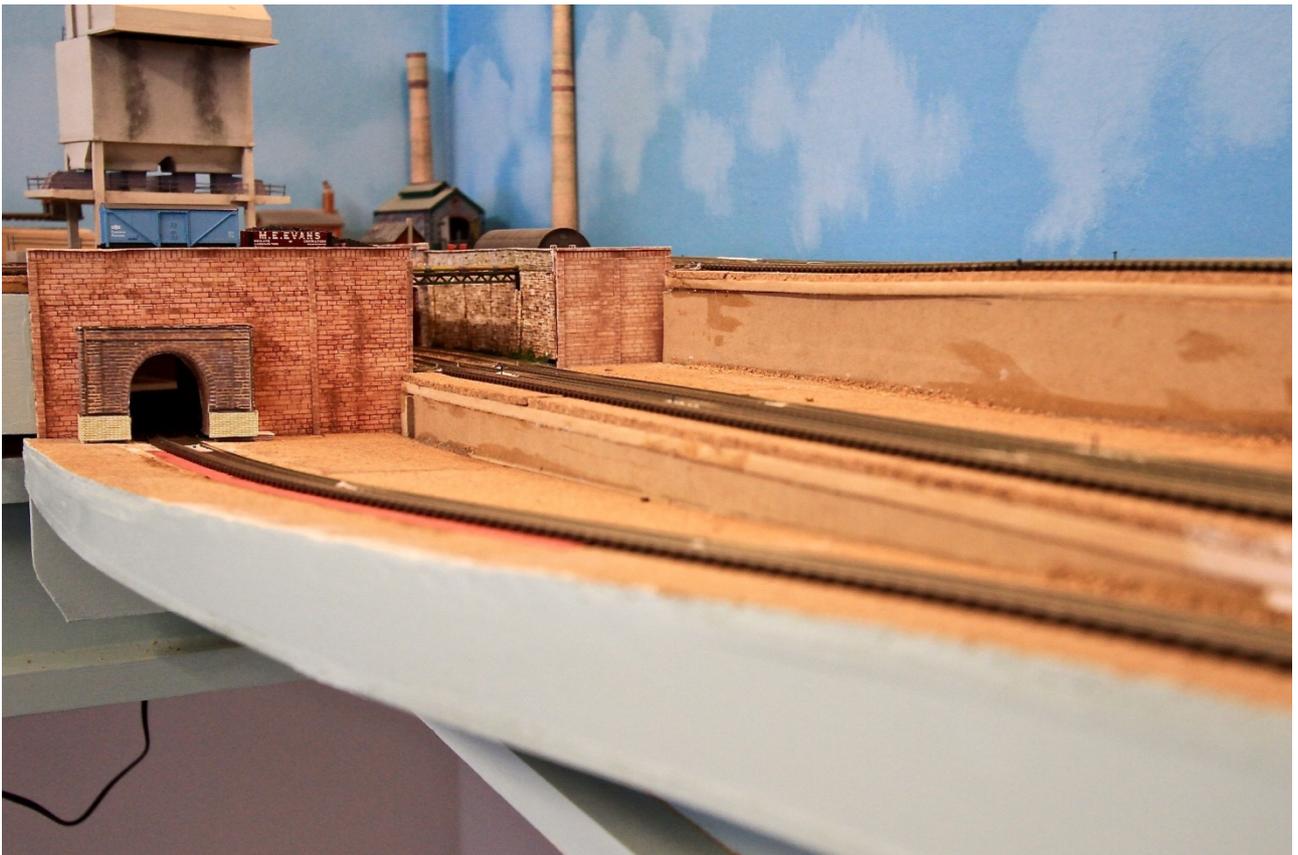


Photograph 1 shows the strips of this card with notches cut to negotiate the curve. I have found it preferable to insert the card after the track has been loosely pinned as invariably the track seems to want to deviate slightly from the intended line. I should like to say that the degree of cant has been very carefully calculated having regard to the radius and the maximum permitted speed of the trains, however such is not the case as the memory of how to do this has failed completely, probably erased from the day that I tested my design calculations on a road capable of 100mph. This was in the 60's when one could drive one's MG at these speeds and impress the young lady in the passenger seat – not that this ever had the desired, or any effect.



Photo 2 shows these bends fanning out from the approach tracks with the superelevation card glued in place. The track has been pinned lightly at this stage to enable it to be eased up slightly to slide the card under as well as enabling easy removal of pins should minor lateral shifts be required for better alignment. The masking tape evident at intervals in the track has been applied whilst drilling the sleepers from the underside in the positions marked by Peco. To find these drilled holes once the track is turned over can otherwise be tricky and the masking tape is a great aid. As the pins will have to be pushed home later the tape also helps to locate the black pins against the wooden sleepers saving much frustration with the large number of pins.



Photos 3 and 4 show the other end where it joins the MPD. The tunnel portal has been made from card and printed paper. For the shape and colouring I found an old OO gauge tunnel mouth in resin which I photocopied and reduced to N gauge. The three track levels are visible, the lowest single track masquerading as a branch line*, the pair at half height simulating main running lines* and the top tracks providing access to the MPD including up and down loops and a storage road.
* these three tracks continue under the MPD board just enough to each accommodate 2 Mk3 coaches and provide further useful storage.

If constructed purely as a link I could have just laid a single or perhaps double track and majored on scenery but these loops and storage facilities will help to keep permanently certain multiple units on the layout. Some of these models such as the Arnold 5-BEL the 11 car Pendolino and 12 car Eurostars have semi-permanent couplings and do not lend themselves to frequent separation. Indeed the commonly accepted way to connect the 5-BEL is to lay the coaches on their side, make the electrical connections and then turn all 5 coaches over onto the track in one deft movement. A perfect design for arthritic hands Herr Arnold!

Mike Bennett

Get Shorty

Moving house to Shrewsbury and downsizing was always going to be an issue for me as a railway modeller. My N Gauge US based layout 'Beldman', featured in a recent Newsletter was 5 metres long and I only had 3 metres to play with. My four-year old grandson – the primary reason for moving to Shrewsbury – was also taking an interest in 'Granddad's toys'.

Looking at the four sections of Beldman I had, the two end sections could possibly be joined with a much shorter connecting section and so the planning began. I had a 620mm gap to fill which included the control box and existing electrical connectors to feed. So I chose to 'GET SHORTY'.

I felt that a shorter layout was probably unsuitable for another US based model. A GP40 with a few box cars does not quite 'cut the mustard' for me and, as there are some very 'rocky' locations in north Wales I thought an LMS/GWR basis would give me a welcome change.

The new shorter board was cut and made using my usual 2x1 frame with mdf surface construction method. Wiring was worked out and compatible connectors fitted to suit both Beldman and the new 'shorty' configuration so both options are now available to me.

The photos show the shorter connecting board. The station building, water tank and signal box are all Ratio kits. The station platform and goods shed are plasticard scratch built. The rolling stock is all Ebay sourced. Two of the locos are kits on Grafar chassis (enjoyed making those) and the other rtr loco's are Ebay, with a Dapol 57xx, a Grafar Ivatt 2-6-0 and Fowler 0-6-0 new from Hattons.

PHOTOS:

All are general shots of the short board made to connect the two end boards made for Beldman which allows a full circuit through the 'fiddle yard' tracks behind the backscene.



A Sion Mills Mystery

Anyone who has a copy of my book 'Farewell the Derry Road' will be familiar with this story but for those who are not, I will relate a little tale that is completely true. It was August 1968. I was then 21 years old (how long ago that seems now) and I was staying with relatives in Northern Ireland on a week's holiday. Even back then I was determined one day to write a history of the line from Portadown to Londonderry that was closed on 15 February 1965 by a road orientated Government with flawed policies, despite the line operating at a healthy profit (it seems there is nothing new in the world).

That particular day, with my young cousin on the pillion seat, We drove across County Tyrone on my scooter to the station at Sion Mills (just short of Strabane), to take a few pictures. I parked on the trackbed for a picture to be taken. All the time I was sitting there, I felt quite uneasy, sensing a presence of sorts that I could not explain. Even though there was nothing to be seen, I kept looking behind me, urging my cousin to hurry up with the picture. I was relieved when I was able to move off the trackbed and later on, when we left the station, I thought no more about the unusual experience even though my cousin teased me unmercifully about it for much of the journey to the next location. Three weeks later and now back in Wolverhampton, I had the film developed and printed in a local shop. I collected the prints later that day and took them home. It would be fair to say that when I looked at that particular image, the memory of that day came straight back. I was both startled and perplexed, so I took both the print and film roll into town, to Eardley's photographers shop, on the Dudley Road. Mr Eardley, a professional man, who did much work for both the Council and many local businesses, personally inspected both the print and the entire negative roll (both of which I still possess). He could see no evidence whatsoever of tampering and could find nothing wrong with either of them. He had no explanation and could only comment that the camera had taken what it saw that day, adding that things sometimes happen that we can never explain. Many years later when my book was being prepared for printing, even my publisher thought it was a fault and he was going to have it artificially corrected on the computer until he saw the print and negative, at which point he agreed with Mr Eardley's findings and said the picture should go into the book just as it was, complete with an explanation of what took place that day.



The picture shows Sion Mills during the time after it closed, when my picture was taken. It all happened many years ago and these days I do not normally mention it, if only to avoid the idea being dismissed as silly and irrelevant. At the time, the line closure was bitterly fought against, with Tyrone County Council effectively taking its own boss, the Northern Ireland Government, to the high court twice, in a move unprecedented anywhere else in the UK. So, is it true that the camera cannot lie and was it the ghost of a wrongly closed railway making itself felt? I have no idea on the matter and do not normally aspire to such thoughts, but then again, neither can I explain what happened that day; the sensation I felt behind me, or what subsequently appeared on the print, which for all the world appeared to be escaping steam rising from the cylinder cocks of a locomotive. If you look at the remaining rails, even the spacing and height of the steam appears to be correct. Judge for yourself.

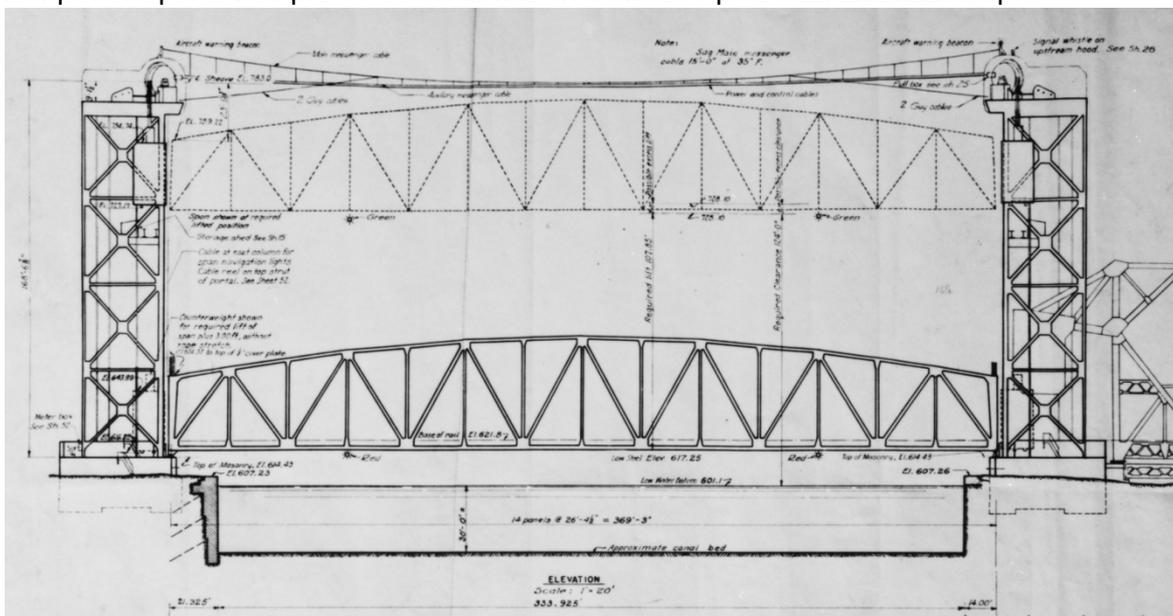
Eric Challenor

A North American lifting bridge.

Having travelled quite a bit in the US I have seen, and travelled by train over, several railway over river bridges that are raised for river traffic. [These bridges are really impressive structures](#) and they left their impression on me. [We once did a dining train excursion in Cape Cod which uses one](#). When I decided to construct a US railway it had to be one that included a lifting bridge!

Some of you will have already seen a lifting bridge that I have constructed for my N scale layout. A picture of it was posted on [our Facebook page](#). There was a few questions as to how it was constructed so I thought a few words would be appropriate for the newsletter.

After a [trawl around the internet](#) I came up with a constructional drawing a suitable prototype. This is a lattice construction bridge span supported by two lattice towers with the lifting gear on a platform within the towers. The drawing was taken from a blueprint and therefore needed a bit of cleaning up by means of a suitable graphics program. I have [Corel Paint Shop Pro](#) so used that. The drawing had the unwanted details taken out plus resizing to suit my needs and a silhouette picture of the component parts was produced. This was what was required for the next step.



The original drawing from the internet.



The component parts required for my model extracted from the drawing and converted to silhouettes

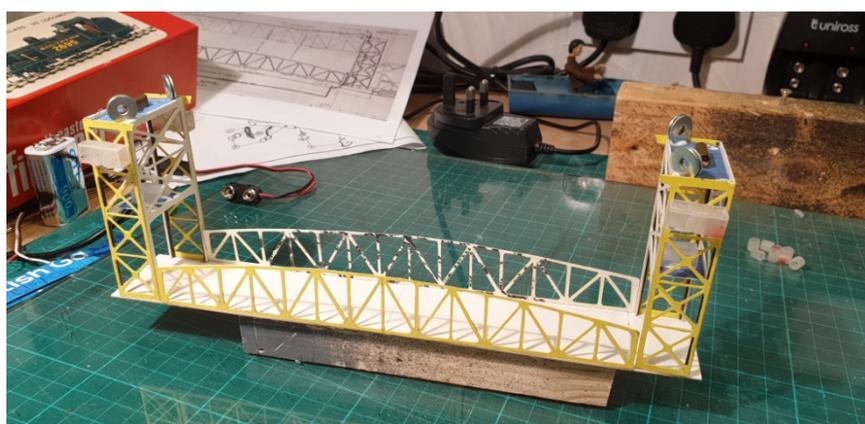
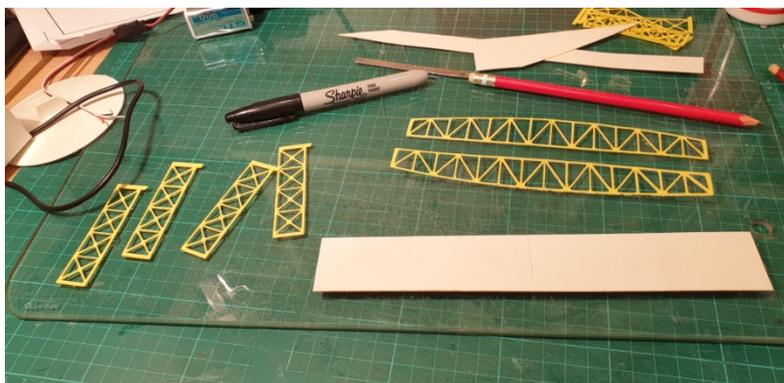
The next step was to produce the component parts. These were the two girder bridge sides and the four sides of each lifting tower. Luckily many of the parts are similar to each other so the bridge girders are the same, the lifting tower sides are the same and the lifting tower track portals are the same. The cutting of the lattice girders was carried out on a [Silhouette Cameo craft cutter machine](#). For those of you that haven't come across that name before it is a craft machine intended for card makers and scrap booking uses. However as we all



know if the wife has a useful looking machine we just have to find a model railway connection do we not? I have used it on various projects including cutting Blue Peter type sticky back plastic to make lettering for garden railway wagons!

The machine does various things but what it does that helps us is that it cuts card. Just as a printer prints text then this machine cuts text and drawings from paper and card. It's limitation is that it will only cut thin (greetings card) thickness of card but the answer is to laminate several thicknesses to produce the final item. In N scale I just laminated 2 thicknesses of card and then treated the item to a dose of sanding sealer (shellac) to harden then up a bit.

The construction therefore took 20 components to complete the basic bridge girderwork. This may sound a lot to produce but if you arrange the items on one page of A4 card, load the card into the machine then press start and have a cup of coffee then the finished items are ready 15 minutes later! I didn't take any pictures of the component parts but here is a picture of the assembly bench showing laminated tower sides and main bridge beams.



The parts were assembled with white PVA glue as that's my preference for card modelling. Two brass channels were placed below a thick piece of card for the track base. A few washers to make pulley wheels and some electrical connector blocks to represent the balance weights on the side of the towers. Here it is before a spray of Charlie's primer paint.



Once installed in the layout I found the towers were a bit tight on height clearance and had to place some 60thou square plastic to raise them a bit. The track has been straightened since this picture.



Overall I'm fairly pleased with the finished item. It will, of course, look better once the surrounding area has been finished but then we modellers don't rush that do we??

Ian Payne

The Town Takes Shape

The final row of shops for the foreground has been taking up a lot of my time this month. It is a Walther's Merchants' Row kit of five connected buildings, and has produced an attractive and interesting model, but painting it has been a real labour of love; or, at times, of hate! Unlike some kits, the windows are not separate items, which means that painting them and their surrounds is immensely tricky and time-consuming, with regular repaints to cover the inevitable slips of the hand. I have made an internal former ready to provide shop interiors, but you will see from the photographs that these have yet to be completed. Next to this are three more shop buildings (which I bought ready-made in a job lot on Ebay. I have tied them all together in one street-scape with a continuous pavement along the road in front, but with some gaps that enable glimpses of what lies behind them.





The road, which is now glued down, needs spraying to a softer grey, the road markings have to be added, and all the off-road areas need covering in suitable dirt, but for the first time I can feel that the vision is beginning to take shape.

I hope the following three views give an idea of overall pattern of the area of the town around the station (depot) that I am trying to create. Still to be completed is the level crossing in the foreground, and the goods yard. The kit-bashed goods shed is the whitewashed building by the two sidings. This also shows that there is still some ballasting to be done (ugh!).



The view below is from the opposite, operating side, showing how the goods yard and the signal box (signal tower) occupy the space inside the turning triangle with the hand-built crossings which I wrote about in a previous article. (Ignore the workplace pots of paint, screw boxes, etc. on the future extension, top left, which lies above the storage sidings and bookcase!)



On the following picture can be seen how the timber yard and associated supplies building with their siding and forecourt fit into the overall plan.



Three of the buildings seen here have not really featured before:

The red-roofed feed mill - perhaps not very likely to be seen in Appalachia, but too interesting a model not to include. I have cut the full building down to fit against the backdrop, and it was an interesting exercise arranging the diagonal cuts through the roof and the ends so as not to leave any half-windows. It needs fencing on either side.

The goods shed, designed and made along the lines of plans of sheds in the region. The remaining back of the feed mill and parts from two other kits were used. The whitewash is much too white and has yet to be (heavily) weathered.

The ice-cream parlour, a very American feature. This still lacks its awning on the front, which is proving a difficult project, because I decided, like an idiot, to do it in white, red, blue and green stripes. They each need three coats to cover, and each time my hand wobbles over the edge onto the next stripe – but I'll get there! The building fits a narrow, awkwardly shaped edge-of-baseboard piece of the layout, but with tables and stools on a terrace in front and a parking lot should look convincing.



Finally, a couple of shots showing the kind of views one might get in real life, glimpses of the town as you might see it if walking through its streets.



(Hmmm, walking the streets rather drunkenly by the look of that photo – sorry!)

Enough of buildings. Yesterday I cleared the architectural decks, ready for a spring-time assault on the many pieces of rolling stock and locos that have been awaiting painting, improving and building. It is a railway when all is said and done!

Peter Cox

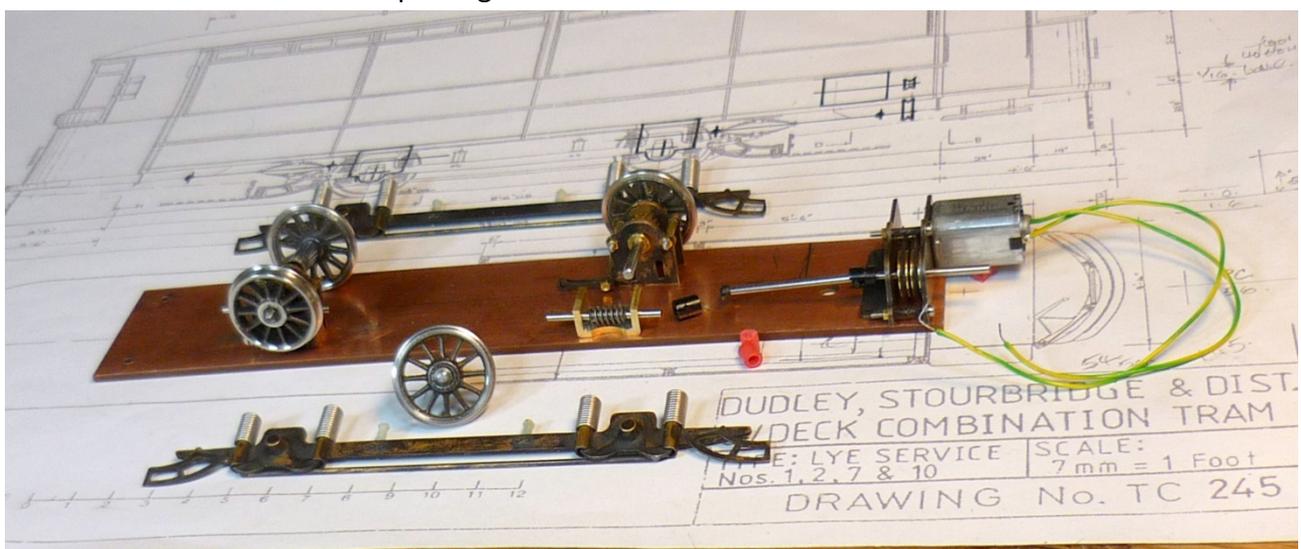
Dudley Trams

One of the great attractions of this hobby of ours is the unlimited opportunity to exercise brain and workshop skills on something new. My good friend Kevin Hughes, whose WW1 layout you may have seen at a local exhibition, was searching for something entirely different to build as an exhibition layout. We both share the idea that eventually we will have some form of exhibition presence, so this seemed like a good idea. Fortunately a number of other major shows also share these sentiments.

The idea was to build a section of the Black Country tramway system which had an excellent scenic potential and could be an entertaining display. Realistic operation was to be the key, this would need high gear ratios, small motors and some interesting arrangements under the footplate. Kevin was keen to develop his soldering skills on the tram bodies and I was left to produce some working mechanisms.

There are many differences between a tram body and that of a steam locomotive. Over the years we have become used to the idea of fitting large Mashima can motors into conveniently tubular boilers. All sorts of gearbox wizardry can be hidden away in large fireboxes. Not so with our little tramcar, everything is on show - very little is available to conceal the real method of propulsion. For some time I toyed with the idea of axle hung motors, successfully done in 4mm scale it has to be said, but having made up my mind to fit a gear ratio in excess of 50:1, I was unable to concoct anything that I could be confident with at exhibition time..

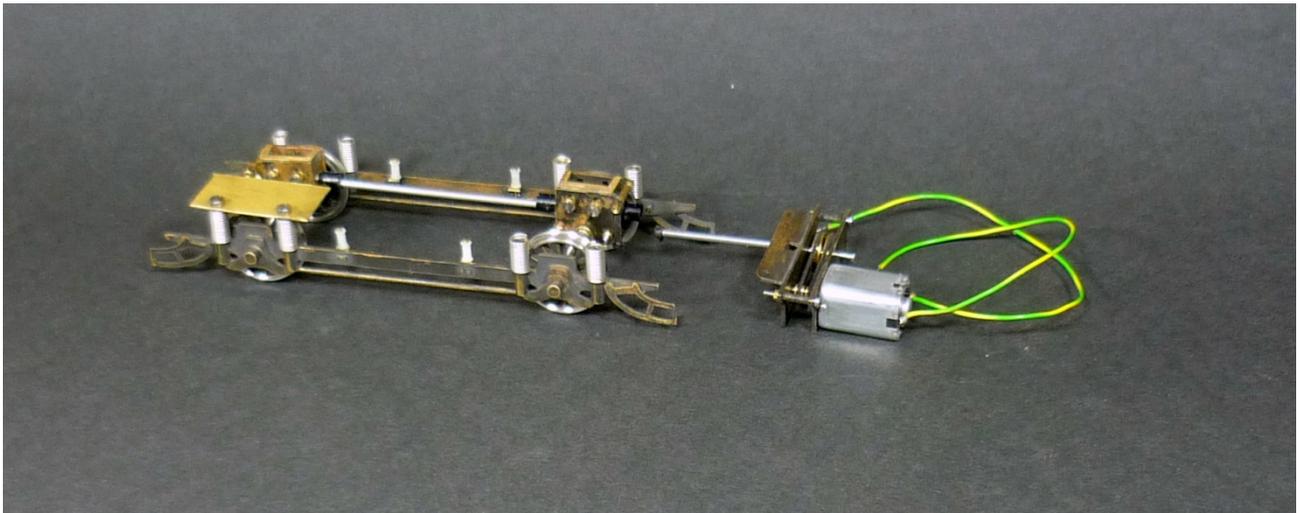
Fortunately my background in narrow gauge modelling has brought me into contact with Nigel Lawton and Mark Clark. Both are retailers of some excellent small scale models and kits, Nigel specialises in belt drives and Mark has an amazing range of very small motors. With their assistance I have been able to put together the first of our vehicles.



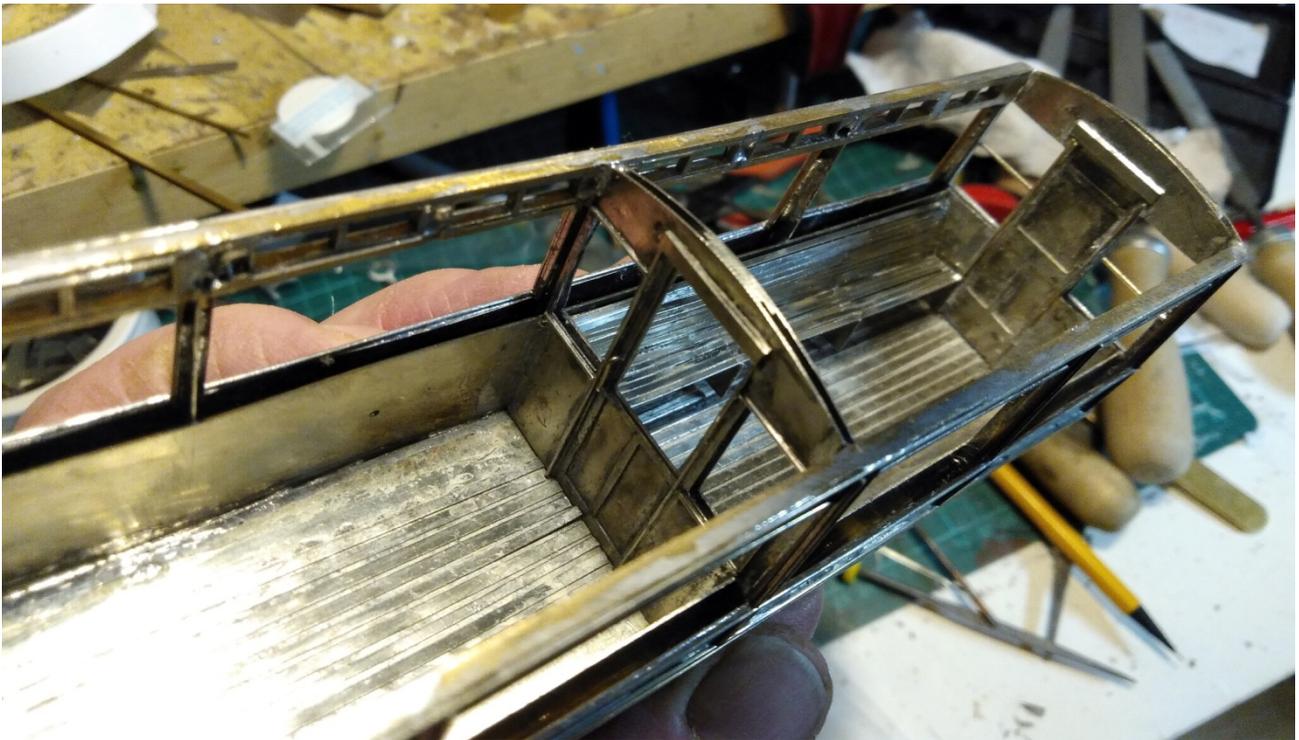
The first picture shows the components for a Dudley , Stourbridge and District Class 9, a long wheelbase four wheeled vehicle. The only space to locate the motor was behind the platform steps at the end, where it would be partially hidden by the depth of the platform bearer. Both

axles were to be driven and the best gear combination I could achieve was to have 15:1 gearboxes on the axles (Pantograph milled from brass with gears from Branchlines), together with a 5:1 belt drive using pulleys and belts from Nigel Lawton attached to a six pole motor from the Mark Clark range. This little thing is 10mm square, it has a precious metal commutator and brushes, excellent bearings and contains two sets of magnets at 90 degrees to each other driving a rotor with two 3 pole windings wired in series. All for £10 including shipment from you know where! All three gear boxes are joined together with ball and socket universal joints from North West Short Line in the USA.

The chassis is arranged for split frame electrical pickup. As we all know this means that the axles have to be in two parts. Most commercial versions make the axle separate to the wheels and press one into the other. I prefer to make stub axles with a wheel and half axle firmly fixed together and running true. In this case one side of the chassis has axles 4mm diameter with a bore of 2.7 mm, and the other side has 2mm diameter axles (to fit the Branchlines gear) The two are pushed one into the other and spaced apart by those rather fetchingly coloured red plastic sleeves (ex - knitting needles - nothing wasted here) These are 2mm internal, 2.7mm external. The wheels are Markits 16mm diameter tender wheels (intended for 4mm scale, the profile is just right for our 7mm tramcar) The plastic bushes are pressed out and discarded and some new brass bushes fitted in their place. I found it useful here to use a step collet , holding the wheel by the tyre in order to centre the axle properly.



The second picture shows the chassis, now partially assembled. On the prototype each of the spring bearers was fixed to a steel cross plate running under the timber side frames of the tram body. The model version has split frame pickups, so this has to have a gap in the middle. The two baseplates now become four. Three more need to be fitted and then, together with the motor plate, they will be screwed to a strip of 1/16th PCB. This will fit inside the recess in the floor of the tram body made by the downstand of the 6" x 4" timber sideframes.



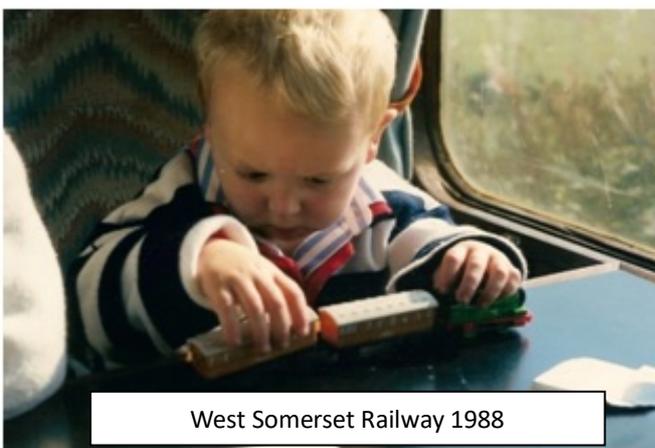
Finally we have a picture of Kevin's bodywork, assembled from a considerable amount of nickel silver sheet and repaying the investment in his resistance soldering unit.

Trevor Hughes

The Novice Modeller

“What am I doing here?” That is often the question I ask myself during some of the meetings. It is not that I do not enjoy them, (I enjoy them thoroughly and meeting up with my friends), it is often because I find myself almost overwhelmed by how very little knowledge about railways and modelling skills, I possess compared with everyone else.

I confess I do not have a background in engineering or working on the railways as a guard or signaller and I have not travelled overseas, (unless you count the Isle of Wight!). I have not even grown up alongside a working railway and I'm too young to count train spotting as a hobby! My connection to railways and trains is a simple one and comes in the shape of a little blue tank engine called Thomas!



When I was very young, I had problems with language comprehension and struggled very badly in understanding what people were saying to me and my talking was virtually non-existent until I was nearly four. My mum would often put on the 1980's television series of Thomas the Tank Engine and Friends as the episodes often showed the engines portraying facial expressions that helped me to build connections between the words being spoken and the meaning behind them,

often portrayed as a smiling face or an angry or embarrassed face on an engine. This helped me

enormously to begin to make sense of language and its meaning, helped by the fact that I would watch the various episodes on videotape almost continuously and got in the end that I could recite whole episodes along with the theme tunes! I also loved the original books that the series were based on and which are still on my bookshelves in my bedroom.

As I grew out of watching endless Thomas episodes (much to relief of my family), I discovered that nothing could beat the thrill of a visit to a heritage steam railway or miniature garden railways with trains you could sit and ride around on. In fact, that has been the only time I've have ever got to drive a train...sort of!



Gorse Blossom Miniature Railway 1995



1992

My Dad is into model engineering and was building a traction engine (how I wish I had inherited some of dad's engineering genes!) and we used to go to steam rallies. My one achievement at one of these gatherings, was my prowess at shunting which surprised an old lad who had set up a bit of a shunting track to entertain the kids and get them to have a go!

I had many visits to The Talyllyn Railway in Wales, and it remains to this very day my favourite narrow-gauge railway as well as to The Severn Valley Railway, not far from where I live.



Talyllyn Railway 1993

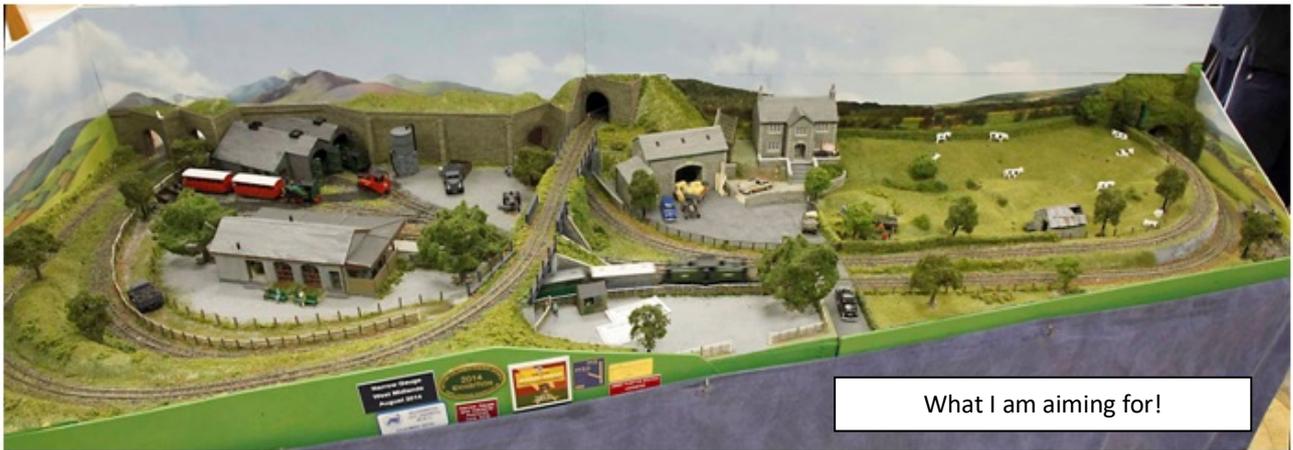


Talylyn Railway 2017

I suppose the reasons deep down for wanting to build a model railway hark back to those early years of Thomas the Tank Engine and the world of railways that the Reverend Awdry created, especially that of narrow-gauge engines featured in the railway series. I visited the Severn Valley Railway exhibition of model layouts at the Highley Engine Shed and I was enthralled with the miniature world of railways. Whilst there I met Mr Peter Hardy and his wonderful 009 layout, he spent time talking to me about 009-gauge railways and I was hooked and wanted to recreate my own miniature steam world.



Highley Engine House 2017



It proved a lot harder than I thought and I soon realised I did not possess any of the skills required, the only thing I felt I was any good at, was painting the model engines, certainly not making them. After several abortive attempts at building kits and being totally flummoxed by track layouts or the complexities of track electrics. I decided I needed to join a railway modelling club. After looking at some of the local clubs, I choose the Shrewsbury Railway Modellers club as it looked the friendliest and would perhaps accept a member with virtually no skills whatsoever!

I will admit it took some courage on my part to step inside the door that November evening at my first meeting in 2017. However, after being made so welcome and with the relaxed and friendly atmosphere, I felt the meetings might offer me a chance to learn some new much needed skills. I joined the Club at the Christmas Meeting 2017 and I have to say that although there have been times when some of the talks go over my head, I have thoroughly enjoyed all of them and the friendship and camaraderie amongst the members.

If I am honest that first year was hard, the realisation of how little I knew and with my inability to get started on any modelling. I felt I was not really a railway modeller and had nothing to show for my time.



The breakthrough came a year later when at the Christmas Meeting 2018, I tentatively took in some pork pies I had decorated with pastry trains! They went down well and suddenly I felt that I had finally contributed something to the meetings, even if it was only modelling in pastry! From that my confidence began to slowly grow, helped in part by the Challenges set for us which made me confront my fears and get started on some proper modelling. Suddenly I had produced something of credit, not brilliant and lacking finish, and finesse but a diorama completed. It also helped taking on the role of photographer for the group, suddenly I had a job to do and a purpose within the group.



The Challenges set for us have been worthwhile but have stretched me, the least said about my early attempts at the plasticard challenge the better! I have since completed my four seasons diorama, a definite improvement on my first attempt and have also started a new project, although progress is slow at the current moment. This is probably due to the enormous amount of time I seem to spend building endless wooden and Duplo railway tracks for my 4-year-old nephew Jacob. He has certainly picked up my enthusiasm for all things trains from a combination of

Thomas the Tank Engine (again!) and the wonderful series of books on 'Peter's Railway', (I would have loved those as a kid!) At four years old he understands how a steam engine works far better than I do! Still if it fosters an interest and enthusiasm, the Club may have a new member in the future!!

I have really missed the meetings over this last year of Covid-19 Restrictions and



Rodington Model Railway Exhibition 2019

Lockdowns. Whilst the Zoom meetings have been good, I am sure I am not the only one of us hoping that before too much longer, we can get back to our regular meetings.

Severn Valley Railway 2015



So, I hope this has answered my original question of "Why am I here?" I would like to take this opportunity to thank all the Club members for making me so welcome in the first place and the continuing friendships over these last three years. More importantly I must give special thanks to my friend Eric for taking me under his wing and acting as a mentor for me as I gingerly found my feet and who continues to encourage and inspire me to further develop my emerging modelling skills.

Thank you everyone, including Thomas the Tank Engine!

Sam Ryan

Phill's London trams; progress at last.



It must be about a year ago that I showed you some pictures of 0-gauge trams which I have built over the years. At the time I mentioned that I should make some attempt at creating a layout to run them on. Here is the progress so far.

I am still hoping to be able to have an exhibition layout to show what can be done with trams (remember exhibitions?) Although there are RTR trams available in 0 gauge, I, being the sentimental type, have chosen a subject that is rarely available off the shelf; traditional British trams from the early years of the twentieth century. Kits are available, though some are no longer in production or hard to come by. But, we have a saviour in KW Trams who provide white metal kits of traditional British tramcars in both 0 and 00. There is also a variety of mechanisms and sundries.

From my experience I do not advise using 4-wheel mechanisms of a greater wheelbase than 7' 6" because, just like the real thing they tend to derail on tight curves.

So, on to my layout, *Madeira Road*. I chose an end-to-end format, mainly for convenience in loading in the car for transport. I have two boards at present; both about four feet by one foot deep. The eventual aim is to have extension boards to provide a turning circle at one end and with a short board at the other end to accommodate a trolley reverser.



Board 2 tested and ready for road surface.

The track plan consists of twin tracks with one facing and one trailing crossover. Track is home made using copper clad sleepers and code 100 rail. The points are made using a

template from PC models and with a little practice these points can be successfully built. They are of a much tighter radius than your normal railway type and as with the prototype only have one moving blade.

To create the groove, other rail can be used but since I had some square brazing rod knocking about, I used this. It is ideal as it solders to the sleepers easily and can be gently curved if needed. For the road surface several methods can be employed but I opt for using household filler mixed up with some black powder paint. This can be spread and smoothed with a small spatula or palette knife and if granite setts are required it can be scribed to give a remarkably good effect. I usually wait for 4-5 hours after applying the filler before scribing. If left till it is set an awful lot of dust is created which you don't want getting onto the wheels and motors of the trams. When all is done it is sealed using neutral shoe polish.



One crossover finished and sett paved.

Now trams pick up their current from the overhead, which is where another challenge presents itself. Traction poles are made from brass rod, "nested" to suggest the tapered effect of the real thing. Steel is not advised. It can bend!

I use Alan Kirkman nickel silver wire for the overhead. Less likely to expand and sag than copper wire. Lacquered span wire comes from Matalan. One reel will last a lifetime. Overhead fittings can be got from Brumtrams, Alan, as above or from KW, though trolley poles and wheels will have to be hand built. I must add that Paul from KW has recently acquired the former ABS range of kits and accessories. Yet more goodies!

Soldering the supporting ears to the wire calls for a lot of patience and a steady hand, believe me but, thankfully not many are needed.

Trailing junctions are not too problematical but getting the trolley pole to follow the desired direction on facing points needs fine tuning, to say the least, but it is well worth it to see your tram obediently following the way that the point is set – and far less embarrassing at a show.

Board one is now complete and board two is nearing the cobbling stage after all sections etc. have been cut and wired up to switches on the board edge.



to

Other activities associated with *Madeira Road* have been the making of some of Purple Bob's superb card buildings in low relief and adding another tram to the fleet, a Bexley car from KW Trams. An East Ham car is also under construction.

Bexley no. 7 from a KW kit



I am using DC control, though DCC would work particularly well with trams. Trams, overhead and track all need to be thoroughly tested to achieve reasonable running at a sedate speed. Real trams rarely exceeded twelve mph! A thoroughly engrossing time has been had over the last year, with some intervals of frustration and lengthy periods waiting for something to dry. Time for a cuppa, I think.

Hold tight now!

Phill Yeend

April Newsletter. I will edit the next newsletter but I would like a kind soul to volunteer to do the May one please?

When submitting content for the newsletter, it is fine to send a completed article to show how you would like it to appear but PLEASE also send the photos in as separate jpeg files, otherwise it can take ages to undo hidden formatting. Send the text on its own as a text or Word file.

Please send you contributions to me at

Many thanks.

Nick Coppin



Class 31 at Fareham with push-pull train from Portsmouth Harbour c.1979