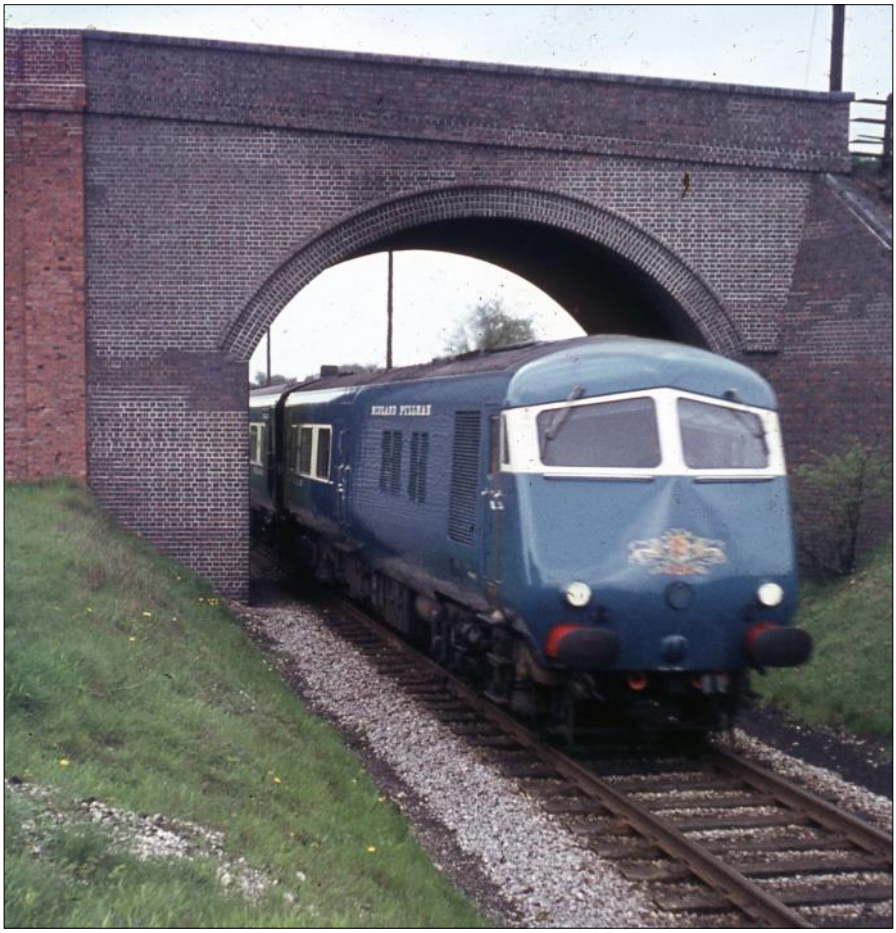
Risborough and District
Model Railway Club

Apr-Jun 2020 Spring

FOOTPLATE



Who's who!

President	Tim Peacock
Chairman & Footplate Editor	Paul Wright 01844 275748 and 07484 718477 rdmrc@btinternet.com
Secretary	Roy Norton royrdmrc@gmail.com
Treasurer	James Aitken jag_aitken@hotmail.co.uk
Members Reps.	David Lane Mick Moignard Richard Neil
Publicity and Social Manager	**Vacant**
Railex Manager	David Lane bigcheeseplant@googlemail.com
Risex Manager	Mark Bacon mark.bacon63@yahoo.co.uk
Webmasters	James Aitken / Mick Moignard jag_aitken@hotmail.co.uk mick@mickmoignard.com

The sad news for this issue is that we have lost two members in January. Ant Mead & Alan Grout. Club members attended both funerals.

Mick and James will be taking over the website which is being revamped and modernised. There are links to the new Google calendar (let me know of any events you would like adding) and the club Facebook group where you can see what members (25 so far) are modelling. I have taken on the Risex and Railex programs for now. If anyone is interested in creating the exhibition programs or dealing with club publicity let me know. We are also looking for someone who can organise club meals. If you would like to get more involved now is the time. Tim organised a meal in February at the Chinese Brasserie in Aylesbury (not all our club meals have to be in Risborough) which was enjoyed by 18 club members.

In early March we took the difficult decision to cancel Railex due to the uncertainty over the coronavirus outbreak. If we had had to cancel later it would have had severe financial consequences for the club. If it had gone

ahead there was a good chance many visitors would have stayed away and we would not have made money and could have made a loss. Exhibitors and traders may have cancelled and the show quality would have suffered. You will have seen that almost all shows have been cancelled until July. A week later and following government advice we also took the step of closing the club until May. This will be kept under review.

Work has now started on the Community Centre extension. This should be complete in December and we will have an expanded Risex in February. The photo below shows the main hall after all the blockwork has been completed. The wood at the top will be replaced with windows.

Paul

Front cover: A photo from R&DMRC's Morris Collection: the only time one of the original Midland Pullmans travelled past Princes Risborough and is seen in Saunderton cutting on its way to Wembley for the FA cup on 2nd May 1964.

Creating Prince's Cross (Part 2)

by Tony Elliman

To capture something of the 1960s station, a freestyle model can't be a perfect design. It needs to reflect this feel of having grown over time so things end up not being in the right place. In my case, for example, the rather awkward moves to get from the main line platforms to the passenger loco service area. I began by studying the track plan and site layout to try and work out how it had grown up over time. Fortunately, the S-R-S archive contains working notes tracing the early evolution of King's Cross.

The Evolution of a Station

The main line station was opened by the London & York Railway in October 1852. Cubitt's iconic train shed and offices at the south end of the site sat between the two lines leading down to the cut and cover underground and the "widened lines" leading to Moorgate.

The original station had just two platforms - an arrivals platform to the east (which is now #1) and a departures platform adjacent to the offices on the west (which is now #8). The lines in between were used as carriage storage sidings or release lines. The original engine shed was on the north east corner of the main train shed.

The station didn't last long with so few platforms. By 1871 a couple of the carriage sidings had already been converted to additional platforms. This process continued piecemeal until the late 1930s when the last release line was removed and the main train shed became the eight platform configuration we see today. The odd numbering, 1 to 10 with no platform 3 or 9, persisted until the re-signalling in 1971.

Over the same time the east, suburban side of the station grew up in a series of haphazard extensions. A second shorter, and less ornate, train shed was built at an angle to the main line to house three "suburban" platforms. The locomotive service area remained on the east side but grew to fill the space between the new suburban train shed and the widened Moorgate line platform.

In 1871 the area to the east of the gas works tunnels was a basin on the south side of the Regent's canal, presumably, for barges bringing coal into the gas works. By the 1920s coal transport had moved to rail and King's Cross was in need of more suburban platform space. In 1921 plans were drawn up to move the loco service area to the site of the disused basin and add more suburban space. This was built onto the station as an outside island platform between the existing suburban shed and the widened down line.

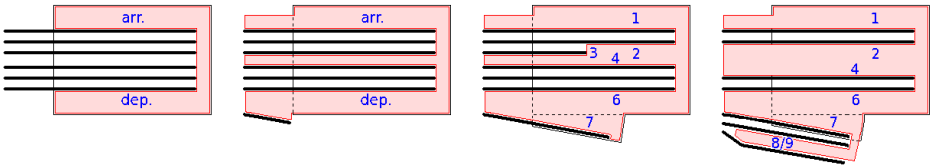


Figure 1: The Evolution of Prince's Cross

The series of diagrams in figure 1 shows the fictitious evolution of my station Prince's Cross mirroring the changes between Cubitt's original station and King's Cross of the early 60s.

The Station Throat

Detailed track plans for King's Cross covering the 1928 and 1971 re-signalling are available (from John Hinson of the S-R-S) along with many photographs of movements in and out of the station. Studying these led to several iterations of the station throat design.

Having achieved an idea of what the model will look like the next stage is to achieve a design for the station throat which is practical with N-gauge track. It is going to be complex! The prototype makes extensive use of slips within the restricted space between the platforms and the tunnels. It also has a few three (or even four!)-way point complexes.

With such a complex throat either track must be scratch built or built from a range with a good choice of options. Not having scratch built before and with plenty of other challenges the choice quickly came down to code 40 (FiNetraX) or code 55 (PECO). Since code 40 slip profiles were not available design work proceeded using PECO code 55.

Quite apart from the zigzag light engine moves described in part 1 a pattern which stands out in the departures from the west side of King's Cross is the suburban platform starters (platforms 11 to 16) and the line of five intermediate route signals (A to E) between the loco service area and the signal box at the end of platforms 5 and 6. Each platform has two starters which clear traffic on to just two of the intermediate signals these then clear the traffic on to one of the three down lines. The reduction in scale could have made these intermediate signals redundant in the model. However, retaining them would give it more of the King's Cross flavour and I have kept three intermediate routes and signals (A to C).

A repeated pattern within the throat is also that of a scissor crossover, often running into slips (see Fig. 2). There is a prominent example of this where the Up Relief and Down Main 2 lines exit the gasworks tunnels. I have repeated this in my design and used a similar arrangement to access the north spur east

of the two up lines.

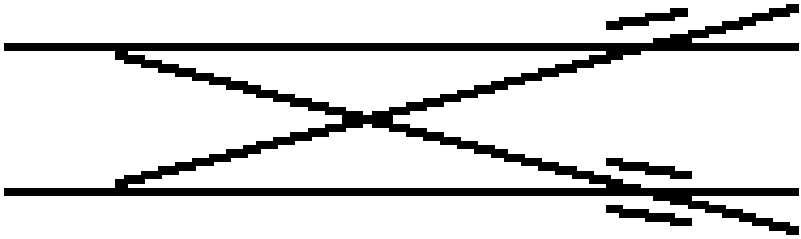


Figure 2: Scissor and Slip Crossovers

Another repeated pattern is in the use of a double slip at the entry to a pair of platforms making them effectively a single movement point at the south end of the throat. In the prototype this occurs with 3&4, 6&7, 12&13, and 14&15. This pattern (see Fig 3) is repeated in the model design for platforms 1&2 and 7&8.

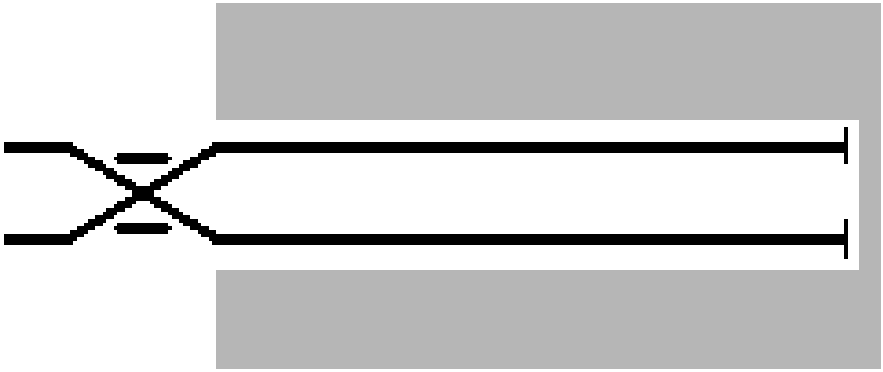


Figure 3: Slip Platform Entries

After several attempts at putting all these bits together I arrived at the layout I needed. This spans two 4' by 2'6" boards with the main train shed running the full length of the right-hand board. The track runs from end to end of the two boards so the station frontage and plaza will go on a small trackless extension to the right (south). To the left (north) the scenic space ends with the gasworks tunnels running into the fiddle yard..

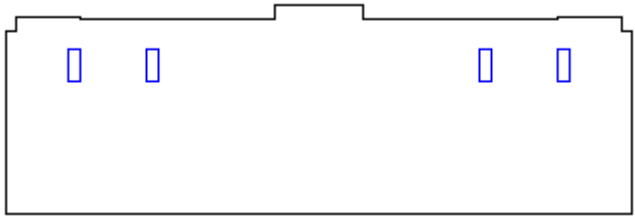
Continues next issue.

Platforms for Padfracombe (or Ilfrastow)

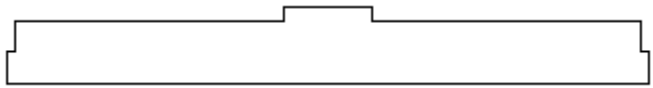
My layout, based on Ilfracombe and Padstow (hence the two possible names), needs a single two sided platform for coaching stock. As I rather like longish trains, and given that trains into Ilfracombe were pretty long considering it was at the end of the line, I decided that the length ought to be big enough to accommodate at least 8 coaches. At least for one side.

The single platform is thus some 12 feet from end to end. It crosses two baseboard joints at a slight angle and thus needs to be divided into 3 parts. The two end sections are each 900mm long, with the final section where the station building sits just over 1800mm.

The obvious way to make it is from MDF using the laser cutter. As the cutter bed is 500mm long, chopping the sections of platform into two 450mm long bits meant one join per platform section. The platform is edged by concrete slabs with fine tarmac in between. It was easy to cut the lengths of slabs as one piece and the centre area where the tarmac went as a separate piece with vertical supports underneath. These supports are tabbed into slots in the centre sheet while providing support to the slabbed edges which lie 0.5mm higher than the centre. This difference allows for the thickness of a layer of gloss paint and the grit poured into it.



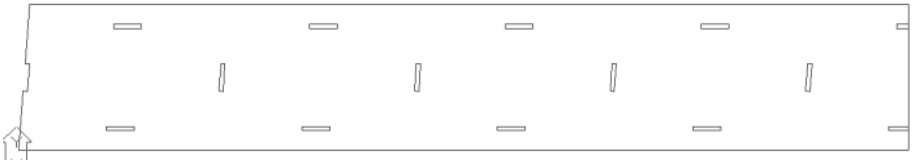
The diagram above shows the top edge of the support with the central tab, the raised bits near the edge, and an undercut on the sides where the corbel row of bricks sits. The holes in the support are for the longitudinal supports which again are tabbed into the vertical support, see below



The slabs also need support longitudinally, but cannot have a tab as this would spoil the look of the top surface of the slab.

As the slabs are 0.5mm higher than the centre, these long supports are 0.5mm taller than the tabbed centre ones.

The centre sheet with the tab holes looks like this, making sure that the cross member supports and the longitudinal supports give the whole thing stiffness.

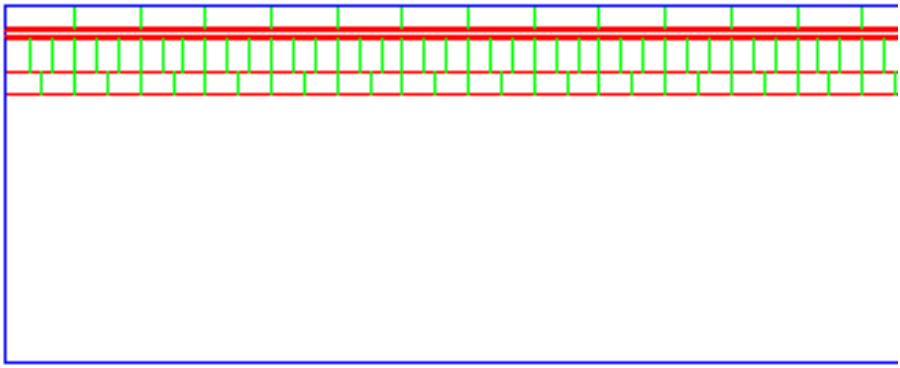


The edge strips are cut separately, with scribe lines (shown in red) to indicate the edges of the slabs and also the slip protection along the edge of the platform.

Under this edge sits the corbel line of brick. This is cut as follows:

Here you can see some cut outs which will align with the cross members, and alongside the facing edge is a series of tiny holes. The laser will attempt to cut these tiny holes, but the effect is that you get a vertical score line indicating the mortar course.

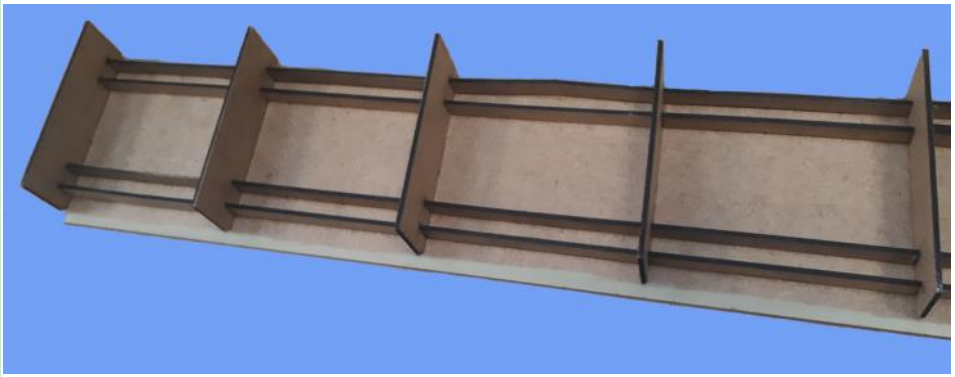
Finally you need the stone work for the facing wall of the platform. The platforms at Ilfracombe, in common with many LSWR stations, were raised at some point. The basic platform had been built using local stone, but when raised was infilled with 3 layers of brick. Given the pattern of brick I suspect that the raising was done twice, as the pattern makes no sense if it were all done at one time.



It's not too clear in the picture, but the red lines mark the horizontal mortar course, the green lines the vertical mortar and the blue the outline. The actual wall had a wide mortar course one brick from the top, which I have tried to emulate with a series of close red lines. The stone looks like:

This picture was cobbled together from an initial photo of part of the goods shed wall at Okehampton, but was then manipulated to form a grey scale image with stones a suitable size for the platform. A long bitmap was created by copying the above into a 450mm long image and blurring the edges.

The final wall assembled and painted is quite effective. The actual thing looks like the photo on the next page. Yes, mine is rather darker than the original, but is based more on the actual platforms at Okehampton which we have visited, and which were built in a similar way. I cannot say when the photo of Ilfracombe's platform was taken, but it appears to be after closure, and well after steam days when there must have been a lot more dirt about! Anyway, I like the darker look – it looks better in my opinion.



Above: a view of the underside of the platform showing how it all goes together.

James

E-mail addresses.

I have created some new Gmail addresses to allow me to send out the "all members" e-mails that Ant used to send out in a single email. BT restrict the number of recipients you can put on an email. This limit keeps changing and they never tell you what it is.

For general info I will use the address: Info.rdmrc@gmail.com
I will use BCC for the addresses so you will only see your own address.

For matters that may need discussion, I will use: paul.rdmrc@gmail.com
All email addresses will be visible and you can reply to all and join in the discussion. Gmail have a limit on how many emails you can send per month so 2 email addresses will be useful. If you do not want your email address used in this way, let me know.

I will still be using: rdmrc@btinternet.com
This is the address you should use to contact me for any club matters, Footplate contributions etc.

Paul

Now you see me – now you don't!

My latest project has been to upgrade the ex GW Lima Parcels railcar for High Wycombe. These were in frequent use in the 50s running out of the parcels depot at Paddington, mostly to Ealing, but every day there was at least one trip out to Wycombe.

The model was acquired second hand for a modest fiver as the motor was shot. Fortunately, Holt Models were offering replacement pancake motors and this was duly installed. The model is dimensionally accurate and the mouldings capture the chisel image well.

Cosmetically, there were a few things to be done. I removed the moulded plastic radiator grills and replaced them with some very fine mesh from a redundant cafetière. The glazing was junked and Shawplan Extreme Etchings Laserglaze used instead. Unfortunately, this pack is designed for the passenger version so I could only use the cab elements. I hand cut the side windows to be a close fit to give the flush glazing effect. I achieved this by holding a label behind the window, pencilling round the aperture with a very sharp H pencil and then sticking the label to some Perspex. Cutting and filing it to shape was relatively easy. All windows were attached with a very thin bead of pressure sensitive adhesive and then varnished in with some Klear. Security bars behind the side windows are a Blacksmith's etch acquired on a second hand stall some years ago. On the bogies, the lay shaft between the wheels was removed.

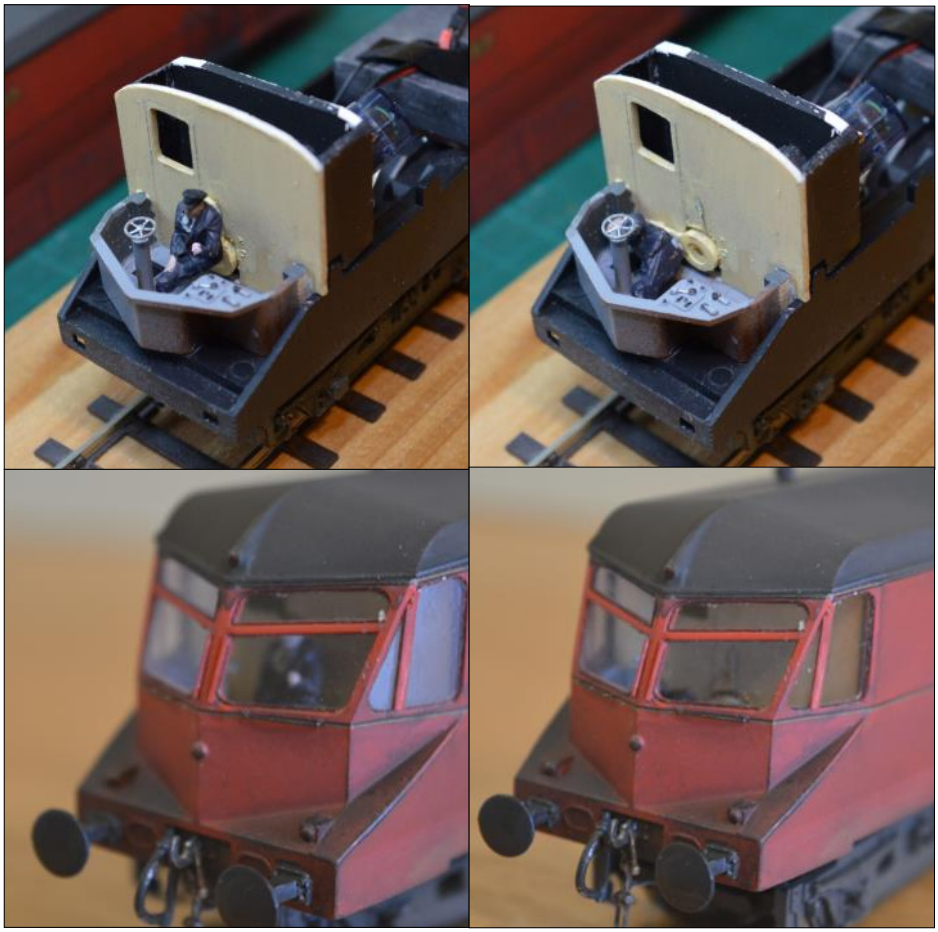
Lettering is from the Cambridge Customs Transfer range and the lining is from Fox transfers. The latter are more reliable. The CCT transfers are very fragile, need to go on a very gloss surface and then need protecting with a layer of matt varnish otherwise they easily wash off when using dilute weathering washes (how do I know this?). I had been using Testors Dullcote to protect the transfers, but this is not good enough and I now use Ronseal matt varnish – better but takes longer to dry. New buffers, couplings and hoses complete the job.

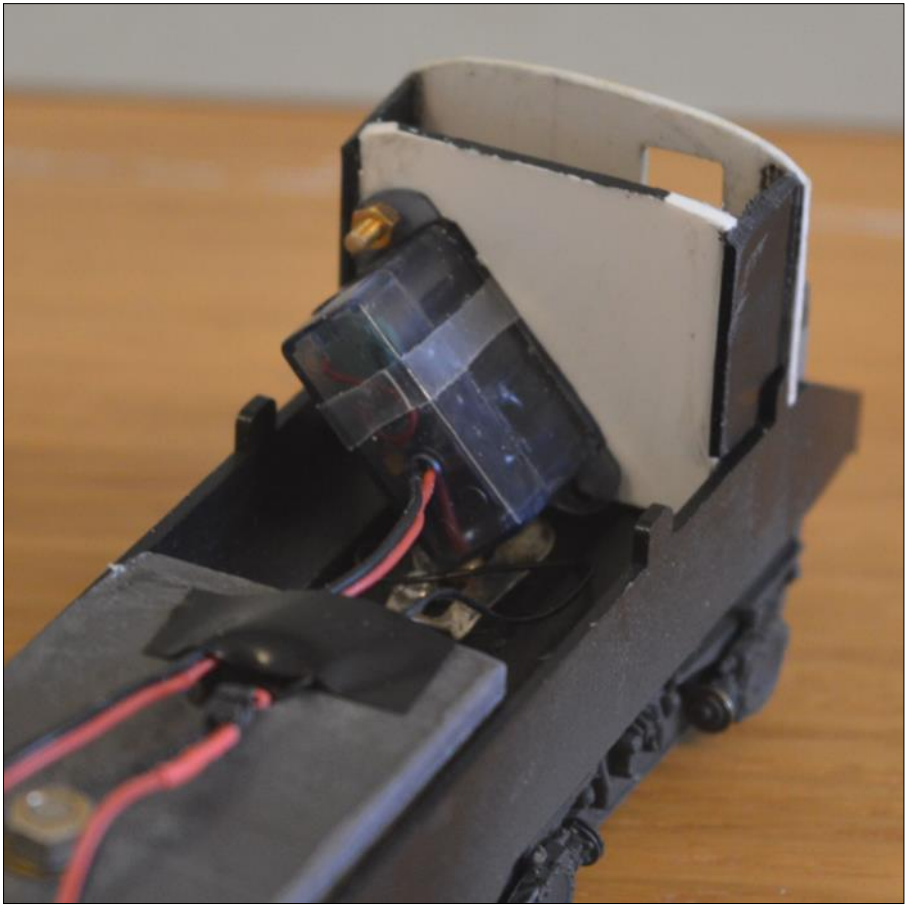
I haven't installed working lights (just my personal preference) but I do paint the model light lenses with a mixture of gloss red (19) and gunmetal (53).

Now to the mechanism and the subject title of the article. It seems strange to have a driver in both cabs, so I wanted to make the trailing driver disappear when the vehicle is in motion. I had various thoughts about using a servo to pull one driver out of one cab, at the same time as the driver at the other end would be pushed into place. The other option considered was to rotate the drivers in and out of view.

In the end this scheme proved unworkable because of the close proximity of the motor bogie and its large pancake motor to the cab bulkhead. I did briefly consider replacing the bogie with something like a Beetle but decided this was a step too far.

In the end I have compromised and the cab at the end that approaches Wycombe has a moving driver (the non-motor bogie end) and the driver at the other end stays in situ – he becomes the guard when the railcar is travelling to





Wycombe. Mick Moignard provided the mechanical solution with an Uhlenbrock digital servo 81310. I contrived a mount behind the cab and the driver is glued to the operating arm which fits over the splines of the servo drive.

Mick helped me configure the servo. The address is the same as the loco (34). One can alter the speed of motion – we have it on maximum; and the start and stop points up to a maximum of 180^0. We have set it to 90^0 and mapped the action to a function button on the controller. It would have been nice to map it to the forward/reverse control, but this didn't seem to be an option. Anyway, on arrival in the bay, simply hit the chosen function and the driver disappears; hit it again and hey presto, he reappears. Silly, I know, but rather fun and an interesting challenge to achieve. Hopefully, the photos give a good impression of what happens.

Tim

Solvents

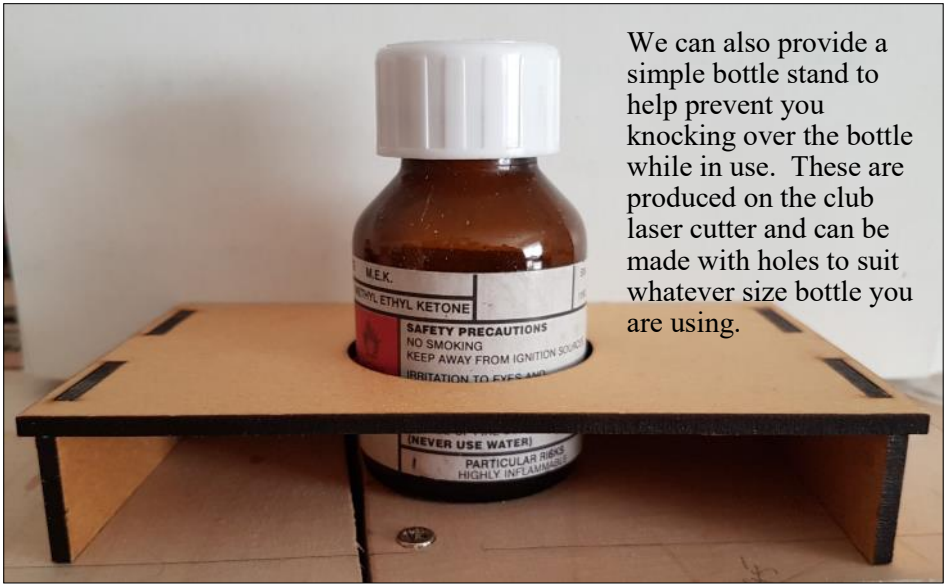
The club has a stock of the following solvents in the yellow cabinet:

Butanone, also known as Methyl Ethyl Ketone, MEK. Not to be confused with MEK-PAC which seems to change formula over the years. This is the solvent for polystyrene. I also use this as a brush cleaner for brushes used for acrylic paint.

Dichloromethane, also known as Methylene Chloride and sold as Plastic Weld. This is used for denser plastics such as Rowmark and Acrylic used with the laser cutter and can also be used with polystyrene. This solvent will also attack epoxy adhesives so can be used to disassemble a whitemetal kit assembled with epoxy.

2-Propanol, also known as Iso Propyl Alcohol, IPA, (not to be confused with the beer!). This is used for cleaning/degreasing parts and diluting or removing some acrylic paints and tampo printing

These solvents are all available for personal use but make sure you decant into a suitable small container using the metal funnels provided. Labels are available on the top shelf of the cabinet.



We can also provide a simple bottle stand to help prevent you knocking over the bottle while in use. These are produced on the club laser cutter and can be made with holes to suit whatever size bottle you are using.

Paul

Peter Hamble

Introduction

Having joined the club in 2016 and having very much enjoyed exhibiting with other peoples layouts, notably Alan Paley's Loughborough Road, we decided it was about time we built one of our own. That was the last quick decision we made…

After a lot of planning (for planning please read "sitting about drinking coffee, eating cakes and changing our minds") we eventually ordered the baseboards in late 2017. We decided that having a well built platform was probably a "must have" starting point so obtained the excellent baseboards from Tim Horn. He is currently building the custom "traverser" fiddle yards and we should get those soon, something else to distract us from doing the things that really need doing.

As I'm sure anyone who has started down this road knows, there are a lot of, usually conflicting, requirements and objectives. We developed some criteria, which were refined over time.

- It would be an exhibition layout
- It should fit in a single car but be as large as possible
- It should be light enough to be managed by 2 people
- Operation should be interesting for both visitors and operators
- Coupling and uncoupling should be hands free
- An end to end layout with fiddle yards at both ends
- The majority of rolling stock should be kit built
- Proprietary OO gauge to utilise existing kit-built locomotives
- We would use our joint interest in electronics to improve layout operation
- The electronics would be robust and fault tolerant to reduce exhibition issues. This was a major factor of the overall design of the electrics.
- There would be plenty of animations, integrating with and enhancing the operation. These should be repeatable with no manual intervention "on scene" and only very limited "off scene".
- We would use custom hardware and software wherever that gave us an advantage in terms of functionality, ease of use or cost.

- Buildings would be custom designs with only limited kit or off the shelf products, utilising the Club's laser cutter, and would be designed in conjunction with the track plan.
- It had to be able to be assembled in Roger's workshop (the "Shed") both for building and running.

Setting

Having come up with this list there was a need for more planning (see above). It quickly became clear that we were going to be looking at an industrial layout of some kind. We ended up with a late WWII timeframe: mid 1944 - mid 1945. This gave us a bit more scope for modeller's license but stopped us getting too far away from reality. That said, "wartime exigency" is a phrase we've used more often than might be normal to explain certain elements.

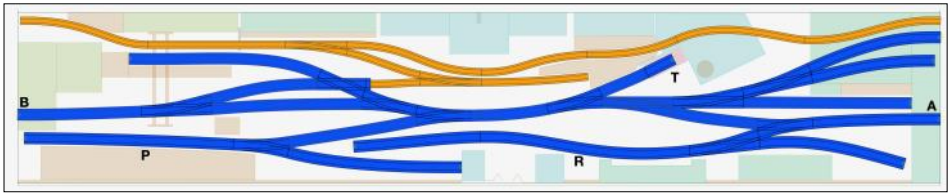
This concept allowed for a lot of track in the space available and, hopefully, interesting operation. It also required a lot of industrial buildings. We were very keen to make these custom designs to fit with the overall design and which could tell a story of the development of the site. That said, for us the design, construction and painting of all these buildings is probably the biggest challenge.

Trackplan

It's fair to say that the track plan evolved many, many times, both using track planning software (RailModeller Pro on an Apple iMac) and in physically placing bits of track and cardboard cut-out buildings. We also had a stock of built Metcalfe industrial buildings from a previous project that were useful in getting an impression of size and positioning even though they would not be on the final layout.

One factor we had not originally considered was height changes. Differing heights certainly adds to the complexity of layout planning but is much harder (for us at least) to visualise. We have incorporated a passenger platform about 12mm above the datum and several other parts at 3mm. Even these small height changes add significantly to the visual effect.

As the concept developed and we considered the operation we introduced a narrow gauge element. This provided us with additional operational opportunities and helped provide movement on the layout when other necessary, but not necessarily interesting, activity was taking place on the standard gauge. 009 is not an area where either of us has experience but it would be a new challenge.



Track Diagram showing how it fits with the planned buildings

Operations

The broad concept if that the right hand (as seen from the front - A on the plan) standard gauge line is to the outside world and will see only mainline (inevitably smaller prototypes) bringing in goods and passenger traffic. The front siding on the right-hand side (R) is a reception/departure road for goods traffic. The front left is a passenger platform (P), installed as a wartime emergency measure to enable workers to more easily reach "the works".

The left-hand standard gauge exit (B) is to the rest of the "works" and will only see privately owned industrial locos. We still have to work out exactly how the signalling will work, but we plan a signal box so there has to be some! In addition to the goods trains shunted to and from the reception road there will be some fixed rakes (e.g. tank wagons) that will travel straight through with a loco change.

The concept of an older narrow gauge system within the works gave us the ability to have transporter wagons that would carry standard gauge wagons into the parts of the works serviced only by the narrow gauge.

Couplings are always an issue it seems, and any choice has compromises. We have gone for Dingham couplings on the standard gauge. They are reasonably discreet, single ended (which suits the layout and seems to be less problematic) and reasonably easy to fit to locos, especially small locos. We have fitted Dingham electromagnets but still have some testing and experimentation to do to see if this is a workable solution for us.

We have still to decide on 009 couplings and the uncoupling arrangement, it will probably be based on the need for remote delayed uncoupling.

Buildings

As mentioned, the buildings are, for us, the biggest challenge. We are planning to design on the computer and use the club's laser cutter to produce the parts. This is a steep learning curve for both of us, but we are making progress. We started out looking a Fusion 360, a 3D design package, as used by David Lane

The whole layout fitted with mock-up buildings built primarily from foam board

and others, notably on the Aylesbury project. But although we made some progress translating that to something we could use on the laser proved problematic. Hopefully David's upcoming training session will help with that.

We then turned to TurboCAD, a 2D Cad package, and available on the MAC. Not free but a significantly more user friendly piece of software than any of the free ones we could find. We have managed to design and cut our first building. Still to be completed but a promising start.

Animations

Key to the final plan were the set piece animations and other features. It is important to us that these animations are entirely repeatable and enhance the operation of the layout. In all cases the rolling stock used will be able to be conveyed in normal goods trains. We have ended up with 5 major elements at present:

- Coal Tippler (T)
- Transporter Wagon for the narrow gauge
- Lorry driving onto a flat wagon
- Overhead crane loading and unloading
- Opening doors, both traditional and sliding

The coal tipper is now in place and working, together with a prototype wagon. Both need much cosmetic work but the essentials are there.

The transporter wagon prototype is also constructed and working in early trials. Loosely based on the Leek & Manifold wagons it too needs finishing. This was designed in TurboCAD and the main elements cut on the club's laser cutter.

The Coal Tippler in situ and working but with cosmetic work still to be done

Early work has commenced on the prototype lorry. Motor and transmission have been tested as have the basic electrics, but it still has to be all put together.

Very early trials of a crane mechanism that will allow the loading and unloading of wagons have been tested (a lot of magnets are involved) as has the drive mechanism for the crane itself. Similarly, for the door mechanisms.

Although it is still early days for these activities, we are reasonably confident about our abilities to produce something that will look good and stand up to exhibition conditions.

In addition, we plan to have some other animations but still need to work on the details of implementation:

- Hoist(s) loading sacks, barrels, etc.
- Cranes on loading docks

The main element we discarded after a lot of thought and planning was a wagon turntable. Given the depth of the layout this was always going to be tricky and we concluded it was too problematic to make a smoothly operating wagon that could be incorporated in a train.

Electronics summary

The layout is DCC and CBUS, using MERG kits for the DCC control but all other aspects, point motor control, animations, uncouplers, DCC and power distribution, use boards and software designed by built us. We have also used linear stepper motors as very novel point motors. Easy to fit, set up and reliable in operation and cost effective.

We'll talk more about this, and how we achieve a great deal of robustness in the electrical design of the layout in part two.

And, after much thought, a name for the layout. "Peter Hamble". A suitably old-fashioned sounding name for a general engineering works and a corruption of the places we live: Chalfont St. Peter and Hambledon.

Roger Noble
Mark Riddoch

Morris Slides

Some while ago I scanned the Morris collection of slides owned by the club, and they were then loaded onto the club website for general perusal. There is also a list that goes with them stating the loco, number, location etc and other interesting information where known. Tim did a lot of the original work and I added more information, especially on the Western, before they entered the web site. Subsequently Russ added much more information on the Southern slides, and I held back on adding this to the website, expecting more information to arrive. However, I never received any. Could you therefore have a look at these again and provide me with any more detail (or errors) that you know of and in particular the Midland, Eastern, BR and Diesels. Generally, there are no dates with the slides, but I know of some from my own records. Any others would be welcome.

I want to expand the access of the slides by printing a selection of photographs and selling them at Railex and Risex from our club stand. The photographs would be available to club members as well by giving me a list of the slide numbers that you require, and I will arrange printing. I am suggesting a price of £1.50 per 7" x 5" photo appropriate to cover printing cost with a small profit going back into the club funds for our new club house.

The front cover photo and the two with this article are from the collection. The front cover one is the only time one of the original Midland Pullmans travelled past Princes Risborough and is seen in Saunderton cutting on its way to Wembley for the FA cup on 2nd May 1964 containing directors and high ranking personnel from Preston North End Football Club. The Midland Pullman was also demonstrated on the 29th May 1960 from Marylebone to High Wycombe and return, for the press, before entering service from St Pancras to Manchester.

Above: The picture of N 31850 looks ex works. Russ suggests the picture is at Redhill shed and it was certainly allocated there from the end of 1959 until it was cut up on site at the end of 1964.

Right: The picture right is of 7024 just entering Saunderton Station from the London direction, I believe this train is the 16.35 Paddington to Banbury. It was eventually the last regular steam hauled train from Paddington in June 1965. I think the picture to be taken in or around June 1964 as 7024 was seen on this train then. The loco was withdrawn in June 1965.

Ray


7024

From the Internet

Some videos by MarklinofSweden which can be found on YouTube.

How to make resin kits and make a small diorama.
https://youtu.be/3ynpBd0cP2o

Track ballasting
https://www.youtube.com/watch?v=97O4cKnFzbE

Scratch build in wood
https://www.youtube.com/watch?v=EFW0-I5ryqw

Scratch build a medieval stone town wall
https://www.youtube.com/watch?v=ioofeFX_3Ls

Scratch build realistic stone arch bridge
https://www.youtube.com/watch?v=nYq5kcgnpJU

Build Styrofoam cutter EASY Low cost - Detailed guide DIY
https://www.youtube.com/watch?v=kq6x5VwWDrg

Toilet paper + Glue = Realistic Ocean water
https://www.youtube.com/watch?v=2TwpB7sVMn8

Articles for Publication in Footplate

Articles can be on any subject including, model reviews or construction, places you have visited, your own layout etc. and should be sent at least 1 month before publication dates, i.e. beginning of March, June, September and December for publication in April, July, October and January. Plain text, no formatting, photos as high a resolution as possible.

Obituary
Anthony Mead

I first met Anthony in the mid 1980s when he joined the junior section. As the younger aspect of the club back in those days we did social things like walk to the Lions pub for a drink and walk back along what is now the Chinnor & Princes Risborough railway, although back then it was still very lightly used by B.R. Anthony departed for University in Norwich but would send notices back to the club telling us what he had been up to, I am sure one of these updates included home brewing. Moving on a few years Ant became part of the Saffron Street team going to shows around the country, he was very precise on how the van should be loaded and normally came with a check list of what needed to be taken to each show. If the van was incorrectly loaded it would not go down well with him. Back in those days we did not realise too much about Ant's health but some of the final shows he joined us with he started to bring along some quite serious equipment to help him out.

Moving on and Anthony was exhibition manager for Railex for the final years at the Civic Centre and brought in new traders and spent money on getting layouts from further afield. When I became exhibition manager (when we moved to the stadium) Ant was my right-hand man, and the amount of work he put into each show was incredible even with his health issues. He would check my floor plans against the spread sheet with a list of things that needed correcting even if there was only a difference of 2 or 3mm of the length of a stand but I had to correct it to make him approve it! He also did the posters, adverts, and a whole host of other jobs plus of course the second hand with his family.

Ant organized and did so much for the club setting up the website many years before other clubs did this and organized our social nights out including the Christmas meal. I am sure you all have your memories of Ant but he leaves a huge hole in the club.

David Lane

Modelling Saturdays

The following dates have been booked 09.00 to 17.00

May 9, June 13

I try to arrange modelling Saturdays not to clash with other events but this is not always possible. If you are involved in or know of events that are likely to be of interest to our members then let me know so I can put them in the diary.

Paul

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 in the Cherry Baker room. Don't wait for someone else to do it.

May 15, June 19, July 17, August 21, September 18, October 23, November 20, December 18

Laser Cutting Materials

In stock we have:

0.5, 0.75, 1, 1.5 & 3.2mm white plastic (Rowmark) with some 1.5 & 3.2mm in black. Sheets are 1220 by 610mm.

Clear acrylic in 0.5 & 1mm. Sheet sizes vary but some are 1000 by 1000mm.

MDF in: 1.5, 2, 3.2, 4 & 6mm, sheet sizes are 1220 by 600mm

The max size the cutter takes is about 350 by 450mm. The larger sheets will be cut down to approx. A3 or A4 and we will calculate the prices.

Club Diary

2020

April	1	Start of New Membership Year - Subscriptions Due
		Note: there will be no club meetings in April.
May	Dates in May are provisional depending on the coronavirus situation	
	1	Trustees Meeting
	9	Modelling day
	15	Test Track
	23-24	**RAILEX 2020** Cancelled
June	13	Modelling day
July	3	Trustees Meeting
	4	Beaconsfield Exhibition
	12	CMRA Interactive Modellers Workshop, Watford
August		
September	4	Trustees Meeting
	19	European Railways Association, The Venue - Edgbaston, 100 Icknield Port Road, Birmingham B16 0AA
October	16	Talk by Geoff Plumb

Rubbish and Recycling

Recycling will be collected each club night, this includes card, plastic bottles and cans. Please leave it in the kitchen or the box/bag provided.

Please remember to put a black plastic bag in the dustbin before use and empty it when full. There is a wheeled metal bin at the end of the community centre; please put our bags in there when they are full. There is a key in the kitchen. Spare bin bags are under our fridge.

Anthony Christopher Mead

3rd December 1973 - 13th January 2020

Photo taken at the Great Gathering in York in 2013 by Kevin.