

The BULLETIN



The bi-monthly newsletter of The Model Railway Club (www.themodelrailwayclub.org)

Number 456 © September/October 2010

Platform

Doesn't time fly. The Bulletin after this will contain all the information for the AGM which will be on Thursday 2nd December. Therefore now is the time you must consider if you want to stand for the committee or wish to nominate someone else. As I informed you in the last Bulletin the post of Chairman will be open for election at this year's AGM.

Please give this matter your serious consideration.

Recently we have recruited quite a lot of new members and these next remarks are addressed to them. Do you have any thoughts about our Thursday evening Track Nights? Would you like to have more modelling being carried out or question and answer sessions or discussion of members' models? If there is no response I will assume you are all happy with the status quo.

The Autumn will be a busy time for the Club's layouts. Firstly Habbisburgh will be at the main Gauge 0 Guild Show at Telford on 4th and 5th Sept. Putnam will be at Warners Peterborough Show on the 16th and 17th October. Finally Copenhagen Fields and the Test Tracks will be at the Warley Club's exhibition at the NEC on 20th and

21st of November. Since these three exhibitions have a combined attendance of approximately 26,000 it will be a very fitting showcase for the end of the Club's centenary year.

Since there will be many members involved in these activities I take this opportunity to remind them we have a Risk Assessment for members attending exhibitions with layouts and they should read it. All layout leaders have copies and they should encourage their teams to read the risk assessments.

Since writing the previous paragraphs this morning I have been for a ride on a new Metropolitan Line train on its first day of service open to the public. It did three runs today from Wembley Park to Watford return. The first impression was good and the

seats were comfortable, but I think there will be an issue about the shortage of seating. Also when the train is full of standing passengers the advantages of being able to walk the complete length of the train will be lost. I was told by a member of staff it will take until 2012 to introduce all the new trains. I wonder if they will be around for 60 years?

We had a very enjoyable afternoon on the Great Cockcrow Railway which was attended by about 35 members and family. We had a nice sandwich lunch by the side of the railway and then members had an opportunity to ride on the railway. Tom Cunnington's bus was present to ferry members to and from the nearest railway station. It helped create a period atmosphere in the car park. Many thanks to Nick Simpson for organizing it. Those of you who did not come missed a great afternoon.

You still have a chance to attend our next Centenary event which is our Centenary Dinner on Friday 3rd December 2010. Please book now to avoid disappointment.

Peter Mann Chairman



MRC Members were given a lesson on signalling at the Great Cockcrow Railway during the Club's visit there in July, where a pleasant lunch was enjoyed in the summer sunshine – more pictures on the back cover. All photos: **Stephen Black**.

The Model Railway Club Founded 1910

The club meets on Thursday evenings throughout the year, excepting Christmas. Lectures are held on the second Thursday of the month except over summer and in March.

Members are invited to lend a hand during working evenings. These vary with each layout (see details below).

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The Library

Librarians: **Clive White** (Chairman), **Alan Blackburn** (Vice Chairman), **Chris Boyce, Giles Della-Gana, Francis Dobson, Andrew Jones, Chris Lyons, Ted Tomiak, Alan West.**

The Library is open on Thursday's (unless there is a lecture) from 7.00 – 9.00pm. During opening hours Members may browse at will, and borrow for study at home after having the loan recorded by the librarian in charge. Loans are for a period of four weeks. Books must not be returned to a librarian on lecture nights. Overdue return incurs a penalty. Members are responsible for the safe keeping of Library stock whilst on loan.

MRC Layout Groups

Copenhagen Fields: LNER 2mm scale

Layout leaders: **Mike Randall and Tim Watson**

Working night: Thursday

Happisburgh: BR(E) 7mm scale

Layout leaders: **Bob Smith and Bill Waters**

Working nights: Most Mondays and Thursday's

Centenary Park Road (Formerly Keengate): 4mm scale

Layout leader: **Manus Bonner**

Working night: Various. Contact Manus

Putnam: American HO

Layout Leaders: **Ted Tomiak and Joe Witkowski**

Working days: 1st and 3rd Sundays of every month

Along the line...

From having absolutely no letters to publish in Mailtrain in the previous issue I am pleased to report that we have a much healthier input for this edition, including some memories sent in by Margaret Harper, daughter of our late President John Anning and further details on the LBS&CR sent in by David Burleigh. Keith Castell and David Woodcock have both sent more information about the Club and corrected a couple of assumptions I had made regarding dates for some of the archive photographs in Clive White's excellent article on the Club's history. Part three of 'The Model Railway Club – First 100' continues on page 7.

Apart from a shortage of letters I was also running out of Members Profiles. Did I say 'running out?' I should have said 'run out'. So much so that with a little encouragement from Hugh Smith, our Membership Secretary, I have now written up my own profile which you can read on page 11. But this will only fill a gap for this issue, so please members, let us all know your modelling interests and history. Just read the questions (they are always the same) and send me an email answering them, ideally attaching a digital picture of yourself. If you are still not a 'computer person' simply type or write your answers on paper and post it to me at Keen House, with a photograph which I can scan and return to you (a SAE envelope is always appreciated).

Over the many years I have belonged to the Model Railway Club I have never ceased to be amazed at the ingenuity and modelling skills of some of our members. There is no finer example of this than Tadeusz Opyrchal's fully automated lift system which you can read about on page 5. Better still, for those with internet access, you can go to Tad's YouTube web link and watch it in action.

If you haven't already booked your place for the MRC Centenary Dinner please do so as soon as possible. Dick Reidy has reported there has been a steady demand for tickets, and it looks like it's going to be a great evening. Details can be found on page 16.

Producing this copy of the Bulletin was made rather difficult for me with a move of house right in the middle of the production schedule, then having no email facility (still haven't... thanks Talk Talk!). Even my faithful iPhone email service gave up on me at one stage. However, somehow I managed to get there in the end.

David Coasby Editor

Please note that any views expressed in the Bulletin are those of the writer and do not necessarily reflect those of the Editor or The Model Railway Club.

Your next Bulletin

The **VERY LATEST** copy deadline for the next Bulletin is **1st October**. Please contact the Editor on dave@coasby.com

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Mailtrain

Greetings from Finland

I was a member of the MRC in the 80's when I visited the UK regularly, staying at my aunt's in Ashtead. Since being married I've had little chance to visit the Club and dropped the membership but have tried to follow what is going on in the Club even though I'm no longer a member.

When I noticed that the MRC has web pages I tried to collect all the possible issues of MRC Bulletin, but unfortunately missed a few.

I used to help in setting up and tearing down at IMREX (I was in the Speedframe gang) and giving out the passes to visitors going between the Royal Horticultural Halls.

I'd love to see Keen house again one day. Please send my best wishes to those who still recall me.

Pekka Siiskonen, Espoo, Finland

I managed to locate the issues of the Bulletin that Pekka was missing and emailed PDF copies to him – Ed.

The last issue of the Bulletin

The latest Bulletin has a number of interesting items some of which attract comment.

Clive White's contribution:

Keen did not actually assume the Chairmanship until 1921, there being no record of the appointment being filled from 1916 onwards. The photos of the club in the 20s are not! The top one indeed is, but the bottom one is clearly at Keen House (the windows are a dead give-away) and inside the test tracks second from the left is the undoubted test track doyen Ivor Lindsell and he didn't join until the mid 50s. The 2 gentlemen furthest left and right within the tracks I recognise, but can't name and were his able colleagues in this department until the requirement for stewards at track nights faded away after a few years at Keen House. The test tracks also date the picture; they are the 'new' ones, still in use, custom built under Keen's stewardship after World War II.

The picture of Keen with a school-boy is well known and, in my opinion, should be consigned to the waste paper basket. It was posed; Keen detested children!

The 'outing' photo is not a Jon's Jaunt. These only came into being in the 70s and 80s. It is undoubtedly a Club outing, but the clothes and the number of hats worn give it away as probably post war. You can identify GPK (with Alma, his wife) perched in the background. As it's the RH&DR I would suggest that it is definitely post war, after Keen had moved, with fellow club member, Kelly, to Hythe. From Keen go right 4 o'clock past Alma and an open necked shirted member to, I think, a young C J Freezer.

Club's property and records? The records, which had been kept in a flimsy shed in Keen's garden in Sidmouth, were moved for safe keeping to the Secretary's flat in the London suburbs. They did not survive the direct hit!

Membership Secretary's contribution:

Members who have failed to pay their subscription 3 month's after the New Year are governed by Article 8b of the Articles of Association and can only be removed from membership by the Committee. They 'are not deemed to have resigned' and a defined process for their removal is contained in that Article.

MRC 'O' Gauge Group's contribution:

Hmm, bears a suspicious resemblance to the planning for the Club's original layout 'Bishop's Hemingway' as expanded. Built in the suspicious, but inevitable environment after the success of Brampton, never got much further that Stage 2! Perhaps the current enthusiasm for Club layout's will provide a different climate.

Ian Lamb's contribution:

Interesting, the comment on the Scottish Region's attempts to withdraw steam traction for express services. In the summer of 1964 I, with Platt, Cooper and Gardiner (names from the past, although R Platt is a life member), caught an evening service Perth to Glasgow (Buchanan Street). The diesel had failed and an A4 backed on. By Stirling we were 15 min-

utes ahead of time when some genius of a regulator put an all stations DMU out ahead of us all the rest of the way; pity that!

LBS&CR:

Brilliant contribution about the Club's first '00' Layout!

Keith Castell

I can only apologise at the inaccurate dates on some of the archive pictures mentioned. In most cases it was me taking a guess, judged on the members clothing styles. In hindsight probably not the most reliable method – Ed.

Further comments...

Some of the photos accompanying part II of Clive White's excellent history of the Club's first 100 years in the July/August Bulletin deserve expanded captions.

The two pictures on page 5 appeared in the 1960 (MRC Silver Jubilee year) Exhibition Guide.

The upper picture was captioned there as having been taken in the early 1920s at a track night at St John's School, with G P Keen, W R S Smart and Guy Hemingway among the members depicted. Guy was still an active MRC member (and, of course, GPK was still Club President) in 1960, so I think we can take this 1960 caption (which also names a number of others present) to be accurate.

The lower picture is merely captioned in 1960 as a 'pause in operation at a track night - modern version'. However, another picture which was clearly taken on the same evening, but from the other end of the room, appears in the 1957 Exhibition Guide (a year, incidentally, when some 48,000 visitors flocked to the Central Hall Easter show), and, although not so captioned, these pictures clearly depict the leased clubroom at Hammersmith (District Line) Underground Station that was used by the MRC between 1955 and 1958, and so were probably taken in 1956 or early 1957. Pop Michel, Ivor Lindsell, Tom Wilson (as ever, pipe in mouth) and Don Davis can be seen inside the test tracks, while prominent on the left are Don Boreham, the Club Secretary,

and Barry Harper, who was to become John Anning's son-in-law and who uniquely modelled Swiss Railways in 4mm (rather than 3.5mm) scale.

A rather more youthful Don Boreham (third from the right) provides a dating clue to the picture at the foot of page 6 of the Club outing to the RH&DR which must, therefore, have taken place in the early 1950s. I recognise a number of the faces in this photo, but the only ones that I can now actually name are John J Davies (seventh from right), with (I think) Sid 'Keyhole' Hunt and Guy Hemingway prominent at the front. I am a little surprised that GPK, then still Chairman, doesn't seem to be present, as the RH&DR more or less ran through his backyard, but he may well have been behind the lens. The outing almost certainly wasn't a 'Jon's Jaunt', as Jon Wilcox only started to arrange these around about 1970.

David Woodcock

LBS&CR

When I first visited the Club in 1976 following an invitation from Peter Elmslie whom I'd lately met at the Tallylyn, I was quite stunned when I saw the LBS&CR. This was a massive layout the like of which I'd not seen before – and here was an opportunity to join a Club and be able to operate the layout. Even better, thanks to Dave and Hazel Brewer it had an 009 line on which I could run my very basic fleet of 009 locos. I well remember Peter unkindly but accurately describing my train of Eggerbahn American coaches as being in a 'puke yellow' livery! I built a steam railcar using an 'n' gauge Warship chassis; this was a powerful beast and sometimes I'd use it to shunt standard gauge wagons on the short length on dual gauge track in the quarry. I had many very enjoyable times running the narrow gauge section, mainly because I usually had sole running on the line, and my tin box was packed with stock every four weeks for the Thursday evening sessions. I remember a Saturday meeting with the Oxford Club where the Greenwich & District were also present. In homage to the Rewley Road layout, the narrow gauge station was

renamed 'Unrewley Road' for the occasion. I always suspected Dave Brewer... The narrow gauge station was based on Beddgelert on the Welsh Highland and the bridge over the river was a model of that over the Aberglaslyn. There was also a sleeper-built water tower and with great pride Dave once bade me 'smell that' – it had been creosoted and smelt wonderful!

David Burleigh

Reflections

Back in the 1950's my father, John Anning, and I joined the Model Railway Club, and very soon the whole family became involved. I had recently started to work in London and came along to meetings at Hammersmith, Waterloo and Caxton Hall. A lot of preparation for the Exhibition seemed to take up Dad's time. We produced the Bulletin at home and nursed an elderly 'Douglas' the Duplicator for this purpose. It was then 'all hands on deck' and Mum helped with the collating, stuffing into envelopes and posting. They were great days. Some of the Bulletin helpers became Friday Night Boys.

Some time around this period a nice young man literally bumped into me one lunch time in Croydon. He turned out to be a member of the MRC – Barry Harper. At the time he was a GWR man, but eventually changed his affections to Swiss Railways and made many superb models, some of which now reside in the SBB Historic in Interlaken, Switzerland. Barry and I married in 1957 and Donald Boreham played the church organ for us at Woodside.

Dad, as you will know was largely responsible for Keen House. I went to the opening in March 1960, heavily pregnant, and then about three weeks later to the annual exhibition, having given birth to Nigel. He is a keen modeller and having had several career changes, now runs a model shop in Milford-on-Sea. He's keeping up the family interest and I am sure his father and grandfather would be proud of him. We also have a daughter, who just about tolerates model railways – although she did benefit from a beau-

tiful hand-built dolls house!

When it came to the Easter exhibition, which was then on for five days, it was quite an operation to transport my father's lathe and drill to Central Hall. This equipment was used by his 'Brother Jim' on the Demonstration Stand. The return journey was extremely late, especially if the clocks had changed that weekend!

Beside all the MRC events, meetings, etc. Dad had a Friday Night team. It ran for many years with about 6 or 8 chaps turning up each week to operate his own railway. They even had 'doctored' clocks in order to run to a timetable. The railway had three moves ending up in Shirley, in the garage, two sheds and the garden. Every Friday Mum provided tea and sandwiches and cake for her 'Boys'. They were fun times and the sheds often rocked with laughter. After Mum died I took on the job of 'tea girl'!

Dad's railway nights sadly came to an end when my Barry died in 1997. Dad then felt it was time to close down his railway – he did not want me to have to dispose of it so Friday nights became railway Video nights – but they still wanted their tea and biscuits! (Occasionally we had a wildlife video as a change for me). This went on until Dad could no longer manage at home and went into residential care.

It is now 5 years since Dad died, but about once a year the Friday Boys and their wives meet up for a social time together – a meal and a chat.

So I have been surrounded by modelling and railway modellers most of my life and have made and kept some very good friends. I have not even mentioned the wonderful garden meetings we had for several years at Woodside – a marquee in our gardens, a passenger carrying track and a layout or two – no doubt bringing back many memories. I have several models made by Dad and Barry including one of the BLS paddle-steamer 'Lotschberg' at home. Even my one young grandson is already into scenic modelling!

I send the Model Railway Club all good wishes for the future. Long may it continue, with all the fun and friendships too.

Margaret Harper

In the January issue of the Bulletin Tadeusz Opyrchal described his latest piece of wizardry. This has now progressed somewhat and Tad has sent in this update. All photography by the author.

New baseboards, black holes and DCC – Part II

Having made the baseboard carcasses, I placed the unfinished units in what was intended to be their final position. The photograph below shows the general arrangement on the supporting cupboards. It all looked quite satisfactory and fired up my enthusiasm for the next phase, which was to complete the lift units.



I will not give a full blow-by-blow account of the next few weeks. Suffice it to say that I encountered some difficulties. My original idea, being a cheapskate, was to use just two motors for the lift. This worked well on my narrow prototype but, of course, on the wider unit it did not work quite so well. I really should have paid more attention to that lesson in school about levers, fulcrums and turning moments. To be fair to myself, I had hoped that the corner struts would provide sufficient angular support. There was too much play in the struts which could not be improved without a redesign. With hindsight, if I ever did this again, the overall design would be radically altered based on my experience.

The good news was that the lift did go up and down, albeit at a slight angle, and the traversing section did traverse successfully. So it was a success, because all that matters is the final position of the movement (as long as the trains don't fall off in the process).

A minimum of three motors is required to support the lift, preferably four. In the course of trying the alternatives I found myself sidetracked into completing the DCC capabilities of my motor controllers. The motor boards now report their positions digitally and respond to switch commands. This took time but it eliminated some proprietary hardware together with the associated wiring complexity.

Pending the arrival of more motors, the software has been adjusted so that the traversing table centralises on

the lift when moving up and down. This helps considerably. The final touch was to add some extra stabilisation. I investigated constant force gas struts but they would be more expensive than the motors. Heath Robinson would surely approve of my temporary fix which uses humble braided elastic straps.

Somewhere along the way I found Rocrail which is very good, well supported, open source, freeware DCC control software. This should save me having to invest a small fortune in commercial software.

The tracks in the hidden areas are of course but sturdy cross-section using Bachmann flexible track. I bought a job lot from Hatton's some time ago. It was about a pound per metre length at the time. Strips of copper plated printed circuit board material were cut for location and positioning. The initial positioning of the tracks was achieved with the aid of double sided tape. The next photograph is of the traversing section with track in position temporarily placed on top of the lift. The PCB material was available in A4 sized sheets for a few pounds – once again, I had some of these sheets in my collection waiting to be used. It is a relief to finally use these materials, rather than hoard them. I have accumulated enough railway related stuff over the years to open up my own small stand at the annual MRC show.



The four tracks are about to be connected to a Digitrax BDL16 board which provides power and occupancy detection for sixteen sections. There are twelve sections in total on the traverser. The remaining four sections will be connected to the lower, hidden, area on the adjacent baseboard. The BDL16 has been in my parts box for a while. It came from 'Tony's Train Xchange' in the USA – an old established, trustworthy supplier whom I value highly. The current version is a BDL168 and it costs about eighty pounds.

The next photograph shows the wiring of the tracks which had to be carried out on the surface of the traversing table to avoid fouling the movement. The red wires are common. The blue wires connect to the individual sections. The choice of colours follows the manual for the BDL16.



The wiring is kept in position with blobs of hot glue. The wires are taken through holes in the traverser through to the BDL16 board mounted below.

The electrical connections from the outside world and between baseboards were a puzzle. I finally decided to use four way connectors for the A/C and track power. The next photograph shows the arrangement.



The power inlet panel was made from 6mm plywood and sprayed silver (on reflection black would have been better). There are two four way connectors. One is for the input and the other is to connect to the adjacent baseboard. There are LED's for A/C and track power indication. The A/C powers all the accessory boards and for safety a switch to cut the A/C power is included.

The lift sections will both have similar panels. The scenic baseboards will have four way connectors at each end of the baseboard with short connecting cables between baseboards. This will allow me to work on a specific baseboard in isolation if required. I may add an additional interconnecting plug for the four lower track circuits as well.

The DCC cables will be routed through the boards. What I would really like to do is to have an external connection point for DCC at each end of the baseboards with a connecting cable but so far I have not been able to find anything suitable. Using throttle panels is overkill for such a small layout.

In the photograph one can see the BDL16 mounted on

the traverser on the lower left. The BDL16 will have a cover to protect it. A DCC throttle panel has been installed. The plan is that each lift will be a separate power district. Short circuit protection will be added to each power district area. The principle is that repairing a locomotive, my work or indeed my room will cost much more than the additional effort in taking precautions of this kind in advance. The external A/C transformer is rated at ten amperes and this is enough to cause significant damage in the event of an uncontrolled short circuit which could conceivably result in a fire.

On the top right one of the lower positioning sensors can be seen, which is made from a small piece of aluminium angle with a bolt threaded through to make contact with a matching plate on the lift. The circuit is completed when its twin sensor makes contact on the other side, stopping the motor. This is repeated top and bottom at both ends of the lift for adjustment of the lift table position. A similar arrangement is used on the traversing table. The sensors are functional, cheap and cheerful. They are also easier to adjust than a micro-switch. I bought some aluminium angle for a few pounds and had a manufacturing session one evening resulting in enough sensors for my project, with plenty of material to spare.

A final step was to put three pushbuttons centrally on the lift unit. Two buttons toggle the lift and traverser movement, the third stops the motion. This allows manual operation – no computer is required. That is also part of the plan. The layout should be operable manually and fun to use.

The four way plugs, sockets and pushbuttons were ordered from Maplin. I was somewhat surprised and annoyed to discover that the total cost was about fifty pounds for all the baseboards. However the delivery was fast and free.

In passing, I did initially devise a scheme for connections using ex-computer CD cables for sensors and pushbuttons. The CD cables cost about a pound each, but I have been collecting more from old computers which has kept the cost down. The cables are shielded and the 0.1 inch pitch socket is easily attached to matching headers on printed circuit matrix board. My own printed circuit boards use the same format which simplifies wiring. DCC cables cost pennies to make with the appropriate crimp tool (available from Maplin order code JW49D) plus a strategic bulk buy of RJ12 (6p6c) connectors and a reel of flat cable from the internet. For internal A/C power cables I use Molex connectors and adapt all equipment to use them.

I am currently completing the second lift unit and hopefully that will lead to some test running of trains in the near future and finally to some 'proper' railway modelling.

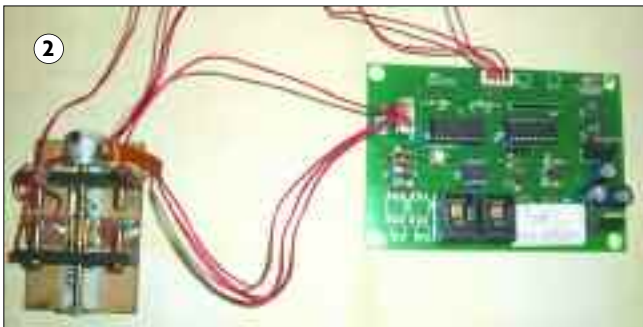
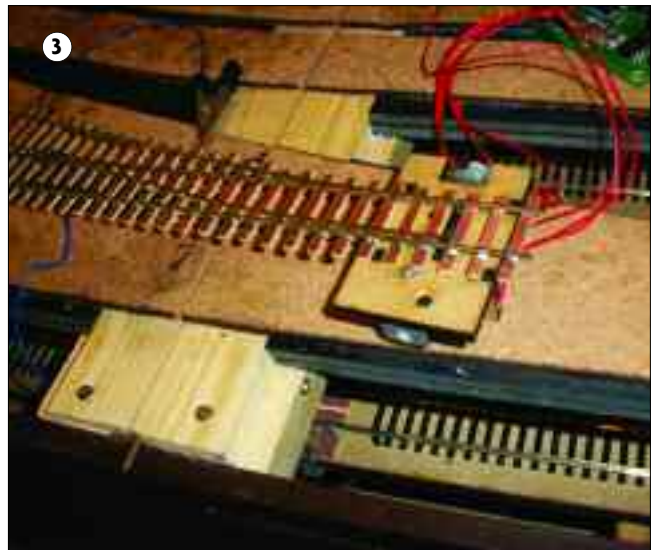
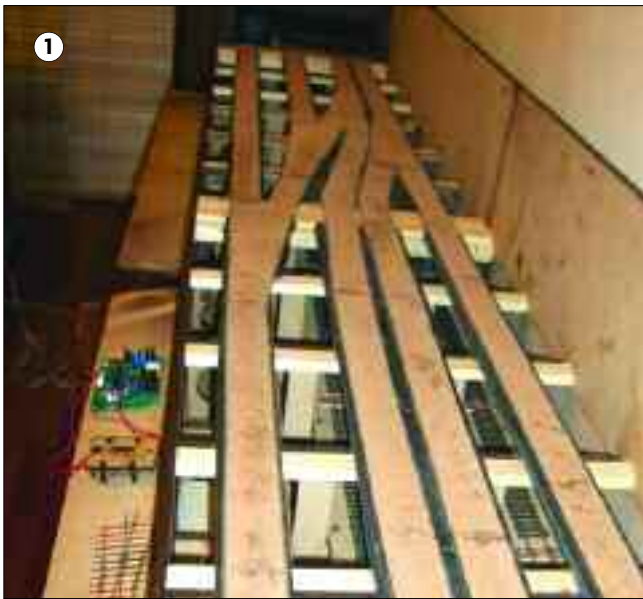
I have no connection with any company I may have mentioned except as a customer.

Tad has filmed his efforts and for those with access to the internet can view it on this YouTube link:

http://www.youtube.com/watch?v=XLW_Ziz5uVs

An amazing and innovative piece of modelling – Ed

Postscript: Since Tad submitted the previous article (seen on the previous 2 pages) he sent in four more recent photographs just as the Bulletin was closing for press, which we were just able to squeeze in.



- 1). Here is a view of the track work in its early stages. The underlay is made from cork sheet which is laid on top of two layers of foam board. On the left, resting on the shelf is the first point, made of code 75 bullhead and copper clad sleepers. Above it is a home made point motor and its associated electronics. The intention is that the printed circuit boards will be mounted on the shelf which can be easily opened to make them available for maintenance. There is a facing point on the 'up' side. It is a station approach, so permissible, I guess.
- 2). The point motor is based on a 'snake motor', a tiny stepper motor that is used in PS2 gaming computers. It is mounted on an MDF base. It is attached to one of my PCB's and is controlled just like its larger brothers that are used to raise and lower my lifts.
- 3). For illustration purposes, and to demonstrate the size of the point motor it is shown placed under the point in approximately the correct position. In reality it will be mounted lower down below the foam board base. There is not much clearance below. 'Tortoise' motors are too bulky which is a pity as a 'Tortoise' motor is easily driven by the electronics with a few changes to the software.
- 4). I made my own jig for making up the points from cardboard. In the past I have laid the point work directly onto double sided tape in situ on the track bed. This time I decided to take a more measured approach, literally, to the track work.

The Model Railway Club 'First 100'

Part III. By Clive White

The same officers elected in 1939 were still in post in 1945 and meetings were resumed on the 4th August 1945. In the Ambulance room, Waterloo Station SE1. The first sad task being to record the death of Col Ralph Henvey who had been Hon Secretary from 1924 to 1929 and a vice chairman up to his demise.

The Club exhibited at the model engineer exhibition in 1946 but was

unable to hold one of its own exhibitions until 1947.

1946 was to see the establishment of the pattern of meetings, which continue to this day. At first meetings were on Friday nights but within months this was changed to Thursdays and the winter lectures and summer visits were instigated. A Newsletter was proposed and a couple were produced before this developed into a

Club Journal later to become the Bulletin. A library had been established as long ago as 1932 but could only consist of a small cupboard of books, much of which had been lost during the war. However at Waterloo the collection was restarted to become one of the Club's greatest assets.

The need to maintain Club records and to ensure their safekeeping is not a subject members or indeed committees consider until an anniversary occurs and information is sought, it is only then the discovery is made that records have been destroyed or not

recovered from the previous custodian. This happened in 1948 when a secretary resigned and some club property was not recovered. At about this time a young Donald Boreham joined the Club and within months he had been elected to the post of assistant secretary and then to take over as secretary for some 14 years.

The affiliation of other clubs also commenced in 1948 with the affiliation of the Gauge 1 Association. There was at that time an affiliation fee of 2 guineas suggested. This was to lead to some fifty societies being associated with the Club. It led to exchanges of ideas and assistance in setting up other groups being freely encouraged. Our Club can pride itself in the furtherance of the hobby.



A poster for the 1949 exhibition.

The organisation of the annual exhibition was established as a professional affair with an established format including the employment of commissionaires/stewards from police pensioners and the united service veterans corp.

At about this time it was recognised that long serving members and those who had given good service to the club should be suitably rewarded. Initially this was as Vice Chairmen later to become Vice Presidents, but then also to allow for Honourary Members where outsiders had rendered a service to the Club. The first to be appointed were H G Kerr and W H Hart among others.

New 0 gauge test tracks were ordered in 1949 to include 2 rail, 3 rail and stud contact tracks.

The affiliated clubs in 1950 were to be supplied with a copy of the Journal and the right to exhibit at Club exhibitions at the discretion of the MRC; they were also given the use of the Club's library for reference and to attend Club meetings. The affiliation fee was reduced to one guinea.

By 1951 the Exhibition was attracting 37,000 visitors, 5,000 up on 1949 such was the appeal of railway modelling in those years. To aid the development of exhibitions in general and to identify the modellers prepared to exhibit or at least show their layouts to limited visitors a layout register was compiled. Copies of this register are to be found in our archives, but perhaps in these years of personal security it is doubtful if such a register could or should be repeated.

The 1950s were a time of expansion and the Club was consulted and participated in the setting of standards in the model railway hobby and manufacture. A national model railway association was proposed.

At the 1950 Exhibition Mr. R Pochin, a Liverpool modeller, bearded GPK in his hospitality suite with a view to bringing various clubs together to both exert pressure on the trade and to provide a forum for discussion. Thus began the 'Birmingham Meeting' held annually in October in a hotel in the city from 1951. After the main contenders, the MRC and the MMRS, both acquired their own permanent headquarters the venue was switched to these on alternate years.



Geoffrey Percy Keen.

1951 saw the retirement of our leading light GPK. He decided to move to the south coast and this necessitated the election of a new chairman. But it was decided not to release GPK entirely so a new post of President was created and GPK invited to be the first. Some of you may not be aware that Geoffrey Percy Keen who had guided the Club for so long was of course the reason the club house is known as Keen House and the emblem is irreverently referred to as Percy as referred to earlier.

Around this time the Club was asked to exhibit at the Leicester exhibition and provide as usual a note for their exhibition brochure. Our secretary who summed up the club better than anyone before or since submitted the following.

"The members of the Model Railway Club present their comple-



A large crowd forms at Central Hall for the 1953 Model Railway Exhibition. Photo: MRC Collection.



Two schoolboys admire the model of 'Hielan Lassie' an A2/3 Thompson Pacific at the 1955 Exhibition. The sign proclaims: 70 miles non stop. This run was made on August 21st 1954 on the Ridge Way Park (Chingford) track of the Chingford and District Model Engineering Club. This is a continuous track of 322.5 yards circuit. Trial commenced 10am. Trial concluded 8.10pm. Non stop running time 10 hrs 10 mins. Total number of laps 383. Number of miles 70. Coal consumed 25 lbs. Water consumed 23 gallons. Drivers E. Jater and A. E. Waller. Photo: MRC Collection.



Jeremy Long points out details on a model railway with sister Jeannette and cousins Lynn and Jackie Grainger, all from Beckingham at the 1956 Exhibition at Central Hall. Photo: MRC Collection.

ments to the Ancient city of LEDE-CESTRE, and they are privileged to exhibit a small selection of their work. They have, perhaps naturally, picked out good models for the occasion, but it is their hope that they will not be deemed a stuffy lot. Thereby. The club members, in fact, range from those who insist that their models shall stand inspection under a magnifying glass, to those who think that such capers are a waste of time and

who, consequently, aim at a general effect. They disagree with each other quite happily, and have been doing so since 1910, the year in which the club was founded. They meet at present, in the precincts of Waterloo station, London, on the first and third Thursdays of each month. Visitors are always welcome, and the secretary is Mr D A Boreham."

By now the Club had 400 members and a thriving library with not

only books but also some 100-200 drawings. Exhibition profits of £1,360 in 1953 meant the club balance stood at £2,500. We made a donation of £50 to the embryo Tal-Y-Llyn Society.

Our tenure at Waterloo however was under threat and the search was on for alternatives. A venue at Tufnel Park underground station was considered but turned down due to the high cost that would have been involved. We were eventually shut out of the rooms at Waterloo and had to put our trappings in store until some nine months later a room at Hammersmith District/Piccadilly station became available. In the meantime meetings were held at Caxton Hall – our Secretary being the resident Registrar at that time.



John Anning.

It could be said that the Club led a nomadic existence during the 1950's but our efforts to further the hobby moved on a pace. The annual Birmingham Conference and the Easter exhibition under the guidance of our Chairman John Anning became very professional affairs. The disposal of the Club passenger track at this time finally segregated the Modellers from the Engineers – at least as far as the size of models were concerned. We had also attracted an additional 21 affiliated clubs. June 1958 and we were being evicted again – The British Transport Commission having a greater need for the Hammersmith clubroom. No stone was left unturned to find a new place and what was found! An old static water tank, left over from World War II, in the King's Cross Area. Could we build



The 1961 exhibition, with a tram being admired by two youngsters. Photo: MRC Collection.



Top: The original site, as purchased in Calshot Street. Below: Keen House during construction in 1959. Photo: MRC Collection.

a Clubroom of our own? It seemed to older members rather fanciful, bearing in mind inner city property prices. Of course the younger element discounted such difficulties, but more to the point John Anning believed it to be possible. The premises were carefully designed – to serve as a Clubroom but also, should the need arise, to enable part or all of the property to be sublet if the Club's income was unable to match the expenditure. Although experience showed that the original lecture hall made a better layout room and vice-versa, and a bar has been added the grand plan succeeded and the overall

layout is little changed today.

The tank had been bought for £1,150 and the building erected for £13,138, and paid for within three years – a notable achievement. Money was raised from various sources; a sale of investments brought in £4,585 and a grant from the war damage commission £572. Although a bank loan of £5,000 was arranged this through the efforts of the members was quickly repaid. However little thought had been given to the operating costs of the new premises and these proved so onerous that a doubling of the subscription levels had to be put to the 1961 AGM. Thus the surplus from

Exhibitions, jealously guarded by Keen and his successors to provide for the Club's own Headquarters was now found to be an essential income element in the MRC's budget! It did however raise the subs £25 for life membership and ten shillings (50p) for country members. But as the average weekly wage then was £12 we would think those rates excessive today.

Reading the minutes of the club at the time of the opening of Keen House we had 600 members (although it has to be said the recollection of some members from the time is of a number nearer 500) but some of the notes could have been written today. The first caretaker J C Sadler lasted in post for only one year, the library was bemoaning the loss of books, the next pair to take over as caretakers had to be dispensed with swiftly. Troubles that were handled by the committee with care: we have been fortunate in our committees over the years to attract many businessmen and professionals who could apply their expertise to our problems even when the membership at large did not always see eye to eye with them.

The Club in general though was developing well. The Birmingham Conference was bringing together clubs from all over the country as well as the MRC and Manchester MRS, our Easter exhibitions were spreading the gospel and we were well supported by the model press. Our membership even stretched to an inmate of Dartmoor prison who applied to join during his 'stay'.

Quite early on we gave a home to the Historic Model Railway Society for their library even before our own was retrieved from store and an issue and return system had been established, but by 1968 we asked them to find alternative accommodation. It was some twenty years later before they did.

Our membership had dropped considerably – down to 487 by 1970.

Organisation of the Club was divided, four sub committees being formed to raise the profile of the amenities, membership, the workshop and the garden party. The latter had been started at the chairman's home, continuing at other members' outdoor railways before it transferred to the

Woking Grange home of the Southern Railway Orphanage. Some considerable charity work was assisted by The Club's efforts during this time.

The early 70's saw two notable events. The first was the death of our long serving member G P Keen, without whose direction the Club would not have bridged the previous thirty years.

The other was the appointment in 1974 of Vince Lonergan as Club Steward, along with his wife Ann and brother Jimmy. Until his death in 2005 this worthy servant of the Club quietly in the background kept the building and the members supported at first with his charm then with his food and beverages and latterly the bar.

Following Jimmy's death and as Vince aged members relieved him of some of these tasks but he still was our rock of dependence, such service is never fully recognised until it's gone.

In the 1980 our involvement in the Birmingham conference came to an end. The travel time and the cost of these Sunday jaunts became too much and the last was held at Keen House in 1983 with a mere handful of attendees. This was probably due to the proliferation of model railway clubs and the aging of the personalities who were behind the meeting, but they had been a source of inspiration to many modellers.

To be continued.

MRC Member Profile: No.17

David Coasby

At what age did you first become a 'railway modeller'?

Like a lot of post World War II 'baby boomers' I started with a Hornby clockwork set from about the age of 5. Several of us local children used to pool our collections on sunny days and build massive O gauge layouts in one of the gardens. But it was my early teens when Hornby introduced their new 2-rail 00 gauge system that I became a serious modeller.

Which railway company and period are you most interested in and why?

I am fortunate enough to remember the steam era quite well together with the early diesels and I used to see all this regularly at my home town of St Albans, which was (and still is) a busy station on the old Midland main line. But being taken on holiday by my parents every year to some south coast resort or other and being fascinated by the assortment of vintage motive power at these places soon developed into a love of the Southern Region, and in particular to the railway on the Isle of Wight.

What influences did you have that inspired you?

My greatest influences have always been just looking at other peoples layouts at exhibitions and trying to learn what is good – and what is not.



When did you join the MRC?

1978.

Have you always modelled in one scale or have you changed over the years?

As I mentioned I started with O gauge clockwork, dabbled with 'push-along' Lone Star 000 gauge, before settling in to 00 for many years. My eventual change to O gauge fine scale modelling was inspired by the first plastic injection moulded wagon kit – a GW Toad – produced by Websters. I saw it at one of the MRC shows at Wembley when it first came out and was fascinated with the amount of detail on it and thought "that's for me"!

What is your proudest achievement in modelling?

Being involved with the continual

development of Happisburgh from a very early stage. Also helping to promote it with articles in the press so that it has become such a well known layout around the country. I'm also very proud of producing what you are reading – The Bulletin.

What is your favourite model that you own, and did you build it yourself?

The only loco that I own and totally built myself (from a Vulcan kit) is a SR 'Terrier' so she has to be a favourite. However, my true love is my commission-built West Country class 34019 'Bideford'. Constructed from a Martin Finney kit by John Edwards and painted by Ian Rathbone... she looks brilliant and runs like a dream.

What are you currently modelling?

Not a lot. I don't get much time. But I have promised myself to have a go at building another loco soon. I fancy one of the Southern 0-6-0 tender types, possibly a C class.

Do you have any unfulfilled 'pipedreams'?

My still to be built Southern Region branch line. Whether it will ever get built I've no idea... but I hope so!

What advice would you offer to anyone entering the hobby?

Join a club. Also study the prototype – both the real thing and in photographs, books and videos. Then model what you see – not what you think you see!

Chris Ibbotson outlines Putnam's predecessor

MRC classic layouts: Angel Transfer



A stormy day in Angel City. SW1500 Switcher BN 307 built by General Motors EMD and operated by Burlington Northern switches grain cars at the west end of Angel City Yard. Photo: Martyn Read.

In the early 1990s, a group of like minded Gentleman banded together and formed the 'Capital Group', the aim of which was to build an HO scale layout running American outline stock. The four baseboards were created and track was laid.

When the layout was almost complete, the group lost their home and also a member of the group passed away. The layout came to Keen House in 1995 and passed into the care of a team of members including Pete Colton, Martyn Read, Bruce Morris, Mike Cubberley, Chris Ibbotson and Chris Lawinski.

An invitation to exhibit the fledgling layout was obtained and the team set about finishing off the scenery and completing the electrical system. Martyn obtained a Walthers Grain Elevator kit which was modelled in half relief at the right hand end of the layout. At the left hand (country) end of the layout, cornfields needed to be mod-

elled, but it would prove difficult to simulate a fully grown field. The solution was to use fur fabric similar to that used for cuddly toys. Whenever the layout was taken to exhibitions, the running joke was that a number of teddy bears had given their lives to provide the effect!

The layout was completed for the first exhibition, but only after a very late Friday night (2am) by Pete & Bruce to get the wiring usable. Some members may remember the use of crocodile clips to switch power through the various sections.

After work to improve the layout and additional scenics including a backscene complete with twister, by Tim Watson, the layout attended a number of exhibitions such as Staplehurst (excellent cakes!) and also Warley National show where we were located opposite another American layout from Holland which had sound effects which were unfortunately cranked up to full volume. Only so many hours of grade crossing bells ringing out can be tolerated...

After a few years of care, the boards on Angel Transfer were starting to show their age, with a pronounced hump and track becoming worn out. In c.2005, proposals to replace AT were advanced, the outcome being Putnam. Angel Transfer was stripped down in 2006 and some parts were salvaged for use in Putnam.

Angel Transfer was loosely based on part of a Santa Fe secondary route deep in the heart of Kansas, The fictional Angel Transfer was at the truncated stub of the branch. The primary industry on the line was at Angel City where the grain elevator received regular carloads from the local that shuttled in as required from the Santa Fe mainline. Of the other industries that can be seen lineside, the Purina Chow factory received the occasional cut of grain cars whilst the Kellogg's cereal packing plant received boxcars of card.

Power consists on the branch were lightweight with Santa Fe units being the mainstay. There were regular run through power from other roads arriving on the local. Angel City Grain ran a duo of industrial switchers bought secondhand a number of years ago. These were used to switch the grain cars from the transfer track to the drop track and back again.

Roy Gould describes the development of the Club's second 00 gauge exhibition layout.

MRC classic layouts: **New Annington & Dyers End**

When the Club committee decided that the old 00 gauge layout, the Longridge, Brampton Sands and Calshot Railway was past its sell-by date we needed a replacement. I had been involved in the running of the LBS&CR since joining the Club at the tender age of 14 in 1966, (despite having attended the club for a couple of years before that). Originally, the LBS&CR was based on joint Southern and Great Western practice, but was substantially rebuilt and modified to portray joint LMS and Great Western. I believe the layout was conceived by Lewis Carroll with help from Fleetwood Shawe.

Baseboards were designed to fold in half for easy transport, with hills in one half of a pair of boards fitting in dips in the opposite board. There were up and down line controllers on each side with hidden loops at each end, and at one stage the layout even

boasted a narrow gauge line and a tramway. The whole thing was operated prototypically with all moves correctly signalled. Points were operated by government surplus rotary relays (ex USAF), whilst traction control was by ex GPO relays.

There were a couple of substantial wooden boxes under the layout full of transformers and rectifiers to provide power. These lasted to later power New Annington. Rolling stock was mostly hand or kit built to fine scale standards as there was little



A busy time at 'New Annington' station.

ready to run equipment in those days.

Anyway, the layout was showing its age, the Fleetwood Shawe track which consisted of thin ply sleeper units with rail clipped to them was falling apart; the electrics problematical and the whole concept by then very dated.

I was given the task of supervising the dismantling the layout, salvaging as much equipment as possible for further use. A team of us set to work in the old committee room and the task was completed in a couple of months. I believe the baseboard frames were salvaged for use under a junior layout; the rest, apart from the relays and power units, was scrapped.

What to replace it with? A group of us met in the upper hall over several months and pored over various ideas. Frank Dyer, of 'Borchester' fame was an active club member at the time so his design expertise was called upon. He produced a number of plans, all of which were excellent. The design finally chosen was the original New Annington. A basic double track oval, loops at one end, a double track branch, a junction station with usual facilities and a run round loop for suburban trains based on LMS practice. The layout was set for the steam/diesel transition era of the early 1960's. It has been club prac-

tice to name stations after notable members; Longridge after Mike Longridge, a famous modeller of the 50's and 60's; dunno where Brampton came into it, Calshot after Calshot Street, so we continued this tradition with the new project. New Annington was of course in honour of John Anning, the then Chairman, Dyers End after Frank Dyer of course, but we were at a loss for a name for the small through station. Peter Elmslie was a critic of the new layout at the time after he found it was to be a 'modern image' layout. One evening, Mike Randall came up with the name Sandalmouth! We all hooted with laughter when we realised who it was named after, following Peter's comments and his penchant for wearing open shoes. By the way, it was Cyril Freezer who coined the term 'Modern Image' way back in 1963. Was it still so modern in 1980, or was the 1963 'Modern Image' now ancient history? The debate continues.

The first track to be built was the station layout for the branch terminus, Dyers End. Frank built this over a couple of weeks using code 75 rail with PCB sleepers. Frank was renowned for building things that worked, and the track certainly did, and it looked right. Dyers End baseboards appeared over a couple of

months in early 1980, my van having been used to get sheets of a rather poor quality ply from somewhere in Bedfordshire. They were built on a one foot square honeycomb basis with a high backscene. This proved to be a mistake, as the boards were very heavy and twisted when moved. However, they lasted till the bitter end.

That side of the layout was wired up at the Central Hall exhibition of 1980 and some scenics done at the same time. In mid 1980, I moved to a large house in Mitcham Lane Streatham where there was plenty of room for layout projects. After that show, the committee made funds available for the track and boards for the rest of the layout. I bought a quantity of fine scale bullhead rail and found a local PCB supplier in Mitcham who let me use his power guillotine to cut sheets into sleepers.

The track for New Annington appeared without much delay in late 1980, ready to lay. This was kept a closely guarded secret. When funds were available, we bought the plywood for the main boards from a dealer in Islington, this time using a good quality birch ply. A small team of us occupied the lower hall at Keen house for a couple of months and produced the rest of the boards.

By this time, we had the expertise



Class 47 eases over the crossing, prior to the branch being singled.

of Mike Randall, who suggested a lighter, stronger method of construction. This involved jig building the boards on a simple template, and using diagonal cross bracing under the boards. These boards never twisted in 20 years, though they did begin to sag a bit in the middle. I still use the same method of board construction today on my home layouts. Those involved then were George Cato, Brian Kirby and others.

With the boards built, the track miraculously appeared the following week, much to everyone's surprise. Wiring had already been designed, so progress was fairly rapid. We used the old switches, multi pin plugs, relays and rotaries to work the points – big mistake no.2.

The committee said buy some more from Lisle Street. For those of us old enough to remember, Lisle Street, in the West End, was a haven for government surplus shops selling old electrical equipment. By this time, most of them had shut down as there was little WW2 stuff left to sell. This left us short of some items, and Radiospares hadn't listed the miniature switch range by then.

The layout appeared in 'working order' in the Wembley show of 1983. It hadn't been fully tested until opening as the relay box for the loops (ex LBS&CR) didn't appear till just before the show opened. I was left sitting at this big control panel, with a big layout and a lot of people looking at said layout and panel, wondering if it would all work. It did, or rather most of it did. I don't think the New

Annington goods yard was built, but we didn't have enough goods stock anyway. That first show showed up the flaws in the design; New Annington station loops were too short for the train lengths so we decided to move the pointwork at each end by a few inches. No simple task, but we managed it in time for the next show.

After the next Wembley outing, the old rotary relays really had to be replaced; so did all the old switches, 27 pin plugs and vintage Hammant and Morgan controllers. Why not rewire the lot? It was about his time the miniature plugs and switched became readily available, along with 37-way cable. We made several bulk purchases from Radiospares. Point motors were replaced with Old Pullman units from Switzerland, expensive but very reliable.

It was about this time we decided to redesign the track layout and install overhead electric. We already had a mixture of semaphore signals on the branch and colour lights on the main line, so these were interlocked with the points. A number of new members joined, along with a vast collection of modern rolling stock, most of it unmodified, straight from the box. Mistake no.3.

Light activated switches to operate signals, infra red detectors in the loops to detect the passage of trains, interlocking between points and signals, and an entry/exit push button panel for the loops, the layout was electrically very advanced. The whole worked well, but certain trains derailed every time at certain spots;

certain others ran very badly. Most people blamed this on the layout, but careful investigation found that a set of loop exit points were reset by an infra red detector. This detected the end of the train, then operated a delay system through an Old Pullman point motor before resetting the points. With a certain type of Lima loco and stock with original couplings and a huge gap between the loco and the first vehicle, the infra red detector did what it should, detect a large gap. So, the delay system worked, then reset the points halfway along the train.

In the end, we had to ban stock with unmodified couplings from the layout. Another problem was again with Lima stock with original wheels. As the layout used fine scale code 75 rail, Lima wheels ran along the ballast rather than the rail tops.

Unfortunately, ballast is not a very good conductor of electricity, hence bad running. This was proved beyond doubt when an erstwhile bad running diesel unit had its wheels turned down to fine scale standards during a show; it ran perfectly after that. Another problem which was wrongly blamed on the layout was during one exhibition at Wembley there was a dead short every time we tried to run a train out of the reversible loops towards Sandalmouth. The through loops were fine in both directions; we could even run into the reversible loops from Sandalmouth. I spent many hours under the layout trying to find the wiring problem. I didn't really want to lift up the removable section over the pointwork during the show, but when I eventually did, the problem was all too obvious. The Gumby Brothers as they were known provided an amount of stock that was not glued together very well. A class 37 diesel used to have etched brass snow ploughs. Guess where they were? On the pointwork leading out of the reversible loops laying neatly across the gap in the PCB sleepers.

This was one of the many problems attributed to layout fault when in fact most of the problems could be blamed either on the rolling stock or operator error. The layout was developed over the years with original

colour light signals being replaced with some very nice hand-built units from Peter Colton and overhead catenary being built by John Hewett. Yes, it worked, but not electrically, or at least it wasn't supposed to work electrically.

One night in Keen House, we were completing some overhead line repairs following track remodelling. Suddenly there was a cloud of smoke from a lump of overhead which had fallen onto the track. The overhead got so hot it melted the soldered joints. The ensuing investigation found that one of the overhead supports has gone through the baseboard straight onto the 12volt ring main underneath. Of course, the dropped wires touched the common return rails, so prototypical flashes and bangs as the overhead acted as a fuse! I seem to remember we rerouted the ring main after that.

Things still developed; hidden loops were extended outwards and upwards; the level crossing at Dyers End was replaced with a lifting barrier version complete with flashing lights, bells, the lot. The branch line was singled, but kept its semaphore signals to the very end. The control panel was designed with safety and flexibility in mind. All signals and points were electrically interlocked so that no signal, including shunt signals, could be cleared unless the road was correctly set.

There were some very interesting signals around, the most complex being the up home signal at New Annington. A simple 4 aspect colour light with calling on subsidiary signal with theatre type route indicator for entering an occupied platform, and a five way route indicator for entering a clear platform. Oh yes, all the signals returned to danger as the train passed over a light activated switch. All signals also showed the correct sequence of lights depending how many sections ahead were clear. Full cab control was the order of the day, so any one of 8 drivers could drive a train anywhere on the layout. Wiring that lot was horrendous, but it worked. New Annington station buildings were redeveloped. The originals had been built by Mike Joseph

and were loosely based on those at Carpenders Park on the DC line out of Euston. Again, John H to the rescue with a very modern building made from a see-through plastic chocolate box. Very nice it looked too.

Various buildings on the town end were replaced; we had a burger bar 'Macwumpy', a solicitors office 'Landaff, Hope & Glory', and several others with witty names. And of course the Nilsave & Costmor DIY superstore along the back of the station. A cement depot grew out of the old goods yard, while the old loco shed became an engineers depot.

The good thing about New Annington was that there was always a train moving somewhere. It was designed to operate correctly, prototypically and provide the paying public with a good show, the essence of any good exhibition layout. John Jesson designed the box of tricks that operated the entry/exit push button panel that worked the hidden loops. I seem to remember it contained over 100 relays. I should know, I had to build it and wire it up. The Gumby Brothers got their nickname after offering to build the motorway. It was all drawn out, cut to shape, then built upside down! No wonder it never looked right. They were also responsible for the office block by the motorway. A very modern design with external plinths made from old Bic razors. Outside was an ornamental pool and a Yuppy (remember those?) complete with a mobile phone with sticking up ariel. Such was the eye for fine detail on New Annington. I think John Hewitt still has bits of Sandalmouth station. It was an excellent model based on Ditton Junction, an article

of which appeared in the 1963 issue of *Railway Modeller* in which Cyril announced 'Modelling the Modern Image'. I presume the electricians were salvaged for future projects. There must have been over 250 Radiospares relays under the layout controlling the interlocking, signals and points. The Old Pullman point motors were very reliable. I believe during the life of the layout, only one wore out. I still have over twenty in use on my German layout.

By the late 80's, I had become a bit tired of running a big club layout. I was fed up with having to modify everything British to make it either look right or run properly and was taken in by the German railway system. They still had loco hauled trains, freight trains, the lot. And their models worked without modification. I was converted to DB. After about ten years in charge, I stood down and let others take over the running.


Bits of the old LBS&CR lasted till the bitter end (excuse the pun) including Frank Dyer's excellent pub (which I believe is now a listed model building) and the old Brampton loco shed. Since this article was written, Frank Dyer has sadly passed away. It was a pleasure working with Frank during the planning of New Annington; his patience at producing so many track plans was endless. Frank was always a perfectionist when it came to layout planning and building. In all his plans, there was seldom any straight track. Curves were all meticulously marked out, some up to 600" radius! Every bit of track had to have a prototypical purpose. Hopefully, the layout we produced lived up to his expectations.



86241 approaches New Annington with an InterCity Pullman.

Forthcoming events

The second Thursday of the month from September to May is generally a talk or presentation on an aspect of modelling or prototype railways. These events are organised by Andrew Jones, who is always pleased to hear of any future ideas members may have. Please check our website www.themodelrailwayclub.org for details of our programme. On non-event Thursday's our extensive library is open for browsing and research (until 9pm) and our test tracks are available for most popular gauges. Visitors are welcome between 7 and 10pm. Most events take place at Keen House, 4 Calshot Street, London N1 9DA and refreshments are usually available.

 Please note that Keen House is not fully accessible as there are steps to all rooms. All events listed are subject to change for reasons beyond the MRC's control. If you are making a special or long trip please telephone the Thursday evening before. The MRC cannot be held responsible for circumstances beyond its control.

Thursday 9th September The Corris Railway presented by John Scott-Morgan.

Saturday 2nd & Sunday 3rd October The Folkestone Model Railway Club celebrate their 60th anniversary in 2010 with an exhibition to be held at Leas Cliff Hall, Folkestone CT20 2DZ. 10am – 5pm. Details: www.folkestone-mrc.com

Thursday 14th October The London extension of the Midland Railway from the photographic collection of the Resident Engineer who built the line in the 19th century. Presented by Francis Dobson.

Thursday 11th November Roger Aves of the A1 Locomotive Trust (Tornado) gives an illustrated presentation.

Thursday 2nd December Annual General Meeting. Club members only please.

Friday 3rd December Grand Centenary Dinner to be held at The Imperial Hotel, Russell Square, London WC1B 5BB. Further information and reservations available from Dick Reidy at the Club or email: rdkr.survey@btinternet.com

Centenary Dinner

There has been a steady flow of orders for tickets for the Centenary Dinner on Friday 3rd December and we are pleased to announce our principle guest speaker will be Adrian Shooter CBE, Chairman of Chiltern Railways and the driving force behind the resuscitation of the Darjeeling Himalayan Railway. The room will be arranged as round tables of 10, and you are welcome to book individual tickets, or as some have already done, on a table for a group of friends. Although there are spaces still available at the time of writing we expect demand to increase as we get closer to the day. Please don't delay – if you want to be certain of a seat book now using the form sent with Bulletin No. 454, or send a cheque for £48.50 per person with a covering note including your email and/or postal address to Richard Reidy c/o Keen House.

The Great Cockrow Railway

The Hon. Secretary organised a visit by the Club to this 7 $\frac{1}{4}$ " gauge miniature steam railway as part of our Centenary Celebrations. He was clearly inspired to pick a perfect summers day for the visit. Members travelled to Chertsey Railway Station and were picked up by a vintage Green Line AEC bus, courtesy of the Deputy Chairman.

After an excellent picnic lunch, provided by the railway, we had a guided tour of the main station at Hardwick Central, the signal box and the engine storage and maintenance sheds. Much work was going on preparing several locomotives for the afternoon running session. The railway has the equipment to service and fully overhaul their steam fleet, though boiler work is outsourced.

A number of engines were in steam including a 'Black Five' an LNER A3 Pacific and a magnificent LNER P2, 'Earl Marischal'. All the locos ran extremely well throughout the afternoon with heavier trains being double headed.

Our trip was around the complete circuit, taking around 15 minutes. We drew the short straw, being hauled



by a diesel rather than a 'proper' steam engine. For those members accompanied by wives and partners, this may have avoided issues over smoke and smuts!

Tea and refreshments followed and there was so much going on, we all spent the whole afternoon there. A really interesting visit and our thanks to Nick Simpson and the railway staff for making it possible. The railway is open to the public each Sunday until October.

Stephen Black Treasurer

