



Risborough and District Model
Railway Club

Apr-May 2012 Spring

FOOTPLATE



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WELCOME

We are now getting into the busy part of our year, Risex and Wheeltapper are behind us and Railex will soon be here. Risex was once again an excellent show and Adrian and the team did an excellent job. A full report on Wheeltapper will be in the next edition.

At this time of year the manufacturers are telling us about the new models that are to be produced. It seems that all the main companies have a great line up to tempt us with locos and stock from all time periods, even a couple of GCR locos I notice. The other interesting thing is Dapol's announcement on an improved chassis warranty:

"Dapol's Product Development Manager, Dave Jones, has said that, with the launch of their new N gauge A4 and A3 steam locomotives, Dapol are altering their locomotive warranty so that every locomotive produced by Dapol, in any gauge (from the release of the A4s), will have a one year 'no quibble' chassis warranty.

Dapol's two service and spares agents will, upon your return of a model directly to them, replace the chassis (where it is possible to do so) free of charge.

Furthermore, at the end of your one year, you will be able to send your locomotive to either one of the two official agents, who will, for £15 (plus a post and packing charge), service your engine and make sure it is in tip top running condition. This will then automatically extend your 'no quibble' chassis warranty for a second year. The service and spares agents will also, from this date, be able to service and repair 'out of warranty' locomotives, and, as such, locomotive spares are being made available to them to be able to do this.

To qualify for this new chassis warranty, your locomotive must have the letter 'W' on its box label, or stamped onto the chassis, and must be returned to one of the two agents and not to the store of purchase. Include dated proof of purchase and your warranty card (that will now comes with every locomotive), as this will be stamped and dated to qualify for the extra year.

You will need to contact the agent of your choice in advance by phone and book-in the model for a service or repair and pay for shipping each way (when a service is required). Dapol, or their agents, will not be held responsible for failure to mitigate against potential 'loss in the post' of locomotives sent for service or repair that are out of warranty.

The warranty, extended or otherwise, does not cover damage to the locomotive body caused by rough handling, locomotives with decoders hardwired (all decoders must be removed before return for service/chassis exchange), drive shaft relocation or dropping, as these will be classed as 'lack of care' and fall outside the warranty. The warranty does not extend to previously manufactured and released non 'W' branded locomotives. You are reminded that this warranty and offer does not affect your statutory rights.

Dapol have also announced that DCC Supplies have become their sole official DCC installers for hard wired and socket fitted locomotives.

Dapol's two service agents are: DCC Supplies, Unit 17A, Top Barn Business Centre, Worcester Road, Holt Heath, Worcester WR6 6NH. (Phone: 0845 224 1601 or +44 (0)1905 621 999 website www.DCCSupplies.co.uk) and BRLines, 97 Park Lane, Guisborough, Cleveland TS14 6PA (01287 633036 website: www.BRLINES.com)”

This is quite a change from the 6 months warranty and no spares situation we had to put up with. Hopefully other manufacturers will follow suit.

Paul

Fourth thoughts

A few weeks ago I happened to come across a back edition of Footplate and, as you do, I started re-reading it. It contained my article ‘third thoughts’, which was all about my reasons for deciding to build a 7mm scale steam loco when everyone knows that my allegiance is more to the diesel engine-ed locos of this world. And, having finished re-reading it, I thought that now is a good time to update y’all with the current state of play, twelve months later. . .

I would love to say “As I sit here the loco is largely finished. . .”, but that would be a complete lie! The truth is that the loco *looks* largely finished as it has now had most of the large bits of brass bent into shape and soldered on. And quite a few of the smaller bits of brass are in place, too, but not all of them – not yet, anyway. The devil is in the detail as they say and it’s largely the detail that’s missing right now, things such as the cab detail and the cab roof, funnel, dome, smokebox door, various brass fittings and associated pipework, so-forth. Then make sure that it runs, disassemble it, paint it, decorate it, weather it, DCC it, and collapse.

I once read a learned article that said (in part) that the Martin Finney ‘M7’ is a suitable loco for a beginner to tackle, but, as a beginner myself, I disagree. Let me tell you



about the nightmares that I’ve had with building this kit, to see why.

Firstly, the chassis. This is a tank engine, and as such (because there is no tender to begin the build with) it is the first place that most people will start. Especially as it is the first thing in the instructions. . .

But it’s TERRIFYING! –

The first instruction is to 'remove the frames from the 'etch' and break off the bits that you don't want'

WHAT?!?!?

BREAK IT?!?!?!?

This takes a deal of courage!

And after a couple of weeks of repeated examination the drawings begin to make sense - You realise that different bits of the various drawings will go together to make up a single drawing of the options of your loco that you want.

And after two weeks more of studying the drawings and the instructions you begin to realise that there are things in the instructions that are not mentioned in the drawings, and things on the drawings that are not mentioned in the instructions. . . . Hurrying ahead is strongly dis-recommended.

The major nightmare that I had with the chassis was pick-ups. I was originally going to use wiper pick-ups off the backs of the driving wheels, and later changed my mind to use plungers. By this time the chassis was largely built and I could no longer 'see' the sighting holes in the chassis provided for drilling out plunger access holes. I had to guess at this, and I was NOT happy with having to drill 6mm diameter holes in my nice new chassis.

The footplate is typical Finney, I think. It is assembled from two half-etched parts, it's like soldering spiders web together, and fits together beautifully. For soldering, the front parts of the chassis are supposed to be located together with 0.45mm diameter wire(!) through some holes, but this is not necessary as the parts are nicely held in place by the parts you have already bent up and down as per the instructions.

My nightmare here was bending the various splasher-tops to shape. It seems that I am quite good at soldering bits of brass together, but accurately generating sweeping curves is another game entirely. I now have various holes in my workroom wall, where bits of the kit were thrown at it from time to time . . .

The boiler: rolling the boiler would have been a total nightmare, I think, without a set of rolling bars. In fact, the correct move here would have been to send the flat boiler back to Mr. Finney and paying him to roll it for me – taking up the suggestion in the instructions of using a round bar and a fluffy carpet would have been a total disaster. As it turned out, the kit contains two boilers, one with bands and one without, so I was able to practice rolling the boiler in the rolling bars before attempting the real one. Excellent!

And once I'd rolled the boiler, rolling the smokebox was a doddle.

Except.....

Except that there are two reverse curves in the thing, at the bottom. I never did get that bit quite right. <Sigh>.

After that it was all down to soldering the big bits together – the footplate, the boiler and smokebox and the cab – and then assembling the side-tanks and bunker in place. Maybe I'm getting used to this lark by now, things seem to be falling into place just nicely.

Can I finish this kit? – yes. I don't think that there are any 'show stoppers' on the horizon right now.

When will I finish it? – That's another question. Let's just say that I'm very glad that 'O'kehampton is so far behind schedule, because it leaves me lots of time in hand to correct the mistakes.

Ian Roll

Footplate Editor

This is now the twenty fourth Footplate I have edited and produced since its revival in 2006. Maybe it is time for a change so if anyone is interested in taking on the editing and production of the club magazine then please come forward. It does not have to remain the same, you can change the frequency of publication, the content or the format. Maybe changing to an email based format. It is up to you.

What the magazine should do, is to provide all members with club information and report on events. Articles on club projects, home projects, or general modelling techniques are all helpful to members. Remember, not all members can visit the club or have access to the internet.

The current magazine is produced using Microsoft Publisher 2002 and printed on my Konica Minolta laser printer. This does take quite a lot of time but many of the members are producing content so the new editor does not need to write everything. My aim was only one article per issue.

Paul

Bonsai in Japan by Margaret Roll

Now what am I doing writing an article for Footplate? Well, read on and you'll find out the answer very quickly☺ However, before I begin; an apology. If any of you readers have been to Japan and know all about the following then I bow to your superior knowledge.

A few of you will know that my hobby is bonsai. In connection with that I was given the opportunity of going to Japan with a group of fellow enthusiasts to a convention which was held in Katamatsu, on the island of Shikokuto. At the mention of Japan, you should really be starting to put 2+2 together!! Yes, bullet trains - and I was going to have the opportunity of travelling on 2 of them during the course of my 10-day stay. I was also going to be travelling on several other trains.

Before I went, Ian told me that I could borrow his camera, a Nikon, and be 'trigger-happy'. Which is what I was, I took 565 photos, several of which I deleted at the end of each day and a few I have 'amended', using PhotoShop, since my visit. As this was a bonsai holiday, I won't bore you with much information on plants. Instead I will mention the train journeys I had plus the physical nature of their stations and the general impressions I had of the country. I apologise at this point of not knowing anything about Japanese trains except to recognise a bullet. However, I have taken photos of several different kinds of trains but I'll only add a few to this article.

The convention started on a Friday and included bonsai demonstrations and visits to gardens containing bonsais. One garden in Katamatsu was adjacent to a small station. The event finished on Monday night so we checked out of our hotel on the Tuesday morning, with an overnight bag, leaving our case to travel to Kyoto where we would meet up with it on Wednesday evening. We arrived at Takamatsu station (upper left) to





catch a train over the Inland Sea to Okayama via Sakaide. This line contains the 6-mile long Seto Ohashi Bridge and it was opened in 1988. I was able to take some photos on the approach to but not from the bridge itself because of the girder construction. Having this bridge has reduced the crossing time from island to mainland to 15 minutes as opposed to one hour by ferry. Whilst at Okayama we visited the Korakuen gardens and then returned to Okayama (below)

before catching our first bullet train of the trip and this was to Nagoya. It is easy to find which carriage you are supposed to be seated in. Along the platform there are markings so one just walks along until you reach the right one. In addition there are overhead illuminated signs which tell you which platform is going to be occupied next, for which direction, and what time the train is scheduled to depart. The train will arrive a few minutes before departure allowing people time to get off and new ones to get on. We had numbered seats but just got on. Later a Japanese woman complained that someone was in her seat so we had to move round. (I was nearly in my right one). Each carriage has 100 seats made up of 3 on one side and 2 on the other.

A few words about the hotels. In each of the hotels, there were the same things – a 4’-wide bed, small desk, fridge, TV, hooks and en-suite. There were no wardrobes but a notice saying there was plenty of storage under the bed which meant no hanging up clothes. The en-suite contained a loo, wash basin which slightly went over the cistern, and the small bath. I mean small bath. The sides were high, you could not sit in it comfortably as your



knees would be drawn up so that your heels were next to your bum. It was difficult getting out of that. You could kneel if you wished. Failing that, it was a shower. For running water into the bath, the mixer tap was turned so that it could fill either bath or basin. If a shower was required, then a switch had to be turned to redirect the water. We were told that if we wanted a bath or shower to close the door otherwise the fire alarm might sound!! I also noticed that hotels in Japan do not have a lounge or dining room. Instead, next to reception there are a few tables and, for breakfast, people just take what they want from the food laid on another couple of tables, eat and go. This buffet-style lasts about 2 hours. Breakfast at two of our three hotels consisted of rice, pickles, ham, omelette, soup, bread – for toasting if wished- marmalade and jam. There were juices, water, green tea and coffee to drink. The third hotel catered for both eastern and western tastes. This leads me to mention other food. If you like boiled rice and fish then you can survive although meat and vegetables are also served but this depends on the type of restaurant you are in. It is also a good idea to practise using chopsticks before you go although, if you ask, forks are available. Japanese chopsticks are shorter than Chinese ones.

Whilst I am comparing things, here are some more. The main roads are wide, multi-carriageway, free of pot holes or similar with no iron works in the middle. There are narrow roads but they are in small villages. Everywhere, in the cities certainly, seems clean and there is no quiet period.

Back to trains. The day after visiting Korakuen, we went via 2 commuter trains (below) to Tokoname, the ceramic centre of Kyoto and a must for all people interested in pottery, besides bonsai enthusiasts. In the old part of the town, it has very narrow streets – single-width only with no passing places that I could see. Small cars like Toyota Yaris or Aygo are fine but nothing wider!! I did buy a couple of pots here. Whilst here, something strange was noticed. Opposite the warehouse where I bought my pots, there was a house outside of which 2 young children were playing. One of our party had a packet of Japanese sweets in his pocket and motioned to the children to come and get some. Miming and pointing is just as effective when trying to



communicate!!! The children were very hesitant but eventually the older one became curious and advanced. After he saw what was being offered his face lit up and he smiled and then dashed back to his sister. Reluctantly at first, but urged on by her brother, she came up and took some sweets. Both smiled their thanks and then went indoors. Two minutes later the boy came out but pointed to their lounge window. His sister had pulled back the curtain and there was a fully decorated Christmas tree!!! In November!! In mid-afternoon we returned to Okayama station (having changed trains) and went on another bullet to Kyoto.

However at Okayama station we had a hair-raising moment. All of a sudden the travel guide yelled out the name of a person only to be told that the person concerned had just got on the bullet train which had arrived at the platform. The guide immediately jumped onto the train calling the man's name. Fortunately for us, there was a train guard standing just by us, and he immediately guessed what was up, so using his 2-way radio stopped the train. Our guide appeared with the missing man, the guard gave a sigh of relief then blew his whistle for the train to depart, which it did – on time. Our train came in a few minutes later and we got on. Again we each had numbered seats so we were told to get on and sort out the seating when all were on board.

Our first day in Kyoto was spent sight-seeing by coach and visiting several temples and the second day was spent visiting a bonsai show. However, the third day we were free and could go where we liked provided we were back at the hotel by 7pm for going out for our farewell dinner. Two members of our party came from High Wycombe, but were not bonsai enthusiasts but the sister and brother-in-law of our leader. He is a real train enthusiast and drives trains as a hobby! I had noticed from my research that there was a steam engine museum and he had also noticed that there was a narrow-gauge railway. Hence we decided to join forces. We walked for 30 minutes in a south westerly direction to the Umekoji Steam Locomotive Museum which is housed in the old Nijo station building. It was interesting to walk as you could see all sorts of things attached to buildings but still notice shops boarded up so times are hard in parts of Kyoto. The station was opened in 1972 on the 100th anniversary of the start of railway operation in Japan and its aim is to preserve the history of the steam locomotive. The exhibits allow people to experience and learn about the development of railway culture in Japan. At the museum there are 18 engines dating from 1914-1948. Two of us paid a little extra so that we could have a short ride on one (above right). After that we walked back to the hotel where we had arranged to meet 4 others before getting a taxi ride to Nijo station – one of our party had had an operation earlier in the year which made it difficult for her to walk. This was compounded by the fact that she had fallen out of a taxi whilst in Japan (the driver had been hurrying her up and took her stick away from her). From there we went to Umahori Station where we walked a few paces to the narrow-gauge Sagano Scenic Railway. At the station we hit a problem. Apparently this railway is extremely popular and booking is the norm but we didn't know that. We were told it was full but one of our group pleaded saying we were English, come specifically to see the railway and were going home the following day (part of the latter was true☺). Finally, after much deliberation, we were allowed on with conditions. We could only go one way, be split up into 3 groups: 2 standing in one carriage, 2 seated in another with 2 standing in the same carriage. We could return on the main line railway whose nearest station was a 10-minute walk from the Scenic Railway and it went straight through back to Nijo Station. I was in the first group and



decided, as I was head of the queue to get into our carriage (remember some platforms for special trains had their carriages marked) and stand by the door on the far side of the carriage. This railway is also known as the Romantic Railway partly because of the beautiful scenery and the forever changing colours). This train runs along a gorge with the river Kozu winding below. Whilst I was there the water-level was low but even then people were in boats shooting the rapids (above). What was really good was the fact that the train stopped at certain places and a commentary was given – the only problem being that it was in Japanese☺. When we got to the end of the line, and while we walked to Saga-Arashiyama Station where I took more photos. Our group of 6 decided that, as we were going out for our farewell dinner that night, a return to our hotel might be in order. So, from Nijo station a group of 4 of us took a taxi back to



the hotel and the other 2 walked. I arrived back in my room at 4.30pm. We were scheduled to leave the hotel at 7pm so I had plenty of time for a snooze, shower, final packing and getting ready for going out. Again we went in taxis to a restaurant where we had a meal on the 7th floor. Instead of a BBQ as the previous night, this time we had a mini-stove on tables of four and on each was a casserole containing boiling water with a slice of pressed seaweed in it for flavour. We were given meat and vegetables to boil and we were separately given boiled rice. Food cooked this way takes only moments. We had a time limit of 2 hours. After eating and drinking, time was up for us to depart, again in taxis and return to our hotel.

The following day, Sunday, we were up early – again – for our coach-ride to Osaka airport for the flight home. Would I go again – yes please!! The next time I would make sure I knew how to work the video part of the camera so that I could study the bonsai demonstrations in more detail later. In addition, I would want to spend more time in Kyoto as there are many places to visit.

Compensation for the N Class

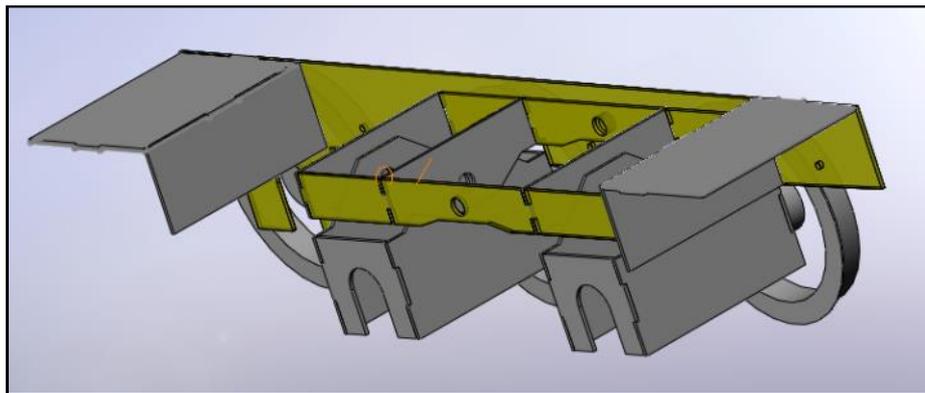
Ian and I have bought ourselves the Southern Railway N class kit from Sanspareil, mainly because it was available at a discount at Telford and therefore slightly cheaper than the David Andrews one. It also had rather nice cast rods and Walchaerts valve gear. As with many kits, the tender and loco chassis are expected to be built rigid, which quite frankly is useless.

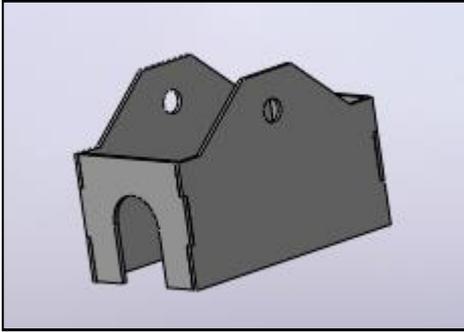
We both decided that a sprung loco chassis was the way forward, but what to do with the tender? Fitting relatively expensive hornblocks to the tender chassis seems a lot of work and cost for little gain, so I thought that a compensation system would be better. I have a tender for my Q class which has compensation. On this, two axles are attached to two beams hinged in the middle at the tender chassis sides. There are two main problems with this concept. One is that the bearings have to be loose in the beams. If one wheel on an axle goes up and the other down, rigidly soldered bearings would bind. The second problem is that two beams and one rigid axle gives 4 support points and like a pub table on a stony floor, this will always rock. To achieve a stable tender chassis, there must be exactly 3 support points for a rock free chassis where all 6 wheels are guaranteed to stand on the track.

Essentially, if we have axle 1 fixed, the compensation system must allow axles 2 and 3 to move relative to each other, while each axle must be able to twist relative to axle 1 independently.

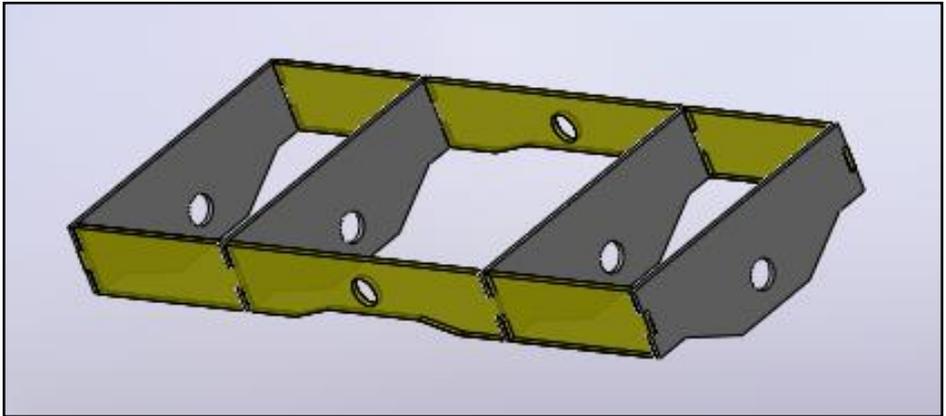
One solution is to provide a separate unit for axles 2 and 3 which pivots about a subframe which itself pivots relative to the chassis sides. The picture below explains it better.

The components are the axle unit itself:





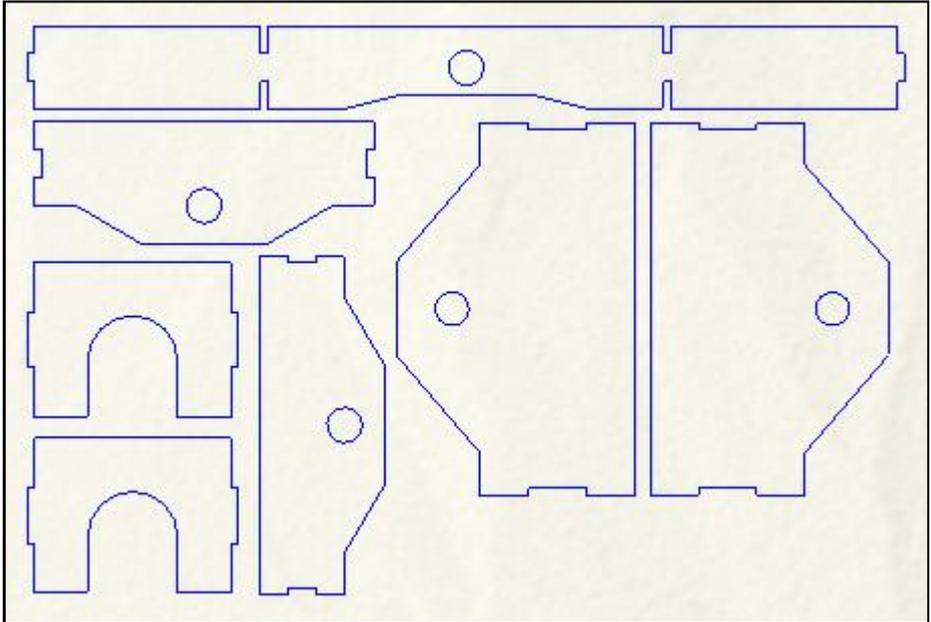
And the compensation beam assembly:
The axle bearings are soldered rigidly into the axle unit which then pivots between each outer pair of supports in the compensation beam assembly, which itself pivots about the central holes in the



two sides.

I drew all the components in CAD using Solidworks which I had bought some years before for my business. The components are drawn with 0.5mm thick material, with tabs on the ends so that one component can easily be fitted and aligned with its mate. Having assembled the components using the Solidworks package, I could be pretty confident that the parts will assemble accurately when cut out. So how best to cut these out? Etching would work fine of course, but that is quite expensive for just a few off.

Recently I've been working with a company who make fine knives for surgeons, and they cut their parts out using spark erosion. This uses a thin continuous wire and a high current to burn out the parts. It is accurate to about 5 microns, and uses a 0.5mm diameter wire, so I decided to try it out. Since a wire is used to cut out the parts, it is not easy to cut round holes, unless you drill a small entry hole first, cut the wire, feed it through the small hole, cut out the hole and then repeat for the

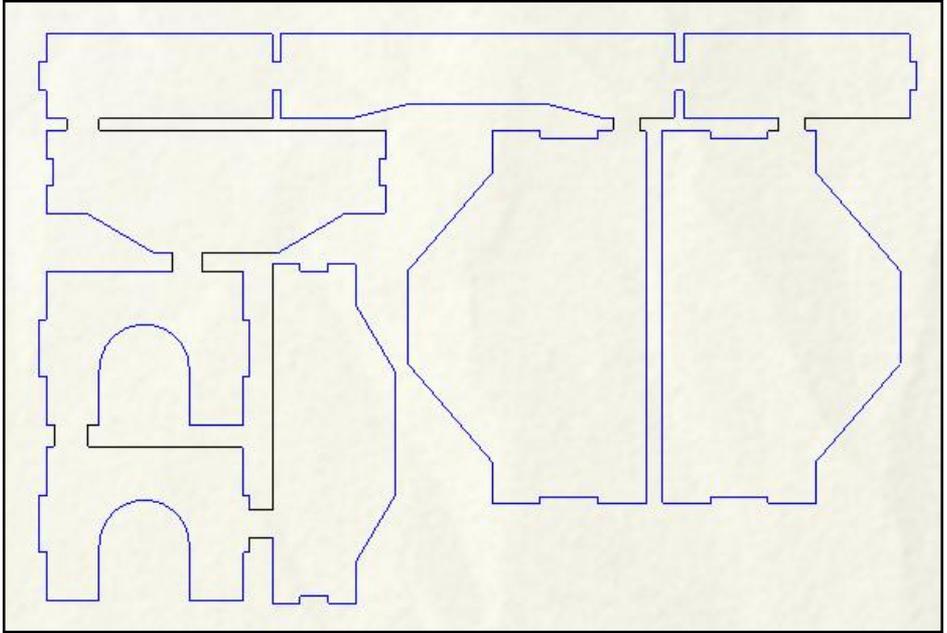


next one. Rather laborious. This is the reason why the axle bearings fit into rounded slots rather than holes. It's just as easy to solder the bearing into a slot. So the next stage is to lay all the parts out on a drawing sheet, using as little material as possible

Now the holes have to be eliminated, and the parts joined together with little tabs. Careful design of just one linking tab per part means that the wire runs once round the whole, cutting it all out of one sheet in one pass. As the sheet only contains half the parts, two sheets are clamped down at the same time and cut out once. In fact since, Ian needed one and so did I, 4 sheets are cut out providing the parts for two complete assemblies. In reality you could do many sheets at a time. Usually the company cuts out 50 sheets at a time containing 7 knife blades on each sheet.

If you follow the line, you'll find that there is only one continuous line going round all the parts. Now we have a cut out plan. This needs to be converted to a .DXF format, which is a standard CAD drawing format that the machine software understands. The drawing above contains the full size dimensions so no translation is needed at the machine.

Having obtained the cut out parts, each tab is cut through using snips or a saw and the edges filed clean. Holes are drilled where required and opened out to 2.5mm diameter. Then each assembly is soldered together, and there we are, compensation units which work!



James

Dutch Town Hall

The latest building completed for my layout is the town hall. It is built from a Kibri kit without much modification and painted in a dark dirty stone colour using acrylic paints and washes to match the church it will stand next to. There is not much to say about the building itself. The shutters on the outside are from a photograph of the shutters on the town hall in Gouda. They have been adjusted to get them square and printed onto laser photo paper. The white edge of the paper is correct for the real shutters. The interior has a basic card floor and walls to prevent you looking all the way through the building. The only room that has been detailed is the large first floor office which has large windows on three sides. It is therefore very easy to see in so an interior was essential.

The back wall is the most conspicuous area and needed some colour. I searched the internet and found a sample of dolls house wallpaper. This was adjusted using Paint

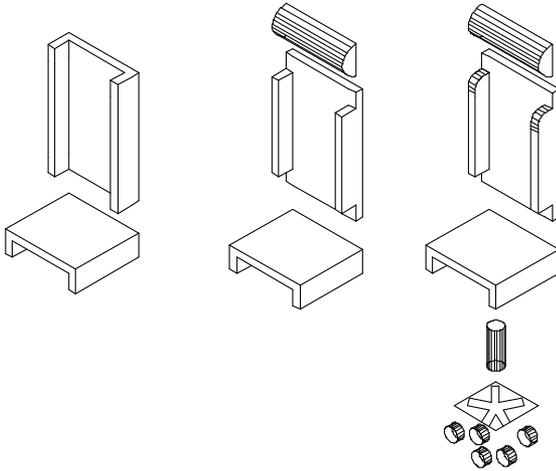


Shop Pro to get it the right width and height. Next the door, this was an image from a door company's website, having bought a lot of doors from them for my full sized house it seemed a good door for the town hall. Next some paintings, no problem, there are plenty on my walls so out with the camera. There is even a train in one but you do have to look carefully. The back wall is now complete and is stuck in place. The windows have had some etched brass Venetian blinds (from Gold Medal Models) added to give that office look.

To finish, I needed people (easy, plenty in the modelling box) and furniture (not so easy, scratch building time!).

The technique to scratch building small items is to think of them in terms of blocks and select the correct Evergreen styrene strip. The back and base of the office chairs are channel, the top of the seat back is a half round rod. The base is a short length of rod, a square of thin strip cut to give five arms and finally the castors are small pieces of rod again. When all put together it looks convincing and through the window even more so. The desks and PCs are made in a similar way, just a few strips of styrene. The figures needed a little cleaning and repainting. So finally the scene is complete. It is actually easier to see by eye then to take photographs but I think you can see the effect. The office is clearly occupied.

Paul





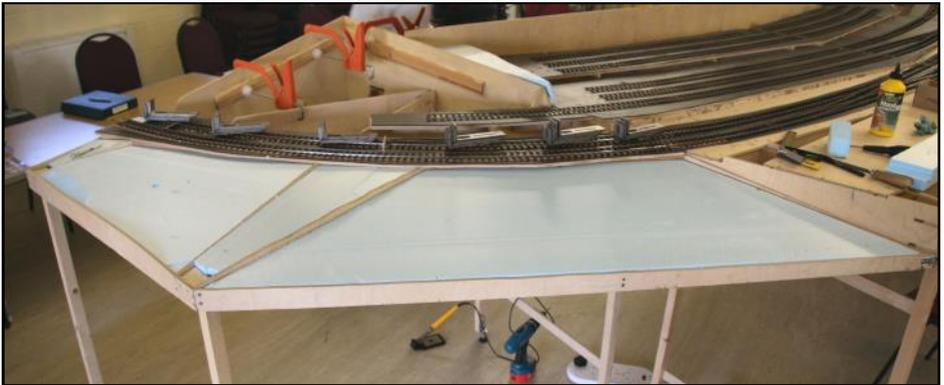
Stamps

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

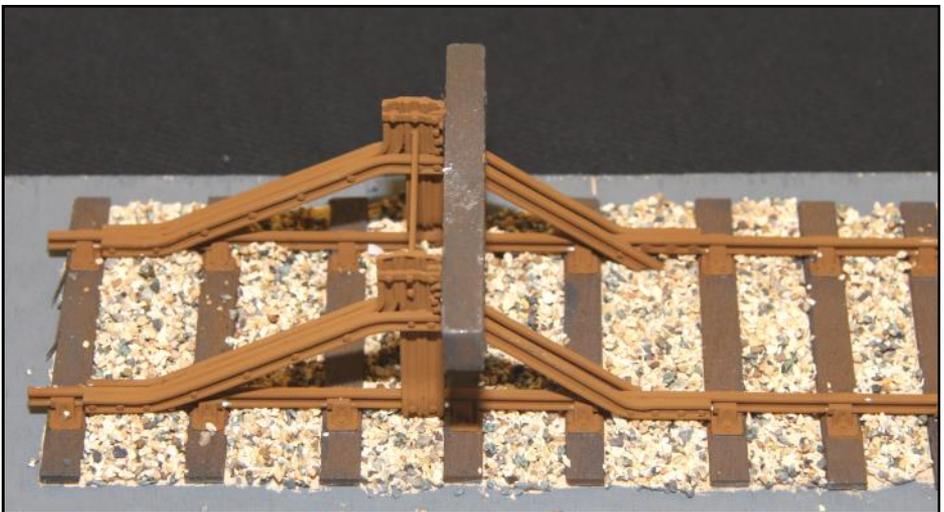
Okehampton Update

The latest Okehampton working day has seen a lot of progress. The last of the mainline on the scenic boards is going down and is being slightly canted due to the curve of the line. The large gaps in the boards are now being filled in with the Styrofoam sheets. This will form the base for the scenery. The foam will be carved or built up with light weight filler to get the correct ground contours but light weight is essential due to the large size of the boards.

LSWR Buffer stops are being constructed from a newly issued rail built buffer stop kit



in white metal. There will be about eight of these to contrast with the later SR built



Risex 2012

Paul suggested I write a few words about Risex 2012 – **Thank you very much, everyone!**

First to Ian Roll, for giving me the chance to call myself a Manager again, and also for lots of support and guidance (and a few beers). Second to Anthony Mead, for filling in all the gaps in the plan which Ian had started, by suggesting layouts to invite - Ian said they would 'fall out of the sky', but Ant shook the trees to make them. Then to all the club members who just rolled up (with encouragement from Bob Evans) and did what was needed without being told by me – and particular thanks to Max Brayne for finding his layout in his bedroom, and bringing it along where I think it stood up well to comparison. Not forgetting the sterling support from the distaff side who made the catering happen again – I hope that the outside support on this helped to make this less drudgery than in previous years.

So my occasional nightmares that there'd be no layouts, no food, and no punters, were just that, and the figures that Richard has produced bear out the feeling that Risex 2012 was another success story for the club.

I've just started thinking about Risex 2013 (assuming no-one else wants a go!), and it would be great to have some input about what was good and what was less good about this year. The postcard man won't come again (he was doubtful this year anyway). I think we could do with a better second hand books offering, maybe. Your ideas would be welcome so that we can keep the standard high, and to maintain the reputation as a local show that has lots to please the casual attendees as well as the more serious ones.

Adrian

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.

From the Internet

ToneTech - www.tonetechluthiersupplies.co.uk are able to supply fine abrasive papers, wet and dry down to 2000 grit and lapping film down to 3 micron. Prices are reasonable and postage is very quick.

How brass model locomotives are made. (Note that there are 7 "pages" of photos in groups of 20 per page. Click on a photo to read the caption and then click on the "Next" link to get to the next group or page of photos):

<http://tinyurl.com/6ponmbj>

Follow the progress on 7820 "Dinmore Manor":

<http://7820dinmoremanor.blogspot.com/>

Network Rail has started to put some of its archive online:

<http://www.networkrail.co.uk/VirtualArchive/>

How to secure a load of gravel:



Club Diary

April	7 th	Modelling Saturday
	13 th	Test Track
May	5 th	Modelling Saturday
	11 th	Test Track
	25 th	Railex Set Up
	26 th -27 th	RAILEX 2012 Exhibition, Stoke Mandeville Stadium
June	2 nd	Modelling Saturday
	2 nd -3 rd	DEMU Showcase 2012, Town Hall, Burton-upon-Trent
	8 th	Test Track
July	6 th	Test Track
August	3 rd	Test Track
	31 st	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.

April 13th, May 11th, June 8th, July 6th, August 3rd and 31st, September 28th, October 26th, November 30th, December 28th

Modelling Saturdays

The following dates have been booked 09.00 to 17.00
Apr 7th, May 5th, Jun 2nd, July onwards TBC.

Front cover: A pair of Class 189s with an empty coal train heading back to Rotterdam docks.

Back cover: A Class 186 operating on the NS HiSpeed service through Utrecht, which is currently being rebuilt.

