



MID ESSEX RAILWAY GAZETTE

Issue Number 48

Winter 2002

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ANNUAL GENERAL MEETING

Notice is hereby given that the twenty sixth Annual General Meeting of the Mid Essex Model Railway Club will be held at the Club House, Station Lane, Ingatestone, on Thursday 27th February 2003, commencing at 8.00pm prompt.!

Full details together with the agenda can be found on page 3

OPEN DAY

Full details on page 8

Productorial

Firstly, let me apologise for the late running of this edition of the MERG, cause by a number of problems but not least a dose of the lurgy that has been doing the rounds in this part of Essex and then the change of employment meaning that instead of travelling an hour south via the Dartford crossing everyday, I will be travelling half an hour North and working 7 out of 14 days.

Not a bad arrangement you might say, but it gets even better, every 56 days, 8 weeks to you and me, I get a minimum of 14 days holiday. Add that altogether and then add the 3 training days and 10 cover days we have to do and it totals to about 160 days work or to put another way 5.25 months work. The downsides are 12 hour shifts and having to take holidays and days off when they want you to. This means that I will not be available for the open day, or technically the exhibition in September.

Crashing the gears totally, I still need articles for this esteemed organ, one of the major delays was the lack of articles from all but one person - so let your fingers do the talking or put pen to paper and write something.

Before I start handing out assignments to people. It does not have to be totally railway orientated and all articles will get used - eventually.

On the subject of the club room, the search for alternative premises goes on and one avenue in

particular looks to be fairly promising. Personally I feel that we need to devote as much of our energies as we can to the search for an alternative to Ingatestone.

Whilst it would be sad to leave the cottage the constant damp is not doing anything stored there any good and that together with the size and lack of usable layout or circular test track is losing us potential members.

It is a credit to the strength, determination and strong will of the regular gaggle of members that we still have a club. However one must not forget the irregular members who pay there subs and turn up to help at the exhibition, and the wives, partners and parents who also help to all of them I say thank you.

A New Years resolution for all of us - put pen to paper, find us a new club room and for the bachelors amongst us find a partner - the club needs all the help it can find for the exhibition.

Chris (66)

Some Thoughts on Time and Finishing Things – 2

In MERG no.41 I wrote some jottings about modelling time. I listed a load of faults with *Nettlebridge Colliery*, and estimated the time that needed to be spent to finish it off was 32 modelling hours. I also estimated that 12.3% of my pocket money was tied up in projects in progress.

As MERG no.46 passes my estimate is that 1.6% of my pocket money is tied up in vehicle projects in progress, with plans to complete those projects inside 10 modelling hours; 2.5 weeks at 4 hours per week. I also have 5% of my pocket money committed to layout projects, including *Nettlebridge Colliery*, with plans to complete all those projects inside 80 modelling hours, or 20 weeks at 4 hours a week. This all indicates that I am going in what I consider to be the right direction for me, looking like 6 months' work. It's becoming easier for me to assess the modelling time demand for projects. 30 hours is reasonable for a small cast whitmetal 4mm scale locomotive kit with compensated chassis; 40-50 for a larger one or an etched loco; 20 hours for a coach kit; 7 for a wagon kit, and so-on.

Another modeller, whom we shall call "Mr.X" (the engine numbers have been changed to protect the innocent) listed from memory modelling projects **in progress** totalling roughly £3,450 and a modelling time demand for those projects exceeding 2000 hours, or 10 years at 4 hours a week. Those figures were to be increased by a

factor of about 2.5 to allow for projects available to him that Mr.X hadn't listed, totalling about £9,000 in cash terms and 25 years at 4 hours per week. These figures are significant when one compares the value and duration of mortgages; personally I cannot contemplate what I will want to be modelling at 69 years of age, though I might possibly have got fed up with 4mm scale by that time!

There is help for modellers like Mr.X (apart from counselling!). We have a stand at the Mid Essex Model Railway Exhibition called, "Second Chance".....

Nick (14)

The chance to reply to the comments made above by Nick, was given to 'Mr. X' but he declined commenting that he had too much to do and not enough hours in the day. He did, however, say that if he could work part time for a full time wage all of his problems would be solved. Alternatively a rich wife would be ideal.

Prod

25th Exhibition Report

Our 25th exhibition has gone, but will not be forgotten.

This one will go down as our biggest and most expensive to date. Not only did we have to pay double to hire the school but the exhibitor's expenses were also double. Having said that the 1400 people who came through the door made it into a very successful day.

Club member Bill Bourne, of Railway Roundabout, donated various items to be given to people as they came through the door, determined by their ticket number i.e. 25th, 100th etc.

Mrs Sarah Frater a local resident was the 25th person through the door and was presented with a bottle of champagne. Thank you for your generosity Bill, it made the day extra special.

This year also saw a new team in the kitchen in the shape of Ian Jessop and his parents Neville and Jean, who did a marvellous job with both the refreshments and the exhibitors lunches, which were as ever greatly enjoyed by all. Thank you very much for giving up your time and helping the club.

Once again both Tim Mercer and Blue Triangle Buses saw us proud with the free bus service, Thank you Blue Triangle and Tim.

So it just leaves me to thank all club members and their partners who helped to set up on Friday and Saturday and to run the exhibition on Saturday.



Mrs Sarah Frater, and family, receives her bubbly from Bill Bourne

Peter (50)

The 26th Mid Essex Model Railway club Exhibition will be on Saturday 20th September 2003.

*Peter (50)
Exhibition Manager*

Copy Deadlines

13th February 2003 (for publication on 4th March)
15th May 2003 (for publication on 3rd June)
16th August 2003 (for publication on 4th September)

13th November 2003 (for publication on 4th December)
12th February 2004 (for publication on 2nd March)

ANNUAL GENERAL MEETING

Mr. D. Zelly 15 Edwards Close, Hutton, Brentwood, Essex. CM13 1BU

Notice is hereby given that the twenty sixth Annual General Meeting of the Mid Essex Model Railway Club will be held at the Club House, Station Lane, Ingatestone, on Thursday 27th February 2003, commencing at 8.00pm prompt.!

Agenda

- 1 Apologies for absence
- 2 Chairman's Report
- 3 Secretary's Report
- 4 Treasurer's Report
- 5 Election of Officers

Chairman

Secretary

Treasurer

6. Amendment to Club Rules:-

It is proposed by the existing committee that this amendment to the Club Rules be added, and we ask your approval.

Section 3 (e)

:- "Membership of the Club at any level and renewal of such membership shall be at the discretion of the Committee of the Club"

- 7 Layout Reports
 - (a) Blackwells Brewery Company.
 - (b) Bromley Hill.
 - (c) Stratford St.Mary.
 - (d) Butler Central.
- 8 2003 Exhibition
- 9 Mid Essex Railway Gazette
- 10 Any Other Business/Future Projects at the discretion of the Chairman

(Items for inclusion in this section to be with the Chairman prior to the start of the meeting)

- (a) It has been proposed by Nick Ridgway that the current Rules of the Club be contained on the Club's Website so that they are available to all members and prospective members, thus placing them in the "Public Domain"
He asks your approval of this.

The Treasurer will be on hand to collect subscriptions, which became payable in full, due on the 1st January 2003.

Please make every effort to attend, remember it is your club. Apologies can be sent to the Secretary at the above address together with any nominations for officers, amendments to the running of the club and AOB'S.

David (13)

Stratford St. Mary End of Year Progress Report

As there has not been a lot written about this layout, I feel that it is time to pen a few words about what has been happening on Stratford St. Mary and also to outline the possible next steps.

Despite appearances, there has been progress on the big beast filling up the main room in the clubhouse in the past year. The visible progress is the completion of both fiddle yards and the stock & engine carrying boxes. The method of attachment of these items to the main layout is now being sorted out.

Most of the rest of the progress has not been immediately visible as Andy has been hard at work on the wiring. Now that the point motors have been installed and wired up, the wiring has been completed to the first phase. There are two more phases to be completed with the wiring. The first is to prove the basic wiring works! This is now being progressed along the main line with the East end throat being checked at the moment.



View of the Station and signal box



Stratford St. Mary Signal Box

This involves also checking that the point motors are working correctly and changing the points sufficiently for trains to pass through. There was enough progress on this front to let an engine run for a short distance along the track at the club exhibition last September using the intended control panel; a major step forward! Due to the complexity of the wiring as interlocking was requested at the design stage progress will be slow but steady on this phase. The second phase involves building, installing and getting to work the signals required. Whilst working ground signals will be nice, the main effort here has to be the main running signals. The two brackets to carry signals at each end of the station have been built and require the signals and linkages to be completed. Most, if not all of the necessary bits and pieces are available down the club waiting for someone to complete them.

One feature that connects the track and signalling side of things is the level crossing at the east end of the station. Thanks to Mike Chaney we now have a working level crossing installed at this location. Bill is now threatening to complete the scenic side here with the crossing timbers in the near future. While considering track, some of the track has been ballasted, the East end main line and throat has been done in main line style and part of the goods yard has also been done in suitably grotty goods yard style. Whilst ballasting is an easy job to do, point ballasting should wait until the points have been electrically and physically proven and the main line should wait until the platform walls have been placed in situ. This also applies to the goods yard where there is the platform of the old station.

Now the basic carcass of the old station platform has been built it needs to be positioned and checked that it fits the location and that the joins along the baseboard edges are not too obvious. When it is considered OK and fixed in location then the old station platform road can be ballasted. The platform fascias for the main line platforms and the loading dock can be built on site before the main buildings are ready. This will enable the main line to be ballasted while, hopefully, the station buildings are being built.

Moving on to buildings, there has not been much progress on this front in the last year. I still have some rough dimensioned sketches to be translated into 'scale' drawings for use by somebody to construct the finished article. There is still a need for clear photographs of maltings style buildings for the West end half-relief buildings. Most of remaining buildings have been identified and some photographs taken. The main problem with a maltings style building is the repetition of windows.



The View from the Station throat

Does anyone want to make a master for either etching or resin casting for this feature? All offers will be seriously considered. Chilton Mill for the East end front has had the front arches built and now needs the goods loading dock and associated gubbins behind them to be completed. I feel another trip to Ipswich Docks to photograph some other mill buildings is required in the near future. Any offers to help with the buildings will be considered.

Moving onto the scenery, trees are now appearing on the hillside by the sandpit line and we should have a quayside frontage for the mill in the near future.

On the rolling stock front I feel that we have all we need for the through trains. The locomotives and rolling stock that are currently used on Blackwell's Brewery with their three-link couplings can be happily used on these services. This means that shuntable stock will have to be built and equipped with an auto-coupling. We have purchased some 3mm scale Sprat & Winkle type couplings to be fitted to this stock.

A trial of various types of auto coupling was tried out earlier in the year and it was considered that this type should be used as it is more resilient than the Alex Jackson. It should also be easier to install. As mentioned above, we already have the couplings; we also have some chemical blackening agent to make them less obvious. Again, If anybody wants to do this, please let me know.

The rolling stock required, as mentioned above, is mainly shuntable stock and associated locomotives. Basically, anything that was seen on the cross-country lines of East Anglia in the 1950's is fair game. It does not matter if there is already an example running on the Brewery, another one will not go amiss. Therefore we need mainly coal wagons, both steel and wooden, open wagons, vans, brake vans.



Chilton Mill

These can be British Railways examples, many from the Big Four and a few pre-grouping examples. If you want to build something

more exotic, don't let me stop you! As for engines, we really could do with a J17 0-6-0 on the steam front, but as there is currently not a kit on the market, this could be a problem. A J19 0-6-0 and another J15 would also be nice. As for diesels, a Brush Type 2 (Class 30) and a BTH Type 1 (Class 15) would fill a gap. I know that examples of both these types are being worked on at the moment.

That deals with the goods train requirements. It would be nice, on the passenger stock side to have running a rebuilt 'Claud' D16/3 4-4-0 and a B12 4-6-0 as well as an Ivatt 2MT 2-6-0. Again I know that examples of some of these engines are on the stocks along with a B17 4-6-0. Some more variety on the passenger stock would not come amiss. There are some more LNER coaches being built by various club members for the project. One of these days I will study some available photographs to see if there is some other unusual stock that could be appropriate. One type of stock that we do not have any examples of is horse boxes. Any offers?

This outlines the progress on the layout during the last year and gives some of the requirements for the future. However the main requirement is somewhere to put the layout up and work on either sections of the layout or the layout as a whole. A new clubroom would be nice but failing that, how about somewhere where we could put the layout up and work on it for a few weeks at a time?

There is an important and now pressing need for this as Mike Bell of the EM Gauge Society saw the layout at the Club Exhibition last September and was sufficiently impressed with what he saw then to ask for the layout to be exhibited at EXPO EM in May 2004. 15 or so months is a long time but it will pass very quickly. It would be nice indeed to have a fully working if not scenically complete layout at this event.

Over to you.

Nigel (09)
Photo's Andy (47)

Dates for Your Diary

16 Feb **MEMRC Open Day Brentwood Theatre**
 27 Feb **MEMRC AGM**
 15/16 Mar Nottingham Exhibition
 22 Mar GERS AGM Brentwood Theatre
 22/23 Mar Alexandria Palace
 12/13 Apr **Blackwells Brewery Co.** At Epsom & Ewell
 Exhibition
 19 Apr York Exhibition - Annual visit
 10/11 May Expo EM Bletchley Leisure Centre -visit

20 Sep **MEMRC 26th Exhibition**
 27/28 Sep Scaleforum Leatherhead Leisure Centre - visit
 25/26 Oct Colchester Exhibition - EMGS

Any member interested in any of these events should contact David Zelly (13) for further details of timings and transport arrangements. His address is 15 Edwards Close, Hutton, Brentwood, Essex, CM13 1BU. Tel: 01277 216098.

Addresses

Chairman and SSM Locos,
 Nigel Bowdidge (09), 23 Crushes Close, Hutton, Brentwood
 CM13 1PB. Telephone: +44 (0)1277 233206.

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chris@chrisstapleton.freeserve.co.uk. or left at the cottage for me.

The **MERG** is also available in Adobe PDF format in colour on the Mid Essex MRC web site, usually a few days in advance of the paper copies being posted.

Log on to <http://go.to/midessexmrc> and select "Publications" from the menu.

CLUB RULES

1. The Club shall be known as the
MID ESSEX MODEL RAILWAY CLUB.

2. Its purposes shall be as follows:

- (i) (a) To promote the hobby of modelling in general.
- (b) To further the study of local, National and International Railway history.
- (c) To study past and current Railway technology.
- (ii) (a) To provide a meeting place for the furtherance of the above aims.
- (b) To construct and display Railway models And artefacts for public exhibition and otherwise.

3. Membership shall be open to any person and;

- (a) Annual subscriptions shall be payable, as notified and agreed at the Annual General Meeting.
- (b) The financial year shall run from 1st January to 31st December.
- (c) Annual memberships shall consist of three grades: Full, Junior/OAP and Associate.
- (d) Additional temporary memberships shall be available for visitors, at rates to be notified and agreed at the Annual General Meeting.

4.

- (a) All monies raised from subscriptions, exhibitions and donations, together with any other income, shall be used in the first instance for the repair and maintenance of, and other liabilities relating to, the Club premises, secondly for the acquisition of materials and equipment for the construction and display of model railways.
Pending such use, all monies shall be held in an account bearing the name of the Club.
- (b) All financial transactions and orders to be authorised by any two of the three following officers. : - Chairman, Treasurer, Secretary.

5. The Club's officers shall consist of the following : Three elected officers, namely a Chairman, Secretary and Treasurer, who in turn shall be entitled to co-opt any other members for any other purpose; any Full member shall be entitled to stand for election at the Annual General Meeting, provided that they are fully paid-up. No officers or other members of the Club shall be entitled to any remuneration for carrying out their elected duties.

6. The Club Secretary shall act as agent on behalf of the Club in its dealings with statutory bodies and other organisations.

7. Meetings :

- (a) An Annual General Meeting shall be held once a year, as soon as is practicable after the end of the financial year.
- (b) The Clubs accounts shall be presented to and approved by the membership present at such Annual General Meeting, following auditing by appropriate persons.

8. Dissolution of the Club:

- (a) Dissolution of the Club may be undertaken upon the resolution of at least two-thirds of the fully paid-up Full, Junior and OAP members present, or entitled to vote by proxy, at an Extraordinary General Meeting, requested by written notice to the Secretary of the Club. Such an E.G.M. shall be called only by at least 21 days notice in writing from the Secretary, or other Club Officer to all such members, who shall be entitled to appoint the Chairperson or any other member to vote on their behalf.
- (b) In the event of such dissolution, any Club assets remaining after payment of all outstanding liabilities shall be distributed equally amongst all the fully paid-up Full, Junior and OAP members of the Club.
- (c) Such an E.G.M. shall appoint two 'Trustees' to oversee the dissolution of the Club and the distribution of any remaining assets. The two Trustees should be the Secretary and one other Full member. The other member to be nominated by at least a simple majority of those present, or entitled to vote by proxy.

9. Any proposals for amendments to the above rules shall be put to the members at the Annual General Meeting following reasonable prior written notice to the Secretary, and shall take effect if approved by at least two-thirds of those fully paid-up Full, Junior and OAP members present, or voting by proxy.

Agreed as of A.G.M. February 1994.

Signed:- David Zelly

A DMU for SSM & BBC

Introduction:

It happened by chance. Second Chance, in fact.

I bought a partly built DC Kits Metropolitan-Cammell DMU kit off the Second Chance stall just because it took my fancy. As is so often the way, my heart raced my head and won on this occasion. The mission, and I decided to accept it, was to convert a pile of bits into a passable resemblance of a 2-car class 101 in EM gauge for use at both Blackwells Brewery and Stratford St. Mary.

Prototype notes:

Class 101 was a 1960-ish development of the earlier Metropolitan Cammell "lightweight" 2-car DMUs in the 79xxx series, which had yellow diamond coupling codes (the coupling code is used to determine which DMU vehicles could be coupled and operated in multiple). The other yellow diamond vehicles were the early lightweight Gloucester single units, known for their activity in the Banbury, Buckingham and Bletchley area, one of which survives as "Test Car Iris". The lightweight MetCams were thus specialised in their activities and became an early casualty of rationalisation,

being superseded by the heavier class 101 and other vehicles with the blue square coupling code.

Class 101 was long-lived, being refurbished in the 1980s. There were a number of detail variations between vehicles. With an almost nation-wide application on branch and secondary services, and therefore of great appeal to modellers, a small number survive in service (Aug 2002) pending eventual replacement by Sprinter derivatives and a few vehicles have survived into preservation.



Class 111 was very similar in outward appearance, though being fitted with higher-powered Rolls Royce engines. There were detail variations in the driving ends such as the provision of a 4-character head-code box in the upper end panel, and 20 vehicles had smaller centre windows. The DC kit with modification could represent these variants.

Upon delivery from the makers they were painted in DMU green, receiving the characteristic "speed whiskers" on the driving ends shortly afterwards. The motor coaches had carriage roundel crests on their sides whereas the trailer vehicles did not. Then came the small yellow panels along with the green. In the early '70s BR all-over corporate blue appeared, with full yellow ends. The 1980s refurbishment saw a number painted in white with a blue stripe, then blue/grey carriage livery like coaching stock of the time. Regional and sector variations, and privatisation, have made the issue of subsequent liveries and fittings more complicated and you would be best advised to seek out some of the many excellent books of photographs for more information from 1987 to the present day.

My last ride on a corporate blue, tungsten-lit 101 was probably in the early 1980s on an after-dark service from Ely to Wymondham. At speed it rattled profusely around the windows, handrails and luggage racks. Wonderful, inspirational stuff!

The model:

Upon reviewing the box contents I began to realise that I had an uphill struggle ahead of me. This explains the three years that have elapsed between purchase and the model's completion. It was intended to operate as a stand-alone 2-car unit and not couple to any other vehicle initially. After reading the article in MRJ no.103 about the comparisons between the DC Kits one and the Lima r-t-r one I felt enough I had enthusiasm to start and set to.

Chassis:

Well, motor bogie really. A Branchlines DMU motor bogie provides the motive power. This arrived as a complete kit and was simple to assemble around the plastic bogie side frames supplied. The motor drives lay-shaft via a 2:1 spur gear and then worm drive onto the two axles of the bogie. I initially fitted two flywheels in a moment of enthusiasm; one of them was proven to have its axle hole off-centre and the unfinished model disgraced itself by throwing itself off the

test-track at an Expo-EM event! The offending flywheel was removed and it works properly, if prototypically noisily, now.

The completed bogie, with its mounting bracket, is a good fit in the brake section of the motor vehicle and required no modification.

Pickup is nothing unusual, being my tried-and-trusted method of back-scratchers made of phosphor bronze wire on the eight wheels of the power car. I toyed with the idea of putting supplementary pickups in the trailer car and discarded it for the moment, finding no easy solution to the question of jumper cables that were fine enough to pass as models of the real cables joining these vehicles and the plug-and-socket needed.

Bodies:

The bodies make up reasonably well from the plastic parts, whitmetal castings and detail etches in the kit though the mouldings are a little basic and this is where the main battle was. I chose to make the following improvements to the body mouldings as supplied:come-out-able as this would have simplified the painting and glazing process considerably. One lives and learns...

The joints between the driving ends and the roofs were filled and sanded many times to make seam-free joints.

Moulded, nondescript roof ventilators were replaced by home-brew ones made from plastic sheet, cemented in the correct place.

Window mouldings were thinned in cross-section using a 4-square needle file.

Radiator filler caps were added to power car with plastic scraps

Home-brew corridor connections were added, made from of paper.

The between-vehicles coupling is by Keen Systems, to push the vehicles a little further apart when on curves.

Scraps of plastic and wire were added to improve the end detail.



There is a combined handrail and lavatory tank filler pipe on the ends of the trailer vehicles of class 101 and this had to be guessed at, having no suitable photographs or a prototype to hand.

Screw-link couplers were installed on the driving ends of each vehicle.

Interior detail was dodged together using the DC Kits interior pack, which is very basic.

The seam between the body sides and the roof on the prototype was almost smooth when the units were built. Full-length rain strips were only added to the units during refurbishing, resulting in many a driver and passenger getting water down the back of the neck when leaning out of the window. As far as the model is concerned this entails making the roof and body side as one piece. Here is where I made my big mistake, as I chose to assemble the body as a single piece with floor attached to the sides, and build from the bottom up. What one might need to do if the motor bogie ever needs to come out I shudder to think. I should have built from the top down and had the floors come-out-able as this would have simplified the painting and glazing process considerably. One lives and learns...

Paint shop:

Having made a complete glazed shell of the body sides, roof and floor I made a complete pig's ear and a dog's dinner of the painting. I

hand-painted everything. The body sides eventually had to be rubbed down with fine wet-and-dry paper three times between thin coats before I was happy enough with it, and it still isn't good. Lettering and lining do much to enhance the appearance of the body sides and mask my ugly painting. Numbers and roundels are supplied in the kit. Lining was extra, and came from the HMRS "Pressfix" range. Fortunately *Witheridge* has an unfinished early lightweight Gloucester single unit, which may benefit from the unused parts of this sheet.

Tail lamp:

The model was finished in time for display at the 25th Mid Essex Show and is now ready for action on both Blackwells Brewery and Stratford St. Mary.

Nick (14)

Photons by Nick (14)

CLUB OPEN DAY

This year the Club Open Day will be on Sunday 16th February 2003 at the Brentwood Theatre.

Layouts attending this year will be :- Stratford St.Mary, Blackwells Brewery, Butler Central, Lumpy Sidings (Dave Rayner), John White's 'N' Gauge and Geoff Baker's 'OO' Gauge

We hope to have the use of Dave Thompson's van to move the layouts and will be at the Club House to load at 8am in the morning. However, this year we do not have the services of Chris Stapleton to drive the van due to his shifts at work and therefore require a volunteer, unless of course Dave 'T' will be available himself??

We will open up at the Theatre to Visitors from 10am and will shut down at 4.30pm. There is another booking in the theatre from 6pm and so we must clear by then.

A raffle will take place, run by Peter, so please bring prizes and money!!!

Remember, this is your chance to "play" trains with your club layouts!! Bring along stock, cameras and soldering irons, Andy has even promised to have things running up and down on SSM!!!!

See you all at the Club to load.



Chatham Exhibition in June 2002 - and yes the need for the umbrella was real.



It's not that bad Gordon

Andy (47)

*The views expressed in this publication are not necessarily those of the Mid Essex Model Railway Club. This issue prepared by Chris (66) and Chris (08). YOUR help in writing the next issue would be appreciated. The 49th issue of the **Mid Essex Railway Gazette** might be published before 4th March 2003 – it's up to YOU. All copy to be in by 13th February 2003 at the latest.*