



# 009 NEWS

Volume 41 Number 1

October 2013



Magazine of the 009 Society

**Celebrating our 40th Anniversary**

**40 Years of the News, page 3 • Convention latest, page 6**



# 009 NEWS

Journal of the 009 Society  
Volume 41 No 1 October 2013

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(Please do not 'phone between 4pm and 7pm,  
and otherwise at an appropriate time)

## FOOTPLATE

Welcome to the October 009 News!

As you'll see we've given the News a facelift to coincide with the start of Volume 41. We hope you like it! The more modern design, larger print and larger photos should hopefully give more focus to the content provided by members.

Branchlines has been relocated to the last two pages of each issue. This gives it a dedicated space, and should make it much easier for us to plan the rest of the content to fit around the regular group updates. Here you'll also notice quick reference text for the group contact details and next meeting date.

The Diary has had a bit of a refresh too, with a new design and the Society logo now used to indicate the events where the Members' Sales stand will be in attendance.

The 009 News has changed a lot over the 40 years of the Society, as you'll see from the old front covers we've reproduced in this issue. The latest changes are very much an ongoing process, and we

would welcome feedback from members on the new design to help shape how it develops.

We have a few ideas for regular features that we'd like to introduce to the News. This month Tom has prepared a short article on how to model the Leek & Manifold Valley Light Railway. Paul Steedman has kindly drawn up a superb track plan for a potential layout set at Ecton. If you would like to see more of this series, or would like to see a specific line featured next time, please get in touch.

By the time you receive this issue of the News the 40th Anniversary Convention will be just a few days away. We hope to meet many of you there at what is shaping up to be a great event.

Cheers,  
**Tom and Steve**

**Cover photo: Corris Railway No 4 waits for passengers on Rod Allcock's Corris 1930, one of the many layouts visiting our 40th Anniversary Convention.**  
*Photo - Stephen Fulljames*

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## DEADLINE FOR THE NEXT ISSUE IS MIDDAY, 30th SEPTEMBER.

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**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)

The 009 Society is a Limited Company registered in England and Wales (Reg no 7832953).  
Registered Office XX XXXXX XXXXX, XXXXXXX XXXX, XXXXXXX XXX XXX

009 NEWS is printed for the 009 Society by Latimer Trend & Co Limited  
Estover Road, Plymouth, PL6 7PY • Telephone: 01752 201930



# Four Decades of the News

When the first issue of the 009 Society newsletter was typed out in 1973, who would have imagined that the Society would - 40 years later - have a membership of around 1400 modellers and a vibrant, active community of area groups and members' days across the UK, and beyond.

Mirroring the advances in our hobby, so has the production of the 009 News changed as computer technology has developed. In 2013 nearly all the copy and images you see in these pages has been delivered to the production team by email, industry standard desktop publishing software is used to compile it, and the resulting document is also sent electronically to our printer in Devon.

Of course we wouldn't be where we are today without the unending efforts of all the members who have contributed to the News over the years, and those who have been brave (reckless?) enough to edit it and those who give up their time to distribute it. Too many to research, let alone to list, but a heartfelt thank you to all of you, and long may we continue!

Clockwise from top right:

**Vol 1, No 1: Where it all began, with a membership of 15 and a photocopied newsletter. Fortunately this example has survived the trials of time, staples and all.**

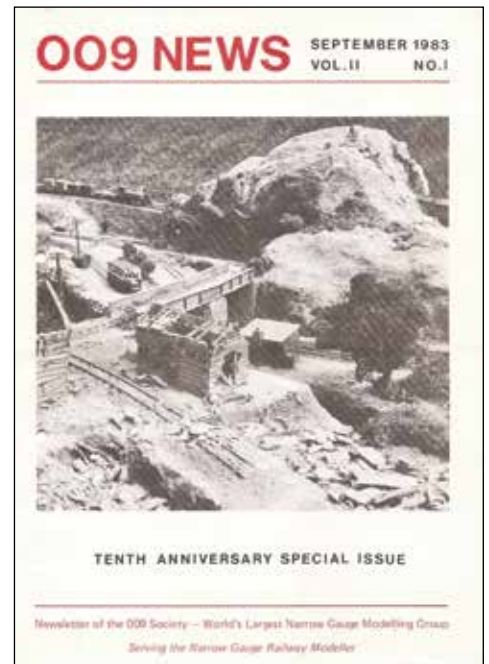
**Vol 11, No 1: By the 10th Anniversary of the Society in 1983 we had progressed to a more recognisable magazine format, with the disused quarry on *Beddgellyn* by Folkestone & Hythe MRC featured on the cover.**

**Vol 21, No 1: In 1993 the era of colour printing was here, at least on the cover, with Roy Parkes' *Llangwynog* illustrating the 21st Anniversary "bumper issue".**

**Vol 31, No 1: The 30th Anniversary in 2003 showed the desktop publishing revolution in full swing, with the News format approaching what we're familiar with today. The full-sized image of *Castleby* by the Norfolk group is also a sign of things to come.**

**Vol 41, No 1: A photo report from the recent Pewsey Open Day fills the front cover, with advances in digital technology making it possible to use bigger, brighter images in full colour throughout the issue.**

Many thanks to Julien Webb for his assistance in preparing this article.

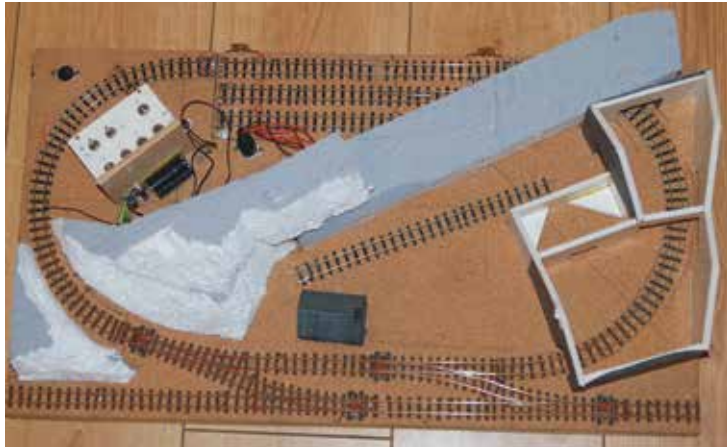


# Cefn Ddu (Black Ridge)

Nigel Matthews

I considered titling this article "Channel Tunnel 2", as similar to the original Channel Tunnel my layout has taken years to build – so far – and is seriously delayed. I am not exactly sure what year I started this project off, I am sure what century it was and it is not the current one, so that would make this at least 13 years in the making. An exciting title such as this would also ensure people would at least read the first bit before realising this is an article about another tiresome Welsh NG layout and moving on to more exciting bits of the 009 News!

The title does give it away! Not another Welsh narrow gauge railway, I hear you say! I know it has been done so many times before. I make no excuses, but for my first narrow gauge model railway I could not resist returning to my original inspiration from a visit to Wales when I was aged 10 and riding on the Llanberis Lake Railway because the queue on the Snowdon Mountain Railway was too long!



As I said above, this layout was conceived over ten years ago and not much has happened since. The concept was driven by the need for as compact a layout as possible – in theory to make completion more achievable (FAIL!) and to fit into available space at home! My parents donated an old wooden suitcase and suggested the layout be designed to fit within. This would offer perfect protection and offer a challenge too.

The suitcase internal dimensions were very restrictive being 24"x13.5" (620x345mm). I considered many alternative track plans, with my ideal wishlist being; a continuous run, a run round loop, some sidings and some operating interest. The idea being that I could use it as a test track in continuous run mode, or operate a more interesting shunting operation. Obviously the 13.5" dimension was a major limiting factor for continuous run as this would reduce the radius of the curves to a ridiculous size. Similarly, fitting in a run round loop leaving enough train to run round was particularly challenging. Somehow I have managed to achieve my goals with the final trackplan with the only real compromises being prototypical reality. However, as my track gauge was 2'3" compared to the 2' gauge prototype and I rejected early on the idea to hand build stub turnouts, deciding not to adopt double flanged wheels in the process - this was an easy choice!

The concept was to create part of a larger slate quarry so that I could run Quarry Hunslets and slate wagons. The layout dimen-

sions resulted in a minimum radius of 5 inches (125mm in new money). Being the actual quarry itself rather than the line to a port, allowed me to justify the tight radius curves. Obviously this radius limits any locomotives to 0-4-0 types which is fine with me. My Paul Windle Hunslet has proved this radius works, having traversed the circuit with two slate wagons in tow. The portion of the slate dressing shed / mills building hides the circle of track and exit to the fiddle yard from the viewing side right. The operational concept is for loaded slab wagons to enter the mills and empties to be returned, not very high tech I know. I hope to use slate slab wagons (Car Cynr and three bar flat wagons), rubbish wagons and finished slate wagons all available as kits and sitting mostly unmade in the downstairs cupboard I call my study! The layout is not based on any one particular quarry and I will have a variety of stock and locomotives from various Welsh quarries.

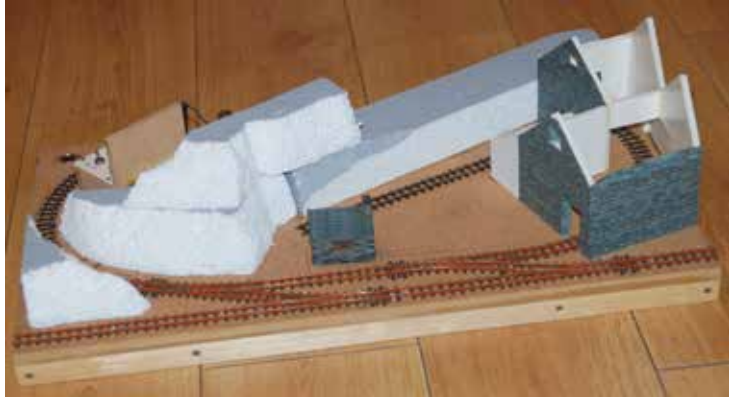


The track layout is shown in the photos. I have placed some polystyrene to show roughly the quarry sides. I was originally uncertain of the exit to the fiddleyard on the left hand side. I ideally wanted the start of an incline to form a bridge over the track but there is not really enough room, another idea was for a tunnel carved into the rock face in the shape of a cathedral like arch – like the Ivo Peters classic shot at Dinorwic - my other idea was, in order to give the impression of levels in a quarry, to have a bridge over for the upper level with a single line track. I will describe the solution to this in a later article. I managed to achieve the run round loop using Peco 12 inch radius points, these can in theory (not tested yet) accommodate five wagons. Luckily slate wagons are quite small. Possibly if I had used old Peco 9 inch radius points I could have eased the run round loop sizes slightly.

There are at least two buildings on the layout. One is a weigh-bridge given to me by Pete Wilson which he rescued off his excellent Chwarel Cwm Bach layout just before he dismantled the layout. The quality of the building is superb and has caused me a major headache, the quality is simply too good! The dressing shed mills building has been constructed as a shell from foamboard, I did start gluing on individual slates onto the walls, this took forever, so I gave up with that after about a centimetre over the course of two evenings. Next I tried the same thing but with adhesive labels but the individual slates lifted at the edges in some places. I found a sheet of brickpaper from the excel-

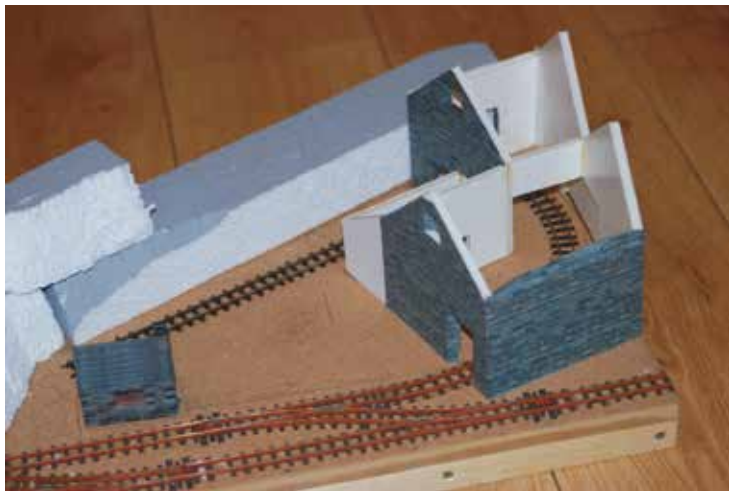


lent Scapes range for slate walling so plan to use this for expediency but it will not match the quality of the weighbridge, I am not convinced that I am entirely happy with this. I have a cunning plan but I am not saying anything which will commit me yet.



The baseboard is of 12mm MDF with a laminated sheet of cork on top. To reduce baseboard depth 1" x 1" softwood, screwed and glued has been used to strengthen the MDF, although this was a mistake as the depth of a point motor and accessory switch is deeper than 1" forcing me to use rubber feet to make up the extra depth required.

Trackwork is all Peco using electrofrog points, pointmotors wired to contact probe and studs with polarity control switches. I have feeds to every section of track so do not rely on rail joiners to conduct the current. The trackplan is split up into several sections with DPDT switches to isolate sections which is possibly an over complication for such a simple layout. The simple three road traverser at the rear is similarly switched and has locking pins to lock the traverser into position.



As noted above the track was wired up and a train was able to circulate the loop a few years ago. However, a dead section prevented any running round which made me scratch my head literally for years. I thought it was a wiring error. While this problem persisted I lost confidence with my electrical and soldering skills and I stopped work on the planned electrical wiring to the point motors, I started to consider wire in tube or possibly taking up fishing as an alternate hobby – though I remember as I boy I was rubbish at that too! Joining the newly formed Oxfordshire 009 Society group spurred me on to locate the electrical fault; this was determined to be a lack of contact of the point blades on one out of the four points. This could be easily rectified with a polarity control switch and a feed to the frog. I am adopting this on all points and have one polarity control switch left to fit.

The very first Oxfordshire 009 Society Members' Day was held near Abingdon in June 2012. It was a fantastic success in my opinion thanks to the organization of Richard Holder. I helped out running the group layout and I met lots of fellow modellers. Such a success it seems that our group has set a date for the next members day in June 2014. Foolishly reporting at the following group meeting a little progress on my layout, I was told that I could exhibit the layout at the June 2014 show! Nothing like a tight deadline to focus my attention. Lesson to be learnt here, keep quiet! Now two years for some might seem like an age – Richard Holder would probably build about four layouts in this time – it did seem like a long time back then to me too. However, here we are with 12 months left as I write this article and very little apparent progress and maybe I should start to panic. As you will be able to see the track is still laid, the wiring is complete including point motors and polarity control switches (at least it will be by the time you read this, editor don't publish before December 2013!). I always resolved to complete the trackwork and electrics before commencing scenery and stock building, because that cannot be too hard, can it?



I plan to write a separate short article on the left hand side exit to the fiddle yard, rolling stock building and maybe even scenery building at a future date. I cannot include them now for obvious reasons. Hopefully I will meet my deadline and eventually there will be an exciting development which I am not going to mention yet, having learnt a lesson 12 months ago! Thanks must go to my local group of the 009 Society as well as 009 Society members who I have met who have been very approachable and friendly. Also thanks to members of the NGRM Online Forum, for helpful advice and encouragement. 🚂

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# 40th Anniversary Convention

Yew Lodge Hotel, Kegworth, East Midlands, DE74 2DF • 27th - 29th September

Only a few days to go, to our biggest event ever!  
Last minute notes, reminders and perhaps clarification

## Saturday layouts

10am – 12.30pm and 2.30 – 5pm  
(hopefully Sunday morning too)

Our especially invited layouts for the Convention are as follows:

**Aldbourne** by Adrian Ponting

**Corris** by Rod Allcock

**Dundreich** by Malcolm Macleod (by kind permission of the Edinburgh & Lothians MRC)

**Ghylldale** by John Varley

**Nixnie** by Ted Polet

**Roestok** by Ian Turner

**St. Etienne-en-Caux** by Dr Charles Insley

**Tan-yr-Allt** by Roger Christian

## Extra Saturday layouts

Bob Vaughn, **Tansev Bank** **NEW**

Paul Sutherland, a small **Austrian** layout **NEW**

Richard Holder, **Wantage NG Tramway** **NEW**

Part of the **Buccabury** group layout

Hugh Norwood, **Angst-Lesspork**

Jan van Mourik, **Uiverest**

Richard Glover, **Moorside**

Geoff Harper, **Hawthorn Mill**

Ray Clasper, **Pityme**

Graham Watling, **The Whitsend Tramway**

Andy Bailey, **Avyn-A-Lyin**

Other members may have layouts in their car boot if we can fit them in the halls, meaning we could have over 40 layouts and boards over the weekend for you to see, perhaps operate and chat about!

The clinics, talks and demonstrations, will also be taking place virtually all day on both the Saturday and Sunday. Hopefully there will be at least 20 sessions.

## Sunday layouts and boards

Mike Wall, **Old Mineral Line**

Martin Collins, section of **Llandecwyn**

Derrick Noble, **Ryedale Mineral Railway**

Stephen Sullivan, **The Sewage Railway**

David Holmes, **Tuthill**

Friso Dijkstra, **Multi-gauge test track**

Richard Powell, **Influenza Wharf**

Michael Harvey, **Penwick**

## Other Activities...

The informal crafting room now will have sessions covering:

- Spinning and weaving
- Flower arranging
- Card making
- Porcelain flower decorations
- Cake decorating
- Crochet

With several others in planning

## Plus!

**Members' Sales Stand**

**At least 10 Traders**

**Clinics and Demonstrations**

**009 Heritage Collection**

## Convention Hours

(Opening times of stands and traders will vary)

Weekend Convention Fee is £5

**Friday 6pm – 10pm**

**Saturday 8:30am – 11pm**

Day entry £5 per member

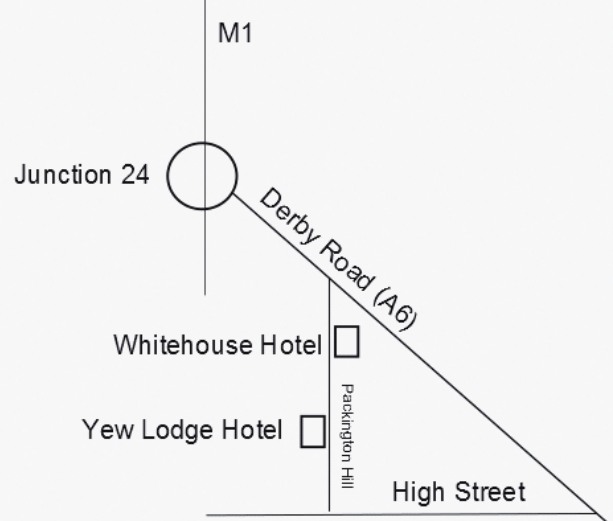
**Sunday 9am – 2pm**

Day entry £2 per member

Under 16s Free entry all weekend

**DAY VISITORS ARE MOST WELCOME!**

## Location Map



Please refer back to the August issue for the full details of the Convention if we have missed anything from this page  
Any specific queries contact Brian Guilment by email at XXXXXXXXXXXXXXXXXXXX or visit our webpage

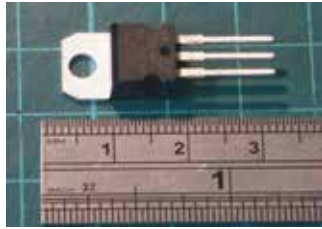


# A Simple Train Controller

Hugh Norwood

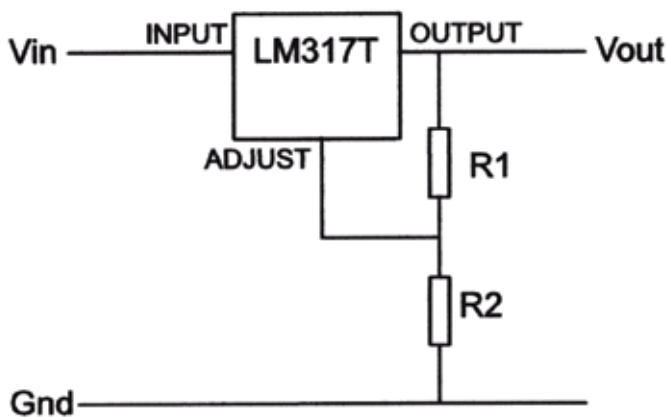
I've dabbled in the dark arts of electronics for over 40 years, both as a hobby and as part of my various employments. Building my layout gave me the opportunity to build various "goodies" including a number of different controllers.

This controller is my preferred unit, probably because it is built into a small enclosure that fits nicely into my hand and I can turn the knob with my thumb. It is also the first one I built. It uses the LM317T three-terminal adjustable voltage regulator integrated circuit.



## Basics

The device has three pins, labelled Input, Output and Adjust. It is short-circuit proof and over-temperature proof (it may get hot but it won't be damaged!) It can supply up to 1.5 amps, which makes it ideal for "our" range of locos. The output voltage is determined by the ratio of two external resistors. Figure 1 shows the basic circuit.



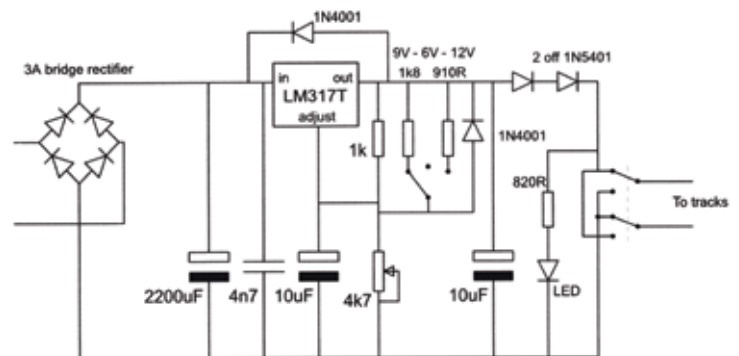
The unregulated voltage  $V_{in}$  is applied to the Input pin; the regulated output,  $V_{out}$ , is determined by the formula

$$V_{out} = 1.25 (1 + R2/R1)$$

What is immediately obvious is that if  $R2$  is zero (i.e. the Adjust pin is at ground or zero volts) then  $V_{out}$  is 1.25V. This means the device cannot supply an output lower than 1.25V. This is not a problem as I shall show there is a workaround. There is also a small error caused by a current of typically 50 micro amps that flows out of the Adjust pin to ground. This produces a voltage of around 50 milli-volts per 1000 ohms in  $R2$  and is of no consequence in our circuit.

So, how do you make it into a variable voltage supply? You replace  $R2$  with a variable resistor (also called a potentiometer).

Let's look at the full circuit diagram for the controller.



Note: I derived this from the circuit on the following web site: <http://home.cogeco.ca/~rpaisley4/TTRThrottle.html>

The circuit is very little different from the circuits shown in the technical documents for the device.

Going from left to right, the 16V ac from the transformer is rectified then smoothed by the 2200 micro Farad capacitor before going to the Input pin of the LM317T. The small value capacitor (shown as 4.7 nano Farads) is to prevent high frequency noise upsetting the device. There are two 1N4001 diodes that act to prevent damage to the LM317 in the case of some types of short-circuit. The 10 micro Farad capacitor between the Adjust pin and ground improves ripple rejection (i.e. it makes the output smoother).

The 1k ohm resistor as  $R1$  and the 4k7 potentiometer as shown will give a maximum output to the tracks of 6V. I have added a double-pole centre off switch that allows the user to decrease this resistance and so increase the maximum voltage. Putting a 1k8 resistor in parallel with the 1K will produce 9V, and putting a 910 ohm resistor in parallel with the 1K will produce 12V. The idea here is that lower-voltage motors will still benefit from the


full throw of the potentiometer - hence more control.

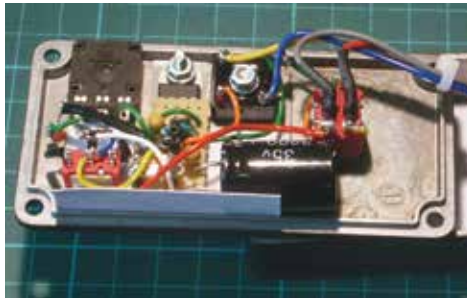
As for the two 1N5401 diodes - these provide a voltage drop that counters the 1.25V minimum voltage produced by the LM317. The output to the tracks does now go from zero to the maximum set by the value of R1.

I have also put in a LED (and dropper resistor) to light up when power is applied to the tracks.

The centre-off double-pole double-throw switch acts as the reversing switch, with the centre position isolating the tracks.

which are copper tracks linking the holes together in rows. The LM371T and the bridge rectifier are fixed to the inside of the lid of the diecast aluminium enclosure. In the case of the LM317T, this allows the enclosure to be used as a heat-sink for the device. It should be mounted with an insulating kit as the "tab" on it is at Vout. The device is also used to hold the small circuit board fixed. The two switches, the potentiometer and the LED are also mounted on the lid.

As you can see from the parts list, the controller may be built at a very reasonable cost. 



## Assembly

The majority of the small parts can be soldered to a small piece of matrix board, as seen in the photo of the controller opened up. Matrix board is a sheet of insulating material which is drilled on a 0.1" square matrix and on one side of

## Parts list for LM317-based controller

Qty	Item	Cost
1	LM317T 1.5A adjustable voltage regulator	£0.42
1	3A 200V bridge rectifier	£0.29
2	1N4001 1A rectifier diode	£0.10
2	1N5401 3A rectifier diode	£0.11
1	2200 micro Farad (µF) 35V electrolytic capacitor	£0.43
2	10 µF 25V tantalum capacitor	£0.38
1	4n7 100V polyester capacitor	£0.07
1	4k7 linear potentiometer	£2.00
	various resistors	
1	dpdt centre off switch	£1.06
1	knob for potentiometer	£0.50
1	diecast box	£7.80
1	strain relief cable entry grommet	
<b>Optional</b>		
1	spdt centre off switch	£0.56
1	3mm LED	£0.20
1	820R resistor	
<b>Total</b>		<b>£13.92</b>

## Notes

1. Resistors are very cheap, but you may find you can only buy them in multiples.
2. These prices are online prices, and may be more from high-street retailers. Online suppliers may also have minimum order charges.

## Members Sales from Brian and the team

The Convention is now just a few days away and our stock is at an all time high. Such is the amount of incoming stock, together with continuing postal sales, that our efforts to produce an updated stock list to send out to everyone, has been sadly hampered. Our apologies.

This really tells you that the Sales Stand at the Convention will be huge! A terrific variety, including many scenic bits and pieces, lots of rolling stock and electrical items. There will be trays of cheapie bits, just what you might need for some project or other! The superb Minitrains range will all be available to you at our special prices.


At the Convention there are expected to be at least four layouts for sale.

Our following show will be ExpoNG on October 26th. In November we will be at the Open Day for the South Yorkshire group on Saturday 23rd and on the Sunday following, at the Northampton Open Day at Weedon (24th). On December 14th you can pay a visit to Wimborne where the Team will be having an Open Morning together with an opportunity to visit Brian's fantastic layout. Pictures and details will be in the next 009 News.

We have just received a good collection of as new 7mm NG kits. Wrightlines, Slaters and Alan Gibson locos amongst the variety. Email for list XXXXXXXXXXXXXXXXXXXX. Also 7mm (On30) to clear - Broadway D&RGW C-16, 2-8-0 in Black. Very little use, £120.

HOn3! Westside D&RGW C-16 in Bumble Bee colouring, Sunset Models, D&RGW K-36 2-8-2 Flying Rio Grande, manufacturer Black, Brass Galloping Goose, manufacturer not known, unboxed, but certainly Japanese, lettered Rio Grande Southern and is super! Also Blackstone K-27 2-8-2 original version as first produced about 6 years ago.

A most unusual item. 2 foot gauge track! 1 piece 8ft long and another 5 ft long. Both have steel sleepers and are due for a clean up. These items are situated near Egham, Staines and as we have helped the family clear most of the NG railway stock, the family would like us to find a good home for the track. If you are interested in obtaining this track please contact Brian G. Price is not the issue, the family would like another member to have good use, rather than just go to a preservation site. They were originally used when creating a replica Penrhyn Workmen's carriage.

The Team are grateful for those of you that made comment on John Thorne's article in the September 009 News, describing how the Society Sales Team operate. 

Brian G, Brian Ellsmore and John Thorne.



# Trade Reports

with John Bruce



Continuing the theme of 3D printing from last month's TLO update, Society member Chris Ward brought a few new or amended 3D printed products to the Pewsey Member's Day. Chris has produced a body for a battery-electric locomotive to fit the usual sweet running KATO tram chassis. Three parts to this one: chassis/footplate, body and cab roof. A nice big cab, but all you need are the representation of a few simple controls as found on electric loco's, and the driver, his mate & the shunter in the cab keeping out of the wind. Job done.

Also from Chris, a couple of his earlier tank locos are now available with a "half cab" similar in style to the old Midland Railway 1F tank engines. Again the chassis won't intrude too much so a simple back head and crew (crew hoping for a fine day!) will be all that's needed.

Email: [cwrailways@gmail.com](mailto:cwrailways@gmail.com)

Website: [www.chrisjward.co.uk](http://www.chrisjward.co.uk)

or write to **Chris Ward, Practical Plastics Designs Ltd, The Shires, Gloucester Road, Corse, GL19 3RA**

Now for something a little different, not specifically meant for 009 but several members at the Wiltshire open day thought they would be worth featuring.

Minimum Gauge Models produce a range of carriages, wagons and locomotive as the name might suggest for those who wish to model typically 15" gauge in 7mm scale on 9mm-gauge track. Although as I write this I have spotted at the bottom of the front of their list Maine 2' gauge stock in American 0 scale (1/4"-1 foot or 1:48 scale) and HOn30. Note to self: find out more!

Anyway the point is they produce a small range of etched brass wagon kits (their estate range I think) which do not look too out of place for 009. The wagons in question are a 1 plank, 2 plank, bolster, tank wagon and a salt wagon with a low pitched roof, the LNER had something similar for conveying loco sand I believe. Three of these are pictured below.



More generally useful is a Micro Servo Point Motor Kit, which is available both with and without servo and in a 5 pack. Our Wiltshire group man from Somerset has one and is hopefully writing a review for the News.

Website: [www.mgmodels.co.uk](http://www.mgmodels.co.uk)

N-Drive Productions were in attendance at Pewsey. Neville confirmed that he will have a range of chassis on display on his stand at the Society Convention in September, including the addition of a chassis to motorise the Oxford short wheelbase Land Rover. The full range of outside framed 0-4-0 and 0-6-0 chassis should also be on display, as well as a pre-production sample of a kit for a single cylinder Neilson.

Email: [n.driveproductions@yahoo.co.uk](mailto:n.driveproductions@yahoo.co.uk)

Website: [www.n-driveproductions.com](http://www.n-driveproductions.com)


Tel: **07778 640336**

Final item this month, with all the interest in the L&B at the moment there may be one or two who have just "discovered" the line and might not be aware that Langley Models produce a small 009 range which features a kit for "Lyn". Also several items of rolling stock in etched brass, three coaches and four items of bogie rolling stock including a bogie platform wagon.

Website: [www.langleymodels.co.uk](http://www.langleymodels.co.uk)

Tel: **01293 516329**

or write to **Langley Models, 166 Three Bridges Road, Crawley, Sussex, RH10 1LE**

That's it for this month, hopefully I will see some of you at the convention. And if there's anything you think we ought to mention under this section of the News please do let me know. 

## Sailsbury & South Wilts Railway Society Electromagnets

In the September issue, no prices or postage rates were given for the S&SWS electromagnets featured in the TLO report. Prices are £2.50 each for one, with every subsequent item being £2.25. Postage rates are as follows:

	Cost Price	Large Letter
1-3 items:	£0.69	£0.90
4-8 items	£1.10	£1.20
9-17 items	£1.40	£1.60

Please contact Martin Moss for more information:

Email: [martinwmoss@yahoo.co.uk](mailto:martinwmoss@yahoo.co.uk), Tel: **01722 413603**

# “The Lusitania”

## or, Building the Vale of Rheidol Mesh-sided Open Coach (GWR 4151)

Dean Whiston

I'm not completely new to modelling, being a military modeller, figure painter and wargamer for more years than I care to remember; however I've always had an underlying interest in railways. So after skirting the edges of railway modelling for some time, I finally took the plunge and crossed to the dark side a couple of years ago. Years of family holidays in Wales had had an impact so when it came to deciding what to model it had to be narrow gauge and based on personal experiences, so it came down to either Vale of Rheidol or Talyllyn.

I ordered some kits and away I went; my first model was a Parkside VoR coach in GWR early 1930's livery. From that point on I was hooked; I was going to build a VoR layout set in 1930 (I still have a couple of Talyllyn coaches that never made it to the workbench!). Over the next 6 months I'd built up a number of coaches covering most of the types in service at that time based on the Parkside kit, however I kept returning to the “mesh” open 4151 and thinking what if?

The “Lusitania” had originally started life as standard VoR 3rd coach no. 9, being converted to the open mesh configuration in 1910. It was then used to transport tourists up and down the valley during the summer months until WW1. During the war it was relegated to the transport of pit props but returned to passenger service following a substantial rebuild in 1918, now numbered 12 in Cambrian service. Following grouping in 1923, the GWR gave it a makeover into full GWR livery numbering it 4151 and adding safety rails all round. It served in this configuration until withdrawal in 1938.

I finally took the plunge in late 2011 and decided to build it; I'd acquired a number of part-built coaches second hand and one of these became the basis of the build.

The first step was to remove the sides and one end from the kit with a razor saw just above the chassis frames, this however resulted in a relatively weak structure. To strengthen it I added a suitably lengthened coach floor that comes with the VoR bogies (DM13), not only did this add the much needed rigidity it also improved the look of the coach floor (fig1).



Fig 1

Next was the new frame for the body of the coach; this was

made up from 0.5mm brass wire glued together (soldering is a dark art I've still to try in earnest) which was skinned with 1mm x 0.25mm plastic strip to square it off, this left a small lip to make it easier to attach the anticipated mesh panels and safety rails.



Fig 2

At this point the build went on hold, being relegated to the corner of my work bench for 6 months whilst a major project at work and my son's “Warhammer” figures took over.

A holiday in Aberystwyth in 2012 rekindled my interest; on my return I retrieved the coach from the pile of part-completed projects and began investigating option for the mesh panels.

I had a couple of failed attempts before I found just the right product from Scalelink (0.5mm Diamond Mesh - Fine). Panels were measured individually and cut from the mesh sheet, and then added between the frames again using glue rather than solder; strictly speaking the mesh is over-scale but it looks right.



Fig 3

Once the mesh panels had set the next task was to add details such as doors etc.; these were all made from 0.5mm square plastic strip and 0.25mm plastic sheet carefully attached with superglue to avoid clogging the mesh up.

Next came the safety rails; on the hill side and end of the coach these were 0.33mm Nickel Silver wire cut to length and glued in place; on the valley side the rails were made from etched brass GWR coach handles suitably doctored (Frogmore 4,5,6,7,10mm GWR Coach Handles) again glued in place. This pretty much completed the coach body other than painting (fig2).





Fig 4

I now turned my attention to the roof; this was made from 0.25mm plastic sheet cut to size and suitably curved to the right profile, underside rib detail was then added using various thicknesses of plastic strip. Finally the rain strips were added from 0.5mm square plastic strips.

On to painting; after a coat of white primer the GWR Chocolate Brown (Rail Match Acrylic) was added by airbrush. To avoid clogging the mesh this took seven thin coats to get the right depth of colour. The GWR Cream (Rail Match Acrylic) was then added by brush in a few thin coats following careful masking. Dark Panzer Grey (Vallejo Acrylic) was applied to the coach floor. The roof was airbrushed with GWR Roof White (Rail Match Acrylic) again applied in several thin coats.

Once dry the transfers were added, these are taken from the Fox GWR Collett Corridor and B Set Period 1 set (FRH4112) and Fox yellow and black lining sheet (FRH4215).

The vacuum pipes were now painted and attached, before the whole coach was airbrushed with a couple of coats of Satin Varnish (Vallejo Acrylic) and then left to dry for a few days (fig 3).

The coach bogies were made up as per instructions, sprayed black and then lightly weathered before receiving a coat of matt varnish, once dry the BEMO couplings were added and the completed bogies fitted to the coach body.

I now had a tricky problem what to use for seats; the standard Parkside seats wouldn't do as they weren't open enough to represent the tram style seats used in the original coach. The solution was provided by a fellow West Midlands group member who suggested Langley etched brass L&B seats. Having acquired a couple of packs, from said West Midlands group member, I set about making suitable seats from the bits, 13 in all which were again glued together (I really must give soldering a go!). Once I was happy with the results they were suitably painted and then permanently fixed in place (fig 4).

This just left passengers, as an open coach I couldn't get away with the odd one or two so I sorted out possible candidates from various sources (Monty's, Langley, Springside & Slaters), eventually settling on 12 adults and 1 child. These were painted to represent early 30s attire and arranged in the coach, both for aesthetics and even weight distribution (fig 5). The final piece was adding the roof (fig 6).

Overall it took 14 months to complete the build, there were a lot of challenges and required a lot of research to source suitable materials, but now its finished I'm pleased with the result.

I've been asked a few times, would I build another one? My usual answer is the VoR only had one! 🚂



Fig 5



Fig 6



# Modellers' Guide To... The Leek & Manifold Valley Light Railway

Tom Dauben & Paul Steedman



**The attractive station building at Hulme End is now a visitor centre for the Manifold Valley**

The Leek and Manifold Valley Light Railway was a characterful undertaking running through pleasant Peak District scenery. Its use of flamboyant stock and that typical light railway atmosphere could lead to a very pleasing model.

At its southern end it shared a terminus with the North Staffordshire Railway (later LMS) at Waterhouses. From here the line followed the steeply sided Manifold Valley for 8¼ miles to the village of Hulme End. On the way it served several other villages in an area renowned for its output of cattle and milk. This, combined with the natural beauty of the area, offered the promise of mineral and agricultural traffic and the potential to attract tourists.

The Light Railway Commissioner overseeing the line's construction recommended that E.R. Calthrop, a renowned light railway engineer, be consulted on the proposal. Without this intervention the line might not have had the unique character it did. Calthrop put his previous experience and exotic designs from lines he had worked on in India to good use on the L&MVLV.

Over the life of the line, as it passed through various different operators, the stock carried various liveries. First chocolate brown on the locos and bright yellow on the passenger stock in its independent years, then later North Staffordshire Railway 'Madder Lake', and finally LMS 'Crimson Lake'.

**Location** Peak District, Staffordshire, UK

**Opened** 27th June 1904

**Closed** 10th March 1934


**Gauge** 2' 6"

**Termini** Hulme End & Waterhouses

**Length** 8¼ miles

Sadly, as with many narrow gauge lines, the villages it served en-route were quite a distance from the halts or stations. By the early 20th century finances were dire and remained so until its closure in 1934.

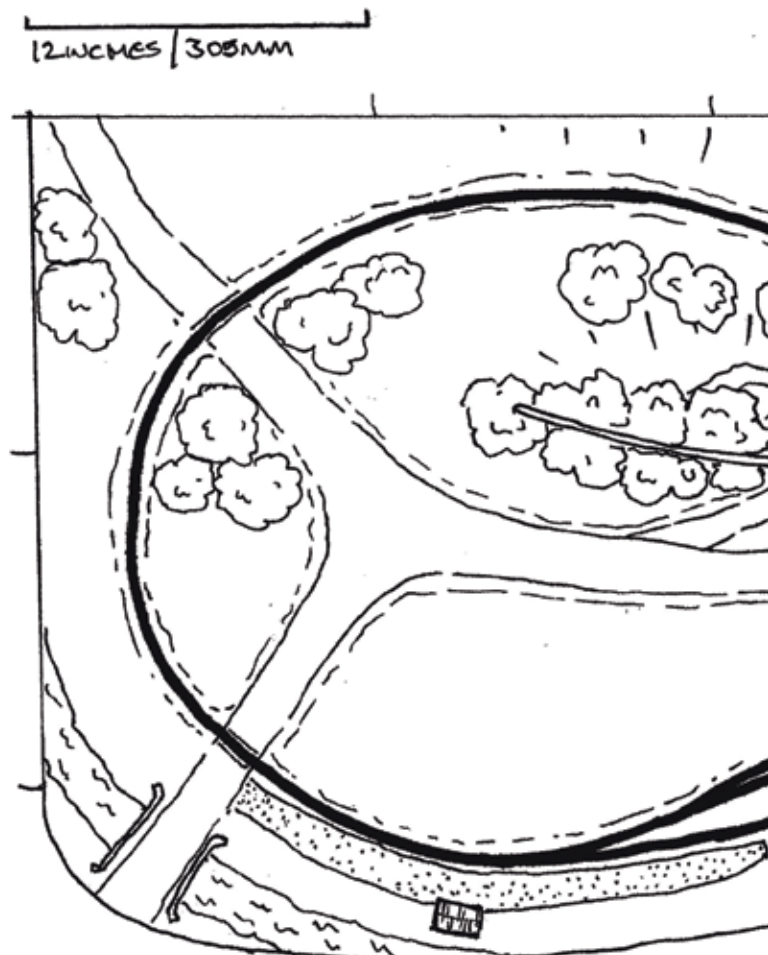
Several of the buildings at Hulme End still exist, and from here you can either walk or cycle much of the trackbed as it is now a foot/cycle path through a very picturesque and beautiful area.

The trackplan shown in this article has been kindly prepared by Paul Steedman. In a 6'6" x 2'6" space it represents 'Ecton', an intermediate halt on the line that served the nearby village and a creamery. Mixed trains would arrive here with standard gauge milk tankers attached using the line's transporter wagons. It would be possible to build this layout using Peco's 'Mainline' flexi track and points. The location would provide lots of scenic potential, representing a picturesque valley scene, whilst providing a little shunting potential and having a continuous run. One of the mouths of Swainsley tunnel is also represented to mask one of the exits to the fiddle yard. 

## Required reading

Several books on the L&MVLV have been published over the years, but if anyone is seriously interested in learning more on the line, the following title will provide the most information in any one book:

*'The Leek & Manifold Valley Light Railway'* by Robert Gratton.  
Published by RCL Publications – ISBN 0953876373





## Alternative Histories

One fun aspect of our hobby is to model a 'what if'. There are a couple of options here if you plan to model the Leek & Manifold.

- An extension north to Buxton was often spoken about by the railway's directors, which would have offered a further standard gauge connection and possibly made the long term survival of the line more feasible. Certainly more locos and rolling stock would have been required, either to the original E.R. Calthrop designs or employ your modeller's licence.
- The original Light Railway proposal documents stated either steam or electric power – how about a model of the line powered by electric traction? The locos and equipment used would probably have been very different if it had been opened as an electric railway in 1904 compared to electrification later on, as technology developed quickly in the early part of the 20th century.

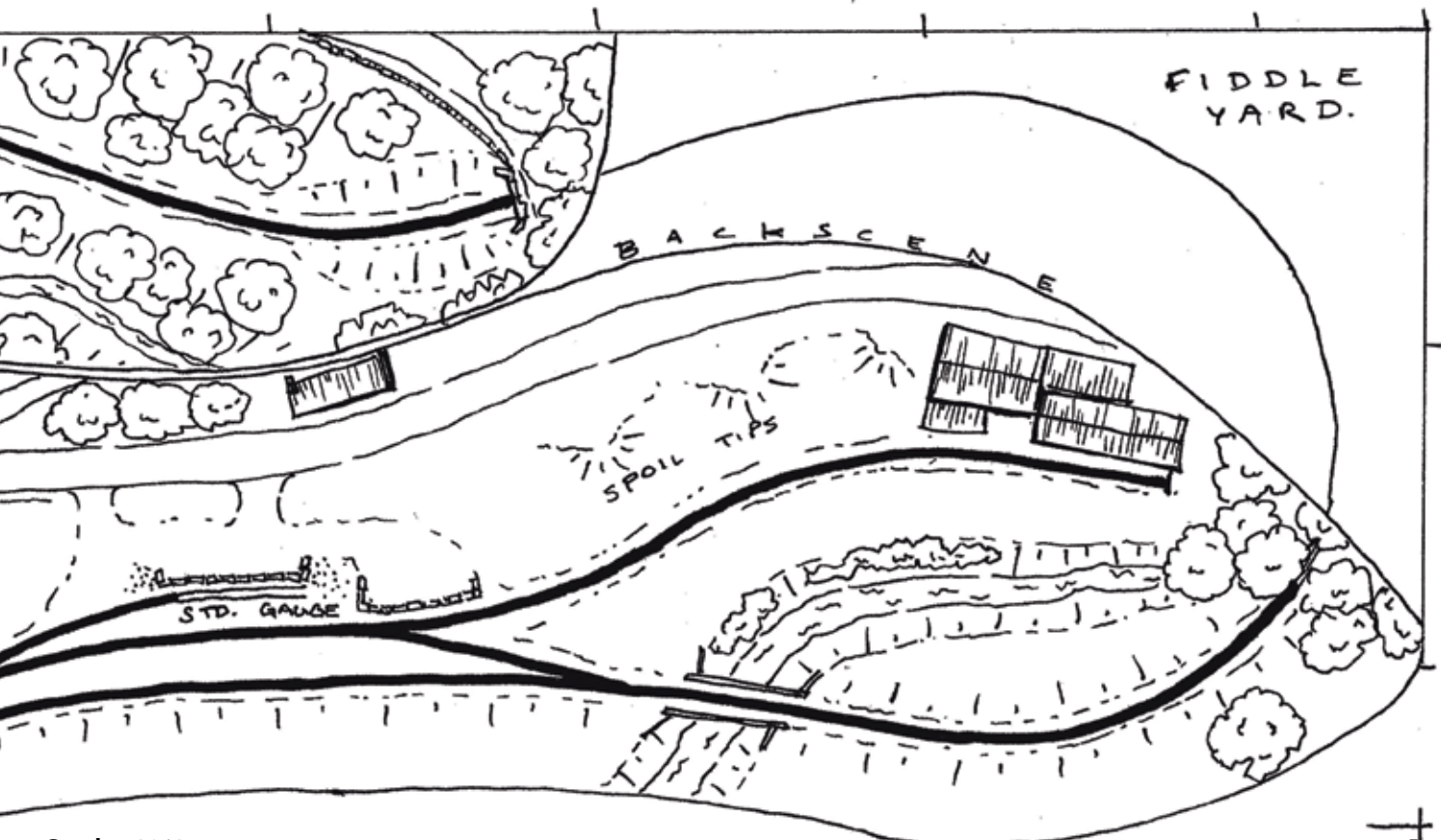
## What's your favourite railway?

We'd like to run regular Modellers' Guides covering narrow gauge railways in the UK and overseas. If you have a particular interest in models available (kits or RTR) for a certain line, or its history, let us know and we can work with you to research and develop more articles like this.

**Email Tom Dauben at**  
XXXXXXXXXXXXXXXXXXXX, or other  
**contact details can be found on**  
**page 2.**

## Models available

Type	Medium	Manufacturer	Status
Kitson 2-6-4T	Whitemetal body including chassis	Centre Models	Out of production
	Whitemetal body to fit Minitrix 2-6-2T	Meridian Models	Currently available
	Etched brass (Frames and valve gear only to fit outside framed Graham Farish 08 chassis	RT Models	Currently available
1st/3rd class brake composite coach	Plastic body, brass chassis	Centre Models	Out of production
	Etched brass	Worsley Works	Currently available
3rd class open coach	Plastic body, brass chassis	Centre Models	Out of production
	Etched brass	Worsley Works	Currently available
Covered bogie van (L&M style)	3D print	TB Models (Shapeways)	Currently available
Transporter wagon	Whitemetal	Centre Models	Out of production
	Resin, whitemetal	Meridian Models	Out of production



# Reviews


**Kit Building For Railway Modellers; Volume 1 – Rolling Stock** by George Dent  
**Publisher: The Crowood Press**  
**ISBN: 9781847974846**

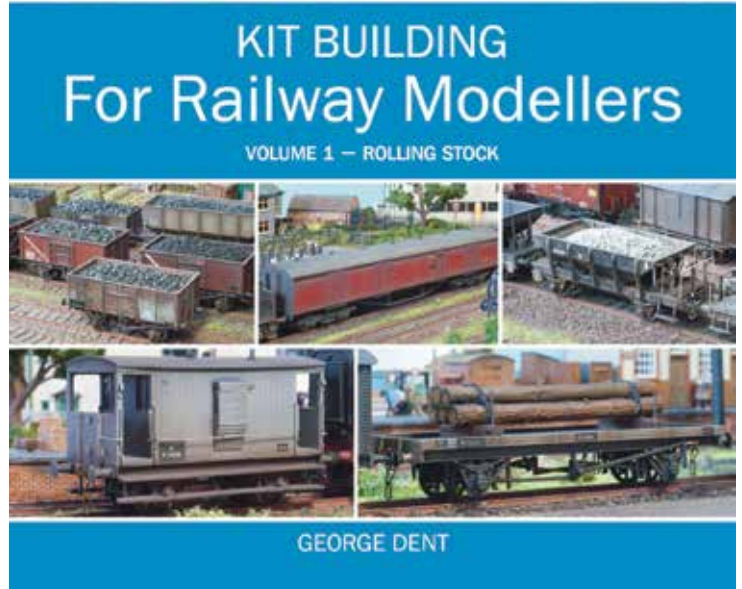
George Dent is a prolific modeller, contributing regularly to Model Rail magazine and authoring a very active and informative blog (<http://georgedentmodelmaker.blogspot.co.uk>). George has penned the latest book to be published by Crowood Press and it focuses on building rolling stock.

We're experiencing interesting times in 009 at the moment, with the release of RTR models starting to happen, and a good range of kits to support the Society member. We will, however, always be in a minority within the hobby, and as such kit building is, and probably always will be, an intrinsic part of our chosen branch of the hobby. Consequently many of the techniques shown in this book can easily be transferred onto your workbench to help improve your own modelling, despite the focus of the book being primarily standard gauge prototypes. There is the odd glimpse of George's 009 stock he built for his NCB layout, though.

This 222 page book is illustrated with plenty of colour photographs throughout, helping guide the potential kit builder from researching what they want to build, through to how to achieve high quality finishes on completed models. On the way George explains lots of useful techniques for constructing plastic, resin, whitmetal and brass rolling stock kits, and gives useful tips to get you started on kitbashing and scratchbuilding – very pertinent for narrow gauge modelling. There are very clear and concise descriptions of two 'black arts', soldering and painting/weathering your models. Finally lists of useful suppliers and further reading are provided to inspire further.

Using the many tips that George details in this volume it should prove possible to make a solidly constructed, smooth running, well-detailed and well-finished item of rolling stock with relative ease. Priced at £18.99 RRP this is a very accessible guide to an important part of our hobby, and would be a worthy addition to any modeller's bookshelf. It is available from all good booksellers, or direct from Crowood Press at [www.crowood.com](http://www.crowood.com), where there is also an online preview of a small number of pages from this book.

Volume 2 will cover locomotive construction and together the two volumes should help make many tasks in kit construction much simpler, and improve your results. TD 



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**Saturday 5th OCTOBER 2013 at  
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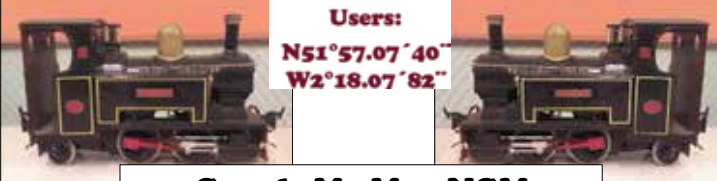
**Admittance £4 per Adult,**

**Open from 10:00am through to 4:00pm**

**Easy access from M5 - M50 & on the A417 North of  
Gloucester. 200yds from GL19 3RQ Tel: 079918680648**

**Contact: Email: [M5.M50.NGM@gmail.com](mailto:M5.M50.NGM@gmail.com)**

**For SatNav Users:**  
N51°57.07'40"  
W2°18.07'82"



**Google M5-M50-NGM**

## STOCK WANTED

Have you found any spare stock that you no longer need? Please get in touch with Brian at Members Sales if you have any Narrow Gauge items that you would consider disposing of. A cheque can be on the way to you very quickly!

Get in touch with Brian on XXXXXXXXXXXXXXXXXXXX or 00000 000000



# The Egger-bahn No4 'Contractors' Loco

Egger-bahn Part 7 - Brian Meldon

The No4 loco was the second of the four new Egger-bahn locos announced at the January 1965 Nuremburg Toy Fair. It was described as a contractors loco in use for mainline rail track construction and maintenance depots. In the 1966/67 catalogue Egger-bahn stated that it was 'a faithful copy of many works locos still in use today'. However as with the No's 1, 2 and 3 I am yet to find a convincing prototype.

In common with the No3 loco there was no prototype model on show at the 1965 toy fair, only an artist's impression of the intended model. This same illustration of the No4 also appeared in the 'New for 1965' leaflet and in the 1965 catalogue both produced in late 1964, again as with the No3 this clearly shows that the initial intention was to make the loco fit on the two wheel drive chassis, and again the length of the loco is even given as 45mm.



The illustration is somewhat different from the finished loco and also indicates that there was to have been glazed windows, a smaller spot lamp, a very different roof profile, a foot step to the rear of the frame, (even though there was no door in that location!) and finally that the black stanchions from the small four wheel open wagon were to be used on the outside of the wooden section.

It would appear that Egger-Bahn possibly made at least one prototype in this short configuration as a few photos exist that show a short version of this loco, but none were produced for sale in this form. However the photos of the short version are obviously taken in the last few years and as I have never seen this model close up its existence as an original item as opposed to an altered standard No.4 is doubtful.

What was produced in early 1965 was the longer 49mm version of the loco that we are more familiar with today. It had red frames, the small square couplings and was powered by the four wheel drive Microperm motored chassis. The spot lamp is a sep-



*The first, early 1965, version of the No4 loco.*

arate moulding as was the exhaust on the cab roof, the later being identical to that used on the short 1963 diesel and the silver No1 diesel. The footstep was not fitted in the end, the spot lamp was larger, the wooden section was made in one plastic moulding without separate stanchions and there was no window glass.

This version of the loco was also sold in the US by JHM in the usual clear plastic boxes but with the 'Minitrains' logo on the lids rather than Egger-bahn.



*A later 1965 loco with single piece frames.*

Later in 1965, as with the No1 and the No3 locos, the frame was changed for a single grey moulding including the springs and axlebox detail. The couplings were changed for the larger more rounded type and the Minitrix-motored chassis was fitted.

Again there was a transition period where red frame, Microperm locos were fitted with the larger couplings, Microperm motor chassis were fitted in grey frame locos and Minitrix motored chassis were fitted in red frame locos. Although how many of

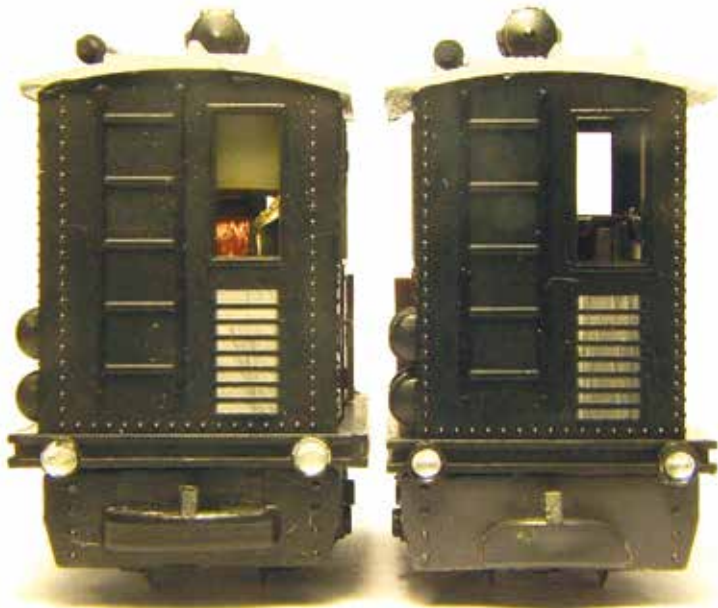


*An example of the 1970s Jouef-produced No4 loco.*

these have been subsequently made up from parts is debatable as all the parts are easily interchangeable.

Jouef produced this loco in the 1970s and at first look apart from the black frames with moulded in couplings the Jouef motored chassis nothing had changed. However this is not the case.

The larger Jouef motor does not fit in the cab of the German-made Egger-bahn locos so Jouef modified the cab by widening it by 2.5mm. This would have involved a major change to the moulding dies.



*A 1970s Jouef loco on the left and the narrower 1966 Egger-bahn produced loco on the right, when viewed together the difference in the cab widths is obvious.*

The roof moulding was unaltered. But as the Jouef motor did not fit through the frame section either, this was not glued to the upper body as it had been previously but kept separate so the chassis assembly could be fitted from above the frames and then both parts secured to the upper body with the chassis screw.

The front part of the body that contains the seat was modified with a cut to clear the now wider black plastic moulding on the main part of the body. Jouef also added extra detail to the frames in the form of a circular plate moulded to the rear of the back



*The upper loco is the grey frame Minitrix-motored version made in Germany dating from 1966 without the cut out in the 'wooden' moulding and the lower loco is the 1970s Jouef-produced loco with the wider body, black frames and a cut out in the 'wooden' moulding*




*A 1980's Jouef loco with the normal black exhaust.*



wheels with 8 rivet heads.

These modification makes spotting the difference between a 1960's Egger-bahn German-produced loco and a Jouef French-produced version easy. Jouef appear to have had problems moulding the frame section as I have seen many of the 1970s locos without the coupling pins moulded, or coupling pins that are very thin and easily snap off.

Jouef re-issued this wider version of the loco in the 1980s with the Mabuchi motor chassis. Apart from the motor these are virtually identical to the 1970s production. However a few of the 1980s locos had a silver plastic exhaust pipe fitted on the roof rather than a black one.

The most obvious weak area on these locos is the spot lamp and these are very easy to break off. At one time a replacement white metal casting was available in the UK, but this was many years ago now. It is however possible to effect an invisible repair by drilling a small hole in the two broken sections and inserting a section of single core bell wire and then gluing the lamp back in place. I have done this invisibly on my Jouef version of the loco as seen at the bottom of page 17. Making a complete replacement lamp is also possible, using plastic rodding and 1/2 mm square section plastic strip. 

**Next time: the No5 steam loco**



**This is the replacement lamp on my early 1965 loco with the red frames, seen in the photo near the start of this article.**

## Later Reproductions

The Swiss firm of Egger-bahn produce a lost wax brass loco that looks like the short version of the Egger-bahn No4 with a very nice chassis built to watchmaker's standards. The level of detail on the body is also very high indeed and they retail for 939 euros or about £820.

The best place to see their range is via their web site:  
**[www.egger-bahn.ch](http://www.egger-bahn.ch)**

Finally there is a brass kit made by Sehling in Germany that again looks a bit like the Egger-bahn No4 loco, but this is not always in production. Sehling also make replacement chassis and other Egger-bahn parts.

Once again their web site is the best place to see their products:  
**[www.sehling.net](http://www.sehling.net)**

## September 2013

### KEGWORTH

**27th** 009 Society 40th Anniversary Convention  
**28th** Yew Lodge Hotel, 33 Packington Hill, Kegworth, DE74 2DF  
**29th** Opening times: Fri 18:00 - 22:00, Sat 08:30 - 23:00,  
Sun 09:00 - 14:00



Layouts include: *Aldbourne, Corris, Dundreich, Ghylldale, Nixnie, Roestok, St. Etienne-en-Caux, Tan-yr-Allt*

### WORTHING

**28th** Worthing MRC, Durrington High School  
**29th** The Boulevard, Worthing, West Sussex, BN13 1JX  
Opening times: Sat 10:00-17:00, Sun 10:00-16:00  
Layouts include: *Glyn Valley Tramway* by Nigel Smith & Peter Binns

## October 2013

### CORSE, GLOUCESTERSHIRE

**5th** M5-M50 Narrow Gauge Modellers Open Day  
Corse & Staunton Village Hall, Corse, Glos, GL19 3RQ  
Opening times: 10:00 - 16:00  
Layouts include: *Lyndon 1870* by Lyn Owers, *Dolfriog* by Jim Owers

### FAREHAM

**5th** Fareham & District MRC Railx 2013  
**6th** Wickham Community Centre, Wickham, nr Fareham, Hants, PO17 5AL  
Opening times: unknown  
Layouts include: *John Thorne's Purbeck*

### BARROW-IN-FURNESS

**12th** Furness MRC, Barrow-in-Furness Sixth Form College,  
**13th** Rating Lane, Barrow-in-Furness, Cumbria, LA13 9LE  
Opening times: 10:00 - 17:00 both days  
Layouts include: *Crumley & Little Wickhill* by Hull MRS, *Angst Less-pork* by Hugh Norwood

### CHELMSFORD

**19th** Chelmsford & District MRC, King Edwards Grammar School  
Broomfield Road, Chelmsford, Essex, CM1 3SX  
Opening times: 10:00 - 16:30  
Layouts include: *John Thorne's Purbeck*

### DIDCOT

**19th** Didcot-Rail 2013, Abingdon & District Model Railway Club  
The Didcot Civic Hall, Britwell Road, Didcot, OX11 7JN  
Opening times: 10:00 - 17:00  
Layouts include: *Clydach* by Richard Holder, *Coleford* by John Wilkes, *Greystock Mill* by Oxfordshire NG Modellers, *Lyndon 1870* by Lyn and Jim Owers

### WARRINGTON

**19th** Warrington MRC 2013 Exhibition, Warrington Collegiate Institute  
**20th** Winwick Road Campus, Winwick Road, Warrington, WA2 8QA  
Opening times: 10:00 - 17:00 both days  
Layouts include: *Tan-yr-All/Dwyffr Uchaf* by Roger Christian & Stan Williams, plus the 009 Society showcase

### SWANLEY

**26th** Expo Narrow Gauge 2013  
 White Oak Leisure Centre, Hilda May Avenue, Swanley, Kent, BR8 7BT  
Opening times: 10:30 - 17:00  
Layouts include: *Annascaul* by Paul Titmuss, *Coleford* by John Wilkes, *Grindley Brook Wharf* by Tim Ellis, *Ryedown Lane* by Pat Collins, *Lahinch Strand* by Sue & Robin Winter, *Nottery Quay* by Chris O'Donoghue, *Southwold 1922* by Stewart Green, *Tal Coed* by Chris Ford

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, X XXXXXXX XXXXXXX, XXXXXXXXXXX, XXXXXXX, XXXX, XXXX XXXX or email to: XXXXXXXXXXXXXXXXXXXX. The only criteria are that the event / exhibition must include a layout from or be organised by a member of the 009 Society.


# Glyn Ceiriog at Glyn Ceiriog

Nigel Smith

On 08/06/2013 Peter Binns, and Nigel Smith took their Glyn Valley Tramway layout to a Fun Day held by The New Glyn Valley Tramway & Industrial Heritage Trust on the original GVT trackbed in the coal wharf in Glyn Ceiriog where the layout is based.

Nigel and Peter are seen with the Mayor of Wrexham, Mr

I. David Bithell, and his wife Virginia who opened the event. (photo courtesy of Richard Andrews of The New Glyn Valley Tramway & Industrial Heritage Trust).

The other photos are mine and show a 2 foot gauge 0-4-0 vertical boiler loco giving rides, as well as some of the stalls and attractions on the trackbed. 



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Adults: £7.00

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OO9 Society, 7mm NGA,

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[www.expong.org](http://www.expong.org)

[www.gdngrs.com](http://www.gdngrs.com)

**Europe's Premier Narrow Gauge Modelling Show**

Ryedown Lane, layout and photograph by Patrick Collins



# Roving Reporter – Pewsey, 10th August 2013

Mick Thornton reports from Deepest Wiltshire

The Wiltshire Group's 14th Biennial Members Day has been and gone and if you missed it, you'll have to wait another two years for the next one!

Approximately 200 (including participants) people did make their way to Pewsey for a variety of reasons – to sample the famous sticky Lardy Cake; to spend lots of money at the Society Sales, Parkside Dundas, N Drive and Worsley; to enjoy the 9th MOMING "exhibition within an exhibition" with its own specialist trade support of Avalon, Black Dog and Minimum Gauge Models; to try their luck at Andy Cundick's renowned raffle (3 prizewinners from the Wessex NGMs this year!); to marvel at John Bruce's working point on his micro layout in the flesh; or just to swan around with a camera – and much more.

None of the seekers of these aspirations were disappointed and once again, it was a really splendid day out. If traders are prepared to travel from Scotland and Manchester, as well as Birmingham and the West Country to spend Saturday in a village hall in rural Wiltshire, then there must be something special about it mustn't there? Huge appreciation to Andy Cundick and the Wiltshire Group team once again for their considerable efforts. Looking forward to Pewsey 15, 2015 already! 🚂

Just one snap of each of the 009 and HOe layouts due to space but as usual, an illustrated full report is on my website at <http://micksrovingreporter.blogspot.com>



**Steve Lawrence manning the refreshments whilst Brian Ellsmore prepares to sample a piece of the famous Pewsey Lardy Cake.**



**Tim Tincknell has "gone retro" with this as yet unnamed layout inspired by CJ Freezer's Plan S34 in 60 Plans for Small Layouts which runs a variety of early ready to run 009/HOe and the new generation Minitrains stock. A brave and very popular choice of layout by Tim!**

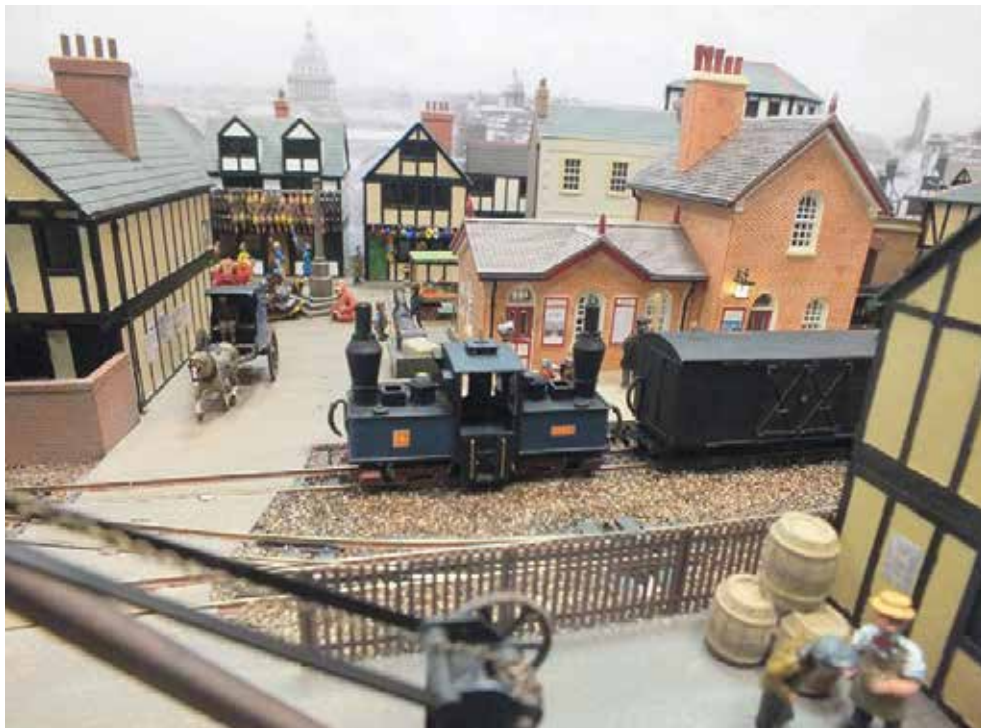


**Geoff and Shirley Harper of the West Midlands Group brought Upper Norton to the event. This layout is about to be retired to make space for a new one.**





*Left: Wessex NGM member Graham Lindley is assisted by fellow group member and 009 Society Membership Secretary Alan Rolfe in the operation of Graham's rail and trolley-bus layout, Lyddbridge. Roger Gadsby and Ian Turner discuss vital matters in the background.*



*Left: Exotic loco power in an equally exotic (or surreal?) setting on Hugh Norwood's highly acclaimed Discworld-inspired scene: Angst Lesspork.*



*I spotted this very original and attractive Kato powered railcar on Eddie Field's Haul-y-Bryn.*

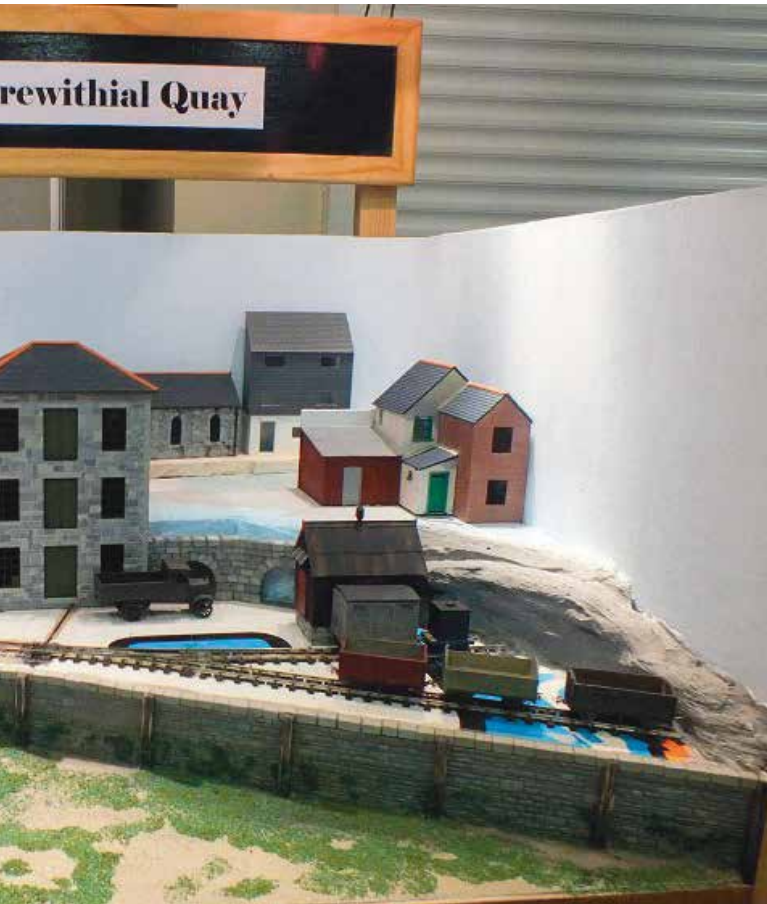


*Derek Johnson with The 'Ampshire 'Og as featured in the August edition of the News.*



# Roving Reporter

## Pewsey, 10th August 2013



*Above: The full panoramic spread of John Bruce's Wherewithal Quay, including a sighting of "The Point" which has been mentioned on the NGRM-Online forum.*



*Brian Ellsmore brought his new Hudswell-Clarke 0-6-0PT, featuring a scratchbuilt metal body on a Minitrix prairie chassis, for a run on Lyddbridge.*



*Geoff Bowyer with Howard Coulson and Howard's very detailed Belgian HOe layout Beaulieu-les-Mines.*



*A new scenic feature in Julien Webb's realistic and detailed Latham's Brewery.*



*Nicholas Wheatley, represented the M5/M50 NG Modellers with his unusual and original cemetery layout Journey's End.*



# Branchlines

News, views and comments from our Local Groups

## **Oxfordshire Narrow Gauge Modellers**

**Next meeting: 10th November**

**Contact: Richard Holder, 00000 000000**

Five of us met on Wednesday 31st July – Tony Thomas, Richard Holder, Neil Vaughan, Ian Sargent and Keith Hicks. We focussed on wiring-up point motors on the group layout.

Our meeting on Saturday 24th August was attended by eight of us, which I think equals our record! The meeting was again at the home of Tony Thomas, and Tony was joined by Stuart Taylor, Ian Sargent, Nigel Matthews, Aaron Matthews, Paul Spray, Richard Holder, and Robert Tams. The main task was to check the operation of *Greystock Mill* which was our first group project. It was never intended that this should be exhibited, but it has been invited to a number of events. It will be appearing at the Didcot Exhibition on Saturday 19th October, with two other layouts from our Area Group - John Wilkes' *Coleford*, and Richard Holder's *Clydach*. Also at the same show will be Adrian Ponting's *Aldbourne* and Lyn Owers' *Lyndon 1870*. Quite a narrow gauge take-over!

Also during the afternoon, Stuart, Paul and Ian continued installing wiring on the 'new' layout. At the beginning of September *Clydach* is travelling to North Wales where it is taking part in the 'Welsh Highland Great and Small' event, which being staged around Din Station and yard.

If you are interested in joining us, do not hesitate to contact me by e-mail at XXXXXXXXXXXXXXX or by phone on 00000 000000.

## **Northampton & District NG Modellers**

**Next meeting: 17th October**

**Contact: Peter Blay, 00000 000000**

Our August meeting saw a return to form with eight of us joining Garry E at his Towcester abode on a lovely summer's evening.

There was plenty of running on Garry's two layouts with visiting stock taking the chance to stretch their legs on the refurbished *Upton Dale*. For those of us more used to micro-layouts the sight of a loco disappearing into the distance was somewhat strange!

Discussions regarding the fast approaching November Open Day indicated that things are coming together.

Garry's catering team provided a supper – which was soon demolished by those present.

Dates for future meetings were agreed:

**17th October** – Jeff's – Yardley Gobion

**Sunday 24th November** – Open Day – Weedon Bec (no regular meeting)

**December (date to be confirmed)** – Bob's – Christmas barbecue!?

Meetings are generally of an informal nature with a chance to talk and "play" trains with like-minded individuals. New members are

always welcome.

Please contact Peter Blay – 00000 000000 – XXXXXXXXXXXXXXX if you would like to come to one of our meetings.

## **Surrey Narrow Gauge Modellers**

**Next meeting: 21st September**

**Contact: John Thorne, 00000 000000**

Not having had an entry in the News for several months does not mean we are not still active. We continue to meet on a monthly basis and our next meeting in September will be on **Saturday 21st** at Jeremy Coles' in Ealing. This will enable us to view the latest developments on his layout and the meeting will start at 2pm and then a number of us are going to Kegworth on the 28th.

In October we will be back at Richard Bullocks' in Surbiton on **October 29th** for a regular meeting and the Group AGM. In November we have two layouts exhibiting at Tolworth Showtrain *Khan* and *Purbeck* on November 9th and 10th and is this is a local show we are hoping Group members will come along and have a go operating under exhibition conditions. In December it will be back to Richard's on the 10th for our Xmas meeting and bunfight. New members are always welcome and if you need further details please call me on 00000 000000.

## **East Midlands Narrow Gauge Modellers**

**Next meeting: 25th September**

**Contact: Bob Telford, 00000 000000**

Our number depleted by August holidays, Chris Boyd, Dave Lowe, Phil Toone and I were the guests of Hugh Milward in Ashby-de-la-Zouch for our meeting on August 28th, where we welcomed new member Mark Dale.

Hugh displayed a dual-gauge (EM/9mm – mainly the latter), dual level baseboard for a new industrial layout, on which the viewer will look along the curve of a canal beneath a total of 4 track-carrying bridges, the levels and track layout having been meticulously set out from paper templates. Track has yet to be laid, but on his modelling bench one of the required dual gauge points was under construction (the Roger Bugg way from the Society handbook) and attracted much interest, while his model of the Cliffe Hill Granite Quarry's Bagnall 0-4-2T Mary hustled a train of Cliffe Hill tippers along a short test track to provide some movement. Hugh claims Mary was produced from a much modified Varikit on a Rivarossi 0-4-0 mechanism, but, no matter how I tried, I failed to recognise any trace of Varikit in the model! A friend cast those distinctively tall skip bodies from a master scratchbuilt by Hugh.

Dave had yet another A1 diesel in grey primer, ready for the paint shop and his house finish of yellow body with red and white chev-

roned buffer beams. He also produced an Ebay purchase of a Minitrix N Gauge Bavarian 0-4-4-0 Mallet tank, a smooth runner destined to power yet another cane loco.

Visitors and prospective new members are welcome at our meetings, which are normally held on the **4th Wednesday of the month** in members' homes, currently throughout Derbyshire, Leicestershire, Lincolnshire and Nottinghamshire. Contact me on 00000 000000 or XXXXXXXXXXXXXXX.

## **Buccabury Group**

**Next meeting: 18th October**

**Contact: John Gilby, 00000 000000**

At the end of August we gathered in Mill Hill to share our narrow gauge photos, experiences and "souvenirs" gathered over the summer. Barry and myself made everyone jealous with our trips to metre-gauge Switzerland but all had enjoyable breaks, managing to find something with a railway connection.

Future meetings are **18th October** in Stevenage, then my place in Wendover on **22th November** taking us to Christmas in Mill Hill on **13th December** for a "Bring your 2013 NG Photo Memories" evening. Please contact me on 00000 000000 for further details.

## **M5-M50 Narrow Gauge Modellers**

**Next meeting: 30th September**

**Contact: Nicolas Wheatley, 00000 000000**

We did not meet in August because of the Bank Holiday weekend, but the Wiltshire Group's Open Day in Pewsey on 10th August was almost like an awayday meeting for our group, as so many of our people were there either exhibiting, trading, helping out or just attending as visitors. It was good to see everyone, and many thanks to the Wiltshire Group for organising such a splendid event.

By the time this report reaches you there should be just a few days before our Open Day, 'Narrow Gauge in the West' on Saturday 5th October, at Corse and Staunton Village Hall, Gloucester Road, Corse, Gloucester, GL19 3RQ. There will be approximately 12 narrow gauge layouts in various scales, trade support and demonstrations, together with the 7mm NGA sales stand, and at least part of the 009 Sales Stand, which will be looked after by a couple of helpful volunteers, so do support them with a purchase or two. There will also be other things to see and enjoy, and light refreshments will be available to purchase. Opening times are 10.00am until 4.00pm, entrance only £4.00, and the whole event is definitely unmissable for narrow gauge enthusiasts in any scale.

We meet on the last Monday of the month, so our next meeting is 30th September, starting at 19.30 hours at Twyning village hall near Tewkesbury, Gloucestershire, GL20



6DF, close to the junction of the M5 and M50 motorways. All narrow gauge enthusiasts and modellers in any scale are most welcome to attend. For further details, contact either XXXXXXXXXXXXXXXX, phone 00000 000000, or Chris Ward 00000 000000. We now also have our own email address, XXXXXXXXXXXXXXXX.

**Beds & Bucks Narrow Gauge Modellers**  
**Next meeting: 3rd November**  
**Contact: Mark Howe, 00000 000000**

It is amazing just how many cups of tea or coffee that modellers can drink in afternoon! For the September get together we held a relaxed meeting at Barton Village Hall, at the suggestion of David Gander, this was to be a modelling afternoon, with projects to be completed, kits to be built and ideas to be discussed. Various mobile 'work benches' made an appearance, files, glue and other modelling implements were in action, no one stuck their fingers together and a good time was had by all.

*Lyndom Cove* makes steady progress and this should make it debut at our 2015 Open Day, seems a long way off, but time flies so we live in hope.

Next meeting is on **November 3rd** in Newport Pagnell, **December 15th** sees our annual Christmas Lunch at the Raven in Hexton and of course after that our 2014 Open Day is on January 26th.

Please contact the area secretary if you would like to join us: phone 00000 000000 or email XXXXXXXXXXXXXXXX.

**South Yorkshire Group**  
**Next meeting: 12th October**  
**Contact: Stephen Penn, 00000 000000**

13 group members assembled at Edlington on 3rd August. The Module group had been very active over the last two months. We had five modules in progress and managed to connect four of them and successfully run a loco across them. There was further intense discussion in progress and top secret (well for now) decisions made!

Other members discussed things Festiniog/Welsh Highland, various manufacturers RTR offerings in 009/HOe and admired models brought by others. Brian brought some of his interesting and unusual scratch built and kit-bashed rolling stock.

The group's Members Day, GRIM2, is to be held on Saturday 23rd November at Hilltop Primary School, Edlington, Doncaster from 10:00 to 17:00. There will be 12 members' layouts in various stages of construction as well as the 009 Society Sales Stand. We look forward to seeing you there.

Mrs M as usual provided excellent refreshments during the afternoon. Our next meeting is at Edlington on **12th October** at 2pm. Further details from me (00000 000000) or Alan Martin (00000 000000).

**Sussex Downs Group**  
**Next meeting: 4th October**  
**Contact: Martin Collins, 00000 000000**

We had a practically full house for our last meeting on August 16th and amongst other things, Simon was investigating why the level crossing at Evaleight wouldn't work properly. That's an on-going situation, but an improved fixing method for the motor subframe was considered essential to make access easier. We also have a number of potential improvements on Evaleight pencilled in, including resurrection of the original plan from some thirty years ago to make the top tramway on the quarry section operate - either automatically with an electronic shunt module, or possibly with a separate controller that Joe Public could use. Personally, I prefer the automatic system, but with the addition of a coin-in-slot operation at exhibitions to boost group funds!

Thoughts are increasingly turning to the Convention - have we anything to sell, what do we need to buy, what can we (individually or collectively) afford? It will soon be time to empty the piggy banks and dust off the plastic. Greatly looking forward to it, but before then we shall be exhibiting Tim's *Elmgate* at Woking on 14th/15th September.

Our next meetings are scheduled for **4th October** (planning the winter programme) and **18th October**. All are welcome. Please give me a call on 00000 000000 046727 or e-mail at XXXXXXXXXXXXXXXX.

**West Midlands Group**  
**Next meeting: 18th October**  
**Contact: Julien Webb, 00000 000000**  
*(7-9pm only please)*

14 of us were at Geoff & Shirley Harper's for our August meeting. Dewi Philips brought more of his 009 collection so Geoff's test track played host to a 2' gauge Bulleid Pacific and 'Follower' (the L&B's take on "Leader"?) and a Russian streamlined 4-8-4 amongst other things. Dewi's 2-6-6-2 Mallet was in good company with Ben Powell's 0-4-4-0s based on the two Statfold Mallet tanks, a Halling railcar chassis that Geoff had re-gauged to 9 mm and a Billard A150D1 railcar that I'm building for Angela Baker. Continuing the eclectic theme Blair Hobson had some of his latest acquisitions - a 3D printed 0-8-0 (PX48?) running on a Farish 8F and a pair of resin kits for "Pafawag" coaches (from the Cyrillic on the box) and Peter Cullen had a CWR (I think) tram loco - there was probably more so my apologies if I missed anything. We also had the opportunity to view Geoff's impressive workshop and various layout developments, and there was some discussion over a group project. My thanks to Geoff and Shirley for hosting the meeting.

Next meeting, **Friday October 18th** at Blair Hobson's Tel. 00000 000000, email XXXXXXXXXXXXXXXX from 7:30 p.m onwards. 🚂

Please send reports to [production@009society.com](mailto:production@009society.com)

## Chairman's Chat with David Gander

I hope you're all enjoying the new look 009 News. Tom and Steve have been working hard over the past few months to update the News and the start of this new volume sees the beginning of the major changes.

I like it and I think it gives a nice fresh look. Please do let them know what you think. I'm sure the following months will see a bit more tweaking until things are fixed. And please do think about writing an article or two on your modelling too!

This issue technically marks the end of our Fortieth Anniversary volume although celebrations are going on till the end of the year.

After two years of planning, the Convention is almost upon us. I do hope that you've booked in for the weekend as it promises to be a great event. Even if you can only come for the Saturday - or Sunday morning - I hope to see you there.

Our final event is our 009 modelling area at the Warley NEC show on 23rd-24th November. Some great 009 layouts will be attending and there should be a display of 009 models and modelling alongside. Do find me and say hello if you are coming along! 🚂

David

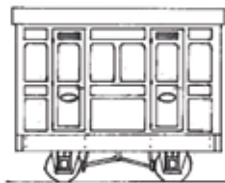
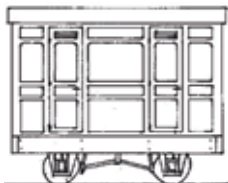


Your Chairman's favourite back issue of the 009 News (which admittedly he may have had a hand in), the 25th Anniversary special from 1998.

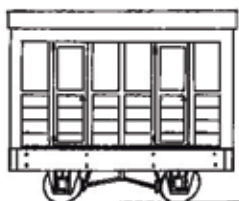


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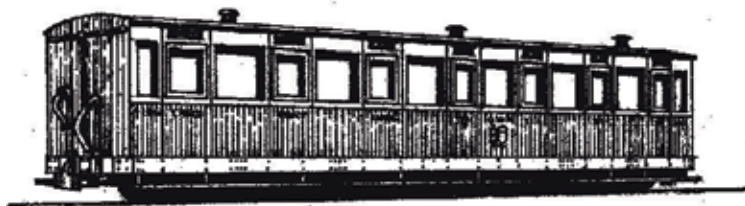
- DM75 Freulance Panelled 4 Wheel 3rd Class 2 Compartment Coach .....£7.85
- DM76 Freulance Panelled 4 Wheel 1st Class 2 Compartment Coach .....£7.85



- DM03A Freulance 4 Wheel Guards Van .....£7.85
- DM04A Freulance Planked 4 Wheel 2 Compartment Kit .....£7.85

These kits continue our theme of vehicles designed to look like the products of a small wagon works around the turn of the last century. Once again based around our DM05 Chassis. Also available in the series:

- DM05 Chassis kit .....£4.45
- DM09 Single Bolster Wagon (pair) .....£7.85
- DM35 Goods Van (body based on Glyn Valley Tramway) .....£7.85
- DM36 End Door Open Wagon (body based on Vale of Rheidol Railway) .....£7.85
- 5010 Bemo 009 Couplings-Stepped Shaft (pack of 10) - suitable for the above kits .....£11.45
- 3255 Bemo 009 Couplings-Straight Shaft (pack of 10) .....£11.45
- DM10A Vale of Rheidol 3rd Class Bogie Coach No's 1-12 .....£14.85



- DM17 Vale of Rheidol 4 Wheel Guard's Van .....£10.60

**GREENWICH COUPLINGS**

- CPL1 Automatic Narrow Gauge Couplings (10) .....£4.50
- MAG1 Round Magnets (10) for use with above .....£5.50
- GAG1 Coupling Height Gauge .....£1.50

**EXHIBITIONS**                      **Kegworth 27th-29th Sept**                      **ExpoNG Swanley 26th Oct**                      **NEC 23rd-24th Nov**

**POSTAGE £2.00 per Order (UK) – An additional £3.00 on orders of less than 1 box of PECO track**

009 Society Members may deduct 10% discount from prices on Parkside Dundas, Bemo & Peco Our Illustrated Catalogue (£2 Includes £1 voucher against your first order). We carry a large stock of 009 including A1 Models Chivers Finelines, Gem, Golden Arrow, Greenwich, Langley, Liliput, Nigel Lawton, Maquette, Mercian, Meridian, N Brass Locos, Peco, Roco, Roxey, Stenning, Veitch, Windle, W D Models and loco chassis from Bachmann & Farish. Narrow Gauge Books from Middleton Press, OPC, Peco, Plateway Press, The Oakwood Press & Wild Swan.