

OLNEY
MODEL RAILWAY CLUB

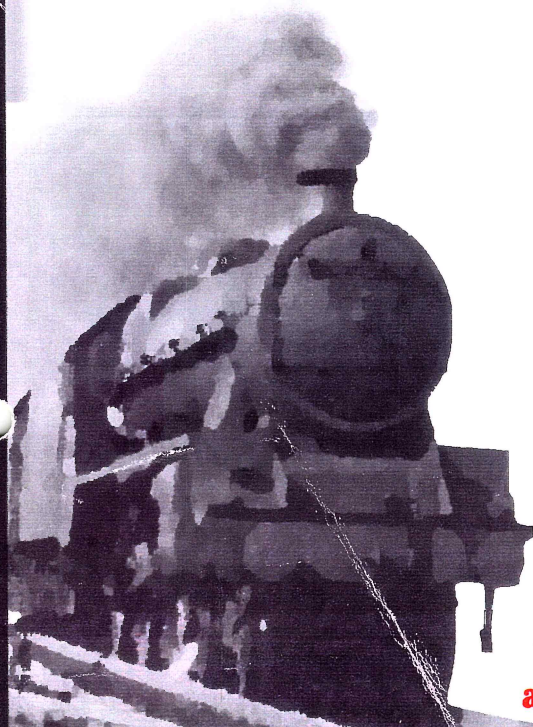
OFFICIAL PROGRAMME

OPEN DAY AND EXHIBITION

at the
United Reform
Church Hall,
Olney
Saturday,
6th June 1998.

10:30am — 5:00pm

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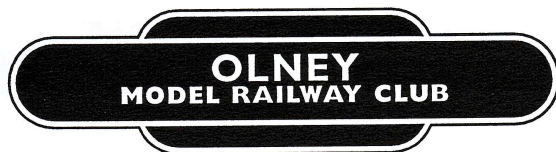
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A BRIEF HISTORY

In 1992 the idea of forming a "Model" Club in Olney was discussed by four like minded people. At that time it was felt that a club covering all aspects of modelling would be the most successful. The first official meeting was held in February 1993, with seven interested modellers attending. A Committee was formed, Constitution and Rules agreed, and the title "Olney and District Modelling Club" adopted. Three sections of the club were formed, namely, Model Railways, Model Boats and Model Aircraft.

Since then the Boat and Aircraft Sections have fallen by the wayside, and the name was changed to "Olney Model Railway Club". Membership gradually rose and we now have nineteen adults and one junior member.

Two layouts, "00" and "N" gauge are under construction, the "00" gauge having made it first appearance at Northampton Model Railway Club Exhibition in 1997, and the "N" at this one. Visits to Model Railway Exhibitions and Preserved Railways have been made by members over the years, and a Club Library has been established, where members may borrow books on Model Railways - for beginners through to experts - as well as books for Preserved Railway enthusiasts.

The Club meets every Thursday from 7.15 to 9.00 pm in a room above the garages at the rear of the Olney Working Mens' Club. Membership is open to all adults - including Ladies, with a junior section for thirteen to eighteen year olds. Membership fees - decided at Annual General Meetings - is at present twenty five pounds for adults and ten pounds for juniors. The adult fee includes membership of the Olney working Mens' Club which is a condition of using their premises.

If you are interested in Model Railways and wish to know more about the club, any member will be pleased to help, or come along on a club night, you will be most welcome.

A handwritten signature in black ink, which appears to read "Phil Maxwell". The signature is written in a cursive, flowing style.

Phil Maxwell (Club Secretary)

A MESSAGE FROM THE EXHIBITION CO-ORDINATOR

Welcome to the Olney Club's first Open Day and Exhibition. Whether you are an experienced modeller or "just thinking about it" we hope that you will find the displays of interest and encouragement.

Our thanks go to all those who are contributing to the day's event, — the exhibitors, demonstrators and traders (who, we know, will try to answer your questions and offer guidance), the United Reform Church management for their co-operation, the all-important helpers on refreshments, and you the visitor for showing your support.

If you are an Olney and district resident and not already attached to a club, we will be pleased to see you — just speak to one of Club members.

Hoping that you enjoy your visit,



Ken Knowles

SCALES AND GAUGES

Or how to make a molehill out of a mountain!

While the question of scale is quite important, it is often too easy to over-emphasise the theoretical aspects of the subject at the expense of more practical considerations. You can agonise for hours trying to decide which one is best. The available space for the model has an influence, as does the availability of equipment, but your personal preferences should be the main consideration.

The following notes are a general assessment of the situation as it appears today, and along with the help of today's exhibition, it should help you make that first bold step.

00 gauge (4 mm scale, 1:76, 16.5 mm gauge)

Specifically a British system, this scale/gauge

combination is very well provided with ready-to-run models and kits. Although, for historic reasons, the track gauge is underscale, it is still on most model railways the most accurate measurement on the track!

Because some products are aimed at different markets there can be a few problems with wheel standards. However, these pale into insignificance beside the problems faced in the 'more accurate' gauges for 4 mm scale.

H0 gauge (3.5 mm scale, 1:87, 16.5 mm gauge)

This is the major system in the rest of the world, and the scale/gauge ratio is almost 100%. As European and US prototypes are somewhat larger than British, the models look

about the same size, so a lot of people believe that HO is what those funny foreigners call OO. As Continental HO stock runs happily over a British OO layout, they have cause, but larger US steam locomotives can be too big to pass under bridges and beside raised platforms. Supplies of HO ready-to-run is extremely good, but there are fewer kits and components available. The *Continental Modeller* magazine by Peco covers this market admirably.

O gauge (1:160 scale: 9 mm gauge except in Britain where the scale is nominally 1:148)

N gauge equipment is not so easily located as OO or HO. Its obvious virtue is size, but against this it is less suited for scratchbuilding locomotives and rolling-stock. It is close in size to the accepted architectural scale of 1:150 to make it impossible to tell, at arm's length, which is which.

Its supporters claim it is the gauge of the future, but they've been saying this for the past quarter of a century, and it may be just possible that before long N could take over from OO. The trouble is that most OO and HO equipment is fractionally cheaper and it is perceived at the train set end of the market that the larger models are more robust. But then they said that about O gauge 50 years ago. And Gauge 1 25 years before that.

O gauge (7 mm scale; 1:43.5, 32 mm gauge)

O gauge is really on the borderline between commercial and noncommercial. There is little ready-to-run equipment is available, but kits and components can be obtained through specialist model shops. Benefits of the larger scale is in its suitability for scratchbuilding

and high-class modelmaking. Rivets can easily be seen — and counted!

Z gauge (1:200 scale, 6.5 mm gauge)

In so far as Z gauge is manufactured by the oldest firm in the business, Marklin, it is a commercial gauge. In so far as the range is restricted to a very few Continental models and an even smaller selection of US prototypes, there isn't much of interest for British outline modellers.

2 mm scale (2 mm scale, 9.5 mm gauge)

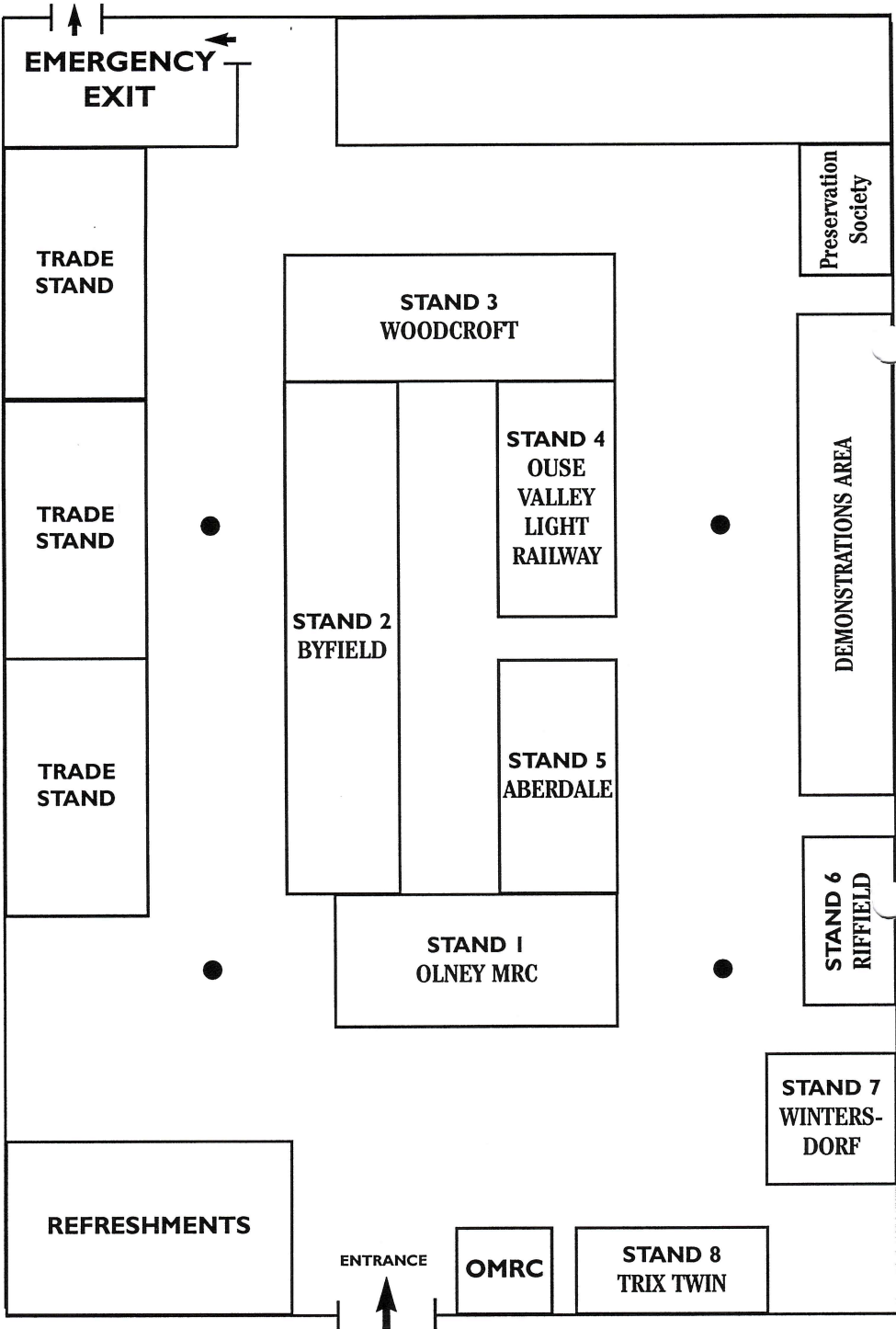
Sometimes considered an accurate version of N, 2 mm scale predates the commercial half-HO gauge by several decades, as the first models appeared in the early 1930s. It commands a small but dedicated following. You have to be dedicated to build such tiny models and get them to work.

TT gauge (3 mm scale, 12 mm gauge)

This size originated in the USA, where a scale of 2.5 mm to the foot was used. Some East German models followed, and these remained in production until a short while after the fall of the Wall, when an attempt to reintroduce the scale into the USA flopped.

In Britain Triang produced a small number of ready-to-run models, mostly a shade crude, but with a couple of quite delightful examples that were more or less to 3 mm scale. Some commercial support, including a range of wagon kits from Peco and flexible track from GEM, followed, but when Triang abandoned a system that did not appeal to the mass market, the main support was through the specialist 3 mm Scale Society.

CONTINUED ON PAGE 10 →



LAYOUT DESCRIPTIONS

- | | | | |
|--|-------------------|--|----------------------------|
| STAND 1 | N-Gauge | Scale: 2 mm = 1 foot (304.8 mm) | Track width 9 mm |
| NEUSTADT An increasingly popular scale in these days of limited space. Olney MRC's own layout, yet to be completed. Based on a Continental setting and rolling stock, (but "Flying Scotsman" has been observed running round on clubnights!) | | | |
| STAND 2 | OO-Gauge | Scale: 4 mm = 1 foot (304.8 mm) | Track width 16.5 mm |
| BYFIELD For many years, the favourite with a significant proportion of railway modellers. Tim Gregory and friends are portraying a section of the Stratford-on-Avon & Midland junction Railway (which became part of LMS) bringing, amongst things, trainloads of bananas through Olney en route from Avonmouth to Somers Town - a very circuitous journey. Byfield was a station on this route, and the model shows the station in the 1930s as accurately as available information permits. Buildings and scenery are purpose built, and much of the rolling stock built from kits. | | | |
| STAND 3 | EM-Gauge | Scale: 4 mm = 1 foot (304.8 mm) | Track width 18 mm |
| WOODCROFT OO scale rolling stock running on trackwork of more accurate dimensions than OO itself. Dave Smith describes this as his first attempt at an EM layout for exhibitions, and acknowledges the help given by fellow members of Market Deeping Model railway Club. The layout depicts a fictitious branch line in the 1900-1910 Great Northern Railway period, with a small terminus and sidings to a brickworks. Because of the dearth of available GNR models, the rolling stock is purpose built, as are the buildings and scenery. | | | |
| STAND 4 | O-Gauge | Scale: 7 mm = 1 foot (304.8 mm) | Track width 32 mm |
| DOUSE VALLEY LIGHT RAILWAY Usually requiring ample space for effective modelling, but this layout shows what can be achieved within modest dimensions. Greg Pettit has based his layout on the one-time proposal to link Olney with Newport Pagnell, and shows the Olney terminus as it might have been. The setting is BR in the 1950's, with Southern Region stock (no doubt Greg will explain how this transition was effected!) | | | |
| STAND 5 | OO.9-Gauge | Scale: 7 mm = 1 foot (304.8 mm) | Track width 9 mm |
| ABERDALE Popular with modellers of narrow-gauge lines, this employs OO stock running on N-gauge track. Dale Gillard's layout portrays a fictitious Welsh slate mining village in the mid-1960's where the slate is mined by local residents and transported out by a narrow-gauge line. Stock, buildings and scenery are almost entirely purpose built. | | | |

CONTINUED OVERLEAF →

- STAND 6** **3mm-Gauge Scale: 3 mm = 1 foot (304.8 mm)** **Track width 12 mm**
- RIFFIELD** Successor to the old TT-scale, this is a useful intermediate between N and OO scales. Colin Cook (who is a member of the 3mm Society and will tell you all about it) has modelled his layout on an imaginary station in the Sussex Weald. Some locomotives are handbuilt, the remainder (and all the rolling stock) from kits available from the 3mm Society.
- STAND 7** **Z-Gauge** **Scale: 2 mm = 1 foot (304.8 mm)** **Track width 6 mm**
- WINTERSDORF** The smallest scale available (at present!) and clearly can pack a lot into a very small space. Graham Jones shows his attempt at creating a winter scene based on the Swiss-German border at Christmas time. Graham has put his electrical wizardry to good effect with the lighting interest. As Chairman of the Z Club(GB), he will be pleased to tell you more of that society's activities.
- STAND 8** **TRIX TWIN Scale: 4 mm = 1 foot (304.8 mm)** **Track width 16.5 mm**
- TRIX TWIN** We are grateful to John Hatton, from Bletchley, for filling a gap in the exhibition created by the late withdrawal of a layout. For the modeller of "mature years" John's layout will revive some nostalgic memories, whilst the younger generation will see what modelling was really like in times past.

THE TRADE STANDS

MODEL WORLD OLNEY

Mike Oxley (who is also a member of the Olney MRC) can supply the trackwork, rolling stock, scenic materials, kits, etc. plus helpful hints, and information about the Olney club.

GEOFF GAMBLE BOOKS CHINNOR

Geoff has an extensive range of reading material, both for the modeller and wider railway/transport interests.

HARLEQUIN HOBBIES AND CRAFTS HUNTINGDON

Brian White is a newcomer to our scene, and can supply the tools, materials and 'bits and pieces' that can help turn modellers' dreams into realities!

HELP & INFORMATION

LCGB BEDFORD BRANCH

Jack Butcher seeks your interest and support in full-size railway activities, - particularly those connected with the Bedford-to-Bletchley line re-instatement.

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EM gauge (4 mm scale; 18.2 mm gauge)

EM is the first serious attempt to create a more accurate scale/gauge ratio for 4 mm scale models. It is reasonably easy to convert the better 00 gauge ready-to-run models by fitting 'scale' wheels on different axles.

Although ready-assembled track is available, there is an appreciable difference between opening a box and placing a ready-to-run model on the track and taking an identical model from another box and changing the wheels before putting it on the track.

P4 gauge (4 mm scale, 18.83 mm gauge)

P4 is claimed to be the only accurate gauge for 4 mm scale, and this is undeniably true, although most P4 modellers feel impelled to apply the same level of accuracy to everything else. Highly involved modelling techniques are preferred to simple straightforward craftsmanship, and the fact that much of the 'improvement' is indistinguishable at arm's length is not always taken into account. This is certainly a scale for the skilled and dedicated modeller.

Scale Seven (7 mm scale, 32.95 mm gauge)

This system involves a slight increase in track gauge and exact scale wheel profiles, but is only distinguishable from O gauge by the large notices attached to the layouts at exhibitions.

Gauge 1 (10 mm scale, 45 mm gauge)

As ready-to-run Gauge 1 equipment is available in limited quantities this size teeters on the brink of being commercial. However, most of the nearly affordable models are of German or Swiss prototypes, while the few British ready-to-run models are Aster live-steam loco-

motives that are well outside most individuals' pockets, so it cannot be equated with O gauge, let alone 00 or N. It is primarily an outdoor size, and ideally suited for live steam propulsion.

009, HOe (4 mm or 3.5 mm scale, 9 mm gauge); represents 2 feet and 2 ft 3 in gauge

This is a case where the British use one name and the Continentals another, since the ready-to-run models in this size are indiscriminately used for either scale. Any minor discrepancies are easily explained; prototype manufacturers provided locomotives and coaches of similar design for various gauges.

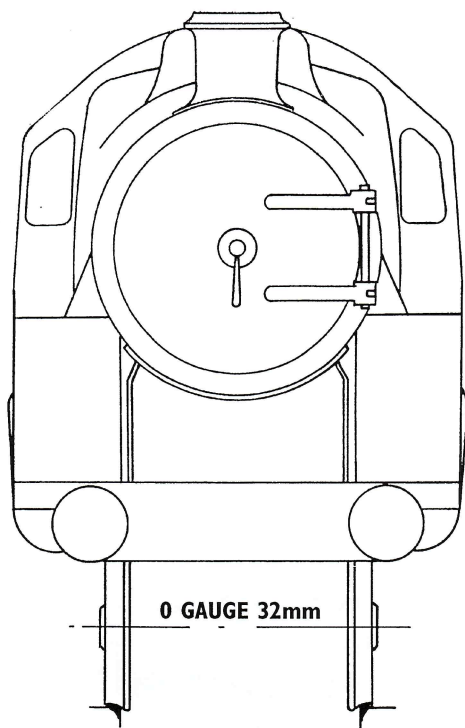
Although the supply of inexpensive ready-to-run models is nothing like it was in the 1960s, a plentiful supply of kits, mostly made to fit over N gauge chassis, makes this a useful scale/gauge combination.

G gauge (scales varied, 45 mm gauge)

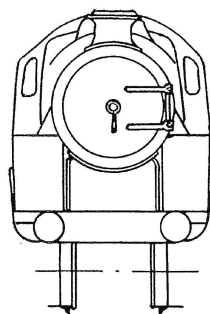
This is essentially a garden gauge, with models for 2 feet, 2 ft 3 in, 3 feet and metre gauge prototypes being available from specialist suppliers. There are two categories, the quality models, mainly from LGB and Bachman, and the toylike Playmobile products, which form a cheap and cheerful basis for customising. Although the individual items appear costly, they are much cheaper than most Gauge 1 models. The sheer size makes them ideal for garden use.

Illustration opposite

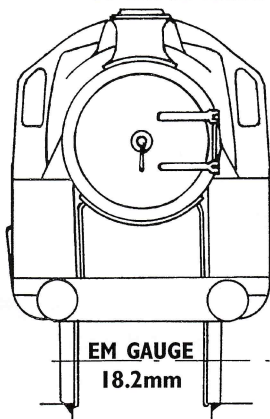
The page opposite shows how the popular scales compare, we have endeavoured to print them (as near as printing processes make possible!) possible the actual size.



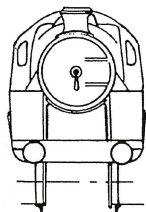
0 GAUGE 32mm



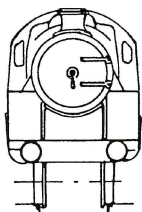
TT GAUGE 12mm



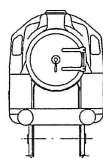
**EM GAUGE
18.2mm**



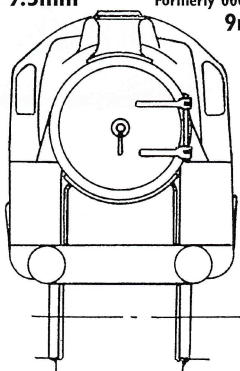
**N (000) GAUGE FINE
9.5mm**



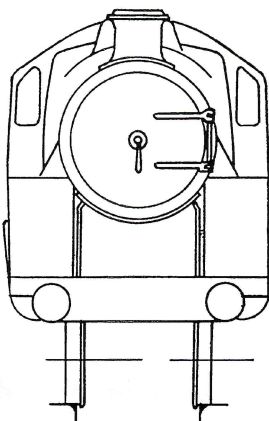
**N GAUGE
Formerly 000 "LONE STAR"
9mm**



Z GAUGE 6.5mm



H0 GAUGE 16.5mm



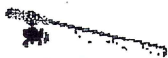
00 GAUGE 16.5mm

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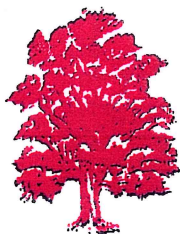
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