



## CLUB UPDATE

**East Bedfordshire Model Railway Society    Issue No 5    Nov – Dec 2013**

### Introduction

I've been aiming to provide these updates every couple of months, and it's amazing how quickly that time passes. The next issue will be in January, then our show will be upon us - it's now only 13 weeks to go!

There's been progress on revamping the electrics on Sutton, some scenic work, and continued trackwork on Finchley - though only following a scare around whether we were following the correct template, thankfully resolved without requiring any rebuild.

This issue sees the introduction of additional articles, initially to support Finchley, and we start with a review of the operation design. However, we could extend this to include, for example, updates on our members' personal layouts or even an overview of club layouts our more distant members are involved with. Please let me know what you think, for this or any other suggestions.

### The Picture

Continuing the run of pictures relating to Finchley, here's Fairburn 2-6-4T 42685 of St Albans shed. Can you guess where this was taken?! It picked up this RCTS special somewhere in West London, it having started at a Southern terminus with a LSWR class 700. It then made its way through Finchley and took the Midland's Tottenham route into east London, ending up at Broad Street. The fun didn't end there - a Q1 0-6-0 took the empty stock back through Finchley to the Southern; note the carmine & cream liveried Maunsell stock, which apparently included a café car.





## CLUB UPDATE

**East Bedfordshire Model Railway Society    Issue No 5    Nov – Dec 2013**

### FINCHLEY ROAD ST JOHNS WOOD

Electrics	Structure
<ul style="list-style-type: none"> <li>• Board BBG requires plugs fitting and fault-testing to be completed.</li> <li>• Board BBK in progress</li> </ul>	<ul style="list-style-type: none"> <li>• Baseboard construction of the final boards is in progress.</li> </ul>
Baseboard Top (scenic, trackwork)	Operation, presentation
<ul style="list-style-type: none"> <li>• Pointwork for fiddle boards BBU (east end), BBT and BBZ (west end) is now nearing completion and reaching a stage of requiring a reasonable running test and final fettling.</li> <li>• Bern will have been busy painting the various buildings he's made</li> <li>• Alan C has a Churchward Models kit of a LNWR Type 5 signal box - and is open to volunteer offers to build it!</li> </ul>	<ul style="list-style-type: none"> <li>• Lighting is yet to be discussed</li> <li>• Pelmet was originally mooted, to be discussed later</li> <li>• The design concept allowed for a repeat signal diagram display at the front of the layout - consideration needs to be given on how to progress this. Andy's electronics took this into consideration I believe.</li> </ul>

### CHERITON BISHOP

Electrics	Structure
<ul style="list-style-type: none"> <li>• If the layout is to appear at our show it requires a full test in December or January.</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
Baseboard Top (scenic, trackwork)	Operation, presentation
<ul style="list-style-type: none"> <li>• Assess for damage</li> <li>• Colour-blending scenery to backscene</li> </ul>	<ul style="list-style-type: none"> <li>• Convert curtain to Velcro</li> </ul>



## SUTTON-ON-SEA

Electrics	Structure
<ul style="list-style-type: none"> <li>• Flying leads to replace plug &amp; socket, though ensuring practical for each board. Dave Sutton and Jim have been putting in the hours, with Dave working an occasional Monday evening to help push this along. Board 3 is progressing well</li> <li>• Service point motors &amp; clean contacts Boards 1 to 4 are, I believe, complete - and so when board 3 is re-wired we are due a full operational test.</li> <li>• Investigate current control panel provision for signal operation and determine how to set up their operation</li> <li>• Additional switch for turntable track isolation</li> <li>• Fiddle yard microswitch for road 4 requires a fix</li> </ul>	<ul style="list-style-type: none"> <li>• Upgrade bolts to dome-headed/wing nut/large washers: spec to be agreed and items sourced, costed and approved for purchase</li> <li>• Replace end boards : spec to be agreed, material sourced/costed/approved for purchase</li> <li>• Control panel covers required to clear switches and be sufficiently strong to bear other items on top for transport : spec to be agreed, material sourced/costed/approved for purchase</li> <li>• Provide a ledge on control panel mounting boards, making it easier to align and fit the control panel</li> <li>• Docks extension and support arrangements to be scoped, designed and costed</li> </ul>
Baseboard Top (scenic, trackwork)	Operation, presentation
<ul style="list-style-type: none"> <li>• Repair any damaged backscene</li> <li>• Repaint roadways - a start has been made at the country end of the layout, and the roadway by the engine shed.</li> <li>• Platform roof glazing bars</li> <li>• Assess remainder of layout board by board for repairs</li> <li>• Check all points are correctly adjusted</li> <li>• Check and level turntable</li> </ul>	<ul style="list-style-type: none"> <li>• Label switches to points for diagnostics, produce an overlay illustrating point numbers, ensuring matched to naming convention under the boards</li> <li>• Investigate practicalities of installing a control panel-powered push-button mic system</li> <li>• Investigate improved clips for retaining lighting units to baseboard legs</li> <li>• Convert the curtain to be mountable by Velcro instead of drawing pins</li> </ul>

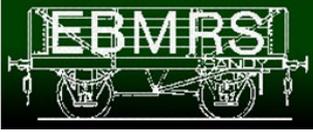


## CLUB UPDATE

East Bedfordshire Model Railway Society Issue No 5 Nov – Dec 2013

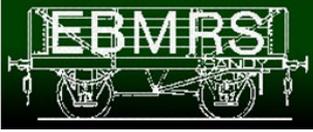
## TIMETABLE

EBMRS SHOWS		Other events, local shows etc	
8 Feb 2014	Biggleswade (Cheriton Bishop TBC)	16 Nov	Royston show
17 May 2014	Ely (Sutton) TBC	22 & 23 Nov	Warley show, NEC
8 & 9 Nov 2014	Spalding (Sutton) TBC	23 Nov	Newcastle - Kings Cross 60009
7 Feb 2015	Biggleswade	30 Nov	Letchworth show
29 & 30 Mar 2015	Ally Pally (Sutton) TBC	7 Dec	York - Kings Cross 60019
15 Sep 2015	Grantham (Sutton) TBC	7 Dec	Kings Cross - Lincoln & return 60009
		8 Dec	Biggleswade Toy & Train Fair
		11 Dec	Hoddesdon Toy & Train Fair
		12 Dec	Horsham - Ely (route not known) 2 x Black 5s
		14 Dec	Kings Cross - York & return 60009
		19 Dec	Kings Cross - York & return 60009
		21 Dec	Victoria - York via Bedford 60009
		8 Jan	Hoddesdon Toy & Train Fair
		11 & 12 Jan	Chilterns show, St Albans
		26 Jan	OO9 Society show, Barton-le-Clay



### NOTICE BOARD

- Oerlikon units - We have purchased copies of underframe drawings from the HMRS, and after some concern the quality could be poor they are found to be fantastically detailed, clear and well presented. We now have a full set for a 3 car Oerlikon unit, with the suggestion that the drawings we have obtained are actually for the earlier Siemens units but are believed to be probably almost identical.
- Suggestion for a mini layout for testing? This is a genuine suggestion as an additional project to run alongside the major build of Finchley - but it would need to be of 'micro' proportions.
- Jim asks if there is any working plan for maintenance at shows
- Operating sessions required to teach new members how to operate the layouts
- Question over availability of suitable stock for layouts should Bern or Alan B be unavailable.



### Finchley Operation - an overview

Whilst some experimentation and practise will inevitably develop our operating style and approach, the following is based on the original notes from Andy. I've abridged a few things as it will be more relevant to explain when it's in front of us and we are connected to the layout!

The general premise is to show a procession of trains to keep people watching.

Control panels:

- Main panel at the front (scenic side) for the Signalman
- Up fiddle yard for the Up train driver
- Down fiddle yard for the Down train driver

These 3 positions would be the minimum operational requirement, but a maximum crew of 8 could be involved to allow drivers to fully concentrate on the driving:

- Support signalman
- Auxiliary driver
- Goods yard shunter
- Up fiddle yard control
- Down fiddle yard control

There are 4 driving positions on the panels

- A Up
- B Down
- C Up Auxilliary / shunting
- D Down Auxilliary / shunting

A driver will normally drive a train on a complete circuit of the layout from fiddle yard back to its starting position. However, flexibility is built into the system to allow, say, driver A to bring a train part way around the layout, stop it, and be swapped to another train whilst B, C or D takes over.

Let's take a look at what the Signalman might be required to do. On the Signalman's Panel, for a given running line -

- Clear the controller selection switch to 'off'
- Select the required route on the scenic side, and confirm it and the train with the required driver.
- Select route in fiddle yard. If the route is ok you will see green LEDs.
- Select the required controller (controller selection switch again)
- Double-check readiness and loco motor type. Confirm controller setting to the driver, and that the train may proceed when signals allow.
- Clear signals, and as the train advances, ensure they are reset to danger.
- Driver will confirm close of move, allowing next sequence.



# CLUB UPDATE

**East Bedfordshire Model Railway Society Issue No 5 Nov – Dec 2013**

There are a number of clearance points beyond leaving the fiddle yard to aid the rapid dispatch of the next train whilst the previous one makes its way around the circuit; providing the right caution is taken with route and signal settings!

The fiddle yard has its own control panels, for the up side and the down side. The operator of each is responsible for making sure roads are set; resetting switches when tracks are shared; shuffling trains in loops; driving trains, ensuring trains are complete and not derailed; obeying signals. These operators can also pick up a train approaching the fiddle yard to take it over from the existing driver for its last step, so the original driver can be released for another train. There's more detail, but I'll leave that for when it's up and ready to test.

Here's how the fiddle lines are organised -

	Line number	Length (")	Electrically split?	Max Wagons	Max coaches	Split freight (each)	Split coaches (each)	
Up, Eastbound, steam lines →	1	170	Yes (2)	43	14	19	6	Up lines, including Midland branch →
	2	170	No	43	14			
	3	155	Yes (2)	39	13	17	5	
	4	155	No	39	13			
	5	180	Yes (2)	46	15	20	6	
Up and down steam lines	6 reversible	160	No	40				Up & down lines, including Midland branch
Down, Westbound, steam lines ←	7	170	No	43	14			Up & down lines, including Midland branch ←
	8	180	Yes (2)	46	15	20	6	
	9	180	Yes (2)	46	15	20	6	
	10	175	No	44	14			
	11	180	Yes (2)	46	15	20	6	
Up, Eastbound, electric lines	12	225	Yes (2)	59	19	27	9	Up lines
Up and down electric lines	13 reversible	215	Yes (6)		18		3	Up & down lines
Down, Westbound, electric lines	14	240	Yes (2)	63	21	29	9	Down lines