

Chairman's notes

Following a very successful exhibition we welcome a number of new members. I'll not add their names here in case I offend any of them by missing them out. Welcome gents, one and all. However we could still do with some lady members and some more junior members.

Following the recent invasions on Thursday evenings and while setting up the show, we have spent £90 on keys for the outer door. If anyone still hasn't got a key please let me know as there are still some unallocated. To lock the door on entry, use the key to unlock it but leave it in the lock. Open the door **then** lock the door with the door open. You should hear it click. Take the key out and slam the door behind you as you enter. The door is now locked. It will open from the inside with the push pad but slamming it again leaves it locked. Please lock the door behind you on Thursday evenings.

We have had some "fun" over the last year working out whether as a club we would be liable for corporation tax. The answer is that we are not since we are a not for profit organisation. However we need to reflect this status in the constitution. The constitution also has some legacy issues that need updating, so there will be a constitutional update as an agenda item at the AGM on May 18th. You will all be sent an email by me with a copy and an explanation of the changes after Tuesday's Committee meeting.

Exhibition Managers report

The Club's annual exhibition was held over the first weekend in April. Members turned out in force to help set up the hall, steward/operate layouts and then help with the breakdown. Thank you all for your help and support. We achieved the highest total of visitors ever. Apart from a few niggles such as the canteen running out of food because the same number of people attended on the Saturday as the whole of the weekend last year, there was nothing but a positive reaction from traders, exhibitors and public alike. We have raised the bar from last year. Next years show is being planned and if you see a good layout whilst visiting an exhibition then get the details and pass on to me.

Mark

Pinxfield

There has been somewhat of a hiatus building the layout caused by issues with the Club Exhibition resulting in Mark and David being involved with other matters during March.

That said there has been progress in other items. Trackwork is mostly connected to the bus bars and once the underboard connections have been completed, the task of fine tuning the track to allow smooth running will need to be undertaken. We have had to back track with the electrics and reorganise the cross baseboard connectors.



To help with that task various items of rolling stock and locos are ready to be used: some locos need chips adding and livery finishing.

The wagon stock is increasing and here is a selection of Private Owner and company wagons. The liveries reflecting the period modelled (the transition into the “Big Four”).



A couple of coaches from the Grantham – Pinxfield– Newark – Grantham set:



Some locos in various stages of completion:



J6 – a Gresley design



J3 – a previous Ivatt design



J55 – a Stirling design altered by Ivatt

Wilford Road

Well, what can I say!

For about four weeks before the exhibition we had been having undiagnosed problems with the NCE controllers. We finally discovered that not only did we have two controllers with the same cab number but there is a sequence to start them up if there are more than two cabs on the same bus bar!

All these problems meant that we did not have time to have a saturation 'exhibition' practice with a full fiddle yard.

So, the morning of the exhibition arrived and as those that were there would probably have noticed, Wilford Road was a disaster!

Continually having short circuits our little beeper was really working overtime, some of the points were playing up and by 3pm our frustration was beginning to show! We were really glad when knocking-off time arrived.

On arrival on Sunday morning we decided that the problem probably lay in the lack of amperage on the layout so to try and cut down the power that was being drawn some locos were removed (actually making some realistically long trains) and the lights in the two signal boxes and the engine shed were disconnected. We also discovered a wiring fault in the interior of the engine shed! These actions improved matters somewhat and Sunday was actually an enjoyable day and we were quite

pleased with out efforts. We received some comments about the lack of lighting on the layout which will be addressed in the future.

A result of our experience was that we have purchased a 5amp DCC Concepts Alpha Power box and immediately noticed an improvement! All the points that have been troublesome are now behaving properly and since re-erecting Wilford Road in the clubroom not one short circuit has happened!

We learned that three people inside the layout at any one time is probably a maximum so any exhibitions for the future will require two teams of three for each day.

What's next? Well, signalling and reconnecting the lights that were disconnected in a hurry at the exhibition is now going to be a priority and tidying up the wiring under all of the boards. We will also take note as above and look at some sort of lighting rig before our next show – whenever or wherever that may be!

Oh, and apparently the public vote gave Cumanavago first place, Cucknoe was 2nd with Wilford Road a very respectable 3rd! We can only assume that our shenanigans on Saturday won us some votes for the entertainment we provided!

Thanks to all that helped us erect and take down, your help was much appreciated.

Tony

Newton Folly Spring Report

The big news for Newton Folly is that we are to be at the club's exhibition for the 2024 show. So that has sorted out our focus for the remainder of this year. We need to concentrate on tidying and smartening the whole layout and in particular making the track and points smoother and more reliable. The guys are currently struggling to replace a point against difficult insulated rail joiners and a misbehaving point motor. The Chairman has told us that the layout needs some scenarios to add more interest. Not sure I fully agree with this as it seems a bit trivial for serious railway modelling but for now we will go along with this. To this end there is a wedding group in front of the church main door and in contrast, a funeral procession along the main road plus a car accident on one of the bridges. I would like to add a photographer with a flashing camera so does anybody knows where to buy one?

On the back corner of the layout we have extended the back scene and built a quite striking laser cut footbridge over the multiple tracks. with an attempt to ensure that the route over the bridge is continuous and goes somewhere rather than just petering out. The back scene now awaits some artistic input to integrate it with the existing back scene.

John Cotton, as our quality consultant (as well as in house artist) has produced a list

of some 70 or so actions necessary to improve the layout. We have been concentrating on this list for some months now but there are still some issues outstanding. And a few are controversial and some we don't understand.

So what happens after the exhibition? We could continue making the layout available to all club member to enjoy running trains on. We have always said that it is a club layout available for all members for to run DC or chipped locos. But the problem is that the club has run out of space to build new layouts which many members come to the club to be involved with. In particular we have a few potential new members resulting from the exhibition and a number of people have joined the club over the past year or so.

So we have had the enjoyment of building this layout, running trains on and exhibiting it. So is it now time to try to sell it, If it is saleable. Or should it be put it into storage in order to free up space for new layouts to be built? We would like to hear other members views?

Finally thanks to the team of George, Tony, Gerry, John, returning member, Stephen Hoare and relative new members Steve Hartley and Roger Rosser

Greg Deacon

Club layouts – Burch Green

The layout got its first outing at our show as a short notice replacement for a layout that had had to withdraw. Alf and Jim did very well. The population of little well-known figures has grown and is nearing its full number. Geoff and Alf have turned their attention to making the industrial yard look like a real one, while Les has been grassing the front and painting the frame. Next outing is Sleaford on 3rd June.



Member's Layouts – Haltwhistle

As many will know, the Club inherited Graham Dean's layout "Haltwhistle" after he died last year. It is currently in store under the Welfare stage. The intention is to bring it into the clubroom after the AGM, dust it down and try to sell it as a complete non-working layout. We have also got the control panel but not the means of getting the thing to work. If it doesn't attract a buyer it will be dismantled and members offered the scenic items, some of which are very well made.

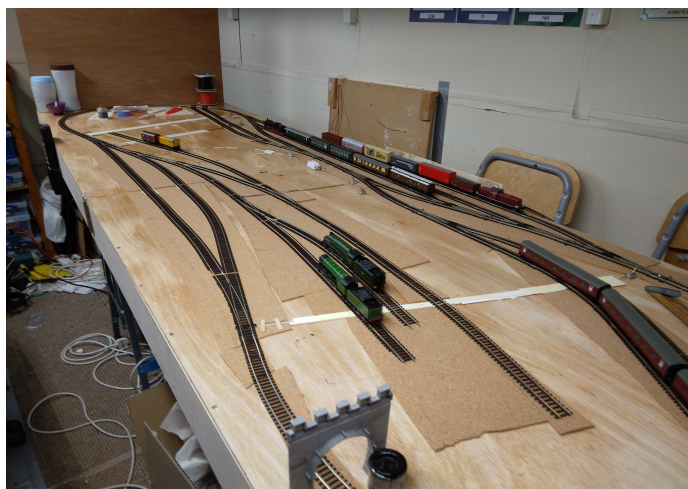
Member's Layouts – Bregbach im Schwarzwald.

Les has set the layout up and replaced two points that have been causing issues with the trains. Using some of the proceeds from selling off Croft Spa the electric loco fleet is now mostly sound fitted. The layout has been to Syston's show at Barkby Thorpe and is then at the National Railway Museum in York on May 13th and 14th, with other shows this year including the Warley show at the National Exhibition Centre in November.



Member's Layouts- Bregstadt.

The reason for Les selling Croft Spa, and all its stock was two-fold. Firstly Croft Spa was getting a bit too heavy for its owner's ageing back, and also Les needed space and funds for a new layout. Bregstadt is again German, but this time in TT:120 scale. Measuring 8 feet by 2 feet 6 on two lightweight baseboards it is a single-track roundy-roundy depicting a light railway in the Black Forest. So far track is down and tested, and scenic work will start once the York show is over.



2023		
May 13-14 th	Bregenbach im Schwarzwald	York NRM
May 13-14 th	Boghampton	Market Deeping
June 3 rd	Burch Green	Sleaford
July 1 st -2 nd	Bregenbach im Schwarzwald	Ruddington, GCR N.
August 5-6 th	Boghampton	Shoeburyness
August 12-13 th	Bregenbach im Schwarzwald	Loughborough, Soar Valley
October 21 st	Cumanavago	Hinckley
October 21 st	Boghampton	Hinckley
October 21 st	No Place	Hinckley
November 4-5 th	Bregenbach im Schwarzwald	Nottingham (Carlton)
November 25-26 th	Bregenbach im Schwarzwald	Warley NEC
2024		
March 23 rd	Bregstadt	Belper
April 6-7 th	Newton folly	BMRC Cotgrave
April 6-7 th	Bregstadt	BMRC Cotgrave
September 28-29 th	Bregenbach	Stafford
2025		
September	No Place	Stafford