

Risborough and District Model
Railway Club

Autumn 2007

FOOTPLATE



Steam special (4965 Road Ashton Hall) at Princes Risborough, May 2007. Photo by Donald Rintoul.

President	David Powell
Chairman & Footplate Editor	Paul Wright 01844 275748 rdmrc@btinternet.com
Secretary	Richard Neil richard@mris.freeseve.co.uk
Treasurer	Neil Fairbairn kieraneil@yahoo.co.uk
Members Reps.	Anthony Mead David Lane Ian Gearing
Membership Secretary	Robin Lane
Railex Manager	David Lane
Risex Manager	Ian Roll/Donald Rintoul ian.roll@terina.co.uk
Webmaster	Anthony Mead acm@gotadsl.co.uk

Committee meeting on Thursday 19th July 2007



Mostly discussed Railex. We have received very good feedback from visitors except for catering. The car parking worked well this year as we are more experienced and it was dry on Saturday but still need more. The club stand will be extended due to popular demand with another display/layout. This needs to be something that allows us to interact with the public and therefore promote the club. Members will be on a rota to man this exhibit and talk to the public.

We had a meeting with the SMS who will be changing the catering arrangements which should give us a big improvement.

WELCOME

Autumn is now approaching which means the start of another club year, the start of the main exhibition season and of course, the AGM. This is an important event as we are discussing the club and its activities. We need to elect the committee for the next year and plan our long term future. What is your opinion of the past year and what do you want from the next year?

We have had another couple of workshops, covering water (a very difficult subject to model) and trees from twisted wire. A simple technique but more difficult than it looks. It is however, a technique with the lot of potential. More workshops are planned so if there is a topic you would like covered let the committee know.

Work has started on the boards for the P4/EM project and James has built an example baseboard using Styrofoam to demonstrate light weight construction. This is to prove that the large boards we need for the new projects can be built of light weight materials for easy handling but will be rigid and strong enough for the handling they will get during setup and breakdown.

Sept 8th was our 35th anniversary dinner which was a good evening of eating and drinking and a chance to meet "other halves". I have no doubt that more events will be planned.

Change is occurring on the National Rail network with GNER and Virgin Cross Country both disappearing. Also of note, is the arrival of the first of the Hitachi built high speed trains which will be class 395, see pages 6-8.

A number of our fellow members are not only interested in models but work on full sized preserved railways as well. James tells us about his efforts on the Bluebell Railway on page 18 while Ian G will write about Quainton for a future issue.

The N Gauge Society 40th Anniversary show was very well attended on the Saturday but much quieter on Sunday when I was there. A big advantage as far as I was concerned but probably the organisers would have preferred a more even spread of visitors. This is exactly the problem we have at Railex. It seems the enthusiasts want to get there as soon as possible so we need to encourage more visitors for Sunday. However, still a very good specialist show, with a high standard of layouts and good trade. I will not be converting to O gauge, as James suggests but will contribute something to the project. This is what club projects are for, try something new!

Okehampton

club layout in O Gauge

Okehampton is a new club layout in O Gauge which all members can be involved in, both in construction and operating. It is designed to be large so that full 8 coach express trains and long freights can be operated and will also be able to be exhibited at large venues. It is also designed to fit into the Carrington room for testing and operating and it should be interesting to operate and for visitors to watch.

The essential features are:

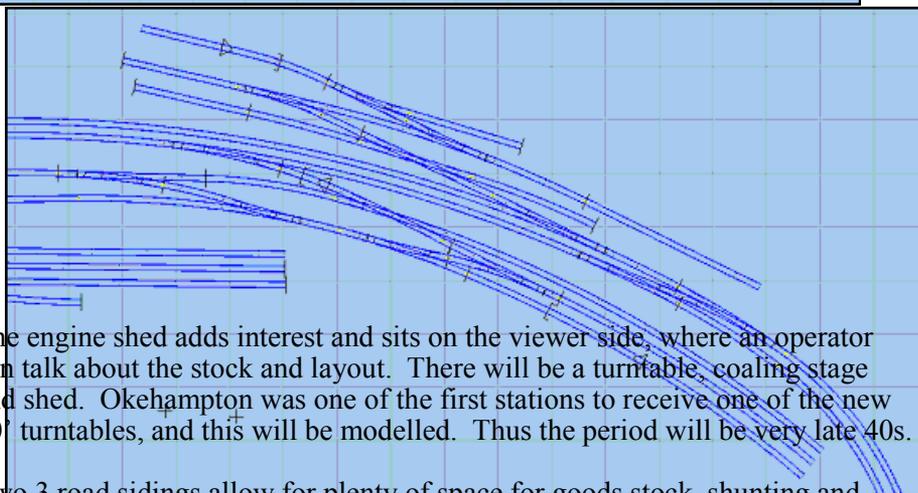
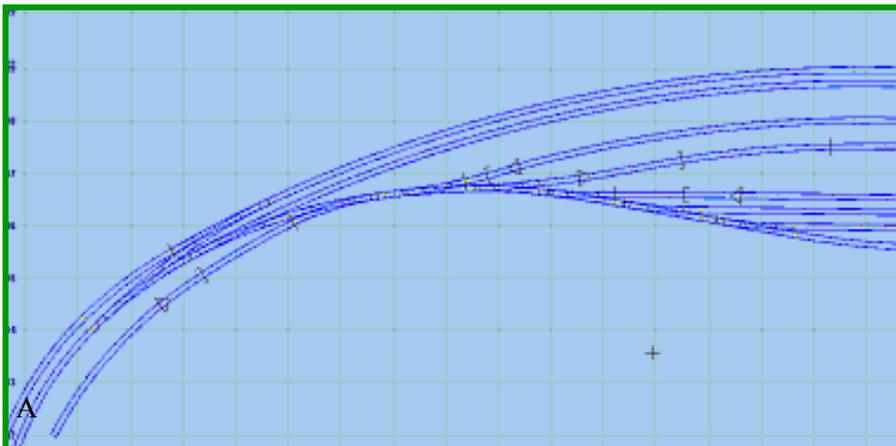
1. Double track main line.
2. 3 platforms, up main, down main and branch.
3. Single road engine shed.
4. 70' turntable
5. Coaling stage
6. Okehampton was where the engine was changed. This will be of interest to an audience.
7. Goods shed and extensive goods sidings in two areas.
8. Military siding where tanks and other vehicles would be loaded.
9. Proximity to Meldon Quarry where ballast was extracted. Hence ballast trains.

The layout is being designed for DCC control using existing club Digitrax controllers. Club members will be able to plug in their own Digitrax handsets at a number of points around the layout, both inside and outside of the oval of boards.

The previous layout plan of Plymouth Friary was eventually rejected in favour of a more traditional layout based on Okehampton as this contains a freight yard, engine shed, station plus scenic elements – in other words more scope and interest in building and operating.

The layout plan follows Okehampton pretty accurately, with some shortening of platform sides, sidings and engine shed. Two main lines pass through the whole area, allowing passing trains to be shown. A third platform face gives access to the sidings and also provides potential for a branch line train to be brought into the station and sent back out again.

A



The engine shed adds interest and sits on the viewer side, where an operator can talk about the stock and layout. There will be a turntable, coaling stage and shed. Okehampton was one of the first stations to receive one of the new 70' turntables, and this will be modelled. Thus the period will be very late 40s.

Two 3 road sidings allow for plenty of space for goods stock, shunting and movement with a goods shed as well. A 6 or 8 road fiddle yard provides storage space. The boards here are 2' 8" wide, the maximum that can be reached over. It would be useful if each road in the fiddle yard could receive or send a train to any one of the main lines. This may not be practical to achieve as more pointwork will reduce the length of the loops.

Construction

The boards will be made of extruded Styrofoam with sides reinforced using ply, probably 9mm. The main lines will probably sit on ply bases with a vertical reinforcing piece underneath, with foam on either side. Cork or foam will be placed on top. Track will be Peco for the fiddle yard but hand built in the viewing area. We may use Exactoscale or C&L for this. The hand built points are much cheaper than Peco, but the plain track more expensive. Peco is useful to reduce the time to build the fiddle yard and also increase the reliability. There are some double slips here which are complex to build. There are only 2 double slips in the main layout.

Storage

The main area boards are 6' by 3' max reducing towards the ends. There are 12 in all covering the main layout, which can be bolted together top to top for storage, as the boards on one side will match exactly boards on the other. It is suggested that the boards being worked on are kept at the club, while the remaining boards are kept off site. If an operating session is needed, these will be brought to the club. Otherwise scenic work and track laying can be done on the boards at the club. This will occupy members for some while.

James

Class 395 arrives.

The first of 29 new high speed trains for Southeastern, built by Hitachi has arrived for testing. These will be 6 car units capable of 140mph and will start timetabled services in December 2009.

Charles Horton, managing director of Southeastern, said: "The arrival of the first high-speed train into the UK, is great news. When these trains enter service in December 2009 they will slash journey times across the region, encourage more people to travel by train and bring new standards of comfort and reliability. They will also play a key role in providing fast and easy access to the London Olympic Games at Stratford in 2012, with a journey time to and from London St Pancras of just seven minutes. Our ambition to create a growing railway for a growing region has taken an important step forward today"

Above right: the full size mockup of the class 395.

Lower right: the first coach is unloaded.





Class 395 ready for road transport.

Alistair Dormer, General Manager at Hitachi Rail Systems London, said: “Hitachi is delighted to deliver the first Class 395 Train to the UK, on time and on budget. Today is a major milestone for Hitachi and for everyone involved in the Class 395 Project. We now look forward to working with our partners to complete testing and delivering the trains ready for service in 2009”

The trains are being built in the Hitachi factory in Kasado and shipped from Kobe, Japan. This train was delivered onboard the MV Tarogo, a Ro-Ro vessel operated by Wallenius Wilhelmsen Logistics who also own the world’s largest car carrying vessel the MV Faust, which can carry up to 8000 cars.

Layout Design: Multi-level layouts

Layouts come in many shapes but basically are of two types: terminus to fiddle yard (straight, L or U shaped), or continuous with the storage yard at the back. My new layout is built in my spare room as an L shape with access only from the front. Therefore it is not possible to have the storage area behind the scenic section. It could be at the front but this would make the depth too great, or at one end but this would reduce the scenic area dramatically. As you know, I prefer layouts to be of the “railway in the landscape” type, so I wanted as much scenic area as possible for the new layout. Therefore, the only way to go is UP!

So, the plan now had to have the storage yard on the lower level with the scenic layout above, joined by a double track main line. To achieve this there are spirals/helices at each end lifting the tracks about 300mm. This height should give enough space to see and handle the stock. Storage track spacing in the yard is 50mm, wide by N gauge standards but allows hands to get between the stock without knocking the adjacent trains off the track. To maximise the length of the loops and minimise the space taken up by pointwork the yard is split into three sections, three up loops, three down loops and five bi-directional loops in the centre. Three Y points take the double running line and split it into three and then further points (mostly curved) are used to get eleven loops. The shortest loop is 2.7m, easily long enough for a 12-coach train, up to 3.5m for the longest loop.

Now to get this train up 300mm with one loco requires a gentle incline and a large helix. Clearance for N gauge needs to be about 50mm as many of the locos will have pantographs in the up position.

I could have designed and built the helices myself but looking at the amount of work involved, I thought it worth looking for ready made kits. I found White Rose Woodcraft (they advertise in the usual magazines) and got the brochure, which showed a number of helix kits with different radii and lift as well as baseboards. It all looked well made but I do like to see items before I buy so while in Yorkshire on business I

called in to the shop. This is a new unit converted from a station and has a small model shop at the front and the workshop at the back. It is run by Harold who is a great guy and a railway modeller but don't expect a quick visit! Examples of helices were on display and were well made and the correct size for my requirements, so I placed an order. This was collected on another visit to Yorkshire to avoid the cost of postage.

The kits are constructed from water resistant 6mm MDF with plastic threaded poles and aluminium spacers. Construction is straightforward:

Mark out the baseboard and fit the threaded inserts, then screw in the plastic rods. The MDF sections are then fitted (only 1 type of board is required and these alternate to get the boards to overlap) for the first loop, track laid, wired and tested, then you can go to the next level and so on. Each level is held in place by plastic nuts and aluminium spacers ensure that the levels are correct and even. N gauge helices have six segments per level while 4mm have eight sections per level. The lift per section can be 10mm or 12.5mm for 2mm scale and 12.5mm or 15mm for 4mm scale. The helices are designed to accept different manufacturers curved track or you can use flexitrack. I chose the 10mm lift to keep the gradient to a minimum and "size B", which gives a diameter for the board of 860mm, just within the maximum of 900mm allowed for the end boards.

In addition, as the helices are enclosed, train detection is a good idea. As my control is DCC I have used Digitrax BDL168 units (£100) which have 16 detection sections (www.scc4dcc.co.uk). I will use four sections on the up and four on the down tracks of the helix plus another three sections will be the pointwork into the storage area to help protect against conflicting train movements. The remaining sections will be on the station approach. DC users could use the infra-red detection units from Heathcote Electronics (£9-14 depending on model), www.heathcote-electronics.co.uk.

What is the cost of the helix? The basic 1.5 turn loop plus start and end straight sections was £48 and then £27 for each additional loop. This includes all fittings for an accurate and well-made helix, which saved me a lot of time and hassle. So yes, I think it was worth it.

Paul

The terms helix and spiral seem to be interchangeable and even the dictionary does not clarify the situation. I have always regarded a spiral as being a 2 dimensional structure that is forever expanding away from the centre while a helix is a 3 dimensional structure of constant radius.



Above: part constructed helix with track wired and tested. Once I am convinced the pointwork is 100% reliable the next layer will be added. 4.5 turns in total giving a lift of almost 300mm.

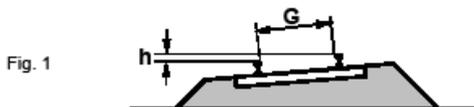
Below: End-on view of the helix with NS 1700 class loco. BDL168 on the right.





1. Purpose and Terminology

For prototype trains, banking is necessary to ensure safety in curves, in which the lateral acceleration created by the curve is compensated in total or in part by the superelevation of the outer rail by the value h above the level of the inner rail (fig. 1).



In model railroad operation, superelevation is not required for reasons of physics and actually increases the likelihood of rolling stock toppling from the track. Rather, its use is for strictly aesthetic reasons and should be kept within the maximum ($G/15$) specified by the following table:

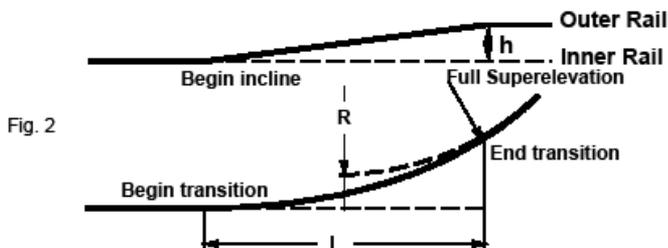
G	6,5	9	12	16,5	22,5	32	45
h_{max}	0,4	0,6	0,8	1	1,5	2	3

2. Description

In the curve, the interior rail maintains the level of the straight track, while the outer rail is superelevated by the value h above the inner rail.

Banked curves should also be laid in conjunction with easements (NEM 113). The length of the ramp superelevating the outer rail should equal the length of the easement.

The banking superelevation shall be applied to the easement in a linear fashion over the length of the easement (Fig. 2).



Rood Ashton Hall 5 May 2007

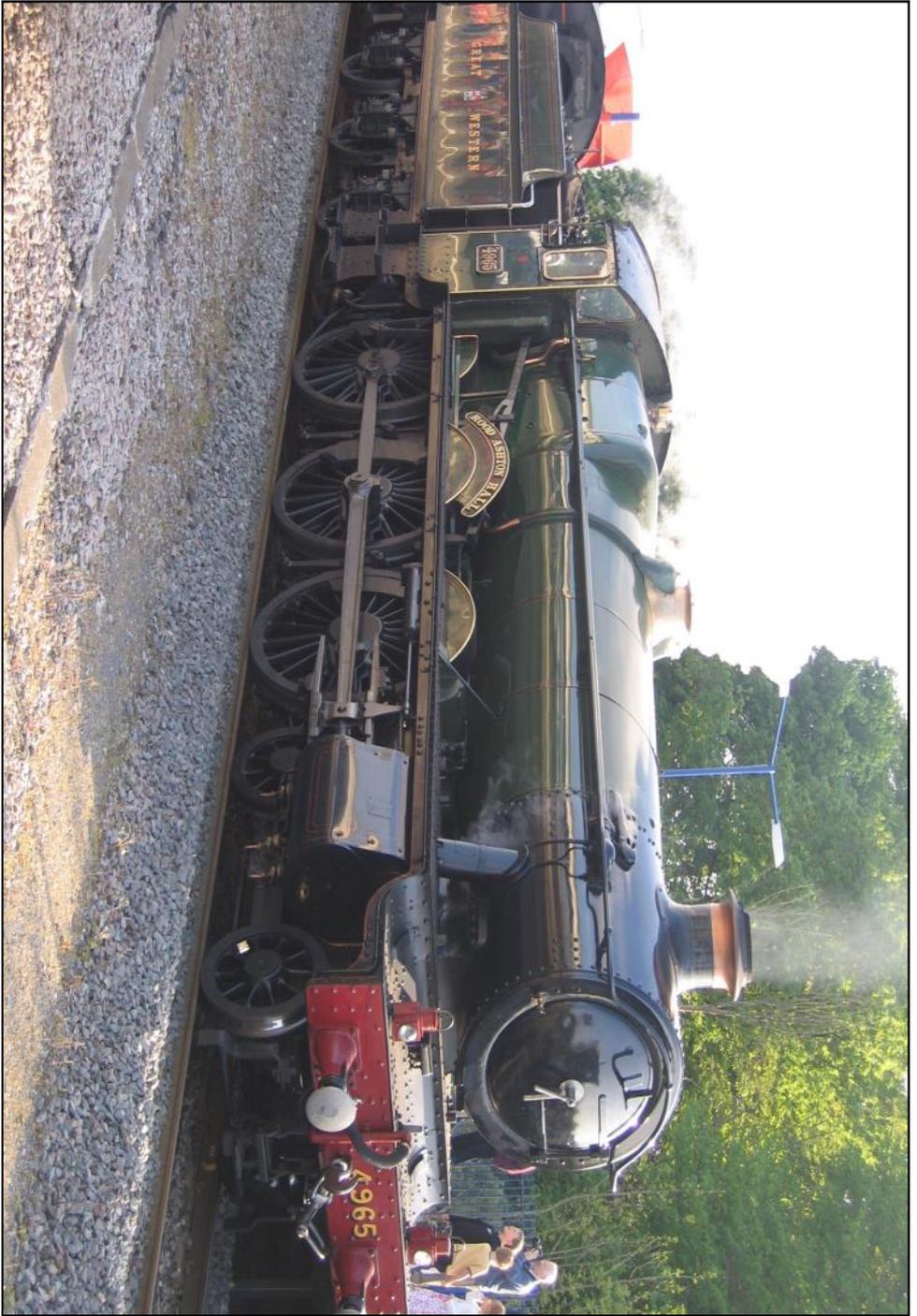
The day started bright and dry on Saturday 5th May, a good day for the steam excursion. As the train was due through Risborough but not stopping in the morning, I decided to view it as it came along the straight between Haddenham and Thame Parkway and Risborough, so I made my way to the bridge over the Longwick road to get a good view of the line.

The Hall class engine appeared just after 10, at the head of a long train, white smoke billowing from the chimney. It was difficult to see the engine properly at this point, as the bridge only afforded a front and then a top view. At this point I only knew it was a GW 4-6-0 but I didn't know what sort. It was moving at a fair speed, but still took long enough over that stretch for a vehicle to screech to a halt by the bridge, and for two people to jump out to see it chuff past. It's still impressive to me that steam can have that effect on people.

Later that day, the train stopped at Risborough station where we could get an excellent view and take some pictures. The station was pretty crowded, with many hundreds who had made the effort to see the engine. The engine was in excellent condition, bright and shiny – just the way I like my engines !

James



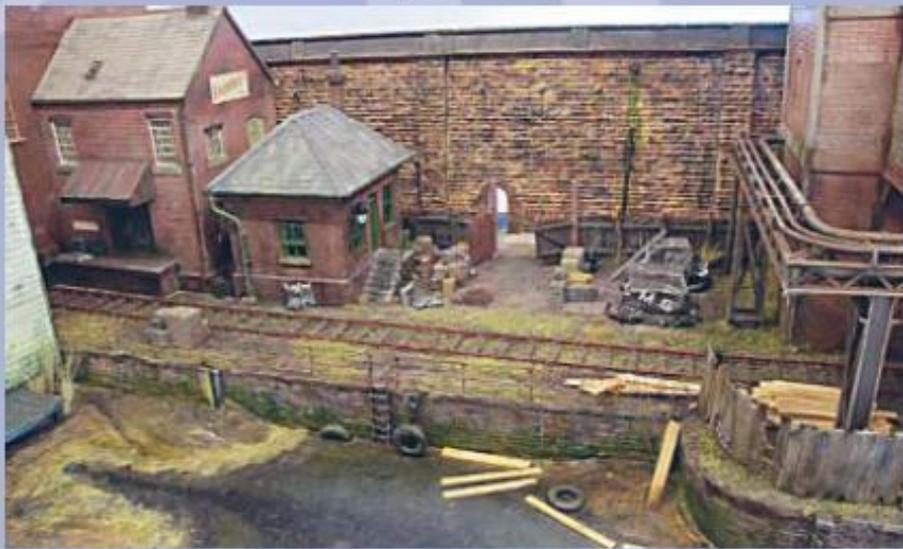


Telford O Gauge show September 2007

The O Gauge show at Telford has been a regular event for me and the two Ians at the club for the past few years. This year, we were really pleased to have Tim, Richard and Pete join us – they may not realise it, but the process of conversion to the big scale is now underway!

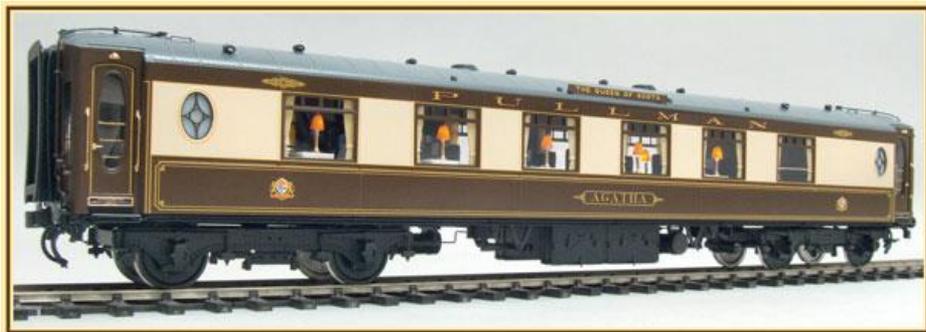
The Guild had a diorama competition this year, using a somewhat larger area than for our own diorama, but with a similar idea. The entries were really varied – one that caught my eye was showing a scene from the Ladykillers, with the old lady's house modelled, along with the crooks wheeling their dead colleague in a wheelbarrow to be dumped over one of the 3 railway tunnels. Another tried to show an exaggerated 3D view along a platform. An O gauge engine at the front was coupled to a wagon which had been narrowed at the far end, itself coupled to some 00 wagons. Buildings were also tapered front to back. A nice idea in perspective, but somehow didn't quite work.

Diorama Competition Entries



The winner was an excellent scene of Bude harbour. It was really nicely modelled, with subtle colouring, and good weathering of wagons, buildings and ground. The water was a bit disappointing as it seemed too flat.

150 traders were present showing everything from high quality finished locos at £2500 each, to RTR coaching stock, second hand, and a vast choice of kits. Pete asked one chap how much a train of 8 RTR Pullmans would be, and could the club have a discount. If we bought 7, we could have one free it seems. At £645 each, I think we'll pass. They were absolutely superb, with full interior detail. They also had 00 versions.



The standard of layouts and goods to buy was very high, better than I had expected. All enjoyed the show very much. Richard felt that the highlight for him was a superb Scot's pine tree on one of the layouts, where the general scenic work was to a high standard. For me, the surprise was the dramatically improved standard of the ready to run items. This is quite new to O Gauge, where the emphasis has been firmly on kits, until just a few years ago. This may well bring a new group into the hobby.

James

Back-EMF: More accurate Motor Control with DCC

Back-EMF has long been quite a hot topic of debate when choosing DCC decoders. It's also sometimes been a function of analog DC controllers, too. These days most premium decoders offer back-EMF functionality, usually offering it as a way to make a locomotive maintain speed regardless of load or gradient. Unlike the torque compensation systems that are used to overcome the torque loss associated with low-speed operation of high-frequency decoders, back-EMF, or BEMF, is an active system. The motor's armature coils, as they turn in the magnet's magnetic field, act as a generator, producing a voltage in the reverse direction to that being applied to turn the motor. In between power pulses, the decoder reads that generated force - it's an electro-motive force, or EMF - and uses it to determine if the motor is running faster or slower than it should be. The decoder then adds or subtracts power to adjust the speed of the motor. In the best decoders you get to be able to adjust all three parameters of the BEMF control.

The main parameter, which in a Digitrax decoder is controlled by CV57, is the droop, which specifies how far away from the expected speed the motor can get before the decoder starts to try to adjust it. Second is the amount of adjustment made - how much throttle to add or take away, and thirdly how fast it the throttle adjustments are made - Digitrax CVs 55 and 56. Most decent decoders allow you to adjust these parameters and tune the loco exactly as you want it. Not just Digitrax, but also Zimo and Soutraxx's Tsunami sound decoder offer such detailed adjustment. Some, like Lenz's Gold range, offer you five "motor types" and you try all of them to see which works best - they don't offer any other guidelines than that. Personally I prefer more adjustable decoders than the Lenz way of doing it.

TCS have long offered Dither as an alternative to back-EMF and only to cover the poor slow-speed and starting characteristics of uncompensated high-frequency decoders. High-frequency decoders pulse the motor with high-frequency pulses, which then have to be individually quite small. The overall effect of this is to make the motor appear to be smaller than it is, until some speed has been achieved and the pulses get larger. Most decoders have some sort of compensation, done by mixing larger pulses in at random, so that the motor starts better but doesn't exhibit the growling that old low-frequency decoders often caused. Dither is a tuning mechanism for these large pulses; altering size and frequency to match the motor and loco. But Dither is still a passive system; it does not actually watch what the motor is doing and adjust to it, like BEMF does.

Where BEMF really scores is in slow running and assured starting. That's because the decoder watches the motor, and grabs on to it and makes it do what is required. The adjustability enables you to tune the motor-decoder pairing until you get exactly what you want - and doing this with OPS mode programming is quick and pretty simple. Indeed any such tuning exercise, including setting up TCS's Dither, cannot really be done in any other way than with OPS mode.

If you do go for BEMF, then you don't need to add a flywheel to the motor. Indeed flywheels can actually mask the effects of BEMF, because they don't allow the decoder to see what the motor loading really is. As a flywheel that is going to be effective enough to be of any real use is actually too big to get into many locos, BEMF is actually a better bet, particularly at slow speeds where flywheels really don't help at all.

A number of decoders have a switchable shunting-speed setting. The Digitrax version is selected by setting CV54 to 1, and then it operates from F6 (and is not re-mappable to another F-key). When F6 is pressed, it halves the locos top speed, and significantly reduces the effects of momentum that you may have programmed into CVs 3 and 4. Press F6 again and the loco goes back to normal. Lenz Gold decoders have an essentially similar feature, as do many others. Is this a useful feature for you?

Mick

12 inches to the foot

By James Aitken

At the end of March this year, I had a weekend free so I decided to take myself down to the Bluebell and volunteer for something. I had been a member for a couple of years since I went on a week long engine driving course, and I kept up my membership as I liked the railway. It is Southern for a start (with a bit of GWR) so a must for me.

I hadn't really given much thought about what to volunteer for. Previously as a student at Loughborough University, I'd volunteered at the Great Central and worked on the track gang, oiling fishplates, aligning track, packing sleepers, cutting down trees, and one fun week dismantling a signal box on the main line north of Kings Cross. So there I was, at about 10am at Sheffield Park station with the thought that I'd find out what needed doing and if I could do it, I would.

I didn't know who to ask, so I simply asked the first person I found. The porter at the station listened to my "I've come to volunteer – who do I see" question, and said "You'd better talk to the station manager". I was quickly introduced to him, who explained that there were lots of different departments on the Bluebell, such as station staff, carriage and wagon works, loco shed, engine crews, signalling, platelayers etc. "Did I have a preference?". Well, I thought, "Perhaps I could try the loco shed?", fully expecting that I'd need major training, and would not be let anywhere near the engines. How wrong could I be!

The station master took me round to the shed, and introduced me to one of the men working there. There was no sign of the workshop manager at the time, so the chap walked me round the shed, pointed out that it was not a good idea to fall into the pit as it would hurt, and I mustn't go into the machine shop section unless authorised, but everything else was available to me. Inside, a C class 0-6-0 was being worked on. The wheels were at one end of the shed, the frames over one pit, the boiler outside, and no sign of a smokebox or cab anywhere. The tender was on a different road. The other pit housed a Bulleid boiler being welded, and a Battle of Britain chassis which looked pretty advanced.

As we went around, he showed me what they got up to. Two overhead cranes allow weights up to 32 tons to be lifted. There are two roads, each capable of housing two large locos. One road is fitted with a wheel lift. Welding gear, large lathes, milling machines, a radial drill and other equipment occupy the side of the shed. There is little they can't do in there. It's tea break time at 11, so off we went into the tea room. This is not a place to take the wife or

girlfriend. Working on engines is very dirty – you get covered in black grime which comes off on the seats, fridge and table. The cups are clean though!

During tea break, the works manager came in and introduced himself. It seems that all I needed to do was to fill in a simple medical questionnaire and an experience summary. If you've used a lathe, you get a tick in that box, if you've been taught how to weld, you get a tick in that box. They don't need to know if you can do it now, just that you could do it once upon a time. It keeps the insurance company happy.

“So, now you've filled in the sheet, do you fancy changing the brake shoes on the Dukedog?”, asked the works manager, “You can give Alan a hand”.

Alan was another volunteer, who, like me, had no idea how to change the brake shoes either. The manager, Colin, explained what we needed to do. “Simple”, he said, “just take out the split pin at the back of the pivot pin which passes through the brake hanger. Knock out the pivot pin out from the inside, and the brake block will fall out. Just watch your fingers”. And with that, he went off to do something more important.

We started by looking for suitable tools. I'm used to using split pins on the models, but this was something else. 3/8 of an inch in diameter, and 6 inches long. Compressing the two halves back together was no mean feat, and needed a large pair of pliers. We got all four out, knocked the pins out carefully, while supporting the worn brake shoes. We had to undo the brake pull rods where they met the actuators under the cab so we could move the shoes well away from the wheels. Even so, it was not that easy. By the early afternoon we'd got the four out, some of which fell into the ash pit we were working over.

We went to tell Colin how we'd done. “Great, now let's get the new ones into place. They are in a metal bin over at the side of Tesco”.

I hadn't noticed a Tesco on site, so I said “Where?” He pointed at a steel clad building, and said “Tesco donated that one to the railway. Hence its name”. We found the new shoes, and realised at once that we'd struggle getting these into place. The brake thickness on the new ones was about 2.5 inches, whereas the ones we'd taken out were only about 1 inch thick if that. The rest had worn away over time. Just carrying one shoe was an effort as they are solid cast iron. Colin helped us get them into place, while we inserted the pins. Working on the engines certainly improves your strength.

Of course a thicker brake block meant that the brake pull rods would not line up with the pins in the actuators any more. However, a neat bit of design meant that if you rotated the actuator rod, the pins moved position as they had been fitted eccentrically to the axis of the actuator. They'd been designed for just this purpose.

I must admit that at the end of the day I did feel very satisfied having achieved something. I had both days that weekend at the bluebell, and worked on the piston valves of Eddystone, a rebuilt West Country engine, on the Sunday. The next time I saw that engine, it was back in steam. Its great to think “I worked on that”.

I plan to be a regular on the Bluebell when I can, and have now recruited Pete and Richard into the joys of getting covered in filth. More to come later. The Dukedog showing some pretty worn brakes.



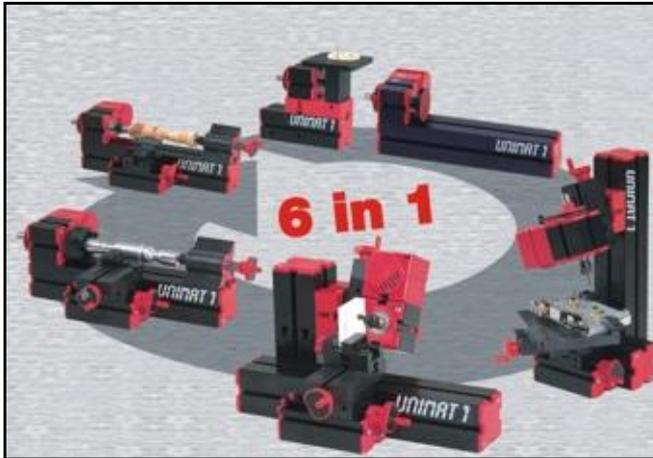
Unimat 1

The Unimat 1 is a multi purpose modelling power tool. I see it as a step up from the old Minicraft range, which is no longer available. The Unimat is an improvement in terms of quality and ability. It consists of a range of modules, which can be built into a variety of machines, i.e. wood turning lathe, metalwork lathe, milling machine, jigsaw, sander, pillar drill etc. It can indeed perform all these functions but it is for light duty/small parts, so is idea for modelling. For example, machining plastics, resins and non-ferrous metals.

It is built from aluminium and plastic but is well made with parts fitting together tightly and accurately. Some items are also available as all metal construction (Metal-line range). The slides are calibrated to 0.1mm so machining will be precise.

Accuracy is down to the operator.

I have successfully used it for milling N gauge loco chassis (a sort of whitemetal) to fit



DCC decoders under the motor and to produce a pair of 7mm buffer beams with bolt holes from plastic sheet. I have made a few wooden dolls house items for Margaret using the Unimat in woodturning mode. I can see many more projects where it will get used for modelling rolling stock and building for my layout.

It will probably never have the performance of a dedicated machine but it will be cheaper than buying all of them, not to mention more compact. If you need a range of power tools for occasional use then it is an excellent product. The Unimat Basic (£99) is only for woodwork and the Classic (£199) is the set for wood and metalwork and there are many accessories to expand it. If you only need a lathe then talk to David Lane who has recently purchased a small lathe at a reasonable price.

Paul

Club workshops.

Resin casting and
model making Nov 14th

Building from plastic
sheet and strip TBC

Painting people and
animals TBC

Track construction TBC



Useful internet addresses:

GE Rail services website with wagon diagrams. www.gerailservices.com

Railway illustrations by Colin J. Marsden www.cjm.fotopic.net

Blane Bachman's N gauge website. mywebpages.comcast.net/blainestrains

Learn to paint model figures black first. www.brifayle.ca

The Scalefour Society www.scalefour.org

The ScaleSeven Group www.imagic-design.co.uk/s7

The Gauge O Guild www.gauge0guild.com

Infra red train detection www.heathcote-electronics.co.uk

Sunningwell Command Control DCC www.scc4dcc.co.uk

Do you know any useful websites?

If so contact the editor.



Club Diary

October	6 th 13 th 20 th -21 st	Beaconsfield Exhibition Modelling Saturday and Club Openday Saffron Street, Blackburn Exhibition
November	3 rd 3 rd 9 th 17 th	High Wycombe & DMRS Exhibition Vintage Hornby Day Annual General Meeting Modelling Saturday
December	1 st -2 nd 8 th 15 th	Warley Model Railway Club Exhibition, NEC CMRA Delegates Meeting & AGM, Whitewebbs Museum, Enfield Modelling Saturday
January	12-13 th	Footplate Winter Edition CMRA Exhibition, St Albans
February	TBA 22 nd 23 rd	Wheeltapper Modelling Competition Risex Set Up Risex, Risborough Community Centre

Modelling tips

If lying under a layout and soldering, do not wear shorts! On the other hand burn marks on your trousers may get you into trouble with the other half.

Test track



October 12th
November 2nd and 30th
December 28th

Additional evenings if
space is available.

Evenings



With the recent franchise changes the Virgin livery will become less common.
Photos by Pete Miller.

Above: 57304, Virgin Thunderbird at Birmingham New Street

Below: Pendolino 390034 passes Watford Junction Heading for Euston. 01-08-07

