

CHPR N Gauge Diary

10/07/08	A very small subset of BMRC decided to persuade BMRC to support an N Gauge club layout based on the Cromford Canal, with rail/road/canal/river all on one small baseboard. Martin Day (consultant to the sub-group on electrical and canal matters) suggested and sketched the area around Butterley & Codnor. Site visit to the area planned. Project needs formal support by BMRC at specially convened meeting.
16/08/08	Site visit to CHPR – decision to go modular covering Sheep Pasture to the Midland Junction.
Late October	First draft of module standards. Videos, books, Internet Research etc to gather information.
01/11/08	Clubrooms burned down in fire – delayed our project somewhat!
04/12/08	Agreed Version of Module standards (V1.1) – although likely to change. Planning of three modules continues – Sheep Pasture Incline to Cromford Canal Interchange (complex), Lea Wood North (Simple) and CHPR/Midland Interchange (Complex) The two storage boards at ends will be manual initially, fully automatic later. Formal BMRC support for our project will be proposed at our Extraordinary General Meeting 8 th January. Likely cost (best estimate!) £1600 over four years.
15/01/09	EGM (deferred one week) agreement that CHPR goes ahead subject to funding being available.
June 2009	Having moved into our new Clubrooms in April, construction is well under way. The track on the first storage board has been laid and tested and the second is in progress. Once both boards are complete and the Midland Main Line matches across the join - proving our module standards work - Martin Day will automate the train handling. Others in the small team will tackle the first CHPR module. We are yet to decide which of the three candidates (Sheep pasture, Lea Wood North, Midland Main Line Junction) this will be.
August 2009	Track laying for the two storage boards (SBs) is complete. Dowels fitted, and the tracks connect across the join! Wiring is in progress. Agreed that SBs will not be automated, and that communication between SBs will be via block indicators and bells once they are separated by a significant distance. Work is progressing to convert the 8ft terminal station donated by sponsor Stephen Parberry to a double track through station to CHPR Modular standards.
January 2010	Storage board Control Panels constructed, 2 hand crafted CDU and power supply units delivered and tested. Point motors being fitted. About to start on first CHPR module from Midland junction north of Whatstandwell through Lea Wood tunnel to Lea Wood tunnel North – about 12ft 6” X 2’6”.
April 2010	Storage Boards wiring almost complete – target May 2010 for full completion. Design of first module (see above) complete.