



## TRACK RECORD #1 - the Newsletter of the SCMRC

Welcome to the first edition of TRACK RECORD! - a brand new newsletter for the membership of the SCMRC.

### Introduction

The purpose of TRACK RECORD is to improve communications with the membership. TRACK RECORD is planned to be issued roughly quarterly and in advance of and after the AGM and Club Exhibition. It is not intended to replace or repeat website content. TRACK RECORD will be delivered via email to all those currently in the club mailing list at the time.

### Proposed initial contents

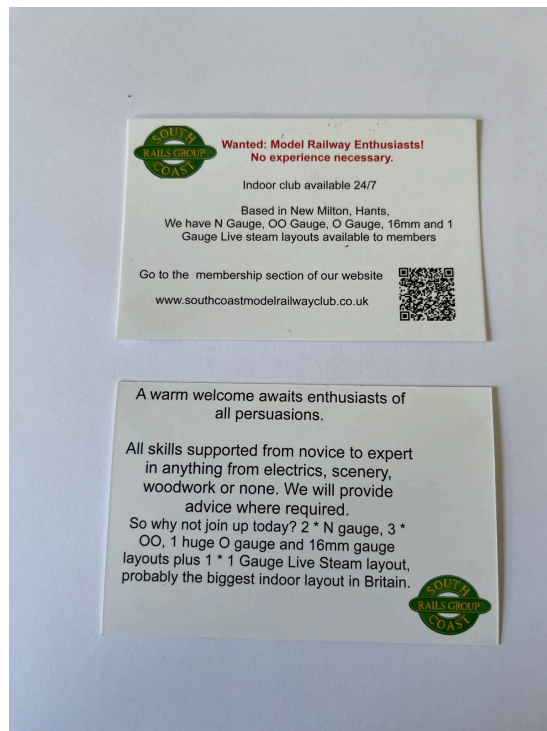
I would appreciate feedback on what subjects the membership would like covered in TRACK RECORD, but there's a starter for ten (as someone once said) below. If you have additional ideas I will gratefully receive them at [juliantominey@icloud.com](mailto:juliantominey@icloud.com)

Suggestions (in no particular order) :-

1. Club general news
2. Descriptions by members of visits to exhibitions/heritage lines/museums
3. New or updated links to layout photos and/or videos
4. Reports from Gauge reps on progress and plans for club layouts
5. Reports on home layouts/projects including photos or videos if possible
6. Welcome to and list of new members
7. Modelling tips
8. Members items for sale
9. Show videos
10. AGM stuff
11. Other stuff of potential interest to members eg Mainline Loco restorations, Links to members books (eg John Dedman/Pete Nurse...). Basically anything that isn't on blogs/anything rail related.
12. Members input eg letters to the Track Record editor [juliantominey@icloud.com](mailto:juliantominey@icloud.com), covering anything railway related really but also specific responses to newsletter articles, feedback about Track Record itself and so on

## Club News

The club is always seeking new members and as such has produced a credit card/wallet sized "business card" to be given away to anyone interested in joining us - or for passing on. They are also given out with tickets at our exhibition and other events where club members attend or take part. The card contains a QR code which when scanned takes one direct to the club website. Business cards can be found in boxes on the signing in desk at the clubhouse and members are encouraged to pick some up and distribute as they see fit. The front and back of the card is shown in this photo:



The club QR code as shown on the business card:-



## Club AGM 2023

The annual AGM will take place on Sunday 30th April starting at 11am prompt. Please put the date in your diary. Details of, and the AGM agenda itself, will be sent directly to the current membership by email closer to the date as required by company law.

## Exhibition 2023

This years exhibition details follow. Please let friends, families and colleagues know about it and encourage them to attend. Also pick up some Flyers (see example below) and distribute around your area. The Flyers can be found beside the signing in book at the clubhouse. If you can't make the clubhouse you can print off copies of the Flyer at this location:-

<https://www.southcoastmodelrailwayclub.co.uk/exhibition>

## Help Needed

The Exhibition Manager is always looking for help setting the exhibition up and taking it down again. Please contact Steve Mosedale directly to offer your help.

## Timings and show details

- \* Friday 28th July setup 1500 to 2000
- \* Saturday 29th July setup 0700, doors open 1030 until 1700
- \* Sunday 30th July setup 0800, doors open 1000 until 1600
- \* Packing up until 1900

Admission fees £8.00 adults

Under 16s free when accompanied by an adult

14 layouts in scales from N to O gauge

Full trade support

Details to follow as arrangements completed.



## Membership News

Membership remains stable with at the moment 53 full including 2 junior members, 4 country members plus one student member. New members always welcome. Please invite your friends to join us!!

## Reports from Gauge reps

### 1 Gauge/Live Steam

Andy Hobden has provided a very interesting description of the Bridges on the layout. It is in two parts. Part 1 follows and Part 2 will appear in the next edition of TRACK RECORD.

#### THE BRIDGES OF BASHLEY COUNTY(?) - Part 1

A few thoughts on the proliferation of bridges on the SCMRs Gauge 1 layout at Bashley.

For those of you with a view that if it's not exact scale, didn't take a lifetime to build, it can't right, this may not be for you.

It all started when the club in its infinite wisdom decided to expand into the new wing. To enable sensible access to this new area the existing Gauge 1 layout would need foreshortening by around 4 feet. In doing this work, the opportunity arose to create a new terminus in the new wing with "triangular" access. This in turn gave the requirement/opportunity/need to get the lines from A to B either by conventional base boards or much more excitingly and visually stimulating, a few bridges!

Luckily we are INDOORS so bridges can be built of rather easier materials than steel, bricks and mortar.

#### But First the Existing Viaduct

I don't know of the prototype upon which this is modelled but it has quite pleasing proportions and since the ground beneath the viaduct has been



treated to some rather nice scenery (thank you Roberto and Bill), it has become a striking and pleasing focal point on entry to the club - I hope you agree.

### Landwasser Viaduct

This is not actually a scale model (well I haven't actually checked) but it was based on the proportions of the famous Swiss viaduct. It is actually constructed out of Dave Keeling's old bedroom wardrobes as is the new terminus station. (It's all we had at the time and waste not want not.) I have to confess I am not over enamoured of the quality of workmanship here (it was me wot dunnit) but plead that I always intended to cover the structure with lining paper and haven't got a "round tuit" yet. I still find the super elevation of the curve on the viaduct rather pleasing (but more of that later).



### The lift up section

This is of no particular prototype merely a generic steel beam bridge. For those who wonder why it exists at all, I would plead that it is probably the only sensible place to achieve a lift up flap which is a definite requirement for those of us with dodgy knees. Technically, it's an absolute pig as something akin to having a pit lane emerge from the top of Brookland's' banked track is required to enable to entry into the new terminus. I should say at this point the original double track main line was constructed and laid to an extremely high standard with super elevation and cant as required to enable the running of 200mph express trains, but we move on .... Recent modifications to the track on this bridge have included replacing wood screws with nuts and bolts enabling a rather more accurate adjustment as required.

Apart from the foreshortening mentioned above, the two track main line remains virtually unaltered for those of the express steam train persuasion.



### The Victoria Bridge

The other side of the entry triangle to the new terminus is gained via a model of the Victoria Bridge from the Severn Valley Line. This is one of two bridges built to virtually identical designs in the region and quite interestingly, the model in our club house is pretty much exact scale (at 10mm to the foot). If you Google the Victoria Bridge you will find it's a 200 foot span and comprises of a combination of 4 arches with spacings

of 4'6", 6' and 4'6" so it would appear to me that the original intention was for it to be double track. Our model is a single track but there are four strings appropriately spaced and the span is the correct 2 metres.



The model is actually a single sheet of MDF sliced into four strips with a bit of detailing on the front girders only. (But you can look through and see it does comprise four arches!)

One day we will get round to completing the scenery both on the left and right hand embankments and possibly behind the bridge.

Andy Hobden  
February 2023

## N Gauge Report



There are now three N gauge layouts at the club.

The main layout is on three levels, with all track laid and scenery building is making great progress and includes a canal scene! Richard Denley, scenery expert, has made two removable covers for our helixes (resident carpenter and scenery expert to the team!). They are covered over because there are no helixes on main line railways in the UK. The top of one cover will feature a town scene and the other an airfield amongst other things. The track has been tested successfully on a couple of occasions. It is designed to be used as analogue or digital. All the wiring has been installed by Mitchell Granger and auto shuttles are being created by Spencer Naylor used upon Arduino technology. Train operations have been videoed and photographed (thanks John Dedman) for the website. Plans ahead are (amongst other things)

- \* to complete the two branch lines with auto shuttle featured on both.
- \* install a motorised turntable and engine shed
- \* build goods yard(s)
- \* complete scenery
- \* build out the two traversers to completion
- \* complete main station build

The two other N gauge layouts are complete and operational.

One is a country side terminus with sidings built by teammate Mitchell Granger and comes complete with a carousel rather than a fiddle yard. It

is an excellent analogue layout and is likely to feature at the clubs 2023 exhibition. A photograph of this layout will appear in the next edition.

Finally, the third N gauge layout is complete and operational albeit with some minor rewiring of the magnetic uncouplers needed. This layout aims to recreate a small country terminus with sidings and uses a small three road fiddle yard. It was designed to be an analogue layout but trains can be powered by either an analogue or DCC controller. In due course this layout will be connected to the main club N Gauge layout as a branch line and serve it as a shunting layout and fiddle yard.



Julian Tominey  
February 2023

## O Gauge Report

Current activity involves the building of a new control panel for the down line which is the outer circuit. All the electrics and switches will be transferred from the old master panel by the station onto the new panel. A lot of this will be duplicated onto the panel on the front of the layout. New point motors need to be fitted into the fiddle yard as there are two extra tracks in there now, but can't be used until they are fitted. Robert Ward has created a military site where the dockside part of the layout resides. An access hole will be created there to make it easier to control that end of the layout. A similar job will be done at the opposite end by Chalkie and Robert.

John Dedman  
February 2023



## 00 Gauge Report

The club has two 00 Layouts. "Bournemouth East" which is loosely based on the Great Western region, now BR. "Canalside" is non region specific. Both layouts are double track loops. Extensive goods yard and engine sheds are included in the club layout, Bournemouth East, whereas Canalside is a double loop through station set up. Canalside, an ex-exhibition layout, and was acquired and donated to the club from Taunton by Steve Mosedale approximately 10 years ago. Both layouts can be operated as DC and DCC by means of a switch. On Canalside both circuits can be independently controlled thus one can operate one track in DCC mode whilst the other operates DC locos and vice versa. On Bournemouth East one track can be operated as DC or DCC whereas the other is DCC only. It takes about 3 minutes for a train to complete a circuit on this layout and full 8 coach trains are easily accommodated. Canalside limits one to six coach trains. The team have concluded the renewal of the points on Bournemouth East eliminating the problems with shrinkage which had developed over the years. Additionally, since joining the club Chalkie with support from Rob Ward has made significant changes to scenery.

## 00 Gauge exhibition layout

This project is in its early stages with all the baseboards being built (excellent carpentry by the way). There is a planning team and a track team at work. The project is at the point of laying track according to the track plan which is on view. It is estimated to be complete within 18 to 24 months time.

A potential future project may be to make the fiddle yard on Canalside fully scenic but that's one for much later on as the exhibition layout is taking precedence.

Chalkie White

February 2023

## Childrens 00 Gauge Layout



Rob Harris and Richard Denley have significantly upgraded their excellent

kiddies 00 gauge layout ahead of this years Exhibition. Children get free goes to run specific basic stock on one or two tracks. The idea being to get the young actively engaged in running trains and thus hopefully in taking up the hobby (instead of all that computer based nonsense :-). At the show the layout is usually placed right by the entrance or near the eating area, so it can't be missed.

Richard Denley  
February 2023

## Model Railway Shows

Most if not all members probably know about this but if you are looking to attend a model railway show any time soon a current list can be found at [www.ukmodelshops.co.uk/exhibitions](http://www.ukmodelshops.co.uk/exhibitions).

Here is a short list of upcoming shows:-

Sat 11th - Sun 12th March - Basingstoke & North Hants Model Railway Society - Basingstoke Model Rail 2023

Aldworth Science College, Western Way, Basingstoke, Hampshire.

Sat 18th - Sun 19th March - Warners Exhibitions - The London Festival of Railway Modelling

Alexandra Palace, Alexandra Palace Way, London, Greater London.

Sat 8th - Sun 9th April - Lymington Community Association - Lymington Model Railway Exhibition -

The Lymington Centre, New Street, Lymington, Hampshire.

Sat 15th - Sun 16th April - Bentley Model Railway Group - Calne Model Railway Show

Calne Community Campus, White Horse Way, Calne, Wiltshire.

Sat 15th - Sun 16th April - Wimborne Railway Society - Wimborne Railex

Allendale Community Centre, Hanham Road, Wimborne, Dorset.

## Home Layouts

Chalkie White has sent a description of his superb home layout called Bampton Exchange.



The layout is modular, sixteen feet by two feet and depicts a small steam servicing point and goods yards plus sidings that are a fictional branch off of the Waterloo main line to Weymouth,

somewhere between Southampton and Bournemouth. All trackwork is code 75 finescale and I utilise the hidden 'cassette' style of stock fiddle yards. The layout has been scenically updated since these images were taken (see bellow) and has a large lattice overbridge carrying a disused line, church and graveyard, goods sheds, office buildings and various track maintenance buildings etc The layout was exhibited in the past as 'Bampton' and was purchased in a quite sorry state after storage for some time. Extensive refurbishment has been undertaken by myself necessitating new pointwork and motors, lighting and track replacement in some areas. The layout is DC only at this time.



Bampton Exchange's busy engine shed

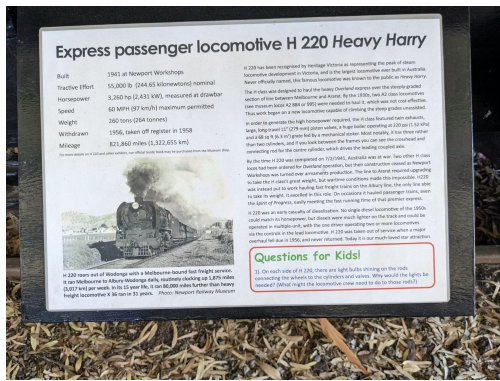
If you want your home layout featured in the newsletter please send its description and any photos or videos to [juliantominey@icloud.com](mailto:juliantominey@icloud.com)

## Heritage Site Visits

TRACK RECORD's Foreign Correspondent Andy Hobden has recently visited the Newtown heritage site in Melbourne. Here are a few of his photographs. Note the loco on inside out track!

photo 1





(Andy also visits Launceston railway museum - see next edition).

Three things to test your (Australian) railway knowledge.

1) Barlow rail. [Photo 1- the plate layers trolley]

This was the standard rail used for Brunel's broad gauge. Seven mighty feet, not that Slack Harry 5' 3", that some idiot politician blessed Victoria with. I digress. What I did NOT expect to find in Australia - Brunel's broad gauge rail!!

Explanation I received: Just as the mighty seven foot was in decline (I refer you to the saddest of all photos- the Paddington departure at 10.15 on Friday 20th May 1892 of the last broad gauge 'Cornishman') various smaller antipodean enterprises were searching for a cheap supply of rail.....?

Believability factor : 8/10 ?? ( I'm not sure the dates work for that, but it's plausible)

2) Inside out track. [Photo of track with keys inside

Not unknown in the in the UK , but I've never actually seen it (till now!). Bullhead rail with the wooden keys on the inside!

Explanation I received : Aussie railways were customarily poor (..... apparently) and to avoid employing TWO ganger men, one to each side of the tracks, they employed ONE man with TWO HAMMERS and he wandered purposefully down the centre of the track merrily swinging with both arms as he went.....

Believability factor: 4/10???? (Two sledge hammers?, yer 'aving a Larf!)

3) Some rats have been gnawing at the buffers...?

I show several examples to illustrate that the 'topless' buffer was not 'a one off scrap this engine indicator', but why?

Explanation received: When corridor passenger stock was introduced all was well and lovely EXCEPT that the unused 'half' of the front corridor connection (where the engine connected to the train) would swing round and foul on the buffers. Solution: gnaw a piece off the top of the buffer heads....

Believability factor: Hmmm a very doubtful 4/10 , surely a routine dimensional problem. I can't imagine Churchward, Gresley or even Bulleid accepting a ten minute hack with a blow torch!

Newport Railway Museum, Melbourne, Victoria is sited on the edge of the once enormous railway works (think Swindon, maybe Derby, oh go on then Eastleigh). Some 20 plus rusting hulks lie there and are well worth a visit, but be warned this is an enthusiast run enterprise and opening times as well as recollections \* may vary.

\* See all of the above!

Andy Hobden  
February 2023

### Letters to the Editor

Please email your letters to the editor of TRACK RECORD at [juliantominey@icloud.com](mailto:juliantominey@icloud.com)

### Items For Sale

If you have any items for sale please send them to [juliantominey@icloud.com](mailto:juliantominey@icloud.com). Please include an item description, its price and how to collect with your contact details.