

# CAMERA



The Newsletter of the Chiltern Model Railway Association

No. 16

November 2014

## St Albans Exhibition - 10th & 11th January 2015

The CMRA's exhibition at the Arena in St Albans will soon be with us. 2014 saw us having an upturn in profitability mainly due to a significant increase in paying visitors which was very reassuring.

I have been to a few more exhibitions this year courtesy of some assistance from others with the driving and a little more of my own. Chairman John has found another week end companion who is a lot better for him than I was, and does a good job of buffets too! But I still very much rely on John for layout intelligence. At this time last year I said "But when the exhibition is over and I have time to look seriously at automatic cars, I should be more mobile again – but I cannot see me doing the 200 miles or more round trips both days of many weekends as I once did." Well I got as far as test driving 2 automatic cars and the experience was very nice, but my aspiration is for something which may not be entirely sensible from a cost/

benefit point of view, so there has been no further progress on the car front. I still fumble around with that gear lever thingy!

I believe that we have another excellent selection of layouts this year featuring Bob Jones's large 2mm finescale layout "Fence Houses" pictured here. I booked it long before John Noorani collared it for the Tolworth Show Train. Bob offered to his visit to Tolworth to 2015 but I magnanimously agreed to let John having it this November. I feel that the layout is so good that it is worth viewing on several occasions. There will again be a good continental contingent featuring several countries as well as many excellent British prototype layouts. I will prepare a layout list by mid-December, by which time I hope I shall feel confident that everyone will be turning up. The list will be published on the website Whatever, you can be assured that there will be things there that you will really appreciate.

We have a really strong team of helpers, drawn mainly from the Management Committee, who front our exhibition effort. They start at midday on Friday and some of them work all weekend, finally leaving the Arena about 7pm on the Sunday. We have relied on Roy Mears and his band of helpers from the former Barnet MRC for taking on the electrical distribution to the stands. Unfortunately Roy and one of his helpers, Dave Brand, now feel that they are no longer physically able to continue so we urgently require a new team to replace them. I hope that Roy and Dave may be around on the Friday afternoon to advise on how they have done the job in the past. We ideally need a new team of 3 or 4 to take over, one member of the team feeling able to lead the team in future. Please let me know if you can assist in any way.

There is also support from the clubs who load, unload and transport the equipment from and to the Welwyn Garden stores. Abingdon will be providing the Friday run to the Arena. Our long serving and long suffering Sunday van driver, David Coasby, who has wished to retire from this role for a year or two has now given notice so we are looking for someone to take the wheel on the Sunday return of everything to the Welwyn Garden store after the exhibition has closed. If you are willing to consider driving our hired vehicle, please get in touch with Arthur Cruttenden on 01707 881399 who is actively seeking potential drivers. The MRC have taken on most of the humping on Sunday evening and I am confident that they will yet again field some bodies but it would be really good if another group could begin to take on some of those roles. It's time the MRC and Abingdon had a rest had a rest even if so that they could return, refreshed, another year. Perhaps your club could consider giving us a hand now and perhaps take over the Friday or Sunday trips in 2016.

Editor: Mike Peascod, 104 Durley Avenue, Pinner, Middlesex. HA5 1JH  
newsletter@cmra.org.uk

Copy for future issues to be sent to the above addresses.  
Deadline for the next issue : 1st April 2015

**Attention all those of you who are under 60 or even handy 60 some-things!**

We could do with an injection of young blood into the teams of helpers who assist in running the exhibition over the weekend. There is a core group of individuals who do something to help each year—but most of us are getting toward being past it. So we still need more help. We haven't yet mastered the art of offering greater security to exhibitors during set up on Friday evening and Saturday morning and Sunday at exhibition close times on Saturday and Sunday, particularly the latter. And, of course, we will still need help with setting up on the Friday, stewarding on Saturday and Sunday, and in getting everything out of the Arena again on Sunday after the exhibition closes. Sunday evening presents us with the most difficult problem for us; it is amazing how quickly the helpers tend to drift away as soon as the exhibition closes. It's good to get off home after a long day, or perhaps a long weekend and the pull to leave must be quite strong, particularly if a journey of any length is involved. However, giving us an extra hour after the show closes on the Sunday would be of immense value. We did better at the 2014 show, but we still need to. Most setting up and clearing up jobs do require a certain amount of lifting and carrying but providing security monitoring, on Friday evening, first thing Saturday and on Sunday evening, and stewarding during the exhibition opening hours is not physically demanding. And there is the added attraction of plenty of time to look around the exhibition, either in the generous free time while stewarding or by free

entry and enjoy a free lunch for helpers doing only out of hours duties. Please volunteer for something if you would like to help and can make the commitment. Information on stewarding will be sent out by email to those on our circulation list and the information will be on the members' page on our website. I'm pleased to say that Peter Vestey and Alan Hannington will again be sharing the role of chief steward.

There will be the usual CMRA Members' Sales Stand in the basement, operated by John Baggaley and his crew, principally drawn from Hemel Hempstead MRS. If you wish to sell things on the stand you will need to be prepared in advance. The form and details of the procedure to be used for selling things will be on the members' page on our website in due course. If you still have a copy of the 2014 form and your club was an Association member then, you can use that form as your club code will not have changed.

For those of you who just wish to come to the exhibition advance tickets will be obtainable from John Doyland at £6.00 each, a £2 saving.

Opening times for the exhibition and so on can be found on the adjacent copy of the exhibition poster. The complimentary bus service will be operated by the 712 Preservation Group and will connect the Alban Arena to the Abbey and City train stations.

I hope to see you in January at the Arena, possibly in a voluntary capacity of some sort.

*David*



**Advance tickets for St Albans Exhibition, 10th & 11th January 2015 for members of CMRA member organisations**

Please complete, detach or photocopy, and return by 3rd January 2015 to:-

**John Doyland, 119 Ipswich Road, Colchester, Essex, C04 0EJ with a cheque for the total cost and a stamped addressed envelope for return of the tickets**

Club	Number of tickets required	Total cost @ £6 each
Contact name as on CMRA Register	Telephone	



[www.cmra.org.uk](http://www.cmra.org.uk)

53 Peaslands Road  
Saffron Walden  
Essex  
CB11 3ED

Tel: 01799 500528  
Email: [secretary@cmra.org.uk](mailto:secretary@cmra.org.uk)

11<sup>h</sup> November 2013

Dear Colleagues,

**AGM and members day 6<sup>th</sup> December 2014**

Another year has passed and its time again for the AGM which is on the 6<sup>th</sup> December 2014 at Ludwick Way Methodist Church, Welwyn Garden City.

All the reports from the Directors of CMRA will be available on the website and I hope you will have time to read them before the AGM as it will save time on the day.

At the AGM we are required to elect a Board of Directors for the CMRA Ltd. The current Board of Directors (7 in total) are willing to stand for a further year. They have been nominated and seconded. They are:

John Doyland – Chairman	John Noorani – Vice Chairman
Paul Evans – Treasurer	David Crossley – Exhibition Manager
Stuart Marshall - Association Secretary	Arthur Cruttenden – Equipment Officer
John Bagley – Valuation Officer	

The present members of the Application Committee listed below, are willing to stand for a further year. They have been nominated and seconded. They are:

Ron Bailes - Western MRS	Terry Robinson – Stafford RC
Ian How – Solent MRG	John Barnes – Warley MRC

Please let me have any other nominations for the Board of Directors, and also for the Applications Committee that you might wish to put forward. These should be sent to me, in writing, before the AGM. Please note that each proposal needs to be seconded and the nominated person should confirm that they are willing to stand.

Please can those intending to attend the AGM let me know for catering purposes via E-mail? If you cannot make it to the AGM and Delegate meeting it would be appreciated if you could send me your apologies. Items for AOB must be received before 29<sup>th</sup> November 2014 to be considered.

The Directors of the CMRA Ltd. have a proposal to introduce electronic, postal and proxy voting at all future notified meetings and a prospectus which they are presenting before the AGM on the way we think the CMRA should move forward. With these in mind we would appreciate as many clubs as possible to be there.

Kind regards,

A handwritten signature in black ink that reads "Stuart Marshall".

Stuart Marshall,  
Hon. Secretary  
Chiltern Model Railway Association

CMRA Ltd. is registered as a company limited by guarantee No. 3340950  
Registered office:- 8 Ffolkes Place, Runcton Holme, Kings Lynn, Norfolk PE33 0AH  
The CMRA oval logo is protected by copyright © 1994-2011 CMRA. All rights reserved

Dear Friends,

I hereby give notice that the AGM of the Chiltern Model Railway Association Ltd will be held at **Ludwick Way Methodist Church, Ludwick Way, Welwyn Garden City, Herts AL7 3JA on 6<sup>th</sup> December 2014.**

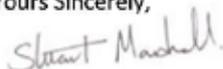
The day will commence with coffee at 10:00am.

**Agenda**

1. Apologies for absence
2. Consideration and approval of the minutes of the 2013 AGM
3. Matters arising from the minutes
4. Report from Chairman and Membership Report
5. Report from Treasurer and Company Secretary
6. Receive and approve the CMRA Ltd accounts for 2013/14
7. Election of the Board of Directors of the Limited Company
8. Election of the Applications Committee.
9. Proposal from the Board to introduce electronic, postal and proxy voting at all future notified meetings.
10. AOB. Items for consideration must be received before 29<sup>th</sup> November 2014.

Reports and directions to the AGM will be available in the members' area of the CMRA website from the 22nd November 2014.

Yours Sincerely,



Stuart Marshall, Association secretary. 11 November 2014

CMRA Ltd. is registered as a company limited by guarantee No. 3340950  
Registered office:- 8 Ffolkes Place, Runcton Holme, Kings Lynn, Norfolk PE33 0AH  
The CMRA oval logo is protected by copyright © 1994-2011 CMRA. All rights reserved

**Time Table for CMRA Ltd and Delegates' Meeting 6th December 2014**

To be held at Ludwick Way Methodist Church, Ludwick Way, Welwyn Garden City, Herts AL7 3JA.

**10:00**

Coffee

**10:30**

Presentation of Prospectus followed by a question and answer session.

11:30 - 11:45

Coffee

**11:45 - 12:15**

Announcements and News of CMRA organised events Coffee

**12:15 - 13:00**

Talk

**13:00 - 13:45**

Lunch

**13:45 - 14:30**

Talk

**14:30 - 14:45**

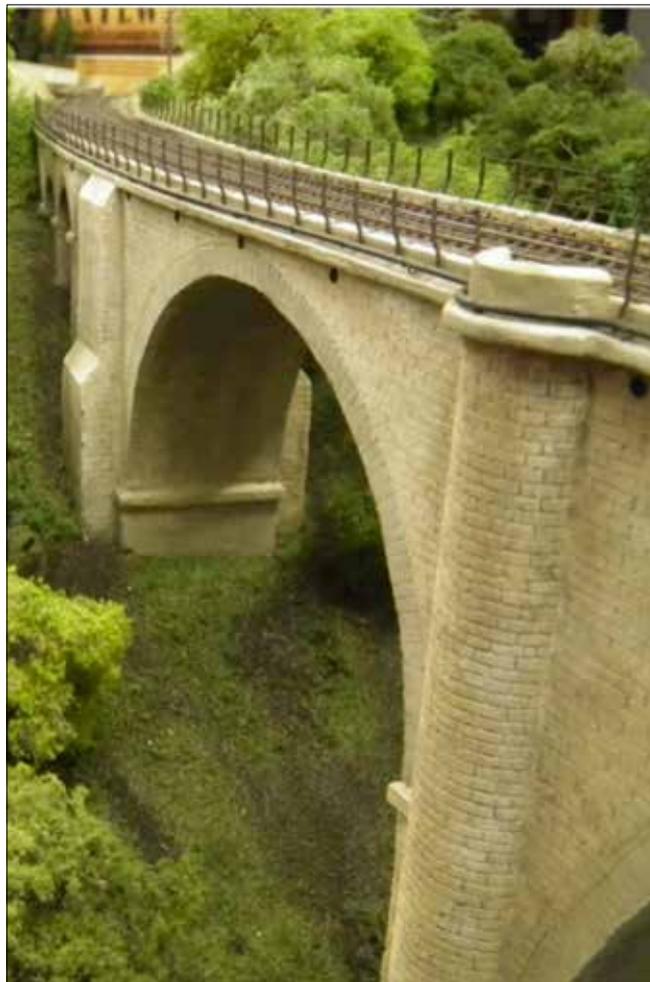
Coffee

**14:45**

Chiltern Model Railway Association Ltd. AGM  
See above for the meeting agenda

**16:00**

Day to finish



## A message from the board of CMRA Ltd

During the summer months your Board has been looking at all aspects of the CMRA organisation, the documentation, the spread of membership, membership participation, and meeting structures

### Limited Company v Unincorporated Association

It rapidly became apparent that there were a number of inconsistencies between published procedures, the way we conduct business and what has to happen. These generally go back to when the Limited Company was formed and for whatever reason a number of required changes were not completed, which has resulted in our own 'West Lothian' question.

In essence, when the Limited Company was formed, the unincorporated Association ceased to exist. This, in turn, meant that much of the Constitution was no longer applicable, particularly that which referred to the governance of the Association. Because the CMRA is now a limited company, it has to be run in accordance with Company Law; there is no alternative. Indeed, failure to do so would be illegal and could lead to the prosecution of the Directors. We must hold an Annual General Meeting at which the only essential business is that Directors are elected and the accounts are presented for approval.

### The proposed role of the Board and the Constitution.

So, what are the practical effects of doing things properly? Probably the biggest difference is that it is the Directors who agree roles. In discharging their duties they will seek help from other members of the Association. In that respect there is no substantive change, but the titles 'Management Committee' and 'Policy Committee' will disappear. We will keep the 'Applications Committee' which will continue to perform the same role, and will be responsible to the Directorate.

So what happens to the Constitution? Whilst this is no longer required, as Company Law states how the organisation must run, we believe it has value in setting out simply what the Director's roles are, what the members can expect from them and what the Directors can expect from the members, so it will be converted into a different format, rewritten and retitled.

### What's in a name?

Much has been made of the fact that we are the Chiltern Model Railway Association and the Chilterns are a range of chalk hills that run, in geological terms, on a southwest to northeast diagonal from Goring-on-Thames in Oxfordshire, to near Hitchin in Hertfordshire, also that the majority of our membership falls outside that area. Staying with the geology, the same chalk runs from Salisbury Plain, Cranborne Chase, the Isle of Wight and the South Downs, in the south to the Yorkshire Wolds ending in a prominent escarpment, south of the Vale of Pickering having traversed west Norfolk on the way! This larger area accounts for a significant proportion of the membership.

But does it matter? The CMRA or Chiltern Model Railway Association is a name which is widely recognised throughout the hobby and that is important. British Rail ran its last train in 1997, the 'double arrow' symbol now means National Rail, but some 17 years later we still hear people referring to current services and the symbol as being British Rail. We have concluded that, on balance, there is nothing to be gained from changing the name. So, going forward, the formal name of the company will remain as CMRA Ltd, but in informal usage it will be either CMRA or Chiltern Model Railway Association.

### Communications, Meetings and Activities

The current arrangements have their roots in a time when the only form of discussion between a group was face to face or by letter, hence the Delegate Meetings. Times have changed. It is easy to share views and debate via e-mail, indeed for many this is the preferred medium. We are only too well aware that many Delegate Meetings are attended by less than 10% of the membership, and AGMs are not much better. With voting restricted to attendees, that has effectively disenfranchised a significant proportion of the membership, unless they incurred significant costs to attend.

Whilst there have been efforts to address this by moving meetings around the country, we feel this has not been particularly successful.

On the other hand, activities such as Modeller's Day have attracted significantly greater number of member organisations, and whose own members have found the day very rewarding.

We have also looked in detail at the establishment of geographically based groups. There have never been any constraints on groups of clubs having meetings; as it is not a currently a widespread practice we feel this will not address the fundamental issue of increasing participation.

With electronic communications now being the norm, all members will be notified shortly before a Board Meeting of matters for discussion. This will permit members to comment, also to raise any other items they would like the Board to investigate or deal with. After the meeting, notes of the discussion will be circulated. We do recognise that there will occasionally be items which, either for reasons of confidentiality or sensitivity cannot be shared. To further support debate, the webmaster is looking at a way a discussion forum can be included within the Member's area of the website.

As mentioned previously, Modeller's Day is seen as a success, but clearly has travel limitations. We are looking to organise two similar events, one in the North Midlands, and one to the South West. Both events will be arranged by a local member organisation, but support will be offered by the Directors. At least two directors will attend each event and will make themselves available to talk to individuals about anything to do with the Association and to present suggestions and feedback to the Board. It is expected that time will also be made available at the events for a short period of informal group discussion.

The Annual General Meeting will also change. The formal business should last no more than 1 hour, and will be part of a day of talks and other activities; importantly the event will be open to any member of a member organisation. Again the Directors will have a forum for attendees to talk to them, this may be outside the main events, and will precede the formal meeting which again will be separate from the main event, as only the Delegate will attend. We intend that there will be 'postal' and 'proxy' voting options to ensure that all member organisations have the opportunity to participate.

We will continue to ensure that the St Albans show continues in its present form as the showpiece of the Association.

### Who can be a member of the CMRA

Since the inception of the CMRA, membership has been restricted to Model Railway Clubs and Societies. For perfectly logical reasons, over time this narrow criteria has been stretched and we feel now is the time to recognise this. Henceforward it is our intention to formally open membership up to individuals and traders. We recognise the concerns of some that this could result in the organisation being taken over by a particular element to the disadvantage of the whole. Partly for this reason, but also to provide greater stability, we propose Directors will serve a three year term, thus only a proportion will be subject to election each year. This also has the advantage in allowing the Directorate to take a longer term view, knowing with certainty that part, at least, of the current Board will continue in post beyond the next AGM to implement the decision.

### Implementation

Your Delegate will shortly receive the detailed draft proposal together with a form for the organisation to express their support or otherwise. This will go before the Annual General Meeting for discussion. The Board will then produce a final version, taking note of the views expressed, to be put forward for adoption at an EGM to be held in March. A motion will be put to the AGM that members will be able to vote either by post or in person at the EGM.

We are seeking, at the imminent AGM, to pass a proposal to enable future voting, including at the proposed EGM, by postal and electronic means and to permit proxy voting, thus making it easier for all members to participate in the decision making process.

## Some Thoughts about Model Railway Exhibitions

Editor Mike asked if anyone had something they would like published in the next issue of CaMeRA? For quite a while now I have wanted to try to generate some debate about Exhibitions, so I decided to put my head above the parapets and share a few thoughts and observations of mine with the wider CMRA membership.

Whilst I am not currently our club's exhibition manager, I have in over 40 years membership of my club held that role twice covering a number of shows and have also many times exhibited my own or club layouts – so I do have some direct experience of the whole subject of exhibitions from all sides.

I recall letters in the model press relating to exhibitions which provide us with some food for thought. In summary they raised these issues:

- Have exhibitions “saturation point” and is there the need for some kind of cull?
- Complaining that the smaller “local” shows do not have enough larger layouts on show and the preponderance of smaller layouts, which will fit in a car or two, is of detriment to both the hobby and exhibition visitors alike.
- The difficulty that a novice exhibitor has in getting the layout they have constructed onto “the circuit” – particularly if the modelling standards are not quite as high as you would normally expect to see.

From the other side of the fence, Exhibition Managers have an increasingly tough time. They are tasked with putting on a show that will, hopefully, give the visitors a decent balance between the gauge/scale/company/time period of the layouts on show, have a selection of traders present that will supply what visitors want to buy and most important of all, leave those visitors feeling that, overall, they have had a good “value for money” experience.

In doing this the Exhibition Manager also need to ensure that the exhibition at least breaks-even and if possible delivers a small surplus. It is a wonder anyone wants to do the job!

Whilst organising an exhibition has never been easy, it seems to be harder each year to meet the “objectives” that I mention above. The cost of exhibition venues (particularly schools) has been rising sharply. Fuel and van hire costs are generally on an upward trend. The economic situation means that entrance charges are a sensitive matter and similarly charges for trade stands are becoming an issue as visitors, seemingly, are spending less with the traders.

So where does this leave us and what about those questions raised in the model press?

It is true there are an awful lot of exhibitions - but then there are a lot of layouts out there, which individuals or groups have built and want to show to the public. People must, in general, be happy to go to these exhibitions – because I doubt many of them would be organised if they attracted so few visitors that a loss was regularly made. The laws of supply and demand apply as much to our hobby as to anything else.

The big worry for me is that the possibility of exhibitions making a loss will grow - not because of a lack of visitors, but due to the sheer overall cost involved. There is a danger that you could price visitors out of the market and/or drive away traders if entrance prices, or stand hire fees, are pushed much higher to compensate.

There are a lot of clubs like my own, situated in not particularly large “market towns” and whilst they can attract a reasonable number of exhibition visitors they are never going to get the numbers through the door that clubs in larger conurbations can and who in turn can afford to pay out much more in layout expenses.

Costs are of course a key driver behind exhibition organisers (mainly clubs) having to restrict the number of layouts which require van hire, or overnight accommodation, or both. My own club falls into that category. It would be interesting to know if the man who moaned about the number of smaller layouts would be prepared to pay a lot more to get into an exhibition to pay for the cost of some larger ones? Even if he was, how many

others would feel the same? I firmly believe that, like everything, entrance prices are “value sensitive” and people may well balk at paying the same price for a 12 layout show as they would for one with 20+ on offer. Size matters, but it is probably more about physical numbers than the size of the layouts!

Some very fine large layouts are on the circuit – but they are never going to grace my club's show, or any of the other one day exhibitions, because their sheer size means it takes so long to erect them and then put all the stock on that it is not viable to attend an exhibition just for one day. They are also very expensive because of the cost of transport, accommodation and feeding the large number of operators involved. That is a great shame, but clearly there is no easy answer.

One thing to “put out there” and which hopefully will generate some debate is the following question. If individuals or a group want to build a layout and are keen to show it off at exhibitions, should they expect to be paid to do so? Now I know that the full expenses of exhibitors have always been paid, but is that tenable going forward? It has been said to me that exhibitors in some other hobbies would not dream of expecting, or claiming, expenses. I have also been told, but cannot tell if it is true or not, that in the U.S.A. Model Railroaders adopt the same ethos.

Perhaps that is taking things too far – but what if, say, only 50% of expenses were claimed? It would, in theory, then allow visitors in those “market towns” mentioned previously the opportunity to see a wider selection of layouts because exhibition managers could afford to invite them. It would also provide those who own such layouts a bigger audience for their efforts.

There are some exhibitions where, unfortunately, in my opinion, the standard of what is on offer leaves a bit (sometimes a lot) to be desired. Anyone can have a “bad year”, but there are some shows I have found to be repeat offenders. It does worry me that they can give a poor impression of our hobby and in the worst cases serve to reinforce the stereotype of men playing with toy trains.

That brings us to the issue of “novice exhibitors”. We all have to start somewhere and hopefully we improve skills as the years go by, but if you are charging people money to come in and view an exhibition then you do need to have layouts on show that are of a reasonable standard. This is where belonging to a club scores advantages. Other members are usually willing to give an honest view on your modelling efforts, in a constructive way if those comments are negative - but importantly often coupled with an offer to help you to improve your skills and results. It is also the easiest way to get your layout shown for the first time through your club's own exhibition. If what you have on offer is good enough you will get other invites.

My final points revolve around the CMRA and what it can, does, or should try to do, to help all those involved in exhibitions to get the best results for all concerned – including the paying visitor.

Now I believe there is still a CMRA “exhibition guidelines” document which set out advice and best practices that member clubs were supposed, as far as possible, to adopt and adhere to. I am not sure when it was last updated, or if many clubs still refer to it or try to follow what it says? Perhaps it would be worthwhile for the CMRA to proactively circulate it to all member clubs and seek feedback, with a view to trying to get an updated version produced that reflects life in the 21st Century?

What I do think would be immensely helpful is if Exhibition Managers got together more regularly to share issues, ideas and solutions for the benefit of all. I do hope that all clubs want to see other clubs exhibitions being a success and provide a positive shop window for our hobby. Surely one point of being a CMRA member club is to get benefits from being part of a group rather than being just a bunch of individual entities – much the same way as I think it benefits individuals to belong to a club.

There are many things that give clubs headaches when it comes to putting on an exhibition. Venue hire costs, how much to charge traders, road signs and the stance of local authorities & the Police, publicity, insurance related matters, catering, layout expenses, date clashes and much, much, more. Sharing

knowledge and experiences has to be good for all concerned.

I appreciate that some issues may well be “regional” – which is why my own club is so keen to see Area Groupings of the CMRA being formed. It would make meeting up to discuss such things so much easier to organise and execute, whilst also being relevant to that part of the country.

It will be interesting to see what, if any, reaction there is

to what I have said. Hopefully there will be a reasonable level of response and I quite expect some to take issue with some, perhaps all, of my points – which would be good as I think that this is a vital issue for most clubs and needs to be debated.

**Ray Lewis**

Secretary, Beaconsfield & District MRC

## The Beyer-Garratt locomotives of the LMS by Peter Denton

Hattons of Liverpool in conjunction with Heljan have recently introduced a “00” model of the Beyer-Garratt. They were operated by the LMS from 1927 until the last one was scrapped in 1958, being superseded by the BR “standard” 9F’s. None of the LMS Garratts were preserved.

The LMS had a profitable trade in supplying coal to London, much of it emanating from the East Midlands coal field. The problem for the operating department was that the only suitable locomotives were 0-6-0’s of Midland Railway vintage and in order to make each train an economic proposition most were double-headed, this being costly in terms of manpower and utilisation of locomotives.

Messrs Beyer-Peacock of Manchester had the patent to build Garratt locomotives based on the design of Herbert William Garratt. They were essentially two locomotives with a single boiler that had proved very successful in the colonies where heavy trains operating on lightly laid, non standard gauge track forbade anything of a more conventional format. South Africa and Australia spring to mind. And so it was that the LMS ordered three Garratts initially to test their suitability. The test proved that the former Midland Railway “small locomotive” policy was now dead and that larger, more economical locomotives were the order of the day. But the Derby influence persisted. The manufacturer wanted to build 2-6-2+2-6-2 wheel based locomotives with their own bearings. But Derby would have none of it and insisted on a 2-6-0+2-6-0 wheel arrangement with Derby’s own bearings as fitted to their ubiquitous “4F” locomotives. This was a mistake as throughout their careers the Garratts were plagued with problems over the bearings.

In all some 33 Garratts were operated by the LMS and in fact, your writer recalls seeing one on the now defunct Derby to Manchester line in the vicinity of Bakewell in the Peak District. It was filthy and the number could be read with great difficulty. But given their prime use was the haulage of coal trains this is understandable. It is a little known fact that both the Southern Railway under its CME Maunsell and The Great Western under Collett flirted with the idea of Garratts but only the LNER under Sir Nigel Gresley “took the plunge” and bought one for banking the steeply graded (1-in-40) Worsborough bank out of Yorkshire en route to Lancashire via Woodhead, again solely for coal trains. This was a monster of 2-8-0+2-8-0 wheel arrangement and was in fact the most powerful locomotive ever to operate in the UK. After electrification of the Manchester-Sheffield via

Woodhead route it was tried on the famous Lickey incline south of Birmingham but it was not a success and went to the great depot in the sky in 1955.

The only place in the UK where one can now see a Garratt in steam at least on a decently gauged railway, is on the Welsh Highland although there are a few others but these are in collections with a much smaller track gauge.

But what of the Hatton’s model? Mine, heavily weathered, was ordered in September 2012 and delivered on 2 August 2014. To be fair to Hattons, they kept me informed of progress and stuck to the originally quoted price. When I finally managed to extricate it from the packaging and place it on the track it spluttered and coughed with the front unit hesitating and being pushed along by the rear one. It eventually warmed up and ran better but not to the standard that I expected. On removing it from the track and inverting it (with difficulty it must be said as due to its construction you can only pick it up by holding both tenders) I found that there was more paint on the wheels than on the loco itself. Incidentally, although I ordered it to be heavily weathered it wasn’t and I think a quick sweep with an airbrush was all that Heljan did to justify the term. I spent well over an hour and a half cleaning the wheels, firstly with the Peco powered scraper then IPA liquid. Improvement was noticeable but then there was a clicking sound from the motion, exacerbated by the front bogie taking it on itself to derail. I ascertained that the back to back was in need of adjustment. But at this point I thought that enough is enough and rang Hattons. They very efficiently sent me as an email attachment a label for returning the loco to them and apologised for its problems. One “plus” of the model is that it is, I believe the first “00” model that comes with a lit front lamp installed, showing the kind of train being operated (in this case an unfitted goods).

At the time of writing I have received an email that a replacement is en route. Only time will tell if it is any better. At 1830 on Monday 11 August a knock at my door heralded a Yodel courier with a large cardboard box. Obviously from Hattons. I thought what a strange time to deliver but as I was going away the next day it was extremely timely. Although I did not have the time or the inclination, given what had happened before, to test the loco on my layout there and then. But the good news is that on Thursday 14 August I bit the bullet and ran the loco. Again, the “heavy weathering” is a misnomer as the airbrush has merely tickled the boiler & two tenders. But I can live with this as it would appear that, so far, the loco is performing well.



## Ely & District Model Railway Club show off their new Club Room

Just to let readers know that our friendly, inclusive Club moved into a purpose converted new Clubroom in early 2014. After many years in a cramped space we now (at last!) have plenty of room to build our two new exhibition layouts. This large, dry, comfortable space is located between Ely & Soham and we are also now able to welcome new members (of any skill level) more easily.

Westgate Park is a 20ft long 'N' gauge freelance layout with a double track continuous run, a large "fiddle yard" and two levels. It is mostly now operational and work will soon start on scenery and buildings. Are you an 'N' gauge modeller? If so, this could be a superb layout to run your stock on and with your help it could be finished sooner!

Wickham Market is our new 20 x 11ft 'OO' gauge layout, with double track continuous run which will eventually become the successor to our current main exhibition layout, Thurston (which we will put up for sale in 2015). Based on the prototype, it includes the junction for Framlingham. We may also build that station one day – now that we have a large Clubroom!

It's fully wired and work has just started on the scenery and buildings. We also have Ramsey in 'OO' and Tashvale in 'N' and our members model in 'N', 'OO', 'O16.5', 'O' and 'G' - and full scale!

So if you live in the Ely, Newmarket or Cambridge areas why not come and join us? We typically meet on Tuesday evenings and additionally at other times. You can learn new skills/share common interests plus we go on regular exhibition and railway related social trips like steam specials etc. We also organise a well-respected exhibition in Ely each May (Note: Ely & District MRC Members get free entry and are fed for free!) and we have monthly running nights on our Club layouts too – see picture.

Anyone over 18 interested in joining is entitled to visit us a couple of times (under no obligation) to see if they like it. Then Membership is £10/month. In the first instance, please contact the Club Secretary on Tel: (01480) 454 857 or via e-mail: [crofters@ntlworld.com](mailto:crofters@ntlworld.com) to arrange a visit. Alternatively, you can make contact via our website: [www.elymrc.org.uk](http://www.elymrc.org.uk) where you can also see pictures of our new Clubroom/layouts/get further information. We have a Facebook page too.

**Andy Wilkinson, Chairman - Ely & District MRC**



## The 2mm Association introduce themselves

### The 2mm Scale Association

The 2mm Scale Association joined CMRA in June 2013, joining the rest of the specialist scale societies. But what are its origins?

As far back as the early 1920s, the late Mr H B Whall (who became the Association's first President) was experimenting with 2mm scale. 1927 saw its first proper introduction to the modelling world when a locomotive by Mr A Walkley ran successfully at the Wimbledon Model Railway Club's Exhibition. Then, at the 1928 Model Engineer Exhibition, Mr J J Langridge won a silver medal for his LSWR 0-4-0 tank and Adams goods locomotive.

Over the following years articles appeared in the modelling press describing the efforts of a number of 2mm pioneers. Everything had to be scratchbuilt, including motors and wheels. However, in the 1950s, things started to change thanks to the efforts of Mr Whall, who introduced a catalogue offering a range of components and finished models that he manufactured himself.

In late 1959/early 1960, letters appeared in the modelling press, inviting interested parties to form what was then going to

be called "The 000 Scale Association". The inaugural meeting was held on the 23rd of April 1960 and at that meeting, the Constitution of The 2mm Scale Association was agreed and the first Committee appointed.

The early 1960s saw the construction by Mr H H Grove and his son Bert of "Rydes Vale". The Groves created a new set of track and rail standards which were instrumental in giving a faultless performance at the MRC exhibition in Central Hall, Westminster, London, for three years. This resulted in the Groves' standards being adopted by the Association, and it is the 2FS standard in use today.

Since those early times, the Association has gone from strength to strength, providing ever-increasing support to its members in the form of shop items, advice and mutual support, through Area Groups, Annual Expos/Supermeets and the Internet. As specially commissioned products have increased, so the necessity to scratch build has diminished, and this has no doubt helped to encourage more people into the scale. In 2010, The 2mm Scale Association celebrated its 50th anniversary with an exhibition featuring 28 layouts.

Membership of the Association is now over 800, with members in all continents of the world.

**Jim Allwood, Chairman**

## Watford & District MRC

### Broadstone Developments Pat Barnett

#### History

Following its inception in 1991, and to complement its already existing "Smug Oak" O-gauge exhibition layout, there was much debate in the then-new Watford & District MRC about designing and building a 4mm layout. Having considered projects in both P4 and EM, it was finally agreed to build one to "OO" Finescale RP25 standards, based on the late and much lamented Somerset and Dorset Railway.

Thus began the genesis of "Broadstone", which has now been under development for about fourteen years. It was conceived originally as a showpiece for the club's guests and visitors, and when mature enough, to hopefully attract invitations to exhibitions. However, it has actually seen use as a test-bed for new techniques and ideas, and as a test track for all and any "OO" gauge rolling stock anyone wished to test out and run on it.

In the beginning, there was a (fairly) enthusiastic crew of up to ten eager workers on the layout. The early stages of cutting wood, screwing and glueing it together, and building the foundation baseboards, were accomplished in a reasonably short space of time.

Admittedly, the track-laying and wiring did take an extraordinarily long time to complete and de-bug. Much of this was because, although the fiddle-yard is laid with Peco "ready-to-run" track which went down fairly quickly, on the viewing side of the layout it is crafted from Scaleway, which takes considerably more time and care to lay and get right. In particular, the complex Broadstone double-junction is a bravura piece of track craft, hand built as one large unit by Mike Morris using the Brook-Smith method of individual riveted sleepers. However, once the operational requirements were eventually satisfied, test running commenced in earnest.

#### Recent Additions

The extended period of test running revealed a number of flaws in the trackplan and trackwork, which were attended to one-by-one. Two examples were the masterly rebuilding by the late John Hulbert to by-pass the double slip at one end of the fiddle yard, and the down mainline approaching the main Broadstone Junction. This caused some stock to de-rail originally, and was found to be of questionable gauge, but since its rebuild, has worked faultlessly. Also, some checkrails were

found to be a little tighter than necessary, and were opened out to more generous proportions.

On the scenic front, the land contours went in quite early, and were treated to scenic cover by Chris Langdon, who also produced the back-scene. Dave Merrell's road bridge was one of the early features to adorn the area at the down end of the station.

Other little touches have been provided by Derek Smith, including the Cattle Dock and a number of trees in the cutting. More recently, we have completed the Goods Yard siding connection from the up end of the down platform, and fitted narrow crossings over the tracks at the up end of the station. Dave Merrell contributed a stunning set of scratchbuilt station buildings. This amazing range of masterpieces was presented to the layout in early March 2010. Included in the collection are the Signal Box, main Station Building on the down platform, the waiting room and shelter on the up platforms, the Goods Shed, and the platelayers' hut, positioned near the road bridge. These alone make the layout worth seeing. We still have to build the iconic footbridge which spanned the up-end of the station platform.

#### What we can do now

Following a programme by Chris Langdon of fettling some of the tighter clearances between the check rails, most modern "OO" commercial locos, coaches and wagons can now run on Broadstone. Those which do not can have their wheels adjusted using the bespoke Perspex back-to-back gauges produced by Dave Merrill some years ago now. All modern Hornby, Bachmann, Dapol, and Heljan stock appears to run satisfactorily, with little or no modification. Re-wheeled, and kit-built rolling stock with Jackson, Romford or Markits wheels will stay firmly on the track. (Some older Hornby, Replica, Mainline and Lima vehicles, particularly those with original plastic wheel sets, will not run comfortably, and would need their wheels replacing.)

Using modern stock, it is now possible to run up to 8 to 10 coach trains, and long rakes of assorted goods wagons in both directions for extended periods.

Although the layout can be run in "roundy-roundy" guise, using the through lines of the fiddle yard for club nights and play-time, it is designed to be run more prototypically in serious exhibition mode. Closer inspection of the configuration of the tracks reveals that trains can be despatched from either one set of sidings representing Bath Green Park, or the other set at the other end representing Bournemouth West, supporting a more realistic presentation.

The layout regulars among themselves now have more





than enough stock to run the layout, comprising virtually all of the locomotive types that ran on the line, and copious quantities of the correct coaches, vans and wagons. The Bachmann releases of the S & D 7F 2-8-0 and the Johnson 3F 0-6-0 during the 2010-12 period, plus Hornby's re-vamped versions of the ex-Airfix Fowler 4F and Mainline 2P, the two choices of "Evening Star" and other 9Fs added to the stud of Ready-to-Run offerings from the trade, effectively completes the portfolio of engines, obviating the need to seek out and build kits in order to run authentic trains. However, we still run quantities of kit-built locos, coaches and wagons, as even now there are still coaches like some restaurant cars which are not available ready-to-run, and building van and wagon kits provide variety within the goods stock which may not feature elsewhere.

### Conclusion

No layout, as they say, is ever truly completed, and accordingly in the case of Broadstone, there is still work to do. Priorities for the immediate future are to wire up the Goods Yard, which is still electrically dead at the moment. Also there are yet more scenic developments to pursue. The layout still

needs more buildings, including the Broadstone Hotel, plus houses and shops along Station Road. It also needs populating with people and road vehicles.

Further on, if the layout is actually ever to be exhibited, it will be necessary to devise a proper sequence of trains, and practice running it. There is discussion that at some time in the future, it may be possible to convert Broadstone to DCC or dual-choice control, but this is not a priority for the immediate future.

Lastly, if the original aspiration, which was to have a large 4mm layout on the exhibition circuit, is ever to materialise, one thing Broadstone will need desperately is a larger number of bodies to man and operate it. The original crew of ten has become fewer over the years, and is not presently sufficient to be able to take the layout out of the club.

So if anyone reading this fancies a play on a maturing and now (reasonably) reliable 4mm Finescale layout, bring some stock up on any club night and try it out for yourself. Broadstone is, after all, a whole-club project, built largely with club funds so it's open to anybody who wants to, to come and try it out. Join the well-adjusted railway modellers – join the Watford & District Broadstone Group!



## Tring & District M.R.C.

### Rugby Central Geoff Travis

This N gauge project has been ongoing for some years and now we are almost there.

It started when we were looking for an exhibition layout to replace "Chedham" which many of you will have seen out on the circuit.

We eventually settled on Rugby Central, on the old Great Central line. Why there? Well, as with many other clubs and their layouts we wanted to run as great a variety of stock as possible. We found during our research that there is photo evidence of locos from all four BR regions having passed through or even terminated there.

We also wanted to build a reasonable sized layout as near to scale as possible. Apart from a little "modellers licence" such as shortened head-shunts and bridge distances we have managed to fit the station and yard area onto four boards totalling 18 feet in length.

A site visit was carried out by one of our members; not much left now and mainly overgrown. The track-bed is a cycleway. Lots of photos were obtained along with sight maps and plans of various ages and we decided that the early 60's was the period best suited to our needs.

Train types - through expresses, semi-fast stoppers, terminating slows, pick-up goods, timber trains, "windcutter" coal trains and returning empties - plenty of variety.

We decided to purchase ready-made boards with separate legs. The legs are ok but needed some extra cross bracing but the tops have caused us some problems. Something for closer consideration when planning future layouts.

Controls are excellent as we have a good electricians team lead by a perfectionist! Three control panels-Up/Down/Sidings controlling Peco code 55 live frog points and motors, interlocking signals and magnetic uncoupling. This latter aspect has and still is causing us some problems.

Some areas of the scenics we have had to produce to "best guestimates" as we have not been able to obtain any information. In other areas we have had plenty to work from and we like to think that we have got things pretty accurate. The scenics are now almost complete - are they ever totally complete?

We have had the layout out a couple of times at our own shows and while all was reasonably ok it was not up to the standards we require so now it is "tweaking and adjustment" time which we hope to have completed by early next year.

So now we are looking forward to being able to offer the layout for shows and also are now able to offer "Chedham" for sale either to another club or to an individual - there is still plenty of life left in the old girl. If you are interested contact our secretary - (01525 850703, e-mail [r.longman@btinternet.com](mailto:r.longman@btinternet.com))



## Southampton Model Railway Society

### Grand Opening of their New Premises

As mentioned in CaMeRA Newsletter No 15, we successfully moved the Southampton Model Railway Society into new clubrooms at the beginning of the year. The decision was taken to invite neighbouring clubs, friends and old members to an Official Reopening Ceremony; having spent time and money removing walls and general redecoration, we wanted to encourage the use of our improved space and facilities...

So invites were sent out to representatives from the railway modelling press and other local magazines and newspapers. The clubrooms were tidied, and plans made for a lunchtime buffet, complete with champagne. Our youngest member (teenager Ben) even made a shed load of locomotive-shaped biscuits!

At 11 o'clock on Saturday 28th June the Co-Chairmen (Alison Barker and David D'Arcy) joined Honorary Secretary Andy Binns as he welcomed the Right Worshipful The Mayor of Southampton (Councillor Sue Blatchford) to our new clubrooms at Kemps Quay in the Bitterne Manor area of Southampton. She had graciously accepted our invitation to perform the Ribbon Cutting Ceremony at the top of the stairs and did so with a brief speech celebrating the "relocation of a long-standing society and a change that will encourage creativity and historical research amongst like-minded railway enthusiasts." Another esteemed guest (Steve Flint, Editor of Railway Modeller) was on hand to photograph the scene for his publication.

Dave D'Arcy (a club member since the late '60s) also accompanied the Mayor around the rooms, viewing a well-captioned display of the Club's modelling activities over the years as well as the working railway layouts in 3 different scales and gauges. The first of these was "Ackthorpe", the club's impressive OO gauge model of a Yorkshire colliery with exchange sidings. Then we moved on to visit "Lowe Quay", another layout in the same scale and representing a riverside goods yard somewhere in the South of England. On the opposite side of the room the Mayoral party saw a developing N gauge layout called "Alexandria Road", and then enjoyed "Casterbridge", a variation on Dorchester South in O gauge. The Mayor asked very astute and relevant



questions about the workshop facilities, appearing intrigued by a demonstration of coaches built in plastic and was impressed by the size of the reference library.

The Mayor's chauffeur was also very keen on the models and when the time came for the Mayor to leave for her next engagement even appeared to suggest that she should drive herself there and collect him later!

We received a lovely note from one of our guests; "Just to say 'thank-you' for Saturday. Excellent clubroom, excellent company (and excellent food!). Really appreciated all round - I think you might have found a convert...." He has indeed since joined!

Visitors are always welcome to our premises. Members still meet Mondays, Wednesdays and Fridays, although the building can be opened any time. Do come between 7pm and 10pm if you happen to be in the Southampton area. For directions please contact our Secretary (Andy Binns) via our well-illustrated website at [www.southamptonmodelrailwaysociety.wordpress.com](http://www.southamptonmodelrailwaysociety.wordpress.com), or by e-mail: [binns.andy@gmail.com](mailto:binns.andy@gmail.com).

Alison Barker, Co-Chairman, SMRS





**Our photographs show a delighted Mayor being escorted round the new club premises by Co-Chairman Alison Barker.**



## Erith Model Railway Society Limited Edition Wagons

The Erith Model Railway Society has commissioned Bachmann to produce a third limited edition OO Scale wagon. Paper Makers Chemicals Ltd had factory at Cory's Wharf, Erith Kent during the 1930's It is clearly shown on the ordnance survey maps of the area at this time, this wagon dates from 1938 when top platforms were introduced on tanks wagons of this type.

This tank wagon was built at Hurst, Nelson Co. Ltd. Motherwell, Scotland and would have run over LMS. railway system onto the Southern Railway, then through to Cory's Wharf, Erith. Paper making was obviously important industry around Erith, Kent, as there are several pubs named after this process in the local area.

This Limited Edition is available through the Erith Model Railway Society, contactable on [erithmrs@gmail.com](mailto:erithmrs@gmail.com) or 07736 560956. The price per wagon is £17.50 + £3.00 p&p. Orders are limited to a maximum of 4 per person.

A previous Limited Edition wagon the EMRS commissioned Bachmann was to celebrate the 50th Anniversary of the

Society It is OO Scale model of a Shepherd Neame Van

Brewers in the UK situated in Faversham, Kent. They have been brewing there since 1698. During Victorian times, production increased and stores of their supplies and products grew in the South East to include Bromley, Ramsgate, Sittingbourne, New Cross, Sherness, Margate, Canterbury and Herne Bay. In the late 19th century the company had several railway vans built for the transportation of their goods around Kent and the London area, via the London Dover & Chatham Railway (LDCR) and South Eastern Railway (SER) and upon the merger in 1899 of these two competing companies the South Eastern and Chatham Railway.

These South East locations are shown on the Van and therefore may appeal to modellers and collectors in these areas.

This Limited Edition is available through the Erith Model Railway Society, contactable on [erithmrs@gmail.com](mailto:erithmrs@gmail.com) or 07736 560956. The price per van is £17.00 + £3.00 p&p. Orders are limited to a maximum of 4 per person.



## Cumbrian Railways Association

### Modelling parts

The CRA have produced a number of specialist castings and etchings covering items of use to those modelling the railways of the region.



#### Cast Brass Axle Boxes – 4mm scale

Over the last few years, the Cumbrian Railways Association has been developing modelling items that are essential to those modelling the railways of Cumbria.

A recent addition to the range is a set of four cast brass coach axle boxes produced by the lost wax process. They were used on a wide range of prototype vehicles and should appeal to all 4mm modellers working in the early period of railway history.

Whilst these axle boxes are an essential component for the modeller who wishes to produce accurate models of the early rolling stock of a number of Cumbrian railways, they have a wider application. A number of vehicles were built by Joseph Wright & Sons (later the Metropolitan Railway Carriage & Wagon Co.) for a large number of railways in the United Kingdom. These axle boxes will, therefore, appeal to a very wide group of 4mm modellers.

Joseph Wright started building carriages for railways in 1837 at his London Workshops. In 1845 he moved the works to Salford in Birmingham where he found space to expand his business. The firm became the Metropolitan Railway Carriage & Wagon Company in 1863.

Cumbrian railways using vehicles fitted with these axle boxes included Furness Railway Maryport & Carlisle Railway Whitehaven, Cleator & Egremont Railway

Price (including post & packaging) 4mm axle boxes (set of four) £8 (£7 for members)

CRA Modelling items are available from : Mr. P. Tuer, 24 Carlton Gardens, Stanwix, Carlisle. CA3 9NR

### East Ham & District MRC

The East Ham and District Model Railway Club, (Formerly Barking and District Model Railway Society), are moving from their current club room at the Didsbury Centre, Didsbury Close, East Ham, London. E6 2SX.

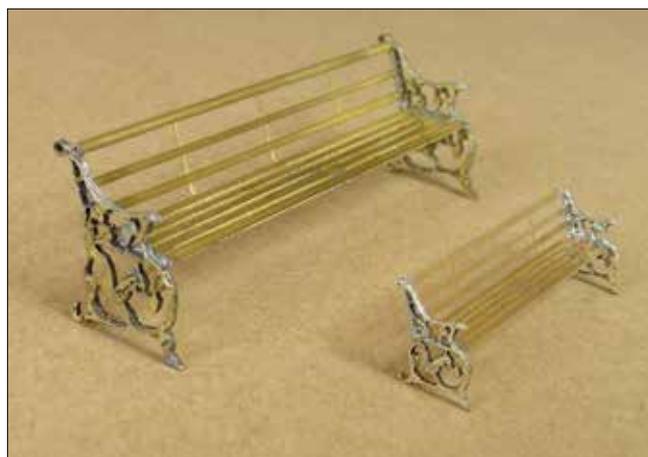
Our new club rooms are at rooms 30 & 31 Harbour House, Coldharbour Lane, Rainham, Essex. RM13 9YA. Contact Andy Neil if you wish to attend the club.

Andy Neil, Secretary  
07984-820499.

#### Furness Railway Station Seat etches

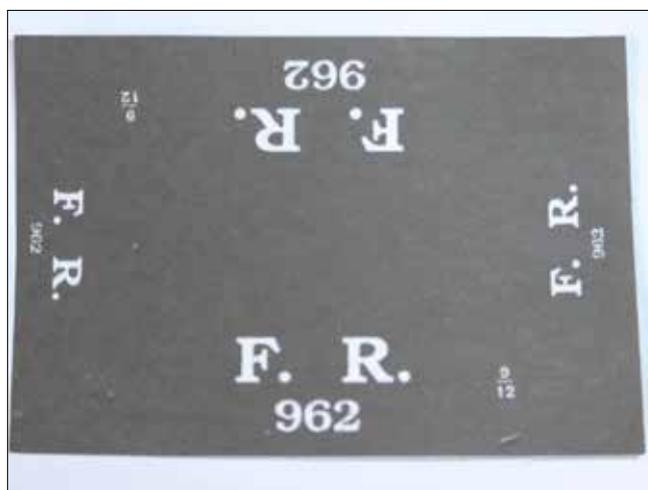
Recently the Association produced brand new brass etches of the iconic Furness railway station seat which features the Red Squirrel. They are available in both 4 mm and 7 mm scales. Packs of two etches cost only £4 and £6 respectively. (Now available at C&M Models in Carlisle and Crafty Hobbies, Barrow in Furness). (10mm scale are now on order)

To order please send a cheque, payable to the Cumbrian Railways Association, for the correct amount, and include 50p to cover P&P.



#### Wagon Sheets

A new product under development is the wagon sheet specifically for use on the Furness Railway. Please keep an eye on our website at [www.cumbrianrailways.org.uk](http://www.cumbrianrailways.org.uk) for information on availability



### Watford & District MRC

The Watford & District Model Railway Club meets regularly at its club house in the Lincolnfields Centre in Bushey and is always keen to welcome new members. Come and visit us on a Thursday evening. Contact our Secretary Alan Morton on [alanmorton32@gmail.com](mailto:alanmorton32@gmail.com) Mobile: 07770 583611 Landline: 01923 673384 to let us know your coming.

## Twickenham and District MRC

### Steve Waterfield

Ten years ago TDMRC had warm comfortable premises in a local adult education and community college. Subsidised rent and big halls (discounted) for exhibitions were just downstairs from the clubroom. OK, those stairs were a problem, three flights with reverse bends in the middle of them made getting layouts in and out very difficult. Then, with a few weeks notice, we were evicted as the rooms we used were to be refurbished for a bright new educational future that didn't include model railways.

Fortunately, the club had been looking at possible alternative locations, simply because of the stairs issue, so we were able to quickly secure a new home with a local scouts troop in a single story prefab concrete building. The downside this time was the lack of storage – some of our existing layouts had to go, others were initially stored off site. A priority was a test track and this was built from eight interior doors to form a hexagon and five multi-gauge circuits are installed. I'm not sure how many gauges it will support, it's between 12 and 16, due to the spacing of the various rails, accommodating most things up to 45mm. Fantastic fundraising by the members, combined with a good relationship with the scouts has enabled us provide a small, but dedicated workshop / store / library within the building and, externally, an insulated steel storage unit with a covered and level access into the hall. The unit holds wheeled trolleys for storage – let layout building begin!

The 'N' gauge group managed to hold on to their layout and, since arrival in it's new home, it magically morphed from a proposed 'seaside line' location to the Settle and Carlisle. Rejoicing in the name of 'Batty Moor' and with very recognisable S&C features, this is now a splendid operational layout that rewards its builders with regular weekend breaks - to exhibitions.

Unfortunately, the same luck did not hold out for a large continuous run '00' layout which had to go. Only now is a replacement seriously underway, a fourteen track multi-use 15' – 25' fiddle yard is nearing completion and the first front layout, based on the original LSWR Twickenham station is taking shape, track is mostly laid, buildings are under construction and wiring has commenced, all good news. 'Twickenham Junction' is intended to accurately portray the station as it was pre- WW2, but to stretch the operational time line a decade or two to enable more variation in the trains. Much research has resulted in a project that is close to the prototype, both on the railway and the surrounding properties, all of which are being scratch built for the project. This will be the first major DCC only layout, another learning curve for those involved.

The Club's other '00' layout, 'Northwick' survived the relocation and has been in regular use. It is presently receiving some TLC prior to exhibitions at Doncaster and Warley in 2015.

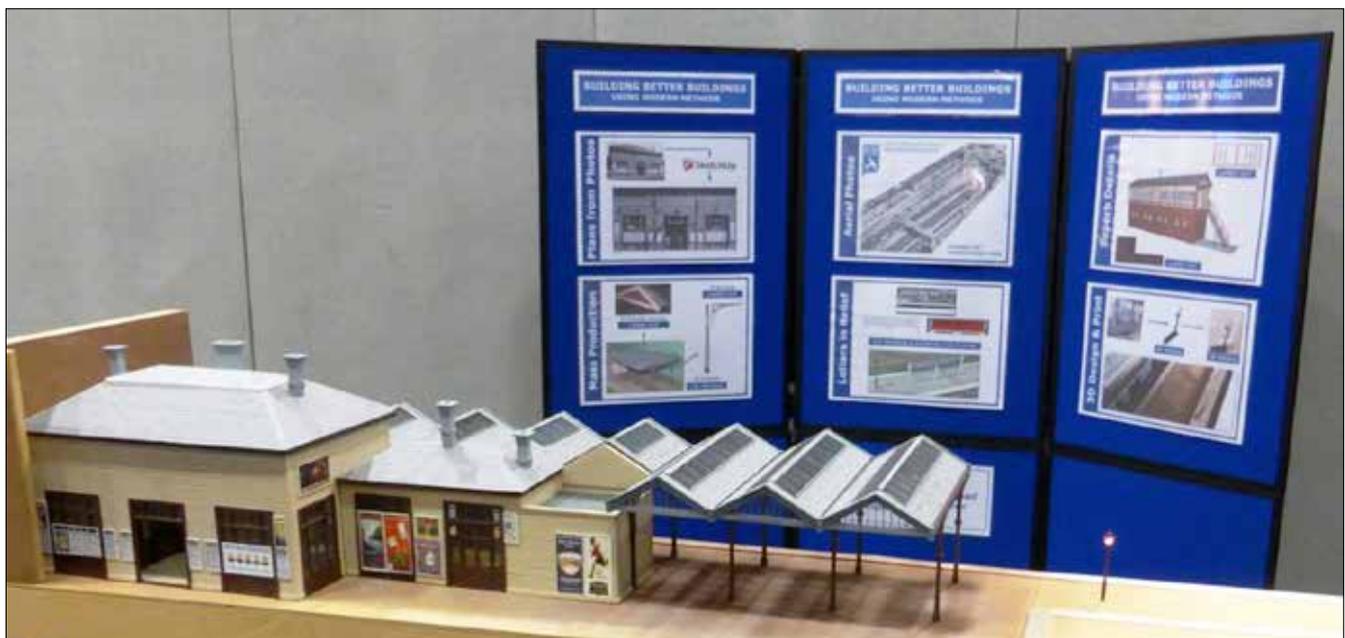
Addison Road station is the subject for the current '0' gauge project, set in the LNWR period of the mid 20's. In more recent years and greatly changed, this station is better known as Kensington Olympia. As for Twickenham Junction, a major aim is to produce as accurate a model as is possible and the hundreds of hours spent researching have been well rewarded. The choice of location and time allows trains from multiple companies to operate and provides for unusual some traffic, everything from workers, tea and ice-cream from Lyons, to elephants for the circus, motor cars and visitors for the early motor shows and other events held at Olympia. Mundane local traffic, commuters, were accommodated by the LNWR in electric multiple units, requiring a four rail track system for the Siemens and Oerlikon electrical systems, whilst steam hauled through trains used this important London North - South line between Willesden and Clapham.

Building historically accurate models is time consuming and technology has been employed widely with laser cutting, brass etching and 3D printing all finding an application. This layout still has some way to go but has monthly running schedules to prove that it works – sometimes a challenge as the signals which are interlocked with the track, are not yet actually in place. Seemingly, these need servos and a canned bus from MERG – sounds like a 007 type of organisation.

One of my nagging concerns about our hobby is the lack of general promotion. With an ageing and falling club membership and with projects as diverse as 'N' gauge trams to G scale, building these projects are a real challenge. Technology can help reduce the time in some areas, but even a laser cut building needs good assembly and finishing skills to complete.

All of our layouts are featured on the club website ( [www.tdmrc.org.uk](http://www.tdmrc.org.uk) ) that also links to blogs showing them in greater detail in most cases.

At TDMRC we have a 6ft x 3ft folding set-track layout that, with the club promotion stand, we take to community events and, more recently to a summer agricultural show. This is classic double oval layout, card buildings and Thomas the tank engine for the kids to operate. Hugely popular, the layout is deliberately kept simple, it is easy to explain the principles to parents, many of whom admit they don't know where to start. These keen infant train drivers are far too young to be become club members, but perhaps we should all have been doing this fifteen to twenty years ago?



Addison Road display of station buildings at recent RMweb live event at Coventry



Left: Addison Road. Down side booking hall entrance

Middle: Addison Road. Tracks at the station throat, looking towards Clapham Junction.

Bottom: Addison Road, South signal box interior. 3D printed signal levers.





Twickenham Jnct Station area buildings

Twickenham Jnct, Fiddle yard



Addison Road, Down home signals (not in place)



## The Gresley Society Trust

A statue of Sir Nigel Gresley at London's King's Cross Station

London's King's Cross station is to be graced by a statue of Sir Nigel Gresley, the renowned mechanical engineer who designed locomotives, carriages and wagons for the London & North Eastern Railway from 1923 until his death in April 1941. His achievements include the design of Mallard, the fastest steam locomotive in the world, Flying Scotsman, and famous streamline high speed trains such as Silver Jubilee in 1935 and Coronation in 1937. He also invented vehicle articulation, still used by railway and tramway engineers around the world to this day. Sir Nigel was knighted for his services to the LNER in 1936.

The bronze statue will be a standing figure about seven feet six inches tall, on the same scale as the figure of Sir John Betjeman next door at St. Pancras station. It will be sculpted by Hazel Reeves SWA, FRSA, who also sculpted maquettes of the figure to assist the Gresley Society Trust in obtaining permissions to erect the statue.

Hazel Reeves' final maquette will now be used by the Gresley Society Trust in raising money for the statue. The expected cost is £95,000, which the Society is now seeking to raise by public subscription. Donations may be made to the Gresley Society Trust through its website, <http://gresley.org/> It is hoped that all who admire the work of Sir Nigel will wish to be associated with the statue by contributing to its cost.

The statue will be placed in the Western Concourse, beside the entrance to the Ticket Office, by the wall to West Offices where Sir Nigel and his principal assistants worked until the outbreak of war. Sir Nigel's likeness will be standing in a familiar pose, holding a copy of *The Locomotive* magazine. He will be accompanied by a mallard, symbolic of his most famous locomotive. Sir Nigel was known for rearing mallards at his pre-war home, Salisbury Hall, near St Albans.



The accompanying wall plaque will carry a QR code, which visitors to the statue may scan by smart phone, to direct them to the Society's website. A photo of the maquette is an attachment to this press release.

It is planned to unveil the statue on 5 April 2016, the 75th anniversary of the death of Sir Nigel.

David McIntosh, Chairman of the Gresley Society Trust, said: "This is an inspiring project for the Society. In the past we have erected memorials of various kinds in Edinburgh, York and beside the line where Mallard achieved her record speed, and now we are to honour Sir Nigel in London, where he had his office for

the last and most productive eighteen years of his life."

Hazel Reeves, sculptor, said: "I am greatly excited to be deeply involved in this project. Ever since I was asked to make proposals for the statue, and to create maquettes for its evolution, I have been aware of Sir Nigel Gresley and his considerable contribution to the field of engineering. Now that we have permission to erect a full-size statue at King's Cross, I can express my admiration for the man in a very real way."

The Gresley Society was founded in 1963, initially to secure the survival of Flying Scotsman. In the event it bought class N2 tank locomotive, 1744, currently in steam and in its original Great Northern Railway livery from 1920. It is the oldest of the eleven Gresley locomotives extant in the world. The Society has erected memorials at Edinburgh Waverley, commemorating Sir Nigel Gresley's birth in the city; at the National Railway Museum, marking the spot where an A4 streamline Pacific was destroyed in an air raid in 1942; and at milepost 901/4 on Stoke Bank, south of Grantham, where Mallard secured her record in 1938.

The Society is now a registered charity, and is run by volunteers. A highly-regarded

journal, *The Gresley Observer*, is published three times a year, containing articles and studies of Gresley and LNER matters. The Society also holds up to four meetings a year, open to the public, at which papers are presented.

## Wolverhampton MRC

### Settling happily into its new clubroom.

The club has suffered a somewhat turbulent 18 months, in March 2013 we received notice to vacate our longstanding clubroom by June 2013. The search for a new affordable clubroom did not prove to be an easy proposition, but we eventually located what we thought was a suitable industrial unit and moved in during July 2013. Unfortunately the unit turned out to be a bad choice, the unit caused us several unsurmountable problems but did keep the club running.

It quickly became apparent that a longer term solution was needed and following the identification of suitable, affordable but considerably smaller premises we moved clubroom again in June 2014.

The downside of the move has been the enforced sale of Charwelton and Stoke Summit primarily because we had

insufficient space to erect and operate them, even storing was not an easy proposition. This still leaves us with three exhibition layouts Old Mills (00 gauge BR Diesel 1970), Moretonhampstead (00 gauge GWR 1935) and Merthyr Riverside (EM gauge GWR 1925).

We've just about settled in and are pleased that we've not identified any problems. Current clubroom activity has seen a start in the construction of the long talked about multi-gauge test track and the finishing details applied to Old Mills. Future projects are also under discussion.

Because of the aforementioned disruption and uncertainty we decided not to hold an annual model railway exhibition in 2014 but the organisation of a model railway exhibition in November 2015 is underway

New members are always welcome, however, we're currently rebuilding our web site [www.wolverhamptonmrc.org.uk](http://www.wolverhamptonmrc.org.uk) which we hope to complete before Christmas but in the meantime please contact us at [info@wolverhamptonmrc.org.uk](mailto:info@wolverhamptonmrc.org.uk)