

Scalefour North Exhibition Guide 2020



Saturday 28th and Sunday 29th March 2020

**Queen Elizabeth Grammar School
154 Northgate
Wakefield
WF1 3QX**



Scalefour North 2020



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154 Northgate, Wakefield WF1 3QX

Saturday 28th March 10.00 to 17.00
Sunday 29th March 10.00 to 16.00

Admission £8.00 Society members £7.00
Tickets valid both days Partners free

Welcome to Scalefour North!

As usual, we have endeavoured to bring together a mixture of attractions, ranging from a minimum space shunting puzzle layout making its exhibition debut to a large club layout built for continuous running; demonstrators covering a range of subjects; and the widest selection of specialist trade support to be found in the North East of England. A key part of the *Scalefour North* atmosphere is the social connections that bring such a buzz to the show. It really is an event where finescale modellers, regardless of the scale or gauge in which they work, gather to share experiences, learn new techniques, stock up on the essential supplies, and, above all, meet old friends and make new ones.

To this end we will have a large refreshment area available again, with locally prepared food and drink provided by the Crocodile Sisters. The substantial lunches are now as much a part of the show as the famous Bring and Buy stall, staffed once again by volunteers from the Manchester Area Group. If you would like to sell some items on the Bring and Buy stall then please take some time to prepare them following the guidelines and forms available on the Society website.

Please remember also to vote for your favourite layout in the show. The winner will be awarded the Walton-Evans trophy. A separate award, generously funded by Eileens Emporium, will be made for the best scratchbuilt model on display. Both awards will be presented on the Sunday afternoon at 3pm.

We hope that you enjoy the show -The Scalefour North Team

Comments, questions or observations?

Please let us know at scalefournorth@scalefour.org



Front Cover: The iron ore trains from Tyne Dock to Consett were one of the most specialized and, at the same time, most celebrated workings on British Rail. Eddie Ford has done a fantastic job of capturing the atmosphere of these trains on his Blackgill layout, making its final public appearance at Scalefour North this year. Here, 9F 92060 passes under the Blackgill signal gantry on its way to Consett with another heavily-laden rake of 56 ton iron ore hoppers.

Photo by Alistair Ford

Above: Jonathan Buckie's superb model of Pwllheli oozes atmosphere. Just as with Blackgill, the attention to detail really captures the essence of a particular location in time.

Photo by Jonathan Buckie

BLACKGILL portrays a section of the North Eastern Railway's 1890s deviation from South Pelaw to Annfield Plain on the line to Consett. Set in the mid 1950s-60s, an attempt has been made to capture some of the Durham upland atmosphere, although the location, supposedly west of Beamish, is purely fictional. The layout depicts a small station with goods facilities, the junction with a colliery branch and a motive power depot.

Buildings and other structures are hand-built and are typical of the North Eastern. The signal cabin in particular is modelled on the original at Beamish. The engine shed is based on Bridlington, whilst the coal stage is modelled on Haverton Hill. The station buildings are based on those at Shield Row (West Stanley).

Baseboard construction is from 9mm birch ply and timber with glass fibre panels for the high ground areas.

Trackwork is C&L steel rail with hand-built pointwork.

Signals and pointwork are fully functional, electrically interlocked within the main lever frame. The signals are a mixture of upper and lower quadrant, operated by relays and wires, and all illuminated.

Control is via reliable ECM controllers on the main and fiddle panels.

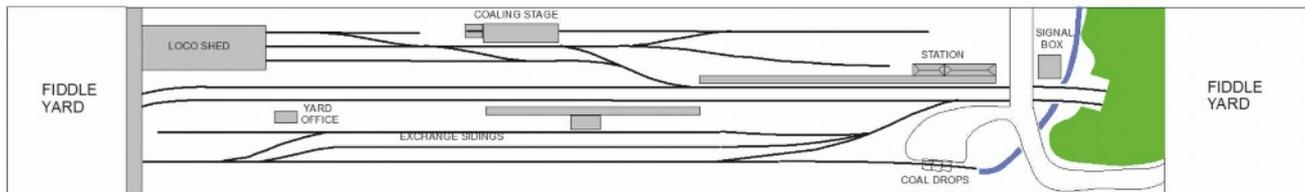
Motive power and rolling stock are characteristic of the line during the period modelled, especially the 56t iron ore cars working from Tyne Dock to Consett, alongside numerous types of mineral hopper wagons supplemented by bogie bolster and plate wagons for steel traffic. A variety of ex-NER, ex-LNER and BR Standard locomotives can be seen, along with the occasional sign of impending modernity in the form of new diesels.



Photo: David Brandreth

Blackgill

Presented by
Eddie Ford



BLACKGILL (37' x 2')



Braynerts Sidings Presented by Paul Gittins

FOLLOWING the departure of Paul's *Enigma Engineering* layout to pastures new and, in due course, experiencing withdrawal symptoms, he eventually decided to build a follow-up layout based on similar principles (i.e. it should be of a small size and a puzzle with limiting features for stock movement to make operation more interesting).

Braynerts Sidings is the result, a small industrial complex somewhere in England served by its own private railway (BR, of course). It features a slightly more involved track plan compared to *Enigma Engineering*, but uses the same style of card system to dictate where the wagons are to be positioned. Built again to P4 standards and pushing the envelope somewhat with regard to track and point geometry (based as it is on Peco Setrack!) the layout is exhibited with the intention for exhibition visitors to 'have a go' at operating. However, for *Scalefour North* this year, due to a variety of circumstances, full operating potential may not yet be achieved. However, all guest operators will still be awarded a Polo Mint and a sticker – so have a go. What do you have to lose?!

The construction of Braynerts Sidings was featured in *Scalefour News* No. 215.



Right: The interesting trackplan of Braynerts Sidings can be discerned from this picture.

Photos: Paul Gittins

Brettell Road

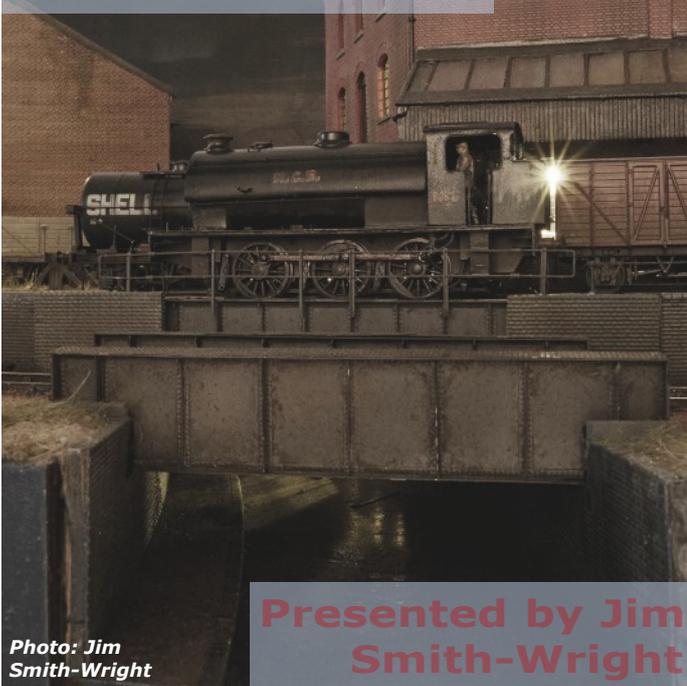
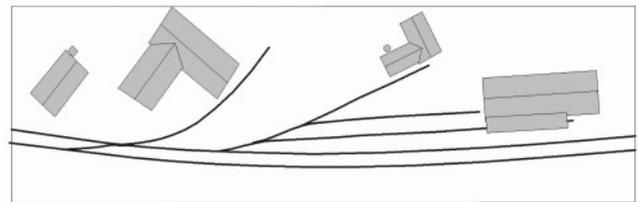


Photo: Jim Smith-Wright

Presented by Jim Smith-Wright

SOMETIMES a change from another project can be a good thing to do. *Brettell Road* is an example of such a change and is the work of Jim Smith-Wright, well known for his magnificent opus under construction – *Birmingham New Street*. It all started with a model of an LMS 3F photographed on the *New Street* model which Jim felt should have stopped there, but somehow that plan did not happen. Jim found himself looking at various locations around his house in the Black Country and the sidings at *Brettell Road* had a certain appeal. While there's not a lot to look at now, a slight relocation of the canal and some selected local buildings gave the genesis of a little industrial-themed plaything as a break from building the Shopping Centre that is to be found above New Street station.



Brettell Road (16' x 2'6")

LONGCARSE WEST was originally built by David Furnage for the Scalefour Society's Diesel and Electric Layout Challenge and was initially retired from the exhibition circuit in 2011 but is now under new ownership.

The layout represents a few rundown sidings in the Alloa area of Central Scotland. This was once a busy area with both the Caledonian and North British Railways building lines to tap into the local coal, glass making, brewery and distillery businesses. As shown, the layout is set in 1983 with BR blue diesels powering the remaining revenue-earning freight traffic along with engineers' trains, but plans are in hand for a different set of locos and stock so that the layout can represent an earlier period.



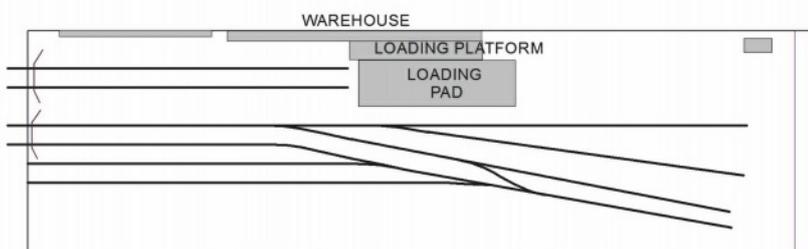
Photo: Simon Bendall

Longcarse West

Presented by Simon Bendall

Although sufficient traffic still exists, the threat of closure is looming ever larger as local firms either turn towards road transport or shut down completely, with

some sidings in the area having already been abandoned or lifted as a result of this. In addition to various wagons and vans being shunted for loading and unloading, *Longcarse West* is also used as a stabling point for locos and diesel multiple units between duties.



LONGCARSE WEST (8'6" x 1'6")

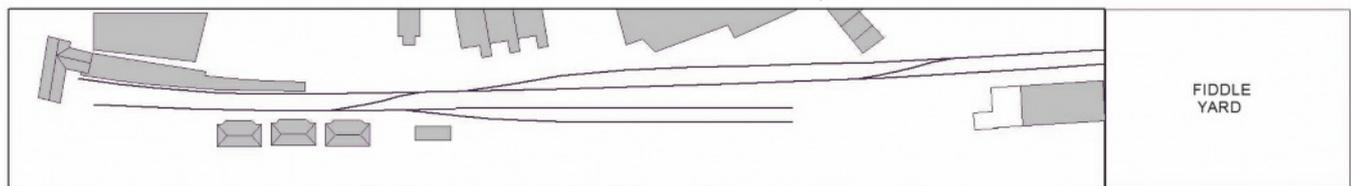
The track is constructed from Exactoscale components. Locomotives are a mixture of Heljan and Bachmann converted to P4 while the majority of the stock is from Bachmann.

SITUATED in the north-west corner of Wales, on the Llŷn Peninsular, *Pwllheli* is the northern terminus of the Cambrian Coast Railway. Eight return workings a day traverse the coastal route to Machynlleth with services continuing to Shrewsbury.

The layout is intended to give an impression of the station and its surrounding area as it appeared between 2000 and 2012, just prior to the European Railway Traffic Management System of in-cab signalling coming into operation, with a regular diesel multiple unit passenger service interspersed with an occasional heritage rail tour or engineers' train.

Buildings and associated details have been laser cut from MDF, Rowmark and other materials using drawings created in AutoCAD. Where possible, these drawings are based on actual plans obtained through Gwynedd Council or, where these are unavailable, from photographs or a Google Street View survey.

Locos and rolling stock are based on prototypes recorded as running on the line during the period modelled. These are predominately RTR models from Bachmann, Dapol, Heljan or Hornby, converted by the fitting of P4 wheels. The layout is operated by DCC using NCE equipment. Turnouts are driven by servos controlled through an ESU switch pilot servo configured for analogue input.



PWLLHELI (18' x 2')



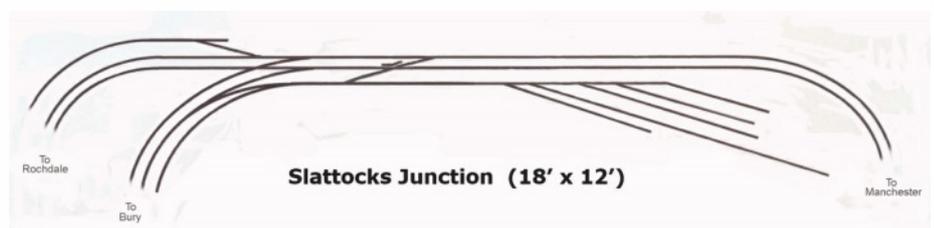
LOCATED to the north-east of Greater Manchester immediately south of Castleton, Slattocks is an actual area on the ex-L&Y Calder Valley line (Manchester Victoria – Rochdale – Leeds). There is, however, no junction at Slattocks and so the layout takes its inspiration from Castleton South Junction situated just half a mile away. This junction forms part of a triangle which once linked Bolton and Bury to the Calder Valley line. The layout assumes the junction was built at Slattocks but takes features from the surrounding Castleton area including track, buildings and topography. Where required, inspiration has also come from further up the line at Summit as well as other parts of the ex L&Y network in and around Manchester. Once complete it is intended to operate prototypical trains that ran through South Junction to Manchester, Rochdale and Bury. Research has shown that trains from the Rochdale direction to Bury and Bolton using the other side of the triangle could be quite different.

All the track on the scenic boards is ply and rivet, and turnouts throughout the layout are handbuilt. Temperature variations in the clubroom where the layout is stored have proved this method of

construction to be by far the most trouble free option. The layout is built for DCC operation using the latest CBUS control and MERG controllers, all of which have been developed by a member of the group. Being a finescale layout from the Manchester Model Railway Society, it is no surprise that stock uses Alex Jackson couplings which prove time and time again that if made properly and with consistency are perfectly capable of delivering near 100% reliability.

The group is fortunate in having laser cutting and 3D printing facilities at its disposal and most buildings, including mills and tunnel mouths, have been designed and built with these facilities. Scenery is formed using expanded polystyrene covered with Sculptamold plaster, which makes for a very tough but light and flexible structure.

This is the second visit of *Slattocks Junction* to *Scalefour North*. The first was in 2004, but the layout seen today is very different to the one first exhibited. Its story from then until now has been well documented in the pages of *Scalefour News* and on the Forum, but whilst the layout remains far from finished it is more complete now than it has ever been – and by a country mile.

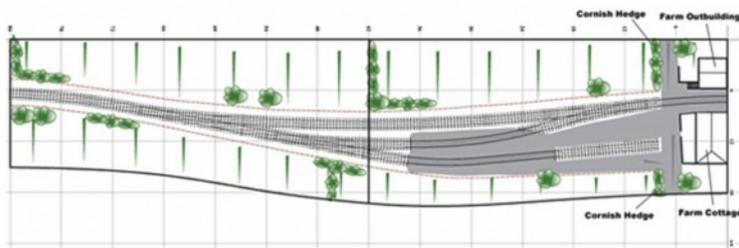
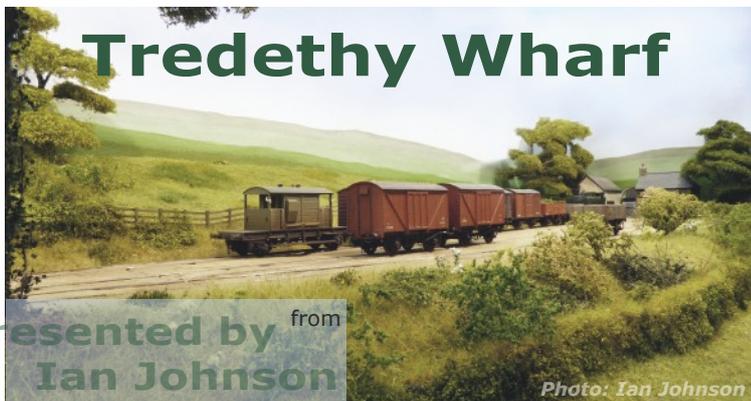


TREDETHY WHARF is Ian's first layout for over 30 years and has been built primarily as a test track to give experience in modelling to P4 standards. The layout has a simple track plan which nevertheless conveys a spacious tranquil feel.

The inspiration for Tredethy Wharf came from two photographs; one of a Beattie Well Tank crossing the road at the Hellandbridge, the second again of a Beattie Well Tank but shunting wagons at Tresarrett Wharf. Both locations were on the goods only Wenfordbridge branch of the Bodmin & Wadebridge Railway. When the line was first constructed wharf sidings were provided for the distribution of sand the Camel Estuary onto the surrounding farm land.

Traffic was very basic along the Boscarne to Wenfordbridge section of the line, consisting of china clay from the Wenford Clay Dries at Poley's Bridge, general goods to the wharf sidings along the line as well as to the terminus at Wenfordbridge. Some timber was transported which was sourced from the woods along the Camel Valley. There was also stone traffic from the De Lank Quarries, which had a rail connection to the sidings at Wenfordbridge.

All track has been made by staining plywood sleepers, gluing plastic chairs in place and using code 75 steel rail. The trees are handmade from florist's wire (coated with Artex), with foliage from Heki. Static grass from various suppliers has been used, along with rubberised horsehair, seamoss and/or postiche for bushes and brambles, coated with various flock from Green Scene and Tremendus. The buffer stop is scratch built, modelled on the one that was at Dunmere Wharf. The cottage and barn are modified Wills kits. Locomotives are converted RTR with either a drop-in wheel set or a completely new chassis. Wagons are a mixture of kit built or converted Bachmann. There is still much to do: along with a few scenic improvements, some additions to the locomotive roster are planned together with adding a few more typical wagons that would have been seen on the branch.



Tredethy Wharf (14' x 3'3")

DEMONSTRATIONS

Resin Casting

Are you dissatisfied with the appearance or availability of a specific part? From a smokebox door to a complete locomotive body, Graeme will show you the process of creating a master and making resin mouldings from it.

Graeme King

Building Finescale Trackwork

Tony Sullivan

As one of the team behind the re-launch of the Exactoscale range, Tony is well-placed to show you how to get the best from this extensive selection of components, all of which can be purchased from the Scalefour Stores!

Wagon Construction

Making accurate models of wagons is an increasingly popular aspect of the hobby. Dave will be on hand to demonstrate how he gets the best from the extensive range of detailing parts that is now available. Scratchbuilding techniques are still always useful though, and these can be combined with proprietary items to get a fantastic result.

Dave Keeler

Working with Templot

Gordon Ashton

Templot is an extremely flexible and powerful aid to creating templates or a complete trackplan on which the sleepers, chairs and rails can be assembled. If you have a question about Templot then Gordon will do his best to help you out.

Tree Modelling

Stuart Holt

The majority of model railway layouts will have the need for some trees, either as a backdrop or scenic break, or as centrepiece models in their own right. Stuart developed his tree-modelling skills for his Kyle of Sutherland layout featured in MRJ and will be happy to demonstrate them for you.

Locomotive Construction

Dave Holt

Building models of steam locomotives, especially the later ones with complex outside valve gear, requires an appreciation of both the components and the order in which they go together. Dave's methods have been explained on the Scalefour Forum, and now you have the opportunity to discuss them in detail.

Setting up DCC Sound Decoders

Mick Moignard

The use of DCC sound decoders in model locomotives is now well established. However, there are a multitude of options available that help to make your engine drive like the real thing. Mick will be available to advise on how to achieve this.

Left: Convincingly modelled trees and other undergrowth go a long way towards making a realistic layout, as shown here on Tredethy Wharf. Photo: Ian Johnson



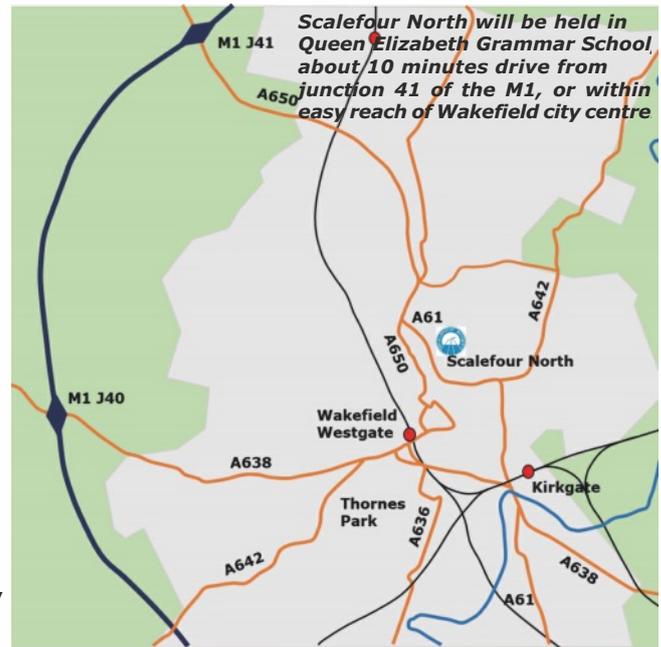
TRAVELLING TO SCALEFOUR NORTH

By car, we recommend approaching Wakefield from the M1 Junction 41 following the A650 signposted Wakefield/Morley. Go straight through the next two roundabouts and at the third roundabout take the third exit onto the A61. Keep in the left-hand lane to stay on the A61 at the following Y-junction. The Queen Elizabeth Grammar School entrance is then about a quarter of a mile further on, on the left.

Those who enjoy the spectacle of Wakefield city centre can also leave the M1 at Junctions 39 or 40 and take a more scenic route to arrive at the show. Leaving the A1 at Junction 38 and following the A638 is also possible. The postcode for your satnav is WF1 3QX.

Enter the school through the main entrance and drive through to the main car park at the rear of the buildings. The exhibition hall is then on your left. There is plenty of parking space, but please follow the directions of any stewards on duty. A limited number of spaces for disabled visitors will be available directly in front of the hall. A more detailed map of the Grammar School area is given below.

For those who prefer to travel by rail, CrossCountry operate hourly through services to Wakefield Westgate from the South West, Birmingham, Derby and Sheffield and also from Edinburgh, Newcastle and York. Virgin Trains East Coast operate from London King's Cross, Peterborough, Doncaster and Leeds. Local services operate to Wakefield Westgate and Kirkgate stations. Good bargains are to be had, especially if you book well in advance. It is quite practical to walk from the stations and will take around 15–20 minutes. Walking to *Scalefour North* from Wakefield Westgate station is easily accomplished in under 20 minutes by following Mulberry Way, Bell Street, Bond Street and Wentworth Terrace to emerge opposite the Grammar School.



Those visitors who would prefer to preserve their energies for the show are advised to catch the Wakefield Free City Bus from either Kirkgate or Westgate station to Wakefield bus station. From the bus station, service 110 passes Queen Elizabeth Grammar school on Northgate. If taking a taxi to or from the venue, you may find that asking the driver for 'Kwegz' makes for easier understanding than using the full name of the school.

All of the layouts, demonstrations, traders and society stands will be found in the Main Hall, as shown on the map opposite. The catering is located in the Assembly Hall next door, just a few steps away. A selection of hot and cold meals, as well as tea and coffee, will be available.

Left: The Grammar School grounds contain ample parking space. Due to narrow access, please enter from Northgate and exit onto College Grove Road.

VISITING SOCIETIES

Scottish Line Societies

It made for interesting times when the pre-Grouping companies in Scotland did not see eye-to-eye in their relationships, which was fairly often. Things are more peaceful nowadays, and those societies which study and record the Caledonian, Glasgow & South Western, Great North of Scotland, Highland and North British Railway happily cooperate with one another, while maintaining their individuality. So a joint Scottish stand will be presented on a foray over the border to Wakefield, led by the Caledonian Railway Association and the Highland Railway Society with support from the others.

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. 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. www.irrs.ie

The Cumbrian Railway Association

This year will see the first visit of the Cumbrian Railways Association (CRA) to Scalefour North. The CRA is somewhat different from other railway societies in that they do not cover one line but all the ones that were in Cumbria and some that were not! The society is very active, with a journal published four times per year, a large collection of digitized photographs and documents, and a range of modelling aids and publications for sale. The most recent publication is about 'The Garstang and Knott End Railway' (G&KER) affectionately known as 'The Pilling Pig'. This is probably the most comprehensive book about the line produced to date. Two A2 size maps, one of the G&KER but, more importantly, one of the Railways of Cumbria were also published last year. If you have never studied the railways of the county then just take a look at the maps to see how varied they were. www.cumbrianrailways.org.uk

The LNER Society

Founded in 1965, the LNER Society is one of the UK's senior line societies with the aim of promoting the study and accurate modelling of the London & North Eastern Railway, its constituents and successors. The Society organizes two meetings per year, usually including visits to attractions with an LNER connection, and works with the National Railway Museum to catalogue relevant drawings for the Search Engine project. You can find membership information at www.lnersociety.org.uk

Scalefour North Trade Support

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Glenrhu, Bowermadden, Caithness KW1 4TW
www.protocab.com 07831 231164
Battery-powered remote control systems

ALAN GIBSON (WORKSHOP)

P.O. Box 597, Oldham OL1 9FQ
www.alangibsonworkshop.com 0161 678 1607
Wheels, etched kits and components

AMBIS ENGINEERING

The Old House, 80 Westgate St., Shouldham, Norfolk PE33 0BH
www.ambisengineering.co.uk
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COASTAL DCC

71 Alan Road, Ipswich, Suffolk IP3 8EY
www.coastaldcc.co.uk 01473 403764
DCC control systems and decoders

CSP MODELS

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www.cspmodels.com 01228 810767
Etched brass locomotive kits and accessories

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www.davebradwell.co.uk 01456 486377
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Unit 19.12 Highnam Business Centre, Newent Road, Glos. GL2 8DN
www.eileensemposium.com 01531 828009
Tools, painting and scratchbuilding supplies

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www.highlevelkits.co.uk 0191 388 2112
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www.isinglassmodels.co.uk 07973 768080
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SCALEFOUR STORES

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Supplies for the discerning modeller

SHAWPLAN

2 Upper Dunstead Road, Langley Mill, Nottingham NG16 4GR
www.shawplan.com 01773 718648
Etched detailing components, Laserglaze, paint & transfers

STEVENSONS CARRIAGES & MILLHOLME MODELS

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STONEYBRIDGE STRUCTURES

Unit 2, Amos Ayre Place, Simonside Industrial Estate, South Shields NE34 9PE
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SUTTON LOCOMOTIVE WORKSHOP

20 Park Street, King's Cliffe, Peterborough PE8 6XN
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