



## Model Railway Exhibition 2005 Exhibiting Layout Information

### **CODY (On30 Gauge)**

'Cody' is the small, portable part of the owner's 220ft-long home layout, depicting a 3ft narrow gauge operation in the North American Rockies, on the Canadian / American border. Historically, the Kaslo & Slocan Railway was a short line built in the 1890's to tap into the Silver-mining area in the 'Silvery Slocan' mountains in southern British Columbia, with a main line from the sternwheeler berth at Kaslo Landing on Kaslo Lake up to the mining centre of Sandon, with a further short branch to Cody.

In the territorial battles along the border between the Canadian Pacific of Canada and the Great Northern Railway of the US, it became a subsidiary of the GN, and competed for the silver traffic with a standard gauge CP line built up to Sandon from the west. In reality, the silver boom lasted less than 20 years, and a devastating forest fire completely destroyed all the timber trestle bridges and most of the track in 1910. Most of the line was then taken over by the CP and rebuilt as standard gauge, which then lived out another 50 years of uneventful branch line life.

My fiction is that the narrow gauge prospered and expanded. The large coal deposits of the Crow's Nest Pass area also extending to Slocans, so that by the late 1920's, the K&S had become a major freight haulier over a lengthy main line, buying in surplus locos and rolling stock from many of the major 3ft lines in the US to handle the flourishing traffic. Cody has become a major source of coal and timber from the Soggy Bottom Lumber Co, together with general freight and passenger traffic from the growing tourist trade.

Built to American 1/4 inch to the foot scale, i.e. 1/48th, the track is all hand built to 3/4 inch gauge. Most of the locos are brass imports from the Far East, built to 3/4 inch gauge, and by now about tenth-hand, whereas a fair proportion of the rolling stock is from the excellent Bachmann On30 range, re-gauged from 16.5mm. As time allows, this will all be super-detailed and re-painted.

Prototypically, much of the rolling stock is from the Mecca of American narrow gauge, the numerous and extensive lines in Colorado; but the coal hoppers are from the East Top in Pennsylvania, one of the major narrow gauge lines of the eastern US, and fortunately still running as a tourist line. Ironically, these etched kits are produced in Dorset! Scenically the layout is still being finished, and is based on the dramatic cliff faces on the Kettle Valley route a bit further west of Slocan area.

The major feature of the layout is the digital command control (DCC) operation, which allows full light and sound affects to be incorporated into the locos, much to the delight of the younger viewers of all ages, and exasperation of neighbouring layout operators!

## **GLEMSFORD (4mm/1ft 18.83 Gauge)**

**David Hawkins**

As many of today's visitors will be aware, Glemsford is a village close to Long Melford and only a few miles away from Sudbury. Older visitors may also be aware that Glemsford had a railway station on the Stour Valley Railway, a single track cross-country line that from 1865 to 1967 ran from Shelford, on the Cambridge main line to Marks Tey on the Colchester main line, a distance of some 43 miles.

In practice, stopping trains tended to run through Colchester to Cambridge although some commenced at Marks Tey or Sudbury. This meant that the London-bound passenger had a choice of two routes, via Cambridge or Colchester, albeit neither at any great speed. The stopping trains would be interspersed with regular pick-up goods, a variety of excursions and on summer Saturdays the "Leicester", an altogether grander train ferrying holidaymakers from the Midlands to Butlins at Clacton.

The line was noted as a home for superannuated locomotives and rolling stock and was one of the final haunts of the E4 Class – the last 2-4-0 class to run on British Railways. In later years the larger locomotives such as classes B1, B2, B12 and B17 were to be found hauling short and frequently ancient, local passenger trains.

The model depicts Glemsford as it was from about 1956 until its closure. The intention is to run a variety of trains reflecting the changes in rolling stock over this period culminating with the diesels introduced shortly before closure.

## **HANGING HILL (00 Gauge)**

**Clive Mortimer**

Please come and join my friends and myself on a trainspotting visit to 'Hanging Hill' Diesel Depot. Get out your notebooks and write down the numbers of the locomotives.

## **KINGSTON REGIS (009 Gauge - 4mm/1ft)**

**John & Jane Jacobs**

The year is 1912 and Kingston Regis is having yet another glorious sunny day with the railway and town very busy as usual. It is reputed (or so local folk law says) that the Prince Regent once stayed at the Crown Hotel, a former coaching inn, and in honour of this event, Kingston had Regis added to the town's name.

Although a prosperous small town, the major railway companies have bypassed Kingston Regis, so in 1902 the local business men decided to build an eight mile, 2 foot 3 inch narrow gauge railway to connect the town to the nearest main line railway.

The railway, unlike many, has an excellent passenger and goods service and has rewarded its shareholders extremely well, which can be seen by the large amount of traffic on the line. At the church, a wedding has just taken place and the newlyweds pose for photographs whilst their carriage waits to whisk them off on their 'honeymoon'.

The model is scaled at 4mm to the foot and uses 9mm as the track gauge, and features hand-built track and points. Rolling stock and locomotives are all built from kits.

Although Kinston Regis is fictitious, most of the buildings have been modelled from actual buildings from around England. For example, the station building is based on Portsmouth Arms on the Exeter to Barnstable line, and the Crown Hotel is based on the hotel of the same name in Wells, Somerset. The church is loosely based on the one at Caldecott, in Leicestershire. All the buildings have been built by Jane using the now, regrettably unavailable LINKA Casting System. The backscenes have also been painted by Jane using artist's acrylic paints.

**KYRE FOREST – MARK II (N Gauge)**  
**Colchester & District Model Railway Club**

The original Kyre Forest was built as an exercise to find the smallest area in which it was possible to build an N Gauge layout that could be run to prototype practices. This layout was very successful, but was very constrictive in operation. It was decided to rebuild the layout in a slightly larger size, with a separate fiddle yard, in order to obtain better operational flexibility and to enable the operators to retain their sanity.

As to the model itself, the station building and track plan have been taken directly from Stoke ferry, a small terminus in West Norfolk that was closed to the public in 1930. All the railway structures are scratch built and are based on various locations in East Anglia. All rolling stock is either scratch built or severely modified, to suit the prototype. The period of model is Spring / Summer 1946.

Finally, the very odd layout title is an anagram of Stoke Ferry.

**LINDTZEL (N Gauge)**  
**Brian & Ann Silby**

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

The rocks, etc, are all polystyrene blocks suitably shaped. The backscene is by Faller. Motive power and stock is by Roco, Kato, Minitrix and Arnold. The layout is run to a sequence.

**LOOSELY WARREN (Z Gauge)**  
**Ann Silby**

After purchasing three 'Z' gauge Class 47 locomotives and a considerable amount of rolling stock I decided to build a small diorama based on the famous Dawlish sea wall. When I was asked where it was, I said "nowhere particular, but it was loosely based on Dawlish", to which the enquirer replied "why not LOOSELY WARREN" (Dawlish Warren).

The track (Marklin) was laid and the sea wall (S D Mouldings N gauge) was put in place. The red cliffs, so characteristic of the area, were made from polystyrene / plaster. At the moment, there are no coaches of BR design, so I use 'modellers licence' and use German ones. The whole diorama is powered by 2 standard Marklin units.

**MIDDLEWOOD (00 Gauge)**  
**Kelvin Barnes & John Ellingford**

Middlewood is set in an urban setting and does not represent any particular area. Various eras and locations can be run from 1970's to current day. The layout includes a sector plate fiddle yard, to cut down on space and the points required. Most buildings and structures are scratch built, but some kits have been adapted to blend with the surroundings.

**PORTHMEOR (00 Gauge)**  
**Philip & Christopher Cooper**

Porthmeor is the terminus of a Great Western branch line set in West Cornwall. The period is between the late 1940s and the early 1950s and therefore captures the late Great Western and early British Railway period so, a variety of stock can be seen on the layout from both of these companies.

Porthmeor is noted for its heavy summer holiday traffic, which on certain Saturdays include a portion of the Cornish Riviera. There is also an intensive Auto-train service to the mainline junction at Marazion; a B-set service operates between Porthmeor, Truro and Penzance.

Freight Traffic is heavy on some days with all types of produce carried, mainly consisting of Broccoli, China clay, Fish and livestock. All the stock seen on the layout is mainly a mixture of ready-to-run and kit built.

Porthmeor was featured in the October 1997 edition of *Railway Modeller*.

**SOUTHWOLD (O Gauge – 7mm/1ft, finescale)**  
**Formerly Mid-Suffolk Light Railway**

In reality, the national railway system (The East Suffolk Railway) reached Halesworth (from Lowestoft) in 1854 and was extended to Ipswich in 1859, leaving Southwold isolated, some 9 miles to the east. Then, in 1878, work started on building the narrow gauge (3ft) Southwold railway from Halesworth to Southwold and this railway was opened in 1879. Some twenty years later, the Mid-Suffolk Light railway Company was established and planned a railway from Haughley to Halesworth, with a branch from Kenton to Westerfield, near Ipswich.

However, owing to grave financial problems, the MSLR only ever ran from Haughley to Laxfield, some 19 miles. Their line never reached Halesworth. For more details, I can only recommend the excellent book on the Mid-Suffolk Light Railway by Peter Paye (published by Wild Swan).

Also, about this time, a proposal was made to convert the Southwold Railway to standard gauge and extend to Kessingland, south of Lowestoft. So much for reality! Now, for the purpose of the model, it is assumed that the Mid Suffolk Light did reach Halesworth and connected with the re-gauged Southwold Railway running trains through from Haughley to Southwold.

But, the Great Eastern Railway (formed in 1862 and absorbing the East Suffolk Railway), immediately became concerned over the possibility of the extended MSLR, linking up with one of the other major railway companies, (the Midland Railway, or the Great Northern Railway), to give that 'foreign' company, access to the Suffolk coast. To avert such an occurrence, the GER made a bid for the extended MSLR and took the railway over and began to run services to Southwold.

The model depicts the possible re-gauged light railway station at Southwold around 1910, at the start of the GER services. The GER would surely have rebuilt the station and upgraded the line to main line standards as they did when they took over the Felixstowe railway.

The basic station track plan is that of Brightlingsea, Essex (GER), circa 1885. This station was burnt down in 1901 and no photographs of the original are known to exist. The platforms are creosoted timber and the buildings are made from card or polystyrene sheet (Plastikard). The small signal box is modelled on the original Brightlingsea signal box, with details obtained from a similar structure that existed near the former milk depot at Ilford. The station was specially made to represent the original building at Southwold. The small water tower is similar to the tower at Laxfield Mill (MSLR) and the various huts represent those to be found in such surroundings.

At the opposite end of the layout to the station, a 4ft 6ins diameter, 3-track train turntable is used to represent the rest of the railway system. Total length of the layout as displayed is 21ft and, excluding rolling stock; it will pack down small enough to be carried in a small hatchback.

The MSLR proper owned three 0-6-0 side tank locomotives, of which No1 is modelled. On the layout this loco is augmented by engines from the GER. All the locomotives are hand-built or modified kits.

Of the MSLR's 42 or so items of rolling stock, 22 are ready modelled. The information for these and GER rolling stock has come from the Great Eastern Railway Society, the Mid-Suffolk Light Railway Society and Peter Paye's book.

There is still much to be done to the layout and research into the GER and MSLR continues.

### **STUMP CITY (HOn3 Gauge) Midge & Dave Grassing**

In the 20's and 30's of the last century, there were even vaster forests than there are now in the United States. Many companies were set up to harvest this bounty needed for furniture in the big cities across America, and Stump City Lumber Company was one of the most successful. In Colorado they built their saw mills with small camps for the use of the lumberjacks and mill workers. In the beginning, logs were hauled away with Oxen. Then came heavy horses and as the business grew, the bosses threw down narrow gauge rails and brought in the iron horses.

Beautiful, noisy, heavy and very effective were the Shays, Climaxes, Heislars, C16's, K27 and logging Mallets along with Porters, even though occasionally sparks belching out from their chimneys set trees alight! Later the Galloping Goose was also brought in with tourists to boost funds and to carry mail and provisions.

The trains run automatically, but can be controlled manually. All buildings have been built, as they would have been, with joists and rafters etc. with tiny planks, which have been weathered and distressed. Some have been left open for you to see. The main sawmill and its surrounding buildings were built using over a quarter of a mile of scale-cut strip timber.

A full report can be found in the March 2004 edition of *Continental Modeller*.

### **THREE MILLS (3mm 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 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 track parts by Ian Osborne that persuaded me to have another look at 3mm scale. This layout is the result.

### **WILVEY (N Gauge)** **Trevor Buck**

Wilvey is a fictitious layout based on a typical GWR parallel design station, the name is taken from Wilton and Bovey, which have similar designs. The station is midpoint on a branch line from the mainline to a busy seaside resort / port. Traffic on the line has increased over the years requiring the lengthening of the passing loop and platforms. The station was also the junction point for a now disused line serving a local quarry.

All this gives reasons to run a variety of stock, from local passenger and freight, to excursion expresses and larger freight services. The occasional engineering train may also be seen.

The majority of stock is ready to run, with weathering and additional detail. There is a slowly increasing selection of kit-built, kit-bashed and scratch-built stock. Some stock has been fitted with B&B couplers for hands-free shunting within the goods yard.

The majority of the scenic structures are from the Ration and Kestrel ranges. Items in the wood yard are kit-based, with the goods shed scratch-built in plasticard to a GWR design. Detailing parts are from Marsh, Langley and others. Trackwork is PECO Code 55 on visible sections, with some hand built pointwork.

The fiddle yard uses Code 80 track and points. The station baseboard is a traditional softwood frame with solid plywood top. The two scenic boards are of open frame construction. Contours are formed from carved polystyrene, coated with flexible ceiling covering. Woodland Scenics materials and tree kits are extensively used.

