

Risborough and District Model  
Railway Club

**Jan-Mar 2008 Winter**

# **FOOTPLATE**



BR 232, built in Russia for use in East Germany and now re-engined, working for Railion DB Logistics. 232-909-2 waiting to pass through Utrecht on its way to Amsterdam.

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



Following a suggestion at the AGM we are setting up a sub-committee to look at a new clubroom and all the associated costs/benefits.

We will not be moving soon but do need to look at the long term future of the club and the space and facilities required. This sub-committee consists of Mick M, Pete J, Ant and myself. We will be asking for opinions and advice from club members and will regularly report our findings via Footplate.

We will also be discussing child protection legislation to see how we can expand the junior section with the minimum of paperwork and cost. We intend to loan a Risborough Venturer headboard to the Plough for display after the pub is refurbished.

Paul

## WELCOME

Did you notice the small change on the front cover? Since Winter comes both at the beginning and end of the year, you will now see the months added to the cover, so this edition is Jan-Mar 2008, Winter. Footplate will be published in Jan, April, July and October as this fits in best with the main events of the club year. If you have not received your Footplate by the month after publication let me know. We distribute first at the club and then by post.

The AGM has now passed and we have the same committee as last year. During the last few months we have had workshops on resin casting and trees from twisted wire. The resin casting technique may very well be of use in the O gauge project and the P4/EM project for producing the buildings and we always need trees! The Christmas social was on Dec 14th, a quiet drink a few nibbles: thanks to Neil and Ian R (probably that should be Margaret R) for providing some of these.

St Pancras International has now opened. This has seen the transformation of St Pancras with restoration of the existing structure and extension of the trainshed. Very impressive it is too. This marks the completion of High Speed 1, our first and hopefully not the last high speed rail line. High Speed 2 could soon be in the planning stages but we were there first with Chiltern Parkway which depicts just such a line.

In October I was back in the Netherlands to visit Eurospoor in Utrecht. This exhibition is a bit like Warley in terms of size (possibly bigger) but without the hassle. As a continental modeller I find that many products are cheaper but there is also a much better range of product availability. I did get a few bargains as always, including a basic resin body for a SNCB class 11 which I had thought I would have to scratch build. Plus several stations are in the process of rebuilding or are going to be rebuilt (eg Arnhem, Utrecht) in a very modern curved roof style. Also visited Rotterdam and went to Railz Miniworld, a new model railway (see page 11).

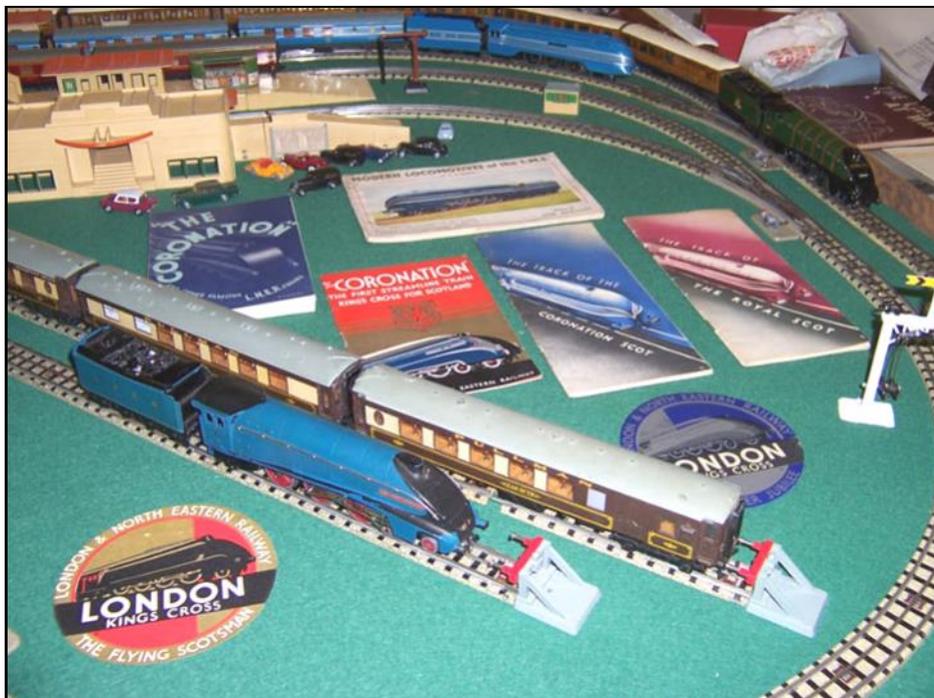
I know the club has a large number of OO modellers so why are you not working on the OO project? This layout will be exhibited at Risex so it would be good to see some scenery started to give the public an idea of how it will look when finished. Ant has almost finished the wiring. We should aim to have this layout complete and on the exhibition circuit as Saffron Street retires.

Paul

# Princes Risborough Hornby Day

The eighth Princes Risborough Hornby Day was held on Saturday 3<sup>rd</sup> November. On this occasion the event was very much a joint venture between Risborough and District MRC and local HRCA groups. Chiltern Hills, Thames Valley and East Anglia Group members provided no fewer than 12 layouts and we were also pleased to welcome Michael Sampson from Devon who presented an interesting display of Hornby O gauge buffer stops.

When Derek Smith and I started to plan the event some six months ago we decided we would like to have examples of Hornby Dublo from its inception in 1938 until the demise of the Meccano Company in 1964. To some considerable extent we met this objective. Bob Field provided a wonderful display of pre-war clockwork and electric locomotives and rolling stock. Russell Campbell-Grieve, Derek Smith, Dave Southgate and Dave Jarvis also provided 3 Rail layouts and ran a good mix of locomotives and rolling stock from the post war pre-nationalisation era onwards. Hornby Dublo 2 Rail and hence super detail rolling stock was also well represented with layouts from Rob Blee, Colin Grout and me. In addition, John and Sue Ablett demonstrated



what might have been had the Meccano Company not gone into liquidation by running predominately Wrenn locomotive and rolling stock on their 2 rail layout.

Hornby O gauge was well represented with layouts from Adam Healey and Denis Ellis. Adam who was assisted by Mike King and Graham Bilbe provided a superb display of both electric and clockwork hauled Hornby trains with line side equipment and buildings to match. Of note, was a row of terrace houses built from Baco. Denis with assistance from John Cooper, John Sheldon and John Dickins also ran a variety of Hornby locomotives and rolling stock. The undoubted highlight for a very young enthusiast and many others I suspect was John Sheldon's Liverpool Express consisting of Princess Elizabeth hauling eight Ace coaches.

Although Derek Smith and I were heavily involved in planning the event we were at least able to spend the day playing with and talking to visitors about our Hornby trains. Not the case for Martin Randall and members of the Risborough and District MRC who did sterling work both before the event and on the day. Thanks must go to all of them but in particular to the catering team who yet again did us proud.

Peter Davies, Cliff Maddock, Ron Atkins, Colin Toten and Richard Taylor provided an excellent selection of Hornby and Hornby Dublo on their sales stands. Bob Scott was also on hand to supply that elusive Hornby Dublo spare part. Thanks to these traders, many of whom have supported the event for a number of years.

Although the event was primarily aimed at Hornby enthusiasts, extensive publicity resulted in a good number of local families attending. By the end of the day over 250 people had attended and consequently we will be able to make a donation in excess of £400 to this year's nominated charity The Iain Rennie Hospice at Home.

Ron McCaskie

# D for Digital

The D in DCC stands for Digital. Computers are digital, so connecting the two would seem to be both a straightforward and good thing to do, and indeed it is.

First you need to connect. For Digitrax users, like most of the club, this is easily done with a LocoBuffer II (now LocoBuffer USB) which you can get from Ted at SCC. This is a small box that connects to the computer's USB at one end, and to LocoNet at the other. Lenz and other XpressNet users can use a Lenz connection box. NCE ProCab and Zimo users get a serial connection built-in to the system. Most, but not all, other systems support a computer interface; read the manuals for help. Or, if all you want to do is program decoders with a computer, you can also use the Sprog II which comes all the way from Haddenham via [www.sprog-dcc.co.uk](http://www.sprog-dcc.co.uk), and is a completely stand-alone device, no DCC system required.

Then you need some software, and there's no better place to start than DecoderPro at <http://jmri.sourceforge.net>. This is open-source code, freely available, and works with just about any computer-connected DCC system, including the Sprog. DecoderPro is a decoder programming tool that frees you from the details of each CV and values, instead offering point and shoot options for pretty much every decoder on the planet. It's also got a number of add-on tools, many of which are fairly much Digitrax oriented. Check out the DecoderPro site for the latest version, and also for information on connecting DCC systems to a computer.

Start up DecoderPro, and you'll be asked about your connection. Once you've set that, it restarts, and connects to the system. If all that's OK, you are asked whether you want to program in Service mode - the program track - or in Operations (OPS) mode. If you select Service mode, you can use the system's decoder read-back facility (you do have a system with read-back, don't you?) to interrogate the decoder to find out what it is, or you can select from the supplied list. In OPS mode - no read back available (yet) - you have to select loco address and the decoder type. Or, if you previously programmed the loco with DecoderPro, you can merely open the roster entry and you're away.

Rather than fill up the small pages of Footplate with endless screenshots, if you want to see more, give me a call (01844 238682 evenings) or an email ([mick\\_moignard@unipart.co.uk](mailto:mick_moignard@unipart.co.uk)) and I'll bring a computer and a LocoBuffer down the club and show you how it all works with one of the club's systems. Even better if you bring one of your own decoder-fitted locomotives.

But as you might have imagined, if the computer can connect to the system, you can do more than just programming. Even with DecoderPro, you can get started on computer-assistance to the layout.

DecoderPro can do simple things, like put a throttle on the screen, or more than one, and run trains with it, though I have to say that I find that quite awkward. Better than that, it also enables you to create signal-box panels and even provide your own graphics for them. With points and signals controlled by DCC accessory decoders, you

then move points and signals merely by mouse clicks, with the computer keeping track of which point is where. With a Digitrax system, operating points from the throttles also sends commands that the computer will see, so you even get the feedback on the screen of what other operators are doing.

Want more? Well, there is more. There are a number of paid-for programs out there that will enable you to automate all or parts of the layout. You'll most likely need a block-detection system installed for this as well, so that the computer can actually tell where trains are, and with transponding or feedback it will actually know what trains and locos are where, which leads towards train-describer systems. There are programs that enable you to build very extensive US dispatcher panels - like a UK power signalbox, and there are ones that help with realistic operations, too.

Mick

# Risex 2008

A new year has arrived, and RISEX 2008 is just around the corner again. This year the theme is "the same but different!" The date of RISEX this year is 23<sup>rd</sup> February, and as usual it's the last Friday of half term. Please be there to support us all, if everyone helps then it's only a little bit each. The catering is 'as usual' too. Which means it's going to be its usual 'excellent' self just to cheer us all up.

What's different will be the layouts, I've been continuing my theme of trying to invite a little of everything and it's going to be good again this year. 'Swansea Riverside' is a pre-BR MPD in O, 'Watlington' (Chesham MRC) OO is an extravagantly wishful might-have-been on its first public outing, and there's a new Hornby 3-rail layout in there too. Plus another O gauge layout, Aldermouth (Astolat MRC), more OO with Ledmore Junction (Oxford MRC) and Shirebeck in Elmswell, (Marlow & Maidenhead MRC). We are still awaiting confirmation from Stapleford TMD (N gauge).

The traders will be a mixture of old and new, too. Pat Price Transport Books is joining us again this year, as is Page Components (tools and bits), Sunningwell Command Control (DCC) and Peter Cowan Memorabilia. New this year is "D&E Videos and DC Kits" (well, DVDs, I suppose, these days), and our old

favourite 'N-Gauging' makes a return after a gap of a couple of years. Another new trader (but with a very familiar face) is Prints of Power, providing mounted prints of railway locomotives.

Of course the major attraction is our own stand and this year we have the first showing of Rannoch Junction, our new OO layout in its bare board but operational form, plus the club stand where we can demonstrate our modelling skills and talk to the wonderful visitors. There will also be a small second-hand stall as usual where you can sell your excess railway items.

Come and join us, come and help us – We're set for another good one!

Ian Roll

## Club Table Cloths

Twenty table cloths (8' by 4') with club logos are now on order. These will be used at all club events to give a more professional image. We are also considering obtaining cloths for layouts with a Velcro top edge for easy fixing to the layouts. Length and height are still to be determined. All these are in a black flame retardant material, with the logo about A4 size.

## For sale

P4 wheel sets for wagons and coaches.

14 axles of 12mm split spoke wagon wheels  
8 axles of 14mm Maunsell wheels for coaches.  
5 axles of 14mm disc wheels for coaches.

Contact Andrew David.

# Tomix wheel cleaner

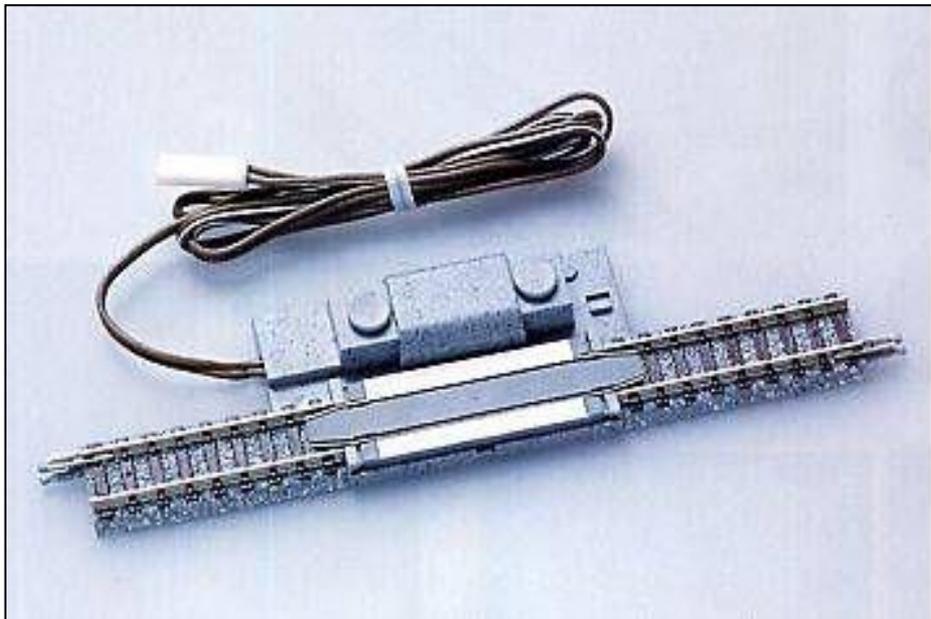
I have used a Minitrix wheel cleaner (available in N and HO) for many years to clean the wheels of locos. This consists of two brass brushes with contacts underneath. The unit sits directly on the track and feeds power to the brushes so that the wheels rotate. It works very well but only cleans powered wheels. Two cleaners can be used for diesel and electric locos. The Tomix wheel cleaner is designed to clean the wheels of all stock.



The Tomix cleaner consists of a piece of N gauge track, 140mm long with the wheel cleaner mechanism taking up the centre third of the unit. It can be connected to Kato Unitrack using the Kato adapters 20-045 but will not connect directly to Peco code 55 as the track height is different so a soldered connection may be the best way. It comes with 2 pairs of abrasive pads and 6 pairs of a soft white material which could be a closed cell foam. Instructions are in Japanese but the diagrams are very clear and easy to understand.

The centre part of the unit has the rails replaced by 2 vibrating pads, which clip in place. Power can come from the rails, which means the speed of the train will

determine the speed of the pad vibration or more usefully via an auxiliary source. As I use DCC the pads are powered from a separate power supply which can have the voltage changed.



Power for locos is supplied by 2 sprung contact strips that make contact with the inside of the wheels. I found no problem with slow running across the cleaner. Between these contacts is a raised area that keeps stock centred. I only found 1 item of stock (a grain wagon by Model Power) that clipped this section as it passed due to the coupling being slightly droopy.

The unit will not run at 1.5V but works well at 3V or 4.5V. It is a bit noisy so may best be fitted with a push to make switch so that it only operates when needed. The white pads removed dirt from stock, which had appeared to have reasonably clean wheels before cleaning even started. Stock can vibrate a little as it passes over the pads but there were no derailments. I suspect that if the speed was turned up to max some lighter stock may very well come off. As only 1 edge of the pad is used to clean wheels they can be turned round to use the other side to double the life.

Conclusion: it works and will be fitted into the layout, in fact more than 1 may be useful, probably at the entrance to each yard. The cost is €44.90 (about £32) from Japan Model Railways, a German company that now attend some UK exhibitions. Spare pads are available (part number 6413) for €10.00.

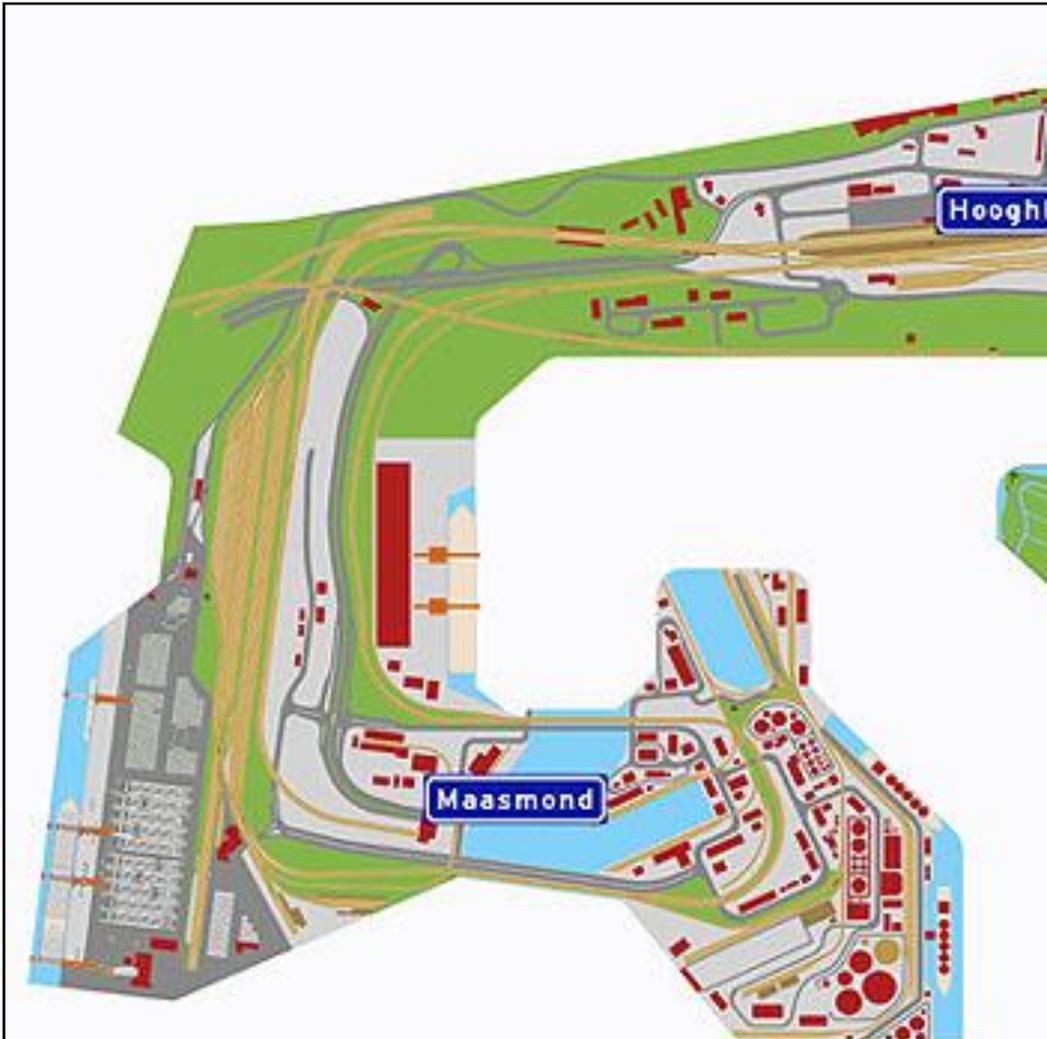
Paul

# Railz Miniworld, Rotterdam



Railz Miniworld is the largest indoor model railroad layout of the Netherlands and is built in HO scale (1:87). It is built on the ground floor of an apartment block, and used to be a shopping centre. Only half of the planned layout is built so far. The layout has been modelled with large areas of scenery with trains running through it but the trains do not dominate. So often in the UK there is so much track that there is little room for the scenery. Not so here, each area depicts something different and has enough space to give the feel of the prototype. The current Dutch layout is 200m<sup>2</sup> and has been built around the themes of coast, countryside and a big port. Railz Miniworld will keep expanding in the coming years. The next layout is a suburban town of 80m<sup>2</sup>, which will be finished at the end of August 2008. Then the next layout will be a large city of 175m<sup>2</sup>, inspired by Rotterdam. One of the biggest projects on this layout will be the new Rotterdam Centraal Station. This large city will be





Even on this scale there has to be compression, some examples are: the cement works has a working rotary kiln, which looks really good but at about 30cm in length is much too small. These kilns can be over 200m in real life so a more realistic size would be 1 to 1.5m in HO. Since most people have never seen the real thing, it works. There is also a group of 3 very large modern wind turbines. These really do dominate the scene and look impressive from most angles, far better than the little kits you can buy. It is only when you get close you realise that they are close enough to touch if they were to be turned. It just shows that no matter what the space, you need to compress the model and think about the angle of viewing.



The trains represented typical Dutch stock from the 1970s to the present day. Some of these shuttled back and forth within their scene while others ran throughout the whole layout. Every way you looked there was a train present but not dominating the landscape. All the trains ran very well, no doubt helped by the Roco track cleaning train that was running all the time. I only noticed one train that was incorrectly formed, an ICE3M which had an ICE1 restaurant car.

There were also lorries running using the Faller road system of a iron wire buried in the road. A magnet on the front of the lorry follows the wire and steers the lorry. An accident did occur which brought an operator to the scene very quickly to prevent further chaos.

The room lights go through a day/night sequence to show off all the lighting.

There is also a small café (nice soup) and shop (mostly HO) with a good selection of Dutch models. There are also a couple of small layouts downstairs to view but with less action, only 1 train doing a shuttle service.



© Photos and maps are the copyright of Railz Miniworld





Railz Miniworld has the goal of building more layouts with a combined surface area of about  $800\text{m}^2$  over a period of 6 years. As soon as the Dutch layouts are finished there are plans for layouts with foreign themes. The first is a English and Scottish layout of about  $125\text{m}^2$ . Railz Miniworld is well modelled and was well worth the visit.

Paul

# Welsh Highland Railway Track Laying Part 1

Or - Why I was excused from the Club Open Day!

Richard Neil

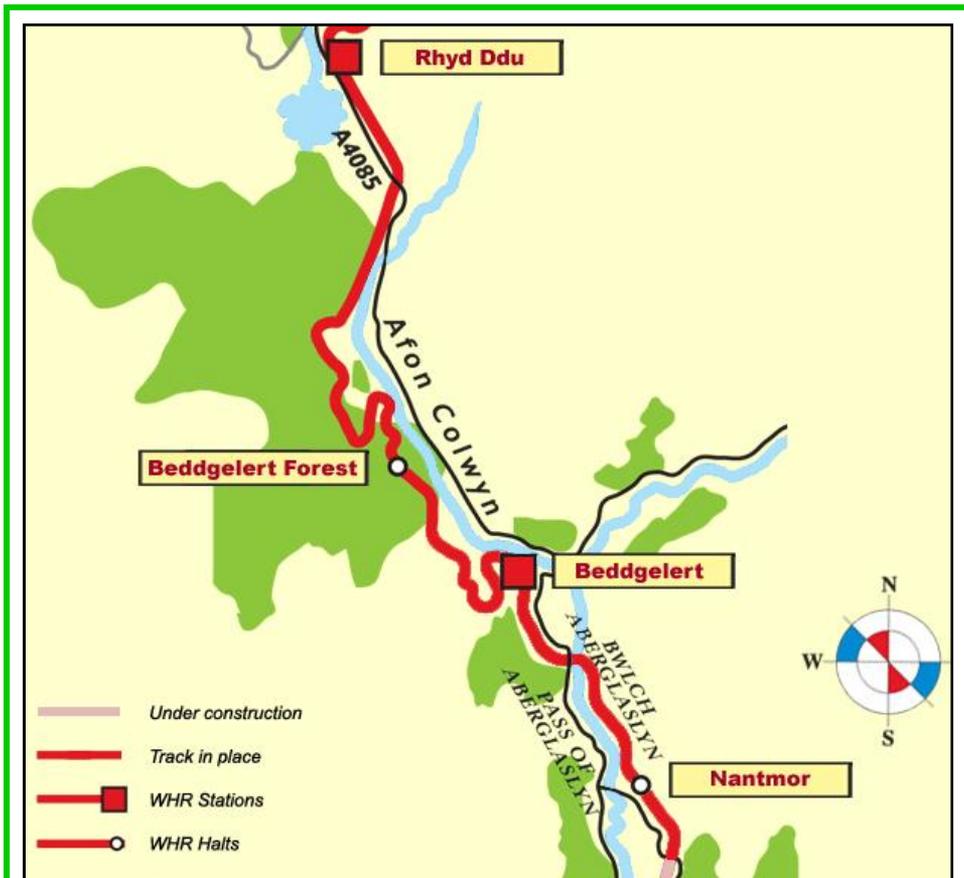
Those who have been club members for many years will be familiar with R&DMRC's narrow gauge railway interests. They started with the late Peter Marlow, one of the founder members and original junior member, who built several rabbit warren type layouts – I remember operating one of them at a club exhibition in Thame Town Hall.

We were greatly honoured when Don Boreham, acknowledged by many as the father of narrow gauge modelling and author of 'Narrow Gauge Railway Modelling' (probably the first book on the subject), retired to the area and joined us in the early 1980s. He was soon elevated to the position of President and his narrow gauge interests rubbed off on Robert and David Waller, resulting in their Ffestiniog Railway layout Dduallt. I was very honoured to be invited to operate Dduallt at many exhibitions and through this came to know the FR.

I won't detail how the FR became involved with the WHR in the 1920s, or why it was subsequently closed and the tracks lifted – this would take a whole book, not just a Footplate article. However, in 1995 the FR gained the rights to the WHR route and in 1997 was granted permission to rebuild the line. The rebuild is being tackled in four phases, One to Three have been completed and a train service now operates between Caernarfon and Rhyd Ddu.

The summer traffic problems in the National Park at Beddgelert resulted in a planning constraint preventing Phase Four being divided into two phases with a temporary terminus in this village. Phase Four is, therefore, a significantly greater challenge being almost equal in length to Phases One to Three combined. It also traverses the Snowdonia National Park; climbs gradients of 1 in 40 for many miles; passes through four tunnels – one of them 280m long; requires four new major river bridges; crosses – by way of a level crossing - the Network Rail Cambrian line; eventually passing through Porthmadog town on tramway tracks and connecting to the FR. Following completion around Easter 2009 the WHR will extend for approx 26 miles and combined with the FR will create a 40 mile long 2 foot gauge railway. See maps pages 16 & 17.

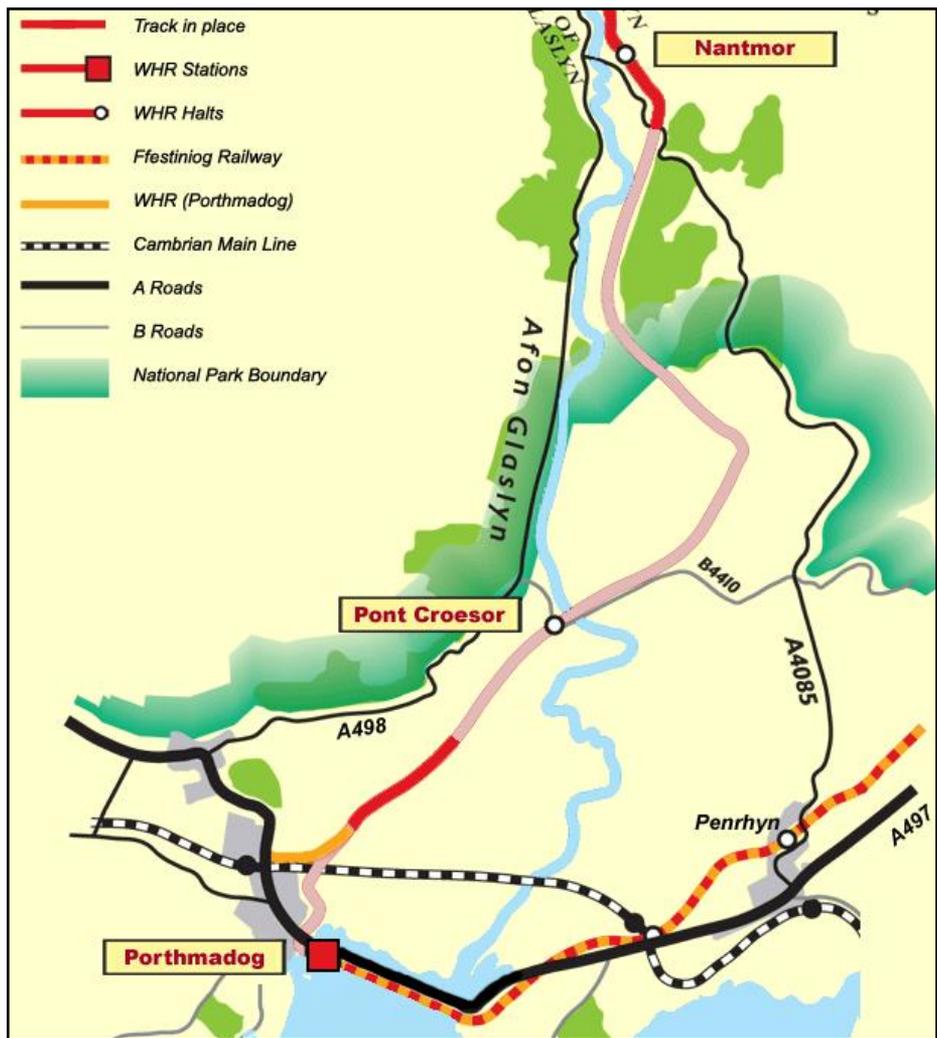
Beddgelert and the route heading northwards around two horseshoe loops, that enable the railway to gain height, is the basis of the Wallers' new layout. Whilst operating Dduallt exhibition visitors would often ask us whether we were 'Deviationists' – the term used for the volunteers that constructed the spiral at Dduallt and new FR alignment to Tanygrisiau. With the prospect of similar questions being asked when exhibiting the new layout we realised we ought to



get involved on the prototype. At this stage we didn't know what activities would be undertaken by volunteers, however the construction funds had yet to be raised and no work plans had been drawn up, so it didn't really matter.

The whole situation moved on rapidly one afternoon in September 2004 when I stopped off at Rhyd Ddu station to watch a WHR train arrive. I was surprised to observe the FR General Manager Paul Lewin climb down from the footplate in his jacket, shirt and tie. I'd known Paul for a couple of years and he came over and joined me leaning on the fence, to watch the NGG16 Garratt locomotive No 138 Millennium/Mileniwm run round its train. Paul casually mentioned he'd got a £5M cheque on the backseat of his car – at first I didn't think it was probably the safest place to keep it! However, he then explained this was the first grant for construction of Phase Four that had just been presented to him. The mixed emotions of delight and panic set in. Completing the WHR would be a dream come true, however it also meant we'd have to get on with building the new layout.

It was around summer 2006, when the construction sidings at Rhyd Ddu had



been completed and the track was, at last, heading south in earnest, that someone posted a message on the FR e-group outlining the challenge ahead. I did some quick calculations - allowing sufficient time to obtain Her Majesty's Railway Inspectorate approvals prior to opening would require a minimum of 10 panels of track per week to be laid. A panel of track is 18m long and Imperial College London's Railway Society had already set a record of 19 panels in a weekend, so it looked an achievable target. However this section

was laid during a period of good daylight hours and relative warmth, the work rate would surely drop off during the winter months.

Soon after an October Track Laying Week was advertised, I thought this would be an excellent opportunity to undergo an induction and learn how to lay track. That way, I could join the weekend work parties when the Beddgelert area was reached. I emailed my fellow Ddualt operators inviting them to join me, however to no avail and I ended up setting off on my own.



In subsequent instalments I'll tell you about the track laying working parties, the volunteers and how the track is laid.

© Photos and maps are the copyright of the Ffestiniog Railway Company.



# Wheeltapper 2008

## Date: Friday February 1<sup>st</sup>

Organised by Richard Turner.  
Judged by Mick Moignard.

The categories for the Wheeltapper competition are:

- 1 Steam locos- UK
- 2 Steam locos - non-UK
- 3 Diesel/electric locos or Multiple units - UK
- 4 Diesel/electric locos or Multiple units - non-UK
- 5 Coaching stock & NPCS- UK
- 6 Coaching stock & NPCS- non-UK
- 7 Freight & engineers stock - UK
- 8 Freight & engineers stock - non-UK
- 9 Road vehicles, boats, people & animals etc  
**(Robbie Robinson Trophy)**
- 10 Structures (buildings, signals, trees etc)  
**(Jack Kine trophy)**
- 11 Dioramas

An entry should consist of a single model except where the vehicles would run as a fixed set, e.g. crane wagon, jib support wagon and tool van etc and be displayed on a simple track base. The club has a number of these if you do not have your own.

The best model from categories 1-8 wins the Wheeltapper Trophy and there will be a prize for the best model by a junior.

Don't forget we also have the work in progress table, all unfinished dioramas should be on display, along with those half built locos etc.

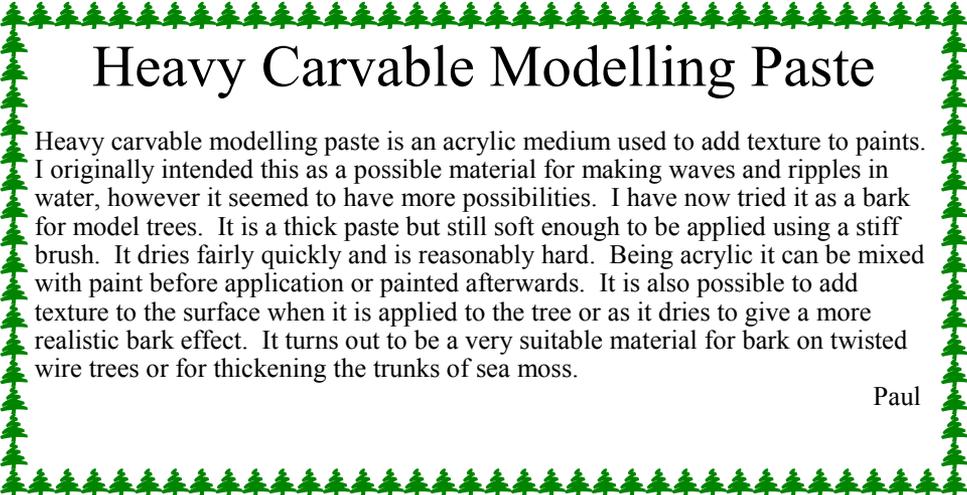
NPCS = non passenger coaching stock

N gauge modelling can sometimes be fiddly and frustrating and just occasionally dangerous as this report from Ben of the Australian Army shows:

“Well it finally happened tonight, or was it this morning? I was on the late shift, 2200-0600H, or for those non-military types that is 10pm to 6am. I'd just got my troops squared away for the evening, my mission going as per schedule. I pulled out my kit box and continued to work with my Fleetline Cowan Sheldon 15ton mobile crane. Things are progressing well, and when you least expect it, BOOM, BOOM, BOOM. We receive incoming rocket fire. As I go diving for the floor, reaching for my body armour and helmet, I bump the cutting mat and knock all the tools and parts to the floor. As I'm lying there, yelling about my disaster, my young officer runs in, thinking I've been hit. I quickly explain that, no, I'm not bleeding and screaming in pain, but my model train parts have been spread over the floor. Much to the amusement of my soldiers, they take great delight in their sergeant's misfortune. No doubt this will go down in regimental folklore. After the all clear is given and we've accounted for everyone, it takes me 45 mins to find all the bits; unfortunately I've bent/mangled the jib trestle.”

Cheers

Ben of Iraq



## Heavy Carvable Modelling Paste

Heavy carvable modelling paste is an acrylic medium used to add texture to paints. I originally intended this as a possible material for making waves and ripples in water, however it seemed to have more possibilities. I have now tried it as a bark for model trees. It is a thick paste but still soft enough to be applied using a stiff brush. It dries fairly quickly and is reasonably hard. Being acrylic it can be mixed with paint before application or painted afterwards. It is also possible to add texture to the surface when it is applied to the tree or as it dries to give a more realistic bark effect. It turns out to be a very suitable material for bark on twisted wire trees or for thickening the trunks of sea moss.

Paul



# Toolbox

As tools wear out we will replace them. Our 18V Ferm drill has now packed up so has been replaced with a much better Makita drill with 3 batteries. These have been marked 1,2 and 3 so please use them in sequence. When a battery is discharged change to the next battery in sequence and put the discharged battery on the charger. Make sure it is fully charged before removing it.

It has also been noted that some tools are not being used correctly, in particular screwdrivers and bits. There are 2 types of crosshead screw, Philips and Posidrive so please use the correct driver for the screw. Straight drivers should be used with the correct size screws to prevent damaging them. Also a screwdriver is not a replacement for a chisel or crowbar! It has also been found that the small vacuum cleaner has been damaged through incorrect use even though the instructions were on the wall next to it. Please take care of club equipment and if you find anything is broken or missing inform the committee so that it can be fixed/replaced. If there are tools you need for a club project we will buy them (except power saws), just let us know what you need.

## CMRA TIME 2008

The Chiltern Model Railway Association has announced another Totally Interactive Modelling Event (TIME) that will take place on Saturday 12<sup>th</sup> July 2008. This follows the previous successful events in 2006 and 2007 and will be held in Westfield Community College, West Watford. Further details will follow, however talks and master classes on a range of modelling subjects are being arranged. There will be an entrance fee (£7.50 in 2007), primarily to cover the cost of the lunch provided and participation will be by advance ticket only. The committee has previously agreed to cover the cost of members attending this event in the past and may agree to do so again. Please advise Richard Neil if you wish to attend or are prepared to coordinate R&DMRC's attendance.

## Club workshops.

Painting people and animals	Feb
Track construction	March
Building from plastic sheet and strip	TBC



## Useful internet addresses:

<a href="http://www.notcutt.co.uk">www.notcutt.co.uk</a>	Resin casting materials
<a href="http://www.tiranti.co.uk">www.tiranti.co.uk</a>	Resin casting materials
<a href="http://www.railaroundbirmingham.co.uk">www.railaroundbirmingham.co.uk</a>	self explanatory
<a href="http://www.avrs.co.uk">www.avrs.co.uk</a>	The Aln Valley Railway Society is campaigning to reconnect Alnwick with the East Coast Main Line at Alnmouth:
<a href="http://www.winsornewton.com">www.winsornewton.com</a>	paint, acrylic pastes etc
<a href="http://www.sprog-dcc.co.uk">www.sprog-dcc.co.uk</a>	DCC programming interface
<a href="http://jmri.sourceforge.net">http://jmri.sourceforge.net</a>	DecoderPro software etc.
<a href="http://www.rr-cirkits.com">www.rr-cirkits.com</a>	LocoBuffer USB
<a href="http://www.chilterntooling.com">www.chilterntooling.com</a>	Supplier of milling cutters.



# Club Diary

January	5th 12-13 <sup>th</sup>	Marlow & Maidenhead Exhibition, Maidenhead. CMRA Exhibition, St Albans
February	1 <sup>st</sup> 16 <sup>th</sup>  22 <sup>nd</sup> 23 <sup>rd</sup>	<b>Wheeltapper Modelling Competition</b> Chiltern MRA, Delegates Meeting - De Havilland MRS, Welwyn Garden City <b>Risex Set Up</b> <b>Risex, Risborough Community Centre</b>
March	1 <sup>st</sup> 1 <sup>st</sup> 8-9 <sup>th</sup>	Chiltern Parkway at Moulton (Northampton) show Abingdon Exhibition Saffron Street, Kidderminster Exhibition
April		Footplate Spring Edition
May	23 <sup>rd</sup> 24-25 <sup>th</sup>	<b>Railex Set Up</b> <b>Railex 2008 Exhibition, Stoke Mandeville Stadium</b>

Test track



Evenings

Provisional dates are:

Jan 11<sup>th</sup>  
Feb 15<sup>th</sup>  
March 21<sup>st</sup>

April 11<sup>th</sup>  
May 2<sup>nd</sup>

Additional evenings if space is available.



Class 20s showing very different cab details. Photos by Pete Miller

