

Chairmans Report

Just a couple of things from me. Members will be aware that just before Christmas we lost Bob Lockey at the comparatively young age of 78. More recently a friend of the club, John Catling from Kirton in Notts passed away from cancer. He was also 78 (and two days). Some may remember his layout "Holcombe Brook" at our first Cotgrave show. This was the one that was analogue but computer controlled through a sequence that involved sensors and markings on the underside of the stock to allow the computer to identify what was where.

Just recently we have read of the passing of Cyril Proom. An obituary appears below somewhere compiled from the reminiscences of several members.

On a brighter note we are shortly to order more "tribal badges" ie club polos, sweatshirts and shirts. Martin will have the details.

Obituary

The club received an email recently to say that Cyril Proom, a retired member who lived in Cotgrave, has passed away. His Funeral was held before we found out he had passed. Cyril joined the club at the same time as Mark Shipman, which is quite a few years ago, and left us (we think) around the time we moved to RAF Newton, though it might have been earlier. Les remembers him as a quiet, well mannered gentleman, not always common in railway modelling circles. Les last remembers seeing him at our show in either 2018 or 2019. We don't think he attended either of the post-covid shows. We're not sure how old he was but he was in his eighties, or maybe older still. Perhaps someone else can fill in more details.

Les

That's really sad news. I saw him a couple of years ago. I think he made a very brief appearance last year, but I may be confusing this with a previous show. At any rate, he was looking quite frail. I remember him from my early days with the club falling over on the ice outside the church halls where we used to meet. He had retired at that stage, so could easily have been 60ish and I've been a member for 30+ years so I'm guessing he was into his 90s.

Chris

Cyril was one of the nicest gents you'd ever wish meet. His ability to craft pieces of wood into the most useful shapes was legendary. I worked with Cyril, we'll actually

as his junior assistant, on the lost Hest Bank project but his work on Copse Crossing will never be forgotten. After moving abroad in 2007 I lost touch with him but won't forget him.

Jim Rous

Newton Folly

Newton Folly has been up and running for 3 years or so now and is used regularly by a number of members for running trains. But the emphasis currently is on improving the standard of the layout to try to bring it up to an exhibitable level. To this end, John Cotton has drawn up a list of some 80 or so issues for improvement. And I have added the replacement of surface mounted point motors to that list.

The first major change has been to remodel the right hand end of the layout from a hotchpotch of industrial building into a more consistent residential area with a new bridge, new road layout, houses, a pub, cinema and department store which has proven to be a very successful improvement.

The second big task has been to replace surface mounted point motors with concealed motors and this has turned out to be quite a challenge. John favoured Peco PL10 motors but I didn't like the idea of having to dig such big holes in the baseboard so went for PL10Es with the long activating pins which we inherited from the club. These went well but for some unknown reason we tried Seep motors against the advice of some members and web sites. These turned out to be very difficult to align and get working. The result has been so much wasted time that we have given up and reverted back again to Peco PL10Es to a chorus of "I told you sos". Still we are half way through the job now so it will be back to John's list of 80+ soon.

Greg Deacon

TREMAWN

My layout has been successfully to two exhibitions this year, Mansfield and Cotgrave. Both were booked since COVID, and I have two further bookings this year, Loughborough and Spalding. Both these bookings have been outstanding since pre-COVID, 2020.

I have had help with two enhancements to the layout in the last year.

A lovely set of legs has been made for the layout by Pete Marshall. The layout can now be put up swiftly and securely. Also, I used to borrow the club's trestles to attend exhibitions. These took up a lot of room, and made a lot of rattling noise. Now, all is

quiet in the car, and there is much more room.

Some lovely cassette connectors have been made by a neighbour of mine, Keith Bradley. Now, I can trust every train to arrive on the layout safely and securely, every time.

John Cotton

Wilford

Progress is being made, a couple of points that were giving trouble have been adjusted and all seems to be working as it was intended. Scenery and ballasting is proceeding and some discussion is taking place regarding the signalling and how to implement that. We have decided to use colour light signalling as this will be the cheapest and simplest way of fitting.

It should be noted that Wilford has been renamed, of necessity, to Wilford Road. This fits in with the imagined position of the station.

Tony, Dave & Pete

Bregenbach im Schwarzwald

Two outings recently. In late May it was shown at the Worldwide Area Convention at Crewe Heritage Centre and was well received. During the weekend Andrew Burnham, the editor of Continental Modeller came over and said “May I take a couple of pictures?” Twenty-eight pictures later he asked “Can you write an article for me?” The layout will be in Continental Modeller either September or October this year.

Two weeks later was a one-day show at Sleaford. This is a show done on a “knock for knock” basis - we supply layouts to their show and they to ours without expenses being charged.

Burch Green

Progress continues to be slow but steady, detail takes time to get right. Alf has now installed the mirror under the bridge where the track would exit on the right if there were an exit there. The purpose of the mirror is to make it look as if there is actually an exit to the world outside. Meanwhile Geoff is making a replacement for the brewery Graham Dean built a few years back, largely as it needed too much carving about to fit the space. Les has continued with dandelions and bicycles – you can never have too many bicycles on a sixties layout – and is also making some lupins for the yards and allotments, each lupin being an 18 part kit.

Rolleston Junction

In memory of Bob Lockey

Rolleston Junction was Bob's idea for a replacement n-gauge layout for the aging Ashtown, and will be dedicated to his memory.

Planning the layout began when we were still at Newton and was a collaboration, led by Bob, with Martin and Gareth. I joined the group of "little people" just before the base boards arrived and the first ones were made up at Newton. Work stopped because of covid and then the move to the Welfare. Bob was with us to see the boards all completed and the embankment made and some of the initial trackwork laid. His humour and wit will be greatly missed by us and the club.

It is our largest layout comprising of 4 front boards and 4 for the fiddle yard. The fiddle yard has 12 tracks and can easily handle over 24 trains. All the track is in place and the arduous task of wiring up the layout has begun. The layout will be fully DCC inc, the points using the trusty Powercab. The points are a mixture Cobalt Digital and Seep motors, with surface mounted motors for the fiddle yard to make maintenance easier. It is hoped to be able to exhibit the layout at our show in 2023. It will take a minimum of 3 people to operate it. We are now back up to a group of 4 "little people" with new member Phil joining us earlier this year. Limitation of appropriate locos to represent prototypical running so rule 1 will apply! We would also like to thank the club for their support in financing the layout and valuable help and advice.

Rolleston Junction is modelled on the former Midland Main Line between Nottingham and Newark, where the former passenger, freight, coal and mineral line from Southwell and Mansfield join. Passenger Traffic stopped on the Southwell line Northward on 12th August 1929 and Southward on 13th June 1959. Total Closure east of Blidworth Colliery came in 1965 and West in 1983. The mines served would have been Rufford, Blidworth, Bilsthorpe, Clipstone and Ollerton. The mines produced coal for Staythorpe A&B power stations and other Trent Valley power stations.

Ken Hudson.

From Exhibition Manager

The past two exhibitions have required the club to request help from other clubs to mount our shows. We have been asked to provide 4 stewards at the Wirksworth show on 15th and 16th October this year. They are seeking two each day. It means free entry and you will be treated to lunch. I will be going Saturday so I am asking for three other volunteers. It is a nice little show. Please contact me if you wish to go. This show is organised by the guys from Malc's Models who stepped in when to assist at our April show when two traders had to drop out at short notice. Members should note that they will give 10% discount on production of your membership card and their shop is a veritable Aladin's Cave!

On an allied matter John from the Soar Valley Club has asked us if we would like to go for a social visit to their clubroom. We have not been since 2009 and Syston have always had close links with us dating from the time of the fire as well. I would like to think that we can have good relationships with other clubs.

2023 Exhibition 31 March /1-2 April

We will be charged for the hall for all three days next year. That means that Wilford Road can be brought down from the clubroom in the morning. It will be situated on the stage facing towards the rear. Traders and Demonstrators are organised and half of the layouts are sorted.

Mark

Pinxfield

Trackwork is just about complete and the wiring finished for one board. The first building on the layout, the coal stage, is semi-complete and Brian is now working on the engine shed. This had a large glazed section in the roof and so the internal roof structure, smoke troughs and other paraphernalia have to be modelled. Interestingly the Great Northern Railway simplified the design of their engine sheds in the 20th Century.

Mark



My visits to the Bingham Model Railway Club Show Florence Reid, age 10

On the 2nd and 3rd of April 2022, the Bingham Model Railway Club had their annual show, where we could see many different model trains. My Grandad is part of the club, and he took me and my Nannie. I was very excited and couldn't wait to see the trains. There were loads of different layouts, including Croft Spa, Brookfield, and Spilsby.

There was also a layout called Cumanavago (come-and-have-a-go), where you were allowed to have a go yourself. I had a couple of goes of controlling Percy and Thomas, and I got a certificate too! My favourite layout was definitely Cumanavago because I had so much fun on it.

I tried out both lines on Cumanavago, and asked Grandad if we could come back again on the Sunday. I had another try on Cumanavago, and learned about the passing loop at the station to allow the engine, Percy, to run around the carriages and join the coaches at the other end ready to take the train out again.



The following week we were on holiday in Devon, visiting the Dartmouth Steam Railway and saw Goliath use the passing loop to run around the train. I was able to tell Grandad exactly what the engine was doing and why the fireman was moving the lanterns, because I had been doing that with Thomas and Percy. Here is a picture my Grandad took.



There were a few layouts in the show which had a list of things to find in the model landscape and I enjoyed looking with Grandad. There was also a small shop and I bought my Grandad a GWR pannier tank. The show was very fun, and we all enjoyed it and learned new things.

Florence

Impressions of a new member

Dave Hemmett

After being given a Hornby trainset for my birthday (my first since a clockwork circle about 60 years ago!), I quickly realised that I would need some help if I was to create anything beyond a basic oval. I researched, found that my nearest club was Bingham and contacted the chairman. He invited me to attend a club meeting on either a Tuesday morning or Thursday evening to see if it was what I wanted. I turned up one October evening and was warmly welcomed. It was very clear that the club members had stacks of experience which they were willing to share, even with a complete novice like myself. I continued to attend over the winter months, observed work taking place on the various club layouts, and learning all the time.

In April I attended the South Notts Model Railway Show as a paying visitor (rather than as a club member) and was very impressed by the variety of layouts on show and the range of traders and demonstrations.

My 10 year old granddaughter, Florence, came with me and was enthralled, especially with all the layouts she enjoyed trying out. She was able to operate both lines on Cumanavago on the Saturday, being late in the day. She asked to come with me again on the Sunday, and her little cousins came along too. They even had a go themselves!



Thank you Pete and Gerry for making a little girl very happy, explaining things in an age appropriate way, and sparking her interest and imagination.

A few days later, Florence helped me create a 3 loop layout on the dining room table. She was most disappointed when it was time to pack it away.

A week later we were on holiday in Devon and we went on the Dartmouth Steam Railway. Florence enjoyed watching Goliath manoeuvring around the coaches at both ends of the line.



***Now I'm about to start building my first layout,
Florence is giving me her instructions for what it must include. Apparently it has***

to include a 2 platform station with a foot bridge linking the platforms; trains on at least 2 levels with a railway bridge passing over the twin track lower level; various buildings, including a signal box and an engine shed; and trains running in both directions. All this in OO scale on a 2.44 metre by 1.22 metre baseboard (or nearly 8 ft by 4 ft in old measures). Wish me luck, and, coming back to where I started this piece, many thanks in advance for all the help and advice.

Good home wanted

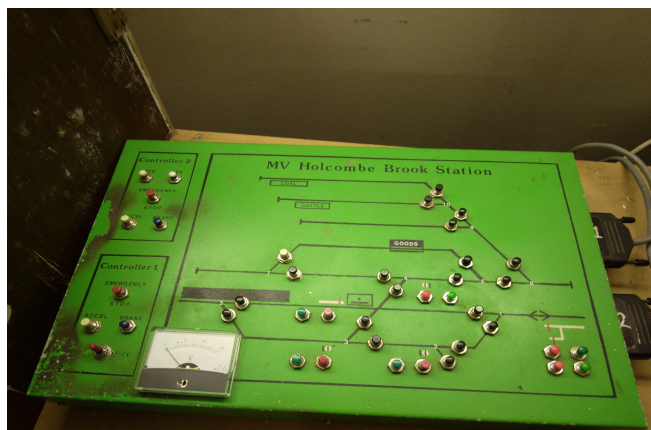
OO gauge exhibition layout "Holcombe Brook", measures 16 feet by 2 feet on 4 boards with carrying frame (4 feet by 4 feet by 2 feet packed). Will fit sideways into an estate car but fits a small van better (4 feet headroom).

Layout is an accurate depiction of Holcombe Brook Station in Lancashire, and is analogue controlled. Points are electric and there are electromagnetic uncouplers, all controlled from a control panel that sits on the fiddle yard board - uses cassettes. The backscene was painted by a member of the Royal Academy and the layout was exhibited at our show in 2011.



The layout belonged to John Catling who died a couple of months back. His widow, Jo, is more interested in finding a home for it than making money, so is open to offers. It comes without stock but with curtain, legs, and lighting rig. There are also three albums of prototype photos, a part written manual and a booklet about the prototype. It will need some work and collecting from near Ollerton.

Is anyone interested in this as a project? If So please see Les to arrange a viewing.



2022		
August 20-21 st	Tremawn	Loughborough
August 20-21 st	NO PLACE	Loughborough
September 24-25 th	Bregenbach im Schwarzwald	Boston
October 1st-2 nd	Boghampton	Folkestone
October 15-16 th	Boghampton	Wirksworth
October 15-16 th	Bregenbach im Schwarzwald	Wirksworth
October 22 nd	Bregenbach im Schwarzwald	Hinckley
November 5-6 th	Croft Spa	Spalding
November 5-6 th	Tremawn	Spalding
December 3-4 th	Bregenbach im Schwarzwald	Paisley (Renfrewshire)
2023		
April 1-2nd	BMRC	Cotgrave
August 5-6 th	Boghampton	Shoeburyness
May (TBC)	Bregenbach im Schwarzwald	Syston
May 12-14 th	Bregenbach im Schwarzwald	York NRM
2024		
May (TBC)	Burch Green	Syston