



Risborough and District Model  
Railway Club

**Oct-Dec 2011 Autumn**

# **FOOTPLATE**



# Who's who!

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## WELCOME

It is now the start of the new club year and you should have paid your subscriptions, £46 for a year is very good value, less than £1 per week. The AGM will be on Friday 11<sup>th</sup> November which is an important event. It gives you the chance to discuss the last year and how we run the club for the next year.

We are as always very busy modelling on Fridays and Saturdays. We have now invested in four more modelling work lights as these are much in demand and the days are now getting shorter. If there is other equipment you think the club should buy, please let the committee know.

We are now into exhibition season and I have just visited the International N Gauge Show which was as good as usual. This year I went on Sunday and it was easy to get around and get at the trade stands. Saturday was apparently very crowded indeed. I have also heard good reports about the O Gauge show

in Telford. It seems the good quality shows are still attracting visitors in good numbers and they are willing to spend money. We need to make sure our shows are well organised and aimed at the correct audience. With this in mind we are still looking for organisers for Risex.

## Wanted: Risex Manager

Are you interested in running Risex? We are still looking for someone to take over from Ian to run Risex. The 2012 show is partly organised already and we can provide support and advice to anyone wanting to have a go. We will also need someone to organise catering.

Paul

## Photographic Competition

Also a reminder about the Photographic Competition which is on October 21<sup>st</sup>. This year we have a guest judge, this is Geoff Plumb. Geoff has been taking photos since the 1960s, and continues to take photos of today's railway scene, while his day job was a TV cameraman.

Categories for Prototype are, Steam, Diesel/Electric, Atmospheric and Night shots, for the Models these are Steam and Diesel/Electric shots, although I may add others. Since there has been rather a large gap since that last photographic competition I have decided that you can enter any picture taken from January 1st 2005. Please bring the photos along on the night printed out, any size that you want, but no bigger than A4! I am suggesting at the moment that no one can enter no more than 6 photos per category, but if space is permitting you can

put more down. If you want to provide a caption about the photo then please do, but don't put your name on it!

Ant



# 21 Again!

83, 84, 85.....'Great view isn't it!'. A voice behind interrupted my second attempt to count the wagons on a Trans Canada freight. I was standing on the veranda of the Rocky Mountaineer, curious to see how many wagons make up the 2+ mile length of train we had been told traverse the Continent. Oh well, by then, well into week 2 of the Adventure, I'd realised this was for Tourists rather than Rail Enthusiasts!

Unbeknown at the time to me, it all began one weekend lunchtime a couple of years ago when Gloria, my wife, asked where I would go if I could choose any holiday. Thinking it just a conversation piece, I replied Norway, Switzerland, Rockies and African Safari. (Goodness knows why 3 involved mountains -I suppose Africa does as well!). The story unfolded further early last year when I was advised to book 3 weeks holiday in June. The destination would be kept secret but it was to mark my next 'Big O' birthday in November. Guesses that ship or train were involved elicited a 'no' - eventually explained on the dubious grounds that it was both!

Fast forward to early June 2010. A delightful hotel in Vancouver is located immediately next to the Cruise Ship Terminal. After a great night there, we boarded MS Volendam, which was to take us to the Alaskan ports of Juneau, Skagway and Ketchikan. Along the way we viewed wonderful scenery including stunning glaciers with their jagged rock like ends crumbling and crashing into the sea before our eyes to create icebergs. And wildlife - including whales, seals, dolphins and a solitary black bear perched on a cliff. As we approached Skagway, the next secret was revealed: a trip up to the Summit of the White Pass & Yukon Route Railway.

Built between 1898 and 1900, the 3ft gauge line climbs almost 3,000ft in 20 miles and was designated as an Historic Civil Engineering Landmark in 1994. Construction began in May 1898 to provide easier access to gold fields, which had been discovered during August 1896 in the Canadian Klondike - 550 miles from Skagway! Word of gold had reached many parts of America and the Gold Rush was on! Prior to this, native Indians charged vast amounts to trek the Gold Diggers through a very difficult route and freezing temperatures - many never got through. Despite very difficult terrain the first 4 miles was completed in two months! The total line length was 110 miles and was completed in July 1900 - little over 2 years to construct a line, which twists and turns through exceptionally difficult terrain. Two

tunnels and numerous bridges and trestles were built by the sheer hard graft of thirty-five thousand men. Some worked only a day before realising it was too much for them, others longer. Tools were very basic - arguably the most important being 450 tons of explosive! Weather was also often an enemy - heavy snow and temperatures of 60 below freezing slowed the work..

The line now runs onto the cruise liners' dock and 'our' train was already there when we looked out that morning. Several cars, all named after lakes and rivers in Alaska, Yukon and British Columbia awaited us. Attractive in their chocolate livery with red clerestory roofs, the average age is 40 years - the oldest was built in 1883. I made my way to the front to take photos of the locos. There are 2 Baldwin steam Engines on the line but we were to be hauled by 3 Alco diesel - electrics. And a fine sight they were too in their green and yellow livery. Then the only 'real' problem of the whole trip: I'd strayed out of the secure area! Challenged by security guards who demanded my ticket, all I could do was point to Gloria further along the train and say she had it! As they escorted me back to Gloria, I was relieved to realise they weren't about to revise my itinerary to a day in jail!!



Off we set. The line passes along the back of the town - little has changed over the years and it would only need replacement of the modern vehicles with horses to create a 100+ year 'time warp'. Wide roads and boardwalks create the feeling of an old 'Wild West' town. A couple of miles out and we passed the maintenance shops - a quick glimpse of one of the steam engines, carriages awaiting their turn of duty and a few wagons as we gained speed. Half a mile further and we passed the Cemetery, last resting place for early residents, two of which had died in a Gold Rush shootout! The line started to climb. On the bright, clear day we soon had spectacular views of the snow covered mountain scenery, a river to the left crashing down through the rocks and conifers all round.

All too soon, we arrived at the summit, nearly 3000ft above sea level and freezing! As the engines ran round, we were told to flip the seats over so we would face forwards for the return to Skagway. Back at Skagway, a couple of hours free time gave us the chance to look round the station and other exhibits. The massive Rotary Snowplough (built in 1899) was probably the most impressive - the 10ft diameter steam powered cutting wheels rotate in either direction to throw snow and ice hundreds of feet away from the line. Restored in 1995, it is still serviceable but



modern bulldozers keep the line clear now.

We re-joined the ship for the return to Vancouver - along the way cruising through Glacier Bay National Park where we saw many glaciers and more stunning scenery. Last port of call was Ketchikan, a town that grew up from the late 1880's as logging and fishing developed. A sawmill and canneries which once lined the waterfront have given way to the cruise ship docks; waterfront buildings beckon tourists as restaurants, jewelers and gift shops. But buildings are well preserved: take away modern cars and it would be easy to imagine you had stepped back a century! Totem poles, preserved and re-created here, are also on display.

I thought we were to spend a couple of days in Vancouver. Wrong again! After a most enjoyable day sightseeing, first from a 'Round the City' Street Car ride, then walking nearby streets (where photos of a fascinating steam clock and typical trolley bus were taken) the next surprise treat was announced: a day trip to the Capital City of British Columbia, Victoria - crossing water to Victoria Island by floatplane! Yet another "one off experience I expect! I've been in light planes before but around 13 passengers in a small space was pretty cosy! As the throttles opened and the floats banged over the water, I couldn't help wondering whether it would ever lift!! Sure



enough it did and soon we were enjoying a day in Victoria - possibly the highlight of the trip for Gloria as we were able to catch a bus to the world famous Beauchamp gardens. Originally a limestone quarry, excavation ceased early in the 20<sup>th</sup> Century. The owner's mother saw the potential to create a garden, which eventually extended over the whole area.

Up early the next day, I was surprised to realise the Rocky Mountaineer has its own station - not a public one. Soon, formalities were complete and the train eased towards the main line. We traveled to Banff on transcontinental Canadian Pacific Rail tracks - along a route, which was completed in 1885. 30 years later another line was built from Edmonton to Vancouver by the Canadian Northern Railway following complaints of monopolisation of both freight and passenger services. Although Edmonton is about 200 miles north of Banff, the lines converge about 300 miles east of Vancouver. Following the steep sides of the Fraser River, the Northern builders had the more difficult task because the easier route had already been used! As we rolled through the outskirts of Vancouver, one of our superb attendants told us a little of the line and Rocky Mountaineer history and what we would see. Here we learned that the massive freight trains carry wheat, sulphur, potash and coal - much of it for export. We realised with some envy that perhaps this was a great contribution to our observation soon after arrival that Canada appears better kept and more prosperous than England.

Soon we were in more spectacular scenery - this time the River Fraser (named after a young explorer seeking a way from East to West in 1808) which flows through the mountains, sometimes slowly, sometimes crashing through steep gorges as white water rapids.

Nearly 300 miles from Vancouver, we reached our overnight stop at Kamloops. Here the Rocky Mountaineer has its main depot, a 22 acre yard for storage and maintenance of the fleet of 9 locomotives, 49 coaches and 6 power generator cars. The 3000 HP locomotives were originally used by the Canadian Pacific Railway until they were refitted in 2001.

Although the train had been split overnight as half was to take the route to Jasper further north, a second locomotive was in place for the second day - presumably to cope with the steeper gradients through the Rockies themselves. And on we went through more wonderful scenery, occasionally passing freight trains held in loops - The Rocky Mountaineer receives preference wherever possible! 50 miles from

Banff, we passed through another feat of Engineering: two spiral tunnels. For the first 22 years, the line had been at a dangerous and expensive 4.5% grade. Two spirals travel approximately 3000ft and turn approximately 240 degrees in each tunnel to raise the line about 50ft. 1000 men took 20 months to do the work, starting in 1907.

The anticlimax of arrival at Banff and farewell to Rocky Mountaineer was swiftly forgotten as we arrived at our last stop: a wonderful hotel surrounded by mountains and forest. We relaxed a few days, taking in a couple of sightseeing tours where we saw more scenery and native animals (elk and deer but, despite warnings of danger, no bears) - and prepared for our flight home after the Adventure of a Lifetime. (As Gloria was making the bookings, the agent told her to take time and think about it as it wasn't just a 'holiday'. What a wonderful Birthday Present!) And how many wagons make up a 2 mile train? Well, guessing a wagon at 50ft long, that's  $2 \times 5280 / 50 = 211$ . Sounds about right and I think our attendant mentioned 200 during one of his talks. Don't suppose I'll get the chance to go and check - unless Ernie or the Lottery come good!

Martin

## Detailing & Weathering Models

I thought it might be good to look at weathering models. I thought I would start off with some basic techniques and then twist the arms of our more talented modellers to write about the more advanced techniques.

First of all, what is weathering? You could simply say that it is making the models dirty! But it is much more complex and subtle than that. I think it would be better to say that it is the replication of the effects of age and weather. This would include the accumulation of dirt, fading of paint, damage, repairs etc. It is in effect making the model more realistic. By this definition, a model could be portrayed anywhere between pristine, out of the works to the end of its life as a broken rusting heap!

Where we are in this range will obviously depend on the prototype railway we are modelling and the time period. It will also depend on personal preference, some people like clean stock, others like the intricacies of old age. We are all artists and will interpret what we see in different ways.

The starting point is to decide what is wrong with the basic model and how difficult

each area is to fix/improve. A vast improvement can be achieved with simple techniques but a lot of time could be spent on a subtle effect nobody notices. You also need to think about your own skills, as you want to improve the model not ruin it.

For the first example, I have my Hobbytrain KLV 53 (1:160) which is used for maintenance of the railway. It can carry a crew of 7, has a small hydraulic crane and can carry materials. They were built from 1963-1971 and a few are still in use by DB and a number of private companies. So my KLV will be in a refurbished state, i.e. in good condition but with some dirt in the right places. There are plenty of photos on the internet to use as a reference and they also show up a wide range of detail differences and modifications.

Assessment of work:

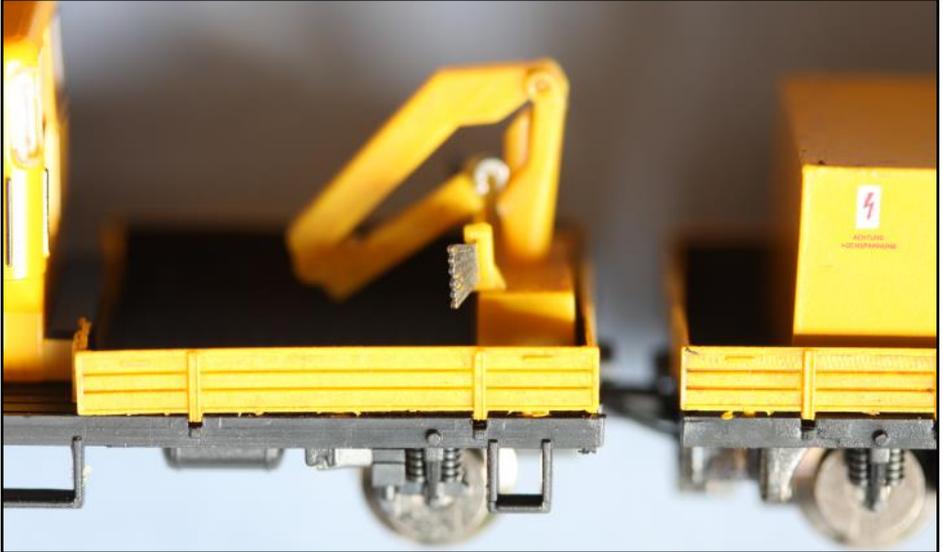
- Addition of supplied details, these include brake wheels, lights and stabilisers. Removal of unwanted couplings.
- Addition of crew, minimum of 1 max of 7 but this may seem crowded.
- Small windows need some adjustment to lie flat.
- Grills, need to be painted black to give a better wire mesh effect.
- The crane is unpainted plastic and therefore has a slightly translucent look. This needs painting.
- Crane operating handles need painting, possibly steel with black knobs on the ends.
- Exhausts need to have the mould lines removed and some rust added. The lower part is sometimes painted yellow.
- Planking needs a dark wash to enhance the gaps.
- Removal of DB logos and possibly addition of new logos.
- Pizza cutter wheels! This may be a more complicated fix so will probably be left. It is not that noticeable from normal viewing distances.

Below left: the effect of a black wash on the front grill. I use Games Workshop washes, in this case black. Gray paint is added on the inside of the front lower window



as this always looks dark in photos. Exhausts cleaned up and painted. Windows cleaned up, you can just see this top left where there is some moulding pip left. Top edge windows replaced with ClearFix as the originals stand up from the cab. Also note how well photography shows up dust!

Above: The side planking is given a wash of Games Workshop Devlan Mud. I feel this works better than black on the lighter colours. This has the effect of highlighting



the planking and plating, toning down the bright yellow and giving a more matt surface. Colours such as yellow, orange etc always look too bright and simply toning them down has a dramatic improvement. The operating levers have also been painted silver.

Below: side planking painted grey with a brown wash.

Paul



# Miniature Wonderland

While visiting Hamburg for work recently, I found myself with an afternoon free. I therefore took the opportunity to visit Miniature Wonderland as it is claimed to be the largest model railway in the world. It was easy to find in an old warehouse, just a short S-Bahn journey from my hotel in the centre of the city.

The first surprise was that there was a wait to get in, although they were providing free drinks while people waited. Inside was packed with people of all ages, and I can see why they were restricting entry, railways are popular in Germany. After getting the ticket you go through the shop which is mostly HO models, kits and books. The model is indeed large and meanders around the various rooms with each having a different theme. It starts off in Switzerland with an impressive mountain (allegedly the Matterhorn) 2 stories or 6m high (at this point you go up to the next floor where most of the model is) and goes through Austria, Germany (Knuffingen, Harz and Hamburg), Scandinavia (Norway, Sweden and Finland) and a small American section. The highlight of Miniature Wonderland was the new working airport which covers a large area showing the terminal buildings and runway. The aircraft and vehicles are



moving about this scene. The aircraft do actually take off and land: they fly through a

fabric curtain in the left hand side of the back scene supported on two rods which are just visible if you look carefully under the aircraft. The plane comes down to land and stops near the end of the runway. At this point the rods are automatically retracted and the aircraft taxis off to the terminal. Movement around the airport uses a similar system to the Faller Car System, with a small arm and magnet attached to the steerable wheels following an iron wire under the road. Take off is a similar process to landing, with the aircraft taxiing out to the runway and coming to a stop. The rods attach and the plane takes off through another curtain on the right. Behind the scenes the aircraft is removed from the rods and then it moves to a lift, a bit like you would see on an aircraft carrier, to descend to a low level return road for its landing later on. The quality of the modelling is good but possibly not what we would call finescale. The scenes are varied with open countryside and cityscapes. The trains are all Maerklin and run on AC using their stud system, in effect it is 3 rail but does seem to



work reliably. In case of problems there are fold down planks around the walls (sometimes resting on strategically placed chimneys) allowing the operators to crawl out over the layout. Train lengths were reasonable and the trains generally seem to have a prototypical formation. There was a reasonable amount of movement, not too many trains for the crowded toy train effect. Control is from a large control centre with a wall covered in monitors.

There are other areas which have a more humorous approach to modelling, such as the Scandinavian scene with the giant octopus and SCUBA diving cows! There was a

radio controlled cruise liner going through the fjords in this area, very slow and realistic movement.

Above: Hamburg station.

Overall I would say that that it was worth visiting although I think I prefer Railz in Rotterdam as it seems to have more depth and space in the scenery giving a more



realistic scene as well as fewer visitors giving a better view.

Paul

## Stamps

There is a stamp collecting bag on the notice board, proceeds from the sales of stamps goes to a MS charity via John Franklin.

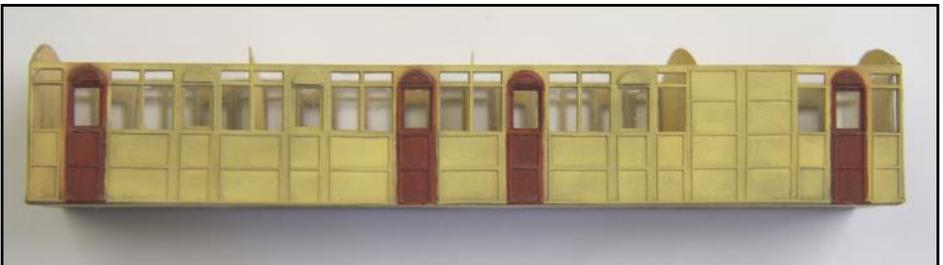
# Aylesbury Update

Over the last year, the Aylesbury project has made slow but steady progress.

Other than the engine shed that was featured in MRJ 207 very little work took place on the layout itself. Off the layout, I have been working on some of the various buildings needed, including the small porters' room on the end of the up platform, pump house and the grounded coach body behind the engine shed. These are constructed using the method of laser cutting the main components that I first used on the engine shed.

This grounded coach body was once Metropolitan coach 212. It possibly arrived in the 1920s, when the line through the back of the shed was extended. In the mid 1950s the coach body was shifted around ten feet to one side to avoid the line and remained there until broken up in 1967. A door survives at Quainton. Luckily I possess photos of both sides of the coach and the major dimensions so I could be accurate on the drawings I used to produce the model.

Instead of plastic (that I normally prefer to work with), the coach body is laser cut from several layers of paper or thin card to build up the various panels and beading. To protect and give a base for painting, the card/paper was sealed with shellac. I have now access to someone who can laser cut for free (other than paying for some material costs), so have the advantage of getting several sets of parts needed for each building cut at the same time should I mess up. The laser can cut to produce a paper strip less than a quarter of a millimetre wide if required, although at this width these very fine paper parts do get very



delicate to apply! Each side of the coach was laminated from four layers, made up from a side, window frames, droplights and beading. Painting consisted of airbrushing cream over the sides and ends, with the four doors still in use on one side painted gulf red (red oxide), (previous to 1950, the coach was painted olive green to the waist level and cream above). Once dry

weathering was applied following the photos I had to hand.

The more buildings I construct the more I learn about how best to design them, as in essence I am making my own kit; to my mind not only is this method very accurate, but the components can be reproduced as many times as needed, the hard work is in doing the drawings in the first place.

Pete Miller has now constructed a frame that protects the scenic boards and will allow the layout to be stored in the area of the clubroom recently vacated by Saffron Street. Anthony will finish the wiring of the point motors and once tested, platforms can be added and other scenic work started.

2013 is the 150th Anniversary of the opening of the station at Aylesbury and it would be nice to have the layout looking exhibitable by then so please let me



know if you wish to get involved.

David

## Okehampton Update

There has been a distinct lack of progress on the track recently, but the enthusiasm has returned and the last of the scenic boards is undergoing final assembly. Rob Thompson has made the curved main line for it and final track laying will happen soon, if it hasn't already. What is great is the number of 0 gauge engines and wagons being made. Harry, Martin, Ian R, Russ, Adrian, Neil have all made stock. Paul has just painted a station master for Okie too. So what next? There are a few points still missing on the yard entry and these

are in progress. We need to get all track done by Xmas, so that gives us something to aim for.

It is also very pleasing to see the buildings coming on so well thanks to Michael. These really look good and will give the layout so much atmosphere. Tim's loco coaling yard looks fabulous too. Okie will be so good on the exhibition circuit because of the quality of the items on the layout. We still need lots of stock. Engines will be added to soon once Ian R has his M7 done. He and I have invested in N class kits, so that will be two more to add to Pete's N made by Adrian. Russ's collection continues to grow. The next major job is to get the track working fully, then paint and ballast. After that, the scenery can go in. At that point we have a layout we can show. We're a few years away yet but we'll get there and have a layout we can be proud of.

Above: the final scenic board takes shape with track laid in position. The



board it is attached to will need some change to the front to get the correct level now that new photos have been obtained showing the land grades behind the engine shed.

James

## Rannoch Junction Update

Progress over the last year has been better and with the final track alterations and associated wiring finished, attention has moved to the scenery.

Much messing about with static grass, flock, bits of twig, bushes and trees, and

it is beginning to look like it should, although admittedly there is a long way to go. Hornby finally got round to producing an OTA log carrier which saves us building all those Cambrian kits that have been lying around in a drawer for the last year or three.... and a few more wagons and coaches have built up the stock list.



The engine shed is nearly finished and only needs a coat of paint, then attention can be moved to the station building for which we have window and door etches already, and also the footbridge for which we have obtained a brass kit. The loading dock is built, and occasionally sees a few more logs added to give it the right feel. With neither of us having really done much in the way of scenery we have been taking our time and trying to get it right!

Pete

## Chiltern Mainline

Above right: The 'Silver Train' as Chiltern call them, is headed by ex Wrexham & Shropshire 67012 (now debranded.) These services now containing a 'Business Class' to which you can get a £10 upgrade from standard class each way, and an onboard kitchen serving drink & snacks. On this service 4 coaches are internally refurbished, but the 5<sup>th</sup> still has old style seats and covers. In the bay is 165027 with the 14:33 Moor St to Leamington Spa.



Below: Chiltern Mainline Silver train DVT 82305 heads 5 coaches and being pushed by 67014, passes over the new alignment at Gerrards Cross. The bank has been cut away and strengthened; the track has been straightened out, with new point work and signalling to allow faster speeds through the station. Finally at the end of 2010 Tesco opened on top of the new tunnel (which famously collapsed onto the track in 2005), the building work on the project having taken 7 years to complete!



# Hobbycraft - Aylesbury

Hobbycraft have now opened a new store in Cambridge Close Retail Park, Aylesbury. I had a quick look around and found this to be one of the smaller stores. It does not have a modelling section, so there is no sign of: Evergreen styrene, Games Workshop paints, kits or Hornby, etc. They do have all the usual artists paints, brushes, mount board, foam board, adhesives and tapes. A useful store for general materials.

# Howes of Kidlington

Howes have moved location within Kidlington and are now located in Station Field Industrial Estate. This is just a bit further north than the previous shop with greatly improved parking. Most of the shop is given over to radio control cars, boats, planes etc with a small railway section (almost entirely OO). There is a good range of paints.

# 3D Surface Details

While walking around the N Gauge Show, I found a product that was new to me and might be useful. 3D surface details: these are resin and are produced on a decal film. They are used in the same way as decals and provide raised detail for rivets, louvers, wood grain, treadplate etc in scales from N to O. They are made by Archer in the States ([www.archertransfers.com](http://www.archertransfers.com)) and are available in the UK from DCC Supplies in Worcester ([www.dccsupplies.com](http://www.dccsupplies.com)).

Paul

# Articles for publication in Footplate

Articles can be on paper or in electronic form with minimal formatting. Digital photos should be at as high a resolution as possible. We would like to hear about your railway and modelling interests, places you have visited or models you have bought or made. Reviews of models, gadgets, books etc. are particularly welcome. Articles should be sent at least 1 month before publication dates, i.e. beginning of March, June, September and December for publication in January, April, July and October.

# Magnifier Lamp

I purchased one of these magnifier lamps at the N Gauge Show from The Craft Light Company and have been trying it out. For figure painting it seems to be very good with a useful 2x magnification on the lens. There is also a small 4x mag. area which I have not tried yet. For painting larger objects it is still good but it is more difficult to get the item in the right place. This was due to the size of the ship I was painting and not a problem with the magnifier. It was not so good for drilling small holes as the lens does have some curvature and it was not easy getting the drill straight. There is a ring of 16 LEDs around the lens which give good illumination. There is a large grip at the base to attach it to the table or you can clip on a small foot to allow it to stand on its own. It is supplied with a power supply but can also be used with 3x AAA batteries. These units cost £45 from the website but it was available at the show for £30.

Paul



# From the Internet

I recently came across this site:

<http://paperbrick.co.uk>

You can select your scale, type of brick and printout your own brick paper. There is a choice of light or dark mortar lines and the thickness of these lines. There are 43 types of bricks, with 6 bonds and scales from N to G. I find the sheet produced fairly evenly coloured bricks so it would suit modern builds better than old ones.

## **Miniature Wonderland Airport**

A scale model of a German airport. The airplanes are loaded, then taxi, take-off and land. This is really amazing. First there are photos and then scroll down for a video (Use full screen and sound)

[www.dailymail.co.uk/news/worldnews/article-1383532/Knuffingen-Airport-German-builds-worlds-largest-model-airport.html](http://www.dailymail.co.uk/news/worldnews/article-1383532/Knuffingen-Airport-German-builds-worlds-largest-model-airport.html)

Mark Found's Railway World:

<http://www.youtube.com/user/railwaychannel>

The Great Central rail crash Leicester 1949:

<http://www.youtube.com/watch?v=gFjErNhW6xI>

The Steam Museum:

<http://www.thesteammuseum.org/>

The Digital Archives Association is a small group of amateurs producing high-resolution images of historical maps on CD and DVD.

<http://digitalarchives.co.uk/>

**Back cover:** A Brand New Derby Built DMU 172340 at Birmingham Moor St, on a training/proving run for London Midland. Taken about 15:45 22/09/11

# Club Diary

## *October*

- 1<sup>st</sup> Beaconsfield Exhibition, Beaconsfield High School for Girls, Beaconsfield
- 8<sup>th</sup> **Club Annual Open Day**
- 14<sup>th</sup> Test Track
- 14<sup>th</sup>-16<sup>th</sup> Camp 93 - Parson Lumber Company at NMRA Convention (Bournemouth Belle 2011), Carrington House Hotel, Bournemouth
- 21<sup>st</sup> **Club Photographic Competition** - Including talk by Geoff Plumb

## *November*

- 4<sup>th</sup> Swiss Railways including the Gornergrat, Glacier and Bernina Expresses shot in HD - Talk by John Laker and Keith Spillett
- 5<sup>th</sup> Wycrail, John Hampden Grammar School, High Wycombe
- 11<sup>th</sup> **AGM**
- 12<sup>th</sup> Modelling Saturday
- 19<sup>th</sup>-20<sup>th</sup> Warley Exhibition, NEC, Birmingham
- 25<sup>th</sup> Test Track

## *December*

- 17<sup>th</sup> Modelling Saturday
- 30<sup>th</sup> Test Track

## Test Track Nights

Here is the list of proposed test track nights. If you want to make use of the test track then you need to get it out and set it up. Don't wait for someone else to do it.

October 14<sup>th</sup>, November 25<sup>th</sup>, December 30<sup>th</sup> (Christmas / New Year week).

## Modelling Saturdays

The following dates have been booked 09.00 to 17.00

Oct 8<sup>th</sup> (Openday), Nov 12<sup>th</sup>, Dec 17<sup>th</sup> (NB: Dec 17<sup>th</sup> only until 16.00 due to another booking).

