

# SCALEFOUR NORTH

Finescale Model Railway Exhibition 2010

## Exhibition Guide

**WAKEFIELD COLLEGE,  
THORNES PARK,  
WAKEFIELD**

**WF2 8QZ**

**SATURDAY 17<sup>th</sup> APRIL 10.00 to 17.00**

**SUNDAY 18<sup>th</sup> APRIL 10.00 to 16.00**

**Admission: Scalefour Society members £4.50 \* non members £5.50**

Photo: Richard Fallis

**Partners free of charge  
Tickets are valid both days**

# Welcome to Scalefour North 2010



## All welcome

The exhibition is organised primarily for Scalefour Society members, but as always we extend a warm welcome to the many non-members who visit the show each year. We would like to think that you are sufficiently impressed to consider joining the Scalefour Society here and now, in which case your admission fee will be reduced. The membership desk is near the entrance.

## Our unique atmosphere

Scalefour North provides a unique opportunity for like-minded Model Railway Enthusiasts to meet, talk, exchange ideas or information, and generate new friendships or revive old ones. To encourage dialogue between visitors and exhibitors, we don't place barriers in front of the layouts, so please feel free to ask advice from the exhibitors: this is what the show is all about.

Over the years, many new and innovative ideas which have advanced the art of finescale modelling have emanated from the Scalefour Society membership. Scalefour North provides the ideal showcase to present these new developments, and we hope that all visitors will be inspired by what they see over the weekend.

## The Best Layout in the Show

The Clive Walton-Evans trophy is awarded each year to the most popular layout in the show as judged by our visitors.

## Moreover . . . .

In addition to the layouts, we have

- lectures and a range of demonstrations where you are encouraged to ask questions and learn new modelling techniques;
- the leading 4mm finescale specialist traders;
- the Society's Bring and Buy stall where there is bound to be something of interest. Our special thanks go to members of the Manchester Area Group for running the Bring and Buy stand.

## Refreshments

A range of hot and cold food and drinks will be available in the College refectory over lunchtime on both days.

## We hope you enjoy the show

*The Scalefour North Team*

## If you haven't been before . . .

### Orienteering

From all over the city you should follow the brown signs to Thornes Park Athletic Track and then follow our blue Scalefour signs. The grid reference for the ordnance survey maps is SE3244198

### By Road

From the North using the M1, exit the M1 at Junction 40, approach the Town Centre along Dewsbury Road then turn right into Horbury Road and then left when you see the Wakefield College signposts into Thornes Park. See map opposite.

There is ample free parking in the large car park located to the right at the top of the driveway, follow the blue Scalefour signs. Parking for disabled permit holders is available outside the front entrance to the college (continue past the main car park entrance and take the next right turn).

From the South, exit at Junction 39, approach along Denby Dale Road, turn left into Thornes Road and then right into Gill Sike Road. Another right brings you into Horbury Road, then turn right when you see the Wakefield College signposts into Thornes Park and proceed as above.

### By Train

CrossCountry Trains operate hourly through services to Wakefield Westgate from the South West, Birmingham, Derby and Sheffield and also from Edinburgh, Newcastle and York. East Coast Trains operate from London Kings Cross, Peterborough and Doncaster. Local services also 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. From Wakefield Westgate, turn right out of the station approach into Westgate End and continue until the road forks where you bear left into Horbury Road. Wakefield College entrance is on your Left after a short distance. From Wakefield Kirkgate proceed along Ings Road to Westgate End then continue as above. One advantage of walking is that you can see the live steam miniature railway near the entrance to Thornes Park.

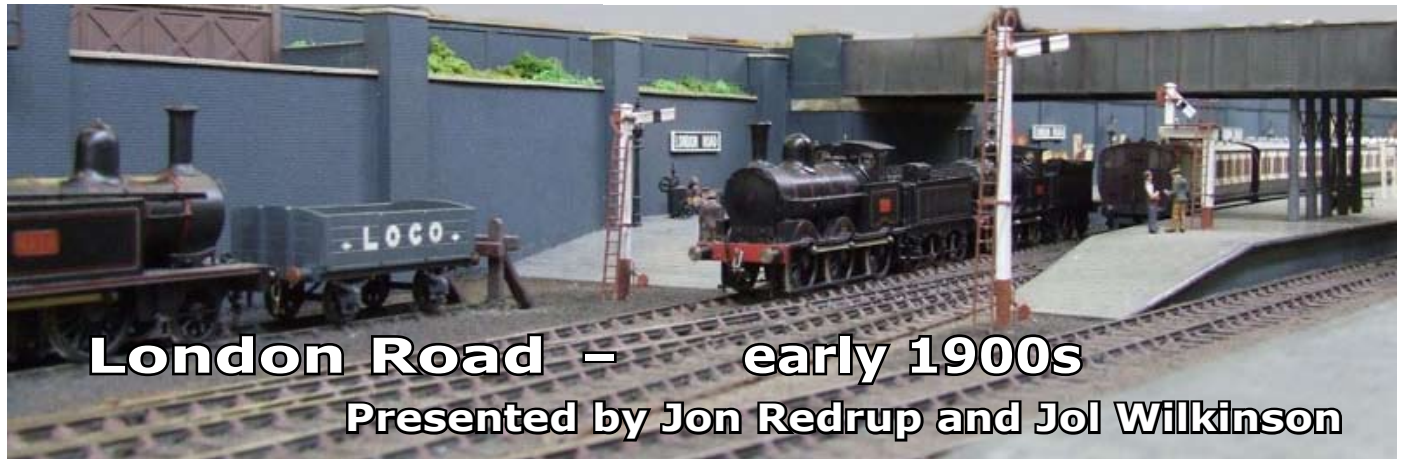
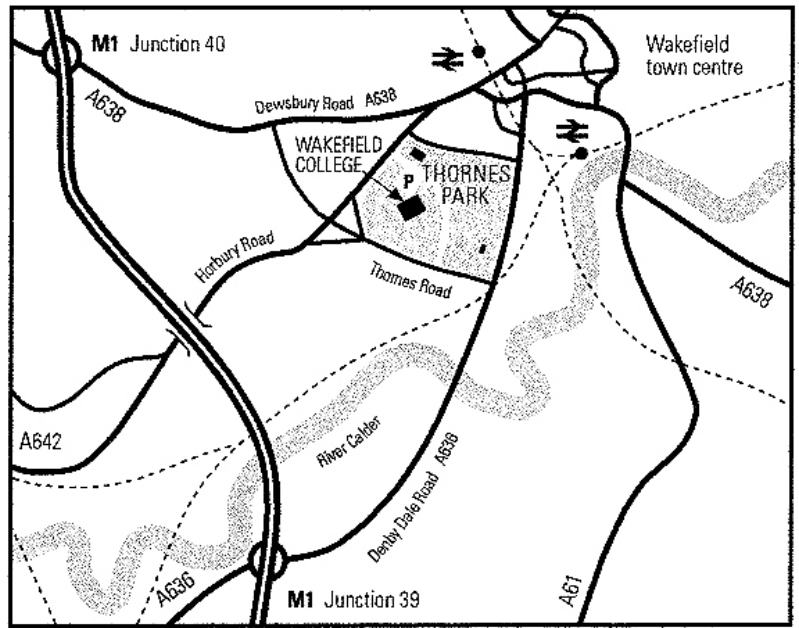


## By Bus

Bus services 126/127, or 263/4/5 run from Wakefield centre to the entrance on Horbury Road, or you can take bus numbers 128/9 to the entrance on Thornes Road.



## Wakefield College, Thornes Park



*London Road* is a freelance L&NWR small urban terminus, somewhere between Euston and Carlisle. Trains can arrive at two and depart from any of the four platforms. There is little scope for goods traffic, other than that which can be accommodated in the two sidings, one of which serves the loading dock.

Regarded by many as an influential P4 layout when it appeared in the 80s, the layout was exhibited at a number of shows until 1994, but only appeared in one magazine article (*Model Railways* May 1988). It was stored in a garage until 2006, when it came back into the hands of John Redrup, one of the original owners, and Jol Wilkinson. With the exception of the need for a new fiddle yard traverser plate and some cosmetic and electrical connection repairs, the layout had survived extremely well. It was first shown again in 2008 but is only allowed out occasionally.

The track work was built using the Joe Brook-Smith method with rivets and ply sleepers and cosmetic white metal chairs. The points are operated by Kean Maygib point motors driven by a CDU controlled by switches on the control panel. The signals were produced from MSE and D&S components, operated by solenoids and are removable for transport. The controllers are from Pentrollers and Modelex. The majority of the buildings and structures were scratch built from Plastikard, although the main station building is a heavily modified Faller kit. The fiddle yard traverser runs on computer drawer slides and a twin track turntable plate has been installed.

Locomotives and rolling stock are from a variety of sources, including London Road Models which started off from the need to manufacture some L&NWR carriage stock for the layout. The rake of LRM 50ft suburban arc roof carriages were featured in *MRJ* 52 in an article on 4mm coach livery.



# Demonstrations

## Chassis Building Workshop

**John Brighton**

An exciting innovation for Scalefour North this year will be a "hands on" workshop where visitors can have a go at chassis assembly using the Avonside Works chassis assembly jig. Members and visitors are invited to bring along (or purchase at the show) any 4mm etched chassis kit, which, under John's guidance they will be able to complete basic assembly using the jigs to ensure totally square and accurate loco chassis.

## Modelling Overhead Line Equipment (OHLE)

**Jim Smith-Wright**

Jim Smith-Wright will be demonstrating his scratchbuilt Overhead Line Equipment, built as a prototype for his model of *Birmingham New Street*, currently under construction.

## Hull Town Docks - NER 1900

Presented by Jim Harrison

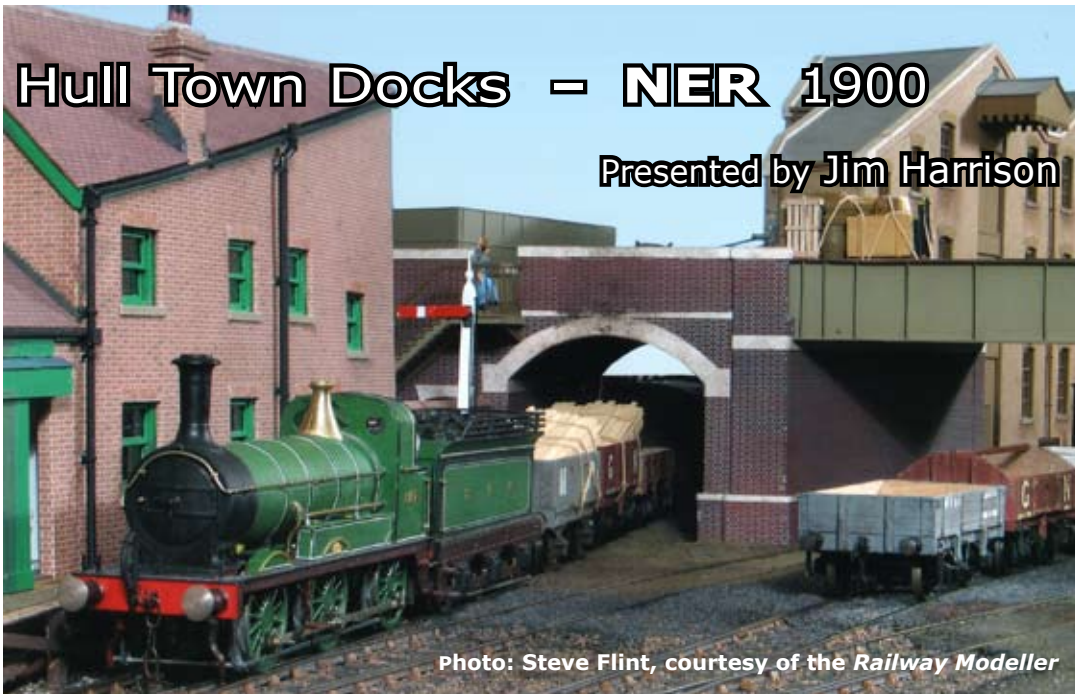
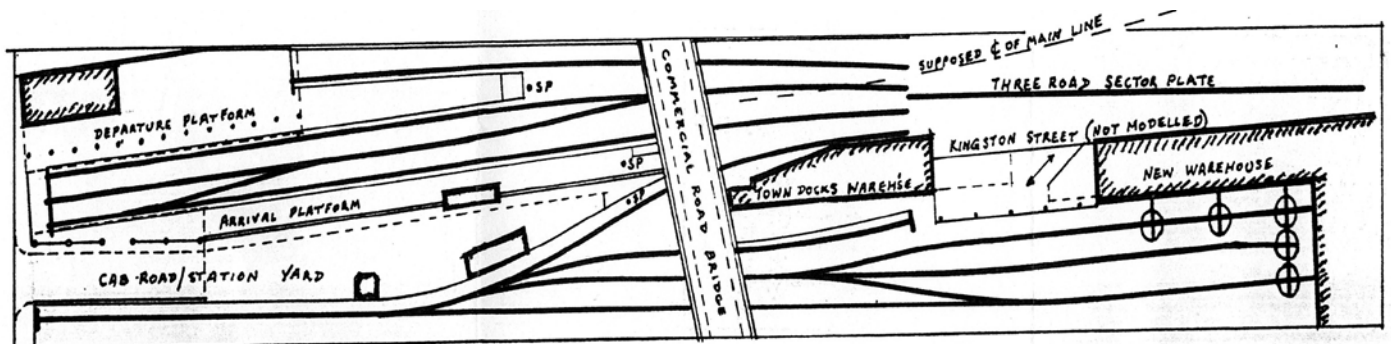


Photo: Steve Flint, courtesy of the *Railway Modeller*

The fictional station is based on the assumption that a Humber Bridge of the late nineteenth century would have been a route into Hull for the Great Northern Railway. The site of the station is taken to be between the original Hull and Selby Railway terminus and Railway Dock, and the date to be about 1900. Another assumption is that once construction of the route was inevitable, the North Eastern Railway would have accepted GNR use of Paragon Station for most of the passenger services, leaving only shorter express boat trains and other passenger services in connection with the old Town Docks area of the city. The station has separate arrival and departure platforms. The goods yard has no facilities for coal (there is not room for everything), but has warehouses along one side and at one end. It is served frequently by short trains with goods for distribution both locally and by sea. Rolling stock is a mixture of scratch and kit built, with just a few from the box. Being to P4 standards, even the ones from the box need modification. Scratch building includes all the passenger stock. The separation of arrival and departure trains in the passenger station, and the number of goods trains serving the yard leads to a lot of movement on the layout and a lot of work for the operators, but they will never be too busy to answer your questions.





## Modelling in Plastikard

**Geoff Kent**

Geoff's work has been featured many times in the model press and includes buildings, rolling stock and road vehicles all constructed from plasticard. Geoff will explain his techniques to get the best results out of this versatile modelling material.

## Locomotive Construction

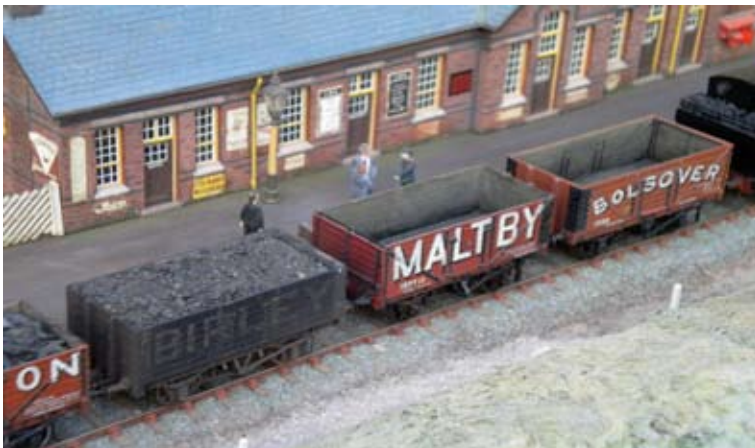
**Dave Holt**

David will show model locomotives built with the aid of kits, the emphasis being on the larger prototypes of LMS and BR standard origin with outside valve gear. David's chassis are compensated with the bogies and pony trucks taking their share of the weight distribution

## Modelling Trees

**Charles Shearn**

Locally based Charles will be demonstrating how he creates amazingly realistic trees which are surprisingly tall when modelled to scale height in 4 mm scale.



# Bolsover

## LMS 1937

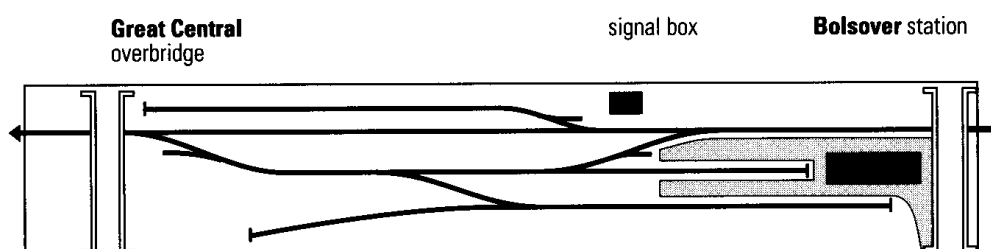
**Presented by the  
South Yorkshire Group**

**(on behalf of and in tribute to  
the late Bob Barrott)**

The model is based on a closed-down, Midland Railway through station with a passing loop on a single track. The line ran through the Derbyshire Doe Lea Valley, serving the coal industry and the market gardening business, and some through passenger/goods traffic. The period modelled is circa 1937. Fortunately Bob was able to take many useful photographs and survey the site just days before the bulldozers flattened everything in the 1970s. A sentimental factor in the choice of the station was that Bob's wife Avril spent her childhood in the area.

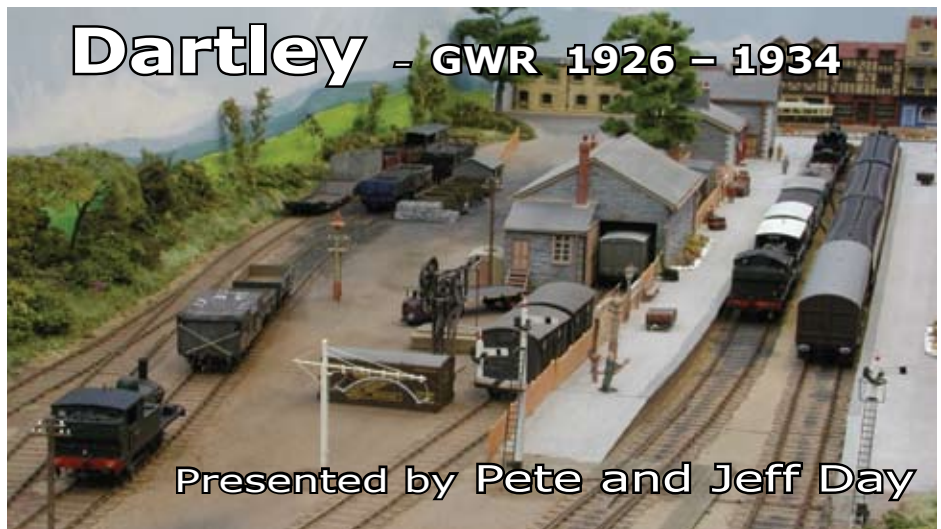
The layout started as a test track for Protofour modelling and was exhibited many times as it developed. The initial card buildings were replaced with superior scratchbuilt, Plastikard ones, and carved stonework bridges were constructed after the style of John Hayes's work on Bodmin and Heckmondwike. The baseboards were widened circa 1994, allowing an extended loop and two extra sidings. A novel cassette storage system evolved using plastic conduit, and finally, unlike the majority of early P4 layouts, Bolsover was fully chaired by Bob – after leaving the cosmetic chairs to mature for around eight years after purchase, the task was completed in about 80 hours. Although never designed to be exhibited, the layout won a few third prizes and was present at the LMS 50th celebrations at Leeds in 1983. Very inspiring for many modellers in the early days of P4, it graced the front cover of PROTOTYPE, the Protofour Society newsletter, no less than three times and also featured in the January/February 1982 issues of Railway Modeller magazine. All the operation is manual; 3-link couplings are used on stock, with signals and points operated by switches pulling or pushing wire in tubing. This has all proved most reliable. At the last exhibition with Bob, at Halifax 2006, the layout performed perfectly with no derailments all weekend. The layout, generously donated by Avril and the Barrott family following the sad, untimely loss of Bob in 2008, stands as a fine memorial to a very talented, exceptional man. It was a privilege and a pleasure to assist Bob in exhibiting Bolsover at shows up and down the country over the last six years.

The layout is now manned by members of the South Yorkshire Area Group, based in Sheffield. Feel free to enquire about its activities. At the time of writing we don't know what stock we'll have available, so if any visitors would like to try any of theirs, please do ask; we should be able to accommodate digital also.



Dartley is a fictitious GWR seaside town located on the North Devon / Cornwall coast set between 1926- 1934.

Despite being a seaside town Dartley had a thriving market which meant that the yard could become extremely busy on market days.



The layout is built along traditional lines using 3" x 1" framing and cross members and 1/2" chipboard assembled into 4' 5" x 2' baseboards plus a hinged section on the end of the fiddle yard to allow hands free operation giving a total length of 21ft. The layout is to 4mm : 1ft scale built to P4 standards. The trackwork is constructed, on two layers of underlay, using plywood sleepers onto which functional C & L chairs are glued. The point work is all built in-situ after transferring the important dimensions onto the cork base from one of C & L's turnout plans. All pointwork on the layout is operated from Fulgerex point motors which also control the polarity of the crossings. The signals are operated from solenoids with a balance weight return. Both points and signals are operated from a lever frame which has some of the interlocking installed to make operating interesting and has a complete track plan similar to an actual signal box to allow easy understanding!

Control is by ECM Ramblers, Kent Panel and Gaugemaster controllers with the layout split into two operating sections to keep things moving, the station approach being common to both sections to allow trains to and from the fiddle yard without interrupting the other operator. All rolling stock on the layout is fitted with Sprat & Winkle couplings so all operating can be done from one position without the need for operator intervention.

The rolling stock on layout consists of a mixed bag of converted RTR, kit-built and scratch-built items which at the current time is not truly representative of the vehicles found in this area. This will be corrected as time permits. Locos are the typical mixed bag from RTR to scratch built items fitted with new chassis and can motors although there is a couple of Portescaps and a D11. Most rolling stock has compensation or springing of some sort or another, which ever seemed suitable at the time.

Please feel free to ask if you have questions about anything at all or if you want to look behind the scenes.



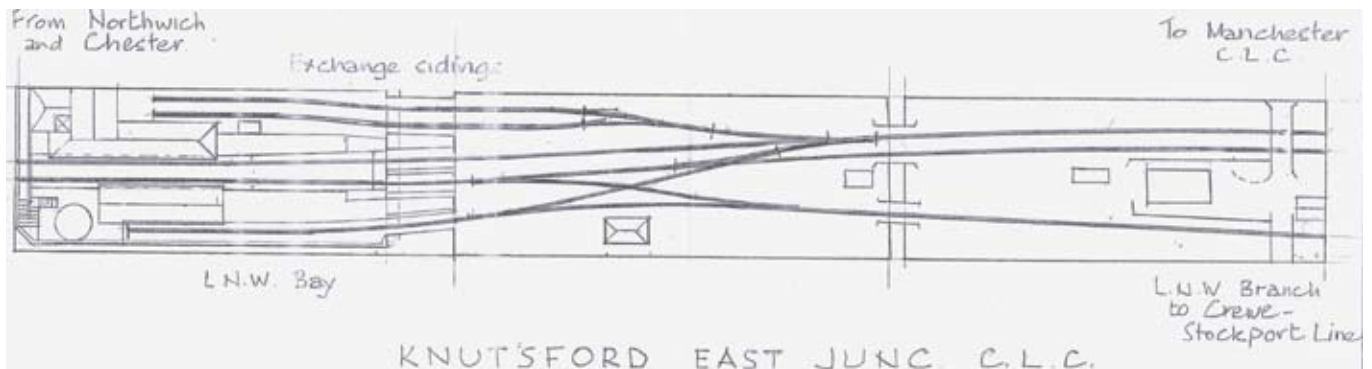


# Knutsford East Junction CLC CLC/LMS 1947



The layout represents an historical "might have been" and considers how a LNWR branch from the Crewe – Stockport line, near Chelford, might have terminated at Knutsford station, CLC. Powers were taken in 1865 by the L.N.W. to construct branches from Sandbach to Northwich and Chelford to Knutsford. The former was built, but the latter was deferred, because the LNWR secured its access to Knutsford via Altrincham (Cheshire Midland), which became the CLC. The layout assumes otherwise.

The modelling period chosen is late 1947, prior to the LMS and the CLC losing their separate identity. The CLC was originally  $\frac{1}{3}$  Midland,  $\frac{1}{3}$  G.N.R.,  $\frac{1}{3}$  GCR, but subsequently  $\frac{1}{3}$  LMS and  $\frac{2}{3}$  LNER. Operating potential covers actual CLC workings: typically Manchester Central to Chester passenger trains. Branch working is limited to peak hour passenger, motor train and pick-up goods, but the interest lies in how this traffic is handled in the restricted track layout, which is a typical CLC wayside station configuration. Since our last appearance at Scalefour North, in 2006, we have increased the variety of motive power both on the LNE and LMS side, together with additional CLC passenger stock. Point rodding and working signals have been added.



# Advice, Support, Guidance, and Goodies

## Presented by our Traders

### 247 DEVELOPMENTS

Seven Acres, Meltham Road, Marsden, HUDDERSFIELD, West Yorkshire. HD7 6JZ 07872 823017  
www.247developments.co.uk Email : gary@247developments.co.uk

This range of carriage detailing parts includes over 35 bogie kits, complemented by a comprehensive selection of other detailing parts. LNWR coach kits are available to order. In addition to the coach range and TPO kits, Southern Pride coach seating is in stock. Slaters' sprung locomotive buffers plus a selection of locomotive details from Romford and D & P Models are also available. The etched name and numberplate range is expanding with hundreds of new additions from the Big Four and BR steam eras, together with a small selection of pre-grouping plates.

### AMBIS ENGINEERING DIVISION

27 Stanhope Gardens, Ilford, Essex IG1 3LQ.

Manufacturers of component parts for railway modellers mainly in etched metal. This includes Lever Frames, Specialist rails, Point Rodding, Stretcher Bars, aid for Alex Jackson coupling users, drawbar hooks (over 10 types), parts for wagon underframes and a range of windows and doors for railway and industrial buildings. We also make Eastwell Ironstone company simulated corrugated iron sheeting in 3 profiles. There are over 200 different items in our current range which is always expanding.

### BILL BEDFORD MODELS

4 Belgrave Court, George Street, Pontypool, Gwent. NP4 8NP Tel: 01495 753931 E-mail : billb@mousa.uk.com

Bill Bedford produces a vast range of etchings with a wide selection of pre-grouping coach sides in etched brass, Sprung W-Irons for RCH and BR wagons and sprung bogies. Bill also produces an inexpensive handrail-bending jig, which ensures consistency of length over a large range of sizes. A range of complete kits for sprung locomotive chassis to fit RTR bodies is under development covering both steam and diesel outline. Don't forget the inexpensive handrail-bending jig, which ensures consistency of length over a large range of sizes.

### DAVE BRADWELL

South Muirnich Cottage, Gorthleck, Inverness, IV2 6YP Tel: 01456 486377.

E-mail : d.bradwell@ukonline.co.uk

http://www.davebradwell.co.uk or www.scalefour.org (hosted)

Quality etched kits incorporating sprung suspension. **Chassis kits** are available for **A1, N2, 9F, J39, B1**. Clearances for P4 are designed-in and generous bearing surfaces ensure a reliable, hard working model.

**Full loco and tender kits for K1, WD and J27** with the smooth running principles outlined above and an accurate, detailed body. The **LNWR 4200-gallon tenders** are available separately to produce any major flat sided type.

**Hoppers** are a speciality – from detailing parts for the r.t.r. 21 ton to the unique Tyne Dock/Consett iron ore wagons and including NCB types. At the rear of the train, an etched chassis does wonders for the old Airfix brake van – or indeed any other make. **Coaches** are also catered for, with the **sprung bogies** by Chris Pendleton available in a variety of wheelbases including 10 ft for the Hornby Pullmans. Next kit will be the **Q6** with full selection of **tenders**.

### BRASSMASTERS SCALE MODELS

P.O. Box 1137, Sutton Coldfield, West Midlands, B76 1FU

E-mail : sales@brassmasters.co.uk

Our latest diesel detailing parts for the Bachmann Class 24/5 fuel and water tanks complement the etched details and replacement cab roof. For the Bachmann G2 0-8-0 we hope to have a detailing kit and our next Easi-Chassis fold up conversion kit. This uses the same principles as the highly praised Easi-Chassis for the Bachmann A1. These do not require any soldering: everything folds up – even the replacement bogie on the A1 – to allow the easiest conversion ever!

All of the other RTR detailing kits for the Bachmann LMS Crab, Jinty and Ivatt 4MT, the Hornby 8F, Black 5, Rebuilt Patriot and Royal Scot and the Hornby/Lima class 52 Western will be available. Other accessories include the latest indispensable Axle Spacing Gauges, the ever popular Cleminson style 6-wheel chassis kits, track detailing parts, and sprung axleboxes. The full range of high quality LMS loco kits and fittings is also in stock.

### CAMBRIAN MODELS

10 Long Road, Tydd Gate, Tydd Gote, WISBECH, PE13 5RB Tel 01945 420511

Website: www.cambrianmodels.co.uk Email: via website

The CAMBRIAN 4mm scale plastic kit range comprises a variety of BR Freight and Departmental wagons, pre-1948 Railway Company wagons and Private Owner wagons. Our website has details and pictures of our products, plus prototype photos to aid assembly. Our Catalogue can be downloaded in .pdf format to print out.

### C + L FINESCALE

Longridge House, Cadbury Camp Lane, Clapton in Gordano, Bristol. BS20 7SD Tel 01284 754727

E-mail : sales@finescale.org.uk

C & L Finescale offers a comprehensive range of modelling products including 4mm and 7mm track building components and templates, Carr's modelling products, Slater's 4mm wagon kits, the Cooper Craft 4mm and 7mm ranges, Antex soldering irons and bits and Loctite instant adhesives and retainers. The new "turnout in a bag kits" includes fully finished common crossings for ease of construction – check out the assembly instructions on their web site. Try one of the memory wire kits which come complete with all the parts you need to operate your signals, turnouts and crossing gates together with 4 pages of useful hints, tips and instructions.

### DIGITRAINS

The Manor, North Street, Digby, LINCOLN. LN4 3LY Tel 01526 328633

E-mail : enquiries@digitrains.co.uk

DIGITRAINS are the DCC specialists and supply systems and decoders by CT Elektronik, Digitrax, ESU, Gaugemaster, Hornby, Lenz, NCE, TCS and Zimo. We have sounds from CTE, Digitrax, LokSound, MRC and Soundtraxx and a large range of DCC related items from Team Digital, LDT, Miniaturonics, Seuthe, Bachrus, Tony's Trains, CMX, Digital Specialities and others. We provide a complete service from advice, through sales to decoder installation. Everything you need to prepare and run your railway digitally is here in one place

### JUDITH EDGE KITS

5, Chapel Lane, Carlton, Barnsley, South Yorkshire. S71 3LE 01226 722309

E-mail: edgemd@aol.com

www.ukmodelshops.co.uk/catalogues/judithedge.html

JUDITH EDGE KITS produces an expanding range of etched brass kits covering diesel and electric locomotives, both industrial and BR prototypes. Recent releases include a 35T Hunslet 0-4-0DH, 6wheel Steelman, the early LMS 0-6-0DH 1831 and our first steam loco, the Hunslet 15" 0-6-0ST.



## EILEEN'S EMPORIUM

Unit 19, 12 Highnam Business Centre, Newent Road, Gloucester, GL2 8DN 0117 2300045

E-mail: [sales@eileensemposium.com](mailto:sales@eileensemposium.com)

Derek Russan of EILEEN'S EMPORIUM supplies a comprehensive range of good quality hand tools, along with an unsurpassed selection of precision angle, shapes, sheet, tube, rod and wire in brass, nickel silver, copper and phosphor bronze, Plastruct and Evergreen Plastics. These are complemented by an extensive range of solders, fluxes, adhesives, craft knives, scalpels, saw blades, drill bits, taps, dies, screws, nuts and bolts digital read-out vernier callipers, in fact everything you are likely to need for the coming modelling season.

## EXACTOSCALE LTD & THE P4 TRACK COMPANY

20 Waterson Vale, Moulsham Lodge, Chelmsford, Essex CM2 9PB 01245 263779 website: [www.exactoscale.co.uk](http://www.exactoscale.co.uk)

The Exactoscale range continues to expand and includes wagon chassis conversion kits, loco, coach and wagon wheels, brake gear, sprung buffer units, scale couplings, easy to assemble gearboxes and loco suspension units (both metal and plastic moulded hornguide versions). We expect to have several new loco driving wheels available at Scalefour North – in particular, the GWR King and LNER 6' 2" and 5' 8" wheels, possibly others.

The P4Track Company provides easy to build and fully detailed track to P4 standards and the range now includes 1:8 diamond crossing and single and double slip kits. A starter pack is available for those wishing to try their hand at track construction. Turnouts come as complete kits with rails precision cut to length, check rails formed to shape, crossing with wing rails pre-assembled and switch rails pre-assembled to their adjacent stock rails – and include a complete set of correct pattern chairs. Only those skills needed to construct any detailed plastic kit are required. Note that the special switch and crossing chairs used in the kits will now be available separately.

## DAVID GEEN MODEL RLY KITS (including MALCOLM MITCHELL 4mm range)

30 Silverwood Close, Dale Park, Hartlepool, Cleveland, TS27 3QF, 01429 269600

E-mail: [david.geen1@ntlworld.com](mailto:david.geen1@ntlworld.com) [www.scalefour.org](http://www.scalefour.org)

David produces a comprehensive range of wagon kits covering a number of railway companies, both pre- and post-grouping, as well as private owner tank wagons. His range of etched brass coach kits continues to expand, and future additions will include a small range of G.W.R. clerestories. A selection of fittings and lineside accessories is also available. David also distributes the Malcolm Mitchell 4mm Locomotive kit range.

## ALAN GIBSON (WORKSHOP)

PO Box 597, Oldham, OL1 9FQ 0161 678 1607

E-mail: [sales@alangibsonworkshop.com](mailto:sales@alangibsonworkshop.com) [www.alangibsonworkshop.com](http://www.alangibsonworkshop.com)

Since changing hands in 2008 the firm has very much concentrated on "business as usual". In 4mm scale a wide range of items is available including 19 types of carriage and wagon wheel, together with 32 types of bogie/tender wheels and 83 types of driving wheel – all available to 'OO', EM and 18.83mm gauges. We have replacement wheel packs for r-t-r locomotives covering the Bachmann, Heljan and Hornby ranges. The range includes cast figures, signal and structure components, bearings, back-to-back gauges, moulded brake, gear, milled locomotive and tender mainframes, etched coupling rods and valve gear, 26 types of spring and over 250 loco detailing parts. Our very informative catalogue is essential to appreciate the vast range that we have on offer.

Before selling the business, Alan sold out of all his locomotive kits without restocking. We are not restocking all these kits in one hit: batches will only be produced when interest in any specific kit reaches an economic quantity. For full details or to register an interest in a kit, please ask for a form on the stand or download it from the website.

## HIGH LEVEL MODELS

14 Tudor Road, Chester-le-Street, County Durham, DH3 3RY,

Tel/Fax 0191 388 2112 (9am - 5pm) Email: [enquiries@highlevelkits.co.uk](mailto:enquiries@highlevelkits.co.uk)

Chris Gibbon produces state-of-the-art kits of industrial prototypes ranging from the quintessentially Victorian Black Hawthorn 0-4-0ST to the diminutive "Husky" 0-4-0 Diesel Mechanical introduced in 1956. A feature of High Level kits is the importance attached to running quality, especially at slow shunting speeds. Each kit includes a high-precision gearbox and transmission especially designed for that locomotive which permits the installation of comparatively large cam motors in very small prototypes. Recent additions to the range include an etched chassis kit for the new Bachmann Jinty 0-6-0T complete with dummy inside valve gear. For those interested in fly-shunting, Chris has introduced a self propelled wagon mechanism with a 9ft/10ft Wheelbase which can be supplied with 60, 80 or 108:1 ratio gears and a suitable motor.

## HOBBY HOLIDAYS

The Spinney, Low Street, Beckingham, DONCASTER, S Yorks. DN10 4PW 01427 848979

E-mail: [phil@hobbyholidays.co.uk](mailto:phil@hobbyholidays.co.uk) Website: [www.hobbyholidays.co.uk](http://www.hobbyholidays.co.uk)

Phil and Jo Atkinson set up Hobby Holidays to cater for all crafters from Cardmakers to Railway Modellers. At their Grade II Listed Nottinghamshire Farmhouse premises, they run 'Master Class' workshops over a full weekend with Famous Names acting as tutors, while Jo feeds the inner man with her traditional English Farmhouse cooking. Phil and Jo can arrange the whole weekend for you from meals to B&B. Last year the tutors included Tony Wright, Ian Rathbon, Geoff Kent, Tim Shackleton, Barry Norman, Norman Solomon and Phil Grainger. To help Railway Modellers to build square and perfectly aligned chassis, Phil, a trained engineer, developed the 'Master Chassis', a precision designed and manufactured jig. After a chance comment from a friend that he should market it, Phil launched the product at Telford in 2005, and has now exported it over the world, earning rave reviews. Another modelling aid which the couple are marketing is Ott-Lite lamps, which give the nearest to daylight you can achieve. These are great for painting, and colour matching in paints, fabrics etc., and also help stop eye strain. Visit the stand to see the wide range on offer.

## BILL HUDSON TRANSPORT BOOKS

The Peak Rail Shop, Matlock Station, Matlock, Derbyshire, DE4 3NA. Tel 01629 580797

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

Bill Hudson is well-known to modellers in the North for his bookshop and his regular appearances on the exhibition circuit. Bill stocks a constantly changing range of books including all of the latest railway and modelling titles. His own books on private owner wagons are a must for wagon builders and his book "Through Limestone Hills" is THE definitive account of the Midland Railway mainline through Derbyshire.

## LONDON ROAD MODELS

P.O. Box 643, Watford, WD24 5JZ

London Road Models began supplying 4mm etched kits in 1988, with a range of L&NWR 50' carriages. Since then our range of etched kits has steadily expanded to provide the biggest range for the modeller interested in the Pre- and Post-Grouping periods, with over 50 locomotives as well as a wide selection of carriages and other rolling stock.

Recent releases include the L&NWR Teutonic 2-2-2-0. The loco is etched entirely in nickel silver with N/S and brass castings for the detailed cylinder and boiler fittings, and is supplied with a 1800 gallon tender. Other new kits include the LT&SR Class 1 4-4-2T, designed by Allan Sibley, etched in brass with a N/S chassis, and the L&NWR 4' 6" 2-4-2 radial tank, also known as Mansion House tanks. As with all our kits, these can be built to OO, EM or P4 gauges. A new chassis has been designed for the L&NWR 4-4-2 Precursor Tank and this is now available separately. The 6' 3" sprung bogie and the Radial truck as supplied in recent L&NWR kits are now available as separate items. The kit for the LNWR D14 long wheelbase Deal (timber) Wagon is also now available. We are also planning to produce kits for two NLR tank locos, to complement our NLR 4-wheel carriage kits. Details of new releases will be available at [www.londonroadmodels.co.uk](http://www.londonroadmodels.co.uk). and in the model railway press.

## **PARKSIDE DUNDAS**

Millie Street, Kirkcaldy, Fife, KY1 2NL. Tel 01592 640896

E-mail: [sales@parksidedundas.co.uk](mailto:sales@parksidedundas.co.uk) web site: [www.parksidedundas.co.uk](http://www.parksidedundas.co.uk)

The Parkside Dundas stand has a wealth of 4mm scale injection moulded plastic rolling stock kits covering chiefly the post 1923 to 1990's scene. The celebrated wheel exchange service will be in operation for those working to finer standards. The new LNER riveted hopper and maybe another horsebox will be on sale.

Also on sale will be Modelmaster and Old Time Workshop decals for our kits. A selection of 4mm scale narrow gauge will also be available.

## **SCALEFOUR STORES**

120 Hayhurst Avenue, Middlewich, Cheshire, CW10 0BD. Tel 01606 835708 (between 9-10 am and 7-8 pm only)

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

Jeremy Suter will be on hand with the Society's own "Stores" stand. On sale will be Roger Sanders' gauge for fine tuning pointwork, point blade fitting jigs, crossing vee assembly jigs and components for riveted plywood trackwork construction. The Scalefour Society Locomotive Springing units designed by Dave Bradwell are also available, together with an etched nickel silver lever frame kit. For conductor rail fans, the stores can supply lost wax castings for the end ramps, correct profile rail, and the new highly detailed conductor rail chairs. Now is the time to study your Scalefour Stores price list and decide which items you require for the spring modelling season. Send Jeremy your order now and collect it at *Scalefour North*, or ask him to help your selection on the day. Jeremy offers a bespoke profile milling service and will provide details of this on request.

## **MIKE THORP (PHOTOGRAPHS)**

New House Cottage, Provender Lane, Norton, Faversham, Kent ME13 0ST Tel 01795 520169

Whether you are seeking quality photographs for your modelling projects or just like fine railway photographs, this is the place to look. Some 20,000 photographs and post-cards are available, mainly of archive quality. Most British railway subjects are covered from the pre-grouping era up to 1970 (as well as many foreign), ranging from 100 year old photographs to new prints. Scalefour North is the only model railway exhibition outside the South-east where these photographs may be seen.

## **WIZARD MODELS (inc. MSE/51L)**

P.O. Box 70, Barton upon Humber, DN18 5XY, 01652 635885 Mobile: 0778 894 0312

E-mail: [andrew@modelsignals.com](mailto:andrew@modelsignals.com)

website: <http://www.wizardmodels.co.uk>

The MSE arm of Wizard Models produces the most comprehensive (and expanding) range of semaphore signalling parts in all of the popular scales - 2, 3, 4, 7, 10 and 16mm. These are packaged in component form for the modeller to construct signalling in the same way as the prototype: arms, finials, posts, brackets and accessories are selected and assembled, enabling you to recreate most prototype designs on your layout. A number of complete kits for the more common prototypes are also available, as are the first parts in a new range of colour light signals. Operating components, including 7 and 14-lever frames, and level crossings are provided in kit form to complete the range. Wizard Models is also the parent of the 51L range of 4mm scale locomotive, carriage and wagon kits and components. This range will continue to be expanded, with new wagon kits in development covering prototypes from around 1900 to the present day - at least two new kits should be ready for 2010. Also available exclusively from Wizard Models are the Sprat & Winkle Line and DG autocouplings for 2, 3, 4 and 7mm scales. We also carry a range of useful materials for the modeller, including point motors, cork and foam underlays, solvents, solder and fluxes. Ask for a price list on the stand, send five first class stamps to the above address, or visit the web site, where you can now shop online.

## **YORK MODELMAKING AND DISPLAY LIMITED**

Unit 13, The Bull Commercial Centre, Stockton-on-the Forest, YORK YO32 9LE Tel 01904 400358

Email: [laser@www.yorkmodelmaking.com](mailto:laser@www.yorkmodelmaking.com) Website: [www.yorkmodelmaking.com](http://www.yorkmodelmaking.com)

Established 41 years ago, specialising in models for architects and engineers, this company has recently expanded into the railway modelling field, using its expertise in micro laser cutting. This enables them to produce detailed bespoke railway items from client's drawings, sketches, or even just photographs. They are happy to provide free quotations, however big or small your requirements are.

They also produce a standard range of windows, doors, valances and roof tiles; all of which can be ordered from their website.

# **Visiting Societies**

## **LANCASHIRE AND YORKSHIRE RAILWAY SOCIETY**

Founded in 1950, our Society has grown steadily until there are now nearly 700 members in the UK and overseas. The Society aims to bring together all those with an interest in the "Lanky" whether in historical research or modelling. Our magazine contains articles about modelling and our journal "LYR Focus" contains a wealth of information about the prototype. While at the show why not visit our stand?

You can contact us via our advertising, or our web page [www.lyrs.org.uk](http://www.lyrs.org.uk)

## **HISTORICAL MODEL RAILWAY SOCIETY**

You can take immediate advantage of HMRS membership today by joining the society at our stand. This will give you members' discount on HMRS pressfix and methfix transfers, limited edition HMRS model parts and all current HMRS books and publications. As a member, you will also receive a new member starter-pack, a regular bi-monthly newsletter and a quality quarterly journal as well as access to all HMRS resources, our network of specialist stewards and area group meetings.

If you don't join today, you can also join on-line at [www.hmrs.org.uk](http://www.hmrs.org.uk) or by post to HMRS Membership Secretary, Dunkeld, Sussex Avenue, Ross-on-Wye, Herefordshire, HR9 5AJ.

# **and Retrospectives**

The Scalefour Society website [www.scalefour.org](http://www.scalefour.org) offers a splendid Exhibition Retrospective section, which contains photographs and details of exhibits which have appeared at recent society shows - Scaleforum, Scalefour North and Scalefour South West. Photographers amongst you are encouraged to email any photographs of the show to David Brandreth at the dedicated email address: [retrospectives@scalefour.org](mailto:retrospectives@scalefour.org)





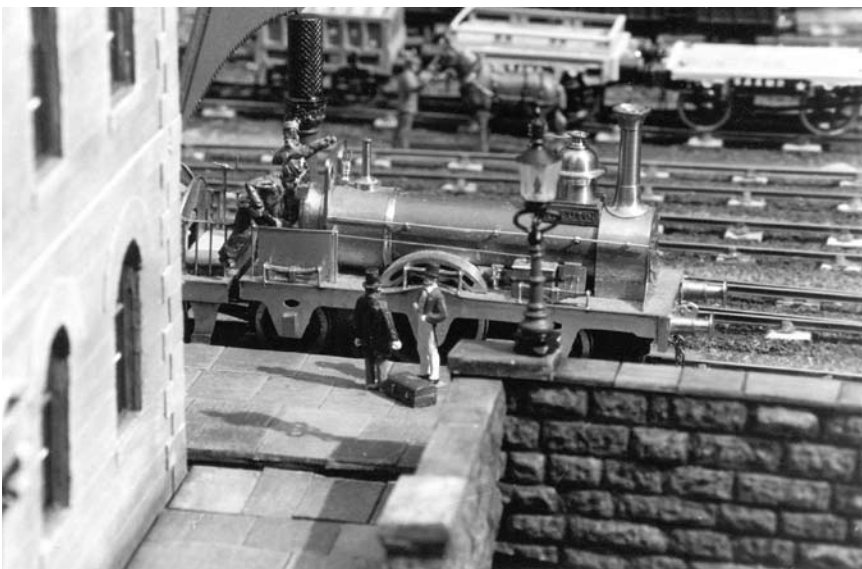
## Sheffield Bridgehouses 1845

Presented by John Quick

Shortly before Christmas 1845, a train of 20 carriages hauled by 2 locomotives, left the Bridgehouses terminus of the Sheffield, Ashton-under-Lyne and Manchester Railway. Soon after mid-day it arrived at the Store Street terminus of the Manchester and Birmingham Railway. Thus was opened throughout, the Woodhead line. This model was built to commemorate the sesqui-centenary of that occasion. A major problem for prospective modellers of the very early period of railway history, is the severe shortage of information. However, some information does exist and it is all part of the hobby to find it. The trackplan is part of a map of central Sheffield, dated 1851. Two features should be noted. First, the requirement for an up passenger train to change direction twice, before entering the platform. Secondly, the lack of run around facilities at the platform.

All the trackwork was built using P4 methods. The original stone block sleepers of the S.A.M.R. are represented by thick card squares. A P4 rivet will turn sufficiently, then the rails may be soldered to gauge over a drawing. Hidden by the ballast are the wooden sleepers, which hold the stone blocks to gauge. The chairs are the old "Kingsway" type, which whilst being too large do help with the desire for realism.

As Bridgehouses was only meant to be a temporary passenger station, it was quickly altered, becoming a goods depot when Sheffield Victoria opened in September 1851. As such, it lasted until the yard at Tinsley opened. Some of the buildings on the model are therefore, imaginary. The half-relief warehouse built by my younger son, is based on the structure which still exists at the canal basin in Sheffield. "Bridgehouses Works" is a model of a former cutlery works, still extant on Trippet Lane in the city. The main materials used in the construction of buildings and retaining walls, are thick card and stone or brick embossed plastic sheet. "Evostik" is a much underrated adhesive and is ideal for this work.



A few S.A.M.R. carriage drawings exist, but the vehicles on the model are either conversions or kits. The conversion was a Triang carriage, made to run with the "Rocket". The kits are old K's kits to 3.5mm. scale, for, I believe, a Spanish railway. Nothing at all is known of the company's goods stock. It is unlikely that anything will be discovered, so I rely on the fact that early railway wagons were generally, very similar. I have 4 wagons built by Martyn Chapman based on Liverpool and Manchester vehicles.

Five locomotives now work the layout. The first built was my "Little Sharpie", "Pluto". Then followed "Atlas" and "Sphynx", both Sharp goods engines. "Pegasus" is a recently built model of a "Crompton". I have nearly completed a model of an E.B. Wilson 2-2-2, "Jenny Lind". It was made from a 5 & 9 Models kit, although the others were all made from scratch, using very basic information. In truth, so little data is available that I do not know how these old engines were painted.



# Ogden Fold - L & Y

Photos: Rod Cameron

Presented by the  
South Hants MRC

*Ogden Fold* is a 'might have been' layout based on proposals put forward by the Lancashire and Yorkshire Railway, which promulgated a line from Rishworth near Huddersfield in Yorkshire towards New Hay on the Oldham Loop Line, thereby reducing the distance from Sowerby Bridge by about five miles. This scheme would have involved a four-mile long tunnel under Blackstone Edge but was never carried out, though the threat of its construction was sufficient to stop any further interest by competitors of the L&YR. Having looked at maps of the local area we decided that, had the line been built, it could (at reduced cost) have joined the Oldham Loop at a triangular junction giving two routes to Manchester. We also considered that a station at the south end of the tunnel was desirable and we thought that a suitable area for this station would be the hamlet of Ogden that would quickly develop. Hence Ogden Fold was established.

