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MODEL CONTROL & OPERATION
OF AN OUTDOORS AND INDOORS RAILWAY SYSTEM

FLOREAT RUSPER

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Rusper Model Railway Club Monthly Newsletter April 2026

THE VIEW FROM RUSS HILL *some comments from Editor Tim:* April 12th found me once again operating Russ Hill, with Sam on this occasion, and we ran a full 6 shed Rusper to Hookwood timetable. One or two niggling electrical issues slowed things up but overall it was a good session and I believe all members enjoyed themselves. Our newest member David assisted Tony at Smallfield.



MEETING REPORT *from George:* Although nippy at times we were blessed with the weather at Rusper this month. We got off to a reasonable start after a few minor repairs which required attention, including the point on the up main line to Russ Hill at Glovers Lane which has often has a few issues.

There was an electrical short at Newdigate Road mid-way through the day which was resolved immediately, but the session overall ran smoothly. No session is without a few delays and this became more apparent towards the end of the session. It was especially good to have our newest member getting the hang of things, it is nice to no longer be the newest member myself! Not long before we have a full house!



SUPERINTENDENT OF THE LINE REPORT *from Matthew:*

Early track repairs were needed at the exit from Glovers Lane toward Russ Hill, as the removable bridge unit had caught and bent the track. It was decided to move the joint between the permanent and removable track further into the shed, which had been done on the left hand track when it was built, but not the right hand one. Let's hope this now solves this problem!

Our newest member was assisting in the operation of Smallfield station, one of the 'entry level' stations that can allow new members to become familiar with bell codes and the general flow of trains. As for all operators, reading ahead in the timetable will stop any blunders and mishaps.

We used to run all suburban trains loco hauled, which would involve detaching the loco and running round the coaches at terminal stations, then sometime moving the train to a different platform. We have now mostly swapped for diesel multiple units, and now you can run straight into the new platform. The timetable has now been modified, in case we want to go back to loco hauled trains.



A maintenance meeting is organised for 17 May. The bridging units are needing some improvement work. Scenery and platforms at Russ Hill in shed 4 need to be overhauled. Time will also be given for some track replacement and tracking down a couple of rogue electrical faults which require most of the boards to be in place.

SHUNTING PICK-UP GOODS *an update from Roger*

We operate the coloured pin system for pick up goods trains on the Rusper layout. At the start of a Rusper day, each station is allocated a specific number of wagons with pin colours of other stations. The objective is to get the pinned wagons to their ‘home’ station by the end of a Rusper Day. Stations do not get wagons pinned with their home colour. (See matrix).

RUSPER MRC Freight Pins	Yellow	Black	Red	Purple	Green	Pink	Orange	Blue	White
Rusper		1	3	2	1	1	1	1	2
Tilgate	1		2	1	2	1	1	1	2
Birchfield	1	2		2	1	2	3	2	3
Russ Hill	3	1	2		2	1	1	1	3
Glovers	1	1	2	2		1	1	2	2
Newdigate	1	1	1	2	1		2	1	1
Charlwood	1	2	1	2	2	1		1	2
Smallfield	2	1	2	1	1	1	1		1
Orltons	2	2	3	2	2	2	2	1	

A list of stations, with associated pin colours, is posted in each shed.

Our timetables include instructions on what to do with a pick-up goods, but space restrictions limit the scope of those instructions. However, there are only two operations involved, i.e. Detach and Attach:

Detach (or Det) means, to shunt out and retain any wagons carrying the ‘home’ colour pin of your station only.

Attach (or Att) means, to add any wagons, carrying a pin colour other than your ‘home’ colour, to the train.



So, as an example:

A pick-up goods arrives at Russ Hill. The timetable instruction is '*Det & Att for GL & CH only*'. This is two separate instructions:

- DETACH.
 - a. identify any wagon carrying your 'home' colour (in this example, purple for Russ Hill).
 - b. Shunt it (or them) out of the train to a suitable siding and retain.
- ATTACH.
 - a. look for any wagons with green (Glovers Lane) or orange (Charlwood) pins in your yard.
 - b. attach them to the rest of the pick-up goods train.

Operational interest is built into the timetables so, you may be instructed to; Detach and Attach, Detach only, Attach only or Attach, for specific station or stations as in the above example.



Intermediate stations from Birchfields to Orltons Junction all have trailing connections to the running direction to facilitate shunting. Make-up of pick-up goods trains, in Birchfields, should take account of shunting during the journey. On the main line to Orltons Junction, the first station would be Russ Hill followed by Glovers Lane and Charlwood before arrival at Orltons Junction so, Orltons Junction wagons should go after the engine, then Charlwood, Glovers Lane and Russ Hill wagons at the rear. On the branch, Orltons Junction after the engine, then Smallfield, Newdigate Road and Russ Hill wagons at the rear.

Operators at intermediate stations should also follow this principle.

LOCOMOTIVE SUPERINTENDENT REPORT from Peter: We had a fine running day with 11 members and 6 sheds operating, and we welcomed David our new member. With 2 new members over the last few months, 6 shed running should be normal in the future.

The weather was very good for the club, with no rain or strong wind. Running started at 10.55 GMT, 21.26 Rusper time, and finished at 15.05 GMT, 23.09 Rusper. As is normal these days the railway is showing her age, causing a few delays for various issues but as usual these did not stop us from running the railway.

On the loco front a big thanks to Sam who has donated a Hornby GWR Class 42xx to the railway. Thanks Sam, this is now looking for a keeper?

On the day loco no. 35200 had a tender axle failure and is now at Eastleigh for work to be carried out, but it should be running again soon hopefully. This one is in my keeping.



This was the first meeting with the new freight train motive power guidelines to be introduced, and as is normal with any revision of a timetable a settling period will be needed as we work out the loco's to be employed to work them.

I have been asked by a couple of committee members to look at another spreadsheet that it is hoped will make the allocation of locos easier. This is in the development stage and will be put to the committee for comments. When approved it will be issued to members and located in each shed.

Again a big thanks to members who brought their own locos to run on the railway, thanks guys.

Hope to see you all next month.

MEETING DATES: The following operating dates are currently scheduled for 2026 and 2027. Additional maintenance meetings will also be called by the Superintendent of the Line, and will be advised in the Newsletter and on our website.

2026		2027
May 10 th AGM	September 6 th	January 10 th
May 17 th Maintenance	October 4 th	rest of year to be advised
June 7 th	November 1 st	
July 5 th	December 6 th	
August 2 nd		



Happy modelling!