

August: 6 months since the 2015 show, therefore it must be about 6 months to the 2016 show. With Grantham (12 September) to fit in we've been getting organised for that, but we also have to prepare for 2016 and a new catering team. Time for an organising group meeting methinks?

It's pleasing to report Erith MRS has confirmed us for January 2017 with Sutton and in January 2018 with Cheriton Bishop.

In this issue:

Traffic: Alan Burkinshaw gives us some insight into the likely locomotives and stock to be seen in the Cheriton Bishop area.

Club Notes: We've seen the usual bits and bobs of activity in the club room, plus some of the group has been discussing potential additional storage possibilities.

Aylesbury: a first glimpse of the grand size of the Aylesbury layout, despite being 2mm scale.

Finchley: a consideration of its signalling

The Picture

South of Chesterfield, I think pre-Grouping. The lines in the foreground are the Great Central Chesterfield loop, with the tail of a coal train disappearing north on the Midland route towards Chesterfield and Sheffield. The last 3 wagons all appear to be owned by Shirebrook colliery, with a classic Midland brake van; Shirebrook was served by both the Midland Railway and the LDECR via Langwith Junction.

The viaduct carries a LDECR line train heading away east from Chesterfield Market Place, the terminus of the LDECR about a ½ mile to the rear of the train. Oh, to have lived in one of those houses - what a view!

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CLUB NOTES

I've commented more than once on the topic of the club room organisation & tidiness. An idea has been kicking about around adding a mezzanine storage area at the far end of the room. This would be beyond the doors (leading to the storage room and to the fire escape), and above the lighting, but most importantly would be fixed to a post to avoid connecting to (or disruption of) the asbestos walling. This area would be used for, say, the catering equipment. Perhaps we'll discuss it more to see if the idea 'has legs'.

Along similar lines, Dave Sutton has been cogitating on the idea of bulk storage of the Finchley fiddle yard boards, in some form of stacking arrangement.

As an aside, our room is about 480 square feet. I've just been watching one of the BRM DVDs which covered a visit to the High Wycombe club. They have the top floor of an old furniture factory to themselves and their 70 or so members have the luxury of 4,500 square feet!

We've had a brief chat about the catering arrangements for our 2016 show. As a reminder, the situation we face is no Dick (or family) and John Jenkins & wife will be in the West Indies. We shall need bringing up to speed on the equipment we shall need, the extent of food we are likely to need and such like. It was suggested the local scout group may be willing and able to lend catering equipment (urns etc) for a nominal donation. It's worth exploring.

We'd like to see if we can organise ourselves better to progress Finchley, and so we are pulling together a detailed list of work required for each board. This will enable some focus on what's required, the order of build, what may be done outside of the club and looking at opportunities to get people involved to learn new skills.

Donations and sale of unwanted equipment.

Over the past year or so the club has received requests from members of the public to sell unwanted railway equipment. We have also had stock donated to the club, so it might be useful to take this opportunity to clarify the financial arrangements that apply in such cases.

When members sell their unwanted stock on the second-hand stall at our show it is our practice to deduct 10% club commission from the sale price and the seller gets the balance.

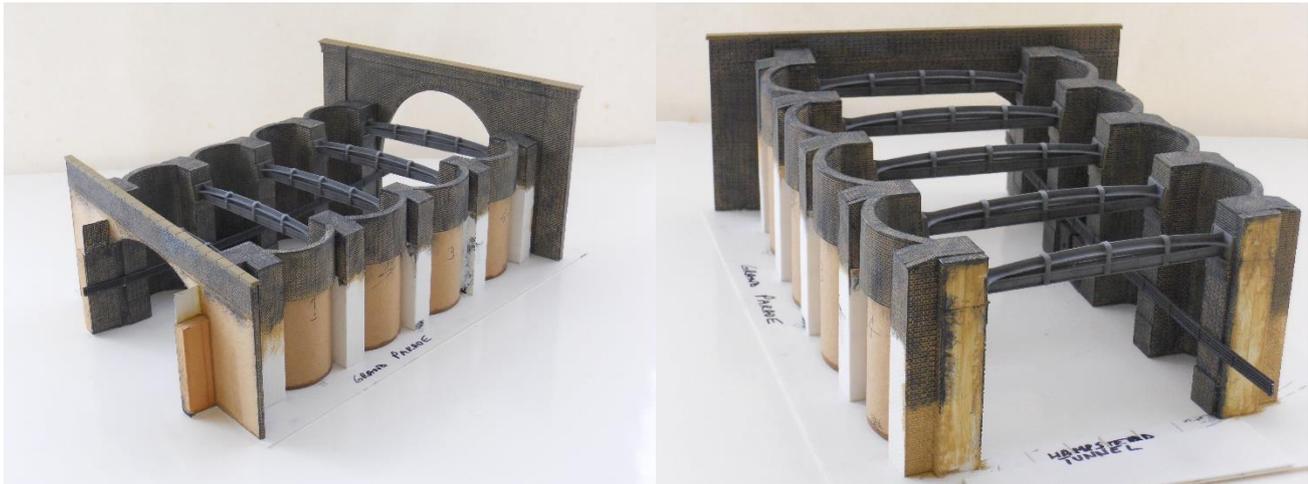
In addition to this we occasionally get requests to sell equipment from members of the public when, for instance, a family member has died and the surviving relatives don't know how to dispose of it. If we think they are saleable we will normally agree to sell the items in question, subject to the same 10% commission. For clarification, when these sales occur outside the formal arrangements that exist at a show, it is the purchaser's responsibility to ensure that the 10% commission is paid to the club.

We also get instances where stock is donated to the club and we generally allow members to help themselves to anything they can genuinely use. In such circumstances there is no commission paid to the club but, if there is any stock left over, this is sold at the next show and all the proceeds go to the club. Needless to say, all stock taken should be for member's personal use and we would not expect to see it appear for sale at a subsequent exhibition. Thank you.

With our change in approach for managing Finchley (mentioned earlier) I thought I'd refresh the layout-based pages to simplify the content.

FINCHLEY ROAD ST JOHNS WOOD

Last time we included Bern's article on the building of the cutting walls at the entrance to Hampstead Tunnel - and here is the finished item, a cracking piece of work. All we need to do is put a model railway underneath it.



Baseboards

We know there is a delay with finishing the last 6 boards for the fiddle yard (get well soon Derek), so we may need to consider using Derek's templates and finishing them should Derek be unable to do so in the near future.

Dave Sutton has a convincing design to mount the layout on a trestle system, which would be adaptable to with other layouts.

Electrics

Wiring of boards is gradually taking place; slow and steady.

Track laying

There will be much to do when the fiddle yard boards are done. In the meantime we need to resolve point rodding, ballasting and signals, and be sure on our approach with the 3rd and 4th rails as a test showed certain diesels were slightly fouling it.

Scenic work

The main railway buildings are complete. There will be a few outbuildings for the yard to consider. We don't yet know whether the Electricity Works will be a practical feature. The sub-structure for the raised scenic end of Finchley requires building, with the final positioning of buildings to be considered.

We have yet to work out how trains will exit stage 'Willesden'.

A backscene will be required, covering Finchley Road, a garage, the council yard and housing and sports field beyond.



East Bedfordshire Model Railway Society Presentation

Issue No 14 August 2015

- Lighting and pelmet is yet to be discussed - will need to be considered at the same time as any backscene construction
- 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.

SUTTON-ON-SEA

Baseboards

- The protective ends are being considered for renewal

Electrics

- Investigate current control panel provision for signal operation and determine how to set up their operation - Jim has started some work on this.
- 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

Scenic Work

- Platform roof glazing bars need a continued watch.

Presentation

- Investigate improved clips for retaining lighting units to baseboard legs
- Convert the curtain to be mountable by Velcro instead of drawing pins

Future Plans

- Docks extension and support arrangements to be scoped, designed and costed

CHERITON BISHOP

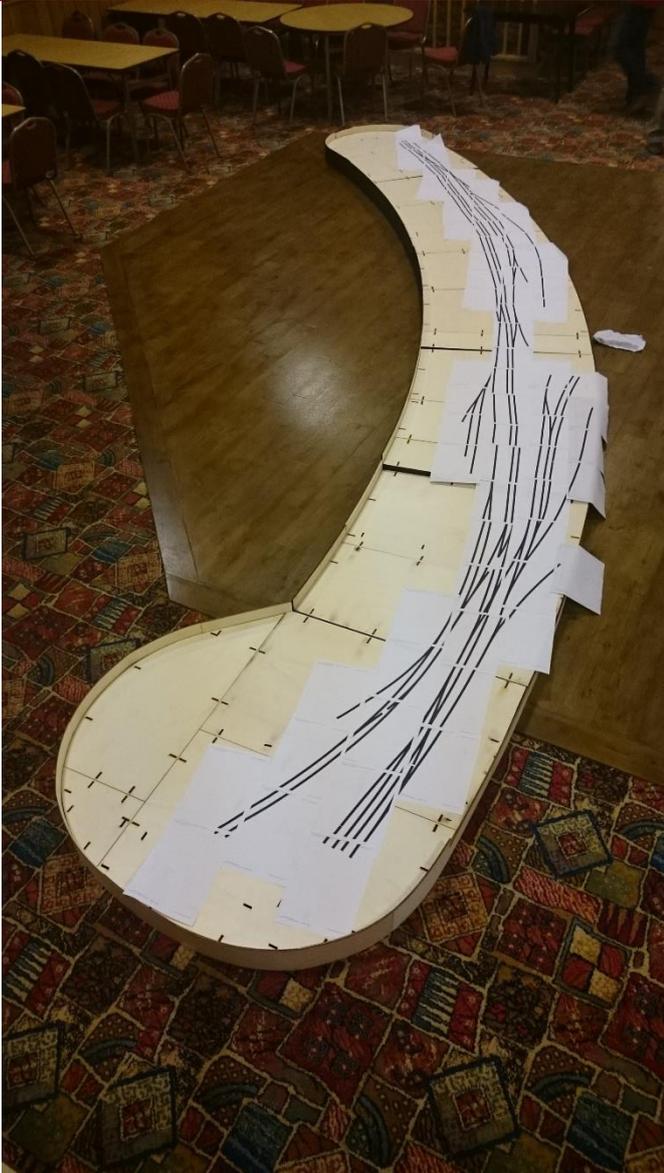
Scenic Work

- Colour-blending scenery to backscene needs considering several weeks before any further outing.

Presentation

- Convert curtain to Velcro

AYLESBURY TOWN



Baseboards

- Here's a view of all the boards together with the track plan crudely laid out - and mighty impressive it is too.

Electrics

- DCC control, allowing laptop and smartphone operation.

Track

- Track to be code 40 in the scenic sections.



TIMETABLE

Date	Time	Organiser	Event (nominally within 35 miles of Sandy)
01-Sep	19:30	LCGB	Don't Blame Beeching (Richard Crane)
02-Sep		Collectors event	Joe Lock Model Railways - Hoddesdon Toy and Train Collectors' Evening
04-Sep	18:45	NLRHS	Turn Right at Cricklewood - MR men over the North London (John Downing)
05-Sep		Model Event	Olney MRC Exhibition
09-Sep	19:30	RCTS-H	Industrial Steam (Tony Stratford and Alan Sturrock)
12 & 13 Sep		EBMRS	Grantham (Sutton)
12-Sep		Model Event	Brambleton Model Railway Club - Outdoor Model Railway Open Day , Harpenden
12-Sep		Model Event	Bishop's Stortford Railway Society - Bishop's Stortford Model Railway Exhibition
13-Sep		Model Event	Three Counties Model Railway Society - Open Afternoon , Aston Abbots
19 & 20 Sep		Model Event	Scalefour Society -Aylesbury
24-Sep	19:30	SLS	Each a Glimpse... & Ever Again (Colin Gifford)
26-Sep		Model Event	Enfield Whitewebbs Railway Modellers - Railway Exhibition
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)
10 & 11 Oct		Model Event	Corby & District MRS Exhibition
14-Oct	19:30	RCTS-H	GN Suburban Electrification and Re-signalling (Paul Hepworth)
14-Oct		Collectors event	Joe Lock Model Railways - Hoddesdon Toy and Train Collectors' Evening
17-Oct		Model Event	Tring and District MRC - Tad-Rail , Wing
17 & 18 Oct		Model Event	Peterborough National Festival of Railway Modelling
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)
31-Oct		Steam train	THE WHITE ROSE 60009 Kings Cross - York & return
31-Oct		Model Event	Chiltern Hills Vintage Train Group - Classic Model Train Show - Amersham
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)
07-Nov		Model Event	One Track Minds - Haverhill Model Railway Exhibition
11-Nov	19:30	RCTS-H	Rail Tours Remembered (Robert Warburton)
13-Nov		Model Event	Three Counties Model Railway Society - Open Afternoon , Aston Abbots



TIMETABLE

Date	Time	Organiser	Event (nominally within 35 miles of Sandy)
17-Nov	14:30	LCGB	Archive Photographs of the Midland Railway and its successors - Brian Stephenson
21-Nov		Model Event	Royston and District MRC - Model Railway Exhibition
22-Nov		Model Event	Northampton & District Narrow Gauge Modellers - 2015 Open Day
24-Nov	14:00	RCTS-W	Signals, Stations and Structures (Robert Warburton)
25-Nov	18:30	HMRS	Model railway evening
25-Nov		Collectors event	Joe Lock Model Railways - Hoddesdon Toy and Train Collectors' Evening
25-Nov	19:30	STS	Peter Bland Collection P4 (Bryan Cross)
26-Nov	19:30	SLS	The Regional Railways Story (Chris Green)
28-Nov		Model Event	Letchworth Model Railway Society Exhibition
28-Nov		Model Event	Bedfordshire 16mm Narrow Gauge Area Group - Steam in Beds 2015
01-Dec	19:30	LCGB	Engine Sheds Part 6 (Chris Banks)
05-Dec		Steam train	THE LINDUM FAYRE 60009 Kings Cross - Lincoln & return
09-Dec	19:30	RCTS-H	Member's Evening - Opportunity for short presentations
10-Dec	19:30	SLS	Steam in Perspective (Mike Tyack)
12-Dec		Steam train	THE CHRISTMAS WHITE ROSE 60009 Kings Cross - York & return
16-Dec		Steam train	THE CATHEDRALS EXPRESS 46201 Kings Cross, Arlesey - York & return
15-Dec	14:00	RCTS-W	Members' Afternoon - Opportunity for short presentations
19-Dec		Steam train	THE YORK YULETIDE EXPRESS 60009 Victoria - York via Bedford
20-Feb 2016		EBMRS	Biggleswade (layout TBC)
28 & 29 Jan 2017		EBMRS	Sutton at Erith Model Railway Show
27 & 28 Jan 2018		EBMRS	Cheriton Bishop at Erith Model Railway Show

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 still working on Simon to get a view of one of his layouts. In the meantime, here's some light music.



In the absence of a railway subject, I've included this small view of a WW2 diorama I built a little while back. It's a 1/35 scale model, with a Cromwell tank and some infantry. The building is based on a photograph of an original in Normandy and is built from foamboard and card. The foamboard has been hand-scribed with all the stonework and window mullion detail, plus the woodwork in the door shutters. As if I didn't have anything else to do.
Cheers
Alan



TRAFFIC NOTICE

Following some questions on Club nights, we'll cover here the traffic and locomotives for each of our layouts. This time we've got Mr Burkinshaw to share his worldly knowledge of matters 'Exeter'....

Here's some thoughts on stock for Cheriton Bishop.

The stock will split into BR(W) and BR(S) and I am taking a timescale of say 1957 to 1963-ish. During this period the Western were early adopters of diesels whilst the southern used none except the odd WR from Plymouth. The Western would have used stock based at Exeter shed plus any others that might have come up from Newton Abbot or Plymouth, or would have come down from Bristol or Taunton. On the SR virtually everything changed locos at Exeter Central so on the loco side it would be restricted to those that were shedded at Exmouth Junction.

Looking at the Western first.

I would suggest that the following classes would be suitable:- 43xx, 22xx, 45xx, 54xx, 57xx, 14xx, 41xx, 84xx, D8xx, D70xx, D63xx, D30xx, Pressed Steel 3 car and single car DMUs, and class 120 DMU.

Coaching stock would primarily be for branch trains, either auto-coach or a B set, but if you were depicting a through working then Collett or Hawksworth main line stock would be likely.

On the SR the following would be suitable:- Bulleid WC/BB but only air-smoothed as the rebuilt had a higher axle weight, T9, W, N, Z, E1/R, 700, M7, O2, Standard class 4 2-6-4T, Standard class 3 2-6-2T, LMS Ivatt class 2 2-6-2T, Whilst unusual we could use the Adams radial as they were shedded at Exmouth and one was spare except on summer Saturdays. Likewise a Beattie well tank on its way back to Wadebridge.

On the coaching side the SR fairly strictly maintained fixed rakes. These would have been either Maunsell or Bulleid stock. They would be in either 2 or 3 coach rakes. For stopping trains there could be a 3 coach rake of 64ft BR compartment stock. As we do [on the layout] on a summer Saturday extra catering vehicles were used which wouldn't normally work west of Exeter.



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.

Finchley Road St Johns Wood Signalling

There's been a lot of chat about signalling of Finchley recently, so here's my musings on the subject and how I've considered the train movements controlled by it. You may wish to retain this as a sleep aid!

I'll start these notes with some background information, which is based around our original signalling design for Finchley using semaphore signalling principles. However, for both practical and aesthetic reasons we shall end up with a mix of semaphore and electric light signalling.

Finchley Road has a signal box. This controls a BLOCK SECTION covering the signalling between the signals controlled by Hampstead Heath signal box to the east and Kensal Rise signal box to the west.

Each signal controls a set section of line to allow safe control and movement of trains, interlocked with each other to avoid conflicting movements. In some circumstances a short distance between signal boxes can result in the need for a form of interlocking between the signals known as SLOTTING, which means a signal won't be OFF unless both boxes have pulled the necessary levers, i.e the signal is jointly controlled. There may be just the possibility we should consider this for Finchley to Hampstead, but I have dismissed it for simplicity.

	<p>DISTANT signal: would be present at the start of the BLOCK SECTION. This should be a fixed signal if there is special caution required, for example a junction within the BLOCK especially on a falling gradient through a tunnel such as we have for Finchley.</p> <p>When it is ON the driver needs to be prepared to stop at the next HOME signal. When it is OFF it means all STOP signals in the BLOCK are also OFF and the train can proceed at the maximum permitted speed through the BLOCK with the line ahead clear.</p>
<p>STOP signal: What does it say on the tin? It means STOP unless OFF. Dependent upon the features of the line there could be a number of STOP signals in the BLOCK. Should there be, say, four, there might be an OUTER HOME followed by an INNER HOME into the station then STARTER and ADVANCED STARTER.</p>	
	<p>SHUNT signal: Primarily this allows a shunting movement across running lines, often against the normal train direction of the line, and permits movement for as far as the line is clear and no further. They are generally discs but not always ground level as this image shows; visibility for the train crew is important.</p>

SHUNT AHEAD and CALLING-ON signal: What is the difference? Visually speaking not a great deal, though the signal may carry a notation for its purpose such as a S or C. It is basically a small, subsidiary arm beneath the main STOP signal.

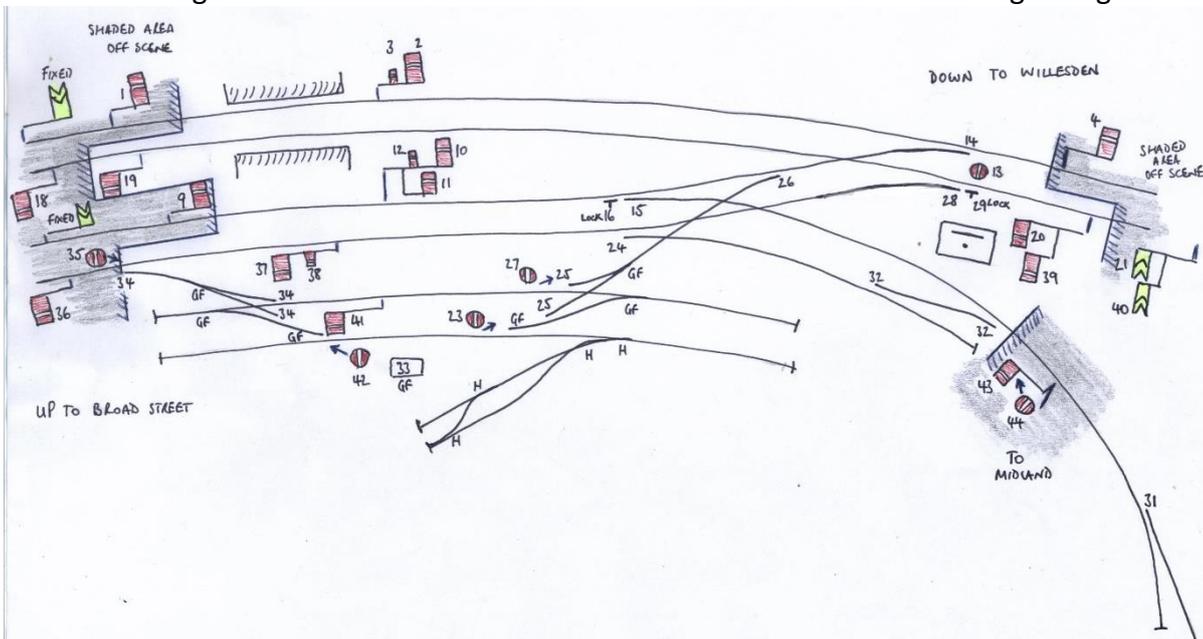
Operationally they are different.

SHUNT AHEAD: This allows a train to draw forward beyond the STOP signal only far enough to carry out a shunt manoeuvre, without actually having approval to traverse the full signal section.

CALLING-ON: Allows a train to move beyond the STOP signal to move into a section where a train or vehicle is already present. As a working example, consider our SUTTON layout. Where any train exists in a platform and we decide to move a locomotive onto the train it is a calling-on movement. We could also consider a move such as a DMU sitting in the platform and a following DMU is signalled into the same platform, perhaps with the view the two sets will be combined for the next departure. This too is a calling on manoeuvre. However, when a locomotive has run down the platform to go to shed it is a SHUNT movement when signalled.



Now you all know your signals let's consider the train movements for Finchley. I've listed train movements for DOWN (to Willesden) and UP (to Broad Street) showing which signals are designed for the line in the sequence a train would pass them, numbered as they would be in the signal box frame. On this drawing the shaded areas will not be modelled but I considered the signalling nonetheless.



Since this drawing was prepared our approach to the signalling on the layout has been adapted. We now plan to have electric light – Multiple Aspect Signalling, or MAS - on the electric lines and semaphore signalling on the steam lines.



DOWN MAIN

Trains approach from Hampstead, and a long tunnel intervenes. The HOME signal would most likely be out of view at the edge of Hampstead tunnel or, despite limited clearances, even within it if it's an electric light. It is possible there would be a banner repeater at the beginning of the tunnel, plus a fixed distant, as the route approaches Finchley on a falling gradient and there is the junction to deal with, with possible shunting going on. Trains will not race through Finchley!

Through trains therefore approach with some caution, passing a fixed distant, 1 HOME; 2 STARTER ; 4 ADVANCE STARTER before heading out through West End Lane to the next block. Our revised approach means these are now MAS.

DOWN STEAM (to main)

This is our invented wartime capacity-boosting extra lines from Gospel Oak, for all the freight trains. Similarly to above, trains will approach at caution from the fixed distant, slowing through 9 HOME and being prepared to stop at 10 STARTER before being allowed to proceed; some trains will need to be held for the passing of passenger trains, some may slow before being given the road and gradually ease their way across the junction to 4 ADVANCE STARTER (MAS) and West End Lane.

DOWN STEAM (to branch)

The trains for the branch could be worked in two ways. The likely traffic flow would be between Brent Yard or West Hampstead exchange sidings and Poplar Docks, Victoria Docks or Bow yard.

A train would approach at caution and stop at STARTER 11. There is a gradient to West Hampstead and so the guard would be pinning down some brakes. When ready they give the bobby a toot, the road is given and off it trundles.

Alternatively we might consider that the gradient is sufficient that a train is split in two; the loco would draw the first portion as described and then return light engine for the second part. (With a limited number of wagons in the first portion the rule book will allow a short movement without a brake van) In this case the returning loco would have to wait at disc 44 before shunting to the remaining portion of the train. Note: at this stage we haven't allowed for an uncoupling point on the steam line!

Trains may also arrive on the DOWN STEAM to shunt into the yard. We are likely to avoid doing this at shows as it will interrupt the running on all lines, but the principle will be the train approaches from Hampstead and stops at signal 12 SHUNT AHEAD. When given the road it would draw forwards beyond point 14 and await DISC 13 to be cleared before setting back into one of the loops.

Notwithstanding the current lack of magnet, it is conceivable that the main portion of the train could be pinned on the steam line whilst the loco and limited wagons are shunted.



SHUNTING THE YARD

Note that the exits to the slips at each end of the yard are controlled by the signalman, but within the yard itself there is a small ground frame numbered 33. When pulled it unlocks/locks the frame to allow controlled shunting movements in the yard and when a train is signalled to depart it ensures the frame is locked to prevent points being pulled under the moving train.

If heading to Willesden, once a train is prepared in one of the loops it would give the bobby a toot and await disc 23 or 25 to clear before setting off to the DOWN MAIN and would proceed cautiously until clear of point 14. The signalman would then clear the disc and point 14 behind the train before pulling off no 4 (MAS) to clear the road beyond West End Lane.

UP MAIN

All passenger trains and some express rated trains would use the electric lines, approaching under DISTANT 21, HOME 20 and leaving under STARTER 19 (mounted on the back of the station building) and ADVANCED STARTER 18. These will all be MAS.

Those diverting to the UP STEAM would follow DISTANT 40, HOME 39 (both MAS), STARTER 37 and ADVANCED STARTER 36. These movements are a more straightforward than the DOWN trains because there would not normally be any need to hold a train in the scenic section.

UP STEAM & BRANCH

Branch trains to UP STEAM would be controlled by HOME 43 and would always stop at STARTER 37 to allow for brakes etc before proceeding.

We may also have the opportunity for a loco plus brake van, having finished its trip to West Hampstead needing to return to Willesden. In this case it would wait at DISC 44 before proceeding to DOWN STEAM and waiting at STARTER 10 before setting off.

Trains arriving from Willesden to shunt – in reality a ‘Target 100’ working once a day – would approach under caution and have to wait at SHUNT AHEAD 38. When pulled the train would draw forwards beyond point 34 before being given the clear on DISC 35 to set back. As considered earlier, a portion of the train could in theory be left on the UP STEAM whilst the remainder is shunted. The loop could also be used as a relief refuge siding for a train to be held whilst another passes, the train being handled in the same manner.

Conceivably again we could have a shunt movement between the yard and the branch. The loco would prepare its (short) train, or could be light engine to pick up wagons from West Hampstead exchange sidings. In this case we would prepare on the loop controlled by DISC 42 to shunt clear of DISC 35. In this case 35 has a dual purpose, and when cleared the train would proceed under caution to the branch. When a train is complete in the yard it would be on the loop controlled by STARTER 41 to be signalled onwards.

Crikey! Is there really all that going on at Finchley? Whilst it will be impractical to try all the shunt-related moves at shows, it demonstrates we can be a bit creative and enjoy watching the procession of trains.