Club Magazine

SUMMER EDITION 2023

Luton & District MBC

.... a club NOT just for boats ....

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EDITORIAL

Nice to find the weather has now improved and the water in the lake has dropped to a reasonable level allowing members to launch their boats without getting their feet wet. I have now completed the re-build of the Club's OSRV Forties Shore, some of you may have observed her taking to the water on the first Sunday in June, picture attached. Just a couple of articles in this quarters Magazine, my thanks to Bill Grigg for his contribution.

Bill Grigg and his Narrow Boat

Bottle Narrow boat Almost Cut (get it!) the Mustard at Thrilling Chairman's Challenge

When the 2023 Chairman's Challenge was announced my first whinge to the Secretary was that these days us Grigg's never seem to buy anything in round, 1.5 litre plastic bottles. You can always pick them up by the roadside, he said (but preferably not those part filled with yellow liquid I thought), and anyway it has to be 1.5 litres minimum - and they don't have to be round. I read the instructions, properly, again and next time I rinsed out an empty plastic milk container, was struck by the thought that if you squinted at it sideways on, the top of the container (bigger than 1.5 litres!) had the jizz of the front end of a narrow boat, with the cap as a bow fender. With a bit of hacking about another container would also serve as the stern of a narrow boat. I could hardly wait to get a second empty container to test the plan, but at the rate I drink tea I didn't have to wait too long.

To remind you, the Chairman's challenge stated "The following items must be incorporated in a new build boat. No commercial hulls can be used. Radio control will be up to the individual.

Items to be used: 2 x plastic bottles 1.5 litre or above; 1 x 18-inch length of dowel; 1 x carrier bag; 1 x pen; 5 x elastic bands of your choice; You must incorporate a box or cradle to hold 1 item 60mm x 60mm.

The model must sail on the water for 5 minutes minimum.

Prizes for best design, longest time on water, best sinking."

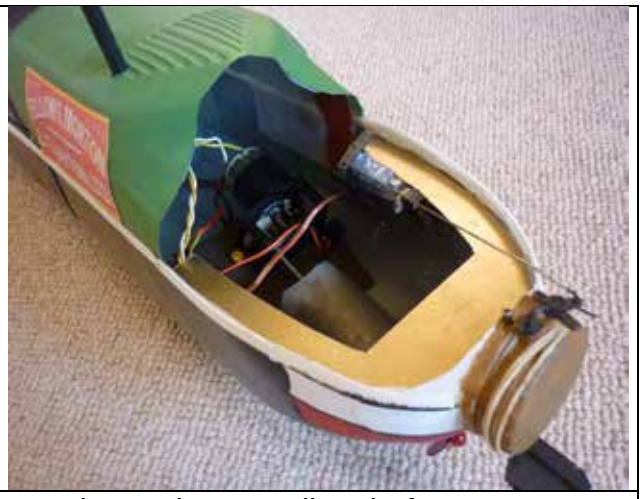
So, taking my two empty containers I placed them on their sides, bottom to bottom, with the handles uppermost, levelled up in a crude jig, and stuck them firmly together with a hot glue gun, then established a line for the top of the 'hull'. If it hadn't been necessary to include the above mentioned 60mm square cradle to hold I knew not what, I wouldn't have had to cut off the top rear end of the 'bow' bottle to accommodate 'it' (knowing the Committee, especially the Secretary, it could be a 60mm square brick!). The cut out had to be roughly amidships for balance, especially considering the potential brick…

Cargo hold with bracing, lead ballast and removable cargo hold

Having cut the ‘hatch’ in the bow bottle I then cut off the handle from the ‘stern’ end and shaped the remainder to look something like the aft end of a narrow boat. At this stage my boat had a distinct kink in the middle where the join was so I hot glued on two flat sheets cut from another, gash, milk container to cover the join each side in the lower section. I then braced the sides of the slightly floppy ‘possible brick’ hole with a lolly stick each side, cross braced with two lengths of the 18 inches of dowel. The 60mm square cradle was made up of four 15mm strips of plasticard glued to the base cut from the gash container which rested nicely - and adjustable for trim - in the bottom of the ‘hull’.

Next came a bath test to see that it would float reasonably upright and with enough buoyancy for extra bits, before investing any more time and effort. It did, surprisingly upright but with a lot of freeboard that required a couple of hefty slabs of lead to get down to its marks.

That meant I could get on with the ‘power end’. In the spares box I had a geared electric motor of unknown provenance from a boat I’d bought on eBay and a rather crude prop on a rather dodgy 2mm diameter brass shaft that a trader friend in Hitchin Market had found in a box of bits and given me years ago. I cut a hole in the bottom of the hull for the stern tube and hot glued in a length of 2mm inner diameter brass tube, then mounted the motor on a rectangle of ply which I glued in, using scrap wood spacers, so it lined up with the prop shaft to which it was articulated with a piece of wire insulation. I had no idea what voltage the motor would take so used three rechargeable AA sized NiMH cells which, more by luck than judgement, seems to provide just the right speed.



The workings and lead ballast curved over the propeller shaft

Then to painting: you can see from the photo how this turned out, but beware spraying plastic milk containers. I started with the hull and masked off the upper half of my boat to use up an old spray can of black acrylic. Attempting to mask the black so I could spray the top half resulted in the black sticking to the tape rather than the container…the top is brush painted. Due to the lack of a nice masked Then I punched a hole in the cabin top for the pen ‘chimney, ink jet printed a couple of Fellows, Moreton ‘labels and the ‘tarpaulin’ over the load compartment is the specified carrier bag (cunningly folded as I thought if I didn’t use the whole bag, it would be nul points at scrutineering - perhaps I took this too seriously but my wife is very fond of jelly babies.).

Speed control seemed an over sophistication for a bottle boat so just an on/off switch and, originally, fixed steering from a simple rudder with its shaft stuck up as an interference fit in a length of tube. However, given the rule for sailing for at least five minutes, simply going round in circles at the mercy of the wind and tide might not cut it

(remember those jelly babies), so I borrowed a micro servo and receiver from a proper boat and connected them to the battery switch as well. The rudder shaft then just got a bigger outer tube with wiggle room and a tiller arm at the top end, connected to the servo with a bit of old wire.

Sophisticated propeller and rudder

The Jolly Boat Man

To add the final touch of sophistication, a cardboard former to maintain the shape of the stern end, a dummy tiller arm and a cut out of a famous head on a cut out of someone else's body as the intrepid, one dimensional, boatman. And oh, those five elastic bands are round the 'fenders' and the rest of the dowel runs along the inside as a support for the 'tarpaulin' – in case you wondered.

On the Water

The final photographs are of the vessel on the water complete with that well known helmsman and of course the author of this article, Bill Grigg complete with his model and Jelly Babies prize.

Author Bill Grigg with vessel and Jelly Babies

LMRC EXHIBITION 2023

The Luton Model Railway Club Bi-annual Exhibition took place at Stopsley High School on Saturday April 22nd 2023. While there I came across Pete Carmen and Martin Gazeley thus, we all wondered around together Pete buying some raffle tickets and not winning anything. They went off to get some refreshments and I departed in the other direction to obtain some photographs and information to create a report for our Club Magazine.

HORNBY 00 3-RAIL LAYOUT by Mike Kelly

This layout is a reproduction of one that my father helped me build in the 1950's/60's.
The one on show today was built over the past two years with the help of my Grandson, who is helping to operate it.
Some of the Locomotives and rolling stock are from the original layout, others have been added over the years.

PROVIDENCE COLLIERY

This layout is 16.5mm gauge, 1.76 scale and DCC (digitally) controlled using NCE powercabs, with sound onboard in most of the locomotives. Point control is by DCC Tortoise motors and MERG driven servos. Buildings are either scratch built or modified and detailed models from Petite Properties. Spratt and Winkle delayed action couplings are employed, using concealed magnets for operation. Locomotives are by Hornby and Bachmann, whilst the rolling stock is modified proprietary or kit built.

BEARS CREEK

This layout was inspired by a holiday to British Columbia in the early 2000's and an article in Model Rail Magazine in July 2007 entitled 'Top Shelf Feeds' by Chris Leigh.

It is a fictitious slice of Western Canada in which I have attempted to capture the main elements of the area, namely mountainous scenery and fir trees!

Freight movement is the focus of train operations and the simple track plan is taken from the above-mentioned magazine article.

GRAZELLAR BAHN

The Grazellar Bahn is my first adventure into continental modelling in HO scale. After having many years modelled and exhibited in British N Gauge.
It was inspired by seeing pictures of the Mariazellerbahn in Austria and then finding that Rocco produced a model of the class 1099 electric locomotives that operated that line. The Mariazellerbahn is a 760mm narrow gauge line running south from the Salzburg to Vienna main line at St. Pollen for some 90km to the town of Mariazell and for a time a short distance further to Gusswerk. The line was built in the early 1900's and after initially being steam worked was electrified in the period leading up to the First World War using a 6.5kc AC overhead system and is still in operation today.

The layout represents an imagined additional terminus and is set in the Epoch IV period (1968-94). The track plan is typically Austrian and based on that at Gresten. Most trains (passenger and freight) being worked by the iconic class 1099 electric locomotives with the occasional diesel and even a steam worked nostalgia special.

Construction is fairly standard using Peco track and plastic building kits with stock being mostly from Roco and Lilliput. Cassettes are used for the fiddle yard.

Control is by DCC using a Rocco Multimaus controller for both locos and points.

Operation is to a simple sequence timetable featuring both passenger and freight trains.

RELOAR SIDINGS

The layout depicts the terminus of one of the branches that wound their way around the clay producing area north of St, Austell, generally ending in remote and barren areas. The facilities comprise a loading dock for the open clay wagons and a couple of Nissen huts for storing bagged, high-quality clay and a run round loop. The clay loaded here came from old, small dries that the branches did not directly serve.

The loaded wagons were then worked down to St. Blazey yard and sent on to the local ports of Fowey and Par, or sent by long distance goods services to other parts of the country. The balancing workings taking empty wagons back up to the dries for loading.

Other workings bring coal for the dries furnaces, general goods for the public loading wharves, and permanent way wagon. The local Tool van also makes the occasional trip down the branch as the track and sidings were not maintained to main line standards.

The locomotives for the clay branches were supplied by St. Blazey shed which used the standard and lighter classes of pannier tanks and prairie tanks of the 45xx class.

The most famous clay branch locos were the Beattie well tanks, so occasionally the layout is run with one of these locos, and an E!/R from the Torrington area, with the W.R. locos being kept out of sight.

LAVENDER HILL

FULLERS WARF – Built by the late Malcolm Hine. Former Exhibition Manager of the Ely & District Model Railway Club

Notice attached to the exhibit in Honour of the late Malcolm Hine

Malcolm, our great friend and long-time stalwart of our Club, organised no less than 16 of our previous exhibitions in Ely.

Over the years he also produced a great many beautiful models and a number of prize-winning layouts in various scales and gauges, both individually and with the Club.

Ann has kindly donated Fullers Warf to the Club. It was named after one of his favourite breweries and we often all enjoyed ale together! This means we can now exhibit his final masterpiece at future exhibitions around the UK. And so Malcolm's name and his superb modelling will live on and help to inspire others.

We're delighted to be able to display it to you today. Please feel free to ask any questions Ely and District Model Railway Club.

ADDITIONAL PHOTOGRAPHS FROM THE EXHIBITION

CLUB DINGY to the RESCUE

I arrived late on Sunday morning (June 18th) to observe our Secretary Pete inflating a small dinghy and preparing to launch it into the small (Gondia?) pond in order to retrieve a small vessel that had got attached to some hidden object below the water's surface

On launching the dinghy and rowing out to the stranded vessel, it was found to be attached to a large sausage object. The small boat was retrieved and placed into the dinghy and an attempt to drag the offending submerged sausage failed (too large/heavy).

A grapping hook was called for and when supplied, allowed our intrepid Secretary (Pete) to try to remove the offending sausage by attaching the hook allowing the shore crew to haul said sausage into the bank.

A number of photos follow showing the action taking place and finally the main offending object being retrieved. In addition, a large plastic bag, a bollard and a traffic cone were also removed from the lake, a good day's work.

	
In search of stranded boat	To the Rescue
	
Vessel Located	Grappling Line & Hook to the Ready
	
Off to Attach the Grappling Hook	Main Offending Object Retrieved

THE END