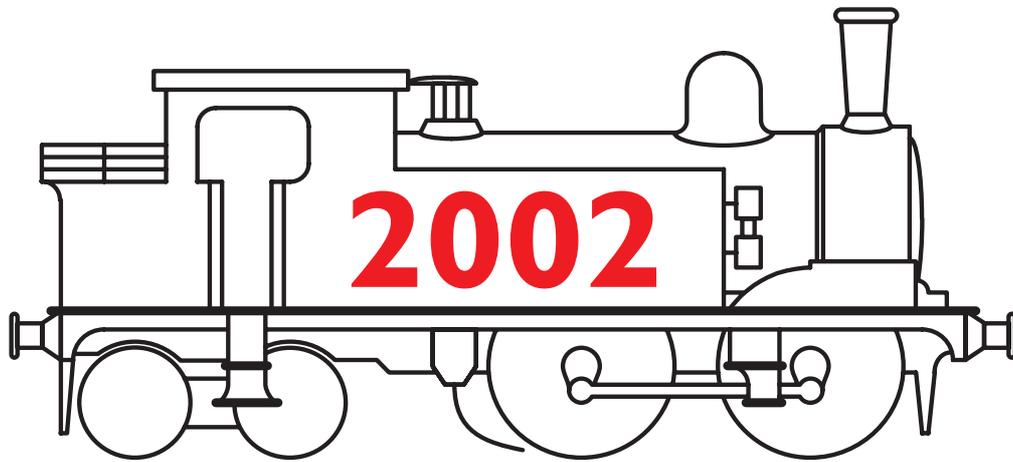


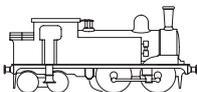
MID ESSEX



Model Railway Club

25th ANNIVERSARY
MODEL RAILWAY
EXHIBITION

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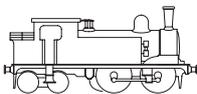
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THE MID ESSEX MODEL RAILWAY CLUB

Welcome to our 25th anniversary Model Railway Exhibition. We have organised a larger show this year to celebrate 25 successful and interesting exhibitions. This year we have 25 layouts of various gauges and sizes which we hope will cater for all interests from junior modellers to fine-scale scratch-builders and those of you who have come to see what it's all about. Other attractions for your enjoyment today are rides on the live steam railway and a free vintage bus trip to Shenfield Station.

We hope that our efforts in putting this show together have been worthwhile and that you, the visitor, will enjoy the fruits of the many hours of hard work taken to produce the models here today.

If, after seeing our show today, you are interested in railway modelling and would like

to find out more about the Mid Essex Model Railway Club and its activities then please visit our club stand, contact a steward, visit our web site at <http://go.to/MidEssexMRC> or write to our Secretary whose address appears below.

Finally, we hope you will have a pleasant day and thank you for supporting this event.

Should you have difficulties there are first aiders attending the exhibition. Dressed in green uniforms, the first aid room is situated opposite the modelling demonstration in corridor to the main hall.

Ken Pullen and Peter Burrell, Exhibition Organisers.

Secretary, David Zelly, 15, Edwards Close, Hutton, Brentwood, Essex, CM13 1BU. ■

Next year's exhibition will be here on 20th September

BILL BOURNE'S RAILWAY ROUNDABOUT

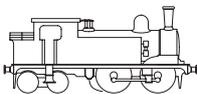
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Railway Roundabout enquiries to The Walnut Tree, Egremont Street, Glemsford, Suffolk CO10 7SA. Tel/Fax: 01787 280452



1 Live Steam Rides

The South East Essex Railway Society are offering rides on their portable steam passenger carrying railway. The Society caters for all enthusiasts

3½ & 5 inch gauges, S.E.E.R.S.

interested in railways, model railways and model engineering. Details from Mr. P. I. Paton, *Syon Reach*, 8 Rayleigh Drive, Leigh on Sea, Essex SS9 4JE. ■

2 Stoney Middleton

After many years modelling in OO9, firstly with my own layout "The Llyfni Valley Railway" and more recently with the Ely club's "Abbots Dale", I felt the need for a change and this is the result. The layout plan is based on Wantage from Iain Rice's inspirational book "Light Railway Layout Designs", and was initially produced as a small scale card mock-up. It was decided at this stage to set the layout in my favourite location of

On 16.5 gauge, Malcolm Hine

North Derbyshire. It has been assumed that the line runs from an interchange with the Midland Railway at Bakewell via Baslow to Stoney Middleton (6 miles) the operational headquarters of the line. The mineral extension crosses the main street and wends its way up the 1 in 35 gradient through Middleton Dale to the quarries at Farnsley, the main reason for the line's existence. ■

3 Great Eastern Railway Society

The Great Eastern Railway served the whole of Essex and East Anglia until the railway grouping of 1923, when it was absorbed into the LNER. The GERS is a historical research body devoted

Display Stand

specifically to obtaining as much information as possible on the GER. Details from the Hon. Secretary, Mr. Philip McGovern, 65 Harford Drive, Watford, Hertfordshire WD1 3DQ. ■

4 Club Stand

On display are a selection of models built by club members showing some of the variety of projects and activities being undertaken. If you wish to

Mid Essex M.R.C., Ingatestone

find out more details of any model then please ask one of the stewards or contact Mr. D. Zelly, 15 Edwards Close, Hutton, Brentwood, Essex, CM13 1BU. ■

5 Stratford St. Mary

Stratford St. Mary is the Mid Essex Model Railway Club's big EM gauge project. It is intended to depict a passing station serving an East Anglian market town on a cross-country line. The layout incorporates many construction and electrical techniques new to the club and although progress is slower than expected, we're getting there!

Based loosely on Sudbury, it is designed to allow

EM gauge, Mid Essex M.R.C., Ingatestone

shunting to take place in the goods yard at the same time as trains can pass through the station, hopefully ensuring something moving all the time. The height is a novel feature for club layouts, it is hoped that it will give a more realistic viewing angle for the trains rather than the 'helicopter' view that we have used in the past.

Members will be on hand to discuss the construction techniques and show you "how it's done". ■

6 Dunston Green

This will possibly be the last public outing of this layout which depicts a fictitious area of East Anglia and the terminus has been created because the line has been truncated. The time has been set in the late 1950s – early 1960s allowing the odd green diesel to appear amongst the steam locomotives.

OO gauge, Kelvin Barnes

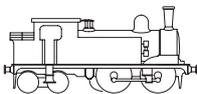
The layout, 8ft by 2ft, was to be used at home, and it is hoped that those with similar space problems will gain inspiration from the track plan. If there are any questions or queries, the operators will be only too pleased to discuss the matter further. ■

7 Bridford

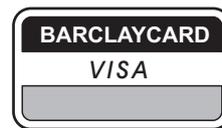
The original concept was to build a small O gauge layout, 9ft by 2ft that could fit into a small house. The plan for the layout is a never built branch off the Teign Valley line (G.W.R.) in the late thirties. The village of Bridford, Devon exists but never had a direct rail service. The layout is a back and forth operation with lots of shunting of mixed passenger and goods

O gauge, David Beer and Brian Higgs

traffic. All rolling stock is as used on the Teign Valley line and the G.W.R. in the area. All the buildings are based on actual structures with interior detailing. The model features many dioramas, such as young Tom who has dropped a package while loading the van and Mr Radley signwriting the refurbished Ford lorry. If you would like more information, please ask Brian. David will properly be too busy operating Bridford. ■



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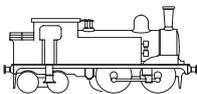
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8 Port Foxdale

Port Foxdale is a terminus at the northern end of a never built 1884-8 proposed secondary route north from St Johns to a junction at Kirk Michael. The actual Foxdale Railway being opened 1886, was operated originally by the Manx Northern Railway from St Johns to Foxdale, just two and a half miles in length. Built to 3ft gauge like all Manx steam railway lines, the Port Foxdale section would have been an extension of the actual Foxdale branch which closed in 1940 and was lifted in the mid 1970s.

Set on the shoreline of the glen and below the viaduct which carries the Douglas to Ramsey line, the quay, inspired by the inner quay at Port St Mary, was built to transfer some of the products of the lead, zinc and silver mines at Foxdale onto ships which traversed

OO_{n3} gauge, Robin Winter

the Irish Sea to all parts of the world.

The model is set during the "Ailsa" (Lord Ailsa who leased the line) period, 1960-70 as if the original line had never closed and remains open to holiday makers visiting the railway owned Glen Wyllin.

Railway buildings are a copy of those at Foxdale, with Glen Wyllin Viaduct in its original surroundings.

Rolling stock is a mixture of kit and scratch build. Locomotive liveries are based on the pre-second world war 'Indian Red' or 'Ailsa' green from the 1970s with coaching stock in the well known red and cream livery.

Providing a picture postcard view of some of that Manx atmosphere, the model railway is operated by the Winter family. ■

9 Eighty Years of Buses In Brentwood

Chris Stewart has once again assembled a display of photographs and other items that tell the story of buses (and coaches) in Brentwood. The local routes to Great Warley, Herongate and Ongar were started by the National Omnibus & Transport Company, the ancestor of today's First Group subsidiaries Eastern National and Thamesway who still serve the district today. London General and Westcliff quickly joined in with lengthy routes, while many small operators also appeared throughout the 1920s. London Transport (as General became) continued to serve the town until the 1980s. Meanwhile Hillman's Coaches began their famous London service in 1928, at about the same time that other long-distance coaches started taking to the road in large numbers, notably Grey-Green. Hillman's eventually served many points in East Anglia and became a huge operation, before compulsory acquisition by London Transport in 1934 and amalgamation of the service into the Green Line network. Hillman had already started an airline, however, initially based at Maylands Aerodrome in Harold Wood, and devoted his energies to this after losing the coach fleet.

Meanwhile the City Coach Company expanded rapidly in the mid-1930s and built a new headquarters in the town in 1938. They were most famous for their

Kentish Town (later Wood Green) to Southend service, with 6-wheeled Leyland single-deckers and, after World War II, a wide variety of double-deckers. In 1952, however, much to the dismay of the travelling public, they too sold out to the state sector, fearing compulsory acquisition. Now the wheel has turned full circle, with de-regulation in 1986 introducing a selection of new operators (including Blue Triangle who have very kindly provided a classic London RT for our free service to Shenfield Station) and the subsequent denationalisation of even the large companies. 1999 also represents the 40th anniversary of County Coaches, the two brothers who founded it having started on their own in 1959 with a single Bedford OB coach. From County Coaches also grew the present Brentwood Coaches operation.

The photographs on display have been collected since the 1960s, and may one day form part of a book on the topic. Chris would be very pleased to hear from anyone with photographs, tickets, timetables or anecdotes from the 1920-1939 period in particular. Please leave your name and telephone number with any club official if you can help. We hope that you enjoy this look back over the last 80 years of local road transport. ■

10 Second Chance

Look out for locomotives, coaches, wagons, track parts, buildings and books. All proceeds go towards the ever increasing costs of running our club

11 Kingston Regis

The year is 1912 and Kingston Regis is having yet another glorious sunny day and the railway is very busy, as usual. It is reputed that the Prince Regent stayed at the Crown Hotel, a former coaching inn, thus Kingston received the Regis in its name. Kingston Regis, although a small prosperous town, was not served by the major railway companies so a 2 foot 3 inch narrow gauge line was built in 1902 to connect the town to the nearest main line some eight miles distant. The railway, unlike many, is very prosperous, with an excellent passenger and goods service and has rewarded its shareholders extremely well, as you can see from the amount of traffic on the line today.

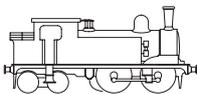
Mid Essex M.R.C., Ingatestone

house in Ingatestone as well as financing the club's model railway layouts. Details from Mr. D. Zelly, 15 Edwards Close, Hutton, Essex, CM13 1BU. ■

OO₉ gauge, John and Jane Jacobs

The model is scaled at 4mm to the foot and uses 9mm as the track gauge, and features hand built track and points. Rolling stock and locomotives are all built from kits. Although Kingston Regis is fictitious most of the buildings have been modelled on prototypes. The station building is based on Portsmouth Arms on the Exeter to Barnstable line and the Crown Hotel is based on the hotel of the same name in Wells, Somerset. The church is loosely based on the one at Caldecott in Leicestershire. The main buildings have been built using the Linka casting system.

If you have any questions about the layout or the OO₉ Society please ask the operators. ■



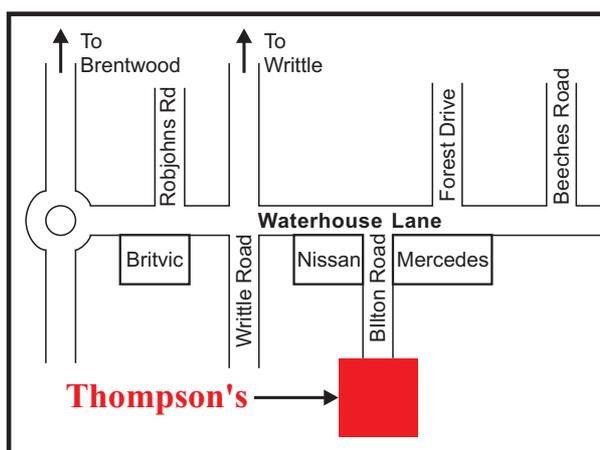
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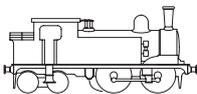
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12 Lindtzel

Lindtzel is an imaginary town in the north of Switzerland near the border with Germany. The single secondary line lies just a few kilometres from Basel. The layout was built on a 6ft by 2ft ply door. Peco track and foam underlay were used infilled with

N gauge, Brian and Ann Silby

Woodland Scenics ballast. The rocks are all polystyrene blocks suitably shaped. The backscene is by Faller. Motive power and stock is by Roco, Kato, Minित्रix, and Arnold. The layout is run to a sequence. ■

13 Anzbrucke

Anzbrucke is a modern image layout set on the Swiss German border. All the stock is by Marklin. The buildings are all by Kibri. The scenic work was

Z gauge, Brian and Ann Silby

done using polystyrene blocks and plaster dressed with Woodland Scenics. ■

14 Modeller's Mate

Modeller's Mate supply a wide range of scenic materials for railway modelling, as well as a selection of tools and adhesives etc.

Woodbridge

Modeller's Mate may be contacted at 18 Welburn Close, Watersfield Park, Rendlesham, Woodbridge, Suffolk IP12 2UH. Telephone 01394 420873. ■

15 EM Gauge Society

The EMGS has over 35 years experience assisting modellers who would like to improve the overall appearance of their models. With more than 2000 members worldwide, the Society still retains the "club atmosphere", and organises three ExpoEM

Demonstration

events each year. The demonstration is put on by members of the Society who will be glad to help with any questions or queries about any aspect of the hobby. Further information is available from Mike Bell, 200A Prospect Road, Woodford Green, Essex IG8 7NG. ■

16 South Sheppey

South Sheppey is an imaginary station on the Sittingbourne to Sheerness line in North Kent. 2EPB electric units work passenger services to and from Sittingbourne and Gillingham. Some of these services run through to Sheerness whilst others terminate at South Sheppey. A 4VEP unit works rush hour services to and from London.

EM gauge, Malcolm Pocknell

ferry) and serve the fuel depot and freight forwarding depot at South Sheppey and the nearby docks branch and steel works. These services are provided by class 33 and 73 locomotives; trip workings to the local dock being handled by a class 09 shunter.

Freight services work in from Acton, Willesden, Temple Mills, Hoo Junction and Dover (for the train

Locomotives are detailed and re-motored Lima and the multiple units are Southern Pride kits. Other stock is detailed ready-to-run, kit-built and scratch-built. ■

17 Audley Grange

Audley Grange is a small country station providing a connection to the fictitious Cotswold valley railway. The sleepy hamlet is situated in the rolling hills of Gloucestershire and Warwickshire.

4mm scale, Graham Hammond

and bay platform providing a limited passenger service to the main line. The twice-weekly market ensures a steady stream of cattle and livestock to the area, farming being the main industry. Daily goods trains and occasional coal train provide a quite busy timetable. ■

The station has a single line with run-round loop

18 Barstable Street

Barstable Street represents a compact station in a restricted, brick surrounded urban environment, serving the local population and industry of a large industrial town. The location is fictitious, the name of the layout derives from a neighbourhood of our home town. Locomotives and rolling stock are from the south and west but visitors from other areas occasionally creep in. Models are mainly kit built with some modified R-T-R.

EM gauge, Laidon M.R.G.

Point and signal operation is from an MSF lever frame connected to the switches by a fairly sophisticated string drive.

Plain trackwork is C&L with code 75 nickel-silver rail, the pointwork uses Masokits etched point chair sets. The trackwork and layout design was completed using a CAD program, with prints of each point used as a building template. ■

19 Karlgarin Models

For many years a supplier of kits in 4mm and 7mm scales, Karlgarin now manufacture too. Under development are coach kits and a range of

Little Baddow

Australian 3ft 6in gauge locos and stock. Details from Karlgarin Models, Warren Farm, Little Baddow, Chelmsford CM3 4TQ. Telephone: 01245 226110. ■

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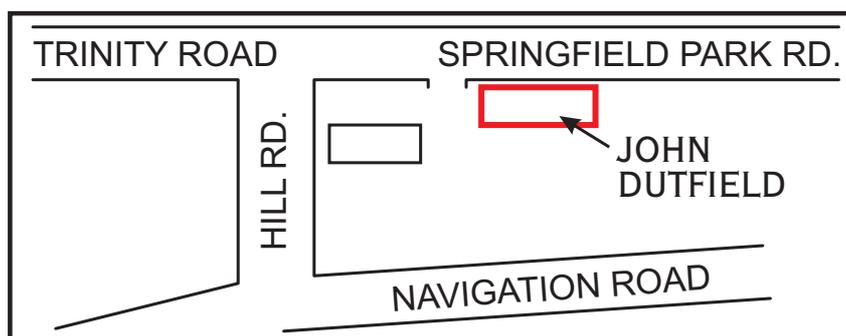
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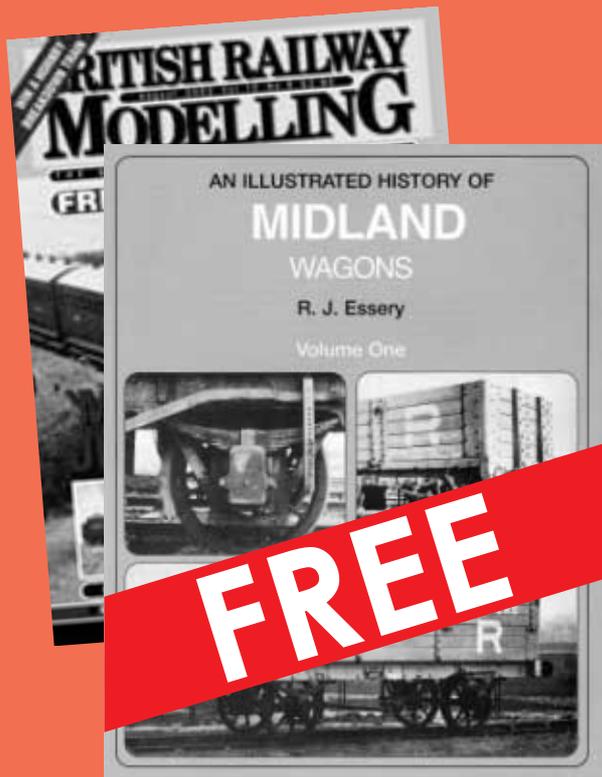


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Model Railway Club

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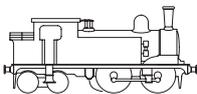
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20 Bob Pearman Books

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advert on page 14 or contact Bob Pearman at 8 Ffolkes Place, Runcton Holme, Kings Lynn, Norfolk PE33 0AW. Telephone 01553 810673. ■

21 Lucky Dip

The Lucky Dip stand is full of an amazing variety of prizes just waiting to be won. All proceeds go towards the ever increasing costs of running our

Mid Essex M.R.C., Ingatestone

club house in Ingatestone as well as helping finance the club's model railway layouts. Details from Mr. D. Zelly, 15 Edwards Close, Hutton, Essex, CM13 1BU. ■

22 Modelling Demonstration

Members of the club will be building various items such as trackwork, buildings, locomotives and rolling stock. Please do not hesitate to ask ques-

Mid Essex M.R.C., Ingatestone

tions, we might even have some of the answers. For further details please contact Mr. D. Zelly, 15 Edwards Close, Hutton, Brentwood, Essex, CM13 1BU. ■

23 John Dutfield

Here with a selection of new railway items from N to O gauge and scale diecast models appropriate for use with model railways. On show is just a small

Chelmsford

selection of the wide range of items available at our shop at Wards Yard, 133 Springfield Park Road, Chelmsford. Telephone: 01245 494455. ■

24 Mallingfield Light Railway

The Mallingfield Light Railway, although fictitious, represents one of the many small railways built under the Light Railway Act after the turn of the 20th century and depicts a period between the late 1920s and 1930s.

The layout consists of a small terminus of a light railway with passenger and goods facilities running to a

OO gauge, Derek Pettyfor

fiddle yard. The terminus has a small loco depot, and a private siding to a small fruit and vegetable packing company.

Locos and rolling stock are adapted RTR models and kits weathered to depict typical stock that would have been in use at the time. ■

25 Plus Daughters

Today, Plus Daughters will be selling a range of second-hand N and Z gauge stock, British, American and continental. We will also have a range of O gauge ready-built kits available for purchase. Our

Upminster

shop also sells a wide variety of ready-to-run OO gauge stock, general modelling items and dolls-house related items. Plus Daughters may be contacted at 179 St. Mary's Lane, Upminster, Essex. ■

26 Railway Roundabout

On Bill Bourne's stand today you will find a wide selection of secondhand model railways, locos, coaches, wagons, buildings, track and transformers.

Bill Bourne, Glemsford

Bill may be contacted at The Walnut Tree, Egremont Street, Glemsford CO10 7SA. See his advert on page 3 of this programme for further details. ■

27 First Great Eastern

First Great Eastern is the local train operating company, providing services from London Liverpool Street to Romford, Shenfield, Chelmsford, Colchester, Ipswich and the Essex coastal resorts. Our train fleet covers almost 40,000 miles each weekday, with a million individual passenger journeys made each week.

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We look forward to meeting you at our stand which will have a selection of items for sale as well as free leaflets, timetables and other information about First Great Eastern. ■

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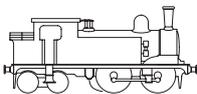
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28 Weybourne

Weybourne was built by a couple of enthusiasts seeking a situation where steam and green diesels could run together yet not look out of place today. Therefore a heritage railway had to be the answer and what better than a piece of East Anglia's premier preserved line, the North Norfolk Railway. Situated between Sheringham and Holt, Weybourne is home of the railway's workshops and is the only passing place on the line. Consequently it sees the most movement and was the obvious choice for a model.

OO gauge, Geoff Dimmer and Dougal Clifford

Destined for exhibition work, the layout had to be portable and therefore light but strong and quick to erect or dismantle. This has been achieved by using what we think is a unique method of construction and the layout can be up and running or packed for departure in less than twenty minutes (on a good day!). During the exhibition you will see most of the railway's locomotives and some of the previous visitors to the line, either in the yard or passing through. Of course you can always visit the prototype, sea, sun and steam, idyllic – welcome to Poppy Land. ■

29 Pampisford

Pampisford was situated at the northern end of the Stour Valley Line from Colchester via Marks Tey and Shelford to Cambridge. The A11 crossed the line at one end of the station. The model is an accurate representation of the station in its the early BR period.

Locomotives and rolling stock are all typical of the trains that ran on the line before its closure in March 1957. Trains are run in a sequence approximating to a normal day's workings with some of the extra services that were diverted through the Stour Valley from time

P4 gauge, Pampisford Owners Group

to time. Alex Jackson couplings are preferred but not essential, but must be fitted on the stopping goods trains which shunt the yard. The model is fully signalled and the wiring is electrically interlocked with the signals. As a result, in theory at least, operator errors should not occur!

Trackwork is to P4 standards, which we find extremely satisfying as we thereby eliminate many of the compromises which are otherwise inevitable in 4mm scale modelling. ■

30 Porthmeor

Porthmeor is the terminus of a Great Western branch line set in West Cornwall. The period is set between the late nineteen forties and the early nineteen fifties and therefore captures the late Great Western and early British Railway period so a variety of stock can be seen on the layout from both of these companies.

Porthmeor is noted for its heavy summer holiday traffic, which on certain Saturdays include a portion of

OO gauge, Christopher Cooper

the Cornish Riviera. There is also an intensive auto-train service to the mainline junction at Marazion, a B-set service operates between Porthmeor, Truro and Penzance. Freight Traffic is heavy on some days with all types of produce carried consisting of broccoli, china clay, fish and livestock, etc.

All the stock seen on the layout is mainly a mixture of ready-to-run and kit built. ■

31 Aythorpe Saint Mary

At the turn of the century a number of railways were built under the Light Railways Act. A large proportion of trains on these railways would be mixed with passengers and freight. Often the lines were worked by one engine only, thus there was no need for signals. They were given delightful nicknames such as the 'Gin and Toffee' or the 'Crab and Winkle'.

Aythorpe Saint Mary is a fictional village in East

EM gauge, Colin Wilson

Anglia. The railway serving it is an amalgam of the Wisbech, Tollesbury and Thaxted branches. Notice the low platform, which meant that coaches had to be specially altered. The station facilities are spartan, to say the least, with an old coach body in use as a parcels store and lamp room. Tickets would be issued on the train, the coaches having doors in their ends to allow the guard to move from coach to coach while the train was moving. ■

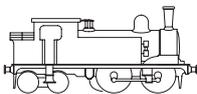
32 Clatterford

Set in early B.R. days, Clatterford is loosely based on Dunmow in Essex on the former Great Eastern Railway branch line from Bishop's Stortford to Braintree.

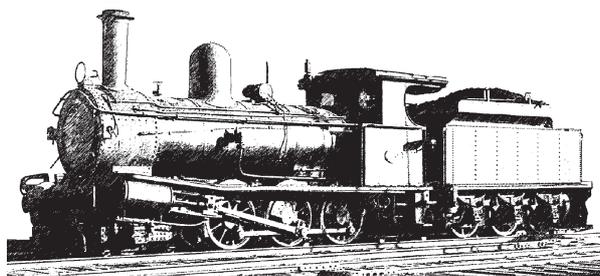
The layout consists of a single track branch line with a through station and a fiddle yard at each end. The line passes through a cutting in open countryside, over a river and into the station that comprises two platforms on a passing loop, a small goods yard and a goods shed. The two lines then pass under a road bridge into the fiddle yard.

EM gauge, Barking and District M.R.S.

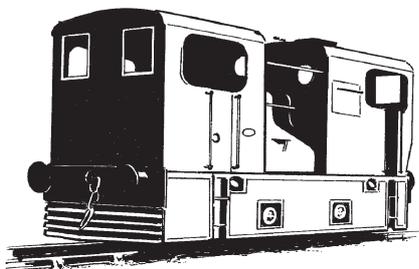
In time the station building and goods shed will be replaced with scale models of those at Dunmow and the rolling stock will more accurately represent an ex-G.E.R. branch line. The scale is 4mm to a foot and the layout is built to EM standards with a track gauge of 18.2mm. All turnouts are hand-built using C&L components. Rolling stock is a mixture of scratch-built, kits and proprietary stock converted to EM gauge. The rolling stock consists of a mixture of pre-grouping and B.R. stock in grouping and B.R. liveries and is operated to a sequence. ■



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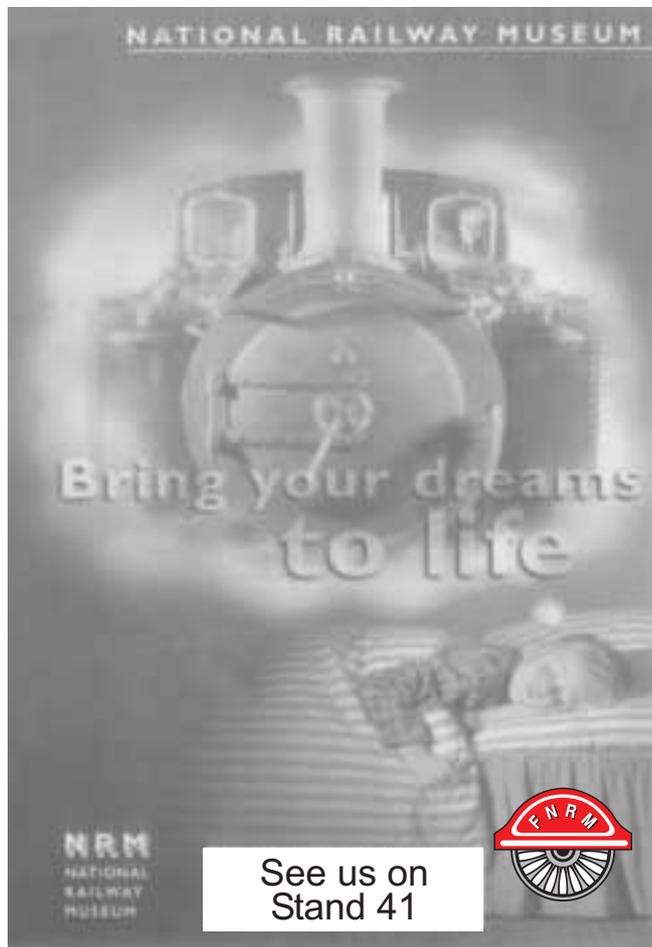
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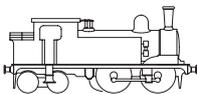
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33 Canal Sidings and Albert Street

O gauge, Ian Manderson

This is the 1950s... and the East End is slowly recovering from the Second World War. Still in the grip of the cold war, Suez will herald the break up of the British Empire, from where much of the London docks trade still emanates.

However, in Canal Sidings at the edge of the docks

there is still the daily coal wagon to clear for the horse drawn dray to deliver. From his lofty perch from Canal Sidings Signal Box, Ernest Skinner, the Dispatch Clerk, oversees the comings and goings from the adjacent warehouses. An RTL bus clatters past in nearby Albert Street, E.20, and isn't that Peggy Mitchells' grandad fishing in the canal? ■

34 Castle Acre

Castle Acre is a small country branch terminus in Norfolk, at the end of a fictitious line running from Downham Market. The layout shows the station in the early 1960s with both steam and diesel locomotives hauling the frequent passenger and goods trains. A touch of nostalgia is provided by this layout

TT gauge, Geoff Baker

as almost all the locomotives and rolling stock are from the former Triang TT range. Because of limited trade support for this scale, buildings and lineside equipment are either from N or OO scale kits, or have been scratch-built. The layout is privately owned by a member of the Mid Essex Model Railway Club. ■

35 Chessington Chalk Lane

There is a prototype for this layout, it's just to the south of Kingston-upon-Thames in Surrey, in the South-Western suburbs of London. The actual line, started in 1938, still is unfinished, primarily because of the war, was to be an extra loop from Motspur Park to Leatherhead. The last station is, these days, Chessington (South) with the trackwork ending somewhere near where this layout starts. The earth-works still continue through the scene you are looking at today, but without the bridge over Chalky Lane. That was demolished sometime in the 1960s, unused!

We have presumed that the army had a greater presence here during the war, and they are still here. This has allowed us to build this station and date it post war because the advent of the Green Belt Act of 1947 stops the railway from continuing on to its original destination.

The extra rail carries the electric traction current in the prototype to the trains at, these days, 750 volts D.C. Our trains do not make contact with the third rail but in

EM gauge, Hull M.R.S.

an attempt to portray the pyrotechnics of the real thing there are a couple of "flash" units buried beneath the track in certain locations.

The station design is in the "Art Deco" style and is a composite of Chessingtons North and South. There are also two other stations on this branch line, which are allegedly "studies in concrete", but our research missions in 1997 and 1999 revealed them to be only rendered brick!

The track gauge is 18mm (EM) wide and is more correct for 4ft 8½inches; whereas OO at 16.5mm. is too narrow. Overall the effect is much more to a finer scale.

The date line of the layout is Tuesday 20th August 1968, on that day the layout co-ordinator's eldest daughter was born, and the Russian army invaded Czechoslovakia. You can read of the former's arrival on the newsvendor's board in the station entrance!

Yes, we are always seeking information about the branch line and anyone with a story to tell is requested to stop anyone behind the layout at any time. ■

36 Barrowfleet

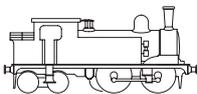
The area of North Lincolnshire between the River Humber and the New Holland to Barton branch line boasted a thriving industry in the manufacture of bricks and tiles. Clay was dug out of the ground by a variety of different diggers leaving large water filled pits behind. When the original clay pits had been exhausted, clay was transported from more distant pits to the works by narrow gauge railway.

Barrowfleet attempts to portray the railway activity of the area during the early 1970s. The River Humber wash bank runs along the front of the layout, with disused clayspits immediately behind in the centre. Clay is brought from a far pit, by narrow gauge railway, under the Barton branch. This narrow gauge "rabbit hole" (long since disused, but still visible today) tended to flood and had to be continually pumped dry, hence the pump hut at the top of the incline. The brickworks building and its track layout are modelled on those at Broomfleet on the north Humber bank (East Yorkshire). At the other end of the layout (left) is a dock which was once used to transfer clay to barges for

OO and OO9 gauges, Hull M.R.S.

transport to a cement works in Hull. Behind the dock, on the standard gauge, is a model of Barrow Haven halt, served by a regular DMU from New Holland Town (and New Holland Pier for ferry connections), terminating at Barton. Ammonia tanker traffic, from Ince, also passes Barrow Haven on its way to the Britag fertilizer factory near Barton. Narrow gauge traffic is exclusively tipper wagons pulled (or pushed) by Lincoln-built Rustons and a variety of other diesel locomotives. Additional railway interest is provided by a narrow gauge preservation society, which runs steam hauled passenger trains up the disused dock line at "weekends" when industrial activity is dormant. Standard gauge operation is enhanced by the provision of a private siding.

Industrial activity in the area today is considerably reduced and only one narrow gauge line is still in operation. This runs under the southern end of the Humber Bridge at Barton and can occasionally be seen working during weekdays. ■



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38 Long Ditton and Ditton Marsh

009 gauge, Surrey N.G.M.

Long Ditton was built as a concept of what could be achieved using only half a sheet of Sundela (4ft by 2ft) plus a small fiddle yard. Long Ditton is the end of a small country narrow gauge line. The layout features a small station and goods shed, an engine shed and two sidings running into an industrial warehouse. Ditton Marsh was built as a second module to complement Long Ditton. The layout represents the fictitious basin of a canal and features a boatyard, wood yard, canal bridge and a wooden pier where locos run out over the water to shunt stock. The Custom House is modelled from an original in Chatham Dockyard.

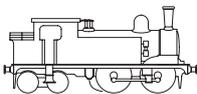
An unusual feature of the combined layout is the central fiddle yard complete with traverser. This enables trains to be run off either baseboard, to run through or be stored between the layouts, thus adding to viewing and operating enjoyment. Peco track is used throughout and a feature of the layout is the wide range of scratch-built locomotives and rolling stock. Very little is built as it comes out of the box! Buildings are a mixture of scratch-built and modified kits and a feature of the layout is the wealth of small detail included to capture that "narrow gauge atmosphere". The layout is operated by members of the Surrey Narrow Gauge Modellers. ■

39 Willingley

00 gauge, David Edsall

The LB&SCR was involved in several plans for a direct line to Eastbourne, and the Cuckoo line, despite its undulating gradients and sharp bends was a possible one of these. I have assumed that it was developed and improved to double track standards. Willingley is a fictitious town along this line although those of you who know the Sussex Weald may recognise

a lot of the features of Heathfield in the station building, the goods yard, and the natural gas well and gasometer. The other buildings of Willingley town are fictitious and are based on originals taken from all over the Sussex area. The main aim has been to try to catch the atmosphere of the "Brighton" in the middle of the Sussex Weald in 1910, give or take a few years. ■



40 Pagham Harbour

It's a warm, spring day at Pagham Harbour. The tide has gone out and nobody is quite sure when it will be coming back. Several vessels lie basking on the glistening mud. Most signs of life are over at the New Wharf. Here, a small diesel tractor bustles about making the most of its supply of wagons.

At the older; stone harbour things are more relaxed. A van sleeps on the wooden pier; in the hope that the next high tide will bring a fishing boat to unload its catch. From time to time a train will emerge from the trees and sidle to a halt in the station. With much hissing from the ancient locomotive, the engine crew

OO9 gauge, Richard Glover

will persuade it to leave the train and take on coal and water. Later; after some leisurely shunting, the train will depart, its chuffing fading into the distance.

In the wider world, beyond, streamline expresses and electrification are the order of the day. However; such innovations are no more than distant rumours at Pagham Harbour. Still, time marches on and it will soon be summer. Now that things are back to normal following the Great War; increasing numbers of people are able to take a holiday during July and August. Time to overhaul the spare coaching stock. The line may not be making much money, but every little helps! ■

41 Friends of the National Railway Museum

The National Railway Museum at York cares for the National Collection of Railway Artefacts, ranging from locomotives and rolling stock, photographs, posters and drawings to uniforms and other

relics of railway operation. The Friends will be on hand to talk about the work of the museum and to sell, in aid of restoration work to the collection, a selection from their range of museum related souvenirs. ■

42 Doveford

Based on a plan from Iain Rice's book on layouts in small spaces, Doveford represents a small West Country branch terminus of the Great Western Railway during the mid-1930s, reminiscent of the Culm Valley branch that ran from Tiverton Junction to Hemyoek in East Devon. Small locomotives and short trains are the order of the day, although I doubt many branch lines saw the variety of motive power that can be seen at Doveford! Originally built to finescale OO standards and exhibited in that form for a couple of

EM gauge, David Barker

years, Doveford was completely rebuilt to EM gauge in 1994, and an article on the layout and its conversion appeared in the November 1994 edition of British Railway Modelling. Track is SMP with hand-built pointwork. The scenery and scenic accessories are from many sources; the mill and dairy buildings are scratch-built. Locomotives are from both kits and ready-to-run sources, the latter being detailed and rebuilt to EM standards. Coaches and wagons are mostly from kits, with a few detailed or rebuilt ready-to-run items. ■

43 First Aid

We have first aiders attending the exhibition. They will be dressed in green uniforms. The first aid

F.A.C.E.T.S.

room is situated opposite the modelling demonstration in the corridor to the main hall. ■

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vided their services, this year under the new management of Neville and Jean Jessop, friends of the club.

We wish them every success and if they enjoy doing it they may help us again next year as well, so please help and support them in their new venture. ■

Don't forget, next year's exhibition will be here on 20th September 2003

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