Risborough and District
Model Railway Club

**Apr - Jun 2021 Spring**

# FOOTPLATE

## Who's who!

| | |
|---|---|
| **President** | Rob Thompson |
| **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<br>Mick Moignard<br>Richard Neil<br>Tim Peacock |
| **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 |

## WELCOME

Hi All, welcome to Spring. Warmer weather means gardening jobs taking up time we could be spending modelling! Of course, if you have a garden railway, it is time to get it ready for running.

We are planning to reopen the club when all lockdown restrictions are removed which is expected to be after 21st June. We do not know where this will be as the Community Centre is still being used as a vaccination centre. One possibility is St Marys Church Hall just the other side of the church from the CC.

There is no news on the new clubroom at the moment. We are looking around the area at possible sites but no success yet.

Our Facebook group welcomes Peter Edwards this month, so we are now up to 42 members on the group.

At the AGM, Tim stood down as President after 6 years and becomes a members rep. I would like to thank Tim for his work as President. Our new President is Rob Thompson. Welcome Rob. The minutes for the AGM are in the members area of the website.

Paul

You've all visited Pendon Museum at some point. Do you now fancy being part of the team that makes it all possible? Several of our club members already are, but we're always on the lookout for new volunteers both to open the museum to the public and for many of our back-of-house tasks. Want to know more?
Please visit the website at https://pendonmuseum.com/volunteer/pendon-needs-you

Thanks! Mick, and the rest of the Pendon team.

# From the Internet

Mit der Fichtelbergbahn von Cranzahl nach Oberwiesenthal am 21.02.2021
https://www.youtube.com/watch?v=IHU3dVS1gQs

141R1244 at Brugg
https://www.youtube.com/watch?v=4l4sH8F2g9s

PIKO model railway layout - Modellvasút HO scale by Csaba Kovács from Hungary
https://www.youtube.com/watch?v=pdT0JSs6mXY

Pendon Museum, you may recognise the presenter!
https://www.youtube.com/watch?v=1vU8J63mxMI

Front cover: 78039 at Nuneaton Sept 65, Ray

# Model Railway Signalling-Part 2

This second note looks at extending the simple station in note 1 to include sidings and crossovers. We will need to move the home and starter signals further apart to protect shunting moves. We can also add more running signals to manage station limits.
This leads on to a very important question for modellers – how much of this is practical within the confines of a model? Scenic sections often show less track than a local signal box controls.

## 4 Sidings and Crossovers

To make a model more interesting the station B will be more than just an up and down line for passenger trains. Figure 3 shows the station with up and down sidings and a crossover between the lines. In keeping with British practice all connections are with trailing point work

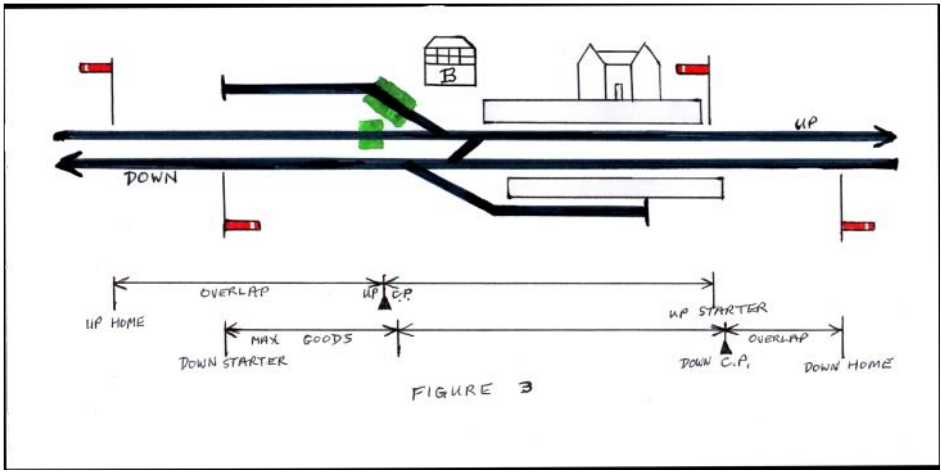


FIGURE 3

Adding this to the station increases the length of the station limits pushing the home and starter signals further away from the platforms.

On the up line the clearing point is pushed back to the rear of the point work in front of the box. At the very least a train reaching the clearing point must not have come far enough to collide with the trucks being shunted in or out of the up siding. However, if there is only a simple, single track, siding freight trains will have to be split and shunted on the running line as shown in Figure 4. The clearing point must allow sufficient space for the rear part to stand on the line clear of the point work. In these circumstances there would probably be a

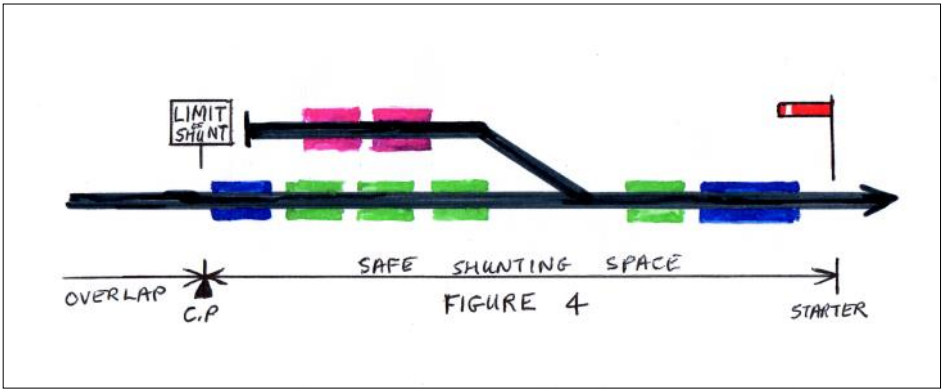


FIGURE 4

"limit of shunt" board to mark the safe shunting space and prevent the trucks being pushed back into the overlap.

The up starter marks the other end of the safe shunting space. It only needs to move ahead of the platform if local freight trains are longer than passenger trains.

On the down line the starter must be moved ahead of any shunting into the down siding. There needs to be room for a freight train to draw ahead of the point work before setting back (reversing) into the siding. The track ahead of the down starter is controlled from the box A at the next station. If a shunt move must pass the starter, B must seek permission from A before allowing it to take place. With no point work on the up side of the platforms the clearing point (and down home) are likely to be clear of any shunting moves.

Note; the double track in figure 3 is not like a road where both sides end in the same place. The boundary between station limits and blocks to adjacent stations are in different places for each line.

## 5 More Signals

Figure 5 shows a single track with two extra running signals within station limits. Effectively each home or starter is replaced by two signals. This creates more flexibility at busy or complex stations and junctions.

A single home signal protects local activity by stopping the approaching train a quarter of a mile from the station. The only reason for not stopping just short of the clearing point is the safety net protecting against braking errors. Once the driver has stopped at the first or outer home the train is under control with the driver's attention on the signals. It is now safe to proceed slowly almost to the clearing point. Placing a signal (the home or inner home) almost at this point allows this to happen. Once signaller B knows a train is stopped (or

almost stopped) at the outer home he can pull this signal off. The driver can then draw slowly forward to the (inner) home.

This process of checking a train can be used between any pair of running signals within station limits. The long overlap only applies to the first signal. Consider again figure 2 (see part 1 in Winter 2021 Footplate) with just a home and starter signal. B has accepted a passenger train from A while another train is at B's platform. This train now departs and the starter replaced at danger behind it. If B pulled off his home the safety net would be moved to a quarter mile overlap beyond the starter. However, that section of track is not under B's control and remains occupied until the first train is safely protected by the signals at the next station C. B must leave his home at danger. Only after the following train has been checked at the home can it be pulled off to let the train draw forward into the platform.

Similar considerations apply when the starter is split into one at the end of the platform (a platform starter) and one, an advance starter, at the far end of the safe shunting space. A passenger train can be checked and drawn forward into the platform for passengers to alight or board while shunting clears the line ahead.

## 6 Models and Distances

The home signal and clearing point should always be in clear view from the signal box. As shown in figure 5 signals can extend ¾ mile or more back up the track to the rear of the box. At British N scale that is 8 meters or more of track! At 4mm and 7mm scales this becomes at least 15.8 or 27.7 meters. At these distances it is almost impossible to include the distant on any model and unlikely that an (outer) home will be within the scenic area.

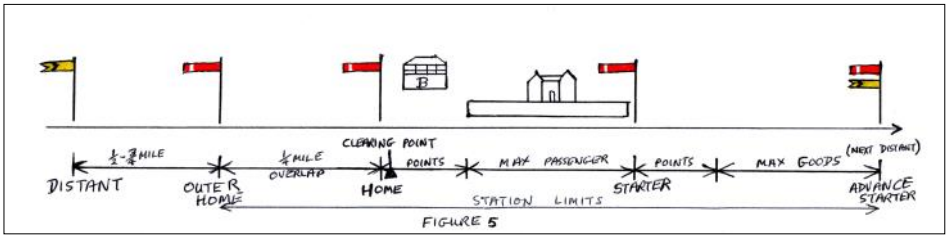


FIGURE 5

Although the nominal length of an overlap is a quarter of a mile, it can vary significantly in practice. On an up-hill grade or where speed is otherwise limited it can be reduced. At 300 yards British N scale needs 1.85 meters of clear track from home to the clearing point (3.6 or 6.3 meters for 4mm or 7mm). This is still more than many model layouts have between the scenic entrance and any station or point work.

There are, however, two ways we can justify including a home signal within the scenic area of a model. First we could place an inner home almost at the clearing point and assume there is an outer home "off scene". This is the approach I use on my model Prince's Cross. This has the outer homes invisible at the far end of the gasworks tunnels. This means that all the trains entering the scenic space have been checked at the outer home and are now drawing forward slowly on to the inner home (or platform starter). At a through station only trains cleared into the next block (all signals at clear) can move through the scenic space at speed.

The second justification for a home just as trains enter the scenic space needs to call on some artistic licence. We already do this with model curves and gradients that would be impossible on a real railway. The gap from this signal to the clearing point or an inner home simply needs to look big enough. Credibility becomes a matter of judgement. I use two tests. The UK does not run long trains over much of the network. The longest train on a model should pass this signal before reaching the clearing point. Secondly the overlap should provide the intended safety net even in the model world. If an operator overruns the signal and then performs an emergency stop the train should still not foul the clearing point.

If a line is used exclusively for goods traffic the overlap can be significantly reduced or even omitted where members of the public are not at risk. In the 1960s there was no health and safety at work legislation. Historically working on the railway has been a high risk occupation.

Showing the starter signals ahead of the box is much less of a problem. The only or platform starter will always fall within the scenic space. Shunting space ahead of the platform is also likely to be within the scenic space. However, if a shunting locomotive needs to draw forward out of the scenic area it will push the advance starter forward "off scene".

There is one other running signal that may be within the scenic area of a simple model. Figure 5 shows a distant arm on the same post below the advance starter. It could also be on the same post below the platform starter. These distant arms are not controlled by B but belong to the next box along the line (C). Assuming that box C is about ¾ of a mile away would require distants to be visible on both a platform starter and an advance starter, they are the same signal worked from a single lever at C. Adding this signal is a worthwhile addition to the visual impact of a model.

## 7 Conclusion

So far, these notes have dealt with adding realistic running signals to a basic freestyle model layout. A lot of signalling issues have not been discussed and more notes need to address:

Signals at junctions and terminus

Shunting and subsidiary signals

Level crossings and ground frames, and

Lights, remote operation and automation.

As already discussed, it will always be necessary to have a bigger picture of the network within which a freestyle model sits. Models covering part of an industrial complex or suburban area may have several signals controlled from off scene boxes. For example, in the 1960s the industrial complex and docks around Llanelly station had six boxes along just under 2 miles of track. One Llanelly East box up distant arm was two boxes away on the Llanelly Old Castle Crossing inner home post. Bigger stations or industrial sites may also have boxes at each end, both within the model's scenic space.

Tony

# 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.

# Experiments in Baseboard Construction

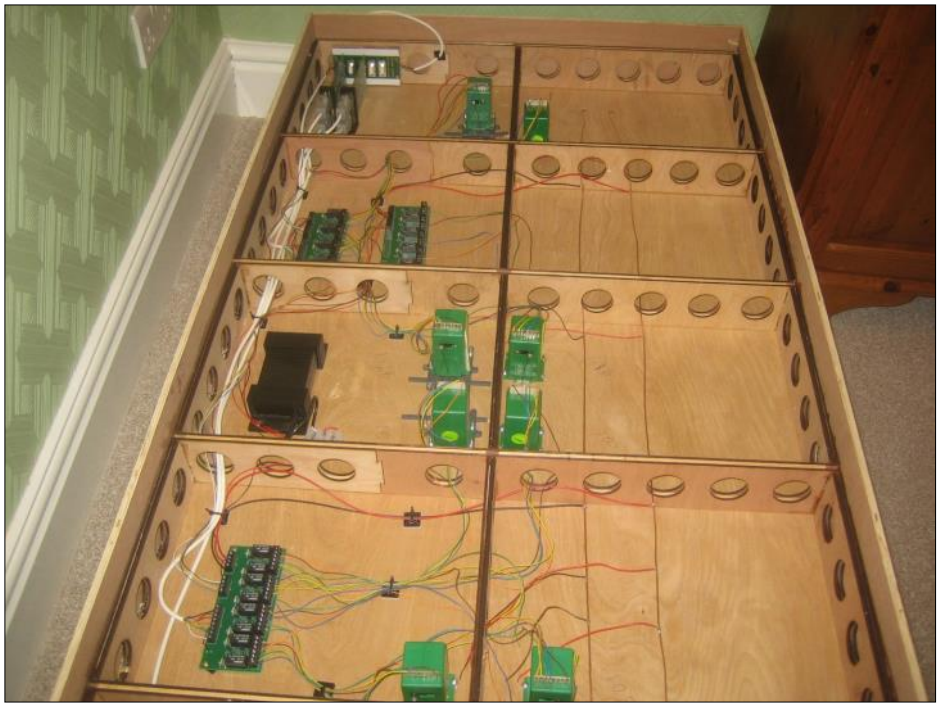
I have never been all that good at carpentry. I can cut straight lines but can't make accurate joints so trying to get pieces of wood to form the perfect fit is not something I can do. I know this so I wouldn't try doing so because the result would be guaranteed to end in disappointment. And yet, I wanted to construct a baseboard which is as light as possible and yet robust so it won't fall apart when being moved about. My layout, Castle Ashby, is still largely a concept but it does have a Templot track design and does have a few buildings that are in various states of completion. This one is the weighbridge office and is complete apart from the weathering.

The idea of a very light baseboard steered me towards an open frame, which could support the track on 9 mm ply. I wanted to use the blue dense polystyrene material that was used on the club's Okehampton and Aylesbury layouts to form the landscape.

There are suppliers that will supply a kit of laser cut parts to make a baseboard and these are a modular design allowing any size of baseboard to be made.

Well almost in that the standard module is usually 1 ft x 1 ft so anything that is a multiple of feet is achievable. I did think about these but decided against because the basic designs are for solid top baseboards and I wanted an open frame.

I have always been good with computers and find producing CAD designs really easy so I thought I'd try using the club's laser cutter to make a kit of parts that could be assembled into an open frame baseboard. My first attempt was for a fiddle yard board made up of 12 inch sections assembled into a square pattern. Each piece was designed to interlock and the whole frame was designed be held together using pieces of 9 mm ply around the edges. I found the frame was very weak and floppy until I attached this to a solid top. This worked and is good enough for a fiddle yard design but wouldn't do for the scenic baseboards.



I started thinking about how I would overcome the weaknesses of the fiddle yard baseboard design. I knew that box sections can be really strong so I thought about using some thin strips of wood sandwiched between two sections of 3 mm ply to make up a box section beam. Given that the whole beam would be glued together, the beam would be rigid provided that the thin strips of wood were as long as the overall beam. Meanwhile the 3 mm ply sections could be any length so I settled on 500 mm, which happens to be the width of the club's

laser cutter bed.

The beams that go across the layout were designed to the contours of the landscape with the track being 2 inches above the lowest level, which is a river section at one end of the layout. This will allow the track to run on an embankment over bridges and culverts once away from the main station. Each of these cross beams provides and anchor point for the track-bed which is formed of 9 mm ply with a foam underlay for the track itself – the same underlay as is used on the club's Aylesbury layout.

The cross beams were made separately and held flat under some heavy books until the glue had set. The two end cross beams were made using one set of 3 mm laser cut ply sections and a matching counterpart cut from 9 mm ply. The 9 mm sections were made using a jigsaw and are a close enough match for my purpose. Thin strips of wood for the beams that go along the length of the layout were threaded through the cross beams and 3 mm ply pieces were then glued either side of these and held together by clamps. The whole assembly took about three days to make between conference calls.

Once the beams had been assembled into a rigid framework, this was encased at back and front using further 9 mm ply pieces that were cut to the contour of the landscape. Once completed, the framework was mounted on a pair of

trestles to put the track bed about 4 feet off the ground. The whole frame is really quite light, which was my original objective and it is rigid so it will form a good base for the layout.

Then I started to install the track bed and the polystyrene landscape blocks. A while ago when the club bought some polystyrene sheets, I bought three 25 mm sheets for my own use. At the time I thought three sheets would be enough – I don't think so now. I have supplemented this with some green polystyrene sheets from B&Q. They sell this as a form of underfloor insulation to go under wood floors and it is only 2 mm thick. It is quite easy to cut this to shape and use it in layers to build up the landscape a bit at a time. It is actually easier to cut this to fit round the foundations of a building than the 25 mm blue blocks.

So far I have completed the landscaping structure for the station forecourt which will then be topped off with cobblestones right up to the building using 3D printed sections of my own design. The cobblestones will bring the forecourt up to the doorway level once the station building has been fitted properly into the layout. I will then be able to build up the station platform to the appropriate level and top this off with thin card so I can glue the flagstones onto this [2 thou Plasticard] without dissolving anything! The platform copers will be 3D printed and are based on the ones at Loughborough Great Central which are bullnosed with grooved edges. I have printed 70 so far and think I

will need about 500 before I'm finished.

The embankment behind the station building will be covered in newspaper strips stuck down using wallpaper paste and then painted brown. This will then be covered in bushes and some small trees using the techniques I learnt on Paul's tree-making course. I need to complete the station canopies but to do this I need to pay a visit to James to use the laser cutter. At least I can get on with making bushes and platforms without needing to go anywhere.

Jennifer

# Shed Bashing

During my informative Years, I was becoming more and more interested in visits to locomotive depots. My best friend and I started off slowly and through his Dad, applied for a permit. We went to Didcot depot one Sunday afternoon. At this stage it wasn't just about collecting the numbers of the locos, it had to include "cabbing" as many as we could. This was not allowed, but as long as it was done out of the sight of authority, we got away with it. Most sheds had dead lines of locos outside, where they were held either awaiting Works attention, withdrawn or just out of steam until fired up for Mondays work. These were prime locations for "cabbing".

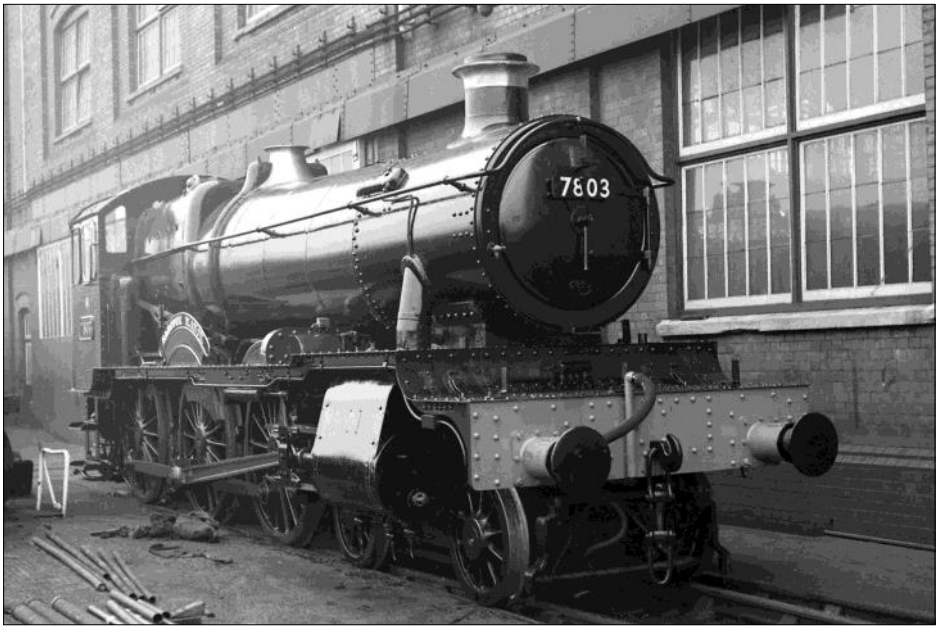

Above: 1501 at Didcot 81E during a CRS trip 7/8/60 on the dead lines at the side of the shed. It belonged to Southall 81C and has the chimney sacked over which indicates it was in store. It was withdrawn on 17/1/61 and sold to Coventry Colliery. It is preserved now, at the Severn Valley Railway.

You could only obtain permits if you were an adult and that adult had to be with any juniors during the visit. On all of the visits that we made, no one in authority showed us around. As long as we had the permit, we were allowed to go where we liked, but we had to report back to the foreman when leaving. Permits had to be applied for from the appropriate office at Paddington, Euston

etc. or the head office of each region.

I only ever went around a depot with a permit as I was too young and scared to bunk them. I did try once at Oxford when I was 14, I plucked up courage and took my brother aged 11, to the shed office. I knocked on the booking in office counter and was asked. "Have you got a permit". No, I said. "Well then you can't go around, goodbye". That was that.

If you lived close enough to a works like Swindon, you could just turn up on a Wednesday afternoon or Sunday morning and pay a fee. You then joined a party led by an official for a tour. The tour included areas of disinterest like the machine shops (at the time) but that was something you had to bear to see the locos. The tours at Swindon and Eastleigh included a visit to the loco depot and at Swindon to the stock shed. That was always interesting, as it housed ex works locos awaiting allocation to a depot, withdrawn locos too good to scrap, preserved ones and depot "pets".




Above: 7803 Barcote Manor at Swindon Works during a CRS trip 22/1/61. It was in for a Heavy General repair then released back to its home, Aberystwyth on 27/1/61, final withdrawn in 1965.

The Swindon tour started at the works gate. It went past the clocking in area (where there was a locked compound full of brass locomotive names and numbers. Names were being sold for £25 in 1963/4 and now sell for a

minimum of £5000!!), under the railway lines to the depot. Then on to the stock shed and back to the Works. As mentioned, the tour visited the workshops of various types. As you went in and out of the buildings, you would always come across a few locos scattered in various places. Then it was into the main buildings where the locos were constructed, repaired, stripped down etc. Tenders were repaired in a separate area. I was too late to see steam locos constructed but all of the diesel Hydraulic could be seen in build progress. Then it was off to the scrapyard. Rows and rows of locos awaiting their fate. Most without their number plates, so you had to read the stamped number on the motion or wheels.


Above: 7909 Heveningham Hall at Swindon Works on a CRS trip 17/9/61. It was in for a Heavy Intermediate repair and then back to home at Newton Abbott on 19/9/61. Withdrawn 18/11/65. Note cabbing crew.

We became aware that there was a local railway society in High Wycombe called the Chiltern Railway Society. It met at the "Globe" pub in White Hart Street, in a room over the top of the bar. Now this was heaven, as in those days you could normally buy a pint of shandy and a packet of crisps at 13 and nobody seemed to mind. Even though it was in the town centre. But you had to be brave and ask the cross-eyed barmaid who worked there. The club met every month and usually there was a talk about something railway oriented. Some of the members were a bit odd but most were normal and had a great deal of knowledge about trains in general, buses and B.R.S. lorries (British Road Services). This lorry fleet was vast, even larger than Eddie Stobart is now.


Above: 5000 Launceston Castle at Swindon Works on a CRS trip 17/9/61. It was in for a Heavy General Repair then a long way back home to Swindon shed on 19/9/61. Withdrawn 10/64. Note also cabbing crew.

Each lorry had a fleet number and could be collected like train numbers. Part of the fleet included contract lorries like Pickfords, Hayles Cakes etc. Each year, an organiser produced an itinerary of shed and works visits. These usually occurred during the better weather and were made on a Sunday. The visits were to depots within a range that could be made by coach in a day. An early start and a late finish usually.

Below: Jeffways coach with "normal" club members, somewhere in South Wales on a CRS trip 18/6/61.

Unfortunately, the trips had to be funded from my pocket and paper round money, so not as many were made as I would have liked. Most of the ones that I went on were to Western, Southern or Midland region depots and some included Swindon or Eastleigh works.

Being with an organised party gave advantages usually. The itinerary was well worked out and permits obtained beforehand. Sometimes even with a permit, a grumpy foreman could object to you going around but that was less so with a party. However, I do remember once being thrown out of a depot. Usually, the organiser had the direction to a shed and sat with the coach driver directing. But on a visit to Radyr in Cardiff he couldn't find the official path in. So, the coach was parked opposite the depot. We disgorged and started walking to it. Unfortunately, it was across two main line tracks. As we got across, we were met by an angry foreman who quite rightly dressed us down. He then marched us to the depot entrance, showed us the path and told us to get out. But while we were being walked, we did fan out so at least someone went down each line of locos. When we got back to the coach, we all conferred to get the full depot list.

Above: Radyr Loco shed from the front. This was the view we first saw after crossing the tracks with the Foreman heading towards us. CRS trip on 18/6/61.

Sometimes a trip was for a few days or a long weekend, but I was never allowed on one until I was 15. In 1964, I was 15 and a weekend trip had been

organised to Yorkshire and Lancashire but what amazed me was that my brother, who was only 12, was allowed to go as well as long as I looked after him. Can you imagine that being allowed today? Health and Safety and parent groups would have a meltdown. Although the sheds had a multitude of hazards like moving locos, piles of burning ash, implements left lying around, I think the kids then were a lot more street wise. I never remember any injuries or reports of stupidity.

The trip started on a Friday evening and finished on a Sunday night, so it would be a long trip. It included one night (Saturday) in a BB in Bradford. Again, it was by a Jeffways or Pilot coach and in those days, motorways were few and coach drivers drove for very long hours, no tachographs then. We knew how many depots we would visit, and, in this case, it was 25. Some going in two days. It stretched from Hull to Manchester. We also didn't know which shed was next or when that would be.

The visits always started from one of the bus bays at Wycombe and in this case was a Friday Evening. I remember that two of the lads (two of the odd ones) chatting up two girls while we waited for the coach. I later realised that they were ladies of the night and touting for business! So, after the usual chatting, banter and BRS lorry spotting, especially on the A1 until it was dark, we settled down for a game of cards and a kip.

This was short lived as I didn't realise that some of the visits would be at night. I should have realised this beforehand as some of the more senior members of the party had clipboards with lights attached, our first visit was to Goole just after midnight and the depot was, I think, somewhere near the docks. However, it was pitch black and eerie. There were choking sulphur fumes in the air.
In a previous article, I mentioned that my trainspotting notes were destroyed by my Mum. So, I don't know exactly what we saw except for a few iffy photographs. I did track down what Locos were on each of the depots in May 1964, so I expect that to be roughly what we saw. Goole had about 25 freight locos. The next shed was Hull Dairycoates, still in the dark at 3am, with another 40 locos. Then we travelled to York. That was a big depot, part of which is now The National Railway Museum. The museum turntable now, was part of one of the Roundhouses. I very much doubt if we would have been allowed around in the dark, so we must have visited early on the Saturday morning. Over 100 locos would have been seen, including a few diesels of classes 40, 31 and 37 plus big steam locos of classes A4, A2, A3, A1, V2 plus a lot of mixed traffic and freight ones.

I'm not sure of the sequence of sheds visited after this but we certainly headed to Leeds. Looking at a current Ordnance Survey Map, it's amazing that there were so many depots within a stone's throw of each other. Perhaps a throwback to pre-grouping days where different companies served the same

area. Certainly, the attitude of rivalry continued until the end of steam. An example of this was that there were two depots in Bradford, Manningham and Hammerton Street. The former was controlled by the parent shed, Leeds Holbeck. The latter was controlled by Wakefield. This applied to Copley Hill as well, even though it was only a quarter of a mile from Holbeck, it was controlled by Wakefield. Stupid and expensive attitudes.

Above: 45593 Kolhapur, 45658 Keyes, 42165, 43xxx. on Leeds Holbeck shed during our CRS tour.

Neville Hill (Leeds) was gradually closing to steam and had about 20 locos, including a few A1's on diesel failure standby. It was being converted to a diesel depot as it is to this day. Holbeck was next and was the main depot supplying passenger train locos to Manchester and Carlisle. This amounted to about 53 and included Jubilees, Royal Scots and Brittanias, plus class 45/46 diesels. The others around Leeds included Stourton (27) now Freightliners depot, Farnley Jcn (22), Royston (38), Normanton (25), and Huddersfield (17) and to the aforementioned Copley Hill (0). This was a big disappointment as we were expecting to see a lot of big passenger locos mostly in store but when we arrived, it had just closed and the stock had been dispersed or sent for scrap. It was sad to see it empty.

After the exhausting day, the club had booked us in to a B & B in Bradford. When we arrived, it was a very seedy place in a rough area. We all stayed there sharing 2-3 in a room. There seemed like corridors and staircases everywhere. We were advised by the Landlady not to venture out after dark, so after getting Fish and Chips locally, we returned to our rooms to play cards.
After an early breakfast, it was off again to the two sheds in Bradford.

Above: 48214 at one of the Leeds shed on our CRS visit 1964. A Derby based engine at the time but transferred to Normanton soon after. Withdrawn in 1967.

Below: 45697 Achilles at Bradford Manningham depot in 1964 on our CRS visit. This loco belonged to Holbeck and was withdrawn in 1967.

Hammerton Street was a Diesel depot and only contained units and half a dozen 03s. Manningham (17), supplied locos for the heavy parcel traffic that headed north and west from Bradford. It also provided some Tanks for the short journey to Leeds with a few coaches to join up with London trains there. Like Holbeck you could expect to find Scottish and Carlisle locos there.

Then it was a longish journey across Yorkshire into Lancashire to the Manchester area for another 8 sheds. Some were large sheds with plenty of steam. The Manchester to Preston area was about the last stand for steam in 1968.

Again I can't remember the sequence of visits, but looking at an Ordnance Survey map, it must have been something like as follows:- Newton Heath (90), Stockport (40), Longsight (100), and included Diesels and Electrics. Gorton (40), Heaton Mersey (40), Trafford Park (40), Patricroft (60) and finally Agecroft (50). Gorton had a loco works, but it had closed in May 1963.
In total we must have seen about 850 locos. Then it was a long journey home, looking forward (not) to School the next day, arriving home very late on Sunday night.

The day visit itineraries usually involved visiting no more than 10 depots and sometimes a works. As mentioned, it was an early start, meeting at the bus station. Luckily my friend's Dad owned a car, so he dropped us off. My parents didn't and relied on buses, but none would be about early on a Sunday morning. Mostly it didn't take too long to the first shed. Banbury, Oxford, Bletchley, Reading, Didcot, Southall etc could all be reached within an hour. Some depots were difficult or impossible to get permits for. Stewarts Lane in London and Guildford were refused as they were within close proximity to the 3rd rail and for some unknown reason Old Oak Common.

All train spotters had essential pieces of kit. A duffle bag or an old Gas mask bag to keep notebooks, the ABC combined volume of locos, the Ian Allen shed directory if you were really lucky and most importantly some sandwiches and a bottle of pop (no healthy water then) not forgetting a plastic "packermac". My friend wrote all of the sheds he had visited on his bag.

I mentioned cabbing earlier, it was partially organised in that you went up one side of the loco, through the cab and down the other side. Then onto the next loco. That way there was no bottleneck as time was tight at each shed. For those interested, the following are the depots visited and locos seen on 3 of the trips.

18/3/62
84A Stafford Road 35, 84B Oxley 38, 84C Banbury 38, 84D Leamington 17, 84E Tyseley 44, Sub shed Stratford 1, 84F Stourbridge 45, 85D Kidderminster

15, 85F Bromsgrove 9, Total seen 244.

20/5/62
85A Worcester 41, 85B Gloucester Horton Rd 39, 85C Hereford 31, sub shed Ross 1, 85E Gloucester Barnwood 31, sub shed Cheltenham 10. Total seen 153.

15/7/62
71A Eastleigh shed 101, Eastleigh works 30, 71B Bournemouth 41, 71G Weymouth 27, 71H Templecombe 24, 71I Southampton dock 19, 72B Salisbury 41, 72C Yeovil 16, 70D Basingstoke 21. Total seen 320.


Above: 35026 Lamport and Holt Line at Salisbury 24/4/60 on a CRS visit. Withdrawn 03/67.

All photographs are with grateful thanks to my friends Dave Coles and Ted Lacey. The iffy ones are mine!

Ray

# Club Diary
## 2021

Many shows are now being cancelled for 2021, a few are still listed as going ahead at present but this may change at short notice.

| | | |
|---|---|---|
| April | 16 | **R&DMRC** Zoom meeting |
| May | 21 | **R&DMRC** Zoom meeting |
| | 29 | **Virtual Railex** |
| June | 18 | **R&DMRC** Zoom meeting |
| July | 3 | Beaconsfield & District Model Railway Club, Beaconsfield School, Wattleton Road, Beaconsfield HP9 1SJ |
| | 11 | NMRA Meet at Benson |
| | 31 | Annual Convention of The World Wide Group of the NGS, Wyllyotts Theatre, Wyllyotts Place, Darkes Lane, Potters Bar, EN6 2HN. If this goes ahead, I will be there with a Dutch N gauge display. |