



WELCOME TO TRACK RECORD #3

Editorial

My apologies for the late delivery of this our third edition. Two reasons. One - I was just putting the newsletter to bed when my iMAC PC suffered a catastrophic and irreparable failure. I had been running a scheduled backup to my external hard drive. However I was unable to recover data from that disk! What I had never done was test that I could recover files when my iMAC was working. A schoolboy error. Thus I lost all my work in progress. Then if that was not enough I suffered a serious illness. So if I have not included input from yourself please send it to me again at juliantominey@icloud.com and I will include it in TRACK RECORD #4.

Moving on then. This edition is packed with interesting articles including two members in the series "Meet a Member". Featured this time are Rob Ward and Bill Crocket both of whom have interesting backstories.

As you will know by now Roger Smith has retired from his role as Company Secretary. Our chairman, Alan Middleton, has written a testimony which you will find further on thanking Roger for all his work over the years in support of our Club.

This issue contains an article about a repurposed GNR station which was closed to passengers in 1951 and freight 1964 - St. Albans London Road.

A short piece concerning loco 34058 Sir Frederick Pile where our G1 member Andy Ford is heavily engaged with it's restoration.

Members days out are covered including Steve Mosedale's birthday outing to the Swanage Railway and the impressive Abbey Spring garden railway just up the road from Beaulieu.

So there's still plenty of other interesting reading ahead.

Club News

Roger Smith

You will all know Roger has been our Company Secretary for some 7 years and I can tell you that he has kept his fellow directors on the straight and narrow extremely efficiently throughout his tenure.

He advised the directors earlier this year that he felt that, with growing family commitments, the time had come for him to surrender the reins, together with the small mountain of records that go with job, to someone else.

Those of you who attended the AGM and those who read the Minutes will know that it was decided to accept Roger's decision and that Joe Holmes was voted in to fill the position.

Roger is an avid 4mm modeller who has a large loft layout at home and perhaps that is why we do not see very much of him on Wednesdays? Whatever the reason, I do hope that he will now have slightly more time for himself.

I suppose that with all his other interests we have been very lucky to have had his support for so many years.

His fellow directors have all benefited from his knowledge and experience and are all most grateful for all that he has brought to the governance of the club.

On behalf of the directors and club members I wish to thank Roger most sincerely for his efforts in the efficient running of our club.

Alan Middleton

August 2023

New Director

Chalkie White has become a Director of the club looking after floorspace allocation and shadowing David Wicks our current Finance Director.

Library

Brian Bamber has taken on the role of Club Librarian and has completely reorganised and tidied up our books and magazines area. If you want to donate books/magazines make sure they are current and place them in the box situated under the table adjacent to the signing in area.

Floor Space

Chalkie White manages space allocation within the Club premises. The Club is now limited on available space so please consult him BEFORE bringing in any items requiring foot print. He's not known as the Space Cadet for nothing. He also polices the tea making area and any dirty cups/mugs left lying round will be binned so please clean them or take them home for cleaning.

Purchasing

An existing important standing club rule requires repeating. If you are planning to purchase items for your club layout please consult any club Director and obtain his/their permission BEFORE you spend any money. Otherwise you are not going to be reimbursed. Note that the purchase of Locos is at your own expense and is thus not reimbursable. See the noticeboard for photos of current Directors all of whom are very approachable.

Fire precautions on club premises

Joe Holmes our Club Secretary has asked all Gauge Reps to carry out an inventory of kit. Please refer to his email which states what he wants covered and the deadline by which he needs the information returned. Joe has also updated everyone on fire regulations pertaining to our club. If in doubt speak to Joe.

Club outfits

If anyone wants a Club Polo Shirt, Sweatshirt, Fleece or T-Shirt with the club logo and optionally your name printed underneath, please contact juliantominey@icloud.com stating your size and name. As a guide a polo shirt would cost in the region of £25 and a fleece £45.

Exhibition 2023

The 2023 Exhibition was a huge success making a sizeable profit. Many thanks to our Exhibition Manager Steve Mosedale who worked tirelessly (as always) to bring it to fruition and then throughout the show. Also a big thanks to Steve's helpers (his Elves) who got stuck in setting up and shutting down the show and also ensuring traders and exhibitors were kept happy. A big thank you to the catering team for their exemplary efforts. Not sure what happened to the exhibitor plaques though! If anyone has spotted them then please let Steve know.

DCC and Analogue Switching

Most of our layouts can and do operate as either digital or analogue via switching. Just a reminder to members to check which way switches face. As you know placing and running analogue locos on DCC powered track can be seriously damaged if not completely ruined. It is the responsibility of the operator to ensure layouts are correctly switched before running sessions.

Club website

Our current website is over 10 years old and hasn't been altered during that time. Julian Tominey and Joe Holmes are together working with our Webmaster Michael Emerton to completely revamp and renew the site. We have been trawling other clubs and modelling organisations to assess what is out there and to cherry pick the functions that we would want to add to our on ideas for a new site. We will create a "template" for Michael to review and cost before we approach the club Directors for their support and any funding required. So if you have any ideas about what you would want from a modern, dynamic and up to date site please contact juliantominey@icloud.com. Thank you in advance.

Membership

The Club now has 63 members. A really big welcome to all our new members - Bruce Wheeler, Ben Tiratsoo, Bill Salter, James Gallimore, Bill Elston, David Nichols, Duncan Brown, Terence Dawe, Barry Gorst, George Gray, William Salter, Mark Turner and last but not least Robert Anker.

U - SHUNT

0 Gauge Shunting Puzzle

A kind chap, Clive Coleby, donated his 0 Gauge shunting puzzle layout called U - SHUNT for free. Clive felt that he could no longer look after the layout due to getting older so came to our exhibition and asked if our Club was interested. And of course we were. Perhaps a member could organise a Club shunting competition e.g. using one of the puzzle cards to see which member can complete the task in the quickest time and/or the minimum amount of moves? Here is a photo of the layout (now in store).



Meet a Member (or two)

This time we meet Robert Ward and Bill Crocket

Introducing Robert Ward



Nickname - Rob does not have a nickname (yet:-))

Where born - Southampton

Nearest mainline railway - Waterloo to Weymouth Line

Trainspotter? - No

School - Arnewood School (where we hold our exhibitions)

Uni/College? - Totton Art School studying Art Design and Photography

Anyone famous at your school? - 'Fraid not (apart from Robert himself of course)

Favourite rail company/region - Southern
Model railway when a child? - Yes in 00 gauge

How long a member of the Club - Robert is one of the club Founders 17 years ago

Favourite scale(s) - 0 and 00

Married? - No

Children - No

Home/Garden layout? - No but I model in 0, 00 and 009

Where do you live - New Milton

How did you hear about our Club? - Via co Founders Steve Matanle and John Dedman

What got you interested in Model Railways? - Thomas and Mallard

Career? Health and Safety (got into it by accident - ironically!)

Introducing Bill Crocket



Nickname - Davy (I wonder why?)

Where born - Edinburgh

Nearest mainline railway - Fenchurch St to Shoeburyness line (LNER)

Trainspotter? - Yes and saw Deltics at Kings Cross

School - Timber Log Lane School (great name!)

Uni/College? - Apprenticed as a fitter/turner marine engineer. Worked at Eastleigh Deltic depot Moved to Sealink as a marine engineer

Anyone famous at your school? - No

Favourite rail company/region - LNER

Model railway when a child? - Yes, OO gauge but it was sold as thought too old for young Bill

How long a member of the Club - 6.5 years; joined at the same time as our Chairman.

Favourite scale - O Gauge. Bill has 40 locos of which 14 are A4's

What got you interested in model railways? - Since that OO gauge layout as a child. Converted loft and built an OO gauge layout but abandoned it

Married? - Divorced twice

Children - One daughter

Home/Garden layout? - No

Where do you live - Lymington

How did you hear about our Club? - Word of mouth via a member who isn't one now. He said come and have a look and I was hooked.

Reports from Gauge Reps

Gauge 1/Live Steam

No doubt the obvious 'unfinished business' feature is 'Crossrail' ! The bridge is a pastiche of Brunel's Maidenhead viaduct - the single span modelled is actually correct scale for Gauge 1 - and the side span lifting section is more a homage to IKBs early 'small' tubular bridges which actually culminated in the Royal Albert bridge at Saltash.

The ascent/descent are not yet fully fixed and questions remain whether they are the steepest on 'mainline British rail' or just bl--dy awkward! Certainly the route is very handy for reversing trains, and thus multiplying route option and increasing play value!

Further ballasting works (nice one Kenny!) have enhanced Bournemouth West (I can never remember that stations name) so it's realism factor is increasing every week. Patching in of all the missing sections throughout the layout is high on the agenda. Something that surprises me is how ballasting seems to actually perform its role even in the much reduced size of 1/32 scale.(maybe I'm easily surprised?)

A pair of 'crossover' tracks is mooted in the Ferndene station area to further enhance operational flexibility.

The Prof's (John Sharpe) brainchild of cheap realistic point motors is beginning to bear fruit. With the track work bedding in, these motors are coming to the fore and I can foresee a wholesale rewiring with new control panels in the (semi?) near future. (Especially that blooming turnout at the far end that actually controls half the layout!!)

Some kind of clever device to avoid another 'Bill Crocket' dive on Crossrail which resulted in one engine and four coaches becoming instant kits is under consideration (it better blooming well be!)

Another newsletter, and another resolution to have a clear up and 'do better'!! I know of some interesting new acquisitions which should give both visual and operational pleasure - the fact I'm writing this from Edinburgh is in no way connected, but somehow it just might be(?) if you can untangle that!

Also there's a fairly impressive structure just to the north of here (clue 4/5?) that'd make a rather impressive piece in Gauge 1.....ok it's not GWR , but it is rather good.....just looking for a suitable space.....best breathe in Julian!

Andy Hobden Oct 2023

Gauge 0

Unless you have been living under a rock or are one of the gnomes working away down in the depths of the new '00' build, you may well have noticed quite a few changes on the Gauge '0' St Stephens Junction layout recently. Robert and myself have now almost completed the reworking, with just Vicars Town village to be finished (the buildings are in place). Starting with the Vicars Town branch, we have constructed two new 'access points' for maintenance and Robert has moved the army base to the inside of the man line alongside the canal basin. The small oil depot has been completely removed and Robert has built a new coal yard and extended sidings in its place.

The branch has also been relaid by Robert, with larger smoother curves leading to the coal yards and repositioned point-work. We have also constructed a small engine shed and servicing area where the old army base was situated, with new points off of the station branch. My contribution to this area was points, motors and wiring and cutting out the inspection hatches as well as modifying the control panel. I also made a security fence and gate to separate the housing area from the yards. The housing estate can now be seen raising up behind this area (thanks to Charles for the required wooden raised areas). Quite a lot of Scenic work has also been updated in all areas by Robert.

Moving to the other end of St Stephens Junction, a new oil depot has been built by myself utilising as much of the old depot as possible but adding many new items.

I started this update by completely stripping off, all previous traces of ground cover and painting & sealing the baseboard. Once this was done I added new point-work and brought the track around into this area by cutting into the old siding track work. A small scrapyards (White & Ward Scrap Merchants) has been built where the old oil siding terminated. In the scrapyards you will see various piles of scrap, including old diesel cabs and a wagon full of old metal. A high security fence surrounds the oil depot, with a security gate over the track entrance. By removing the original oil tankers fuelling gantry and remodelling it (Originally built by Geoff) I have been able to utilise it into the new depot Rail head. I have been able to make a lot of scenic detailing thanks to Roberts support, with many small items, vehicles and even, people, supplied by him. The final act was ballasting, groundwork detailing, a track crossing in

both the terminal and across the branch line to the scrapyard. Trees and



foliage plus reclaimed walls, finished the area. The next area to get our attention, is the goods yard sidings.

I have added some photos to show some of the work carried out below.

Martin (Chalkie) White & Robert Ward

St Stephens continues to give plenty of fun to those who operate their locos on the layout.

John and Charles have been working together wiring up two new control panels which are now in full operation. These now replace the old panel which has served the layout for the past sixteen years.

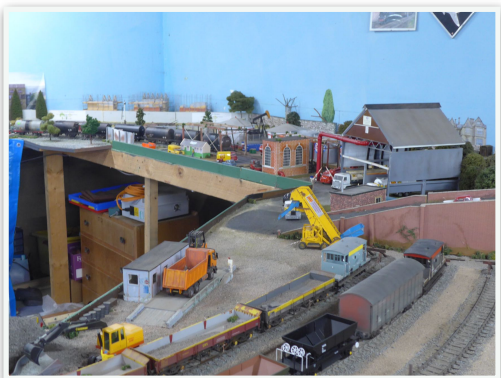
We welcomed a new member to the layout, Barry! Welcome! We hope you enjoy your time here with us.

Now that autumn is upon us Chalkie and I will no doubt be joined by a few other members upgrading some of the scenery. Thanks to all for your continued support.

Robert Ward - 0 Gauge Rep.

September 2023

The O Gauge Layout Updates Gallery



00 Gauge

New Exhibition Layout

Design has now been settled as a small city terminus with a through branch passing on high level, with main and branch lines to fiddle yard in a U shape. As mentioned at the recent AGM, many thanks to Charles for building and donating the baseboards, and to everyone who has helped so far on other construction. Good progress now being - track laying on the level sections is nearing completion, next steps will be to complete the upper level, install wiring (which will allow for analogue or DDC), and construct control panels.

Buildings, signals etc will be as generic as possible, that said the suggested name for the layout is Bournemouth East.

Main Layout

Available for running, but some maintenance is needed on several points and on the power feed to the main goods yard and engine terminal. One signal gantry currently under repair. Further development is planned by Chalkie and Rob to add a road overbridge with main station buildings at bridge level to the through station at the rear of the layout.

A future improvement to the control of the layout is to combine the separate controllers into one unit along with a mimic board showing points and signals in one place.

Canalside

Available for running. Only work currently needed is to check and adjust some track joints between the tunnel sections and storage loop boards, and to fit replacement home and starting signals to both up and down lines in the stations. Any donations of the old Hornby Dublo junction signals would be welcome.

N Gauge

We have made a lot of progress with our layout which now has a name:



Apologies to you Southern aficionados out there but the sign is in Midland colours as both Richard and I come from that Region (City of St. Albans 6253 btw).

We have a new member in the team. Welcome Duncan Brown!

As you will all know by now 90% of track work has been laid and tested. On cleaning and retesting two areas of track where they connect across boards, needs replacing or resetting flat. One branch line is yet to be completed which will link with the already completed and waiting shunting layout. The main station on the line has all its platforms in place. In addition the brand new Fleischmann turntable (thanks John Dedman) has been installed and the motive power depot will now be built in due course.

Mitchell has been wiring the goods yard siding and other areas of the track. All controller points have been connected and wired up. The last controller to be installed is our recently acquired Bachmann DCC controller. He is now concentrating on signalling and branch line automation. Mitchell came up with three purchase options for the signalling, remote and automated operating components. Two were over £300 (Heathcoate Electronics and Blocksignalling) but by careful research

Mitchell put together all the parts he needed to build the solution himself - costing just £65 in total. Great result Mitchell!

Richard continues to do wonders with scrap materials as he further develops the scenic side of the layout. I never realised what you could do with old towels, insulation board and ingenuity until I saw Richard at work. Nothing gets wasted.

Having said that after a club wide tidy up we can't find our stuff so easily as we were able to when we were in a total mess (apologies to Joe :-)).

We are currently building an airport on the helix cover at the far end of the layout. The top of the nearer one (to the main door) will become a town scene.

We will be adding lights everywhere appropriate in the future.



St Albans London Road ex-GNR Station

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St Albans Station London Road station was the first of three stations to be built in my home City (in 1865) and the first and so far only one to be closed. It was built by the GNR as the principle station on the line to Hatfield with connections to the North and London. It continued on to the LNWR St Albans Abbey Station. The line served the Lunatic asylum at Hill End and the Salvation Army print works at The Camp. The line thrived at first until the Midland Railway built a direct line to London and the North through the City in 1868 thus ultimately sealing its fate. The last passenger service was on 28 September 1951 (two years before I was born) and was the 5.08 from Hatfield, hauled by Class N7/1 No. 69644. Freight lingered on for a further 18 years hauled by various N7/1 and N7/3 Locos until class 08 diesels took over in the 1960's.



St Albans London Road Station 1890



St Albans London Road Station 1975



St Albans London Road Station view Today



London Road Station Staff 1920

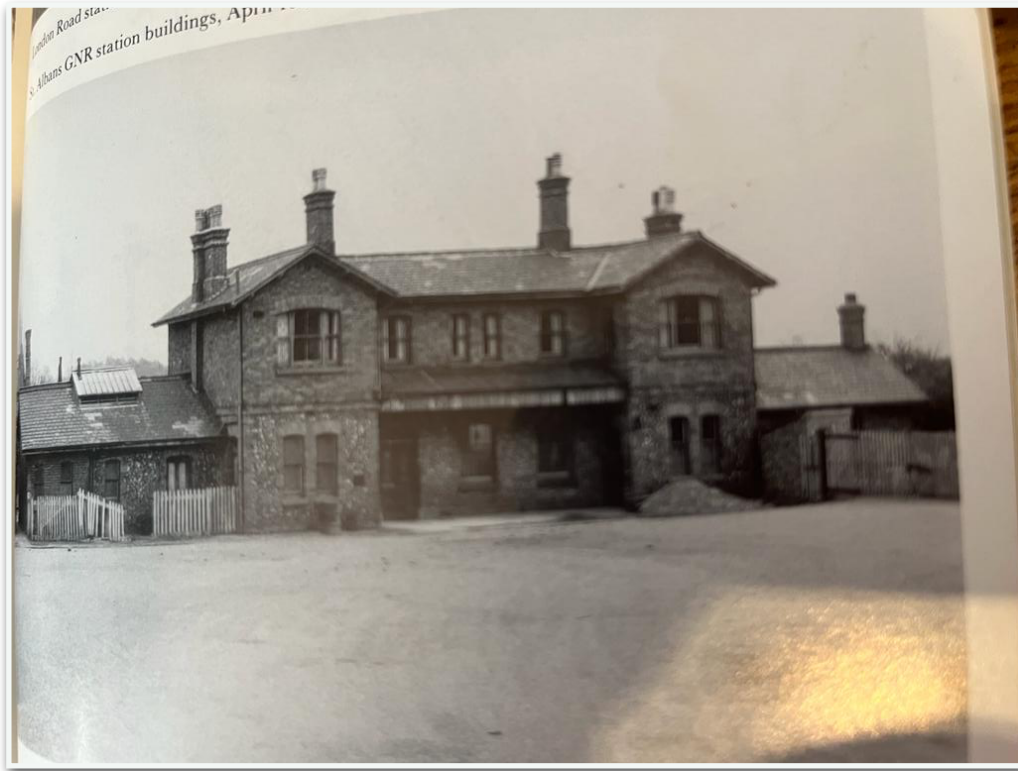
The station had a small good shed but its engines were shedded in Hatfield overnight. It has three claims to fame. The then Shah of Persia (now Iran of course) disembarked at the station on a visit to the City in the late 1890's and the Shah of Scenery and Electrics, Richard Denley's family, lived in the station building for a period. Lastly station master Jonas Ellingham was murdered by his wife!

My grandparents lived around the corner from the station and during WW2 my mother and her three siblings used the line to get to the De Havilland aircraft factory in Hatfield. My late mother's job was to fit the glass blips onto the top of the cockpit windows of Mosquito fighter bombers. She was filmed doing her job during a War Department film as part of a morale raising propaganda effort. I have this film on VHS somewhere around the house. My mother confirmed it was her and she remembered the filming. Trains also ran directly behind my primary school and we used to place pennies on the line to be crushed when locos went by.

The station was in use by passengers up to 1951 (and by my carpenter grandfather) and closed before that clown and vandal Dr. Beeching came along. Although he did try to shut the ex-LNWR St. Albans Abbey Station but

failed due to public resistance. What complete idiots he and Marples his boss were. After the station was closed to traffic the building was leased to a company buying and selling surplus army vehicles. I regularly saw rows of Sherman Tanks and armoured cars parked up in the station foreground from my vantage point of the top floor of double-decker red 84 bus on my way to and from grammar school in Finchley.

St Albans London Road Station abandoned



As Army Surplus Centre



A day nursery and preschool today

Below its relative position in the grand scheme of things



Now the railway line, the asylum and the De Havilland factory are gone. The latter becoming Hawker Siddeley and then British Aerospace before closure. The railway line to Hatfield has been converted to a footpath and cycleway called the Alban Way. However, it is bisected and ended by the M25 which itself was built after demolishing the Handley Page aircraft factory and airfield in Radlett; a stones throw from where the Mosquito prototype was developed in secret at Salisbury Hall. The latter has a museum consisting of a number of Mosquito aircraft. The museum is worth a visit and is just off the M25 before St Albans coming from the South Mimms direction. Here is a link to the museum:- <https://www.dehavillandmuseum.co.uk/>. There is a YouTube video of the whole line on the "Rediscovering Lost Railways" channel.



1955 Mishap on the Line N7 69637 in trouble!

Sir Frederick Pile Battle of Britain Bulleid Loco 34058

As you may be aware this loco is under restoration and one of our members, Andy Ford is involved in the work. Andy runs the restoration society shop selling all sorts of related goods in order to help fund the restoration. Andy can be seen on two YouTube videos which films its move out of the cattle dock area of the Watercress Line before its restoration site at Sellinge in Kent. The loco belongs to Southern Locomotives Limited.

Who was Sir Frederick Pile 2nd Baronet GCB, DSO, MC?

General Sir Frederick was an Irishman born in Dublin in 1884. He had a distinguished career in WW1 becoming a General in 1916. In WW2 he was General Commander in Chief of Anti-Aircraft Command (RAF). He was the only officer to retain his command throughout the war. He worked closely with Hugh Dowding before and during the Battle of Britain. His guns

claimed 102 German aircraft between June and December 1940. In 1948 34058 was named after him at Waterloo Station. After service the Loco found its way to Barry in October 1964 and is yet to run in preservation. Sir Frederick died in 1976. For more information check out Google.

Alas, I do not have permission to illustrate the loco with photographs of 34058 from the Southern Locomotives Limited's (SLL) site.

One can follow progress on Facebook page "Friends of 34058 Sir Frederick Pile". Additionally on the internet at https://www.southern-locomotives.co.uk/34058/34058_Restoration.html

In a future issue of TRACK RECORD I hope to cover the restoration of another Bulleid loco 35005 Merchant Navy Canadian Pacific where another member has been involved.

Steve Mosedale's Stag visit to the Swanage Railway

Steve Mosedale's wedding was on June 17th and he planned his stag celebration for Saturday 10th June. He invited members to join him to spend his Stag day on the Swanage Railway.

The plan was to travel by train to Wareham and catch the new Swanage Railway service using the class 117 DMU. Members caught various trains from Southampton, Brockenhurst, Sway and New Milton, some had to change at Bournemouth and finally all met at Wareham station. From there they travelled on the DMU to Corfe Castle where they got off and waited for the next steam hauled train to Swanage. This was pulled by U class 31806 which was allocated to Basingstoke shed in the late 1950s. Members travelled in one of the recently refurbished Maunsell Open Second coaches which was very impressive.

On arrival at Swanage they were joined by two more members making a total of 14. They headed into the town for some refreshments, most went into a chippy while a smaller group headed to a pub for a liquid lunch. The plan was to then go back to the station and catch the next steam service but not everyone made it as some stayed at the pub. They travelled to Norden in a very crowded train, this time in the other Maunsell Open Second. On arrival at Norden members transferred into the Pullman Observation car for the return trip to Swanage, this incurred a £3 a head supplement which was well worth it as they almost had the coach to

ourselves and it gave them a great view of the tracks as they were on the rear of the train.

On arrival at Swanage members met up again with some of the group and had a photo taken in front of 31806. They then travelled to Corfe Castle behind 31806 where they went for teas and coffees at the refreshment coach in the yard. The final trip on the preserved line was the DMU from Corfe Castle to Wareham where most of the members caught the train back to Bournemouth where some had to change for their trains home. A good time was had by all with some lovely weather.

A short video of the day is on the Club YouTube channel

The South Coast Model Railway Club - YouTube

There are also more photos from the day on the club Facebook pages

The South Coast Model Railway Club | Facebook

Photos from the Stag day out at Swanage





The gents at Corfe Castle



DMU Service from Wareham



Oakdale Garden Railway

John Dedman's 0 Gauge Garden Railway

I started building my garden railway in 2003, in the garage I have built a terminus station with small goods yard and a loco refuelling and stabling point.

From here the track runs through a hole in the rear wall into the garden, this leads to a junction which forms a triangle with the double track main line which has a 40 metre circuit around part of the garden. From the triangle the trains can be routed to either direction to travel around the garden.

I can do a much more detailed description if required for a future edition.

There are photos and short video clips on my Flickr here [Oakdale Garden Railway | Flickr](#) and a selection below.

John Dedman October 2023



45040 Ready to leave Oakdale station



Abbey Spring Gardens

A number of Members visited and enjoyed the fabulous Abbey Spring Gardens garden railway with the house located adjacent to Beaulieu. The superb and extensive gardens are ideal for picnic's when resting from operating the layout. For in the converted tennis court the owner has created a fantastic outdoor railway with rolling stock of American profile. The line circles the old tennis court and is raised above ground by stone walling as can be seen in the photos below. All the main electrics etc are found in the recreation of the signal box shown below and a view from its window.

The railway is only open occasionally and attendance is by invitation only. However, invitations to the club do happen so be prepared to come along and operate the locos on this fantastic garden railway.



Model Railway Shows

Paste and click on this link for the latest List of railway modelling and similar engineering type shows:-
www.rmweb.co.uk/events

Letters To The Editor

Please email your letters to the Editor at
juliantominey@icloud.com

Items For Sale

If you have any items for sale they can be published in this newsletter. Send to juliantominey@icloud.com stating item description, price and how to collect; plus your contact details.

TRACK RECORD #4

Tempting IT fate, I am hoping to publish the next edition of TRACK RECORD in mid to late March 2024.

Julian Tominey
January 2024