

the ditchlight

the newsletter of the thameside sub-division, nmra british region

issue #144

february 2023

From the Head End

Welcome to the February Edition of Ditchlight. A happy new year to you all, and wish you well in completing your 2023 projects.

Since the last edition we have had our AGM where all the officers volunteered to serve another year. My thanks to them for that. We had a very nice lunch at The Swan in Rayne, which reminded me that Rayne had a railway station. The line from Bishops Stortford to Braintree was opened in 1869, Rayne Station having been built in 1866. The line was never a success for passenger traffic which ceased in 1952, ten years before Beeching brought down his axe on so many branch lines in Essex. Freight traffic continued until 1971. The line was bought by Essex County Council and opened as the Flitch Way Country Park in 1994. The main station building is now the Booking Hall Cafe, and next to the station there is a preserved railway carriage that serves as a museum. Appropriate for this time of year, the Flitch Way gets its name from the Flitch Ceremony in Little Dunmow whereby couples who could prove that they had not argued in marriage for a year and a day were awarded a "Flitch" (a side of bacon). Not sure any couple has ever claimed it.

St Osyth Community Centre ran an Open Day, where clubs using the hall were invited to provide a display. We showed Paul Evans Reverse Loop, as it was compact, scenicked, and most important easy to get out of the storage. Attendance could have been better, but it did help to show us as active supporters of the Community Centre. Next month there is a Quiz Night that follows on from our March Meet. It is a Thamesiders Quiz Night, but it will be run by people who regularly run Quiz Nights at the Community Centre, so we can expect a good turnout from local residents. However it is important that we provide a team of six people. We will discuss this at our next Virtual Meet in March.

On the same day I also visited the Witham Model Railway Exhibition, where Dennis Kamper was showing his Squaw Falls N Scale Layout. This was the

only American Outline Layout, and as you would expect most of the layouts were British Outline, but a number of scales were represented. I was also pleased to see Mike Meadows at the show, who now appears to be in good health, and hopes to see us at our Open House in June.

Speaking of the Open House, at our last Virtual Meet we firmed up our plans for this event. Details are in the minutes of that meeting, but in brief, both Modular layouts will be on show, in addition there will be T-Trak and On30 displays. Coastal DCC/Orwell Models will be attending, cakes and hot beverages will be provided. There will be no admission charge, but there will be a donation box close to the entrance. The hall has been booked from 6pm Friday evening, for setting up

Finally, NMRA Interchange is now available to members. Speed gave a clinic on its use at the last Brew & Natter, and I gave an introduction to its use at our last Virtual Meet, and offered to assist Thamesiders Members gain access to it at a special clinic on 21st February. Following this we will evaluate its potential to Thamesiders members.

Hope to see you at St Osyth on 25th February, and I leave you with a photo of Dennis and Kian operating Squaw Falls at the Witham Model Railway Show. See over-leaf.

David

21 February 2023

[Note from Editor: Apologies I completely overlooked the fact that I would be away all week 20-24 February 2023!! Oops....]



highlights special features:

- ♦ Summer Open day on pages 3-4
- ♦ Texas Convention 2023 Preview on pages 6-8
- ♦ Back to the Future or Modelling the Changing Face of the Lumber Industry by Alan Sewell on pages 9-13
- ♦ Tales of the Clyman Sub-Division by Ian Watton on pages 14-15
- ♦ Amherst Railway Hobby Show 2023 on pages 16-21
- ♦ Pictures from the Stokenchurch Winter Meet on pages 23-25
- ♦ YouTube video suggestions on page 27

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GROUP MEETS

NEXT FOUR MEETS

SATURDAY 25 FEBRUARY 2023

Physical Meet at St Osyth. Usual timings but please be there from the start to help set up the layouts. It always takes longer than hoped for and the more hands make lighter work.



SATURDAY 11 MARCH 2023

Virtual Meet at 10.00am. Watch for an e-mail from David Ammon with log on details/weblink.

SATURDAY 25 MARCH 2023

Physical Meet at St Osyth. Usual timings but please be there from the start to help set up the layouts. It always takes longer than hoped for and the more hands make lighter work.

SATURDAY 8 APRIL 2023 (EASTER SATURDAY)

Virtual Meet at 10.00am. Watch for an e-mail from David Ammon with log on details/weblink.

DATES FOR 2023

As a general trend all meetings will be on the 2nd and 4th Saturday of each month so as not to clash with Region's "Brew & Natter" sessions on the 1st and 3rd Saturdays. Virtual on second weekend and physical at St Osyth in the fourth, unless otherwise posted.

Opposite top : Dennis and Kian at the Witham Show

Opposite bottom: Long Road to Amherst - Hartford Line shuttle service to Springfield, MA. P42 #99 at New Haven. One of over 300 photos taken. Are you ready? Read on at pages 5 and 16.



SUMMER OPEN HOUSE - EXTRACT FROM MINUTES OF 11 JANUARY 2023 MEETING

2. NMRA Summer Open House 24 June 2023

2.1 British Region input/requirements

These have yet to be discussed beyond BR repeating they would support this as the "Summer Event". Expectation was of NMRA/BR publicity table and that B.o.D members may hopefully attend. Was noted that Jonathon Small could not attend, but Chris James and Peter Borchers should be invited

2.2 Planning Layouts, traders, etc.

- Event will run from 10.00-15.30
- Main hall booked on Friday evening 23rd June (after 18:00) and then all day on Saturday 24th June and the annexe (until 17:00). Main hall is £10 per hour,
- Group's H0 and N layouts set up in main hall as for a "normal" meet.
- Annexe could hold On3/T-Trak from DH, "Kootenay Lake" from DA or Logging railroad cameo from AS, or other displays

Whether any or all could be accommodated needs a review of space at the next St Oysth meet.

- Trade support confirmed as Coastal DCC/Orwell Models. It was agreed they would have the space gratis but would give a donation based on their trading

2.3 Publicity.

- Advert to be booked in the St Oysth Magazine for May and June issues (Cost c£28 per issue)
- Investigate free Newspapers
- Contact railway magazines (e.g. Continental Modeller) for free/low cost entries
- Advert for NMRA Roundhouse -hopefully free
- Flyers and other material to be available ASAP. NK is working on this

2.4 NMRA (BR) Events page

Additional content to be submitted when available but including that on the flyers in 2.3 above

2.5 Admission Charge

Agreed this would be nominally free but a donation box with "Suggested Donation £TBD" to

be in a prominent position – near the door?

TMRG Members would pay normal £10 meet fee

2.6 Bring & Buy

Agreed a table(s) would be included. This would need manning for most of the day. DH would include this in a roster for the day

2.7 Catering

Refreshments restricted to tea/coffee and brought in cake/biscuits (unless suitable "homemade"

alternative available).

Will need to check with Hall or Tendring DC that no regulations apply for supply of food **PH/PE**

As for admission nominally free but a donation box with "Suggested Donation £TBD"

2.8 Car Parking

Group members to park offsite to allow hall car park available for visitors

Save the date - no, not the
meeting minutes.....

THE OPEN DAY

SUMMER OPEN HOUSE FLYER



Presents their
OPEN HOUSE
St. Osyth, Essex

24 June 2023 (10am – 3:30pm)

*St. Osyth Village Hall, Clacton Road, St. Osyth,
Clacton-on-Sea, CO16 8PE*



Supported by the NMRA British Region, Orwell Model Railways and Coastal DCC

Admission, tea, coffee, and cake with donations. The hall is accessible for wheelchairs.

Featuring:

Bring & Buy (as well as the traders listed above)
Both HO and N Scale modular layouts
And demonstration boards including T-Trak and On30

The hall is accessible via public transport however parking is available on site or the nearest side street, Longfields.

GO EAST *this summer with the Thamesiders MRG*

thamesidersmrg.org.uk



BRING YOUR TRAINS

and join us



*HO Scale and N Scale Modular Layouts (and more)
Digital Command Control
One physical and one virtual meet a month
Annual regional events*

We are an active group of North American railroading enthusiasts based in the east of England modelling both HO and N scales in a variety of eras.

The majority of the group are also members of the NMRA and have a wide range of experience tailored to the needs of any individual whether they are a master modeller or only just getting into the hobby.

Members interests range from coast to coast and include Amtrak, Canadian roads and the more esoteric shortlines. We are happy to welcome you whatever your preference.

We meet during the second weekend of each month for our virtual meets and the fourth for our physical meets at the St. Osyth Village Hall, near Clacton-on-Sea, Essex. We also aim to run at least one annual regional event usually late spring or early summer.

If this leaflet has piqued your interest, there is a contact form on our website, or you can get in touch with our publicity officer, Neal, by emailing publicity@thamesidersmrg.org.uk

GO EAST *with the Thamesiders Model Railroad Group*



thamesidersmrg.org.uk



REGION & INTERNATIONAL NEWS

february 2023

REGION AND OTHER EVENTS

BRITISH REGION CONVENTION 2023

This will be held at the Derby Conference Centre in Derby hosted by Black Diamonds on Friday through Sunday 20-22 October 2023. More details will follow as they become available.

MECH MODELS AMERICANA WEEKEND

This will be held at Mech Models premises in Burton-on-Trent on Saturday/ Sunday 22 and 23 April 2023.

ALLY PALLY LONDON FESTIVAL OF RAILWAY MODELLING

Saturday and Sunday 18/19 March 2023. NMRA BR stand needs your support - can you help man the stand for a while? Contact Chris James please.

Opposite - New Jersey/New York/New England traction and below an old 2-footer on display at the Amherst Railway Society event



INTERNATIONAL NEWS - 2023 NMRA NATIONAL CONVENTION AND TRAIN SHOW

UPCOMING NATIONAL CONVENTIONS

2023 - Grapevine, TX outside Dallas/Fort Worth (20-26 August 2023). Registration is open for this event which promises to be a whopper. Texas is known for everything being big: BBQ, Rodeo, Dallas Cowboys, Trains, Architecture.....

See their website at www.2023texasexpress.com

Venue: Gaylord Texan Hotel and Resort, just outside Dallas.

Nearest Airport: Dallas/Forth Worth (4 minutes by taxi) or light rail to Downtown Grapevine then shuttle to hotel.

Local Attractions: Grapevine RR; Museum of the American Railroad (see next page), McKinney Avenue Trolley system, Southfork Ranch, Tower 55. BNSF HQ and more, lots more



ROOM RATE \$179.00
Double Occupancy
(includes a \$25 per day resort fee)

- FREE Internet
- 2 bottles of water per day in your room
- 2 passes per day to the fitness facility and spa
- 4 passes per day to the hotel's exclusive water park

INTERNATIONAL NEWS

february 2023

TEXAS EXPRESS 2023 NATIONAL CONVENTION - LAYOUTS: N SCALE OREGON JOINT LINE RR



INTERNATIONAL NEWS

TEXAS EXPRESS 2023 NATIONAL CONVENTION - OUT & ABOUT

february 2023



Top left clockwise: Grapevine Shuttle bus transportation between hotel and Downtown Grapevine; DART transit system from Airport to Grapevine and Downtown Dallas/Unio Station; TRE between Dallas and Fort Worth on former Rock Island trackage; and TexRail DMUs between airport and Fort Worth. And of course Amtrak from Chicago and San Antonio/Los Angeles.

BACK TO THE FUTURE OR MODELLING THE CHANGING FACE OF LOGGING by Alan Sewell

When I first went the USA and the Pacific Northwest in 1989 I had been building my logging/shortline layout for a few years and I hoped to get the modelling inspiration which comes from seeing the real thing.

The layout then was firmly fixed in the transition era of the late 50's/very early 60's. Correspondence with John Henderson and others indicated things were changing in the forest products industry but I hoped not too much.

On that trip I was able to visit to a greater or lesser extent The Pacific Lumber Co at Scotia CA, Superior Lumber Glendale OR, Weyerhaeuser at Klamath Falls and Longview and Simpson Timber at Shelton WA. These visits gave me much of what I wanted to see and I saw how these logging based railroads operated. However compared with the railroad I was modelling there were changes and changes which would only accelerate over time.

The two main differences were the move from the last old growth (trees up to 400 years old and of huge proportions – the three log load) to smaller second and third growth logs on tree farms with a forty to eighty year crop rotation. Coupled with this was the move from dumping in the mill log pond to dry sort storage with log cars being unloaded by giant log stackers. In 1989 this was still in transition but becoming increasingly common. Along with the second growth timber came changes to mill structures with the large old growth mills, typical in the photos I had seen, being replaced by mills resembling standard industrial units of the era. There were still those old mills to see, Pacific Lumber at Scotia and parts of Longview for instance, but they were rarer

When I returned home I continued with my layout basing it in 1962 when the last steam ran and first generation diesels pulled the log trains, switched the mill and ran out to the class-one mainline railroads. I went back to Washington and Oregon in 1999 and gained more insight into “my” railroads but progress was catching up. However what I saw still interested me and some fifteen years ago I began to collect lokeys and rolling stock which could be operating from the 1990's on. I realised as I continued to work on the layout that to run these “modern” items would require some changes to operation and planned how to incorporate them.

In 2015 David and I went to the National NMRA Convention in Portland OR. We made a side trip to the Gilchrist mill in Oregon and I began to realise the mill on my

layout screamed 1955, not 1995 and certainly not 2015.

There were also some other things I needed to look at. My mill site is assumed to incorporate a pulp mill fed by chips from the saw mill and the plywood mill, but in addition chip cars arrive from other mills in the area. In 1962 these are unloaded by suction but by 1990 most mills would use a rotary dumper. This needed to be included. At a 1962 mill, lumber was loaded mainly into box cars often under cover in large sheds. By 1990 center beams were appearing that needed open loading areas. Finally the mill needed space for the dry land decking of logs and the jack slip used with a log pond would be replaced by a different log handling system.

Up to recently I have tended to ignore all this and concentrate on that 1962 era. However some intermittent running of contemporary stock made me decide to bite the bullet. Over the last couple of months I have largely completed:

- A “new” second growth mill kit-bashed from a Walthers Corn unloading and storage shed kit. This still needs some final details and painting and some weathering
- The building and plant to handle logs loaded from the dry sort into the mill to feed the head rig. This was “bashed” from part of the Walthers sawmill kit series
- A scratch-built building to hold a representation of the chip roll over
- Low relief structure (using more of the Corn unloading kit), representing the end of planning mill and dry kilns, to be used when the 1960's dry lumber shed is removed. This allows the space for loading center-beams. This also needs some final details to complete and needs painting and weathering
- Using some thick plastic sheet I have built a representation of that part of the log pond as filled in for dry land sorting in the early 1980's

For this article the prototype for all this can be seen, but when most of the modelling is completed I will, with Mike's co-operation, come back with a before and the future as it appears on my layout.

Key to photos on next pages: all are by Alan or from his collection unless marked WTA which is from Weyerhaeuser Archives.

BACK TO THE FUTURE OR MODELLING THE CHANGING FACE OF LOGGING (Continued)



Top left, clockwise: Three logs of old growth timber being loaded by a "hayrack" boom at Georgia Pacific's Toledo operation in the 1950's ;

A load of second growth logs on a high stake log car at Camp A transfer on the Englewood tree farm Vancouver Island 2006 ;

Hayrack boom loading cars at Weyerhaeuser's Camp McDonald transfer in the mid 1950's [WTA]; and

Change to dry sort "landing" as shown at Rayonier's Crane Creek transfer in the early 1980's

MEMBER NEWS

BACK TO THE FUTURE OR MODELLING THE CHANGING FACE OF LOGGING (Continued)

february 2023

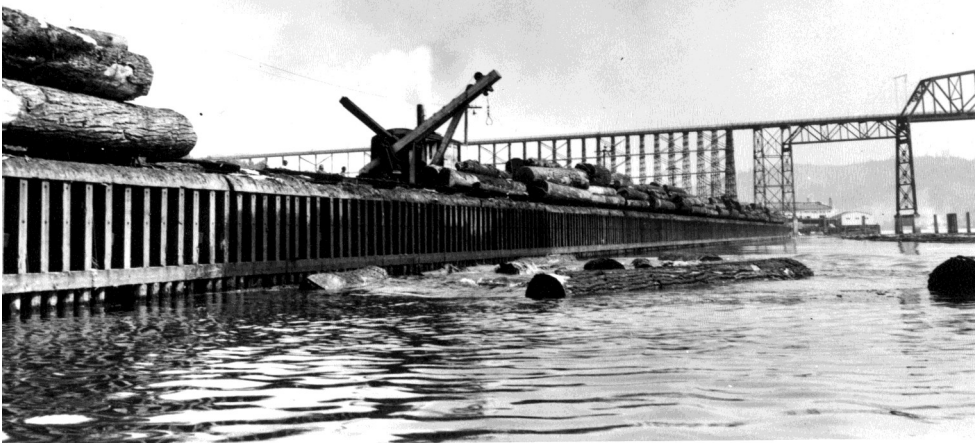


Top left clockwise: At Weyerhaeuser's Longview mill old growth logs are being dumped by a steam unloader into hot pond (the Columbia River) in 1954 [WTA];

Wagner stacker unloads cars as a single bundle at Beaver Cove dry sort on Vancouver Is. in 2006 ;

General view of Beaver Cove with log cars held during the unloading process ; and

Close up of log unloader with old growth logs in 1954 [WTA].



BACK TO THE FUTURE OR MODELLING THE CHANGING FACE OF LOGGING (Continued)



Top left clockwise: Logs stacked at Gilchrist mill in 2015;

In 1999 logs could be unloaded from the salt water. Simpson purchased log rafts (waterwood) from around the northwest and then the rail-road moved them for sorting ;

In 1999 a Weyerhaeuser woods train enters the mill passing the 1920's planer mill In 1999 a Weyerhaeuser woods train enters the mill passing the 1920's planer mill ; and

In the 1970's Simpson pulled down their old growth mill replacing it with a more utilitarian version for second growth logs.



BACK TO THE FUTURE OR MODELLING THE CHANGING FACE OF LOGGING (Continued)

Top left clockwise:

Simpson's Mill 3 seen from trackside in 1999;

Gilchrist mill again in 2015;

Center-beam lumber cars being loaded at Gilchrist mill Oregon in 2015. The Fork lift has access to both sides of the car ; and

In 1989 Weyerhaeuser's Longview dry lumber shed was still in use for loading box cars as it was when built in 1925



GARAGE AND REPAIR SHOP (PART 2)

After a long, medically-induced hiatus from my loft, I've finally pushed past the pain barrier in my left knee long enough to sit and finish a building I started in September 2021. Way back then I'd found a structure called Keegers Garage & Repair and decided to scratch build something similar.

[Editor's Note: See April 2022 issue #140]

The building has turned out quite well. I've added a few period posters and a temporary name board, although it isn't quite the finished article as I'm yet to weather the exterior. I've been contemplating a better name for it too, as East River isn't connected with my layout's location or anyone I know. In time I may go back and add a garage and lean-to, but for the moment (and as working in the loft can be quite challenging presently) it sits quite well as a stand-alone structure, complementing the other buildings in my town scene nicely.



I had located a set of windows and doors in a local hobby shop and set about designing my interpretation of Keegers. Not having access to clapboard siding, I decided my structure would resemble painted concrete. I wanted to incorporate a technique I'd seen on YouTube, where a building had a ledge added around it and so set about painting strip wood for the effect.

MEMBER NEWS - TALES FROM THE CLYMAN SUB-DIVISION by IAN WATTON

february 2023

GARAGE AND REPAIR SHOP (PART 2) Continued



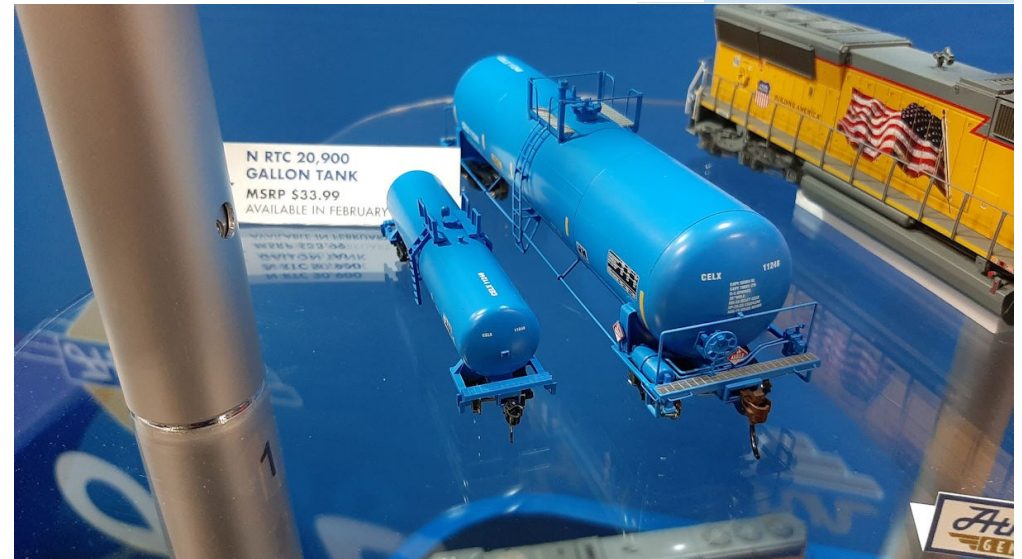
THE AMHERST RAILWAY HOBBY SHOW 2023 - OVERVIEW



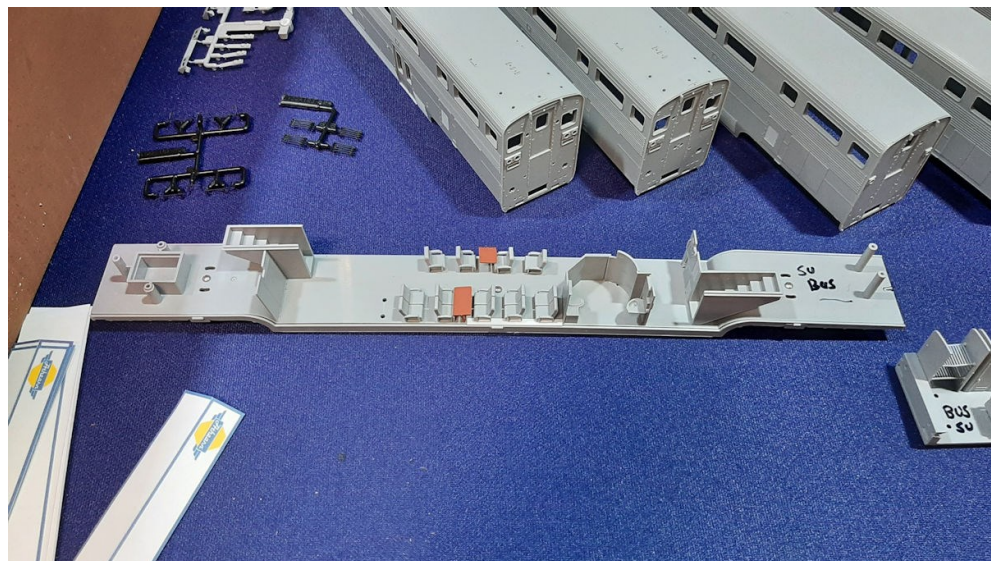
Top : Better Living Center Hall (left) and Mallery Complex (right)
Below : N scale modular (left) and HO European sectional layout (right).



THE AMHERST RAILWAY HOBBY SHOW 2023 - ATHEARN STAND



Top left clockwise: Genesis GP7s; N and HO 20,900 gallon tank cars; Genesis SD60M tri-clops version (I have this on order from Spring Creek!) and Amtrak California cars.



THE AMHERST RAILWAY HOBBY SHOW 2023 - ATLAS STAND



Top left clockwise: MP 36 passenger loco for METRA (ex-Trueline) and accompanying passenger cars in HO; ex-Trueline Pointe Ste Charles caboose also in HO; and O scale P-42 Amtrak loco in 2-rail and 3-rail variants.



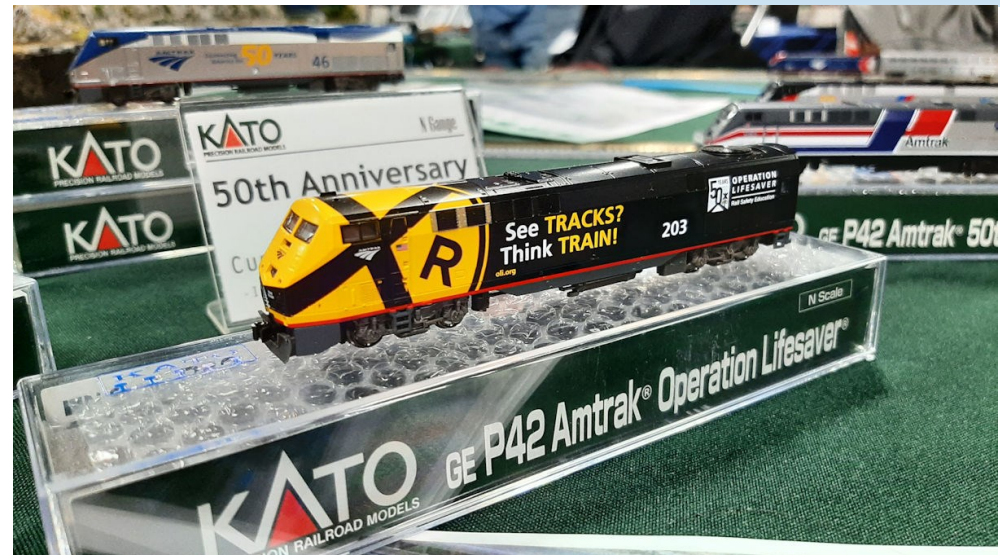
THE AMHERST RAILWAY HOBBY SHOW 2023 - SCALE TRAINS



Top left clockwise: Newly acquired S-Helper Service cars in S scale announced under ScaleTrains branding; upcoming GP30s in HO and a selection of N scale models



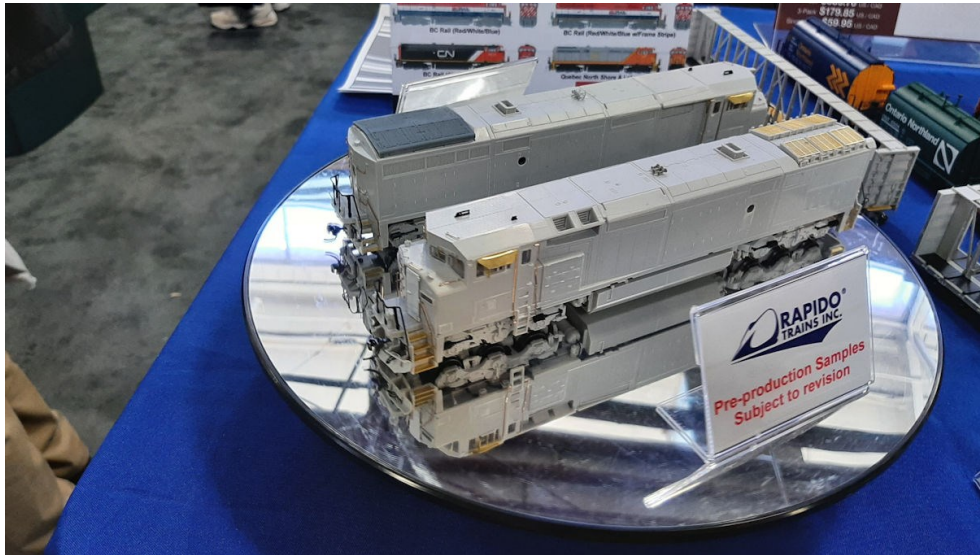
THE AMHERST RAILWAY HOBBY SHOW 2023 - KATO



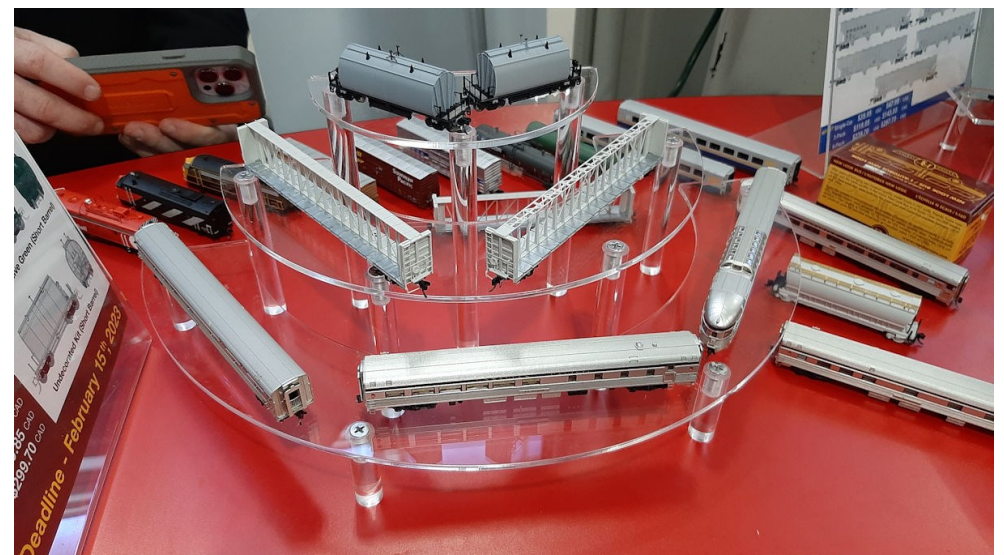
Top left clockwise: UP "Big Boy" in N scale ; P-42 in Life Saver colours in N scale ; Siemens Charger a 3-car coach set in N ; and Amtrak Viewliner baggage car in HO (also in N too).



THE AMHERST RAILWAY HOBBY SHOW 2023 - RAPIDO



Top left clockwise: Re-tooled Dash 8-CM with added details over the “wife-friendly” version sold a few years back; general selections of Rapido freight and passenger cars in HO and finally the centrebeam car in older condition with open top webbing - see later version behind.



And now.....
(to quote Monty Python)
.....for something
COMPLETELY DIFFERENT

PICTURES AT AN EXHIBITION - WINTER MEET AT STOKENCHURCH



Top left clockwise: Old friends meeting up (Ron who?); “Now where did I put that hard to find copy of Elmer’s Guide to Brass Mail Vans”? Region Library with Eric Belshaw at work; browsing at Anorak’s Anonymous - are those gaps I can see? Dave, you know you want it....and Geeksville in HO up in the Bring & Buy Room.

PICTURES AT AN EXHIBITION - WINTER MEET AT STOKENCHURCH



Top left clockwise: Dan Spalding's "Santa Maria" set in the Swiss Alps; Jeff Latham's "Glacier" shelf switching layout; and two views of Solent Summit's N scale modular set up



Bottom : Barry Clements (t/a Baztrains on Shapeways) 3D printed models available - examples shown are Boeing train elements

THAMESIDERS SUB-DIVISION OFFICERS AND CONTACTS

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NMRA MEMBERSHIP BENEFITS

Varying discounts and offers are available to NMRA members on production of their current membership card from the following suppliers:

- 10-20% off at Malc's Models (Ilkeston, Derbyshire)
- 10% off at Plus Daughters (Basildon – N scale specialists)
- 10% off at Grainge & Hodder (laser-cut base-board kits) with code nmabr 19
- 15% off Lenz Digital Plus at A&H Models (Brackley, Northants)

Please note not all the above supply USA/Canadian models.

The following do not offer any discounts but the following stock North American models: Invicta Models at Sidcup, Kent, and Kent Garden Railways at St Mary Cray, Orpington, Kent. Model Junction is trading from home now and will remain open for business until at least 31 December 2021.



YOUTUBE VIDEO SUGGESTIONS - THE AMHERST SHOW 2023



Let's Tour the AMHERST RAILROAD HOBBY SHOW 2023! Exclusive Interviews, Incredible Trains!



2023 Amherst Railway Hobby Show



Secrets of the Amherst Model Railroad Hobby Show: You Won't Believe What We Found!

Top left: Touring the show plus interviews [\(72\) Let's Tour the AMHERST RAILROAD HOBBY SHOW 2023! Exclusive Interviews, Incredible Trains! - YouTube](#)

Top right: And another long on.... [\(72\) 2023 Amherst Railway Hobby Show - YouTube](#)

Bottom left: That Train Couple's take on the Amherst Show 2023 (and don't miss the first few seconds...) [\(72\) Secrets of the Amherst Model Railroad Hobby Show: You Won't Believe What We Found! - YouTube](#)

FROM THE CABOOSE - Mike Arnold

I feel it's been a long time - it has and I must apologise for the late delivery of this issue. I completely forgot when scheduling my work on it that I would be away in deepest darkest Dorset for the whole week when it should have been going to press (as it were). No trains - the Swanage railway had nothing happening at all apart from permanent way work. I did visit Dorchester South station, now all on the curve and not a push back on the up side into what looked for the world like a terminus back in the day. Anyway here I am gearing up for the exhibition season with Ally Pally only a few weeks away. I shall be on the NMRA stand for a while on Saturday so come by and say hello.

I realise I have not been to a UK train show in a while.....but I did go to what is probably the largest train show in the world, all 350,000 square feet of it. You will have seen some photos elsewhere in this issue. Gordy organised our Winter Board Meeting to take place on the Friday before the show so that the NMRA could be present there for the first time ever, in addition of course to the local NER stand. Given it is deepest Winter it was a bit of a gamble as the Winter Board meetings normally takes place somewhere warmer like Atlanta in Georgia. Planning was key - BA cancelled my original flight!!!! Having re-arranged I flew into Newark, NJ on BA, stayed overnight, then took Amtrak from the nearby station to New Haven and changed onto a connecting train on the Hartford Line to Springfield. If you are into NE Corridor passenger services this is the place to be: Acelas, Amtrak, New Jersey Transit and NYC metro....it was all there. Trains every few minutes. The only freight I saw moving was trash trains carting New York and Boston's trash to landfill sites upstate somewhere.

All the various links came together both out and back. Newark Liberty International Airport has an "Airtrain" that links the terminals with the car hire and hotel links plus mainline services to Washington, NYC and Boston. Brilliant integration.

Amherst show? Well wow does not do it justice. Attendance was the highest ever apparently at over 20,000 for the two days. Given it is in four halls it requires a lot of walking plus a good memory as to where you are and what you want to see. IO had some pre-purchases to pick up. Spring Creek featured large in that with two sound-fitted locos to pick up. I also was the honoured first customer of ClassOne ModelWorks first ever product to take away two of their TWF10 intermodal cars. What an honour indeed. As usual I saw stuff I did not know even existed. That is the beauty of a train show in the USA. I could have spent so much but had to be realistic— when will I run all that stuff???? So I reined myself in. There is always Texas in August!

I know I got bargains - the Athearn Genesis C44-9CW in SP was \$280 but Mech Models wants £379 for them. Buying Stateside is only worthwhile if 1) you are there or 2) you NEED it but can only buy it from the USA mail order. Guys—if you come to the USA for a Convention once, make it to Texas this year.

Getting back to normal is a struggle after all that. Nothing on my workbench since I got back apart from a Hornby rebuilt Battle of Britain class 4-6-2 (I told you I like Southern Pacific(s)) which is undergoing a renumbering/re-naming to 34090 Sir Eustace Missenden Southern Railway (longest name of any loco?). It is an easy job really.....but still taking me several days as the shape and thus placing of the nameplates is tricky to say the least. I need to change its tender too, from the G type to the F type (technical Bulleid jargon!). It needs to be accurate, that's me.

I wrote a year ago about a scratch-built scrap gondola I was building for the Achievement Program - it did not advance much last year but now I have applied all the struts to the sides and other body details. I just now need to work out how to fit dome realistic brake gear that no-one apart from an AP judge will see. Then I will need to paint and decal it. The GP30 to GP39R is still in the paint shops with Dan Spalding. But I do need to downsize my fleet of locos and freight cars. I have boxes underneath the layout that have not been opened since before I moved house here 12 years ago! And probably a bit before that too. It is nice to have all this stuff but....think of what happens when your estate is to be disposed of! Sophie is still looking for good stock so here it comes. I tried selling it to you lot to no avail at Christmas - apart from one Kato loco at a knock down price. Same at Stokenchurch.

I also now regret giving all my freight car boxes to John Hey all those years ago for him to use when selling his stock - much of my older stock is simply in large photo copy paper boxes carefully wrapped in kitchen paper. Psst, anyone want any 89 ft flat cars with trailers (TOFCs)???? Keep the boxes and then enjoy the challenge of matching them all back up again. Pleasures in store. So here we are at the bottom of the page for another issue. See you all very soon.

Mike Arnold

26 February 2023



NEXT MEET

MONTHLY MEET AT ST. OSYTH VILLAGE HALL, CLACTON ROAD, DETAILS FOR MODELLERS:

CD16 8PE

Old double coaling tower, New Haven Amtrak MDW Yard, CT



Take the A133 towards Clacton (past the Frating turnoff) until reaching the St Johns roundabout where the fire station is. Take the B1027 St Johns road exit towards St Osyth. After a few miles just after the Pump Hill BP filling station take the left turn towards St Osyth and the village hall is a little way along on the left set back from the road. Follow the one-way system around the hall and park in one of the marked bays at the front. You will come in from the right on the map on B1027 - Clacton Road is the yellow road running off the B1027 in a WSW direction. The Hall is circled.



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