

CAMERA



The Newsletter of the Chiltern Model Railway Association

No. 11

February 2013

CMRA Delegates Meeting at Watford Finescale Show 16th February 2013

Friends

The next Delegates Meeting will be held in conjunction with the Watford Finescale Show at Parmiter's School, High Elms Lane, Watford, WD25 0UU. The meeting will commence at 14.00 hrs.

Full details are on the Association web site, together with full directions to the venue. See also the local area map.

Please remember that the user name is **cmra** and that the password is **tornado** to enter the members side.

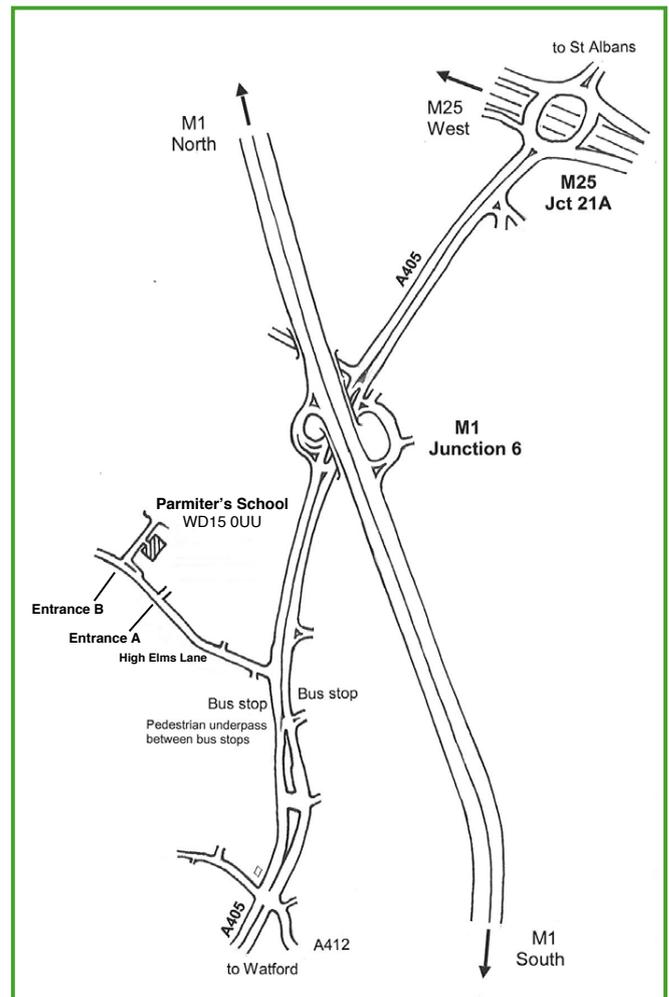
I hope to see many of you at the delegates meeting

Regards, John Doyland, Chairman

The Watford Finescale Exhibition is also taking place over the same weekend, and if you intend to go to the Delegates Meeting, why not visit the Show as well. There will be a fine array of layouts including the iconic 'Liverpool Lime Street', well worth the admission fee alone.

Those travelling by car should use entrance 'A' (see map), though there is an excellent bus service from Watford Junction station. Arriva bus route 321 drops off at bottom of High Elms Lane also the Greenline route 724 from Harlow, Ware, Hertford, Welwyn Garden City, Hatfield, St Albans, Uxbridge and Heathrow Airport.

Watford Finescale Show is presented jointly by the Watford & District MRC and the North London Group.



Forthcoming CMRA Events

2013

16 Feb	Delegates Meeting	Parminter's School, Watford
13 Jul	Modeller's Day	Parminter's School, Watford
7 Dec	AGM & Delegates Meeting	

2014

11 Jan}		
12 Jan}	Exhibition	St. Albans.

Advanced Warning

The CMRA Modeller's Day
will be held on the 13th July 2013

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Copy for future issues to be sent to the above addresses.
Deadline for the next issue : 1st April 2013

The St Albans Exhibition - The Exhibition Managers View

David Crossley

Well, that's the exhibition done again for another year! It was an unusual one for me as, having been the exhibition manager, or co-ordinator as I used to call myself, I have almost always been present for the duration of the show, from setting up at 2pm on Fridays until the last person left on Sunday evening, this year I was told in no uncertain terms by my CMRA minders when I could arrive and when it was time for me to go! In recent years I have had the luxury of Arthur Cruttenden doing the close down after the public had left on Saturday, and for the last couple of years been well supported by the early crew of Adrian Colenutt, Stuart Marshall and John Noorani so that I have not had to bust a gut to make sure I was there when the Arena was first opened up to exhibitors and traders on the Saturday and Sunday mornings. But this time was so different, I was there for very much reduced hours and the team worked exceedingly well without me. I suppose that there is little wonder in that as our committee and helpers have a terrific amount of experience in running their own exhibitions as well as helping out at St Albans. In fact they did so well that I may just leave them to it entirely next year. Despite trying to look after myself and being looked after, I became very tired and it took me a fortnight to get back to where I had been in November.

I am pleased to report that the exhibition appears to have been appreciated and, to date, I am not aware of any serious complaints about the show. I am told that web comment has been good – I refuse to look myself as there can be such a lot of unhelpful comment "Why don't they stop people with backpacks"... "They should find another venue" and such. Whatever, it is regrettable that having seen a rise in attendance in 2012, numbers dropped back again this year to the nadir of 2011. And yet it seemed as if the Arena was always busy. Possibly those who attended were staying longer than usual. Interestingly the fall in attendance over the years has come from the adult group rather than children; so perhaps some of the youngsters will come back into the hobby in years to come. In the meanwhile our aging devotees are dropping out, it cannot be entirely from natural causes, so what are the other factors? If you have any ideas on this or thoughts on how we can reverse the downward trend of adult attendees, I'd be pleased to hear from you.

It looks as though, when the dust has settled, the exhibition will be on the crossover point between profit and loss and we will have to make some financial changes for 2014. Certainly there will need to be an increase in admission prices but I hope that any changes to trade stand charges will be minimal; although my general impression is that our traders were, in the most part, reasonably successful, we need the exhibition to continue to be viable for them as many people attend shows on the strength of their ability to purchase the things they want. So we need the trade as much or more than the trade need us!

I need to be a little more business minded and take a harder look at the costs of bringing layouts and demonstrators and make sure that we get excellent value for money. We must continue to ensure the high quality of the exhibition in future years and not become a show relying on a parochial approach to exhibits; we need to major on excellence and diversity so we will carry on bringing in the best layouts from far and wide and seeking excellent demonstrators and trade stands. Our intention is to inspire modellers and to have demonstrators who engage with the public and offer some hands-on experience, plus a few society stands where useful information can be obtained. I am always particularly pleased with the professionalism and diversity of our demonstrators and, judging by the number of visitors on the balcony, they are much appreciated by our visitors.

Although the Association does not need to generate an income stream each year from the exhibition to survive, any surplus does enable us to underwrite Modellers' Day (13th July this year – make a note of it!) to add to our equipment and to provide more services for our members. The Association philosophy remains principally to support the hobby and our members.

There was a certain amount of frustration in the weeks and days leading up to the exhibition. A large layout had to withdraw, not entirely unexpectedly, towards the end of the year and I had some fun trying to find replacements, particularly as I also found that another layout owner was unaware that he had agreed to come and that while he was willing to attend, the layout he was to have brought was being refurbished and was currently not exhibitable. Fortunately he had another layout which he brought instead. Another exhibitor had to cancel due to illness in the family. But in the end, and after a lot of juggling with the hall plan, everything worked out and I don't think anyone would have been aware of the problems that had been experienced.

We found on our pre exhibition site visit that two cupboards had been built in the corners of the main hall; something else impinging on our exhibition space, almost inevitably there is something like that every other year. And over the exhibition weekend we found that the old cloakroom which had been in occasional use as a storeroom in previous years was now being used a staff room and there was traffic to and from it behind one of the layouts, which was far from desirable. Lighting in the Arena remains a problem even though there were a few new lights under the balcony on one side of the hall and we had purchased more lights ourselves. Indeed the only complaint that was recorded and passed to me related to the poor lighting, specifically of trade stands in the main hall. As we have grown to expect, the Arena staff were always helpful and doing their best for us.

The 712 Preservation Group provided a full bus service which was much valued by our visitors and some people who just went for the ride. There were traffic problems and accidents occurring on the Saturday which resulted in severe delays to the service. Somehow or other we managed to have a different timetable on our website to the ones printed off and used in the Arena and at the stations, which added to the confusion. None of this can be laid at the door of Nigel Adams and his colleagues and I am pleased to report that the Group will be providing a service in 2014.

Wetherspoons again provided the exhibitors' catering. Our team of servers kept things flowing well on the Saturday and the carvery lunch on the Sunday appeared to be much enjoyed even if the queue was sometimes winding past the door as the poor carver had to cope with diners from the public as well as our party. Some exhibitors expressed the view that it was the best meal that had been provided for them at any exhibition. So we will be aiming to do that again next year. We have also decided that it is time to move away from sausages on the Saturday and try something different.

We managed to find some local parking for vans and the Arena blocked off the road so that more parking was available behind the Arena for members of the trade. When making the arrangements with the council for the car parking this year I was advised that this was the last time that the concession would be possible. Whether this was due to council cut backs or redevelopment of the car park behind the Arena I do not know, but it's certainly something I need to attend to earlier than I normally would. Either way we have a stiff expenditure increase to cover parking costs, and, possibly, a logistical problem as well.

The second hand stand, organised by John Baggaley with capable support from Hemel club members and others, coped with the usual rush on Saturday morning. However, some stock went missing, either by theft or some sort of administrative error. It wasn't surprising really when there was almost a scrum or a ruck from the punters probably in the same numbers as would be on a rugby field! We will need to look again at how we protect the goods from being abstracted without payment!

The de Havilland team of judges, after a certain amount of debate, reached consensus and awarded the Denis Moore cup to Tim Venton for his P4 "Clutton" layout. Gordon and Maggie Gravett were presented by the organising team with the Association Trophy for their demonstration which encouraged young people to try their hand at modelling. Gordon and Maggie

have been doing this for quite some time. It was good to see them on television recently talking very good sense about their approach to railway modelling. We finally retrieved the cup and plaque for 2012 in the week before the exhibition. Despite repeatedly asking for them it took 11 months for production, which seemed a rather over the top and not customer focused; certainly embarrassing for us. Those for 2013 are currently being produced elsewhere.

We had a veritable army of stewards and helpers from many member organisations making themselves available over the course of the weekend, with Abingdon MRC delivering the equipment on Friday and Dave Coasby of the MRC with other volunteers doing the return journey on the Sunday evening. Dave has declared that he would like us to find an alternative van driver as he feels he is getting too old – compared with some of us, he's a spring chicken, certainly with the amount of energy he continues to display! Are there any volunteers to take over? Allan Hannington and Peter Vestey again acted as Chief Stewards ably making any potential mountain into a mere molehill. Without such a body of volunteers, we would be unable to run the exhibition. Of course the exhibitors and traders all played their part I hope that they and our volunteers feel that we have given something in return, that we have treated you generously, or at least fairly and with respect and that you will wish to return again.

I would like to thank the exhibition team, mainly made up of the CMRA Management Committee members, for their support – I really needed it and valued it. In particular my thanks go

to John Doyland and Alan Bithrey; John has been a real tower of supportive strength since my strokes before, during and after the exhibition and I hope that in return I have been able to offer some measure of support during his recent dark days. We have an excellent chairman who is a thoroughly good and rounded man. Alan played a large part in making me feel some hope while I was in hospital and has since been doing his usual stuff in being with me once a week as we have tried to incorporate everything I want to include in the hall plan – not that it is actually possible. He then coped with the Christmas rush of preparing the diagrams for the programme and was there over the exhibition reminding me it was time to go and offering to take me home.

Finally I would just like to record my thanks to everyone who helped before, during and after the show. Without you the exhibition participants, and the volunteers on whom we rely for support, and the visitors who paid to get in and enable us to offset the costs which inexorably rise each year, there would not be a show and the hobby would be that bit the worse as a result. Well done everybody.

So the 2013 show is over... but I have not been idle in the interim. Next year's Show will be on the 11th & 12th January I already have the first hall plan done. One thing I have discovered is that I need to pace myself better in order to look after myself and to maintain stamina. This means that I must have less of a flurry around December time and, to do that, I need to be much more organised, which goes a bit against the grain. But I am trying, very trying.

The St Albans Exhibition - A Personal View Eddie Bourne

The St Albans Show has been a firm entry in my diary now for just about as many years as it has been in existence (though I did have to miss it last year as it clashed with the Leamington and Warwick Show). But I have to admit that in recent years its attractions have somewhat waned, the ease of journey offered by a fast, direct train from south of the Thames being offset by the well-known deficiencies of the venue for our purposes. Indeed, a couple of friends had decided to give it a miss this year, which was perhaps why I opted to go once again!

There was still a lengthy but quick-moving queue when I arrived on Saturday late morning but once inside, the main hall seemed a little less crowded than normal, with fewer pinch points. That is not to say that it was possible to view layouts in any degree of comfort though, so as usual I started with a cup of coffee (bought for me by the Editor of *CaMeRA*, no less!) and then focussed on the trade stands until lunchtime saw a thinning of visitors. Owing to the cold weather, for once the lower hall did not feel like a sauna and I was happy to spend more time there than perhaps I usually do.

The selection of layouts on view was, to my mind, better than that of recent years. I won't name favourites, but feel that all were at least competent and worthy of their space in the Show, and a goodly number were first class. Conversely, the trade side seemed a little "light" this year (perhaps the result

of a number of traders reducing their exhibition exposure?) but it was good to see such stalwarts as Eileen's Emporium, Wizard Models, Roxey Mouldings and Rail-Books apparently well - entrenched. Of course, no two people will agree on the ideal mix of traders, and I accept that overall there was probably a good selection – it just wasn't quite to my personal taste. Certainly though there were a few traders who are not often seen at exhibitions, and that must be a good thing.

As usual, I spent regrettably little time with the demonstrators because of their situation along the too-narrow gallery. I find it almost impossible (unless you are prepared to wait until the last half hour of the Show) to have a conversation there without being jostled constantly, and a significant part of the Show therefore gets little more than a cursory glance from me. Very unfortunate, as I would have liked to have spent time particularly looking at painting backscenes. I did, though, pick up a germ of an idea from the layout under construction, Pynton Tramway Company, which has got me thinking.....

Finally, mention must also be made of the (free) Guide – even though I was not offered one on entry and had to borrow from a friend! With 64 colour A5 pages, clear hall plans and presentable track plans, it was to a high standard that many other Shows should aim for.

Yes, I expect to be back in 2014!

Editorial

Mike Peascod

Well, the weather did turn nasty at its traditional time and it was cold and frosty for the CMRA Show in St. Albans, which is also traditional. I had promised myself the chance to meet as many of you as was possible, but I had been suffering from a cold the previous week, and whilst I thought I was over it, my energy levels faded fast as the morning progressed. My apologies if I missed you.

The snows eventually arrived with their normal traffic chaos, and though many show organisers continued bravely with their plans, some had to be cancelled because of the weather and exhibitors travelling a fair distance had wisely contacted the exhibition managers to say that it would be difficult to get to their shows. Harvey Foster's experiences with managing the Brambleton exhibition in this issue shows how, against all odds, was able to get a show up and running.

However, we should always think our own safety and it is

silly to take unnecessary risks in getting to shows, however keen you are to support them. The situation has to be very bad for a club not to proceed with their exhibition, given that a lot of time and energy have gone into the planning and the financial loss this usually brings. This contrasts markedly with the operation of the railways when two flakes of snow descend onto the tracks, or the road network when another two land on the tarmac. They could learn a lot from our hardy crop of exhibition managers!

Good luck to those that were able to proceed and commiserations to those that couldn't.

This issue contains the usual reports of club activities as well as background information on two new groups that have joined up. It is nice to hear how clubs are getting on and if you have the odd moment to jot something down for the rest of us to read it would be appreciated.

With the Clubs

BANBURY & DISTRICT M.R.C.

As we've mentioned before we have had our new clubrooms for two years, now. We had a successful show in September and with the colder weather now upon us (January 2013) we are reaping the benefits. Although not the hottest rooms, we have invested in a 2-kW fan heater that boosts the background heat provided by a couple of smaller oil-filled radiators.

The space is available 24/7/365 if we want it, but we limit the number of keys to committee only as our clubrooms are in a light industrial complex and there have been a number of robberies due to people leaving the outside security door propped open - the keys are magnetic security to open the outer door.

Our 14ft x 22ft oval running track has two O-gauge and two OO-gauge circuits with one of O and OO mixed gauge, making five circuits. The OO tracks can be switched to DCC and we are going to add another two OO circuits which will allow us to have dedicated analogue and DCC circuits.

Now, looming on the horizon, is the new "Hornby Magazine" Show which is to be held at the Motor Museum, Gaydon, about 10 miles from us, just two weeks after our Exhibition and we're wondering whether this will impinge on our own show. We aim to get in touch with them as they seemed unaware of our existence - although this has been pointed out to them now - offering them a couple of small layouts that will be up and running by Autumn.

Our membership has crept up to 23 from a start of 13, so we feel a bit smug, but certainly not complacent as our rent is considerable but we are fortunate in being able to subsidise it for a while.

Subscriptions

This raises the matter of club subscriptions, what do other clubs do and what is a fair price to pay for the hobby? Golfers pay huge membership fees and then green fees when they actually play. Photography clubs pay a membership fee and a couple of quid or so for the hall they use for their meetings.

Presently Banbury Club has a subscription of £15 (approximately £3.50 weekly) monthly payable by standing order. For that members get warm, dry, secure premises with access to communal kitchen and toilet facilities. Electricity is provided as part of the contract and there is secure parking on site.

We toyed with the idea of £20 monthly (£4.61 weekly) but this was met by resistance even though - with 23 members - it would cover our rent, but as stated earlier we are fortunate in

being able to subsidise at present.

How do other clubs in CMRA fare in the subs stakes? Our friends at Milton Keynes have had a rude awakening with regard to premises. They had a splendid set-up there until their happy home was repossessed with great speed . . . although we have heard they have new premises on an industrial estate but units do not come cheap.

Anyway, having hopefully lit the blue touch paper for a debate on subscriptions (is BDMRC getting off light?) what do members feel is a fair price to pay for the king of hobbies? A pint of beer in a pub is about £3 to £3.50 and you don't get too much for £4.61 with a Sunday paper costing £2.00-ish and milk at 90p.

If any other members of CMRA would like to visit our clubrooms we'd be delighted to see you, don't forget to bring along something to run on our track. We can be found at Cherwell Business Village, Southam Road, Banbury OX16 3SP every Tuesday evening from 7p.m, every Thursday morning from 10.30a.m and we have public Open Days once a month on a Sunday, next ones are February 10th, March 10th and April 14th. Look at our web site: www.bdmrc.com which has contact details and road directions. Phone Secretary Keith Bristow on 01295-252931 or Chairman Malcolm Smith on 07925-377612.

• **Keith Bristow, Secretary bdmrc**

Warley MRC

That well known club, Warley MRC, is holding an open day on Sunday 24th February from 11.00 - 16.00, admission is free. Layouts in OO, EM, N, O, S7 and G scales will be on display. The venue is The Clubrooms, Pearsall Drive, Oldbury, West Midlands, B69 2RA, which is about two miles from Junction 2 on the M5.

• **John Barnes**

Wealden Railway Group

Our twentieth show is being held at the Arundel First Scout Hall in Greenland Close Arundel on Saturday March 2nd 2013. All being well, there should be around nine layouts there, including an early German industrial layout in HO to 1:24th scale and Pete Bosom is hoping to bring his Thunders Hill TT layout along. Cross Ness will also be there for 1980s Southern fans. Refreshments and the usual club sales stand will be available. Times are 10:00-17:00 admission is £3.00 for adults

• **Andrew Knights.**

The Brambleton Exhibition

At the end of the 2012 "Olympic" Exhibition I planned to have another themed show for 2013. The logistics involved in finding exhibits to fit a particular theme soon caused me to give up on the idea. After the events of the last few days I wish that I had decided to hold a Winter Olympics event.

The predicted snow for Friday duly arrived and it was not long before I received a call from Ian Shave of Three Counties Models advising me that Swanage was under three inches of snow and he was very doubtful that he would be able to make it. Fortunately, I had received an e-mail from a potential new trader on Thursday night enquiring about space. Having told him the show was full some hours earlier, I made a quick call and was able to re-sell some of the space thus enabling Ian to make the decision not to risk the roads.

Sadly this was to be just the start of the problems. My car had decided to break down on Thursday evening meaning and all the usual exhibition material I take down to the show would now have to fit into a Hyundai Coupe. That probably would have worked but I had also a stock of over 100 books, 130 DVD's and 100 plus videos to form a club sales stand. This meant a 70 mile round trip in the snow to drop off as much as I could and hope to get the rest in run number two. I loaded up and set off leaving the wife making 80 or so sandwiches.

By the time I returned, the e-mails and phone calls were mounting up. What had started as a slight flurry soon turned into an avalanche as I lost four layouts in quick succession. First to go was *Stourford* from the Medway area. This was quickly followed by *St Brayden* from Abingdon, *Creek Grone* and *Rattleswick* from Brandon and *Auerbach Yard* from Northampton. There were also a number of calls from exhibitors who were checking in that the show was still on and providing updates on the weather in their regions – none of it sounded good. The car was loaded up when Geoff Woodward rang to say that he could not get out of the garden and would have to cancel.

The Internet is a wonderful tool, and I was able to make use of to notify the exhibitors of the current weather conditions and put out a plea for help to fill the developing voids in the show. My rescue came in a rather unfortunate way in that the Guildford exhibition was cancelled. In a way I have to thank Guildford for this decision as it meant that Luton MRC were able to divert their layout, Willowbrook Marsh to Harpenden.

Matters took a further turn for the better when Thetford MRS called to say that they roads were better than expected and they would be able to make it after all. Unfortunately, this was not quite the end of the story as I then lost the Leighton Buzzard Railway Society sales stand and Layout Dubly during the course of setting up on Friday evening. After some frantic phone calls, Bob Vaughan from South West Herts MRS very kindly agreed to come along to exhibit his layout Condicote together with a little 'pizza' layout.

Brambleton Club member David Creighton attended the Show on Saturday with books belonging to his father, Arthur who sadly died recently, to add to the material that I had delivered on Friday. This meant that, after a pretty major re-design of the hall plan, we had a show. Very fortunately the weather on Saturday was kind to us and all the remaining exhibitors were able to get to the show. I am very grateful to all of them and in particular the late additions for struggling along enabling us to open the doors promptly at 10.30 a.m.

As for the show itself, numbers were very much lower than normal. I estimate probably less than half what we usually get. However, those who attended seemed to enjoy themselves. More importantly I think we have managed to pull off a remarkable save in money terms. It is a bit early to be certain as I am typing this on the afternoon following the show, but I think we have covered the expenses and may have just about scraped a little extra. I think that is a result. Now, if I can only face doing it again next year.

• Harvey Foster



The East Anglian Model Railway Exhibition

Huntingdon Race Course

9th & 10th March 2013

Hosted by St Neots MRC as St Neots Exhibitions Ltd

Calling all Model Railway Enthusiasts to Huntingdon Racecourse

Huntingdon Racecourse is the venue for an all new two-day multi gauge model railway show in the East.

The Racecourse has great transport links. It is situated just off the A1/A14 interchange at Brampton so is ideal for those travelling by road from the north, south, east or west. There is lots of free parking; the post code is PE28 4NL. For visitors who prefer to travel by train there will be a complimentary vintage bus service running from Huntingdon Railway Station.

There will be at least 25 layouts in all the popular scales, plus outdoor ride-on live-steam and Diesel in the larger scales (weather permitting). There will be specialist traders and at least six demonstrations. In fact, something for everyone.

There are lifts up to the first floor exhibition areas in both grandstands for those who cannot use the stairs. The racecourse also provides good catering facilities and a licensed bar.

The show is organised by St Neots Model Railway Club, which has a 25 year record of running successful exhibitions, this new bigger show will be an annual two-day event at our new venue. For further details about the show and the layouts, traders and demonstrators attending, visit our website:

www.stneotsmrc.com

Day admission prices are £7 for adults, £4 for children and £20 for a family (2+2). The show will be open from 10am - 5pm on Saturday 9th March and 10am - 4pm on Sunday 10th.

There is a form for purchasing advanced tickets at a preferential rate on the website.

We look forward to seeing you there and will welcome your feedback on this new venue.

Any queries, contact Jackie Younger. Exhibition Manager 01480 454927 or e-mail jackie.younger@ntlworld.com

Cross Ness to MaP Andrew Knights (Wealden Railway Group)

FOR THOSE who are not regular readers of the Wealden Railway Group Newsletter, I feel a little explanation may be of some help. The Cross Ness in the title is my latest exhibition layout, OO scale and with buildings "bowdlerized" on the computer from several manufacturers and real photographs. The MaP (Mertonford and Pine Tree RR), is my loft On30 layout, and very much a work in progress. Supposedly planted in Ahern County Vermont, depots are mostly named after famous model layouts.

Over Christmas the idea was to progress Borchester as much as possible. As an aside, you may recall I needed a name for the fictional terminus of the branch through Borchester. We have one and it is rather fitting for a line which originates in Pine Tree. Before Christmas itself, I watched *It's a Wonderful Life*, well re-coloured and re-mastered the DVD is too. The town in which most of the action takes place is Bedford Falls, so the MaP could be said to go from one Christmas film location to another!

Back to Borchester. We had decided to relocate the aggregate loading to the quayside at Borchester. A simple means of storage and transhipping was required, as well as a set of offices, a silo and a covered conveyer for the car loading of white stone and talc, hence the covered conveyer. The Bilt Eazi dairy kit was an obvious choice, not least because much of the building is already sitting in the PC. It is a very easy model to rearrange and use for layout end hiding purposes.

I did the same here, making an office and stores building and a thirty-eight foot high silo. These were constructed by my usual system. Printed first on high gloss photo paper, for the windows and another two copies were printed on photo matte paper. One of these gave the main building features, the other provided the parapet and the raised brick reinforcing bits. A section of plain wall was multiple-printed to make up the silo and a set of smaller windows were set across the top of the tower.

The whole structure was built up over a couple of days, on spares from a mounting card selection bought from a Norfolk art studio. Watch the chamfered edges, they are sharp, as will a new cut from a sharp scalpel!

Using more board, the deck for the conveyer was constructed and the conveyer building itself was made up. It still needs painting and roofing!

Some Knightwing girders were stuck underneath this with three large sections for the main supports. The building was stuck onto the deck and left to dry overnight. Next day, the location and supports were tackled. In order to allow the easiest

car spotting, the building needed to be moved to the front edge of the silo. Using some disposable chop sticks, a set of trestle supports were made up. Holes were drilled into the baseboard, glue added and the uprights were planted. Once dry, top rails and diagonal braces were added. Brass pins were used to fix the whole thing together, the result is strong and looks as though it has been bolted together. The wooden chopsticks were then dyed with medium oak wood stain. When dry, talc and white spray paint was liberally added to the scene.

That solves the loading of hopper cars. We also gained a location for cement bags to be conveyed to the mock-stone plant.

The next building just grew. The first print-out was done on a laser printer for speed, and after testing, was deemed too small. The next one was larger, the building was finally printed three times on the ink jet.

The building? Southgate's old boat shed in Horning and the last of the old style hire boat sheds of any size to be found on the Broads. It has recently changed hands and is now owned by the Horning Village Marina Co. There were no boats outside the building on the sunny afternoon I visited so I was able to take the full frontal pictures.

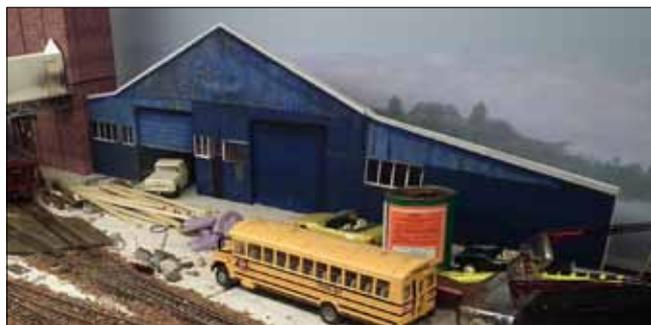
A little Photo-Shopping was needed to start with. There is a noticeable droop to one end, this was corrected which meant we lost the decking outside. This is the river side after all. It now becomes the landward side.

The sign on the front was airbrushed out, but I forgot the burglar alarm, which is now covered by a piece of genuine cut and paste work.

The attractive thing about this building is that there is nothing square about it, and it is made of several layers of corrugated iron. This I partly simulated by adding a top layer of paper, gently raising the bottom edge to increase the effect of the extra construction layer. Where a separate sheet sticks out, to the right hand side, I did the same with a cut out single sheet.

The doors were cut out and planted to the back of the foam core carcass. One doorway is closed the other half open. The foam core edges were hidden by strips of paper from around the doorway.

A simple card box was added to the rear and into this the tail end of a truck neatly sits. The door is open just high enough to allow someone to walk in without having to duck. All we need now is a name for the motor-factor or whatever....



New Member

Cumbrian Railways Association

www.cumbrianrailwaysassociation.org.uk



THE Cumbrian Railways Association was formed in 1976 in order to foster a widening interest in the railways of Cumbria. The founders were also concerned to draw together the work of those actively researching Cumbrian railway history, to encourage and co-ordinate their activities and to provide a medium for publication of the results of their researches. At a time when the railway scene of the past was rapidly disappearing, a further objective was to record as much as possible of what remained from an earlier age.

We also have an interest in what is happening in today's railways with privatisation; private companies running the railways and the track. We all remember the "old days" with affection in our own particular way but it is also important to remember what happens today is tomorrow's history. Recording the current railway scene is just as important to the group as researching history. We all have a role to play and a contribution to make to the Association; being in the right place at the right time with a camera or notebook can record a unique event for posterity.

The Society has two full-day meetings each year at venues within Cumbria. The Spring Meeting incorporates the Association's Annual General Meeting and moves from site to site. It is usually held on the third Saturday in March. The Autumn Meeting is usually held at the Burnside Hotel, Windermere on the second Saturday in November.

The Cumbrian Railways Association sponsors an email discussion group, **crchat**. Matters discussed include all aspects of the railways of Cumbria and around, past, present and future. With over 200 members the discussion can at times be quite lively, though always friendly. Membership of this group is available via our website.

In addition to this general email group a separate one has been set up to cater specifically to the needs of the modeller. On the web site you will find copies of our occasional publication: - **Modelling Cumbrian Railways**. It contains a variety of articles including reviewing models, details of suitable kits and modifications, articles to assist the modeller, and a whole host of other bits as well. The Association have now started marketing various modelling parts to help the modeller produce good layouts based on Cumbrian lines.

Cumbrian Railways, the journal of the Association, is published four times a year. It usually consists of 40 pages of articles, letters, notes, photographs and drawings about wide ranging aspects of the railways of Cumbria, mainly historic, but also including reports of recent developments and an occasional look ahead into the future.

Members also receive copies of the **Lakes Express** which is a newsletter for members including information about Association events and other notices of interest.

The Association has a very large archive of documents and photographs and more detailed information on both the CRA's historic material (held in the Kendal Archive) and its extensive photographic collection can be found on the above website.

This material is of great use to the historical research and the modeller alike. It is also worth noting that the CRA own the iconic models of Furness Railway locomotives and stock built by Ross Pochin and Bill Shillcock. The Association attends a number of model railway exhibitions in the north where a lot of this material, as well as some of the models, are displayed.

The Association is proud of its history as a publisher of works on the railways of Cumbria. This dates back to its first book, *The Coniston Railway*, published in 1985 (and subsequently revised and greatly extended in 2005 and reprinted in 2012). These works cover all aspects of the history of Cumbria's railways: branch lines, community and their railways, locomotives, railwaymen serving in the Great War and most recently photographic albums from the Association's historic photograph collections. See the web site for a full list of available books.

If you have an interest in Cumbrian railways, either as a modeller or a historian, Alan Crawford, our Membership Secretary will be very pleased to hear from you at 95 Harrington Road, Workington, Cumbria. CA14 2UE.

An example of one of the many stunning images the CRA hold.

A beautifully lit portrait of ex-LNWR 0-6-0 58396 as it pulls the 11-55 am train to Penrith out of Workington Main on 21st September 1951. By the end of 1951 only one of these "Cauliflowers" remained at Workington shed, having been replaced by modern 2MT 2-6-0s. By the end of 1952 all had been scrapped or moved south.

CRA Photo Library. Ref. Pearsall Collection PED103



New Member Austrian Railway Group

www.austrianrailways.co.uk

THE ARG was formed in 1991 by a small group of enthusiasts who had been passing around a portfolio containing photographs and information about the railways of Austria. This has evolved into a very active group with a membership of around 250, making it the largest English – speaking society dedicated to Austrian railways. It is a friendly society based in the UK but with a worldwide membership. All tastes and interests are catered for, from mainline to narrow gauge to tramways in all periods, and from the real thing to scale models and model railways.

The Group endeavours to support research and the study of Austrian railways and to publish the work in their Journals and other publications. Additionally the group holds a growing photo archive and it is working at the moment to maximise the potential of this asset.

The Group communicates through its Egroup, its website and the high quality, all colour, quarterly journal which contains information, news and reports on the Austrian rail scene as well as first hand contributions from members about things such as events and locations visited, or unusual trains and stock seen which all add to the diversity. The Group thrives on the contributions of members and, in particular, its many contacts in Austria. We have close links with the Achenseebahn, Waldviertelbahn, Pinzgauerbahn Lokalbahn, and Steyrtalbahn all of whom regularly send details of the very latest stock or service changes, even very occasionally, mishaps and indeed the Pinzgauerbahn and Steyrtalbahn books were produced in conjunction with those railways! Their contributions are invaluable for both news and photographs, which spread far

beyond their own railways.

At present there are sixteen titles in ARG's range of books covering Rail Centres, Railway Regions and individual Railways, which are much valued by railway historians, enthusiasts and travellers to Austria. These contain extensive information, which is often difficult to find elsewhere in English. These are updated on a rolling programme as well as new titles being introduced.

The Austrian Railway Group is a regular presence at model railway exhibitions around the country and we take pride in the way we present our stand. We have a well experienced team who are always keen to talk to members and visitors, offering advice on locations, vehicles, modelling or even holidays. The Group also has, amongst its membership, many excellent modellers and several members' layouts have featured as Railway of the Month in Continental Modeller in recent years. The Events Manager can always make suggestions if you are looking to book an Austrian layout. The Group would be interested in increasing the number of exhibitions it attends, particularly where there is a continental interest.

The AGM is held each year at the Aston Court Hotel in Derby. This year it is on 13th April. This is a key event in the Group's calendar when members come together for a mini model railway exhibition with layouts and displays surrounding the AGM which is at 1p.m. Members of the CMRA would be very welcome to attend.

A group dinner is held in the evening with speakers or members' slides.

• **Howard Lawrence Marketing & Events Officer**



Left: A scene from Howard & Eileen Lawrence's layout 'Pffaffenbrucke' – this features a model of one of the trestle bridges on the Ybbstalbahn in Lower Austrian regione

Below: A corner of John Atkinson's new layout 'Kaprun' showing the steam special passing 'Hotel Schett' which was built by Eileen Lawrence –the layout is based on the Pinzgaubahn, near Salzburg, which has recently been revitalised with new stock and extensive rebuilding.



150 Years of the Underground



1

Leslie Bevis Smith

WITH THE focus on the Metropolitan Railway this month, Leslie Bevis-Smith, Chairman of the MRC (& Met Steward of the HMRS) has mentioned that a special display at the MRC Keen House may be of interest, featuring MET and other Underground models, from a 2mm 'Met-Vic' to early gauge 1 tinplate by Bing. The display in the John Anning Hall showcase will be in situ until some go to 'Ally Pally' for London Festival of Railway Modelling at the end of March. MRC regular club nights are Thursdays. Visitors are always welcome - check out the programme at www.themodelrailwayclub.org. Leslie's phone numbers can be found in the 'Bulletin' pages.

A few photos may be of interest, some can also be seen in the 'Bulletin', with more to follow.

The photos here MUST inevitably include the famous 0-4-4T Number One [1] as restored and being steamed on the Underground this month. This representation is in S scale by Alan Cruickshank.

Then there are two Met 'A' class Beyer-Peacock 4-4-0T models - in S scale (which is half gauge 1) by Alan and in Gauge 1 by Peter Dunk [3].

We then have the engine from Hornby's first ever train set of 1925, a four-wheel version(!) of the 'Met-Vic' BO-BO [4]. These first sets were to a surprisingly high voltage (questions were raised in Parliament about safety of these "toys" apparently).

The smallest model is the exquisite 2mm miniature 'Met-Vic' of Denys Brownlee [2].



2



3

4



2013 MODELLERS DAY (EX TIME)



Saturday 13th July 2013
PARMITERS SCHOOL
High Elms Lane, Watford, WD25 0UU
10.00—17.00

*Talks from invited Guest Speakers
2nd hand stand, trade representation
and demonstrations*

Tea and Coffee, Buffet lunch provided

*Tickets for the event go on sale at the end of March from
David Crossley, 6 Cylers Thicket, Welwyn, Hertfordshire, AL6 9RS.
or John Doyland 119 Ipswich Road, Colchester, Essex, CO4 0EJ
Tickets are priced at £10.00—this event is subsidised by the CMRA*

A Little Bit of Space Left Over

Can you fill it in future issues?
Please get in touch with the Editor
at newsletter@cmra.org.uk

BRAMBLETON MODEL RAILWAY CLUB INVITE YOU TO THEIR OUTDOOR MODEL RAILWAY OPEN DAY



SATURDAY
13TH APRIL 2013
2.00 P.M - 5.30 P.M
HIGHFIELD OVAL
AMBROSE LANE
HARPENDEN



**COME AND SEE ONE OF THE COUNTRY'S
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- **DOUBLE TRACK 'O' GAUGE MAINLINE***
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CHECK OUT OUR WEBSITE
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Present Their 32nd Annual

Model Railway Exhibition



Saturday 16th February

The Angel Centre, Tonbridge, TN9 1SF Open 10AM - 5PM

Around 25 Working Layouts, Trade Support and Demos.

Adults: £5.00 Children (10-16): £1.00 Accompanied Children under 10: FREE

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