand for a bargain price. I had it test-run on the "Guild's" test track; it runs beautifully and it can creep very smoothly forwards and in reverse with no sign of jerk or bind in the drive train. In my view, it looks very well finished in BR black (early crest) and the original asking price had been reduced by forty quid. I'm surprised it hadn't been snapped up early on the Saturday. Well satisfied (I thought), not ten minutes later I arrived at the Parkside Dundas stand who were selling four wagons (normally just over twenty five quid each) for the price of three. So I bought four of them: (two S.R. sliding door Meat wagons, an 8-plank open wagon and an S.R. 12-ton van, all of which will be very appropriate for "O"kehampton one day (can't wait!)).

Ian G, with various ballast wagons of various styles and milk train stuff (6-wheel tankers and Siphons) in mind, came away very happy with several highly appropriate wagons that will be equally at home on "O"kehampton. James too appeared happy with the stuff he bought, though he was mainly buying hardware for the actual layout,

such as point tie-rods, board-end rail protector joins (as well as picking up a couple of "S.P. Gunn Ltd, Okehampton" privately owned coal wagons he'd pre-ordered; whereupon Ian went and ordered some more! (They'll look great in the yard with an S.P. Gunn local coal delivery lorry or two in attendance). He also bought two copies of Pete Waterman's new book, which Pete signed for James and Mick Moignard (as well as signing hundreds more for others looking for a 'celebrity' autograph.

So, the question I always ask myself after any exhibition I attend: Was my visit worthwhile?

I hope that I remember to take my own food next time, but - very worthwhile. A good exhibition with seventeen layouts of various sizes. Most impressive for me were a Southern layout set in Kent (no bias there then!) and a decent engine shed with some very nice Southern and Western region engines of various types moving purposefully around - *and* with a turntable that actually works (unlike turntables that appear at many other exhibitions, even Railex!!). As usual, I'm not very good at remembering the names of layouts I see at exhibitions but no doubt David Lane can tell you their names; nor do I doubt (he says, hopefully?) that David will be booking them both for Railex as soon as possible (won't you David?!)

My overall impression of the exhibition is that it reflects very noticeably the current recession-hit mire the Labour Government has led us into. Traders seem to be suffering quite noticeably. There appears to be a lot more second-hand on the market this year than last - and although a lot of it is pure "tatt" there is a lot of very good stuff for sale too. Also, a very high proportion of locos for sale appear to have been price slashed by upwards of 10 to 15%. And yet ranges of new stuff seems to be expanding strongly.

Oh (and remember you read it here first!) As I was watching James badgering PW for an autographed copy of the book, a guy turned up at the JLTRT stand with a bundle of "works" taken black and white photos of the Midland/Western Pullman stock at Metro-Cammell, at sight of which PW whooped orgasmically exclaiming that the Blue Pullmans he has had tooled up for over a year, can now be completed quite soon as the detail of the power bogies he needed to finish the job were now within said pictures we all saw before us. A true "eureka" moment for both PW and anyone looking forward to buying an six or eight coach set of Pullmans (I wonder what they'll cost???)

As I look forward to my journey West in a couple of days time to join James somewhere in the middle of Dartmoor, from where we'll be surveying and taking photos of what's left of the real Okehampton for layout research purposes; and from there to head further West to take photos of tall ships at Falmouth later this week, no doubt in the face of gale-force winds, I bid you all G'nite.

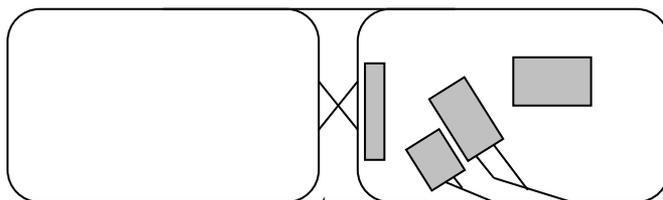
Pete

Garden Railways in Style

David Powell

Some enthusiasts have a garden railway. If the day-job as Chairman of Chiltern Lines was not sufficient involvement in railways, at their Oxfordshire home, Adrian Shooter and his charming wife, Barbara, have another railway in their garden. Specifically, a 600 yard circuit of 2ft gauge track, the Beeches Light Railway, complete with ex-Darjeeling Himalayan Railway (DHR) 'B' Class 0-4-0ST No. 19.

Along with other members of the Darjeeling Himalayan Railway Society, in June I had the pleasure of attending one of the occasional private open days at Steeple Aston. These typically start at around mid-day, with the first train at around 12.45. As shown in the sketch, the basic track layout comprises 2 loops, the Paddock Loop and the Garden Loop round the house connected by a diamond crossing in front of the DHR style station in the Paddock. The 2 loops are connected to create the main running circuit. Within the Garden Loop are the sidings for the Engine and Carriage Sheds.



The 15 ton No 19 was built by Sharp Stewart & Co in 1889, rebuilt in the Tindharia Works in 1908 and withdrawn from service in 1960. In 1962 it was sold to an American, Elliot Donnelly, and ran at his home in Illinois. In 1975 it went to the Hesston Steam Museum in Indiana from where, surplus to requirements, it was rescued by Adrian Shooter in 2002. Still retaining its original 1889 boiler, the loco went through a major rebuild at Tyseley in 2003. Since then it has featured on both the Festiniog Railway (2005) and the Leighton Buzzard Narrow Gauge Railway (2007). The two replica DHR coaches were built at the FR's Boston Lodge Works in 2003/4.

With Adrian driving, the operations manager for the new Wrexham service firing and Barbara as guard, you are treated to six or seven circuits – some 2 miles of ‘main-line’ running, with No 19 pounding the 1 in 41 gradients of the Paddock Loop and the even louder 1 in 22 of the Garden Loop before the train peels off back into the station. Then there is an opportunity to photo the next service, with the advantage that if the first shot doesn't quite work, in just a couple of minutes, the scene is set-up again for you! The break for an excellent BBQ lunch was followed by more running sessions, with the diamond being used to reverse the direction of running around the main circuit. Before and after the afternoon services, there was also a chance to watch and ride in the line's



latest acquisition – a replica Ford Model T inspection car based on one which ran on the Franklin & Maine RR. We were also treated to a demonstration of the Ford reversing by being turned on its own hydraulically operated pad/turntable which lifts the wheels clear of the track.

For those curious about the DHRS, which was formed in 1997 to promote awareness of, interest in and support for the Darjeeling Himalayan Railway, more information can be found at: www.dhrs.org.uk.



Editors Note (see right)

Bowman Steam Trains, Stationary Steam Engines & Steam Boats were produced by Bowman Models of Dereham, Norfolk (1925 - 1936) and the Bowman Models Co. of Luton, Bedfordshire (1946/50).

Vintage Hornby Day

This event has been held at Princes Risborough for a number of years and as I felt I needed assistance, there was a significant change in the way the event was organised last year. Members of the Hornby Railway Collectors Association (HRCA) organised exhibits, sales, room plans and the lion's share of the publicity.

I'm sure everyone noticed the vast improvement in quality and variety of exhibits which was achieved. Following their success, the HRCA members have suggested that the location be changed to Chesham High School – venue for the Chiltern Hills Group meetings which take place bi-monthly on the third Wednesday evening. This is local to the current organisers of the event, Ron and Derek.

This has significant advantages in terms of table availability, room space and on-site parking. The increased space also allows the event to expand and incorporate more Wrenn exhibits – effectively amalgamating with an exhibition previously held annually at Marlow.

Another diversification is into vintage live steam – some HRCA members are also Bowman enthusiasts. A track will be in operation all day and visitors will be welcome to run their models.

The event will take place this year on 1st November:

The Hornby Wrenn Day at
Chesham High School,
White Hill,
Chesham.
is from 10.00a.m. to 5.00p.m.

Entrance costs: £2.50 adult, £1.50 child & concession and £7.00 for a family ticket.

I hope those of you who have supported us in the past will continue to come to the new venue where, hopefully, the size and reputation will continue to grow.

please contact me if you would like more details.

Martin Randall

Club workshops.

Constructing buildings from plastic & wood kits and scratch building techniques

TBC soon

Ballasting trackwork TBC

Static grass TBC

Would anyone be interested in revisiting some of the topics already covered such as kit construction and weathering?



Useful internet addresses:

www.arceurotrade.co.uk

Some internet sites for small tools etc

www.cousinsuk.com

“

www.rapidonline.com

“

www.hrca.net

Hornby Railway Collectors Association

www.hobby-tec.co.uk

A new company which specialises in printed accessories for the railway modeller in O, OO and N gauges.

www.ltmuseum.co.uk

London Transport Museum

www.furnessrailwaytrust.org.uk

Furness Railway Trust

<http://people.bath.ac.uk/ccsshb/12cyl/>

The most powerful diesel engine in the world! This is worth a look.



Club Diary

October	Footplate published
	4 th Open Day
	25 th Swanley ExpoNG
November	1 st Camp 93 - Parsons Lumber Company, Wycrail Exhibition
	7th Annual General Meeting
	21 st Morris Collection slide show
	22 nd -23 rd Saffron Street and Camp 93 - Parsons Lumber Company, Warley Exhibition
December	TBA Christmas Social
January	Footplate published

Test track



October 17th
 November 28th
 December 16th

Additional evenings if space is available.

Evenings

Modelling Saturdays

The following Saturdays have been booked for the morning and afternoon:

Oct 4th (Open Day)

Nov 1st

Dec 13th



Here are a couple of pictures from our Morris Collection. Tim will be showing a selection of slides on Friday November 21st.

