



WELCOME TO TRACK RECORD #4

Editorial

Welcome to issue #4. I am pleased to say that this edition contains some good articles. Along with the usual stuff eg gauge reports, the contents include Meet a Member, the amazing story of the life of - Professor Emeritus John Sharpe. Then a brilliant article with photos by John Dedman. In addition an article about a surprise discovery on a drive to Laramie, Wyoming. A further report on the restoration of 34058 Sir Frederick Pile is also included by club member Andy Ford. Willie Bath is also involved. A gem to be found, is a photo collection provided by those Jolly good members who attended Didcot Railway Centre in late March/early April where attendees had a great day out in reasonable weather. By the time you read this the club AGM will have been held so I will try not to cover anything already published by our Secretary Joe. The home layout feature this time covers Chalkie White's layout Bampton Exchange.

I really hope you find some interesting reading ahead. Track Record #5 will appear at a date to be determined later this year.

Club News

At the AGM David Wicks was voted in as the new chairman following Alan Middletons desire to stand down. As David was club treasurer that position became vacant. Chalkie White has been shadowing David for a year and was voted in as new Club Treasurer. We wish them both well in their new position. There is now a vacancy for a floorspace manager.

SCMRS Directors as at April 2024

Here are the folks who currently constitute the Club's Dictators oops sorry Directors. If you are interested in playing darts there is a copy on the club Noticeboard. The Directors are all very approachable.



**GEORGE TOMLIN
HONORARY PRESIDENT**



**DAVID WICKS
CHAIRMAN**



**JOE HOLMES
SECRETARY**



**STEVE MOSEDALE
EXHIBITION MANAGER**



**JULIAN TOMINEY
COMMUNICATIONS**



**CHALKIE WHITE
FINANCE**

Alan Middleton - ex chairman

By new chairman David Wicks:-

Alan was elected as Chairman in 2019. Just as he had negotiated with the landlord to take on the extension COVID arrived. Under his chairmanship he managed see the club safely through the COVID crisis.

Alan regularly supported Stephens Lane at a number of exhibitions before & after COVID which established the club profile on the exhibition circuit and led to a number of further invitations and useful relationships with other clubs. Arbitration of space allocation in the extension took up a lot of his time and arbitration skills were needed.

As is usual in any club a number of issues arose along the way and his people skills allowed most of these the be resolved without any impact to the club. There were some situations with members who either didn't pay subs or blamed their bank for all sorts of things were firmly and clearly

dealt with. During his tenure the Club membership has increased significantly from 53 in 2019 to current level of 70+. Many thanks Alan.

Library



Brian Bamber Librarian (left) has been presented with a club Lanyard and has done a great job reorganising the book shelves and magazine the table and clearing out loads of ancient books and magazines that nobody read. Lots of smoke is to be seen at the Local tip! Please place any new books and magazines in the box below the table - NOT on top of the existing mags etc. Brian will sort them out. Contact Brian if in doubt.

Accountancy/Auditing club accounts

If there are any accountants in the club would they please make themselves known to Chalkie White. If they want to volunteer auditing and signing off Club finances in the event the club succeeds in gaining charitable status it would save a lot of money.

Club Status vis-a-vis Business Rates. Become A Charity?

You will all know by now that the club is facing an increase in business rates due to a recent reassessment. Up to now we didn't have to pay them but following it we face a bill of £600 this year, then £1200 next year and finally £1800 in the following year. Then there will be another review and I would imagine the world will have stopped spinning if that review reduces our bill. As a result the club is looking at becoming a charitable entity. Frank Price is leading a small task force in generating the plan for Charitable status, including pros and cons for review by the Directors and Members probably at an EGM. Frank has also been given excellent advice by Prof John Sharpe and Willie Bath who have extensive experience in this field. Frank is in touch with clubs who have successfully made the transition to pick up learnings and advice.

Purchasing

If you are planning to purchase items for your club layout please consult the club Directors and obtain 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

above and on the noticeboard for photos of current Directors all of whom are very approachable.

Our friend good old PAT Test is back

Around Exhibition time our equipment gets PAT tested. Gauge reps need to put out all their electrics in use ahead of the day(s).

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. There are plans for folk to order direct from the new website.

Exhibition 2024

Planning for the 2024 exhibition is underway. This year we are managing the catering and being new to this a lot of work is underway. Dates for the exhibition are 26th, 27th and 28th July. Friday 26th and the early morning of 27th are for setting everything up and the club needs volunteers to help out. Volunteers are also required to be available on all days. Also we will need helpers in the kitchen cooking (bacon, sausages etc) on Saturday and Sunday. Volunteers have stepped forward and passed Food Hygiene exams and are now Industry Accredited. These four chaps will supervise the catering function and act as front of house, taking customer orders etc. Exhibition flyers and posters are available from the box on or adjacent to the signing in table at the clubhouse. Please take some and distribute around towns, village halls, information boards etc in your area.

DCC and Analogue Switching (Standing reminder)

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 seriously damage them if not completely ruin them. It is the responsibility of the operator to ensure layouts are correctly switched before running sessions.

Replacement Club website

Joe Holmes is now leading the effort to produce a new club website as mentioned at the AGM. Requirements have been gathered up and a local Web Design and Management company, Graphics Bite of New Milton, has

been selected and is working on prototypes. More details will be made public as Joe's project proceeds.

Membership

At the time of writing the Club has 71 Members. This is the highest number we have ever had and the Club welcomes our newest members Peter Loveless who joins as a new junior member and Liam Harrison an OO gauge aficionado. Welcome Peter and Liam enjoy the show!

U - SHUNT

0 Gauge Shunting Puzzle

Volunteers are wanted to man the U-Shunt game at the Exhibition. Please contact Steve Mosedale if you are interested in helping here. At least two volunteers are needed to oversee the shunting game.



Model Railway Exhibitions

Copy and Paste this link into your browser for the latest list of railway modelling and similar engineering type shows:-

www.rmweb.co.uk/events

Meet a Member (nb this article is very long in order to cover the full breadth of John's life and achievements)

Only one member this time. A slightly different approach in order to cover his wide and deep experience in all things railways plus a host of other activities. So...

Introducing Eur Ing Professor Emeritus John Sharpe, Cantab, MA, PHD, DipAdvStud Camb, CEng, FIMechE, FIEE*, MinstMC, MBritLEnergyEcon, CdipAF. And Gauge 1 enthusiast at the Club.



John in his workshop



John with some of his Locos

Nickname? - The Prof for the good reason that he is one!

Where born? - Cambridge, a pre-war baby

Did your parents have an engineering background? No. John's father was a stone mason who worked on Sandringham House for King George VI. His great grandfather was Clerk of Works of the Catholic Cathedral in Cambridge. Thus there were always books of drawings around the house. A distant relative who lived in Lancaster, Edmund Sharpe, did build and own railways - the Liverpool High Level Railway and the Little North Western. He also built them in the Pyrenees as well as being the architect of many churches. The Times printed a full page obituary on his death.

As an aside, John displayed an early example of his ingenuity as at the age of ten living with his Aunt she would send him to the local off-licence with instructions to have a jug filled with beer. Outside the house was a downpipe which didn't quite reach the ground. So John would have a drink of beer and then refill it from the rainwater coming down the drainpipe. His Aunt never noticed! Nice one John!

John always wanted to be an architect never an engineer. From the age of ten he did all the architectural drawings and planning documents for his father who was now busy as a jobbing builder in the post war years.

Early involvement in preservation

The RAF built an airfield for bombers within a few metres of his local railway line. They built it so that if a plane crashed would trip wires setting signals to danger via the nearby wooden signal box. John preserved the signal box post closure which donated to Bressingham Steam Museum within the garden centre where it still is today. John knew Alan Bloom because as a boy he lived in Oakington and at one time worked for him. The railway that went through Oakington is now a guided busway but there is talk of restoring the line back to use again as part of the revived rebuild of the Cambridge to Oxford line currently underway.

Where do you live now? New Milton

Nearest mainline railway? - As I grew up basically a bit of everything! GER/LNER and I witnessed lots of ex-GNR locos and LNER, LMS and Midland stock. One special loco seen was the LNER W1 loco which was Gresley's rebuild of the Hush Hush engine. I also saw 4472 Flying Scotsman at work.

Trainspotter? - Yes. I was a trainspotter and there was open access to the shed 31A Cambridge. If lucky footplate rides were available. However, when only 10 years old I managed a footplate ride from the first station outside Cambridge through to Oxford on Fairburn 4-6-2T. John was good mates with a driver and fireman who would help him to get on there footplate! John would cycle to Huntingdon to spot trains on the LNER mainline. In more recent years John has become very interested in the S&DR notably Bath Green Park, Highbridge, Burnham on Sea and Bournemouth West.

School? - John attended his local Grammar School - Cambridge High School for Boys.

Anyone famous at your school? The headmaster's daughter was the late Olivia Newton John. Olivia was born in the Headmaster's house whilst John attended the school.

Model Railway as a youngster? Yes. John had two, both clockwork Hornby, one in Malvern where his Aunt lived and another in Cambridge. After the war the latter grew and grew which led to John having to build embankments to enable trains to run around the garden.

Member at SCMRC? - John originally visited the club with Peter Soole whilst he was living in Yeovil, Somerset. Once he moved to New Milton he joined our club full time in 2009. John helped build the G1 exhibition layout of the time named "Croyd".

Scales worked? 0 Gauge, Narrow Gauge, G1 and 15 inch gauge. John built the rails and sleepers for his first outdoor 0 gauge railway in 1965 where he operated Bassett-Lowke and Bing locos and stock. He built a battery operated 0 Gauge Claud Hamilton 4-4-0 using a very early Portescap motor and gearbox with a helical gearbox also built by John. This was exhibited at the 0 Gauge Guild meeting in London and later he had several narrow gauge railways. In 1992 he built a live steam replica of the famous Ballbunion steam monorail. Initially at SCMRC John operated a radio controlled live steam G1 Black Five along with Peter Armstrong and club founder Steve Matanle.

Uni/College? - John attended Cambridge University

Who would you most like to have dinner with? Andre Chaperon (who John has previously met). John would also like a copy of Chapelon's 1934 book "La Locomotive A Vapeur".

Favourite scale(s)? - Gauge 1

Married? - Yes, to Linda

Children? - Yes, 3

Home/Garden layout? - Yes I had one but it has been removed due to problems associated with back trouble (age)

How did you hear about our Club? - Via Peter Soole

Career?

John is a Professor Emeritus in Engineering Design and as far as he knows there are only two others left in the World. The problem these days appears to be that a degree in Design Engineering is no longer seen as an academic subject.

Between 1955 and 1960 John was a five year apprentice design engineer at Marshalls Flying School in Cambridge and helped rebuild aircraft. He was also heavily involved in testing the Marshall Baker ejection seat being responsible for the associated pyrotechnics! However, the project died for political reasons. Rival company Martin Baker had the monopoly which Marshalls had tried to break. Both companies based their work on Captain Valentine Baker's patent for ejection seats - thus the name appearing in both company titles.

John was engaged in installing and testing the liquid oxygen breathing system on behalf of the English Electric company's Canberra jet bomber and for the English Electric Lightning jet fighter/interceptor. All whilst still an apprentice.

He was then seconded to Vickers who were based at Hurn - his first ever visit to our area. Whilst there he completed his HND in mechanical and production engineering. His next move 1960-63 was to join the research department of the Cambridge Scientific Instrument Company. Whilst there he designed and built a geoscan electron microscope for the examination of geological specimens. It remained in production for 27 years. He also designed and built X-ray spectrometers. If that was not enough he also designed a three term controller for the processor industry which was used for controlling chemical processes.

In the early 60's John was involved in the design and development of medical instruments as specified by Dr Schott. John undertook this on his own privately designed and patented construction the first blood pressure testing machine. This was used by the famous Addenbrooke Hospital and on horses at Newmarket. Wilkinson Sword took it on and built a number of production models before they shut down their medical department.

From 1963 to 1965 John was Technical Officer for the Control Group part of the Engineering Department, Cambridge University where he stayed until 1969.

From 1963 to 1971 and by invitation John joined Cambridge University as Professor JF Coale's Senior Assistant in Research Engineering where he designed and built literally anything wanted by researchers in this rapidly growing subject. He also ran two large analogue computers which used patch panels/cables to programme several hundred operational amplifiers within the machine. He was also responsible for running an Elliott 405 digital computer which was so large it filled an entire two storey building the equivalent of a house! It was a valve and crystal machine having 3500 valves and 5000 crystals. He wrote all the arithmetic routines but it wasn't to last as the Elliott machine was destroyed by lightning! As a result John took the Diploma of Advanced Study in Automatic Control - as Cambridge did not give Masters degrees this was the equivalent of an MSC anywhere else. He studied and gained this qualification whilst building kit for others on the same course and keeping the show on the road

From 1971 to 1976 John was appointed Senior Scientist/Engineer at the National Institute for Medical Research, Medical Research Council. He was responsible for research including the design, development and construction of scientific apparatus. This involved a research programme with his 22 technicians of the physical basis of counter current chromatography and instruments for the determination of ultrastructure of macromolecules working with World Health Organisation (WHO) on implications of automation of standards procedures.

John's next major achievement was to design and create Float Glass for Pilkington's. Most double glazing is now made using this method whereby glass floats on a molten bed of solder.

He was invited to study for a PHD at Cambridge - only ever by invitation - and for which a degree was not a requirement. And he didn't have to pay to do it! His gown is slightly different to the usual PHD outfit. John also obtained an MA. His PHD thesis was on the Optimisation of Dynamical Systems. Work was carried out on large machines and funded by government grants.

Along with some colleagues he was instrumental in preserving a historic sewage pumping station and as a follow up, the Cambridge Museum of Technology. He set up a trust (whilst having two young children at the time). The museum is still open today and celebrated its 50th anniversary four years ago. Additionally John set up a society for industrial archaeology. John founded the Cambridge Society for Industrial Archeology and was its first chairman.

John went to the National Institute of Medical Research in Mill Hill where he conducted all the engineering in the process from making animal cages through to designing cryogenic specimen stage for electron microscopes amongst hundreds of other things. He designed the first machine to split up components of chemicals now used for antibiotics and the large scale preparation of fine scale chemicals and counter current chromatography. A machine the Japanese tried and had failed to build. John went on to design the first system for automated auto bioassay; testing drugs on bugs. This was adopted as a standard by the WHO.

John designed and built the first motorised syringe for the slow delivery of chemotherapy. While scientists used dogs to test chemo on, they killed them by injecting too much in one go. John's solution fixed that problem. Over 200 were made for use experimentally in the Institute and CRC. John still has the tooling.

Due to the Thatcher governments withdrawal of support, John moved to London University's Queen Mary College as a lecturer in the mechanical engineering department focusing on dynamics machine design for industry. Then with Professor Janota he created the first ever four year mechanical engineering degree in the face of resistance from Imperial College (who subsequently saw the light!). The course had modules covering both mechanical and electrical engineering, physics with nuclear and mechanical engineering. The course was successful but never had huge numbers of students studying them.

This was during the energy crisis when we could run out of oil. John undertook pioneering work on the design of coal burning replacements for the Medium Speed Diesel Engine used for rail traction. John was asked to re-design the boiler on the narrow gauge loco River Esk (designed by Henry Greenly) of the Ravenglass and Eskdale railway. Trials were a spectacular success producing clean combustion and improvement in boiler efficiency by 25%. As a result he was awarded a British Coal Technical Innovation prize. The results were noticed by the Chinese and they invited him to become visiting professor of sciences at Peking University. He designed a loco for standard and metre gauge which used his invention and an optimised condensing system. The class of loco was named Yeoman having a horsepower of between 3000 and 5000 horsepower. The final design has a horse power of 8000.

At a meeting with the Minister of Railways, John was asked if he would accept a steam locomotive as a gift from China to the British people. The loco chosen (photo below copyright NRM) was designed by Colonel Cantley and built at Vulcan Foundry. (Colonel Cantley's father saved Sun Yat Sen's life in the 1930s). The loco selected at Shanghai depot is a 4-8-4 KD7 class with a booster under its tender. After many struggles in terms of getting it to the UK John donated the loco to the NRM where it can still be seen today. This loco is massive and I had always wondered why we had a Chinese loco in our NRM. Now I know.



As an aside, Cantley owned British Caprotti and through them designed and manufactured the gear for Standard 8 71000 Duke of Gloucester. John was now involved with SLM, part of Sulzers, in Switzerland where he advised on the restoration of a locomotive after Sulzers moved out of the locomotive business. Getting full support from the Swiss authorities (unlike in Britain) along with Roger Waller they rebuilt a Kriegslok loco with a new boiler and converted it to oil firing. They tested it on the Swiss mainline at 100kph and produced 4000hp. They also worked on the Lake Geneva paddle steamer and on Swiss steam rack locos.

Prior to the Channel Tunnel opening the firm in charge were testing overhead wires. There was an incident where an arc was struck between the main overhead pick up line and the earth line which travelled up and down the tunnel hurting a lot of people. Kent Fire Brigade asked John to produce a report to establish what happened and how it would affect trains once the line opened. Unfortunately recommendations appear not to have been taken up and once in service it happened eg trains wheels welded to the track. All passengers escaped without harm.

Other work and roles

For more details of his achievements please Google John Sharpe at <https://www.researchgate.net/profile/John-Sharpe-4>, as there are too many to list in this newsletter!!

Other achievements no less significant

John is Consultant to 22 major organisations too long to list in full here but includes BP, ICI, Ove Arup, UK Atomic Energy Authority, Unilever, Sulzer International, Westland Helicopters, BAe UK Environment Agency, Chinese Ministry of Railways amongst many others. As Expert witness in Litigation includes ten cases. Patent infringements, Product failure Liability, Channel Tunnel Electrical Systems, Channel Tunnel Fire, Windfarm Public Enquiry amongst others.

Media

John has appeared on Channel 4 News, BBC2 First Sight. In the Press including The Times, The FT, Independent Western Morning news as well as technical press.

MAKING MY MODELS MORE REALISTIC by John Dedman

Some simple additions which will make our models look more realistic.

1. For Southern Steam Locos headcode disks are arranged on the front of the loco to show which route the train is travelling on, some '00' Locos come with them as extras and they can also be purchased in brass. They especially make a good addition to original Bulleid Pacifics with their very dark fronts.



2. For those who do not model the Southern then white Lamps are used on the front of Locos showing the type of train. Express passenger being a Lamp over each buffer, there are Lots of Lamp combinations for various types of trains.



3. At the rear of the rear of passenger trains there is always a Tail Lamp on the last coach. On BR Mk1 coaches there are 2 tail lamp brackets, one either side of the corridor connection, they are at different heights. This is to stop the lamps hitting each other if 2 coaches with lamps on are pushed together, see photos



4. On Freight trains Tail Lamps are always fitted to Brake Vans or to the Last wagon of a fully fitted vacuum or air braked train. The guard on a brake van would often be seen standing on the veranda which is quite a simple addition. Fully fitted freight trains do not have brake vans and the lamp will be carried on the rear wagon.



5. Train crews are sometimes supplied with locos and can also be purchased separately, they can be a bit fiddly to get into some loco cabs but worth the effort, I have still got a lot of mine to do.



6. Real coal can be added to locos, if the plastic coal moulding is not removable then I cut it out and replace with real coal which has been crushed. Put a small piece of coal in a plastic bag and smash with a hammer until the right size, put a false floor in the tender at the chosen level, cover it with coal and add a few drops of PVA like you do when ballasting.



CHALKIE WHITES HOME LAYOUT

Bampton Exchange is a fictional town on the South Coast, midway between Southampton and Bournemouth. It is a branch off of the mainline rather like Bournemouth West, where all freight facilities are located, as well as a loco servicing area. Stock is mainly Southern Region steam but it is inter regional with links to the old S&D. Short workers' passenger trains also call daily. The layout is sixteen feet by two feet using code 75 track, DC with hand held controls linked to a large Gaugemaster four track unit. Control can be from either side as this is a retired exhibition layout. It had suffered quite a lot of damage, and I rebuilt it over a period of two years, and completely rewired it as well as adding new track and points where required. I use the 'cassette' style of fiddle yard for ease of changing stock as required. The layout is fun to work with plenty of shunting challenges.

Here is a selection of photographs of Bampton Exchange...



Reports from Gauge Reps

Gauge 1/Live Steam

A new crossover and single slip has been installed on the approach to Ferndene, facilitating movement of locos and stock between the up and down sections of the station.

Work has started on electrifying the points at the approaches to the platforms at Bath Green Park. Ultimately it is envisaged that this will enable one touch route selection similar to what we already have for coming off and on to the main lines.

Other Goings on....

Recent goings on on the gauge one patch includes a new cross over on the entrance to Ferndene as mentioned above. This will enable the running of additional short trains, in a completely complex way. Wiring is still incomplete, but ongoing!

The 'underpass' remains a work in progress but only today a rather lovely 9F pulling 30 coal wagons snuck across without incident!

Scenery continues to be ongoing, though since there's rather a lot of it, it's not always obvious. Any reasonable availability of 'half relief' buildings, from and including OO scale greatly appreciated.

Hopefully next time we should have some more exciting news!!? Watch this space!

Ken Garrod and Andy Hobden

May 2024

Gauge 0

The only major changes to the gauge 0 layout since the last newsletter, are the continued updates to the main control panels, which allow route settings both sides of the layout. This work has been mainly completed by resident layout electrician, John Dedman and his erstwhile apprentice, Charles Pallett. A test bench area and DCC programming track have also been installed. The rear goods sidings and oil depot have now been fully restored scenically by myself and Robert...although the odd person still seems to forget that fencing is fragile! And we have now repaired it three times! We still have the odd problem over in the rear 'up line' coming into the fiddle yard, where some locos just lose power at the first point, which possibly requires additional droppers, As does the St Stephens Town branch just at the rear of the oil stage, where some short wheelbase locos suddenly stop...for a second or two. Again, likely poor power connection that isn't apparent with a longer diesel.

There has also been some illuminating progress on the 0 gauge recently, thanks to Charles installing platform lights at Vicars Town and St Stephens

stations. Dave, Bill and Alan have been working on the 0 gauge test track and shunting puzzle in readiness for our exhibition in July. And finally thanks must go to John for his continued work on the layouts electrics.

The Gauge 0 members of the Salisbury & South Wilts MRC are to pay us a visit on a forthcoming Sunday for a running session, date to be advised.

Here's a picture of a recently completed area on the 0 gauge layout.



Caption Competition

What is being said here? Send your suggestions to Chalkie and Robert. There are no prizes, this is just for fun. The person with the wittiest suggestion will be named in the next edition of Track Record. The judge's (eg Chalkie and Robert) decision will be final and will also be published in the next edition!

Martin (Chalkie) White & Robert Ward

May 2024

00 Gauge

Ferndene South - New Exhibition Layout

All trackwork is in place, all point motors fitted on main baseboards and track section wiring will be completed shortly. Track joints for all baseboards need to be adjusted and re-inforced to withstand dismantling, re-assembly and to allow for rail expansion/contraction.

A temporary control panel is being used to test the electrics as wiring to track proceeds, permanent panel has been built and will

be wired in once we are happy all sections on main baseboards are working reliably. Each track section will also have a separate power feed for DCC control so allowing either DC or DCC to be selected for the entire layout.

To simplify operation and wiring for points and signals we have decided these will be powered by separate DCC circuits which will be isolated from the track circuits and hence will also be used when train operation is in analogue DC mode.

Bournemouth East - the main OO gauge layout

Limited update since last update, maintenance is still needed to repair several points and the power feed to the main goods yard and engine terminal. Notes of repairs required have been left on the relevant parts of the layout. Members are requested to clean the track on the main circuits and station loops, ideally each week before running commences.

Development of the through station at the back of the layout is proceeding well - platforms have been shortened and the road overbridge with main station buildings at bridge level is now in place. Installation of at least one cross-over between the up and down main lines is planned. Control currently remains DC (analogue) only for the inner running line and sidings. The outer line remains either DCC or DC. This will need to be reviewed before any cross-over is installed.

Suggestions for updating and improving the front station area are welcomed - please contact David McClory with any ideas. If expenditure is required a case will need to be submitted for consideration by the Directors.

Canalside

Available for running, no update at this stage. DCC has now been re-instated on both up and down lines. The only work currently needed to improve train running is to check and adjust if need be the board joints and track joints. Replacement home and starting signals to both up and down lines in the station are still needed. Any donations of junction stop signals will still be very welcome.

Important Reminder

Before placing any locomotive on either line on Canalside, or on the outer line on Bournemouth East - please check that control is set to either DC or DCC as required, and please check that no DC Locos or multiple units have been left on the track before engaging DC.

David Mc Clory

May 2024

N Gauge

The airfield is now finally complete (with windsock) and the helix cover which it sits on has been fitted to the layout at last. See photo:



(Nb I had been looking for an N Gauge windsock for ages and was on the verge of making my own when up popped one via Osborn Models - phew!).

We have continued adding scenery to the layout. In addition we have test created the industrial area ready for gluing down. The MPD area has been cleared of tools, cans, paints and so on and been populated temporarily with a random set of buildings. This is primarily to stop the area being crowded out again with tools, cans, paints and so on!

John Dedman kindly offered us a free go at a number of boxes of N gauge stuff he had come into possession of. As such Richard and I rummaged through the contents and extracted what we felt best fitted our requirements. In the process we took possession of a number of exquisite painted (resin we think) houses and so on. So thanks John!!

We have successfully run trains on the layout including Richard's Midland Pullman set and the my Bullet Train.

The shunting layout has been lifted off its trestles and we will shortly start work on modifying it to extend the long branch line. The magnetic uncouplers need to be rewired as they currently work in reverse (down to a combination of dire a PECO wiring diagram and my uselessness with anything electrical/electronic.

We have a plan to cut out sections of our helixes to make hinged covers for observation of locos working (and to see and recover derailments!!).

Julian Tominey

May 2024

009 Gauge

Robert Ward has created, in super fast time, a delightful 009 layout. It just goes to show how much you can get on one baseboard in this scale:



Sir Frederick Pile Battle of Britain Bulleid Loco 34058

Many of you may know about the preservation history of Sir Frederick Pile (originally "Spamcam" 21C158 rebuilt March 1960) up until Southern Locomotives Ltd took over the ownership.

For those who do not know, here is a quick re-cap.

Sir Fred was withdrawn from service at Eastleigh in October 1964 after covering 812,568 miles in service.

Then sent for scrap at Woodham Brothers Barry Island, until the late Mike Vout bought Sir Fred in 1986, taking the engine to the Avon Valley railway near Bristol. Not much restoration was done there at Bitton. But a considerable amount of parts were made whilst it was there.

Many of the parts going through our own Mr Willie Bath are being made for other Southern Locomotive (SLL) engines.

Sir Fred was then moved to the MHR and put into store at Alresford.

Mike very generously donated Sir Fred to the MHR. Mike sadly passed away and sadly things came to a stop.

We started a Friends group to conserve and raise awareness of the engine. With cleaning, painting and then the creation of a wide range of Sir Fred sales lines for sale at shows and railway galas etc. As well as other lines not related to Sir Fred's own Emporium or our sales stand. 2023 became a big year for the group, with Stephen Evans of the MHR and Simon Troy of Southern Locos striking a deal to see Mike Vouts pride and joy steam again.

The 7th of September was another big day when Sir Fred left the MHR bound for Sellindge in Kent. Once at Sellindge work on the engine started immediately. Taking out tubes, taking off the cab and the main springs for the driving wheels.

So much got done that by the time November came around, the boiler was ready to be lifted off the frames with Gerri and I in attendance.

We will keep putting updates of Sir Fred's restoration here and elsewhere. Help us. Help Sir Fred as we take the loco forward. See our sales stand at the Club exhibition and buy something from the wide range of items on offer!

My photos below give an insight into the current status of the restoration.

Andy Ford

May 2024



Sir Fred at Barry. Note: was reserved for the Bournemouth Steam Trust by the Timms family.



The man himself

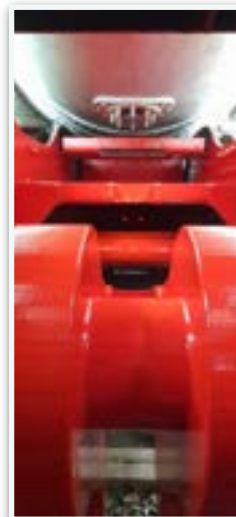


Sir Fred at Button in the early days



Just after we started conserving Sir Fred

Inside Sir Fred's frames. Minus all the rust!



The restoration team



The boiler lift

The stripped chassis waiting for the crane to lift the frames



Club Outing

Some of the members went on a joint visit to Didcot Railway Centre on a Jolly. The gang had a Jolly good time. Here are some photographs of their day out and they are Jolly good too.

Chalkie driving the
Auto Train



Robert derailing Chalkie





Robert at the controls

Overseas Stuff

Whilst on a business visit to my company sub-HQ in Colorado Springs many years ago now, I found I would have a free weekend at my disposal. Looking at my map I noticed that the town of Laramie in Wyoming was only a few hours drive away. Being a fan of the TV series "Laramie" as a youngster I thought I must drive there to see if anything of the Wild West town survived. To my complete surprise it does and is now a preserved historic visitor site. So imagining I was Jess Harper (Robert Fuller) or Jonesy (Hoagy Carmichael), I took to the Boardwalk and found the saloon and the sheriffs office. However, that isn't the point of this article. On the three hour drive firstly, it took me over twenty minutes to overtake a Union Pacific freight train that was miles long hauling triple deck wagons full of brand new cars. There were three locos on the front. Secondly when I was approaching Cheyenne I nearly went off the road as I had the amazing sight of preserved Big Boy number 4014 standing on a plinth in Holliday Park. I parked up nearby and took some photographs below. Apologies for the quality as I have lost the negatives. I made a mistake though. I waited until a person got out of my shot and thus lost the sense of scale. Since I visited the site the loco has been cosmetically restored. Of course Cheyenne is the HQ of Union Pacific.





Whilst in Colorado Springs I visited another site where I came across a Narrow Gauge 4-6-0 Loco, photo below:



Baldwin Class T-12 4-6-0 narrow gauge loco at Antonito