

# *Club Magazine*



**SPRING EDITION 2020**

**Luton & District  
MBC**

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

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# EDITORIAL

Welcome to the first issue of the Club Magazine for 2020. It was busy over the Christmas period with the Fish and Chip Supper, Pigs in Blankets and the Christmas Dinner all happening within a three-week period. There was also a good start to the New Year. In January there was Brambleton Model Railway exhibition held in the Harpenden Halls and Alexandra Palace in London for those who made an effort to attend. We also intended to exhibit at the Shuttleworth plastics show which is held in February, however space was not available to us which was a pity, maybe it was due to the Club not being IPMS affiliated?

If you check the Diary Section on the Club Web-site you will find that there are a number of new events scheduled, many of which we will be attending over the next three months for which I hope to be able to provide reports in further issues of the Magazine, with some help from my friends?

Some time ago when we were attending the Model Engineering Exhibition at Alexandra Palace there was a concerted effort to try and persuade the organisers to place a small pool in the hall in order to demonstrate the model boat exhibits, as they were doing with the model aeroplanes and tanks. Alas to no avail, there were too many problems they said. Looking through some old Model Boat Magazines guess what I found? A picture of a boating pool at the Alexandra Palace exhibition, photo below (Magazine dated May 1992) it was evidently not considered a problem then.



Finally, I hope you enjoyed the extra days boating this year (Saturday 29<sup>th</sup> February) it's a leap year Girls and Boys.  
Happy Modelling  
Ed.

# ***SECRETARIES RUBBISH REPORT***

Being Secretary has its pro's and con's. I get to meet a good lot of people, which is a pro! The bad bit is I have to deal with you!!! Seriously though, one of my least favourite tasks is dealing with the Estate of people who have died. To that end, I am at present dealing with The Estate of a member of the Stevenage club. Currently, there are 30 boats for sale, and loads of tools etc. as well. If you are interested in any boats, please contact myself.

I also have some dates alterations for the calendar.

April 13<sup>th</sup> Club Night is now April 6<sup>th</sup>

May 10<sup>th</sup> is the IPMS show at MK Stadium

I would also like to thank all the committee for all the hard work over the Christmas period, and to all those that attended the events organised. As for the last 4 weeks weather, what can I say. It was rubbish, but the tea was good in the museum! Also, a big well done to all those that did turn up and sail!!!!

Our club show season starts in April with our first session at Hitchin Market on Saturday 18<sup>th</sup>. I will be there from 08:45 to set up, please turn up at any time, even if it's for a couple of hours. I have organised free parking, and a cuppa and bacon roll in the morning. Please contact myself before this event for any changes. The first time we will be teaming up with Stevenage to kick off, just in case of inclement weather!!!!

## ***FISH & CHIP SUPPER***

Our 2019/2020 festive season got off to a good start commencing with a Fish and Chip Supper, being held at the Bushmead Community Centre on Monday 9<sup>th</sup> December. The event was extremely well supported with twenty-six members in total attending including many new ones. During the evening (started at about 7.30pm) besides consuming mounds of Fish/Scampi/Pie and Chips followed by mince pies, tea and coffee etc. we enjoying plenty of chit-chat. Our Secretary was presented with a new pair of work trousers (he is always tearing them - see photo below) by some club members in appreciation for all the hard work he has carried out running the Club. There was a mystery prize raffle (all the prizes were wrapped up such that you could not see the contents) resulting in some nice surprises for some of the lucky prize winners. Everybody seemed to enjoy the evening of which I took the opportunity to take a few photographs. I am certain we will all be looking forward to a repeat of this event next year.



Pete with Torn Trousers – Hitchin 2014



Waiting for the Food to Arrive





## ***PIG IN BLANKETS & MINCE PIES***

The Pigs in Blankets & Mince Pie meeting took place on Sunday 15<sup>th</sup> December which was a cold day with broken cloud allowing just a little sunshine to occasionally break through; however, it was not quite cold enough to freeze the lake thus allowing some hardy sailors to venture sailing a boat or two. There were about twenty members and friends attending the meeting, all filling themselves with sausages and mince pies washed down with either coffee or tea.



Tea Shoppe



Nixon's Boat Decorated for Christmas



Tony and Jim Sorting out a Boat?



Sun Tug XX1 Towing a Barge



Service Centre



Service Centre



The Inner Workings



Fishing Boat



Jim Stenhouse's Boat 'HUNTER'



Over Full with Mince Pies?



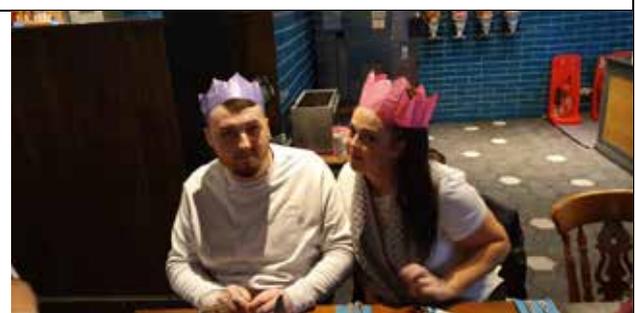
Only One Mince Pie Left



Pigs in Blankets Sold Out

## **CHRISTMAS DINNER 2019**

This year (2019) our Christmas dinner was held at the Moat House (Luton) on the 27<sup>th</sup> December being extremely well supported with 27 members and their guests in attendance. It was better organised this year as Pete and Terry had gone to the trouble of printing little slips of paper to remind all guests exactly what food they had requested. Last year was all a bit, hit and miss, as hardly anyone had made a note of what they had actually ordered. There were number of new faces to be seen, Graham Rumble brought along his mother together with his daughter, Georgia and Simon, Mike Dowsett brought his wife Diane, Derek Thompson was with his wife Annie and Rob was accompanied by his wife Terrie and daughter Nikki. Also sitting close by was Chris Jackson (ex-member) with a friend.







# **BRAMBLETON MODEL RAILWAY**

I collected Pete Carmen just before 10am on Saturday 18<sup>th</sup> January as previously arranged and proceeded to Harpenden by way of airport way (under the new airport rail link bridge) swinging off onto the Harpenden road. Parking in Harpenden has always been a problem, so, on approaching the Town Centre I turned left up Sun Lane and then right into Bowers Way and along to the Car Park to find it fairly empty, and it was easy to find a parking place. After paying the car park fee we proceeded along to Station Road and down to the Hall's entrance. The exhibition did not open until 10.30am but as it was a very cold morning the exhibitors decided to let the eager customers in early. The exhibition filled the Foyer, Main and Side halls thus there was plenty to entertain all the eager railway enthusiasts with as many exhibitors as there was suppliers which made the exhibition very interesting. We proceeded to the main hall and began to wander around not only viewing the railway layouts but also the many second hand engines and rolling stock that was for sale. There were rail sizes from very small 'N' gauge up to the size you would have in your garden (wishful thinking), they even had a splendid layout using the old three rail system which is still in use today.

Something I personally found of interest was a commercial method for a folding table layout. A special type of hinge had been used at the joining edges of the folding table and if a section of track bridged the joining area a special clip was available to hold that section of track in position once the layout had been unfolded. Maybe I should consider using a similar method for my track layout.

There were also a couple of book stands hosting a variety of books for sale and also lots of cars and lorries of varying scale to add to the exhibitions interest. Having walked around the halls viewing all the exhibits we decided to take a break and have some refreshments, it was nice to take the weight of our feet and have a general chat about all the items we had seen.

On completion of the refreshments we decided to walk around once more in case we had missed anything and to take a look at some of the model layouts in greater detail, by this time the halls were getting quite crowded and so having walked around the exhibition twice we decided it was time to leave having been there about two hours. Sorry there are no accompanying pictures but I forgot my camera and my phone, I know it's not good enough, so sack the editor I say!

Ed.

## ***A MODEL TRAIN LAYOUT***

Following a discussion with our Club Secretary regarding the layout and contents of our stand at the St. Albans Model Engineering Show (2019) it was generally agreed that some form of movement within the static displays on the stand would attract greater attention to visitors to the exhibition. One idea was that some form of railway layout with trains continually running back and forth should be considered, thus my next project was born.

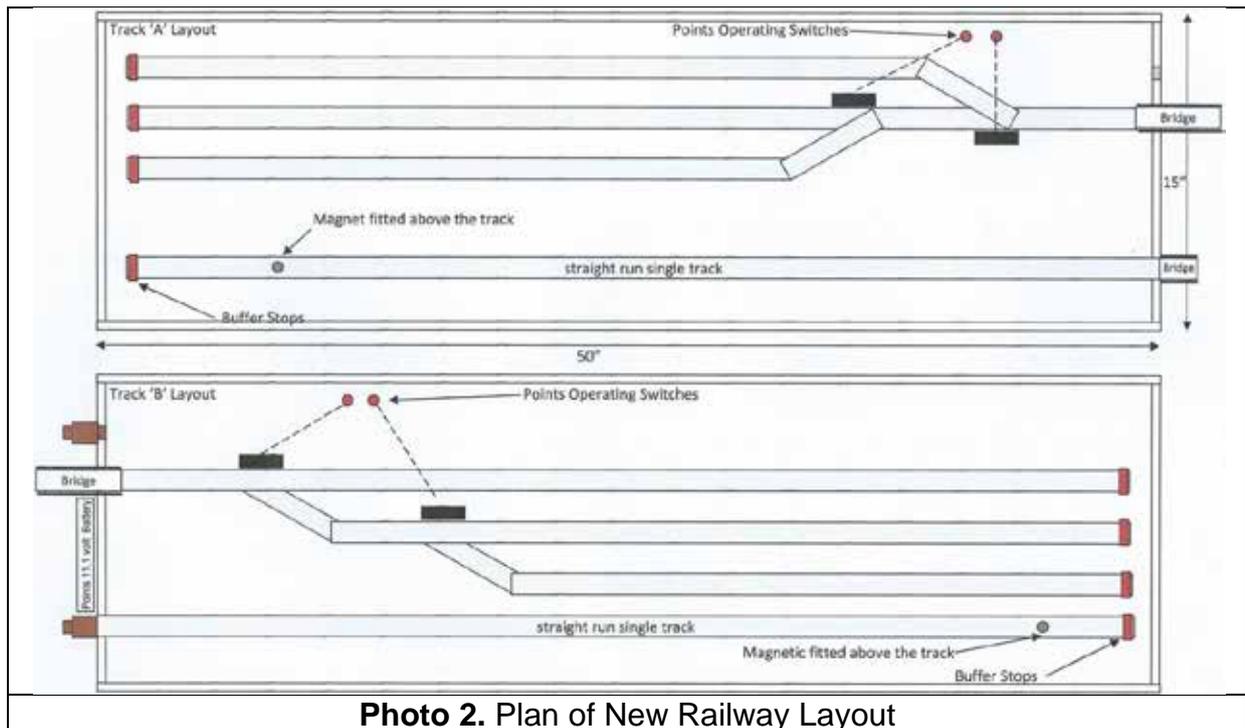
A few years ago, I made a '00' gauge railway layout on a 6' x 4' board, for the very purpose of attracting attention of visitors to our stand at exhibitions. This was only used once at the Alexandra Palace show, sadly not to be repeated as the Club stopped attending due to lack of support for running the stand. A picture of the layout may be seen in **(Photo 1)**. The size of this layout was made such it would fit inside the back of my Vauxhall Vectra with the back seats folded down. I no longer own this vehicle having now purchased a Vauxhall Mokka that is some-what shorter and therefore the layout will not fit inside, thus it will have to be drastically reduced in size in order to be accommodated within my available mode of transportation.



**Photo 1** Original Railway Layout on 6' x 4' Board

My first job was to measure the available space inside the back of the Mokka with its rear seats folded down which gave a maximum depth of 51 inches and a width of about 33 inches, thus proving that the 6 x 4-foot board could not be accommodated. After a lot of thought I came to the conclusion that a simple shunting yard design using two lengths of narrow board would be the best way of creating the new layout.

I removed all the tracking from the old layout board and proceeded to cut it down firstly by cutting length wise to make two lengths 15 inches wide and reduce the length of the two strips to 51 inches. These two lengths of board had their open edges re-enforced with lengths of timber to match the existing re-enforcement on the other edges. Finally, the two new boards were sanded down and given a coat of matching green paint.



The two Base Boards were secured together using 4inch long spacers between the frames, and aluminium braces fitted at the sides to hold the two boards in place. It was planned to use two railway bridges to span this gap as part of the layout.

After some playing around with the track, I eventually decided on a final layout plan and proceeded to fit the tracks to the base boards by drilling small holes through the Rail Timbers and inserting some short self-tapping screws to secure them into position. The design on the final layout may be seen in **Photo 2**.



**Photo 3. Completed Railway Layout**

In order to complete the layout, I found it necessary to purchase some additional parts, straight rails, a Bridge, Buffer Stops and one set of Points. A second bridge was also

required but this was scratch built from wood scraps. Four switches, a battery and associated wiring were then added in order to be able to operate the points remotely; **Photo 3** shows the completed railway layout.

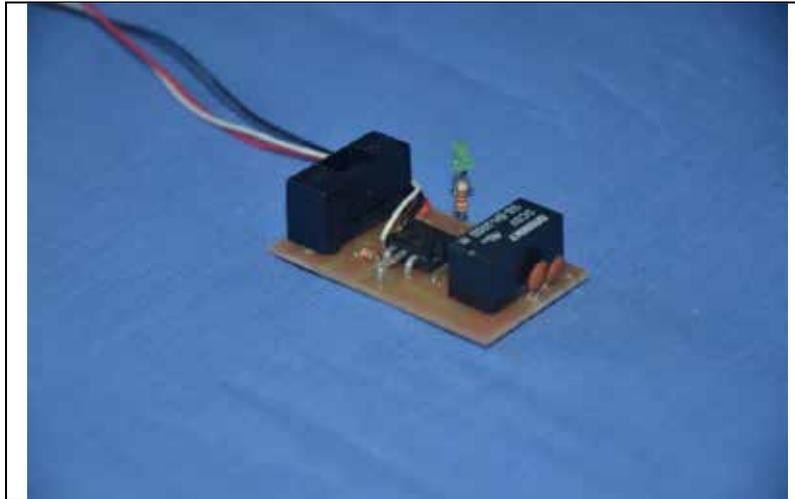
The next job was to modify the first train so that it will run on its own battery power housed within the rolling stock which would also contain a Hall Switch sensor device. The Hall Switch will trigger a relay to change the battery polarity when the train passes over a magnet embedded in the base of the track. With a magnet placed at each end of a straight length of track the train should quite simply run back and forth all day if so desired.

The train selected for this job was a Hornby 'LMS' Class 4F Locomotive **Photo 4**. The drive motor for this locomotive is housed in its tender, this was disassembled and the two motor wires disconnected from the rail contacts.



They were then spliced onto a short cable to which a JST-PH2 female connector had been fitted. The Tender was then re-assembled and the new cable threaded through the inside of the Tender to emerge out by the rear coupling.

To control the train a Hall Switch control module was made, shown in **Photo 5**. It comprised a Fuse Holder, Power Transistor, LED indicator, Relay to reverse the power to the tracks and a Hall Switch Transistor mounted on the end of Red, Black and White flying leads. A JST-PH2 male connector lead was attached to the reversing relay in order to connect the power to the Trains Tender.

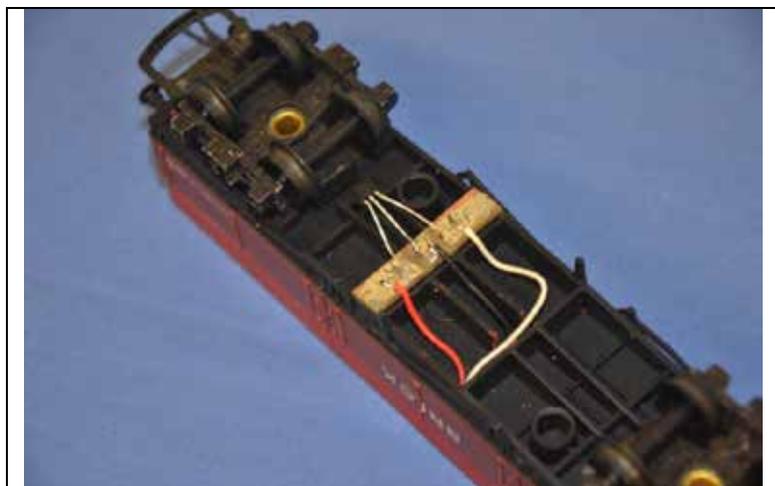


**Photo 5. Hall Switch Assemble**

In order to house the Li-Po Battery, Power Switch, Hall Switch Module and ON/OFF switch I purchased a twin bogie truck and fitted and wired all the above items into the truck, which can be seen in **Photo 6**.



**Photo 6 Wagon with Battery & Hall Switch Fitted**



**Photo 7. Hall Sensor Mounted on Bottom of Truck**

The actual 'Hall Sensor' which formed part of the switch module and connected using Red/Black/White flying leads was threaded through the bottom of the truck and mounted on a small piece of copper clad board **Photo 7**. This allowed the face of the sensor to be aligned with the centre of the activating magnets mounted in the centre of the train rails (yet to be fitted). To complete the assembly, I made a plasticard cover to fit over the top of the Wagon covering its contents, to which the ON/OFF switch was attached **Photo 8**.



**Photo 8** Wagon with Cover Fitted in Position

Modification of the second Train followed a similar pattern. This Train was a simple four wheeled Shunting Engine shown in **Photo 9**.



**Photo 9.** Shunting Engine

The motor for this model is housed within its body and therefore the engine assembly had to be taken apart and the wires disconnected from its pick-up contacts. As with the other model they were spliced onto a short cable to which a JST-PH2 female connector had been fitted. The Engine was then re-assembled and the new cable threaded through the inside of the Engines workings to emerge out by the rear coupling.



**Photo 10.** Wagon with Battery, Radio Receiver & ESC

This Train was to be Radio Controlled and to achieve this, an 11.1volt Li-Po Battery, Radio Receiver, Electronic Speed Controller, Fuse and JST-PH2 male connector all had to be accommodated within another Twin Bogie Wagon together with a cover as shown in **Photo's 10 & 11.**



**Photo 11.** Wagon with Cover Fitted and in Position

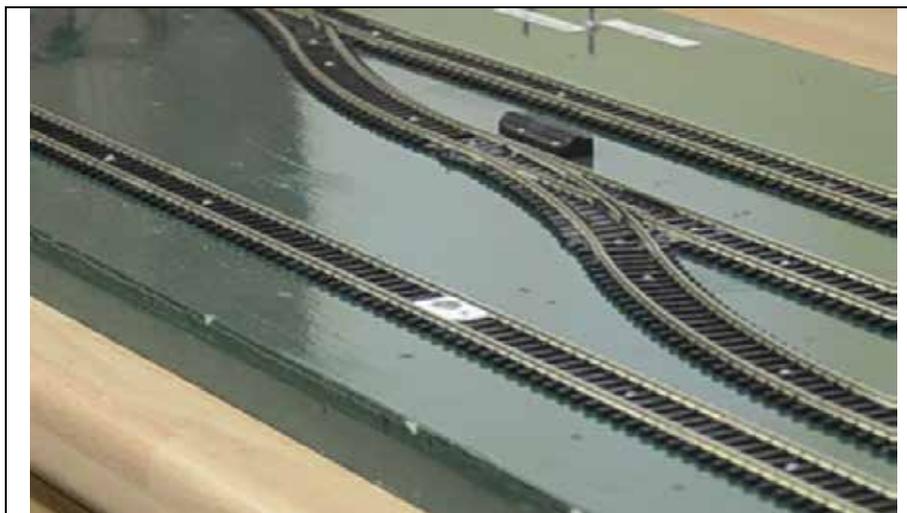
It will be noted that a small window has been cut into the top of the cover; this was to allow the status lights on the Speed Controller to be monitored.

Now the moment of truth will it all work as designed. The Shunting Engine was coupled to the Radio-Controlled bogie wagon and the engine and bogie truck connection lead coupled together. Power was then switch and the Transmitter and receiver allowed a short time to lock on to each other. I am glad to report that everything worked as planned. A picture of the Train and wagons on the track is shown in **Photo 12.**



**Photo 12.** Shunting Engine and Wagon on the Track

Getting the Class 4F Locomotive running was a little more involved. Small disc magnets needed to be fitted at the ends of the straight length of track in order to operate the Hall Switch which had been fitted into the Bogie Truck. In order to do this a small disc magnet was pressed into a plasticard mount, which in turn was then fitted between the rails and screwed to the base of the track **Photo 13**.



**Photo 13.** Hall Switch Magnetic Sensor

The train and truck were then electrically coupled together and placed onto the rails. Power was then switched on and the Train allowed to free run along the rails to check that the magnets had been not only placed in the correct position but the correct way around (North/South) as the hall switch is polarity sensitive. One magnet was correct but the magnet at the opposite end had to be reversed. When this had been corrected the train was happy to run backwards and forwards until I got bored and decided to switch it off.

Having now completed the project it was time to pack it all away until I required it for an exhibition or to play with! To do this I decided to separate the two halves of the layout and sandwich them together held apart by four large spacers as shown in **Photo 14**. This

was then covered with a dust cover before being stored away. The bridges, rails, trains and trucks were all packed in foam lined shoe boxes and stored away in a cupboard.



**Photo 14.** The Sandwiched Layout ready for Storage

Hope you have enjoyed this short article and found it of interest, maybe you will be lucky enough to see it all working some day? Why not have a go at building something other than a model boat yourself, it could then be displayed on the Club Stand at one or more of the exhibitions that we attend.

Tony Dalton

**End of Magazine**