

SCALEFORUM 2019 EXHIBITION GUIDE



Saturday 28th and Sunday 29th September 2019

**Stoke Mandeville Stadium
Stadium Approach
Mandeville Road
Aylesbury
Buckinghamshire HP21 9PP**



Scaleforum 2019

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Saturday 28th September 2019 10.30am – 5.30pm
(Advance ticket holders from 10.15am)
Sunday 29th September 2019 10.00am – 4.30pm
(Advance ticket holders from 9.45am)



Pulborough
Photo: Barry Luck

Welcome to *Scaleforum 2019* where this year we feature several large layouts, showing that, although not really necessary, layouts built to P4 standards do not have to be small.

The organizing team hope that you will have a very enjoyable time at the exhibition. We have assembled a wide range of layouts representing all periods of railway history and these are supported by traders, demonstrators and other exhibits. Layouts on display cover a wide time frame from the pre-Grouping era to the more contemporary scene. This year, as well as fine layouts, we will feature some practical hands-on workshops where visitors can learn the essential skills of turnout construction alongside other demonstrations of essential model making skills.

Whilst *Scaleforum* is organized primarily for the members of the Society, we welcome the many visitors who are not members and hope that you will find much of interest. For those who may be interested in joining the Society the Membership desk will be found in the Society area near to the main entrance to the hall. Anyone who joins at the show will get a reduced admission fee.

We aim to provide an opportunity for all those who are interested in model railways to meet, talk, exchange ideas and be impressed by the high standard of modelling on display. To encourage discussion there are generally no barriers around the layouts so please feel free to talk to layout operators and to those who are demonstrating since sharing information is what the show is about.

General information

The show is all on one level which will make it easier to find everything and to move around. All the exhibits will be found in the main hall. Refreshments will be found in the café just off the entrance foyer. For those who want a seat, there are chairs and tables around the hall and also please feel free to use the viewing gallery which is accessible by a lift and stairs near to the main entrance.

Name badges

Printed name badges are available for any Society member who requires one. To obtain a badge, simply take advantage of the advance ticket purchase option to be found on the Society website and specify that a badge is required.

Guidance and security

Any enquiries about the exhibition can be made at the Scalefour Society stand near to the main entrance, and this should be the first point of call for anyone who has queries about the show or where to find a stand. Committee members and the organizing team will be wearing name badges. Stewards will be found around the exhibition and can be identified by blue tabards. If you need help, directions or have an emergency please ask at the help desk or any steward. Please look after your own coats and bags, and report anything suspicious to the help desk, any steward, or anyone from the organizing team with a name badge.

Lockers are located in the corridor to the left of the main entrance. Use of these is via a token obtainable from the stadium reception at a cost of £1.00, which is refunded upon returning the token.

First aid will be provided by the stadium staff. In the event that this is needed, please ask at the help desk or any steward.

A public address system will be in operation and can be used to relay urgent messages. If you need to get a message to someone please ask at the Society area.

Photography is permitted but please ask the layout operators or anyone else before taking pictures. Please note that the use of tripods is restricted to the official photographers working on behalf of the Society and accredited magazine staff only. We would ask that photographers ensure that their activities do not restrict the viewing of layouts by visitors.

Accessibility The building was designed for use by athletes who use wheelchairs or who have other mobility difficulties and is all on one level. There is good provision for toilets for those with disabilities. Wheelchair users who may not be able to see all the layouts clearly will be admitted at the same rate as for Society members. Carers who assist people who have registered disabilities will be admitted to the exhibition free of charge. In order to give care to those with disabilities we would ask that anyone who uses a backpack to carry this, in order to avoid the risk of harm to wheelchair users.

Smoking is not permitted anywhere in the stadium building.

Places of interest in and around Aylesbury



London Road during a quiet moment.

Photo: Richard McLachlan

Beyond *Scaleforum* there is much of railway interest to see around Aylesbury. At Quainton, about six miles to the west of Aylesbury, is the Buckinghamshire Railway Centre located at the former Great Central Quainton Road station, HP22 4BY. The centre has the former LNWR Rowley Road station from Oxford as its centre-piece exhibition building and includes much of interest from the GC, Metropolitan and LNER Railways. 01296 655720 office@bucksrailcentre.org

At Leighton Buzzard, about 10 miles north of Aylesbury, is the Leighton Buzzard Narrow Gauge Railway. Built to 2' gauge, this fascinating line was originally built in 1919 using redundant materials from the WW1 Western Front in France to move sand from the quarries to the north of the town to the standard gauge branch line that went from Leighton Buzzard to Dunstable. The railway has a large collection of steam, diesel and petrol locomotives and will be operating a passenger carrying service on the Sunday of *Scaleforum*. Page's Park Station, Billington Road, Leighton Buzzard, LU7 4TN. 01525 373888 www.buzzrail.co.uk

To the south, in Chinnor, which is about 10 miles from Aylesbury, will be found the Chinnor and Princes Risborough Railway. This former GWR branch line has its base at Chinnor station, with the station having been completely rebuilt by volunteers. The railway runs a passenger service on weekends during September. Chinnor Station, Station Approach, Station Road, Chinnor, Oxfordshire, OX39 4ER. Talking Timetable: 01844 353535 enquiries@chinnorrailway.co.uk

A little further away, about 22 miles from Aylesbury, will be found the well known Pendon Museum, a 'must see' place for all those who appreciate fine modelling. The museum is open at weekends from 11.00. Pendon Museum, High St, Long Wittenham, Abingdon, Oxfordshire OX14 4QD. 01865 408143 www.pendonmuseum.com

Near to Pendon at Didcot is the Great Western Society's Didcot Railway Centre. The centre will be open on both days of the *Scaleforum* weekend from 10.30 to 15.30. Located next to the railway station the centre offers lots to interest the GWR supporter. Didcot Railway Centre, Didcot, Oxfordshire, OX11 7NJ. 01235 817200 www.didcotrailwaycentre.org.uk/visitorinformation

For places of interest for the rest of the family the following attractions are close to Aylesbury:

Waddesdon Manor, a large country house in the village of Waddesdon five miles to the west of Aylesbury. Built by Baron Ferdinand de Rothschild between 1880 and 1883 the house is now owned by the National Trust. 01296 653226 www.waddesdon.org.uk

Ascott House is another former Rothschild house also now owned by the National Trust. Ascott House is just outside the village of Wing which is about 10 miles north of Aylesbury. 01296 688242 www.ascottestate.co.uk

Woburn Abbey and Safari Park are at Woburn, about 15 miles north of Aylesbury. The main house is open from 11.00 to 16.00 whilst the Safari park is open from 10.00 to 17.00. www.woburn.co.uk/abbey

The Roald Dahl Museum and Story Centre is in Great Missenden, about 10 miles south-east of Aylesbury and tells the story of the author's life and his books. The museum is open at weekends from 11.00 to 17.00 and is at 81 High Street, Great Missenden, HP16 0AL. 01494 892192 www.roalddahl.com/museum

Acknowledgements

The organizing team wish to thank all those Society members and our guests who have brought layouts along or who have put on demonstrations, and the staff of the Stoke Mandeville Stadium for their support in staging this event. We would also like to thank the Committee of the Scalefour Society for their support in the planning leading up to the event. Particular thanks are due to the Scalefour Society Publications Team, who have designed and produced this guide.

*Front cover picture of
Burntisland by Jim Summers*

Scalefour Society Area



The Society area is the place where you will find members of the Committee, so if you are already a member do stop to have a chat. We will be pleased to deal with any queries that you might have or suggestions about how the Society is run and how we might do things better. If you are not a member, come and talk to us anyway, find out what the Society is all about and the benefits of membership. More importantly, if you have any queries about any aspect of railway modelling this is the first port of call to ask for assistance. If we cannot help immediately we will point you in the direction of someone who can.

In the Society area you will find our Membership Secretary, Steve Carter, who will be pleased to tell you all about membership, deal with queries from existing members and enrol new members.

Left: Steve Carter behind the Society stand
Photo: James Dickie

The Competitions



GWR Aberdare by Jeff Day
Photo: Philip Hall

The Deputy Chairman's Cup aims to encourage technical innovation in railway modelling. The award will be made to an individual or to a company who, in the opinion of the judges, has produced an innovation, device, jig or other modelling aid that enhances or improves railway modelling or makes a process easier, quicker or more accurate. Details of the entries for this event will be in the Society area.

The Members' Showcase will be found in the Society area and allows members to display models that they do not wish to enter into a competition. Any member of the Society can put models on display.

The Eileen's Emporium Prize is sponsored by Derek Russan of Eileen's Emporium and will be awarded for the best example of a scratchbuilt model of any type seen at the show, and will consist of a £50 voucher to be spent at Eileen's Emporium. Entries may be made at *Scaleforum* and may be a model that has been entered for another competition, a model on a layout or on a demonstration stand, or anywhere else within the show. The model should be essentially scratchbuilt from any materials but the use of bought-in items such as wheels is permitted. The judges will be looking for the item that best exemplifies the Society's approach to finescale modelling.



Southern Railway parcels vans by John Palmer
Photo: Philip Hall

The Model Railway Journal Chalice was established in 1986 to mark the Society's tenth anniversary and is awarded by Cygnet Magazines. No formal entry is required as the judges, who are appointed by *MRJ*, will select the winner from anywhere in the show, on a layout, from one of the trade stands, demonstrators or another competition. The judges will be seeking models which show excellence in 4mm scale modelling.

The York Trophy is presented in memory of the late Ken York and is awarded to the layout which, in the opinion of those attending, is the most interesting or gives the most pleasure. This means exactly what it says and does not necessarily mean the best technically or the best modelled layout: therefore an incomplete or beginner's layout has as much chance of winning as one which is complete or well established. The trophy will be awarded to the layout gaining the most votes from the visiting public. Please take time to cast your vote on the form issued to you on arrival.

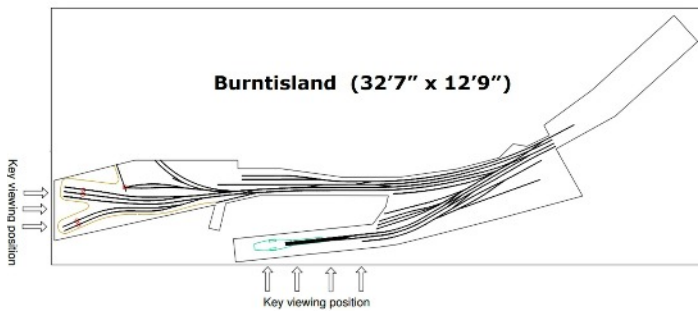


Class 122 Railcar by Bernie Baker
Photo: Philip Hall

Anyone wishing to enter any of the competitions or put items in the showcase should contact Terry Bendall who will provide details of what is required.

Burntisland played a key role in transport history, for it was here that the world's first roll on/roll off ferries entered service. The ingenuity of Thomas Bouch was responsible for the moving bridge connecting ship to shore. Prior to the building of the Forth Bridge, these train ferries, and the associated passenger ships, formed part of the link between Edinburgh and the east coast of Scotland.

Once freed from the restraints of the Scalefour Society competition to build a layout in 18.83 square feet, we have been able to get on with enlarging the layout and tackling the many fascinating features of the wider site. So we are able now to present the original section with the significant additions of the train ferry, with its pioneering moveable bridge, the Forth Hotel and Stables, the West Dock with working hoist and turnplates, and a number of buildings.



The historical period: well, 1883, what else? The first Tay Bridge had fallen four years before our period, but No. 224 had been recovered, and – for evermore known as *The Diver* – she can be seen on the layout. This period has meant considerable research into train operation and signalling of the period, as well as pretty well scratchbuilding everything.

The period chosen enables us to show the passenger trains connecting with the ferries and the freight activity on and off the train ferries. So there will eventually be much shunting, and we have gone DCC to cope with all this anticipated movement. - *The East of Scotland 4mm Group*

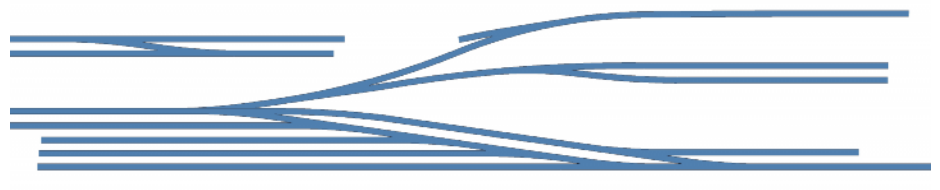


Clackmannan Goods is set in the twilight months of wagonload traffic in a small yard during the mid-1970s. The sort of place that could be seen all around the country at that time as rail freight continued its downward spiral. The yard is fictional, but is imagined to be on the site of the Caledonian Railway goods yard in Alloa. To justify the amount and variety of freight handled by the yard a few amendments to the geography and history of the area have been made. Firstly, Alloa New Yard was a much smaller proposition than it actually was, and was mainly used for the marshalling, storage and distribution of wagons to the local collieries; secondly, the nearby North British harbour branch has been recently closed leading to a concentration of traffic at *Clackmannan Goods*; and thirdly the MOD supplies depot at Bandeath remains open and generates substantial traffic. Despite the concentration of all the area's traffic, apart from power station coal, into *Clackmannan Goods*, most flows are just managing to cling on and their precariousness means that the imminent threat of closure is very real.

The main traffic flows are domestic coal, grain for the local breweries and sundries, but just about anything can turn up.

It is not unusual for wagons to be sent to the yard for storage, and parcels stock can also sometimes be sent from Stirling if siding space is at a premium there. Wagon building is David's main area of interest so there are a lot of variations in the fleet with even similar wagons having significant differences in detail such as axleboxes, buffers and, of course, weathering. Locomotives, as might be expected on a 1970s Scottish layout, are mainly small Type 1s and Type 2s although occasionally larger locos will pay a visit.

The boards are built from birch ply, 9mm thickness being used for the main structure with 6mm for the backscene, all glued, screwed and braced before receiving several coats of varnish. Track design was by Templot. The track was designed as it would have been laid in the Victorian era, and then thought was given as to how, over the years, amendments and relaying would have changed things, ending up with a real mishmash of track types and styles. Control is by DCC using a Roco Multimaus with all the locos being fitted with sound decoders, and point control is by servos using the excellent Megapoints controllers.



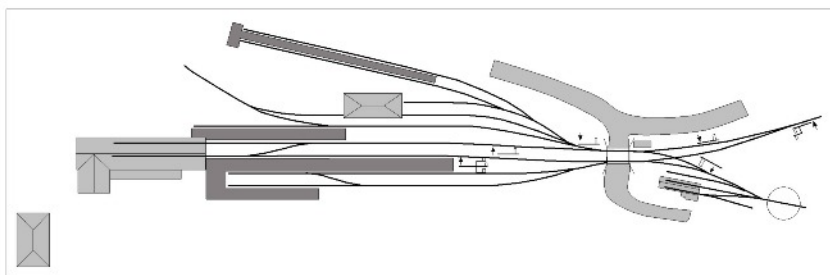
Clackmannan Goods (13'6" x 2')



Glenmutchkin may well be a new name to you but it is one of the forgotten names of railway history. At the time of the 1840s railway mania, the Glenmutchkin story was a lampoon about the promotion of a line to the depths of the Scottish highlands. The whole tale – which is well worth reading – was a spoof seeking to point out the folly of the railway mania bubble and arguably had a hand in precipitating its bursting.

For Mark, the story is merely an excuse to have an unexplained town in the otherwise sparsely populated part of the Scottish Highlands that deserved a fair-sized railway connection! Its trackplan is a cross between the Highland Railway's station at Wick and the engine shed area from Kyle of Lochalsh. It will thus feature a large trainshed over the principal platform, a branch bay and a fairly self-contained MPD. In the fullness of time we will see the principal trains banked out of the station plus there will be a connection to serve a harbour to justify additional traffic.

The layout is presented very much as a work in progress; come back in five years if you want to see the finished layout! We should have a fully operational layout including a substantial set of signals but with only limited amounts of scenery complete. Some of the stock will be appropriate for the intended mid-1920s era but you can also expect some odd strays to keep the layout operational!

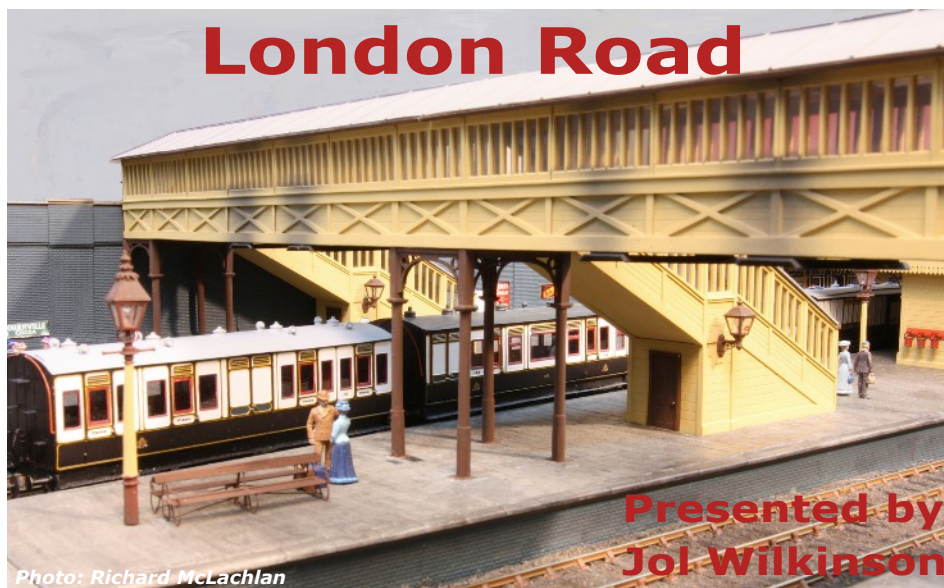


Glenmutchkin (21' x 4')

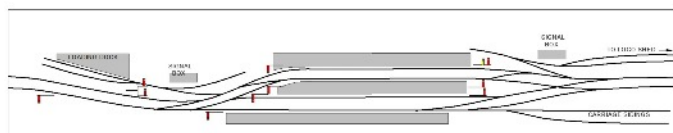
London Road was originally built in the 1980s as a four-road suburban terminus, representing the LNWR in the Edwardian period. It was one of the earlier P4 layouts to appear regularly at many of the major exhibitions.

It has now been converted into a through station by removing the original platform and station building baseboard and replacing with two new baseboards and extra fiddleyard. These provide through platform lines, carriage sidings and a headshunt to an off-stage loco shed. This will hopefully provide more operating interest and enable us to run through goods trains to add variety. The layout is now thirty-four feet long with a twenty-two feet scenic section, between 18" and 24" deep.

The layout is set in 1907 in the Edwardian era, which enables us to run later Webb locomotives as well as the new Whale engines and the earlier elliptical roof carriages. Although the LNWR was the largest of the pre-Grouping railways, there are no RTR locos or stock available, so everything that moves (apart from the operators) is kit or scratchbuilt. Many of the locos and carriages are built from London Road Models kits, which came into being to provide models for the layout and has developed into one of the leading producers of etched 4mm scale kits.



London Road No. 1 signal box is a scratchbuilt model of a LNWR type 5 cabin, while London Road No. 2 signal box was built from two London Road Models LNWR type 4 signal box kits. The station buildings are made from Grand Junction LNWR components. Roofs and canopies are plasticard with LRM etched canopy brackets and valances, specifically designed for the layout. The covered station footbridge was built using some laser-cut parts, also designed specifically for *London Road*. The pump house building is a modified kit, while all the road bridges are scratchbuilt models based on LNWR designs. Signals are scratchbuilt utilizing MSE components, while the track is a mix of rivet and plywood (original section) and C&L/Exactoscale (new section).



LONDON ROAD (34' x 2'6")

The viaduct is a model of the famous structure on the Brighton main line, designed by engineer John Urpeth Rastrick in association with LBSCR architect David Mocatta. The 37-arch structure reaches a maximum height above the valley floor of 96ft (29m), and overall is 1475ft (450m) long.

We had no scale drawings of the viaduct to work from, so for construction it was back to basics, making use of measurements at the bases of the piers, counting bricks on photographs and use of derived yardsticks. Laser cutting in MDF was the only sensible route for the main structure, with use of plasticard cladding, etching, resin casting and 3D-printing for the details.

Balcombe is just north of the viaduct. At first glance the station might not appear to be especially interesting, being one of the minor stopping points on the Brighton line with the majority of trains passing through at line speed. However, there are a number of very modellable features. The layout is set in the 1950s/early 1960s, and traffic is mainly electric multiple units with occasional goods, parcels and loco-hauled inter-regional trains. Signature workings are the Brighton Belle and Newhaven boat trains. Some of the traffic might indicate that there are some Oxted line diversions operating today!



Ouse Valley Viaduct & Balcombe

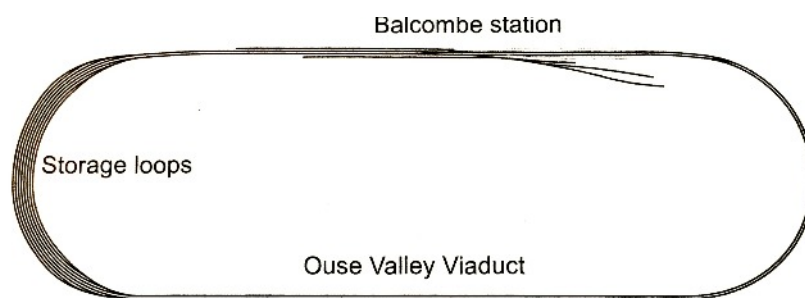
In the 1940s, Balcombe station yard was used as a test bed for the use of overhead tramway electric supply in goods yards for locomotives such as the then new Bulleid-Raworth 'Booster' locos. As far as we know the overhead at Balcombe was never used

operationally – but in our universe it was! We have also added a head-shunt for the yard which was never there in reality.

Presented by Rod Cameron & John Farmer



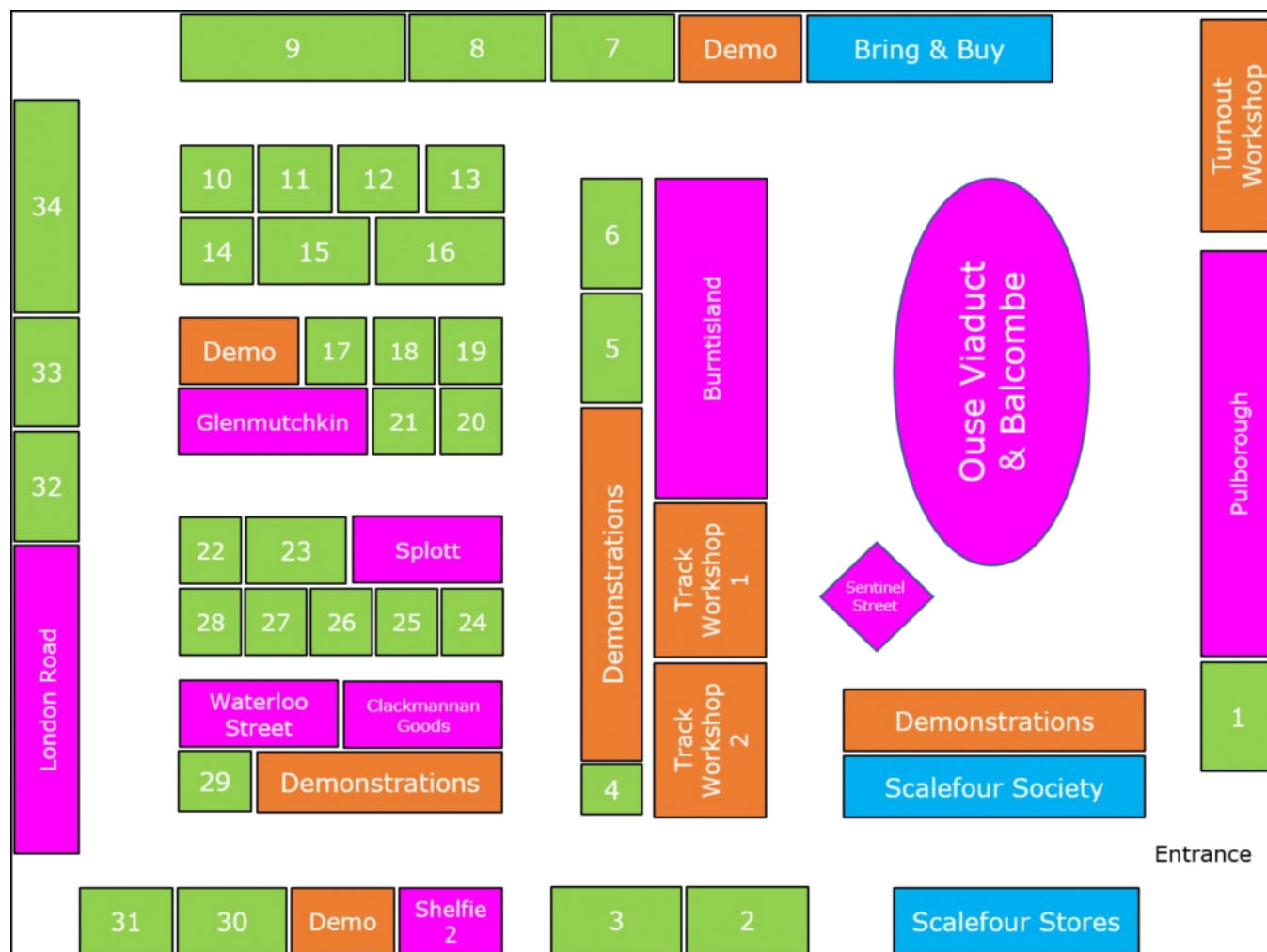
Colour light signals replaced semaphores on the Brighton main line at the time of electrification in the 1930s. Ours are sequenced using Heathcote electronic modules. Balcombe station did not have platform starter signals. Cameras show features not easily seen, such as the view through the piers under the viaduct, and the down side buildings on Balcombe station.



Ouse Valley Viaduct & Balcombe (46' x 18')

Scaleforum 2019 Floorplan

An alphabetical list of traders and their stand numbers can be found on pages xv & xvi



- | | | |
|--------------------------------|-----------------------------|--------------------------------|
| 1. Alan Gibson (Workshop) | 13. Ambis Engineering | 25. Judith Edge Kits |
| 2. Wizard Models | 14. Stoneybridge Structures | 26. GW Models |
| 3. Attwood Aggregates | 15. South Eastern Finecast | 27. Brassmasters Scale Models |
| 4. Powerbond Adhesives | 16. Branchlines | 28. Model Railway Developments |
| 5. Tim Horn Baseboards | 17. Rumney Models | 29. Mousa Models |
| 6. Extreme Etchings/Shawplan | 18. Penbits Model Railways | 30. 247 Developments |
| 7. Hobby Holidays | 19. Dave Bradwell | 31. Acc+Ess Protocab |
| 8. Bill Hudson Transport Books | 20. RT Models | 32. London Road Models |
| 9. Phoenix Precision Paints | 21. Prickley Pear Products | 33. Wild Swan Books |
| 10. Roger Carpenter | 22. C&L Finescale | 34. Eileen's Emporium |
| 11. High Level Kits | 23. Roxey Mouldings | |
| 12. Dart Castings | 24. Isinglass Models | |

The Scalefour Stores



Jeremy Suter will be found with the Society's own Stores stand in the Society area. On sale will be the essential gauges necessary for accurate modelling to P4 standards along with materials for building your own trackwork, including filing jigs. For fans of third and fourth rail systems the Society's correct profile conductor rail and supports will be available together with other essential items for working in P4.

Also on sale will be copies of the Society's publications, including the latest edition of Mike Sharman's *Wheel Specifications for the Modeller* and *A Modeller's Guide to Civil Engineering Structures*, together with that essential item for Society members, the Society Mug. Jeremy offers a bespoke profile milling service and will be pleased to provide details on request.

Left: Jeremy Suter with the Scalefour Stores
Photo: Tim Venton

P76 Engineering (Sentinel Street)

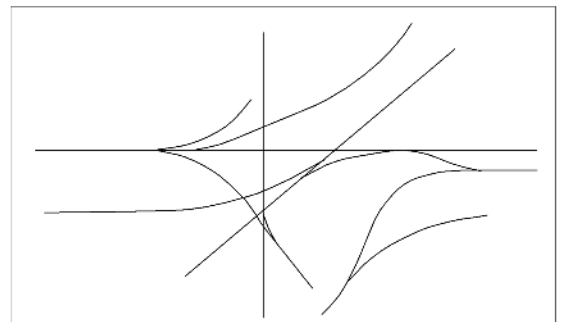


Photo: Brian Harrap

Presented by
Brian Harrap

P76 Engineering (Sentinel Street). It's a layout but probably not as most would know it. Instead, it's been an exercise in breaking away from the conventional presentation as so often seen. Most of the buildings have been deliberately set facing in toward the industrial scene presenting, at first, a blank wall to the viewer all around the layout necessitating looking over their roofs to view the scene opposite and walking around the layout to see the rest which was under the viewer's nose. More difficult to describe than to see.

There is no fiddleyard as such but the short siding that passes for one spills out into what might be considered the outside of the layout. More of the 'outside' of the layout – some of the construction or underbelly – has also been left exposed rather than hide it as is usual. All the trackwork is inset, the curves very sharp and operation is unashamedly just shuffling wagons around aimlessly. It has fulfilled its remit and it's been fun, and it's now time to move on. This layout will be disposed of after the show.



Sentinel Street (6'6" x 3'3")

Pulborough is situated in rural West Sussex on the LBSCR double-track main line from Horsham to Ford Junction. The model represents the station at its peak in the years around 1910. At that time the station was provided with extensive facilities – up and down side goods yards, cattle pens and coal staithes, loop platform for the nearby Midhurst branch, and loco turning and coaling facilities.

The line saw great variety of stock, from coal and cattle trains, horse box specials, branch trains, to main line and Royal trains en route to Portsmouth.

The model is a full-scale replica of nearly 1/2 mile of track, intended in part to demonstrate the space required for a large station and the enormous size of some of the engineering features, the cutting for example.

The track plan is based on a 40ft to 1in plan provided by British Rail. Buildings are based either on up-to-date surveys where the structures still exist, or on historical photographs where no trace remains on the ground.

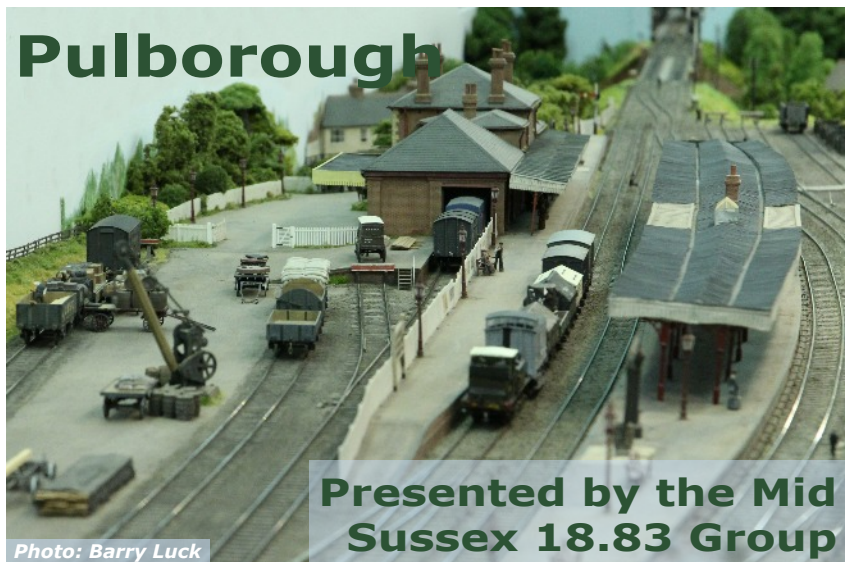
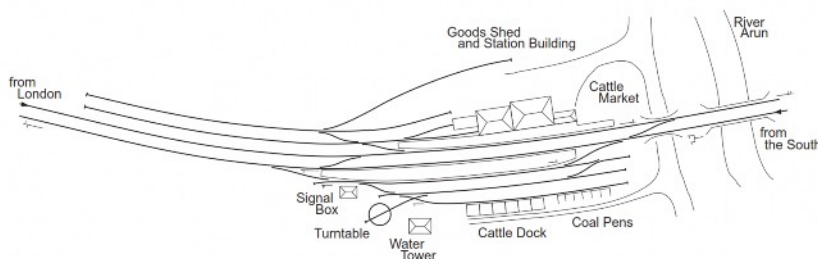


Photo: Barry Luck

Presented by the Mid
Sussex 18.83 Group



PULBOROUGH (LB&SCR) c1910
Mid-Sussex 18.83 Group (48' x 3')

The line is now a very busy commuter line, but sadly little of the original station is left apart from the enormous station building, the canopy and waiting room, and the signal box. The model is intended to preserve rather more of the spirit of a busy main line station in its heyday.

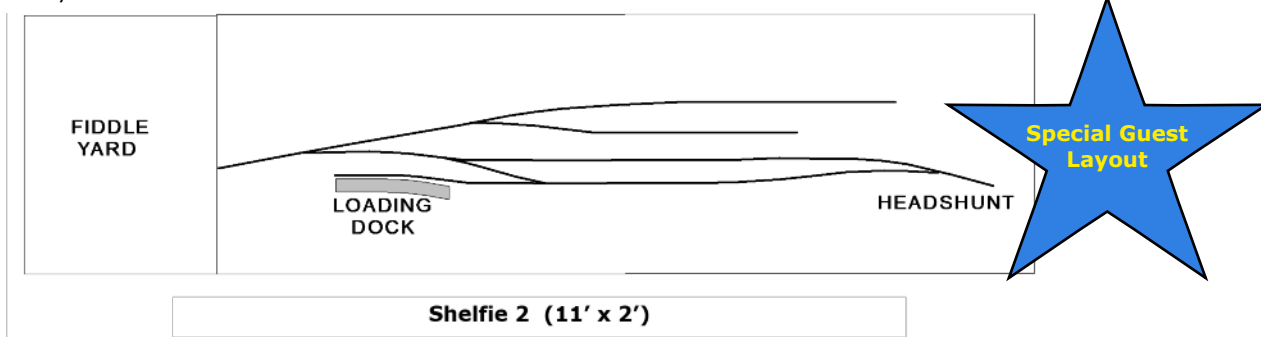
Shelfie 2



Shelfie 2 is one of a series of shelf layouts Paul is making, its scenic footprint being 6' x 18". It will potentially become part of a series of small shelf-style layouts joining up to make a system. It largely uses modified ready-to-run locomotives with kit and proprietary rolling stock. It is set in the late 1960s through to the mid-1970s using diesel motive power.

The location is a drift mine loading point in rural Northumberland, being a branch off the Whittle Colliery line to the north of the village of Guyzance. The operation feeds into the exchange sidings adjacent to the East Coast main line for transport to Blyth for onward shipping or power station use. The plan encompasses the loading dock and a couple of sidings, and can be quite a shunting puzzle.

Using inspiration and ideas from across the finescale genres and scales the layout will show effects of balancing lighting, view blocking, scenic techniques and hands-free operation. Operated from the front in DC, the use of Dingham couplers and walkabout point and power controls means the operator can operate and enjoy the view of the layout from any point along the frontage. The display height is around 50 inches, and this is done to give an eye-level view.



Set in the late 1980s, *Splott* depicts a small transfer yard located between Cardiff Tidal Sidings and Tremorfa Steelworks. Whilst it is fictional in location the layout aims to showcase the variety of freight stock and locomotives seen in the South Wales area around that time.

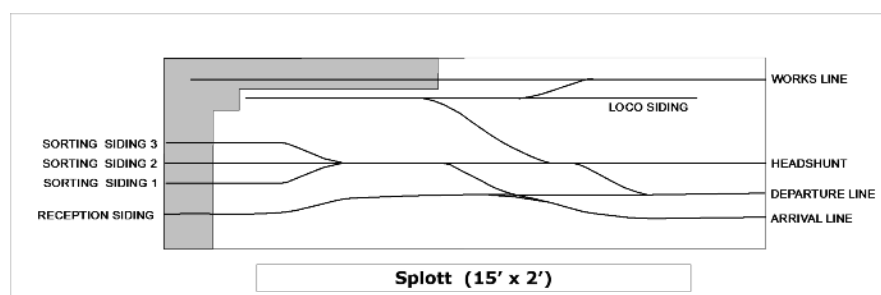
The layout uses DCC to control the locomotives. The points are controlled by conventional switching. Dingham automatic couplings are used with electromagnets below the track.

Most of the structures on the layout have been handmade using plastic sheet, profiled styrene sections or specially designed etched brass components. Detailing parts come from a variety of sources including those found in Europe and the USA.

Locomotives have been detailed using parts from the Extreme Etchings range and much of the stock is either scratchbuilt or heavily modified kits and ready-to-run items. All the stock has been weathered to varying degrees.



Presented by Paul Spencer

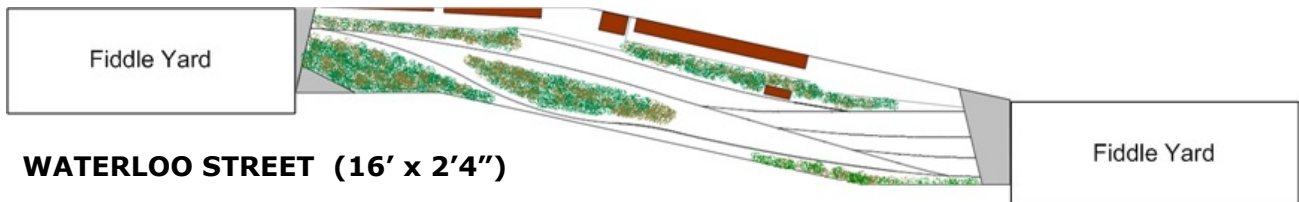


Waterloo Street is inspired by the real Waterloo Goods branchline in Aberdeen. Starting at the site of Kittybrewster depot, the line winds its way through the northern streets until it reaches the docks at Waterloo Quay. The line was built as the original Great North of Scotland Railway station in Aberdeen and opened in 1865. However, passenger trains were withdrawn in 1867 when the present Joint Station with the Caledonian Railway was opened. These days the yard is used by block trains of Silver Bullet tankers carrying calcium carbonate slurry. However, in the past there were many local industries, such as ship yards, gas works, scrap merchants, chemical works, offshore oil drilling and the trawler fleet, which were served by the railway.

The model *Waterloo Street* operates in the 1960s and 70s, when traffic levels were reducing, but a varied mix of freight stock can still be seen. The track plan is correct for the period between 1960 and 1985, but has been compressed somewhat.

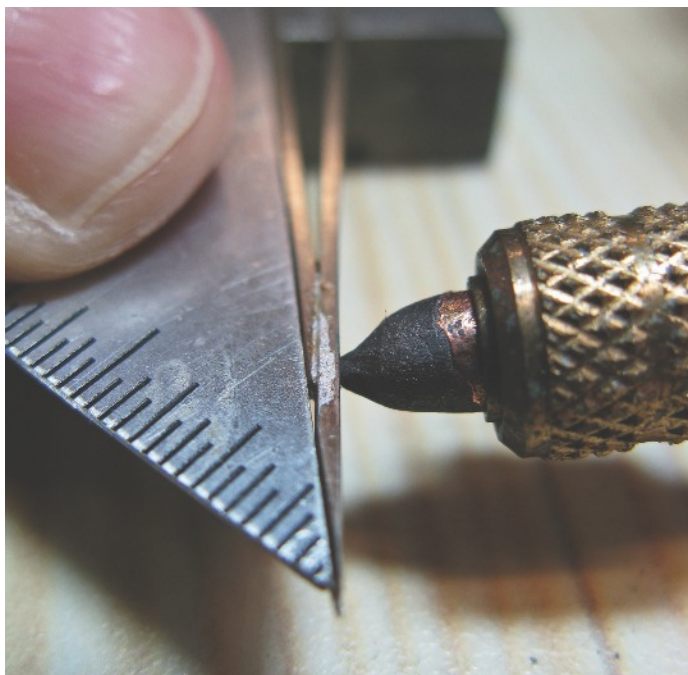


The strange bulge in the run-round loop was where the signal box stood before it was demolished. Other buildings have been drawn from the surrounding area, but moved around using modeller's licence. Trackwork is hand built and incorporates several distinctive features of the real location, such as semi-interlaced timbering.



Demonstrations and Helpdesks

The demonstrations and workshops at *Scaleforum* are an essential part of what the exhibition is all about and this year we will have a special focus on aspects of track construction, as well as the usual broad range of demonstrations.



Above: Assembling a crossing vee using resistance soldering, and thereby making use of skills learnt in two of this year's demonstrations!

Photo: David Brandreth

Track construction workshops

Turnout construction workshops will take place on both days at *Scaleforum* and will be run by Phil Tattershall and Tony Wilkins. Two workshops will take place on each day, starting at 10.45 and 14.00, and will last for 1½ hours each. Phil will cover the production of switch blades and Tony will deal with the making of a common crossing. By the end of the workshop those taking part will be able to take away a complete common crossing and a complete switch blade and stock rail. There will be a nominal cost of £2.00 payable on the day for the cost of the materials used.

Turnout kit construction

A workshop covering the construction of an Exactoscale A5 turnout kit will take place on both days at *Scaleforum* and will be run by Tony Sullivan. One workshop will take place on each day, starting at 10.45 and lasting for two hours with the opportunity to return after a lunch break if required. By the end of the workshop those taking part will be able to take away a completed turnout kit. There will be a nominal cost of £8.00 payable on the day for the cost of the kit.

Other demonstrations

Getting started in P4

There are many hints and tips that can be gleaned by the beginner to P4 modelling from those who are more experienced, and one such experienced person is Gavin Clark who will be pleased to advise those new to working to P4 standards, or even those who are contemplating such a move and want to know more about what is involved. Gavin's table is an essential port of call for anyone who is starting out in P4.

Locomotive construction, suspension and continuous springy beams

Will Litchfield will be giving a demonstration of loco building from both cast and etched brass kits, with a particular emphasis on the chassis and practical suspension systems, both compensation and continuous springy beams. The calculations needed to plan a CSB chassis (spring fulcrum point plots), or the likely weight distribution of a compensated chassis can be done if the loco wheelbase is known.

Carriage construction

Keith Bradbury is an acknowledged expert in the art of carriage construction and will be showing the techniques he uses. Keith's usual starting point is an etched kit, but he will be showing how the final result can be improved with the use of a range of easily available parts and bits from the scrap box.

Improving and detailing models

Experienced model makers Phil Eames and Jim Smith-Wright will be showing how models and kits of different types and ages can be improved. Phil will be featuring how ready-to-run models of air braked wagons can be improved by the addition of fine detailing parts, some of which are available through his Stenson Models range. Jim will be showing how some of the older models and kits can be upgraded and improved by the use of some simple techniques aided by detailing parts available from the trade.

Using a laser cutter to produce buildings

Back in April 2018, Ralph Robertson started a series on the Society's web forum on the construction of Alpha Mill, a model of a traditional Lancashire cotton mill that would be used on *Slattocks Junction*, the P4 layout being constructed by members of the Manchester Model Railway Society. In the intervening period Ralph has learned how to use a computer to produce drawings and a laser cutter to produce the model. At *Scaleforum* the model itself, now substantially finished, will be on display and Ralph will explain the techniques used in its construction.



Above: Nothing makes Keith Bradbury happier than spending some quality time building etched coach kits.

Photo: David Brandreth

Resistance soldering

Resistance soldering is a useful technique that helps you make better models. However, it needs practice and an understanding of how it can be used – it is not right for every modelling situation. In the past year, many modellers have bought a unit and, having got it out of the box and tried it (hopefully!), may well have questions or found some difficulties.

David Brandreth will try to answer your questions, demonstrate some of the ways he uses the technique and have a unit for you to have a go with. If you have a bit of a kit you want help with, bring it along; if not, there will be some scrap brass or other things you can have a go with to get a feel for resistance soldering.

Painting and weathering using acrylic paints

Mike Cubberley and Mark Lambert will be showing how to paint and weather wagons using acrylic paints. These have the advantage of being easy to use and fast drying, enabling a good finish to be achieved quickly. Using techniques and materials borrowed from the world of military modelling Mike and Mark will show how prototype finishes can be achieved in model form.

Battery power and radio control options for model railways

Ted Scannell has been investigating the possibilities offered to use battery power for locomotives with radio control, thereby doing away with a lot of wires under the layout. Ted will be showing what he has achieved and will be assisted by Nick Allport.

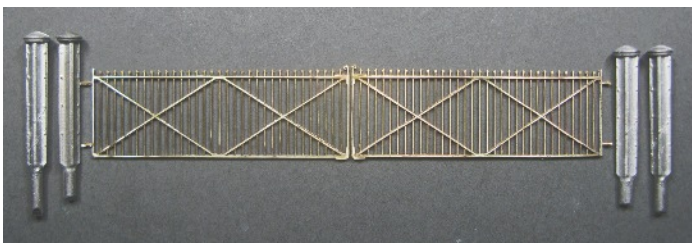


David Brandreth will demonstrate the useful technique of resistance soldering, some examples of which are shown here.

Above: Preparing to attach some window frames.

Upper right: Assembling a goods yard gate.

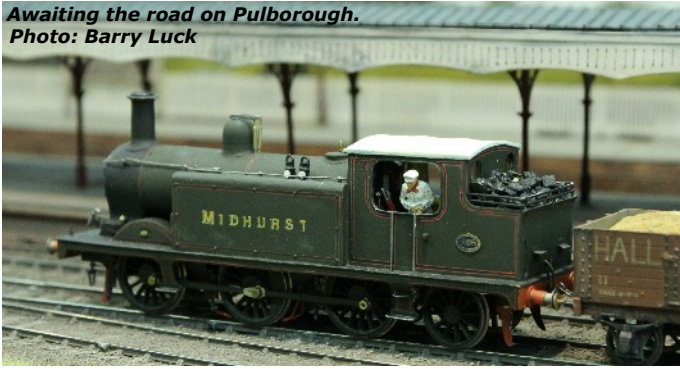
Lower right: The completed gates.



Visiting Societies and Groups

Working on the basis that we can all learn from others, we welcome the following groups and societies to *Scaleforum*

Awaiting the road on Pulborough.
Photo: Barry Luck



2mm Scale Association

2mm finescale modelling is about producing high-quality models in the smallest practical scale, being 2mm to 1 ft. Working in 2mm finescale is much easier than you may think, especially when using Association components. Many N gauge items are visually compatible and can be upgraded or rewheeled, making conversion an easy step. The great advantage in modelling in so small a scale is that it enables the construction of truly portable layouts, or alternatively a railway modelled in a realistic landscape setting. It can capture the spaciousness of the prototype which is rarely practical in larger scales.

Missenden Abbey Railway Modellers

For more than 30 years Missenden Abbey in Buckinghamshire has hosted a varied range of practical courses aimed specifically at finescale railway modellers. Among the tutors are such well-known names as Barry Norman, Ian Rathbone, Tim Shackleton, Norman Solomon and Tim Watson. Topics covered this year include Loco building, Tracklaying, Painting and Lining, Weathering, Electronics, DCC Sound and Scenics. Full details are on www.missendenrailwaymodellers.org.uk

Irish Railway Record Society

The Society was founded in 1946 to record history and current affairs on railways throughout the whole island of Ireland. After

nearly 70 years we have extensive archives of original material on all aspects, but until a few years ago this was only available to members visiting the archives in Dublin. A few years ago we received most of the contents of the GNR(I) Dundalk drawing office and began a programme to digitize the locomotive drawings to make them more accessible. There are many more years of work to complete this project but we already have detailed sets of drawings available for half of the GNR(I) fleet. We have also started on Carriage and Wagon diagrams for the GNR(I) and the GSR; architecture drawings for various lines; and more modern vehicles from the 1960s. We will be showing examples of all of these including some available for sale.

Irish modelling will also be represented on the stand with examples of excellent ready-to-run models and partly scratch-built models, as well as short-run accurate kits for Irish wagons and all suitable for conversion to 21mm P4. The main Society website is www.irrs.ie and is where details of regular meetings of the London Area can be found.

ScaleSeven Society

S7 railway modellers work to a scale of 1:43.5, 7mm to 1ft, using a true-to-scale standard gauge of 33mm, and a wheel profile which matches closely the real thing. ScaleSeven modellers achieve smooth running on more realistic permanent way.

Working to S7 standards is no more difficult than working to any other finescale gauge or standard. If you care about the appearance and running qualities of your models, currently model to a smaller scale, and are considering moving up to 7mm scale modelling, then take a look at what working to S7 standards can do for you.

The group was formed in 1989 with the intention of making life easier for 7mm scale modellers wishing to use track and wheel standards derived from the prototype.

Below: A fresh delivery of domestic coal awaits unloading at Clackmannan Goods. Note the step stools provided to assist vertically-challenged shovel operatives in reaching the wagon side doors.

Photo: David Furmage



Travelling to Scaleforum

Trains

Train times given are taken from the Chiltern Railways published timetable. The Scalefour Society cannot accept any responsibility for any delays which may be due to changes in the published timetable as a result of engineering work, railway operating incidents, or changes made by the train operating company.

Saturdays

Travel to/from London Marylebone via Amersham

On Saturdays trains depart from London Marylebone at 27 minutes and 57 minutes past each hour. The journey takes just under one hour.

Return trains from Aylesbury to London Marylebone depart from Aylesbury at 18 minutes and 48 minutes past each hour. The journey takes just over one hour.

Travel to/from London Marylebone via High Wycombe

On Saturdays trains depart from London Marylebone at 13 minutes past each hour. The journey takes one hour 10 minutes.

Return trains from Aylesbury to London Marylebone depart from Aylesbury at 29 minutes past each hour and the journey takes 1 hour 7 minutes.

Sundays

Travel to/from London Marylebone via Amersham

On Sundays trains depart from London Marylebone at 57 minutes past each hour and the journey takes just under one hour.

Return trains from Aylesbury to London Marylebone depart from Aylesbury at 18 minutes past each hour. The journey takes just over one hour.

Travel to/from London Marylebone via High Wycombe

On Sundays trains depart from London Marylebone at 13 minutes past each hour. The journey takes one hour 5 minutes.

Return trains from Aylesbury to London Marylebone depart from Aylesbury at 29 minutes past each hour. The journey takes one hour 7 minutes.

Travel from Aylesbury Railway Station to Stoke Mandeville Stadium

Please note – because of insufficient use, no special exhibition bus service will be provided this year

Taxis can be found immediately outside the main exit from the railway station through the booking hall. Contact details for some taxi companies in Aylesbury are given below. The cost of a single journey by taxi should be around £4.00.

Falcon Taxis 01296 580000
office@falcontaxis.co.uk

Aylesbury Taxi Service 01296 350007
www.taxiaylesbury.co.uk

Cabs 4 U 01296 580506
www.cabs4u.com

Buses

These depart from the town centre bus station located under the Friars Square shopping centre, five minutes walk from the railway station. To access the bus station exit from the railway station through the booking hall, turn right and walk up the slope. The bus station is in front of you on the other side of the dual carriageway road.

Route 300/X30

Aylesbury Bus Station Bay 7 (Saturday & Sunday)

Saturday departs Aylesbury bus station at 09:35, then 05, 15, and 35 minutes past each hour; and arrive at Churchill Avenue/Stadium Approach at 11, 21 and 41 minutes past each hour. Return service departs Churchill Avenue/Stadium Approach at 18, 48 and 58 minutes past each hour, then at 16.48, 16.58, 17.22, 17.52.

Sunday service is hourly with the service departing Aylesbury bus station at 5 minutes past each hour. Return service leaves at 41 minutes past the hour.

Route 9

Aylesbury Bus Station Bay 4 (Saturday only)

Buses depart at 05, 25 and 45 minutes past each hour; journey time 14 minutes. The return service departs Churchill Avenue at 04, 24 and 44 minutes past each hour until 1644, then at 1703, 1733 & 1759; journey time 17 minutes.

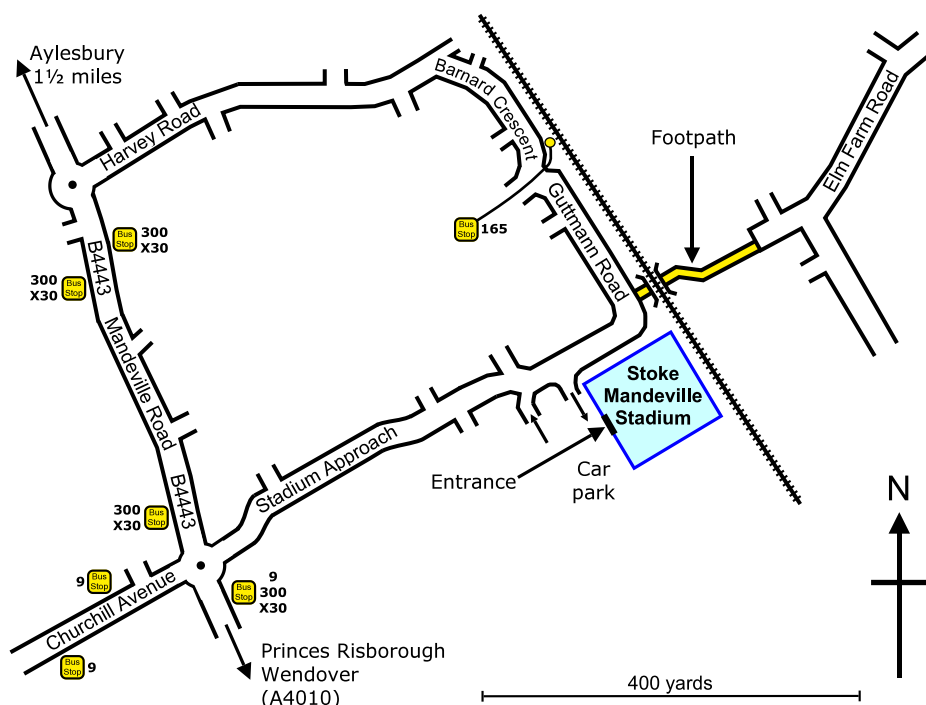
Route 165

Aylesbury Bus Station Bay 1 (Saturday only)

This service runs direct to the Stadium/Guttman Road leaving Aylesbury bus station at 10.22, 12.22 only arriving at the stadium at 10.28, 12.28.

Return services leave the Stadium/Guttman Road at 10.35 and 12.35.

The locations of the bus stops in relation to Stoke Mandeville Stadium are shown in the map below.



Scaleforum Trade Support

Stock up with all those essential items!

Stand numbers after the trader names refer to the floorplan on page viii

247 DEVELOPMENTS

1 Pen Y Banc, Seven Sisters, Neath SA10 9AB
www.247developments.co.uk
 Etched nameplates, kits and components

01639 701583

30

EILEEN'S EMPORIUM

Unit 19.12 Highnam Business Centre, Newent Road, Gloucester GL2 8DN
www.eileensemporium.com
 Tools, painting and scratchbuilding supplies

01531 828009

34

ACC+ESS PROTOCAB

Glenrhu, Bowermadden, Caithness KW1 4TW
www.protocab.com
 Battery-powered remote control systems

07831 231164

31

EXTREME ETCHINGS/SHAWPLAN

2 Upper Dunstead Road, Langley Mill, Nottingham NG16 4GR
www.shawplan.com
 Etched detailing components, Laserglaze, paint and transfers

01773 718648

6

ALAN GIBSON (WORKSHOP)

P.O. Box 597, Oldham OL1 9FQ
www.alangibsonworkshop.com
 Wheels, etched kits and components

0161 678 1607

1

G W MODELS

11 Croshaw Close, Lancing, West Sussex BN15 9LE
 Rivet presses, rolling mills and other tools

01903 767231

26

AMBIS ENGINEERING

The Old House, 80 Westgate Street, Shouldham, Kings Lynn PE33 0BH
www.ambisengineering.co.uk
 Etched kits and components

07581 119781

13

HIGH LEVEL KITS

14 Tudor Road, Chester-le-Street, County Durham DH3 3RY
www.highlevelkits.co.uk
 Locomotive kits and drivetrain solutions

0191 388 2112

11

ATTWOOD AGGREGATES

Attwood.aggregates@yahoo.com
 Graded and bagged ballast chippings suitable for all scales

07581 119781

3

HOBBY HOLIDAYS

The Spinney, Low Street, Beckingham, Doncaster, S Yorks. DN10 4PW
www.hobbyholidays.co.uk
 Tools, paint and scratchbuilding supplies. Modelling courses.

01427 848979

7

BILL HUDSON TRANSPORT BOOKS

Matlock Self Storage, Business Centre, 1 Dimple Road, Matlock DE4 3JX
www.billhudsontransportbooks.co.uk
 New and second-hand books

07921 833469

8

ISINGLASS DRAWINGS

27 Grange Road, Toddington, Dunstable, Bedfordshire LU5 6BZ
www.isinglassmodels.co.uk
 Etched kits and LNER drawings

07973 768080

24

BRANCHLINES

P.O. Box 4293, Westbury, Wiltshire BA13 9AA
www.branchlines.blogspot.co.uk
 Etched kits, motors and gearboxes

01373 822231

16

JUDITH EDGE KITS

5 Chapel Lane, Carlton, Barnsley, South Yorkshire S71 3LE
<http://bit.ly/1f1h2YJ>
 Etched locomotive kits

01226 722309

25

BRASSMASTERS SCALE MODELS

P.O. Box 1137, Sutton Coldfield, West Midlands B76 1FU
www.brassmasters.co.uk
 Locomotive and EasiChas kits, detailing components

01372 748490

27

LONDON ROAD MODELS

P.O. Box 643, Watford, Herts. WD18 6ZU
www.londonroadmodels.co.uk
 Etched locomotive and rolling stock kits

32

C&L FINESCALE TRACKBUILDING SYSTEMS

125 Reaver House, 12 East Street, Epsom, Surrey KT17 1DX
www.finescale.org.uk
 Trackwork components

01372 748490

22

MODEL RAILWAY DEVELOPMENTS

87 Copthorne Road, Leatherhead, Surrey KT22 7EE
www.emardee.org.uk
 Detailing components and accessories

28

DART CASTINGS (incl. MONTY'S MODELS and MJT)

17 Hurst Close, Staplehurst, Tonbridge, Kent TN12 0BX
www.dartcastings.co.uk
 Detailing components and scenic supplies

01580 892917

12

MOUSA MODELS (BILL BEDFORD)

745 High Road, Leytonstone, London E11 4QS
www.mousa.biz
 Etched and cast kits and components

020 8133 7547

29

DAVE BRADWELL

South Muirnich Cottage, Gorthleck, Inverness IV2 6YP
www.davebradwell.co.uk
 Etched locomotive and rolling stock kits

01456 486377

19

Below: The shipping at Burntisland is modelled to the same high standards as the railway.

Photos: Jim Summers



Scaleforum Trade Support

Stock up with all those essential items!

Stand numbers after the trader names refer to the floorplan on page viii

PENBITS MODEL RAILWAYS c/o 12 Fieldside, Long Wittenham, Abingdon OX14 4QB www.penbits.co.uk <i>Etched locomotive bogie kits</i>	18	RUMNEY MODELS 3 Warren Terrace, Trellech, Monmouthshire NP25 4PH www.rumneymodels.co.uk <i>Etched locomotive bogie and wagon underframe kits</i>	17
PHOENIX PRECISION PAINTS Orwell Court, Wickford, Essex SS11 8YJ www.phoenix-paints.co.uk <i>Rolling stock kits, soldering and painting supplies</i>	9 01268 730549	SCALEFOUR STORES 120 Hayhurst Avenue, Middlewich, Cheshire CW10 0BD www.scalefour.org/stores/stores.html <i>Supplies for the discerning modeller</i>	01606 835708
POWERBOND ADHESIVES 11 Gloucester Street, Weymouth, Dorset DT4 7AP www.powerbond.co.uk <i>Specialist adhesive products</i>	4	SOUTH EASTERN FINECAST Glenn House, Hartfield Road, Forest Row, East Sussex RH18 5DZ www.sefinecast.co.uk <i>Locomotive and road vehicle kits, building materials</i>	15 01342 824711
PRICKLEY PEAR PRODUCTS Blackdown Mill House, Mill Lane, Punnett's Town, Heathfield, East Sussex TN21 9HX <i>Etched rolling stock kits</i>	21 01732 368911	STONEYBRIDGE STRUCTURES Unit 2, Amos Ayre Place, Simonside Industrial Estate, South Shields NE34 9PE www.stoneybridge.co.uk <i>Laser-cut building and accessory kits</i>	14 07970 883663
ROGER CARPENTER 407 Highters Heath Lane, Hollywood, Birmingham B14 4TH <i>Extensive collection of railway photographs</i>	10 0121 430 8769	TIM HORN BASEBOARDS 9c Millers Close, Fakenham Industrial Estate, Fakenham, Norfolk NR21 8NW www.timhorn.co.uk <i>Laser-cut baseboards</i>	5
ROXEY MOULDINGS 58 Dudley Road, Walton-on-Thames, Surrey KT12 2JU www.roxeymouldings.co.uk <i>Etched rolling stock kits and supplies</i>	23 01932 245439	WILD SWAN BOOKS (TITFIELD THUNDERBOLT) 3A Upper Lambridge Street, Larkhall, Bath BA1 6RY www.wildswanbooks.co.uk <i>Railway books and periodicals</i>	33 01225 462332
RT MODELS 75 Yew Tree Close, Spring Gardens, Shrewsbury SY1 2UR www.rtmodels.co.uk <i>Etched rolling stock kits and detailing parts</i>	20	WIZARD MODELS (incl. MSE & 51L) P.O. Box 70, Barton upon Humber DN18 5XY www.wizardmodels.co.uk <i>Rolling stock and signalling kits, components and supplies</i>	2 01652 635885

Bring and Buy Stand

As *Scaleforum* approaches don't forget to start setting aside your surplus items for sale on the Bring and Buy Stand. This gives members an opportunity to dispose of unwanted items and allows others the opportunity to acquire a bargain. The Society retains 10% commission on items sold but there is no fee on unsold items.

Items for sale should be listed on the Bring and Buy form. This can be downloaded from the Society's website at www.scalefour.org. Two versions of the form are available: a PDF version for printing off and completing by hand or an Excel spreadsheet which will allow the calculations to be done on a computer. Any member who does not have access to the internet can obtain a form from the *Scaleforum* organizer: Terry Bendall, 123 Plantation Road, Leighton Buzzard, Bedfordshire LU3 3HJ. Further copies of the form will be available at *Scaleforum*.

Simply list your items on it, decide on how much you want for them and label the items accordingly. Sales can be of one item or many and there is no limit to the amount that can be offered for sale. The seller sets the price but members of the Bring and Buy team will be able to offer advice on prices if required, and will lower the price for unsold items if requested to do so by the seller. Bring the items and form to the Bring and Buy stand where they will be booked in and offered for sale. Items can be entered into the Bring and Buy and removed at any time during the course of the exhibition.

At the end of the day (or whenever you wish) we tally up all the items you have sold, deduct our 10% commission and pay you the balance. You can keep an eye on how things are going and reduce (or raise!) your prices at any time. Please read carefully the notes on the back of the form relating to the labelling of items, together with the conditions of sale. All items are deposited with the stand manager entirely at the owner's risk and the Society accepts no liability regarding the condition or suitability of items sold on behalf of a member.

Please note the following points about the operation of the Bring and Buy stand: items for sale may be handed in at any time but in order to give everyone an equal opportunity to buy, selling will not start until 10.30am on the Saturday, and 10.00am on the Sunday. This will apply to visitors and all exhibitors. All goods must be paid for at the time of purchase – the setting up of a running account is not permitted. In addition we will accept books for sale but these must be on railway-related subjects, either the prototype or modelling, and be in good condition.

Members are advised to consider the presentation of items to be sold. Items that are well wrapped up in plain closed boxes are likely to attract less interest than those that can be easily seen. Small items may need to be placed in clear plastic bags.

Please note that the stand does not accept magazines, videos or DVDs for sale, or models in scales other than 4mm to 1ft.