

It's been a few weeks of ticking along with oddments:

With Sutton - including Bern and me testing a Pictroller and being educated about electric; learned of possible layout invites for Sutton and Cheriton to attend Erith show in 2017 and 2018; got back into the swing of Finchley with bits of buildings and track fettling; and watched Aylesbury baseboards making some progress.

For the club room itself there's been a small amount of tidying (as always?), including replacing some of the damp-damaged hardboard flooring.

We've also seen a couple of interested people visit the club room following our show but not show their faces again, so we need to continue with our current elite band (and me).

The Picture

K2 2-6-0 no. 61743 approaching Aylesbury with a down GC line stopping train in spring 1958.

This ex-GNR Gresley loco was brought into traffic in June 1916, so was 42 years old when this image was captured. She lasted just one more year. From 1955 until withdrawal she was allocated to 40F Boston, so could equally be at home at Sutton-on-Sea!

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CLUB NOTES

Simon has replaced some of the hardboard where the damp gets in the club room. Just to show you the extent of the damage, here's before and after pictures showing Simon surveying the task at hand, and the grand job he achieved in a few short hours.



Tidying is a key issue, given the fact we need to be able to erect Finchley at some point, so there's been a few evenings of moving stuff around. One of the questions is about how we store some of the small items that just seem to knock around, and we've been offered a storage unit that could both replace an existing set of drawers and potentially fit under layouts. Alongside this Dave Sutton points out how often we seem to get hand-offs from people who think we can use or sell-on their stuff and so it adds to our storage burden, suggesting we should be more selective or ruthless with disposing of unwanted items.

The old bench in the corner with the band saw is now no more, all usable items being moved to the over-stairs area and the remainder confined to the skip. As a personal observation, perhaps a handful of large plastic tubs would be suitable for storing some items on the mezzanine - secure, dry, free of dust and easily stackable and movable. Something to discuss further in the near future when we can see the wood for the trees.



FINCHLEY ROAD ST JOHNS WOOD

Bern and Robert have contrived to produce a 3D-printed set of girders for the cutting wall of Finchley which Bern has now made up - I suggested (suggested, note) he could write some notes on its construction. Here be those very notes from the Quill of Munday....

A few days ago I sent Alan a photo showing the current state of progress with my model of the Finchley Road cutting and he has kindly included it in this Newsletter. However, he also thought it would be a jolly spiffing idea if I wrote an account of my technique for building the curved walls (his words, not mine). Resistance was futile, so here goes.

Firstly, the more astute amongst you will have noticed that it is not finished. Most of the major constructional items are complete and the cutting itself, the girder assemblies and the side wall of the Finchley Road overbridge are done, although they have only been painted a base colour so far. I still have to make the western portal of Hampstead Tunnel, but haven't figured that out yet (does anyone have a photo?). In fact, the whole thing was a bit of a head scratching exercise and I spent considerably longer figuring out *how* to do it than I did actually building the thing.

The main problem was that I had to transform a straight cutting (albeit a complicated one, see photo) into one that flowed nicely along a three-foot radius curve. The photo of the prototype shows that it has brick piers braced with some splendid girder work and curved retaining walls.

When I tried to modify it to fit along curving track I found that it didn't look right when the northern and southern curved elements of the wall had the same radius. This is something to do with the fact that the distance between the piers on the northern side has to be less than on the southern side if the girders are to remain at 90° to the track (the track turns northwards on our model instead of going straight on). It was clear that the northern and southern walls had to have different radii. Because of the thickness of the walls, I would also need different radii for the front and rear of each wall and I spent a considerable time with paper, pencil, compasses and a 'brass rubbing' of the relevant section of trackwork trying to work out how to make it look convincing. I eventually decided that the curved elements of the northern wall needed to have an inner radius of 24mm and an outer radius of 28mm, and that the southern wall needed an inner radius of 27mm and an outer radius of 31mm.

This was not good news, as it meant I had to form plasticard into four different radii, and I didn't fancy that at all. Then I remembered that some time ago Dave Humphries got me a couple of cardboard map tubes, so I quickly measured them up and they had a radius of 27mm, which was perfect for the inner radius of the southern wall. This got me thinking that, if I could ease the cardboard into a radius of 24mm, I could use it for the inner radius of the northern wall as well. All I then had to do was cut out appropriately sized sections from the cardboard tube, slightly squash it to 24mm radius if intended for the northern wall, bend some lengths of 2mm plastic strip, stick it to the outside face of the tube, bend and stick some brick plasticard onto that and I had a curved wall of the correct thickness.

East Bedfordshire Model Railway Society

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I drew it all up very carefully and was amazed that it worked. At long last I had a plan and I started by transferring the footprint of the whole assembly onto a sheet of 30 thou plasticard; the entire structure was built on to this solid base. The piers were relatively straightforward to build (there are three patterns, because Finchley Road does not cross the tracks at 90° on our model) so I built these first and evenly spaced them along the northern side of the curve. Those on the southern side were then fixed opposite them and spaced from them using the wonderful 3-D printed girder assemblies produced by Robert. I have to say here that I don't know what I would have done if Robert had not produced these for me, as scratchbuilding five identical assemblies would have been beyond me. The curved sections were then built, as above, to fill the gaps.

When complete, and the Finchley Road bridge and Hampstead Tunnel sections are fixed to the side walls, the whole structure should be rigid enough to enable the unwanted trackbed area to be cut away. The intention is to have the girders removable for track cleaning and maintenance. The photo shows the overall position so far. (*The model is on the left. Ed.*)



There has been little progress by us or even any news of progress elsewhere on the possibility of creating scale parts for the Oerlikon sets, though the North London Historical Railway Society has just published *The North London Electrics* which may assist in a small way - it's certainly an interesting book regardless.

Bob and Dave Sutton have turned their attention back to the Finchley trackwork, some of which had sustained damage in the various moves around the room, but mainly making sure the pointwork has the right clearances and is appropriately robust at key sections. The double slips are causing a lot of discussion. The gist of it is that the Tortoise motor did not seem man enough for the job for operating a pair of blades at each end of the slip - there is too much resistance in the rail. One solution seemed be to operate them *a-la-Sutton* with Fulgurex motors operating a split tie-bar, but some investigation has found a way to adapt the drive from the Tortoise to mimic the Sutton method.



Electrics	Structure
<ul style="list-style-type: none">• Jim has been reviewing with Andy with the result that the control panels will be modified to reduce their weight, moving the transformers to a separate box.• Board BBG requires plugs fitting and fault-testing to be completed, BBK in progress.• Boards BBH, BBI & BBJ all have inter-board plugs and sockets fitted and trains have been run across all three.• A different relay is recommended, as a result of the choice of Tortoise point motors (with only two switches). These point motors require a lower operating voltage so sufficient will be required to replace those originally supplied and supply the extras also required.	<ul style="list-style-type: none">• Construction of the final boards is in progress; Derek has parts of the corner frames made, with the balance of the fiddle boards to come.• There is a question of whether others can support Derek to complete the boards if the templates are available• There has been much debate, but it would seem we have made a decision to erect Finchley on trestles - Dave S has shown us designs and it seems it should be a good practical idea to use on this and future layouts.
Baseboard Top (scenic, trackwork)	Operation, presentation
<ul style="list-style-type: none">• All pointwork for the fiddle yards is now built, being made ready for transfer to the boards when ready.• We will progress simple track laying on boards and position bracing afterwards, accounting for point motor positions. Note: point rodding to be determined before any further ballasting.• Main railway-related buildings complete• Backscene will be considered when baseboards are complete (do any of our members have any artistic flair for such things?)	<ul style="list-style-type: none">• Lighting is yet to be discussed - will need to be considered at the same time as any backscene construction• A pelmet was originally mooted, to be discussed later• 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.• Cautionary note - in testing the running of a loco across boards BBH, BBI and BBJ we noticed the diesel used (LMS 10000) slightly fouled the central conductor rail - something to be wary of with all our stock.



SUTTON-ON-SEA

Along with Cheriton, Sutton is also invited to Erith, in January 2016. This gives us about 8 months to consider any mends etc.

Jim has been working on the fiddle yard microswitches for Sutton to make sure they are working correctly. Whilst he's been doing that, Bern and I made a quick test of the fiddle yard using the Pictroller.

Bern proudly informed me of the electronic inertia built into it - "Watch this" as the controller was turned up full and the loco was expected to gradually pull away.

Nothing. Play with switches, try again, nothing, repeat, nothing, watch smoke come out of Pictroller and switch it off quickly. Then Bern remembers there should be an additional control wire between the panel and the Pictroller. Ahem.

Once resolved we still could *not* make any movement off the end of the fiddle table and put it down to Jim's removal of microswitches. The following week Jim turns up and points out we don't have the inter-board cables plugged in. Ahem 2

Electrics	Structure
<ul style="list-style-type: none"> Investigate current control panel provision for signal operation and determine how to set up their operation - Jim has started some work on this. 	<ul style="list-style-type: none"> Replace end boards : Dave has supplied some ply ends to be fitted over the coming months We now have a cradle to mount the panels face to face for transporting and they got damaged on their first outing - but still worked! Docks extension and support arrangements to be scoped, designed and costed
Baseboard Top (scenic, trackwork)	Operation, presentation
<ul style="list-style-type: none"> Platform roof glazing bars need a continued watch. Assess remainder of layout board by board for repairs 	<ul style="list-style-type: none"> Label switches to points for diagnostics, produce an overlay illustrating point numbers, ensuring matched to naming convention under the boards Investigate practicalities of installing a control panel-powered push-button mic system Investigate improved clips for retaining lighting units to baseboard legs Convert the curtain to be mountable by Velcro instead of drawing pins



CHERITON BISHOP

The single significant point to note is that Cheriton has been invited to appear at the Erith show in January 2017. Good news, always good to see the old girl out for a run, but we do have a period of time before we need to fire her up.

Electrics	Structure
•	•
Baseboard Top (scenic, trackwork)	Operation, presentation
• Colour-blending scenery to backscene needs considering several weeks before any further outing.	• Convert curtain to Velcro

AYLESBURY TOWN

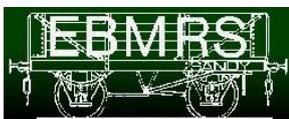
The baseboards are all starting to come together now, Robert having made a test set up to ensure alignments and all works well.

Electrics	Structure
<ul style="list-style-type: none"> • DCC control, allowing laptop and smartphone operation. • Early discussion around use of MERG components. 	<ul style="list-style-type: none"> • Layout size 7m by 1m (circa 23 feet by 3 feet), arranged in an outwardly-curved formation with fiddle yards arranged directly behind the backscene • Test baseboard pieces have been constructed using a laser cutter. This method has the advantage of great accuracy and so unusual shapes are achievable - and such is being trialled with the idea of disguising the baseboard joins.
Baseboard Top (scenic, trackwork)	Operation, presentation
• Track to be code 40 in the scenic sections.	• The design shows it presented in a proscenium style



TIMETABLE

Date	Time	Organiser	Event (nominally within 35 miles of Sandy)
28-May	19:30	SLS	AGM / 1970s miscellany - Part 3 (Tim Speechley)
02-Jun	19:30	LCGB	From Rookie Journalist to Grumpy Old Man (David Percival)
10-Jun	19:30	RCTS-H	Double Vision (Robert Warburton)
14-Jun		Model event	Three Counties MRS - Open Afternoon Aston Abbots
24-Jun	19:30	STS	Photo Competition
25-Jun	19:30	SLS	Thameslink Project (Chris Binns - Network Rail)
27-Jun		Model event	Enfield model railway show, Enfield
30-Jun	14:00	RCTS-W	An Introduction to the Maryport & Carlisle Railway (Michael Peascod)
04-Jul		Model event	Beaconsfield model railway show, Beaconsfield
04-Jul		Steam Train	THE YORKSHIREMAN 60009: <i>Ealing Broadway-Bedford-Corby-Chesterfield-York</i>
05-Jul		Steam Train	THE CATHEDRALS EXPRESS (Day 1 of 3) 60007: <i>Kings Cross-York-Edinburgh</i>
07-Jul	19:30	LCGB	The Network South East Story (Chris Green)
07-Jul		Steam Train	THE CATHEDRALS EXPRESS (Day 3 of 3) 60007: <i>Edinburgh-York</i>
08-Jul	19:30	RCTS-H	16mm Archive Films (Robert Warburton)
11-Jul		Model event	Train Collectors Society Summer Show, The Weatherley Centre, Biggleswade
11-Jul		Model event	Sheredes School - Model Railway Exhibition, Hoddesdon
18-Jul	19:30	HMRS	Trip to Ecclesbourne Valley Railway
19-Jul		Steam Train	PEAK FORRESTER 61306: <i>Kings Cross - Rowsley & return</i>
28-Jul	14:00	RCTS-W	5 and 9 The Brighton Line (Ron Hart)
29-Jul		Steam Train	THE PILGRIM FATHERS 61306: <i>Kings Cross - Skegness & return</i>
29-Jul	19:30	STS	AGM at Potton station
30-Jul	19:30	SLS	The Sierra Leone Railway Museum (Anthony Coulls - NRM)
26-Aug	19:30	STS	Aspects of a railway career (Bill Davies)
27-Aug	19:30	SLS	1970s Steam in Black & White (David Eatwell)
01-Sep	19:30	LCGB	Don't Blame Beeching (Richard Crane)
04-Sep	18:45	NLRHS	Turn Right at Cricklewood - MR men over the North London (John Downing)
09-Sep	19:30	RCTS-H	Industrial Steam (Tony Stratford and Alan Sturrock)
12 & 13 Sep		EBMRS	Grantham (Sutton)
24-Sep	19:30	SLS	Each a Glimpse... & Ever Again (Colin Gifford)
29-Sep	14:00	RCTS-W	Some Standard Gauge Heritage Lines in Britain (Bernie Holland)
30-Sep	19:30	HMRS	The Great Central west of Chester (Geoff Kent)
30-Sep	19:30	STS	Buses (Roger Whitehead)
06-Oct	19:30	LCGB	Both sides of the Tweed (Dennis Lovett)
14-Oct	19:30	RCTS-H	GN Suburban Electrification and Re-signalling (Paul Hepworth)



TIMETABLE

Date	Time	Organiser	Event (nominally within 35 miles of Sandy)
27-Oct	14:00	RCTS-W	16mm Archive Films (Frank Banfield)
28-Oct	19:30	HMRS	Modelling in P4 (Terry Bendall)
28-Oct	19:30	STS	Saunders collection (John Saunders) TBC
29-Oct	19:30	SLS	Railways of the 3 shires - Part 2 -Herefordshire (David Postle)
03-Nov	19:30	LCGB	The Great Northern & London & North Western Joint Line -- Robin Cullup
04-Nov	14:00	NLRHS	Photographs by Dr Tice Budden (John Minnis)
11-Nov	19:30	RCTS-H	Rail Tours Remembered (Robert Warburton)
17-Nov	14:30	LCGB	Archive Photographs of the Midland Railway and its successors - Brian Stephenson
24-Nov	14:00	RCTS-W	Signals, Stations and Structures (Robert Warburton)
25-Nov	18:30	HMRS	Model railway evening
25-Nov	19:30	STS	Peter Bland Collection P4 (Bryan Cross)
26-Nov	19:30	SLS	The Regional Railways Story (Chris Green)
01-Dec	19:30	LCGB	Engine Sheds Part 6 (Chris Banks)
09-Dec	19:30	RCTS-H	Member's Evening - Opportunity for short presentations
10-Dec	19:30	SLS	Steam in Perspective (Mike Tyack)
15-Dec	14:00	RCTS-W	Members' Afternoon - Opportunity for short presentations
20-Feb 2016		EBMRS	Biggleswade (layout TBC)
Possibility		EBMRS	Spalding (Sutton)
Possibility		EBMRS	Royston (Sutton)



Key to Organiser

EBMRS	
NLRHS	North London Railway Historical Society Keen House in Calshot St, just off Pentonville Road, close to Kings Cross. These are on a Friday evening or Wednesday afternoons. We normally invite a speaker and the meetings are informal and in a sociable environment. We welcome guests
HMRS	Historical Model Railway Society Whaddon Way Church Centre, West Bletchley, MK3 7JS, meetings at 19:30 unless stated. No charge to visitors
SLS	Stevenage Locomotive Society Community Arts Centre, Roaring Meg Retail Park, Stevenage SG1 1XN, Meetings start 7.30pm and finish around 10.15pm. Refreshment break included. Visitors & Guests are welcomed on payment of £2 Day membership (no charge if Stevenage Arts Guild Member) payable on the door
RCTS -H RCTS -W	Railway Correspondence and Travel Society Hitchin meetings are held at The Hitchin Christian Centre, Bedford Road, Hitchin SG5 1HF, commencing at 19.30 Welwyn Garden City - afternoon meeting meetings are held at Methodist Church, at the junction of Ludwick Way and Cole Green Lane, Welwyn Garden City AL7 3PN, commencing at 14.00 (doors open 13.30)
STS	Sandy Transport Society Conservative Club, Bedford Road, Sandy, doors open 19:10. Non-members welcome, entrance £2.00 includes refreshments
LCGB	Locomotive Club of Great Britain Meetings are held at 7.30pm on Tuesdays at St Johns Church Hall, St John's Street, Bedford MK42 0DL
Model Event	See UK Model Shops Directory
Steam Train	See Steam Tours UK
Collectors Event	See UK Model Shops Directory

MEMBERS' MATTERS

Members' Matters invites you all for your contributions - any modelling subject, within reason!

I'm hoping to get Simon to tell us about at least one of his micro layouts before I get around to putting my own infant behemoth to paper...

TRAFFIC NOTICE

Following some questions on Club nights, we'll cover here the traffic and locomotives for each of our layouts. Nothing for this issue due to Alan's holiday, but next time we'll cover Cheriton Bishop.



NOTICE BOARD

Continued from No 10

- Oerlikon units -We have copies of a full set of 3 car underframe drawings from the HMRS, and this week some very kind gentleman on the RM Web community has provided a number of images of additional scale drawings. There is the promise / prospect of one of these people actually attempting to cast some resin parts shortly - so that is awaited with quite some interest.

Continued from No 9

- 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 as we already have storage issues with the three layouts we have. In tidying up we have donated an old baseboard to Jim - this is likely to be the embryonic test layout.

Continued from No 9

- Question over availability of suitable stock for layouts should Bern or Alan B be unavailable. Suitable means of the right region, wheel profiles and back-to-backs and couplings that will enable the layout to operate smoothly. (March) to this I'll add the right period, loco crew, lamps and other details will all help lift the layout beyond a train set appearance. Then there's corridor connections, passengers, wagon loads.....
- Jim asks if there is any working plan for maintenance at shows (If it breaks, mend it?)
- John J asks a very pertinent question, and that is about how the new members can be more involved and contribute to the club; that is down to the more experienced to assist, but thinking caps on to see what we should do.