

Magazine of the 009 Society - the world's largest small scale narrow gauge modelling group



## Sussex Downs Members Day Directional LEDs More stock for Gairloch Narrow Gauge North

Main Picture - Eugene Thomas is now the owner of the famous ex-Chester MRC Upton Dale layout. Here is a very nicely modelled "tin turtle" armoured Simplex working at the quarry.

Inset - Giving hope to all those who are struggling to source suitable 0-4-0 chassis for 009, Garry Whiting has made this very attractive little loco from a start point of a Tomix Thomas the Tank series 0-4-0ST "Percy", which appears to fill a large gap in the "suitable chassis" quest. Both photos by Mick Thornton.



# Branchlines

*News, views and comments from our Local Groups*

## **SWOONS (South West) GROUP**

We were saddened by the recent loss of Stan Jones who had been a member of the Society for many years (previously in York) and a regular attender of our group since the very first meeting. At the thanksgiving service mention was made of his 009 layout and the pleasure it brought to many people.

Phil demonstrated his now working Nigel Lawton Simplex and skip wagons and the latest additions to his loco roster. Discussion then moved on to the future of the group layout after ten months of inactivity. Amazingly the fourteen members present actually reached a conclusion and track laying (by Matt) began in earnest.

Our final Saturday meeting will be on 18 April at 36 Bakers Close Taunton starting at 2.30pm. The following month we move back to Tuesday evenings for the summer period, the first one being on Tuesday 12 May at 36 Bakers Close starting at 7.30pm. By then we should have finalised the arrangements for the Exeter MRE on 30/31 May where a number of 009 layouts from the group will be in attendance. For further details please phone me on [REDACTED] or email [REDACTED]

**Geoff Bowyer**

## **SOUTH YORKSHIRE GROUP**

On the day that A1 Tornado steamed majestically down the East Coast Main Line and was photographed by two Group members, we held our latest get together at Edlington School again, not in the main hall this time to save heating, but in the Staff Room where we managed to shoe-horn 12 members in plus Wood End and the Test Track.

Apologies from Brian who was in the workshops having some improvements done to his knees - we wish him a speedy recovery. Paul was exhibiting himself somewhere. Even so, we had, deep breath, Alan, Stephen, David, Darren, Wally, Roger, Andrew, Garry, Bill, Graham and we welcomed yet another new member in David Carlisle. We must be doing something right!

Garry brought another new E Bay acquisition in the shape of a brass 10.5mm gauge H0n3 American Garratt by Nakamura of Japan. Excellent nosh from the present Mrs Martin kept everyone happy and we were pleased that she enjoyed her Genealogy Set that everyone contributed to as a thank you before Christmas.

For details of next meeting please call me on [REDACTED]

**Adrian Foster**

## **NORTHANTS GROUP**

Well what a hoot that was! At our last meeting, kindly hosted by John, there was a mighty cheer as lots of smoke emerged from a loco (the chimney not the motor!).

I'd fitted a smoke generator (by 1st Trains - see ads in modeller) to a Peco Tram loco, on a Kato chassis. My low soldering skills limited the success but Dave gave it some tender loving care and set it running on the test track. There was a mighty, but rather brief, whoosh of smoke that made us stand back amazed. I am surprised it didn't set off the domestic smoke alarm! I will try again with the correct oil!

As ever there was lots of lively conversation. It was good to see the developments of John's new layout, and we compared notes and various purchases from the Leeds show. I'm sure we'll be seeing models on the test track in due course - looking forward to seeing a railbus on the Kato, Perse (no pressure).

We gather on the third Thursday of each month (at 7.30pm); please phone me [REDACTED] if you would like to come along. You are very welcome.

**Jeff Haigh**

## **EAST MIDLANDS NARROW GAUGE MODELLERS GROUP**

Our March meeting was merged with the open evening in Lincoln on the 20th, when a thoroughly enjoyable time was had by all. A fuller report will appear in the News for your edification and amusement, which, for organisers of similar events, should act as a blueprint on how not to do it but to get away with it anyway!

Meetings are held on the 4th Wednesday of the month in members' homes, currently throughout Derbyshire, Leicestershire, Lincolnshire and Nottinghamshire. Visitors and/or prospective new members are welcome. Contact me on [REDACTED] or [REDACTED]

**Bob Telford**

## **OXFORDSHIRE GROUP**

Two Oxfordshire members met on 18 March to investigate the possibility of forming a new area group. A third member was unable to attend, but gave his apologies. Initially, we plan to visit a number of established area groups that are not too far away, to see what they, are up to, and, hopefully, join in with some of their trips and activities. One member has started constructing an exhibition layout and when it is complete, help will be needed erecting and operating the layout. Any other members, who live in the area and would be interested in getting

involved in this new venture, please contact Richard Holder for details. (Tel [REDACTED] or e-mail: [REDACTED])

## **OLDHAM AREA GROUP**

There were six at our February meeting – Bill, Don, Garry, Mart, Robert, and Paul.

The Cob on Porthmadog was used as a test track. Laurence had started work on motorising a Langley Double-Fairlie using two 0-4-0 chassis' with some success. The motors needed to be wired together for even better running/current collection. To join the Double-Fairlie was a Backwoods Taliesin that Garry had acquired. Excellent in all respects. Also on display was an 'improved' Tomix "Percy" with new cab and other refinements now masquerading as a small industrial Peckett (Garry) and the completed T & D coach examined in pieces at the last meeting (Paul).

Conversation ranged far and wide, and across most forms of transport, during the social time of the evening.

Our meetings are usually held on the third Wednesday of the month starting at 8.00 pm – and the following meetings will be on the 15th April in Grasscroft and 20th May in Rochdale.

For further details please phone Paul on [REDACTED] or [REDACTED]

**Paul Titmuss**

## **M5 - M50 NARROW GAUGE GROUP**

"Due to the rotation of the calendar our March meeting missed the "deadline" for this copy of The News so I will have to squeeze two reports into the next edition.

However, I can make use of the space available this time around by setting out the dates of our Bookings for the remainder of 2009.

27 April - 1 June - 29 June - 27 July - 28 September - 26 October and

30 November.

As always the Venue is the Twynning Village Hall, near Tewkesbury, Gloucestershire and meetings commence at 8 pm.

All Narrow Gauge devotees are welcome Further details can be obtained from myself on [REDACTED]

**Chris Ward (Redmarley)**

## Footplate

Welcome to the first all colour issue of the News, I hope that you enjoy the new look and the added dimension that this provides. This should also encourage you to submit a few photographs, take note of Mick Thornton's comments on page 10. and start snapping!

Our next big event is of course our AGM, to be held at the Hill Top Primary School, Edlington Lane, Edlington, Doncaster, DN12 1PL on May 9th. The South Yorkshire Group have organised a wide range of layouts for us to enjoy, plus trade stands from Parkside Dundas, N Gauge Productions and others and our very own SOCIETY SALES STAND in the capable hands of Brian Guilment and helpers. Note 10% discount to members on all sales.

This will be a grand narrow gauge day out, so make the effort to visit, meet others members, talk to the committee, take inspiration from the layout's on show.

### WITHER BRANCLINES

Now for some controversy! Do we still need Branchlines in the News? Does anyone read them? This does seem to be a problem with some area group reports missing the deadline and still expecting to be included. Content can often ramble on (I did ask for a 150 word reports some time ago) and, however nice they are, we do not need to know that Auntie Elsie made the cakes etc.

Names - Whilst you know who Tom, Dick and Harry are for those in other areas who may not, please add a surname so that we can recognise who you mean.

Your thoughts and comments would be appreciated.

Mark

# PORTHMADOG NARROW GAUGE

THE PORTHMADOG MODEL RAILWAY EXHIBITION

## GLASLYN LEISURE CENTRE Porthmadog, Gwynedd

<b>Saturday</b>		<b>Sunday</b>
<b>2nd MAY 2009</b>	<i>Admission - £4.50 (includes free guide)</i>	<b>3rd MAY 2009</b>
<b>10.00 a.m.</b>	<i>Children under 14 - free if accompanied by a responsible adult.</i>	<b>10.00 a.m.</b>
<b>to 4 p.m.</b>		<b>to 4 p.m.</b>

Further information: [REDACTED]

### PLEASE NOTE:

**The deadline for next months issue (May) is April 30th for Branchlines and letters.**

009 NEWS" is the official newsletter of the 009 Society. The contents are copyright © the authors and the Society, and may not be reproduced in any form without written permission from the Editor. This does not apply where material is copied for private study or model making. Permission to reprint material will normally be given gladly, providing the source is acknowledged, but please ask first! Opinions expressed by contributors are their own, and are not necessarily shared by the Editor, or the 009 Society.

## 009 NEWS

Journal of the 009 Society

Volume 36 No 8 April 2009

**Chairman: Simon Coward**

email: chairman@009society.com

Tel: [REDACTED]

**Secretary: Charles Insley**

email: secretary@009society.com

**Treasurer: Geoff Bowyer**

email: treasurer@009society.com

**009 News Editor: Mark Howe**

email: news@009society.com

**Membership Secretary: Alan Rolfe**

email: memsec@009society.com

**Publicity Officer: Bill Luty**

**Trade Liaison Officer: David Gander**

email: tradeliasion@009society.com

**Sales Officer: Brian Guilment**

email: members-sales@009society.com

**UK Membership Rates:** £23.00 Adults, £20.00 under 18/Senior Citizens. Standing Order terms are available for UK members

**Overseas Rates:** Europe/Eire £ 30.00  
Rest of World £ 35.00 (Airmail) £28.00 (surface)

N.B. Membership cards will only be issued on renewal if a SAE is sent to the Membership Secretary.

**Web site:** <http://www.009society.com>

If you do not receive a copy of the 009 News please contact the Membership Secretary in the first instance, who also holds a small number of back issues, should your copy be misprinted.

009 NEWS is printed for the 009 Society by Fretwell Print and Design Healey Works, Goulbourne St Keighley, West Yorkshire BD21 1PZ Telephone: 01535 600714

**BUCCABURY BRANCH**

Our February meeting at my place looked at European military railways on DVD, video and in plenty of books. Only 4 managed the March meeting for various reasons but I was struggling to remember the last time numbers were that small, as it was quite some time ago. Our next meetings are at Mill Hill on 24th April to listen to some more railway-themed music and sounds, then 22 May at Greenford for Afternoon Tea (in the evening) and then hopefully another live steam evening in June. Please contact me for further details on [REDACTED] or [REDACTED]

*John Gilby*

**WEST MIDLANDS GROUP**

Our March meeting saw us gathering in derminster at Blair's. Gert Jensen brought along his latest creation, a DHR class A loco built in plastic card on an N-drive chassis, which ran on Blair's test track with a selection of Blair's Eastern European stock.

There were also some books passed around, and the 'what on earth' prize of the evening went to a Czech narrow gauge steam loco with twin vertical boilers, twin geared steam engines and what looks like a Cleminson chassis. Looks like the IS a prototype for everything after all! Many thanks to Blair for putting us up for the evening.

April's meeting coincides with the Sutton Coldfield Railway Society's show at Bishop Walsh School (B76 1QT). The show (25th & 26th April) promises to be a good one, with Peter Cullen's 00n3 "Mannin Middle" on show and Paul Windle's "Morton Bottom Yard" coming down from Hull for the weekend.

After the show on the Saturday (25th) there will be a meeting at my home in Erdington. The show finishes at 5 p.m. and it should not take long to get from the show to 49 Wood End Lane (B24 8AN), but if anyone arrives before me Jane will be there to open the door. Jane has also offered to do some savoury nibbles in addition to cakes.

For details of future meetings please get in touch with me [REDACTED]

*Julien Webb*

**SOUTH YORKSHIRE GROUP**

Another good turn out on the 28th March - thirteen of our little bunch plus Bob Telford and Tony Wall from probably our nearest neighbours, the East Midlands Group. We finalised layout positions for the AGM and sorted out one or two minor problems so we should be all systems go for the 9th May. Apart from the group test track, Wally had brought a layout he bought for a tenner from a friend of a friend, suitably named Unton Sped which is an anagram of what it cost. Brian had obviously put his time after his surgery to good use and produced a very nice model of the Dennis locomotive used on the Lincolnshire Potato Railways. Thanks once again to the present Mrs Martin for excellent comestibles which went in double quick time. Our next meeting will be the 25th April when we shall all be running round like headless chickens before our big day!

*Adrian Foster*

**DUTCH GROUP**

On Saturday March 29th the Dutch Group met at my place in Leiden. It was the first meeting in quite a long time, and we had 13 members present in all. We were glad to see Eddy Bolderdijk and 'Kit' R.G.Kittle who was in much better health than in recent years. Several members brought models, books, videos and other items of interest. Kit appropriately brought a book on the St Kitts railway! Hans van der Linden had two styrofoam layout mock-ups, one full size and the other half size, of quite promising layout ideas. This is an interesting and quite effective method as it enables you to view your idea as it would look in reality, and in three dimensions as well. Jaap Stuurman brought a few models for a project he has been planning

for some time as a sequel for his well-known Bryn Goch layout. He showed a Crosville bus garage that would be at home in his chosen prototype area of Wales, and the steam tug 'Afon Dyfi' intended for the harbour on his new project. The tug was adapted from a Dutch Artitec model, and Jaap with his seafaring background transformed it into a good likeness of a British steam harbour tug, which even features a smoke unit!

Otto Schouwstra brought his new high voltage electrostatic grass dispenser and gave a demonstration of its effectiveness on a small piece of plywood. Rob Reinders brought a fine little conversion of an Egger/Jouef loco into the well-known Austrian 0-4-0 'Stainz', which we posed on the C&DR layout for photos. The C&DR was in operation for most of the afternoon, by the way, in its new room on the first floor of my house. Bert van Rhijn brought a few models, including a few tank wagons, one of which was made from the cap of a felt tip marker, and a beautiful bogie carriage made by Dick van Beek, lettered for the 'Bert van Rhijn' railway (a pun on the Dutch Rhenish Railway which existed until the early 20th Century).

Towards the end of the afternoon, a discussion was started about ideas to link up several Dutch Group layouts for exhibitions. This idea has been circulating for a few months now. Inevitably this leads to questions of electrical and size standardisation, height above the floor, layout theme and the amount of liberty allowed to individual layouts taking part. The basic idea is that even members who have little time or space to build a layout might be induced to build a small scenic section that can be linked into a larger set-up. The discussion is by no means concluded, but we are making good progress.

Finally, six of us went to have our customary Chinese dinner. Jan and myself ordered a specialist menu, whilst the others aimed for a one or two course meal. Well... the unforeseen effect was that the others had to endure an hour of growing but unsatisfied appetite whilst watching Jan and myself working our way through starters and soup. The fact that the restaurant was quite busy may have contributed to the delay, but anyway I won't repeat what Jan and I had to endure from the others. In the end, the main course appeared and soon even the worst grumbles subsided except perhaps for digestive ones!

*Ted Polet*



*A short train rumbles over the drawbridge, across the canal, into Rateldam town. This section of the layout is still very much under construction, but will form the transition between countryside and town. The 4-wheel truck is made up of scribed plastic, and loaded with bags made of Fimo-modelling clay. The 2-wheel truck was described in last months 009-news.*

*Marcel Jansen*

## *New stock for the Gairloch & Wester Ross More conversion ideas from Roger Christian*



The coach is of course the old Egger model. All the steps were damaged and were replaced with wire staples, for strength, and brass from etch frets.



The coach above is again an Egger model but with the open veranda railings off the Egger four wheel coach and again new steps.

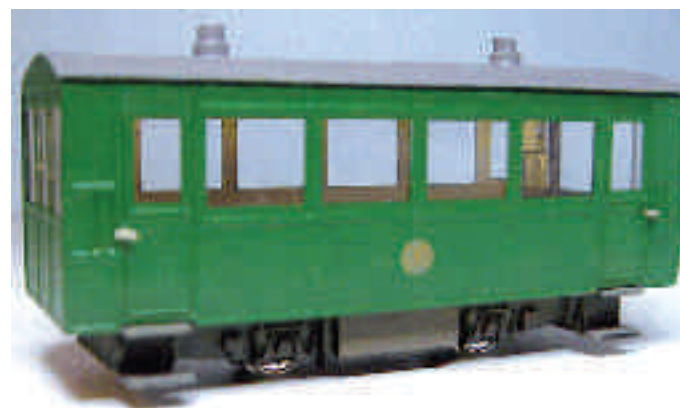


When I received this Egger coach it had no glazing at all. Each window was fitted with new glazing cut from redundant Bachmann loco box, filed and fitted to each aperture. So this coach has flush glazing. One end was left 'normal' but the other modified to an open veranda. When it came to painting the three coaches I decided to paint over one small and one large window to create a brake coach similar to the Pickering coaches on the Welshpool & Llanfair Railway. The remaining small window became the guard's door on each side. Again new steps had to be made. The roof vents were already modified.

**In the May issue we take a look at some of the engine's that Roger has built or converted - watch this space..**



I got hold of the little Caramel-Micro N Power motor bogies and wondered what to do with it. In the end I decided to scratch build a freelance Simplex diesel loco based on a drawing that appeared in the NEWS many years ago. When I mentioned what I intended to do Stan Williams came up with a suitable radiator. Apart from some Plastruc channel the whole thing is made from Plasticard and wire. All the weights that come with the bogie and more are crammed into every nook and cranny. Even the 'driver' is a white metal casting.



The Drewry railcar is one of the Worsley Works scratch aid kits adapted to run on the ubiquitous KATO tram chassis. Steps are plasticard sandwiching a piece of stripwood the outer surfaces of which have some etched mesh glued on to represent radiators. The roof is one of my own vacuum formings and the lamp tops are remnants of a structure kit. Door handles are from the Markits range of accessories.

**To celebrate a wonderful year in 2008,  
10% off Members Sales at the AGM**

**May 9th - Hill Top Primary School,  
Edlington Lane, Edlington,  
Doncaster DN12 1PL**

## Three Gauges at Statfold Barn

David Churchill

The private Statfold Barn Railway near Tamworth is very unusual in being dual gauge (2ft and 2ft 6in), together with a short section of standard gauge. This results in some interesting track layouts as in the examples shown here. Several open days are held each year. Admission is by pre-booked tickets. Not to be missed if you get the chance to go to one.



Photo 1. Three gauges meet near the loco shed / workshops. The locomotives are:

Right : Poldark - a standard gauge Peckett 0-4-0 ST.

Centre : Pakis Baru No 5 - Beautiful 2ft 6in gauge O&K Mallet from Indonesia..

Left : Statfold - 2 ft gauge 'Quarry Hunslet' newly built in 2005.

Photo 2. 2ft / 2ft 6in gauge pointwork at Oak Tree Halt.



Photo 3. Flat crossing - 2ft / 2ft 6in dual gauge line over standard gauge.



Photo 4 An unusual warning sign. The first track diverging to the left is 2 ft gauge only. The remainder shown is mixed 2ft / 2ft 6in

### NEW HOME FOR FALLGATE

Following from the notice in the February 009 News (Volume 36 Number 6) Brian Love's Fallgate layout is now owned by society member Stephen Little and his grandson Mathew Barrett and is based in Manchester.

As Fallgate has been exhibited extensively in the south and east of England, their intention is to bring Brian's excellent achievement to a new audience over the next few years.

A web-page with information on the layout for exhibition organisers has been set up at [www.stephenlittle.com/fallgate](http://www.stephenlittle.com/fallgate)

Steve can be contacted at [REDACTED] and on [REDACTED]

## Some thoughts on LEDs - Part Two - Directional Lighting

Hugh Norwood



Photo 1 unaltered tram

### Introduction

At a LAMPOONS meeting some while ago, John Varley showed us a diecast Lisbon tram that he had fitted with a Kato chassis; a very nice runner. John mentioned that lighting it might be a nice idea. In the process of gestating these articles on using LEDs, my mind went back to John's comment and I thought that I should take up the challenge to motorise and light one of these trams as a practical example.

This article is in two parts; a bit of theory, then the practical task of converting the tram model.

### Theory

(If you feel your eyes glazing over, skip to the next section and come back to this for reference).

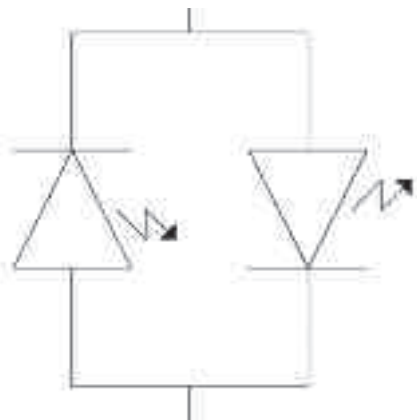


fig 1

If I put two LEDs back to back, as shown in fig 1, then one of them lights when the current flows one way, and the other lights when the current is reversed. Instant directionality!

So how do I put it in a locomotive? How about putting the LEDs in series with the motor as in Fig 2? This won't work as the motor needs more current than the LEDs can safely pass (20-30mA maximum)

How about putting the LEDs across the motor, as in fig 3? Although this will work after a fashion, the LED brightness will be dependent on the controller setting (so will get brighter as the loco gets faster) and so will not be a good representation of lighting. It is also possible that the loco will start to move off before the LED lights.

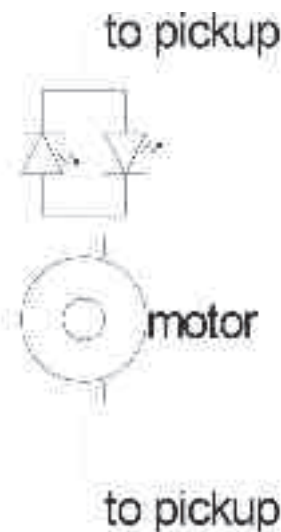


fig 2

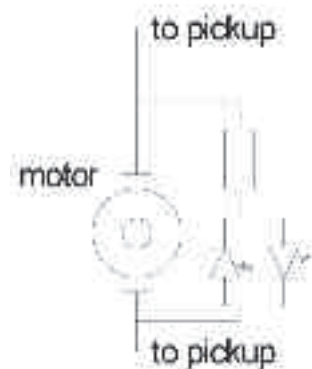
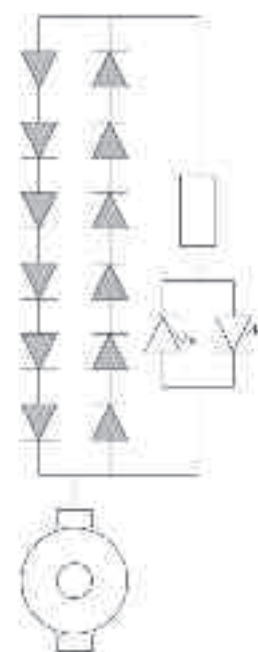


fig 3

I want a circuit that gives a (more or less) constant brightness at any speed, but no light when stationary. The solution is to put the LEDs in series with the motor, but use what is called a "shunt regulator" which keeps the voltage across the LEDs (and their resistors) constant, but shunts away the excess current required by the motor.

Fig 4 shows the circuit for this. A silicon rectifier diode has a forward voltage of about 0.7 volts; if I stick a few in series, then the voltage drop across them is a multiple of 0.7 volts. If I use enough of them, I can achieve a voltage high enough to light an LED. In an attempt to lessen confusion (!) I have shown the LEDs with a flash by them and the rectifying diodes are shaded in grey. Since I need the circuit to work in either direction,

I need two sets of diodes. Six diodes in series produces enough voltage to light a a white LED. 1 amp diodes are fine for 009 motors. The extra current required by the motor is passed through these diodes.



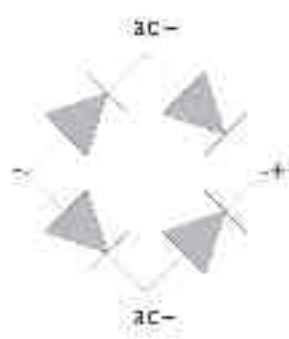


fig 5

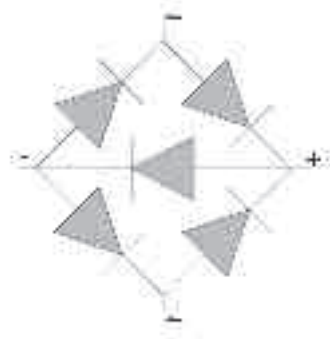


fig 6

Now, that's a lot of diodes to solder together. An alternative is to use bridge rectifiers. These are devices that contain 4 diodes in one package, as shown in fig 5. There are four leads coming out of the package; one marked plus, one marked minus and the other two with a squiggle (~) (for ac). Usually these devices are for rectifying ac from a transformer to feed a power supply, but if I connect the (+) and (-) leads together then from one of the (~) leads to the other I have two diodes in each direction. And I can put a single diode between the (+) and (-) lead as in fig 6 and get the equivalent of three diodes in each direction. I can put more single diodes in series between the (+) and (-) leads to build up the voltage drop between the (~) leads.

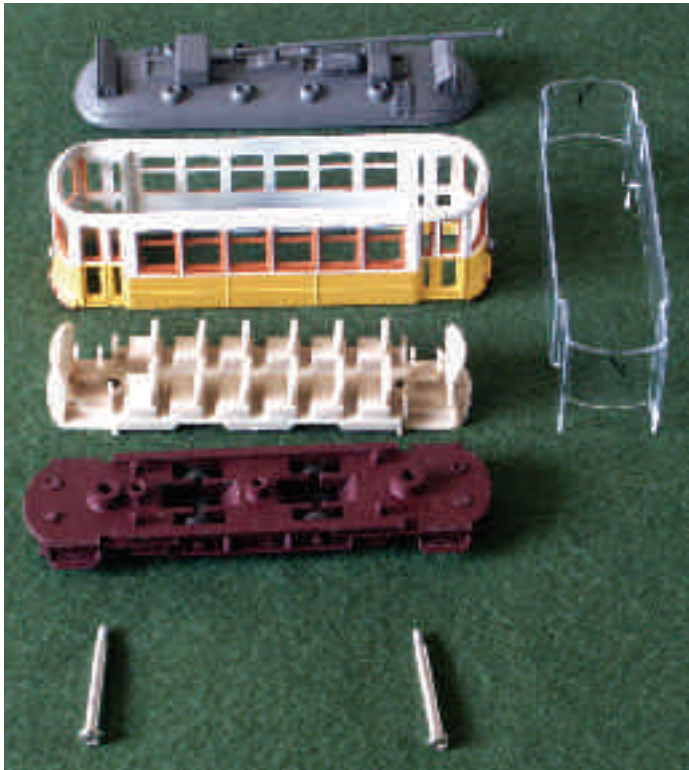


photo 2 disassembled tram

I used the circuit shown in fig 7 for the practical example. Right, now for the practical bit...

#### Practical

##### Ingredients

- Lisbon tram model
- Kato "shorty" chassis
- 2 white 3mm LEDs
- 2 red 3mm LEDs
- 2 off DIL 1Amp bridge rectifiers
- 2 off 1N4001 rectifying diodes
- 1 1k ohm resistor
- 1 2.2k ohm resistor
- plastic optical fibre

#### Motorising the body

I bought a Lisbon tram model and a Kato chassis from the Members' Sales stand at the EGM. The tram strips down easily by removing the two screws from the base, as shown in the photo of the parts (Photo 2).

The riding height of the tram looks best (to me) with the top surface of the black part of the Kato chassis at the same level as the top surface of the model's chassis. This means cutting a rectangular hole in the model chassis to take the Kato chassis in full (around 54mm by 18mm). I was careful when cutting the hole to leave the moulded-in counter-sunk holes for the two screws that hold the tram together. I removed the couplings and coupling pockets from the Kato chassis. (You may also find it helpful to ease off the front and rear "cowcatchers" from the model chassis - they are separate mouldings that are glued in place - and put them back when you've finished. I damaged both of them while I was cutting the hole). After the hole was cut, I had to sand down some projections on the backs of the side mouldings on the model chassis to bring the width of the hole out to accommodate the Kato chassis.



photo 3 Kato chassis in place

Fixing the two chassis together caused some worries, as there's nothing to prevent the Kato moving up or down in relation to the model chassis. I glued some 1.5mm square styrene strip on the top of the model chassis so that the strip rests on the top of the Kato chassis (photo 3) - this stops the model dropping down onto the track.



photo 4 underside of tram

The Kato chassis is prevented from dropping out by two pieces of 0.5mm brass wire threaded through holes drilled through the side mouldings on the model chassis and through the plastic of the Kato chassis (photo 4). The eagle-eyed of you will have noticed that the wheelbase of the Kato chassis does not match up with the side-mouldings on the tram chassis - but the wheels aren't visible, so I'm not complaining.

When you are satisfied the two chassis sit together well, and that it goes round your track, you can proceed to finishing this bit. I cut the seating moulding into three with a cut at the back of each of the driver's seats. I glued two strips of 2x3.2mm styrene strip on edge each side of the chassis hole and the large piece with the passenger seats sits on top of these and clears the Kato chassis. It is held in place by the glazing without needing glue. If you aren't going to light the model, the end pieces go back quite easily (but they need some butchery to make space for the lighting).

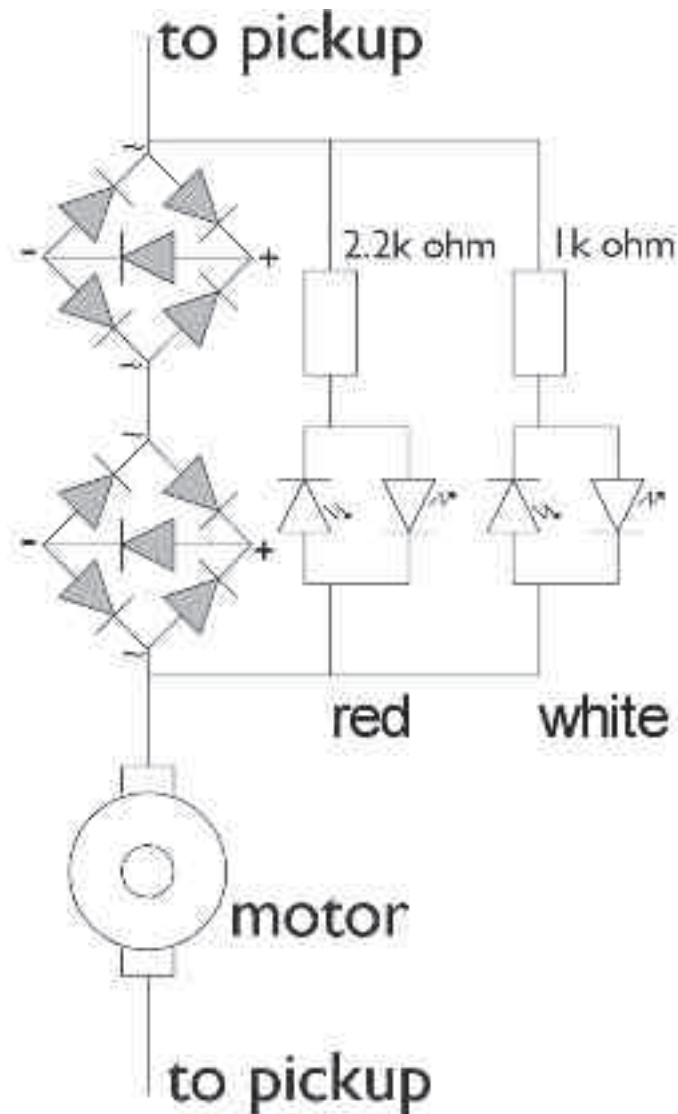


fig 7 circuit diagram

### Directional lighting

This tram has ample space in the roof to hide a circuit board with the components for the directional lighting.

The front lights on the tram are little clear plastic mouldings, which can be tapped out from the inside; the holes are quite rough, and I gently took them out to about 3mm diameter to take the white LEDs. The LEDs are held in place with a small ring of sleeving pushed over from the outside. You might consider painting the rear of these LEDs with black paint to prevent them lighting up the interior of the tram.

I intended to use optical fibres for the red taillights, so I gently filed a "flat" on the ends of each of the taillight mouldings, so that I could then drill (using a hand-held pin-vice) a 0.5mm hole through the centre of each one. (With hindsight, I think that I should have used 0.75mm optical fibres as the 0.5mm is a bit on the small size). As I mentioned in my previous article, care has to be taken when

drilling into the top of an LED, not to go too far and hit the chip. I filed a flat on the top of each red LED, then carefully drilled a 1mm diameter hole to a depth of a millimetre or so; producing a hollow to take two optical fibres which were then glued in place with cyanoacrylate glue.

The circuit for the directional lighting is shown in figure 7. There are two bridge rectifiers and two diodes, which work together as a shunt regulator providing about 4 volts. The resistors limit the current through the LEDs - I used 2.2k for the red and 1k for the white. These values produce an adequate light intensity; feel free to select suitable values for yourself. Photo 5 shows the components mounted on a small piece of copper matrix board (when I was a lad this was called "Veroboard", as that was about the only make available). As you can see, the red LEDs are mounted on the circuit board and the optical fibres go over each end and to the opposite end of the tram body. This prevents any sharp bends in the fibres. I have used connecting wire with a transparent insulation, which is not so obvious to the casual observer when the tram is on the track. Be generous with the length of the optical fibres - it makes assembling the tram a lot less difficult, and they can be trimmed afterwards.

You can also see the two holes in the circuit board that take the fixing bolts. The circuit board sits on top of two stand-offs that I cut from some square-section styrene tube. These go round the fixing bolts for the tram. I had to cut them carefully to fit behind the driver's seats.

To connect up this circuit I popped off the small white plastic retaining piece on the top of the Kato chassis, then gently bent out and over one of the motor connections. I then soldered wires from the circuit board to the motor connection and the pick-up strip on the same side. Photo 3 shows how this looks. The wires are trailed along the top of the Kato chassis under the seating to one end and are brought up from there to the circuit board. Comparing the modified seating moulding in this photo with that in photo 2 will give some indication as to how much has to be removed to allow the lighting to be fitted.

### In use

When you put the tram on the track and you increase the speed on the controller, you notice that the LEDs light up before the tram moves off. If you've connected them up correctly, the red lights light up at the opposite end to the white light! The tram will not start to move until the voltage exceeds the drop across the rectifier diodes (about 4V). The effective loss of this voltage does not affect the performance of the tram, as the Kato chassis runs at a low-ish voltage anyway.

I didn't photograph my tram before I butchered it. Thanks go to Jonathan Stockwell, who had an unaltered one, which he kindly (rashly?) let me take to pieces to photograph.



## ROVING REPORTER - Sussex Downs Members Day - Mick Thornton Reports

Another very successful Group event, the third this year already, was superbly organised by the Sussex Downs Group at Haywards Heath on Saturday 7th March. I believe around 100 people attended, including the 20 or so who were participating in one way or another. The day followed the successful recipe that has been established by now for these sort of informal and friendly events - a selection of "home group" and invited layouts, some specialist trade support from Meridian and Nigel Lawson, a splendid refreshments facility run by Alan and Doreen Fall, a well produced exhibition programme and of course - Brian and the Society Sales, which once again astounded everyone in that there was still sufficient stock after the huge amount of sales since Expog to turn over another 4 figure sum. What's all this about a credit crunch then? Perhaps wise investors are buying up N gauge chassis now before the falling pound pushes import prices through the roof (don't delay, stock can't last forever)..... Too many hard working Sussex Downs members to thank individually for putting on such a good event, but I know that Tim Sanderson was master of ceremonies for the day, so he gets the corporate mention! Well done guys - looking forward to the next one already! Here's half a dozen snaps to give you a small flavour of some of the delights on show. I am now taking a short break from reporting but hope to be back again to cover the AGM. I trust that some of the many fellow members who also own cameras will be able to cover the events north of the Watford Gap during March and April that I can't get to - over to you chaps!



*Phil Savage with his "work in progress" Darjeeling to Ghum. It is going to be a spectacular piece of the Himalayas when completed.*



*A railcar by Tim Sanderson, made from a diecast Lledo Days Gone bus, pauses at Gryndene Halt on the Sussex Downs Group's well known Upsands Downs and Everleight Railway*



*Trevor Giddings showed 3 very neat and attractive Pizza layouts in HOz (Hozhof), HOn30 (Herberts Crossing) and 009 (Downton). This shot shows Herberts Crossing*



*A very nicely finished "Beddgelert" single fairlie by Martin Collins pauses at Wharf Cut with its train of Ratio-bashed Festiniog style coaches on the Sussex Downs Group Upsands Down & Everleight Railway.*



# Diary

MAY	
2-3 <sup>rd</sup>	<p><b>PORTHMADOG</b> The Porthmadog Narrow Gauge Exhibition 2009: Canolfan Hamdden Glaslyn (Glaslyn Leisure Centre)Porthmadog. Layouts include "Treacle Bolly" exhibited by Andrew Burham, Charley Insley's "Maesog", Andy Cundick's "Llanfairish", Dick Wyatt's "Dovey Valley Railway", David &amp; Rob Waller's "Dduallt" and "Bron Hebron".</p>
9 <sup>th</sup>	<p><b>DONCASTER 009 Society AGM:</b> Hill Top Primary School, Edlington Lane, Edlington, Doncaster. DN12 1PL. Layouts appearing: "Rae Bridge" : Ted Polet. (A rare UK appearance) "Drakes End &amp; Upper Dibley" : Brian Haynes. "Burgdorf" : Graham Hand. "Draig Goch" : Darren Hedges. "Moorton Bottom Yard" : Paul Windle. "Ghylldale" : John Varley. "Zerlos" : Jonathan Stockwell. "Rothampton" : Stan Williams. "Grange Road" : Paul Titmus. "Gilderdale" : Peter Hogarth. "Camberwick South" : Garry Marsh</p>
9 - 10 <sup>th</sup>	<p><b>WILTON</b> Salisbury &amp; South Wilts RS: Michael Herbert Hall, South Street, Wilton, Wiltshire. Layouts include Angus Watkins' "Tan y Bwlch".</p>
9 -10 <sup>th</sup>	<p><b>CLEETHORPES</b> Cleethorpes MRS: Memorial Hall, Isaac's Hill, Cleethorpes. Layouts include Peter Leadley's "Briding Nora".</p>
16 <sup>th</sup>	<p><b>LEYTONSTONE</b> Roding Valley MRC:Leytonstone Methodist Church, Leytonstone High Road, London. E11 3DA. Layouts include the Chelmsford MRC's "That Dam Railway".</p>
16 - 17 <sup>th</sup>	<p><b>DUMFRIES</b> Dumfries Model Railway Exhibition: Dumfries Ice Bowl, King Street, Dumfries. DG2 9AN Layouts include : "Avyn-A-Llyn" exhibited by Andy Bailey.</p>
16 <sup>th</sup>	<p><b>MIDDLESBOROUGH</b> Middlesbrough MRC: Newport Settlement &amp; Community Centre, Union Street, Middlesbrough. Layouts include Garry Marsh's "Camberwick South".</p>
16 - 17 <sup>th</sup>	<p><b>MELKSHAM</b> Trainwest 2009: Christie Miller Centre Bowerhill Industrial Estate, Melksham, Wiltshire. SN12 6QU Layouts include: Peter Leadley's "Gox Hill Quarries", John de Frayssinet's "County Gate", John Thorne's "Purbeck", the Grassing's "Foss Landing", and the Jacobs' "Nettlecombe".</p>
23 - 24 <sup>th</sup>	<p><b>AYLESBURY</b> RailEx2009, Risborough &amp; District MRC: Stoke Mandeville Stadium, Harvey Road, Aylesbury, Bucks, HP21 9PP Layouts include John de Frayssinet's "County Gate".</p>

For a full list of events check the website [www.009society.com](http://www.009society.com) . All exhibition entries are printed in good faith, but the 009 News cannot be held responsible for incorrect information in this list. Always check the modelling press for full details before visiting. For inclusion in the 009 News and on the Society's web site please send full details of your event or exhibition your layout is attending to:

John Jacobs, [REDACTED] or email to: [diary@009society.com](mailto:diary@009society.com). The only criteria are that the event / exhibition must include a layout from or be organised by a member of the 009 Society.

John Jacobs

## Mixed Freight

### WANTED

Gecomodel H0m/H0e Blanc Misseron tram kit. Any condition. Charles Insley (details as in the front of the News)

### PROPOSAL FOR A KENT (& EAST SUSSEX?) GROUP

I recently attended the Sussex Downs groups Hayward's Heath members day which was very enjoyable and had a lovely atmosphere, as well as some superb modelling on show. The members day made me realise the benefits of being a member of an area group, and a number of us from slightly further East began talking about an area group more local to us.

Unfortunately there currently isn't an area group that covers Kent, the RACOONS used to cover part of the area, but disbanded some time back. I recall a discussion being started about forming one on the old Society Yahoo internet chat group, and seem to remember it being met with a reasonably favourable response.

I was just wondering if there was any interest in forming a Kent area group?

If anyone is interested then perhaps they could get in touch [REDACTED] or phone me on [REDACTED]

### CORRECTION DEPARTMENT

My apologies to Dick Van Beek for changing his name in last months issue.

Also to Marcel Jansen for omitting his name from the article on Page 18.

Photo Caption from Narrow Gauge Southwest - a photo of Baldwin loco on Patrick's Wintoncester Water Works incorrectly spells the name of the builder as "Steve Lanaham" instead of "Lanham"

### LOWER CAPTIONS FROM PAGE 10 (OPPOSITE)

**Far left - Michael Campbell's very neat and skillfully done Awngate, a tramway in 009 inspired by the Wantage Tramway. The layout features a very innovative fiddle yard cassette system, made using electric cable ducting obtainable from DIY stores.**

**Left - Mark Holland is building a very attractive layout under the name "Spirit of Welshpool" which is indeed displayed here in this view of part of the finished part of the project, showing a distinct affinity to the pre-preservation era and now dismantled original terminus of the W&LLR in Welshpool town.**

**Both Pictures by Mick Thornton**

## *Narrow Gauge North Hugh Norwood reports...*

One might be excused thinking that the fine weather over the weekend of 14/15th March would have tempted people to the heady delights of their local garden centres. Fortunately, a good few still visited Narrow Gauge North at Benton Park School, making it all worthwhile for the exhibitors, traders, organising crew and the Wheatfields volunteers. The catering was well up to the usual standard (the advantage of a two-day event is that you get two goes at the bacon butties!)

009 was well represented by Stan Williams and Roger Christian with "Rothbury" set in the Pennines, David Lowe's "Porthladd Fechan" set in Wales, John Thorne's "Purbeck" set in, well, the Isle of Purbeck, "Fryup" from Chris Towers, Paul Titmuss' "Grange Road" and Darryl Foxwell with "Behind the British Lines, 1918, Northern France" - a title almost as long as the layout! Also in attendance was "Dingle" in 00n3 from the Chester MRC.



*Loco's return to the engine shed after a long day on "Rothbury" the layout of Stan Williams and Roger Christian*



*The railcar pulls gently away on "Fryup" by Chris Towers*



*A busy scene at the goods shed on John Thorne's "Purbeck"*



*"Dingle" looking over the cattle docks as Walker Railcar pulls in*



*Above - Darryl Foxwell has created an unusual scene with a "1918 Behind the British Lines" layout.  
Left - An aerial view of David Lowe's "Porthladd Fechan" layout.*

# A Day on the Cae Gareth Tramways

## Part One by Bryn Williams

For readers of 009 News happy to imagine themselves shrunk to approximately one inch in height, and transported back to a summer day in early 1960s, it would be an obvious temptation to explore this member of the 'Great Little Trains of Wales' group based at Porth Eilonwy, a holiday resort ten miles or so up the Mawddach estuary, and to start at the terminal station, an impressive three platform construction with a separate but adjacent goods station which feeds three branches into the mountains on either side of the river.

You will, of course, have seen pictures of the RCG – a typical shot is of a stubby tram engine hauling a van and two balcony ended 4 wheel trams up a precipitous gradient towards Chwarel Uchaf or Bryn Hafod, of perhaps simmering at the picturesque island platform at Llathencyrwrth, sunk in its cutting a staircase length below the station's road access. Such photographs, however, overlook a recent transformation. Confronted as they were with substantial local freight and passenger traffic throughout the year, combined with ever growing tourist fascination with narrow-gauge live steam operations, the Directors of the Rheilfrydd Cae Gareth reacted to the news of the 1960 Alpine avalanche which wiped out the whole of the 75cm Einpferdeburg und Traumischthal Eisenbahn except for its lower terminus and storage yard, by buying up all the stock which survived and going for an image of modern efficiency rather than the twee world of antique 'bug-boxes' and tiny locos which tend to characterise the Welsh narrow gauge scene.



The bulk of stock of this kind was disposed of to various railway preservation societies (aka Brian Guilment), though there was not enough of the sleek continental stock available to dispose of the old style tramway vehicles entirely. Nevertheless, your first sight of an RCG train in the flesh comes as a surprise. There is still the inevitable van at the front (the RCG has long established tradition of catering for bicycles and hiker's rucksacks as well as operating a parcels service) but this van is much more modern than those in the photographs, is fitted out to accommodate a train crew of half a dozen, and designed to carry a supply of items of food and drink for the buffet service which is offered to passengers in three modern '60 class' bogie coaches, complete with corridor connections and each with a toilet, which make up a train, providing a total of 18 first and 124 second class seats.

You take the opportunity to obtain a pocket copy of the RCG timetable leaflet, and to determine that the train in front of you is listed as The Red Dragon, with all its coaches appropriately so labelled, and will be going to Trefwlan. Accordingly, you buy a single ticket for the through journey, and study the service provision detail. Your leaflet is marked 'Summer Timetable' and is clearly considerably enhanced with trains designed for holidaymakers beyond the routine provision for the locals out of season. During this summer period, however, trains seem to leave Porth Eilonwy at hourly intervals, heading alternately to Trefwlan and Bryn Hafod. This initial simplicity is complicated by the fact that connections are provided to the alternative destinations at one or the intermediate junctions. Thus is the train from Porth

Eilonwy is destined for Trefwlan, it will connect at Llandarn with a train to Bryn Hafod, and at Llathencyrwrth with a train to Cae Gareth and Chwarel Uchaf. Passengers for Trefwlan must change again at Cae Gareth and complete their journeys on the railcar which shuttles between the two points, which were originally the two main settlements on the network, in the days when there were busy slate quarries dotted over the whole area.

Now only the Anwfin Quarry survives and Cae Gareth is no longer the centre point of operations – indeed the fact that is home to the comprehensive school for the area is its main claim to fame. Trefwlan, on the other hand, has developed a wool mill that is a tourist attraction in its own right, with a thriving mail-order business that justifies a daily parcels van to and from the freight transit yard at Porth Eilonwy.

Having observed that the leading coach is a 1st/2nd composite, you decide to pay the supplemental first class fare, and thus get first crack at the buffet service. Five minutes later you have a warm Cornish pasty on a cardboard plate and a plastic mug of lager in front of you, and can settle down to enjoy the trip.

The next surprise is the loco, which runs slowly past you before backing down to the train. Far from the little tram engine you were half expecting this is No 28, a magnificent Austrian 0-8-4T named 'Dalben', which looks well capable of hauling a train of this length up the gradient to Bryn Hafod, never mind the comparatively level trip to Trfwlan. With no perceptible effort Dalben eases its train away from the platform, and out onto the main line, past the headshunt where the diminutive 'Medwyn' the station shunter, is awaiting the arrival of the next freight train. As the train gathers speed you are conscious of the range of mountains ahead, and the line curves sharply round to the left in an apparent attempt to avoid them, before entering the passing loop to avoid the single platform of Pont Afren, handy for the resort beach and Marina, and where all the trains for the locals would stop. There follows another increase of speed before the train enters a lengthy cutting and finally plunges into a tunnel. (This is in fact a 'genuine' tunnel rather than a modelling feature, since it takes the track through the dividing wall between the two attics which houses the railway, and thus allows for a complete change of scene). The train, therefore, emerges from under a road bridge into an urban scene as the line approaches Llandaran, the largest town in the area and now the headquarters of the line. The train slows as it clears the bridge, allowing a glance at the carriage and wagon works on the left and, more interestingly, the engineering shops and engine sheds on the right, where you can see two more of the ex Austrian loco's which now handle the bulk of RCG traffic, 0-6-0 tanks no's 21 and 25, Melynas and Islimach. You get a brief glance at the surprisingly roomy goods yard and freight depot on your right, with a small diesel shunter pottering along the industrial siding which serves Bowen and Prothero's famous local brewery, home of Morfa Ales, and the depository of the Anwfin slat quarry; then the train comes to a halt at platform 2.



## Members Sales with Brian Guilmant

### To celebrate a wonderful year in 2008, 10% off Members Sales at this next AGM

When the Society accounts are published at the AGM, you will see what a fantastic year we have all enjoyed with your disposals and purchases. To this end we will give a special 10% discount on all Members Sales purchases at the AGM in Doncaster. Minimum purchase to obtain a discount will be £10. All amounts will be rounded to the nearest 50p to make life a little easier for our team of helpers behind the stall. This means that Society commission will be reduced, NOT the price paid to the "owning" member.

As this particular AGM event is limited to Members only, it is right that you are to benefit from this special reduction.

It is several years since I last gave a full explanation of the Members Sales Service. So here it is.

#### Your goods:

Society charges just 10% commission for selling your items, with you retaining ownership. Payment is made when your goods are sold.

When the Society purchases goods from you, a selling price is established and then 20% is deducted and the balance is paid to you, usually within a day or so. If this happens at a show/event, cash can also be paid, if available! You might just need some spending money at other stands.

You may exchange items, i.e. you bring some in and take some away. This service costs you 10% of the value of your items brought in, plus of course any difference between the two values.

The Society purchase narrow gauge items from non-members using the same purchase manner as listed above.

The service should only be used for "Narrow Gauge" and related items. Other scales can be considered. When supporting a family of a deceased member, the Sales Officer is allowed to use discretion.

Advice on value of stock is always available from me, Brian.

Layouts will not be purchased for onward sale. My space at home is already fully occupied, my car is likely to be full, and as has happened on previous occasions damage is all too easy to occur. Advice on selling a layout will still be given though if requested. Layouts can often be brought to a show for us to sell on your behalf at our stand, but please recognise that you may have to take it home if unsold. Alternatively, sold at whatever price we can get!

#### Your spending:

The main method of members accessing the stock is at the various Narrow Gauge events that the Society attend. These events vary from ones organised by recognised groups within our Society, through Members Days, or events by other Narrow Gauge enthusiasts, such as Narrow Gauge South-West, Narrow Gauge North and ExpoNG. Invariably these days, the Society Sales stock fills at least six 6foot tables. In fact at ExpoNG last year, such was the volume of stock, it needed 12! ( So consider how much space is occupied in my garage!) The list of events where the Sales Stand is in attendance is best seen on our Society web-site, with a current month version in the 009 News.

Postal sales is a "members only" benefit. This service is NOT available to non-members! You may telephone, email or write to me with your requests for stock. If you phone, not between 4 and 7pm. Please consider also whether the time you make a phone call is appropriate. 9.30pm on a Sunday evening is somewhat thoughtless and may provoke a terse reply from me.

Stock lists are becoming a huge problem to produce. It works like this: the list to get into the 009 News needs to be put together three or four days before the end of the month prior to publication in the 009 News. The News usually arrives with you towards the end of the third week. If an event or show is held in the meantime, i.e. between putting list together and the publication of the News, as much as a half of our entire stock might have been sold before you see that issue of the News. It therefore follows that possibly two-thirds of the stock listed has already gone, creating huge disappointment for you the member, and an administrative headache for the Sales team (usually me!). The only months that we can reasonably reckon a list of any sort can be produced, without, or relatively minor interruption of shows, is June/July and November/December.

No substantive stock lists are created outside of these months. Sadly it is just too much work for me to do.

All sales, whether from a show/event or by post are completely refundable/returnable where the item does not meet your expectation.

Payment at a show can be by cash, cheque or debit/credit card. A debit/credit card can be accepted at time of placing an order directly to me. Cheques are still welcome of course.

If you find yourself in my part of the country (Dorset) and would like to pay me a visit, let me know and we can see if anything can be arranged.

When you possibly change scale and no longer want to keep your 009 stock please just give me a call, things can be arranged quite quickly. Members all over the country can be called upon to help with collection and/or deliver to me, whether at home or at a show.

Have you indicated to your family through a "Will" or a "Codicil" your wishes with regards to your Narrow Gauge items, should the untoward ever occur? Well, let's say unexpectedly. (An electronic Codicil can be obtained from both our Secretary and Sales Officer) The Society Officers can give advice and guidance. It is particularly sad to continually hear repeated stories where stock has been disposed off at a fraction of its price to a dealer who is only interested in how cheaply he can make his deal. Hopefully you felt that your membership of our Society was beneficial and enjoyable to you, so could we sell your items and allow your family best value. Besides which, then other members can benefit in the way you have from all the services the Society can offer. Did you know that the 7mmNGA and Gauge O Guild, for example, all offer similar help?

Hopefully this explanation offers some light to you all.

#### A couple of stock specials:

A few Lillput 2091 centre-cab 2-4-2 diesels, OBB Orange, have been obtained and are being sold at £35 plus £2.50 post. Expect to be sold out before AGM!

Available only at shows/events –

ALL AT A HUGE PRICE SAVING COMPARED TO YOUR LOCAL CRAFT SHOP/CENTRE – A4 size often seen at £3.95 each, or more.

A4 clear plastic stock boxes, 5 for £10. (This size will take 9 business card boxes)

A5 size, 4 for £5

Envelope size/compliment slip, 4 for £3

Business card box suitable for smaller individual models, 4 for £1

If you need to purchase some quantity, give me a ring to make sure I can keep them for you.

I am endeavouring to sell a very large quantity of "N" gauge stock for a member who had been taken seriously ill. Sadly he recently passed away. All the stock is Grafar, "as new" and is being sold at around 50-60% of list price. Plenty of locos, electric and diesel units, and carriages. Very small amount of goods stock. Get it touch or see it all at the AGM.

Note that the fall in value of Sterling is having a marked effect on all of the items we purchase abroad on your behalf, the Katos, Bachmann Plymouth diesels, to name a few. All likely to be up by at least 25%!

Goodness, this is a hobby isn't it? When do I get time to build my own layout? Please though, remember that all your Officers are volunteers and give their time willingly and freely to all our members. Sometimes though it can get a bit much, if kindness is harmed through an unthoughtful call, comment or action.

Enjoy your modelling, I'll try!

Brian

### Trade Topics with David Gander

Not much to report this month. I hope to have something about the new Peco 009 track for next time as this is due for release very shortly – or so I understand.

#### More from Worsley Works

Allen Doherty remains busy at Worsley Works. The latest releases – following on from last month's Billard railcar – include four freight vehicles for the Schull and Skibbereen Railway in Ireland. These three foot gauge vehicles are small when compared with some of the Irish stock and could easily be run on 009 without looking too out of gauge!

Two versions of the covered goods van (nos. 36-45) have been produced – one with horizontal planking on the doors and one with the later diagonal planking. These are priced at £9.00 each. Goods brake van no.46 is also available, along with the passenger brake van nos. 53-54 – with their 'all ways' planking! – accompanies the earlier released coaches. The goods brake vans are £13.50 each, the passenger brake is £15.00.

I recently commissioned the Darjeeling Himalayan Motor Rail petrol rail car from Allen. Being a local manufacturer to me here in Bedford, Motor Rail has always been an interest of mine and, indeed, my first job on leaving school was at the Simplex Works. (Unfortunately, the works had closed by then and we were just renting the office space, but at least I can say I worked there!)

This is a nice small four wheeled railcar – which Allen has designed to fit the Kato tram chassis. Whether this is the best option, I wait to see but I'm sure it'll fit a number of other chassis as well. The kit costs £12. Check Allen's website for full details.

UK postage on orders is £1.50, overseas at cost.

Worsley Works, 19 Douglas Road, Worsley, Manchester M28 2SR  
www.worsleyworks.co.uk, email: enquiries@worsleyworks.co.uk.

#### New Corris Railway Books

New books are always welcome, especially when they feature new information and photographs. Two new books have recently been published about the Corris Railway. The first is 'Tale of a Tattoo' is an A5 sized publication produced by the Corris Railway Society. It has 36 pages and covers the construction of steam locomotive No.7 from original conception to service – a period of ten years. The book is written by Peter Guest, who was responsible for the original appeal and the Project officer. There is much detail – as you would expect

given the author's involvement. The book is well illustrated with all but two photographs in colour. The book costs £5.50, including postage.

The second new book is 'Tales of the Old Corris' by Gwyn Briwnant Jones, who wrote the previous two volumes on the Corris 'Great Western Corris' and 'Last Days of the Old Corris'. This book is devoted to the personalities associated with the old Corris Railway and is profusely illustrated with photographs – the majority of which are previously unpublished. Historical books on railways are great, but the line really comes alive with the many personal stories and reminiscences bringing out the friendliness of the Railway and the important part it played in the life of the Dulas Valley. The introduction suggests also that a second volume from the same author will be forthcoming – detailing the revival of the Railway as it reaches its 150th anniversary. The book costs £11, including postage.

Why not support the restoration of the Corris Railway and purchase the books direct from the Railway Sales Officer: John Knight, 40 Fladgate Road, Leytonstone, London E11 1LY.

David



It is said that what goes round comes round - or vice-versa - an how, here's proof that it does happen.

I refer you, dear reader to the Jan.2009 issue of Railway Modeller. 'Railway of the Month' is the fabulous 'Crumley and Little Wickhill' which, it is said was conceived and designed eight or so years ago on a serviette and some beer mats at the Saturday night Social of the Preston & District annual MRE. (RM. Jan.09 pps 4&5, I checked.)

Humble origins some may say, but what a classic this layout is developing into. I was witness to it's unveiling at this year's exhibition over the 10th and 11th January where it rubbed shoulders - or should that be trestles? - with Alan Catlow's 'Ramsey' and the small but perfectly detailed 'Negarth Valley'.

It came as little surprise to me to hear that 'Crumley and Little Wickhill' had been voted best layout by the

attending exhibitors and therefore awarded the prestigious 'Dave Scott Trophy'. It gets better. I had been in touch with Dave's wife Rachel and she expressed an interest in presenting the award. I think it can be said that justice was done. A regional model featuring the green and pleasant land to be found 'Oop North' won the trophy named after a chap who's layouts also showed how well narrow-gauge and the rugged topography of these parts go together.

Thanks must go to the Hull & Dist. MRS for allowing us at Preston to be one of the first Exhibitions to showcase their epic layout. Thanks also to Paul Windle for his gracious acceptance speech on receiving the trophy. I filled up, I really did!

*Martin Sutcliff*



MILLIE STREET KIRKCALDY FIFE SCOTLAND KY1 2NL

Telephone and fax: 01592 640896 International: +44 1592 640896

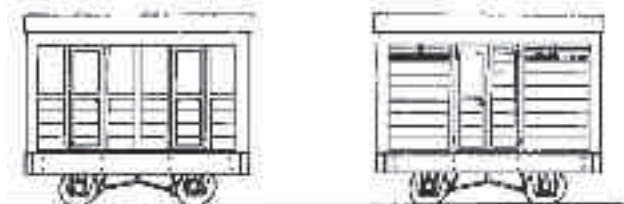
Website: www.parksidedundas.co.uk Email: sales@parksidedundas.co.uk

**NEW Web Site from Parkside Dundas.....**

Our new easy to use Web Site is now ready..... Our new Online Shop has illustrations of all Parkside Dundas kits where you can purchase them using the secure PayPal system.....View & Download our Exhibition Diary.....Contact us by our Email Link.....View & Download our Guide to Loco Chassis for 009 Kits..... Download our Order Form.

Members who do not want to order online can still use the previous methods, that is by telephone and mail and pay by credit, debit cards and cheque. Whichever way you want to contact us we will be pleased to hear from you and will continue to offer you a friendly & reliable service.

**NEW Parkside Dundas Rolling Stock Kits....**



- DM03A Freelance 4 Wheel Guards Van.....£ 5.90
- DM04A Freelance 4 Wheel 2 Compartment Kit.....£ 5.90

Our New releases using our DM05 Chassis replace the original DM03 & DM04 kits which have been discontinued for some time. DM04A is based on the original DM04 with much improved body detail. DM03A is a completely new design. Although freelance they are designed to look like the products of a small wagon works around the turn of the last century.

**Re-Released Kit from Parkside Dundas.....**



- DM10 Vale of Rheidol 3rd Class Bogie Coach No's 1-12.....£ 9.20

We are pleased to announce the re-release of this popular kit. Complete with seats, bogies & vacuum and steam heating pipes. Easily converted into the rebuilt open 3rd class coach.

**New from Roco (RTR)...**

- 34593 Wagon Set DRG (Van, 2 Stake Wagons with Timber Loads).....£76.30
- 34090 OBB-Flugelrad MarzellerBahn 3 Bogie Coach Set (Brown).....£114.25

**Greenwich Couplings.....**

- CPL1 Automatic Narrow Gauge Couplings (10).....£ 4.00
- MAG1 Round Magnets (10) for use with above.....£ 4.50
- GAG1 Coupling Height Gauge.....£ 1.00

**Exhibitions...** York 11th-13th April Thornbury 1st-3rd May 009 AGM Doncaster 9th May Chatham 13th-14th June

**Postage £2.00 per Order (UK) – An additional £1.00 on orders of less than 1 box of PECO track**

009 Society Members may deduct 10% discount from Parkside Dundas prices.

Our Illustrated Catalogue (£2 Includes £1 voucher against your first order). We carry a large stock of 009 including Chivers Finelines, Gem, Golden Arrow, Greenwich, Langley, Liliput, Nigel Lawton, Maquette, Mercian, Meridian, Nine Lines, N Brass Locos, Peco, Roco, Roxey, Stenning, Veitch, Windle, W D Models and loco chassis from Bachmann, Dapol & Farish. Narrow Gauge Books from Middleton Press, OPC, Peco, Plateway Press, Rail Romances, The Oakwood Press & Wild Swan.

*Injection Moulders and Toolmakers :Makers of Fine Scale Models  
Proprietors: Richard Hollingworth, Andrew AC Hastie*

VAT Reg No. GB 345 2890 43