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MODEL CONTROL & OPERATION
OF AN OUTDOORS AND INDOORS RAILWAY SYSTEM

FLOREAT RUSPER

web: <http://www.ruspermrc.co.uk/>

Rusper Model Railway Club Monthly Newsletter May 2026

THE VIEW FROM RUSS HILL *some comments from Editor Tim:* May 10th found me once again at Russ Hill, this time with Matt and Mike R and operating the complete 6 shed Rusper to Hookwood timetable. Unfortunately replacement of a double slip at the complex of pointwork at Russ Hill South took longer than expected. This was partly due to getting the insulated rail joiners on the wrong rail ends, which caused an electrical short that Matt resolved – thanks Matt! Once operations began, train movements ran fairly smoothly and the AGM was held during the lunch break. There were a few delays after lunch and with the weather deteriorating the decision was made to finish up at the end of the current timetable sequence.



MEETING REPORT *from Brian T:* After a few weeks of pleasant weather, arrival in normal footwear made a change from previous running days. Setting up was well in hand when I arrived to find a full complement of members including our latest recruit David, welcome again, and a full 6 shed operation.

A few electrical issues were dealt with in the next hour or so to get things running, and a point issue at Glovers Lane was repaired by Matt. Apparently, the rogue controller fault at Tilgate was rectified by Brian R and Roger.

However, since the last session Sheds 2 & 3 appear to have parted company by $\frac{3}{4}$ " which naturally caused issues connecting tracks on both links. Brian R and myself carried out track replacement to run the service. It would appear there has been previous movement with Shed 2 and temporary repairs were made but it's suspected ground movement may cause further problems and the situation will be monitored.

I was in Shed 3 along with Sam and operating Newdigate for the first time, which was again thoroughly enjoyable. A light shower did press the covers briefly into service. A break for lunch around 12.45 coincided with the AGM, the first one for me being alfresco. This may be reported in detail in due course.



With resumption of train services around 13.45 the end of the 200 timetable was reached, and we changed over to the 300 series. This involves goods train movements so each shed was issued with coloured pins and instructions relating to the new coal trains by Roger. Unfortunately, time got the better of us and with the weather also closing in break down was the order of the day and swiftly done. All together another enjoyable session and looking forward to hopefully attend the next one.

AGM UPDATE The 2026/27 AGM took place during the lunch break. All members attended and the following were duly elected for a further term:

Chairman - Brian Roper	Superintendent of the Line – Matthew Weller	Committee Members:
Secretary - Tim Crumplin	Locomotive Superintendent - Peter Bagaley	Roger Denman
Treasurer - Mike Price		Tony Herron

Annual subs remain at £70. A full AGM report will be distributed to members.



SUPERINTENDENT OF THE LINE REPORT from

Matthew: The session was a full six shed one with a full complement of operators. This has allowed training to be done in sheds one, two and five with more experienced members bringing newer members up to scratch on the operation of stations. This is a good task as it tests the present operators on their ability to explain the functions and peculiarities of each individual station to the others. Other operators also moved to locations where they have not operated, at either at all or not for a long time. I was at Russ Hill North which with the six shed timetable is operated very differently to the four shed one, with most of the trains going to Prestwood and Tilgate rather than Jordans carriage

sidings. In this session only one train came from Jordans, being an empty Pullman to start the day further down the line. As the crew gets more experienced, we are trying to get operators to do any maintenance fixes as we go along in their spare moments. This allows the railway to run more efficiently. For instance a point in Glovers Lane was changed just after the lunch hour with minimal disruption to services. On the whole, the day went well, with minimal stops and traffic flowing freely.

A change of timetable to the start of the day ushers in the new domestic coal flow to all the towns from Birchfields. This will start next session and be a new challenge to all the operators.

Will the home fires continue to burn? You will have to wait for the next episode to find out!

Nature takes over the railway when we are not there! Spiders and Sawfly larvae in a defensive position. Some sawflies are (Batesian) mimics of wasps and bees, and the ovipositor can be mistaken for a stinger



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

LOCOMOTIVE SUPERINTENDENT REPORT *from Peter:* It was great to see for the first time in a very long time a full house of members! We have had the pleasure of two new members, David and Brian, and a full timetable for all 6 sheds was run again. Hopefully this will happen more often. Unfortunately the weather could not match the attendance as it was cold and windy all day, and because of the threat of rain the railway stopped running early.



Running started at 23.07 Rusper time, 11.25 GMT and finished early at 14.50 GMT due to the weather and the impending change of timetable to the 300 series. This means the next running day will start at 04.30 Rusper time (+ or - a few minutes).

New club loco GWR/BR Class 42XX 2-8-0T no.4266, which was donated by Sam to the club last month, has found a new home, Tim adding it to his club collection.

I have finished the first draft of the new spreadsheet on Tractive Effort by Power. This is now with Roger for comments - he has already found a couple of typo errors.

I was down at Invicta Rail this week and have brought 4 packets of Rail Joiners (SL10) and 2 packets of Insulation Joints (SL11).

There have been no reports of any loco not behaving well.



Happy modelling!