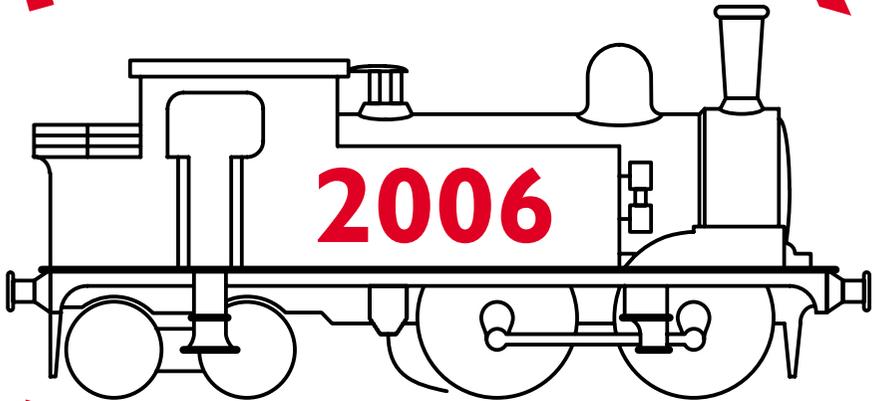


**MID ESSEX**



**Model Railway Club**

**29th**

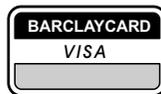
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**EXHIBITION**

**SOUVENIR GUIDE**



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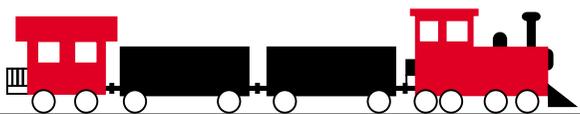
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9.30  
to  
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why not pop in to see us, or visit our web site at  
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**W**ELCOME to the 29th model railway exhibition to be organised by the Mid Essex Model Railway Club. This year we have a complete array of layouts from the tiny N gauge through to O gauge, comprising of busy main lines to country backwaters. There should be something for everyone. Also there is the outside live steam rides, and free bus service to and from Shenfield Station. Should you have difficulties then there are first aiders attending the exhibition. Dressed in green uniforms they may be found in the first aid room (Stand 3) which can be found in the foyer on the way to the Refreshment area.

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, you are interested in railway modelling and would like to get involved with the many activities the Club members are involved with, such as the planned new OO gauge layout, or the new N gauge already well into construction, then please visit the club stand (Stand 10), visit our web-site at [www.MidEssexMRC.org](http://www.MidEssexMRC.org) or ask any of the stewards. Alternatively write to the secretary whose address appears below.

We would like to thank those traders who have generously supported the production of this exhibition guide. Please show John Dutfield, Railway Roundabout, Bob Pearman and Plus Daughters your appreciation by visiting their stands. Finally, we hope you will have a pleasant day and thank you for supporting this event.

Ken Pullin and Tim Mercer, Exhibition Organisers.  
Secretary, David Zelly, 15 Edwards Close, Hutton, Essex CM13 1BU.

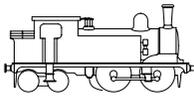
## REFRESHMENTS

If you are feeling a bit peckish then try our canteen. Here you will be able to obtain a variety of refreshing drinks and light refreshments at amazingly low prices. This indispensable service is provided by a hardy band of friends and relatives of club members who have once more provided their services. ■

**Don't forget, next year's exhibition will be here on 15th September 2007**

Designed and typeset by David Rayner. © Copyright August 2006, Mid Essex Model Railway Club.

Whilst every effort has been made to ensure that the contents of this guide are correct, railway modelling is essentially an amateur hobby and we rely on the goodwill of a very large number of people to stage this exhibition. Consequently the Mid Essex Model Railway Club cannot be held responsible for any error or omission nor for the failure of any exhibitor to appear.



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**1 Live Steam Rides** **3½ & 5 inch gauges, S.E.E.R.S.**  
The South East Essex Railway Society are offering rides on their portable steam passenger carrying railway. The Society caters for all enthusiasts interested in railways, model railways and model engineering. For further details please contact Mr. E. James, 63 Olivia Drive, Leigh on Sea, Essex, SS9 3EF. ■

**2 Hollies End** **On 16.5, Brian (Wheels) Stubbles**  
This is a fictitious layout situated on the borders of Wales and England in the Midlands area. Hollies End is a busy little village with a terminus station with narrow gauge working locos and rolling stock. It has a tourist trade in the summer with barges visiting the village from time to time. Local trades consist of wool processing factory which takes pelts and makes them into items of clothing. The village relied on the railway to join it up with the GWR a little further up the valley, but it still keeps its peaceful lifestyle. ■

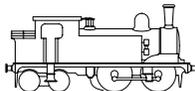
**3 First Aid** **F.A.C.E.T.S.**  
Should you have difficulties then there are first aiders attending the exhibition. Dressed in green uniforms they may be found in the first aid room which is situated alongside “Second Chance” on the way to the refreshment area. ■

**4 Second Chance** **Mid Essex M.R.C., Ingatestone**  
Look out for locomotives, coaches, wagons, track parts, buildings and books. All proceeds go towards the ever increasing costs of running our club 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 or our web-site [www.MidEssexMRC.org](http://www.MidEssexMRC.org) ■

**5 EM Gauge Society** **Demonstration**  
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 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. ■

**6 Modeller’s Mate** **Woodbridge**  
Modeller's Mate supply a wide range of scenic materials for railway modelling, as well as a selection of tools and adhesives etc. Modeller's Mate may be contacted at Unit 8, Moat Hall Farm, Parham, Woodbridge, Suffolk, IP13 9AE. Telephone 01728 720072. ■

**7 Great Eastern Railway Society** **Display Stand**  
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 specifically to obtaining as much information as possible on the GER. Details from Mr. Philip McGovern, 65 Harford Drive, Watford, Hertfordshire, WD1 3DQ. ■



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## **8 Lindtzal in Winter** **N gauge, Brian & Ann Silby**

Located on the German/Swiss border the village of Lindtzal lies on the secondary route that terminates at Zell. The line is doubled throughout and is the stomping ground of the DB class 111 locomotives with double-deck stock. The handful of freight trains are in the capable hands of DB classes 150 /151 locomotives.

The layout was initially built as a summer scene and was reasonably successful, but in 2005 we decided to refurbish the scenery and turn it into a winter scenario. Polystyrene blocks were shaped then glued in position and then sealed with white emulsion paint and when it was dry Woodland Scenics "Snow" was applied using a cheap hairspray as a fixative. The layout is powered by two Gaugemaster Combi units. The size of the layout is 6ft by 2ft. ■

## **9 Bad Feriendorf** **N gauge, Ann Silby**

Over the years I have collected many DB locos and stock, and so, after visiting Germany several times, and seeing places in the Mosel and Rhine valleys, I formed a picture of a layout, Bad Feriendorf which literary translated means Spa Holiday Village.

Stock is all Marklin and the buildings are mostly Kibri. The Scenery is polystyrene and mod roc dressed with Woodland scenics. The fir trees are Heki with a few home-made ones using heather stems and polyfibre with dressing for the foliage. The backscene is painted using emulsion and acrylics. The track is Marklin and Peco. ■

## **10 Mid Essex Model Railway Club** **Ingatstone**

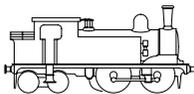
The Mid Essex Model Railway Club meet on Tuesday and Thursday evenings at their own premises in Ingatstone. We are currently constructing layouts in N gauge and EM gauge for exhibition use. Members' other interests include HO (North American), OO and O gauges amongst others. On display are a selection of models built by club members showing some of the variety of projects and activities being undertaken. Our OO gauge layout, Lydgate, may be seen at Stand 36. If you wish to find out more details of any model then please visit our website [www.MidEssexMRC.org](http://www.MidEssexMRC.org) or ask one of the stewards or contact Mr. D. Zelly, 15 Edwards Close, Hutton, Brentwood, CM13 1BU. ■

## **11 Karlgarin/Impetus Models** **Little Baddow**

For many years a supplier of kits in 4mm and 7mm scales, Karlgarin are shortly to introduce the well-known Impetus range of industrial locomotives, coach and wagon kits, and a range of Australian 3ft 6in gauge locos and stock. Details from Karlgarin Models, Warren Farm, Little Baddow, Chelmsford, CM3 4TQ. Telephone: 01245 226110. ■

## **12 Bob Pearman Books** **Kings Lynn**

Bob Pearman Books specialise in railway publications and videos with a vast selection available from his stand here today. For further details see their advert on page 2 or contact Bob Pearman at 8 Ffolkes Place, Runcton Holme, Kings Lynn, Norfolk, PE33 0AW. Telephone 01553 810673. [www.pearman-books.com](http://www.pearman-books.com) ■



## **13 Lucky Dip**

**Mid Essex M.R.C., Ingatestone**

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

## **14 Modelling Demonstration**

**Mid Essex M.R.C.**

Members of the club will be building various items such as trackwork, buildings, locomotives and rolling stock. Please do not hesitate to ask questions, we might even have some of the answers. For further details please contact Mr. D. Zelly, 15 Edwards Close, Hutton, Brentwood, CM13 1BU or [www.MidEssexMRC.org](http://www.MidEssexMRC.org). ■

## **15 John Dutfield**

**Chelmsford**

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

## **16 Emblanchement Particulier HO gauge, Graham Weller**

This layout represents a private siding for an apple pressing plant that produces that splendid French liquer "Calvedos". The area is Northern France and is set in the period from the late-1960s to the early-1970s. All stock is ready-to-run and shows it is possible to build a layout that is interesting to work albeit in a very small place. For those who are interested, Emblanchement Particulier is French for Private Siding. ■

## **17 Plus Daughters**

**East Tilbury**

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 shop also sells a wide variety of ready-to-run OO gauge stock and general modelling items. Unit 15, Trafalgar House, Thames Industrial Park, Princess Margaret Road, East Tilbury, RM18 8RH [www.plusdaughters.co.uk](http://www.plusdaughters.co.uk). ■

## **18 Railway Roundabout**

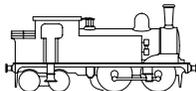
**Bill Bourne, Glemsford**

On Bill Bourne's stand today you will find a wide selection of secondhand model railways, locos, coaches, wagons, buildings, track and transformers. Bill may be contacted at The Walnut Tree, Egremont Street, Glemsford, CO10 7SA. ■

## **19 Pendennis**

**OO gauge, Bob Farrell**

Pendennis represents a fictitious small Cornish fishing town complete with a quay. Originally only a small village, served by a narrow gauge railway, Pendennis gradually developed into a thriving town thanks to the China clay trade. Due to diminishing fishing quotas Pendennis Quay has now been taken over by English China Clay Ltd and is operated by them to ship clay products to other UK and Scandinavian ports. The layout operates modern image stock and is set in the period between 1985 and the present day. ■



## 20 G Scale Society

**G scale, Brian Bassington**

A display stand with test track and stock etc. organised by Brian Bassington who is the Essex Group representative of the G Scale Society. He will be there to show the general public how this large scale model system works and will answer any questions about the G Scale Society which is now becoming very popular. ■

## 21 Girard Junction

**O gauge, Lionel Collectors Club**

Girard Junction is a showpiece vintage train layout, featuring electrically operated trains of a bygone era. We find it appeals to children of all ages, usually ranging from about 3 to 80+ years. It is a 3-rail O gauge layout based on original O27 track, with big and heavy metal trains from the good old USA. The layout is not intended to be a scale model or to represent any particular railway location it is just for fun and for those who love to see these old vintage trains still running. We will be running mostly pre-war and post-war Lionel, American Flyer & Marx trains and accessories from the 1930-1960 period. These trains clatter and rattle along the tracks and generally make one hell of a racket, so you may wish to bring along some ear-defenders. Vintage train collectors and enthusiasts are also most welcome to visit us, where you will find a limited selection of authentic vintage trains and accessories for sale. ■

## 22 Bulverhythe

**3mm scale, Peter Bossom**

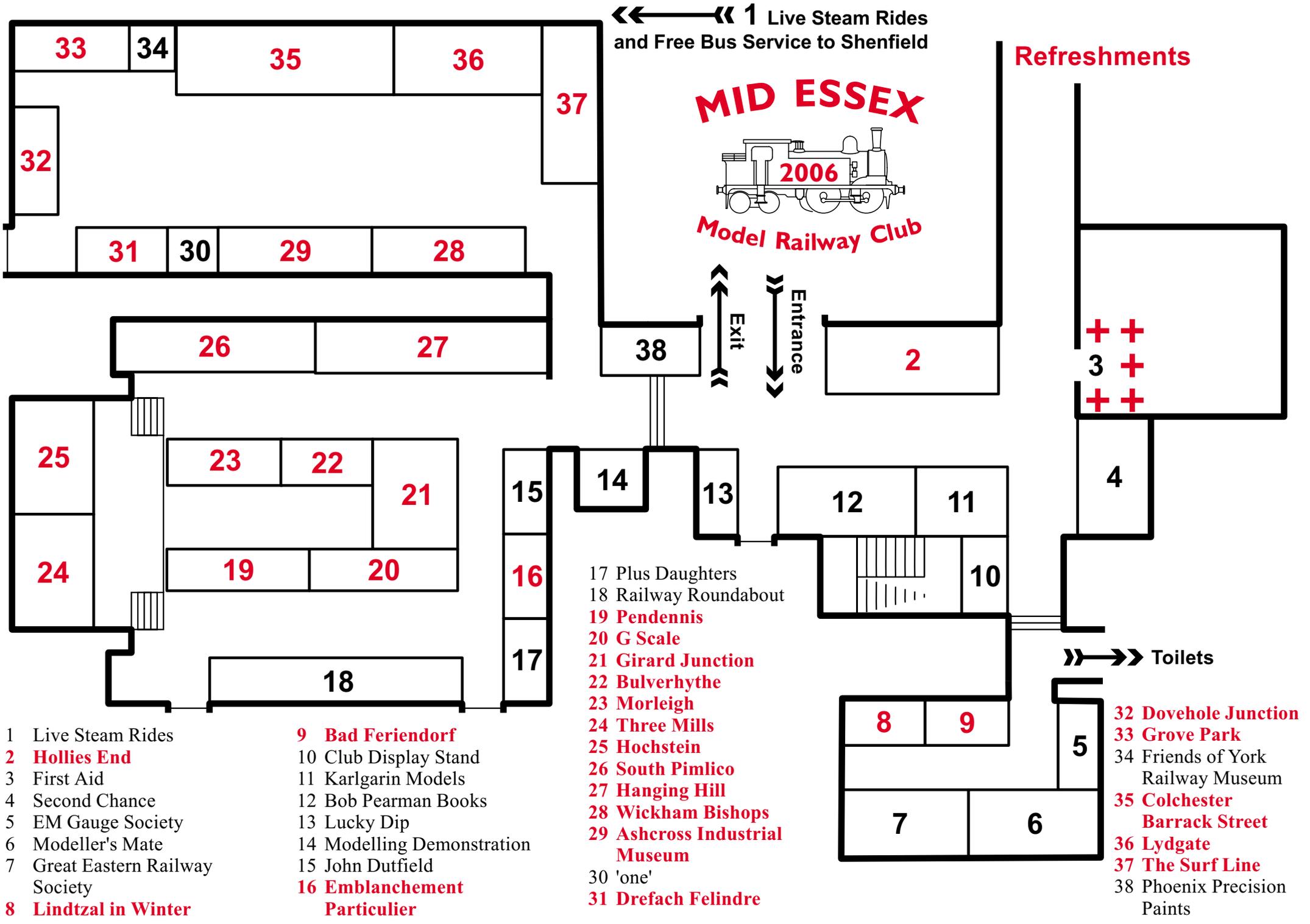
Bulverhythe, once Bolewarthethe or Bulverheeth, in modern English “the landing place of the citizens”. Once considered a 'limb' of the Cinque Port of Hastings, the town nestles in the shelter of a headland known as Gallows Head. There is a small harbour with a pier and wharves. Over the centuries the coastline has altered considerably; Gallows Head has disappeared; Bulverhythe is now a suburb of Hastings and St. Leonards; and historical fact begins to blur with model fiction. It is 1941 and once again England is under threat. The South is the 'front line' the coast is manned and preparations for invasion made. Anything that might guide the invader has been removed road signs, place names, station nameboards, all hints of direction etc, they have all gone so effectively that the inhabitants find it no easy matter to get from place to place and strangers are subject to sharp scrutiny! The model is built to a scale of 3mm/ft. (1:100) and, whilst no ready-to-run British outline stock is now available, The Three Millimetre Society and a number of small manufacturers offer active support for the scale. ■

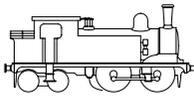
## 23 Morleigh

**4mm scale, John Dufield**

Morleigh is a small fictitious town situated somewhere in Great Western Railway territory. There is a large city close by with the result that the commuter traffic is greater than average. There is also a branch line starting at Morleigh, this branch line serves a number of villages, passengers being catered for either by a diesel railcar or a push pull set.

The layout is intended to show what can be done with easily obtainable items, in the hope that people who want to move on from the basic train set will look at it and say “I can do that” or even “I can do better than that.” ■





## 24 Three Mills

**14.2mm gauge, Jas Millham**

From 1965 to 1978 I exhibited a 3mm layout with 12mm gauge track before moving to larger S scale models. In the intervening years there have been developments in 3mm scale; the present layout is an attempt to evaluate them. Some of the better items from the earlier layout have been reused, including the scratch-built steam locos and the rebuilt Brush diesel and the DMU all of which have been re-wheeled to finer standards. The cattle dock; yard crane; water tower and some of the buildings have also been recycled. The goods stock, however, is all new from the 3mm Society's 5 year plan range. It was the introduction of this range, together with fine scale rail and Ian Osborne's chairs, that persuaded me to have another look at 3mm scale. This layout is the result. ■

## 25 Hochstein

**HO scale, David O'Rourke**

Hochstein is a representation of a small terminus station on the edge of a medium size industrial town that could be found anywhere in Western Germany in the 1960s. Featured is all the paraphernalia we have come to expect at a small terminus station, namely goods facilities, unloading area and a loco shed that is probably too big for the size of the station! It also boasts two rail connected industrial units; this gives the opportunity to vary the rolling stock used on the layout. Although the time frame chosen in which to set the layout is the 1960s, locos from an earlier epoch may occasionally put in an appearance. This adds variety and colour to the overall effect of the exhibit.

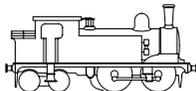
All locomotives and rolling stock are from the major German model manufacturers and are available from model shops in the UK. Buildings on the layout are kits from German companies these are also available from shops in the UK. Track work is Peco streamline and point motors are Peco with accessory switch fitted to change polarity when the point is switched. The baseboard is 9ft long by 2ft wide and is constructed from 12mm chipboard, glued and screwed together then treated with a water-proofing agent. Please do not hesitate to ask the operators any questions about any aspect of the model. ■

## 26 South Pimlico

**00 gauge, Colin Whitelock, Jim & Charlie Connor**

South Pimlico is a small, rather down-at-heel, inner London suburban station located in the Battersea area of London on an imaginary former LB&SCR route, which runs from London Bridge via Walworth and Kennington to either Victoria or Clapham Junction. The course of the line has been added to the LB&SCR map which forms part of the display.

The period currently depicted is 1966/67, almost at the end of steam operations on the Southern Region. Passenger services are almost exclusively worked by various types of third rail EMU and most freight workings are diesel hauled as a rule, steam only makes an occasional appearance at South Pimlico when a BR Standard or Ivatt tank locomotive from Nine Elms or Feltham depots is called upon to substitute for a failed or otherwise unavailable diesel. Stock used on the layout is a mixture of kit-built and detailed ready-to-run items. Buildings and structures are mostly scratch-built and where appropriate they have been based on, or adapted from, actual London prototypes. ■



## 27 Hanging Hill

**OO gauge, Clive Mortimore**

Come back to the mid sixties with my friends and me on a trainspotting trip. This trip is made even better than normal because today we are visiting an Eastern Region shed Hanging Hill, 30G. It serves the nearby northeast London marshalling yard of Pig Lane. Locomotives from both the Great Northern and Great Eastern lines are serviced at Hanging Hill, along with some of the locomotives used on the hauled suburban service from Kings Cross. Watch out for the non-Eastern locomotives that have made their way on cross London freights. Hanging Hill is noted for the collection of small shunter classes including some of the tram engines. From the vantage point of the car park we should be able to see all the locomotives arriving and leaving. Last time we went we noticed that when the engines come on shed they refuel first, someone said the strange hopper things by the fuel point are for sand and the locomotives refill their sand boxes from them. The only numbers we will have difficulty getting are those in the shed so later we will take a wander down and see if we can make out which engines are being repaired in the shed through all those windows. ■

## 28 Wickham Bishops

**EM gauge, Len Wilkinson**

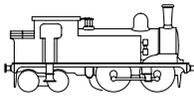
Wickham Bishops was one of two stations between Witham and Maldon. The line opened to passengers in 1848 and was taken over by the Eastern Counties Railway. In 1862 it was absorbed into the Great Eastern Railway, and in 1923 became part of the LNER. In 1948 it became the Eastern Region of British Railways. It closed to passengers in 1964 and freight in 1966. Wickham Bishops consisted of a single narrow platform with a loop passing behind it and a siding to the yard road gate. The station building stood on the other side of the loop. Passengers had to cross this to get to the platform. The signal box stood opposite the platform. The two trestle bridges were restored in 1995 and are listed as an ancient monument. ■

## 29 Ashcross Industrial Museum

**On 16.5, Robin Edwards**

It is next summer and the Museum has just opened for its first season. Based in the historically significant Victorian engineering works of Joshua Benson in the Midland town of Ashcross use was made of the nearby canal and rail systems, which were linked to the works by a horse-worked plateway which was later upgraded to a locomotive-worked 2' 3" narrow gauge railway. Fortunately much of the old factory complex survived to become a museum that is being progressively restored. Access to some areas is limited and the rail system is being used to transport the materials required for restoration. Part of the railway has been restored and a station has been built to cater for tourist traffic. A major grant from the EEC and the National Lottery has enabled the building of a locomotive shed and workshop and the restoration of the fabrication and steel mill buildings. Further money from fund-raising and donations is being used to restore some of the original locomotives and to build some replicas.

All of this is, of course, fiction. There is no Midland town of Ashcross, however it does help to explain the aim of the layout. I wanted to do something a little bit different and I chose modern image preservation as a theme. The scene is so modern, in fact, that it is set a few months in the future this way it can never be wrong, as it hasn't happened yet! ■



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## 30 'one'

'one' is the local train operator, providing an integrated network of train services, operating from London Liverpool Street across East Anglia. There are over 150 stations on our network, and our passengers make well over 100 million journeys a year on 'one' services. Since our franchise began on 1st April 2004 we have had an ongoing rolling stock refurbishment programme which, to date, has included our London to Norwich main line stock and the Class 315 'Metro' units. 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 'one'. ■

## 31 Drefach Felindre

**OO gauge, Pete Morris**

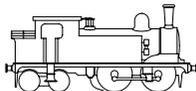
Drefach Felindre is a village situated near Newcastle Emlyn in West Wales and was once one of the main centres of the woollen industry in Wales but, as often is the case, all that is left is a museum. There was never actually a station in the village, but the branch running from Pencader Junction to Newcastle Emlyn passed within a mile, so this was the "twig" off the branch, built to serve the local mills. Although the Newcastle Emlyn branch lost its passenger service in 1950, amazingly the freight service survived into the seventies in the hands of class 37 diesels. The layout is OO scale, the trackwork is homemade from copper-clad sleepers and code 75 nickel-silver rail. The scenery is all from conventional methods. There is no strict operation adhered to, the idea being to paint a 3-D picture of a sleepy part of rural Wales in the 1950s. The locomotives and rolling stock are mostly kit-built with a few modified proprietary items, based loosely on the types typical of the era. ■

## 32 Dovehole Junction

**N gauge, Philip Reid**

Set in Derbyshire on the edge of Peak Forest, Dovehole Junction is the assumed name of the branch line junction leading to two quarries in an area around Doveholes tunnel where the Chinley-Derby line crosses the Manchester-Buxton line. The period of operation British Railways mid sixties with mixed traction steam or diesel, with a variety of passenger and freight trains depicted.

The boards have been designed to be portable, so they can be carried in a small saloon car. There are three pairs of folding boards all forty eight inches in length, twelve inches wide with space between the folding boards for buildings and scenery. Six trestles each forty inches high support the layout, which gives an ideal operating and viewing height. Track layout has been kept simple with passing loop and junction with some storage sidings for locomotive stabling and other items of rolling stock, the length of train is restricted by the size of the station loop. Track is Peco finescale code 55, points are all large radius live frog type operated by Peco point motors, which are controlled by route setting buttons on the panel. There are some thirty-three isolating switches on the layout as a whole, which allow two controllers to be used at any one time, so arrivals and departures can be seen at the same time. The layout was built to show what can be done without need to be a detail modeller, just using the available kits, bits and time. If you have any questions about layout building please do ask! ■



## 33 Grove Park

**EM gauge, Martin Marriott**

Here at Grove Park Underground trains shuttle back and forth carrying commuters to and from the station squeezed in between the bridges and tunnels overshadowed by the warehouses and offices of central London. On a slightly higher level, wheezing BR Eastern Region steam engines haul trains of old non-corridor coaches to the main line station, with short goods trains squeezed in between. The layout was originally built by Weston Railway Modellers but is now owned by Martin Marriott of the Enfield Town MRC. Martin and Colin Wilson have built the stock running on the layout today. ■

## 34 Friends of York Railway Museum

The National Railway Museum at York cares for the National Collection of Railway Artefacts, ranging from locomotives and rolling stock, through photographs, posters and drawings to uniforms and other artefacts of railway operations. 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 range of museum related souvenirs (including replicas of the crests of the major railway companies). ■

## 35 Colchester Barrack Street

**O gauge, Tim Chandler**

Colchester Barrack Street is the Colchester terminus of the Mersea Light Railway and the connection to the rest of the railway network. Regular goods trains serve the wharf, coal depot and warehouse. MLR passenger services are provided by a Drewry petrol railcar; a single coach shuttle from the main BR station provides BR passenger services. MLR locomotives and stock are a typical light railway mix! ■

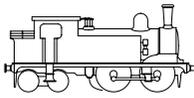
## 36 Lydgate

**OO gauge, Mid Essex MRC**

Lydgate is a fictional branch line terminus that leaves the current Calder Valley main line near Rochdale. The original Lancashire and Yorkshire Railway plan was to link Lydgate with Rishworth in West Yorkshire to provide a shorter route, avoiding Summit Tunnel and Todmorden, from Yorkshire to the Lancashire Coast.

Based on a variation of the track plan at Holcombe Brook, the layout has been built to capture the essence of an ex L&Y branch in the 1950's period of late BR steam/early Diesel. All the buildings are based on real locations in the L&Y area with the station and goods shed being Horwich, signal box Smithy Bridge, footbridge Rishworth, house Waterfoot and coal staithes from Sowerby Bridge.

The layout now boasts a new lighting unit designed to show how a model can be greatly improved with the use of colours to enhance the real 'feel' of the location. Previously owned and built by Tony Bucknell of the Rochdale Club and having been featured in the Railway Modeller, the layout has only been seen on the northern exhibition circuit. After a visit by club members to the York exhibition this year, it has now travelled south and found a new home with members of the Mid Essex M.R.C. who are pleased to be exhibiting it here today. ■



## 37 The Surf Line

**N gauge, Ian Lampkin**

The Surf Line is the name given to the stretch of railroad that runs from San Diego up through Los Angeles to Santa Barbara, one hundred miles to the north of Los Angeles. It gets its name as a large part of the route hugs the coastline. Amtrak passenger trains run over this stretch of line with two trains a day continuing north of Santa Barbara, one of these being the Coast Starlight which travels between Los Angeles and Seattle in the north of the country. The scenery along this route is generally breathtaking except for the built up area of Los Angeles, which is typically American sprawl.

The stretch of line north of Los Angeles is owned by Southern Pacific (now part of Union Pacific) while south of Los Angeles to San Diego is owned by Burlington Northern Santa Fe. The layout is based on the northern part of the route and in particular the area around Santa Barbara as this town is attractive and compact by American standards. The Amtrak station is very close to the beach and in the town itself. As the layout is circular, the station at Santa Barbara is not suitable for modelling, therefore, a fictitious location somewhere nearby has been chosen.

The layout is scenic all the way around featuring a station area next to the beach and town, a single-track section following the coastline and a yard where local freight trains can be seen being switched to various small industries. The fiddle-yard runs round the inside of the layout and can accommodate fairly lengthy trains such as double stack container trains. A large number of palm trees can be seen around the layout as per Santa Barbara.

Peco finescale track has been used throughout using SEEP solenoids for the turnouts. Buildings are a mixture of kit and scratch-built structures, while the trees come from a number of sources. Rolling stock and locomotives have been detailed and are from a number of manufacturers such as Kato, Atlas, Roundhouse and Microtrains. ■

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**Don't forget, next year's exhibition will be here on 15th September 2007**

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