



demu 2013 *showcase*

The exhibition for modellers of the post-Modernisation Plan era

Diesel & Electric themed layouts, demos, specialist traders, models display and lots more!

**SHOW
GUIDE**

Guide sponsored by



*6/7th July, Burton Town Hall
www.demu.org.uk/showcase*

REALTRACK

Models

NEW from Realtrack Models, 'OO' gauge Class 144 'Pacer' DMUs

All models feature: Bi-Directional headlights 'Twin Light' Clusters (to current Network Rail specifications), Dummy BSI coupling, Working interior lighting, Fully painted individual seats, Internal handrails & grab handles, Sprung close coupled corridor connections, Radio roofpods, Powered & non powered cars with power pickup on both. The chassis design will allow see through window glazing within the highly detailed bodyshell. Separate underfloor components fitted, enhancing the super detailed underfloor and chassis.



144-111: Class 144 Two Car DMU Northern Abelio Night Blue (New Northern Rail livery November 2011 Onwards) with running number 144008
Specification: 144008 Northern Night Blue / Serco & Abellio Joint Venture livery with Metro & SY Travel logo's
Driving Motor Second DMS (No Toilet) 55812, Driving Motor Second Lavatory DMSL (Toilet) 55835
Night blue seats, Missing overhead warning in front windscreens, Grey internal handrails, Missing No Smoking stickers in passenger windows, Bicycle emblems on one car re prototype, Current yellow HSE warning stickers applied. Destinations: YORK - LEEDS



144-112: Class 144 Two Car DMU Northern Night Blue (Old pre-Nov 2011 Northern Livery) with running number 144007
Specification: 144007 Northern Night Blue livery with Metro & SY Travel logo's
Driving Motor Second DMS (No Toilet) 55807, Driving Motor Second Lavatory DMSL (Toilet) 55830
Metro red seats, Overhead stickers in front windscreens, Yellow internal handrails, No Smoking stickers fitted to all passenger windows, Wheel Chair emblems applied on both cars, Current yellow HSE warning stickers applied. Destinations: YORK - SHEFFIELD



144-113: Class 144 Two Car DMU Northern Red & Silver 'Waves livery' (Ex-Metro Livery) with running numbers 144003
Specification: 144003 West Yorkshire 'METRO' Red & Silver livery. NORTHERN Branding
Driving Motor Second DMS (No Toilet) 55803, Driving Motor Second Lavatory DMSL (Toilet) 55826
Metro red seats, Overhead stickers in front windscreens, Yellow internal handrails, No Smoking stickers fitted to all passenger windows, Old style wheel chair emblems applied on both cars, Old white HSE warning stickers applied, Branded with early NORTHERN logo. Destinations: LINCOLN - SHEFFIELD



144-114: Class 144 Two Car DMU Arriva Trains Northern Red & Silver West Yorkshire Metro 'Waves' Livery with running numbers 144009
Specification: 144009 West Yorkshire 'METRO' Red & Silver livery. ARRIVA Branding
Driving Motor Second DMS (No Toilet) 55809, Driving Motor Second Lavatory DMSL (Toilet) 55832
Metro red seats, Overhead stickers in front windscreens, Yellow internal handrails, No Smoking stickers fitted to all passenger windows, Old style wheel chair emblems applied on both cars, Old white HSE warning stickers applied, Branded with early ARRIVA TRAINS NORTHERN logo.
Destinations: LEEDS - MANCHESTER VICTORIA

Class 144 Models are 4mm 'OO' Gauge and priced at £110.00 plus £3.50 Post & packing. MODELS EXPECTED EARLY 2013
Order early to avoid disappointment, NO money taken until despatch

Class 143 Models are also in production for release in 2013, these include:

143-211 Class 143 Two Car 'Pacer' 143609 *Sir Tom Jones*

RT143-211 Arriva Trains Wales 143609 *Sir Tom Jones* (Driving Motor Second DMS (No Toilet) 55650 & Driving Motor Second Lavatory DMSL (Toilet) 55675)

143-212 Class 143 Two Car 'Pacer' 143610

RT143-212 Arriva Trains Wales 143610 (Driving Motor Second DMS (No Toilet) 55643 & Driving Motor Second Lavatory DMSL (Toilet) 55676)

143-213 Class 144 Two Car 'Pacer' 143619

RT143-213 First Great Western 'Local Lines' livery 143611 (Driving Motor Second DMS (No Toilet) 55660 & Driving Motor Second Lavatory DMSL (Toilet) 55685)

143-214 Class 144 Two Car 'Pacer' 143620

RT143-214 First Great Western 'Local Lines' livery 143620 (Driving Motor Second DMS (No Toilet) 55661 & Driving Motor Second Lavatory DMSL (Toilet) 55686)

Other early liveries planned.

See our Website for further information: www.realtrackmodels.co.uk



Realtrack Models, 111 Norwood Crescent, Leeds LS28 6NG.
01132 563415 Mon-Thurs 8am-1pm

welcome to

demu showcase 2013



A very warm welcome to all our members and visitors from the DEMU Showcase organising team. We hope that you enjoy this year's exhibition and if this is your first time to DEMU Showcase, we hope that our choice of layouts and traders tempts you to return in future years. We also hope that if you are not already a member, that we have inspired you to join DEMU, so if you want more information, who we are and what we do, make sure you visit the DEMU Zone where the friendly team will introduce you to the society and all its benefits.

We have thirteen layouts present this year, spread over four rooms: the Main Hall, the Lingen Room, the Blantyre Room and the Dove Room. We hope that the layouts provide a good spread of scales, eras and genres with a layout to cater for even the most obscure D&E tastes!

We have a couple of new traders this year as well as many familiar faces and are delighted to welcome back our friends from Bachmann, Hornby and Dapol supporting the future of D&E modelling.

As always there are many people to thank for helping us this year. In particular our advertisers, sponsors and the modelling press. We would especially like to the team at RAIL EXPRESS for printing this year's Show Guide.

Thank you.

Guy Molyneux & Mike Hale
DEMUShowcase 2013 Team

The organisers reserve the right to substitute or omit any part of the exhibition without notice. This guide is published by Diesel and Electric Modellers United, and its contents are believed to be correct at the time of going to press, although the group cannot be held responsible for any errors or omissions. The exhibition is organised by the DEMU Showcase Exhibition manager and his team on behalf of DEMU with any surplus being donated to the development of the aims and objectives of DEMU.

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About demu

DEMU is a society formed by a small group of modellers in 1994 to cater for the post modernisation plan railway modeller. It caters for all scales and levels of modelling experience, you don't have to be a really experienced modeller to join us, as we have members ranging from novices just starting out on building that first kit, right through to modellers who heavily convert, build or detail their stock.

DEMU has a journal, 'UPDate'. This is an excellent quarterly magazine, and it aims to cover subjects that the mainstream modelling press might not choose to cover.

We have also formed many various Area Groups over the years (see below), these are ideal if you wish to meet up with like-minded modellers in your own area.

The society offers a drawing service that members can access. This is ideal for those who are into scratch building rolling stock.

Then there is the online forum and wiki. The forum is a very important tool for DEMU as potential new members can browse the public sections of the forum to get an idea of what we are about.

Area groups

As a national society, DEMU has members all over the UK and indeed in Continental Europe, the Americas and Antipodes! Over the last few years, members have formed themselves into area groups and these informally organise events throughout the year.

If you wish to take part and expand your network of modelling friends – feel free to join in! For more information see the display in the DEMU Zone or via the forum.

The demu forum

The DEMU forum is a lively online community, open to all DEMU members, allowing them to communicate with each other to swap information, ask questions and conduct research no matter where they are located. Since the Forum was launched in November 2005, there have been over 137,000 posts on a huge variety of topics such as rolling stock, track, signalling, prototype operations and inspiration. Many members also post their current modelling work in-progress, to stimulate discussion with and learn from others.

If you would like to find out more or have any questions, please ask at the DEMU Zone. To join, register with your name and current DEMU membership number at www.demu.org.uk/forum

The demu wiki

We have created a new "wiki" for members. If you have not come across a wiki before - the most famous is Wikipedia - they are a way of collecting and collaborating on information. The idea is that all DEMU members will be able to access the wiki and contribute to or read the information. The wiki is not designed to replace the forum, but to complement the forum - it is easier to organise information in a wiki, whereas the forum is better for discussion.

The wiki is available at www.demu.org.uk/wiki - you will need to login and the user name and password are the same as your details for the DEMU forum.

The demu zone at showcase

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The DEMU Zone is located near the entrance in the main hall. Here you will find information on the society, our 'UPDate' publication and also if you are not already a member, the opportunity to join us. There will also be a selection of DEMU merchandise on sale. There will be displays about the DEMU forum and the area groups.





BANBURY

2mm N Gauge
by Ian Lampkin

The Prototype

Banbury station lies on a busy cross country route between Birmingham and Didcot, where it

joins the Great Western Mainline. The Chiltern Railways mainline towards London Marylebone diverges a few miles South at Aynho Junction. There is a lot of freight traffic, mainly containers to and from Southampton. Chiltern Trains operate the majority of passenger services but Cross Country trains have two an hour each way and First Great Western have a local service that terminates at Banbury. Until January 2011 there used to be the Wrexham and Shropshire loco hauled passenger trains. However Chiltern Trains have now introduced loco hauled on weekdays between London and Birmingham.

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The non scenic section of the layout was built for a different layout (and is still used on this other layout) so the scenic section for Banbury has had to be designed to fit within this fiddleyard.

Peco finescale code 55 track has been used with SEEP solenoids to operate the turnouts. All buildings have been scratch built from plastic sheet and are as close to scale as can be from scaling form photographs and from pacing out the walls. Also



great use of Google maps and Google Streets has been made to check proportions and locations of buildings relative to each other.

Rolling stock and locomotives have been detailed and are from a number of manufacturers such as Graham Farish and Dapol.

The Layout



Layout operation

Control is via Digitrax Digital Command Control. Turnouts are also controlled via stationary decoders. To control both the trains and turnouts, we use ipods and iPhones running an app called Wi Throttle. This then communicates with the DCC system via a wireless router connected to a laptop that runs the free software JMRI. The laptop is connected to the DCC command station using an interface called Loco Buffer.



the layouts

The layout represents the West Coast Main Line passing through the fictitious town of Coppell (Lancs). If the name sounds familiar, it is because the layout is set just south of Coppull, between Preston and Wigan. We've just industrialized the area somewhat!

The time period of the layout is BR's sectorised period from 1986 to 1996, before privatisation really set in. Stock includes Intercity (West Coast and Cross Country), Railfreight, Civil Engineers, RTC Test trains, Railtours and local and long distance Regional Railways services, (mostly formed by DMUs, but including EMUs and Loco Hauled).

The Overhead Catenary is mostly Somerfeldt wires on scratchbuilt masts, and also a couple of modified "N Brass" Lattice structures. Pantographs are either Somerfeldt, Hornby/Lima hybrids or Hurst Models Hi-Speed Kits.

Layout control is mainly DCC, powered by three Lenz SET 100s. DCC motive power is either fitted with ESU soundchips, most with enhanced bass

COPPELL

4mm OO Gauge
by Furness MRC

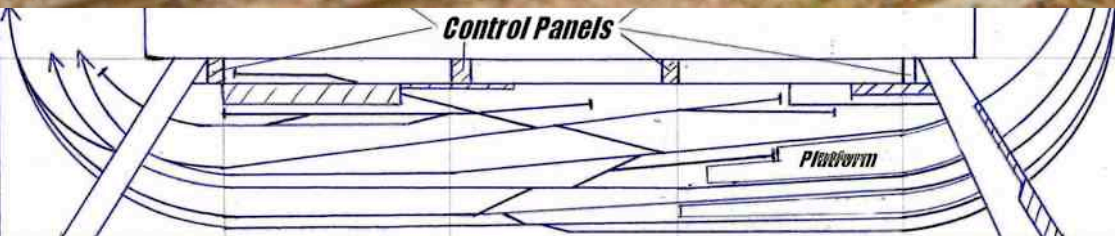
6

ballasted with Woodland Scenic Materials.

Buildings are either kit-bashed or scratch-built using embossed plasticard on mdf. Signals are Knightwing kits modified with brass posts and LEDs, controlled by push-button switches, track circuits and two reprogrammable logic chips.

speakers, or Lenz silver decoders. On one circuit conventional DC is also available using a FMRC made controller, rated to handle the often heavy trains.

If you have any questions on the construction of the layout or its stock, the operators will be pleased to try to answer them, if they are still awake!





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90129 speeds through Coppell on a chemical tank working.

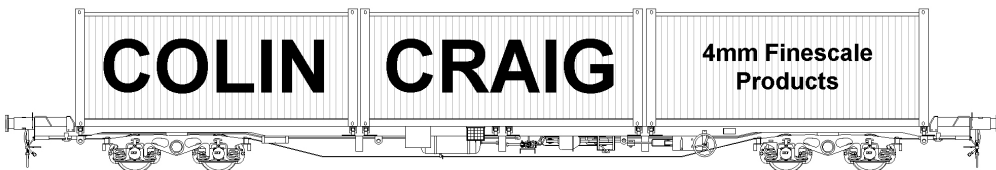


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Phil and the team show us a 16ft taster of Calcutta Sidings V2.

CALCUTTA SIDINGS V2 TASTER

4mm P4 by Phil Eames



<http://colincraig4mm.co.uk/>

Not all products are difficult to use.

Specialising at the more extreme end of 4mm modelling, but also catering for the less experienced modellers who might wish to add further detail.



My most popular items are the "ready to fit" CC07D disc brake inserts for modern air-braked stock. Shoe brake detail is often present on many items of RTR rolling stock, but disc brake detail is sadly lacking.

These are simple to fit to existing wheels and enhance the accuracy of otherwise excellent models. Come and see these, and other items, in the demonstration area.

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Supporting



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DALMALLY

4mm EM Gauge
by Paul Timperley

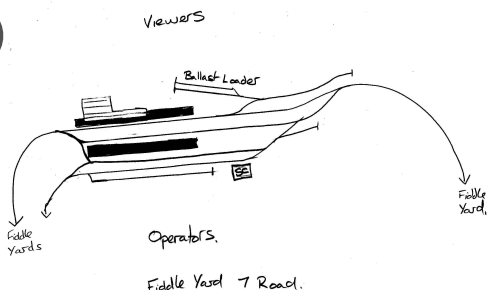
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Dalmally is "Faction" based on the real station between Glasgow and Oban in the West Highlands of Scotland. It is my

second EM gauge layout. (The first was a small tester layout to prove that I could make EM gauge work. It was based on the never built terminus at Inveraray situated at the south end of a branch from Dalmally.) I hope you like the follow up as much.

The actuality of the model is that the north side of the station (nearest the viewer) is a real if somewhat shortened model of the station at Dalmally, including the station buildings. The other side is fiction, imagining that the proposed, but never built branch line to Inveraray was completed and survived the "Beeching" axe into the late 1970s. As such the track layout owes a lot to the other contemporary Callandar and Oban Railway branch lines at Killin Junction and Connel Ferry, for example is based on one at Connel Ferry.

The train service reflects the real timetable with class 27 dominating activity on the main line and



ubiquitous DMUs (look out for the tail load) on the branch. All sorts of prototypically odd trains can be seen including engineers saloons, track machines, research railcar "Iris" checking the area out for radio signalling, and snow ploughs.

The stock is a mixture of modified commercially available products and a wide range of kits. Track is hand built points, C&L flexitrack, Tortoise and Fulgerex point motors. Control is via electrical sections and AMR controllers. No DCC here! Ask the operators if you need details or just would like a chat about Scottish Diesels and reminiscences of the rural Scottish Railway heydays in the 1970s and 80s!





ELCOT ROAD

4mm P4 Gauge

by Simon & Terry Bendall

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Elcot Road is a slice of South London suburbia somewhere around the Croydon area. Set during the formative years of Network SouthEast, 1988 to be

precise, and featuring third rail electrification, the layout is entirely fictitious but draws heavily on several real locations in order to create a believable scenario. These include the 1864-opened South Eastern Railway line between New Beckenham and Croydon, which terminated at Addiscombe, along with the nearby Woodside & South Croydon Joint Railway, this opening in 1885 as a shared venture between



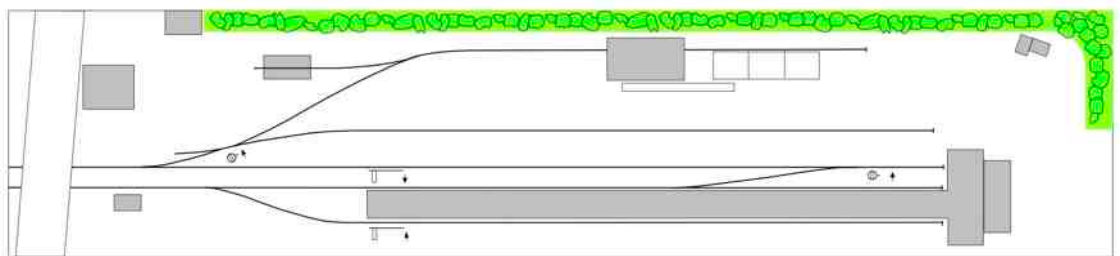
the SER and the London Brighton & South Coast Railway.

Using these lines as inspiration as well as the 1920s proposal by Colonel Stephens and the Southern Railway for an electrified link between Orpington and Sanderstead, promoted as the Southern Heights Light Railway, it is theorised that the LBSC wanted its own terminus in the area to serve the ever increasing spread of housing, meaning that the layout features the structures and signalling of this company.

To provide some extra operational scope, freight traffic is justified by the presence of a coal

concentration depot, this being inspired by the facilities at Chessington and Tolworth. The builders merchant's depot also receives bagged cement in vans that are unloaded in the yard and then moved by forklift into the warehouse.

The layout is built to 18.83mm/P4 gauge and features a mix of bullhead and flat bottom trackwork from, respectively, Exactoscale and Colin Craig. Structures are all scratchbuilt and most take inspiration from buildings found along the Addiscombe branch. Stock is a mixture of ready-to-run from the major manufacturers along with kit built items.



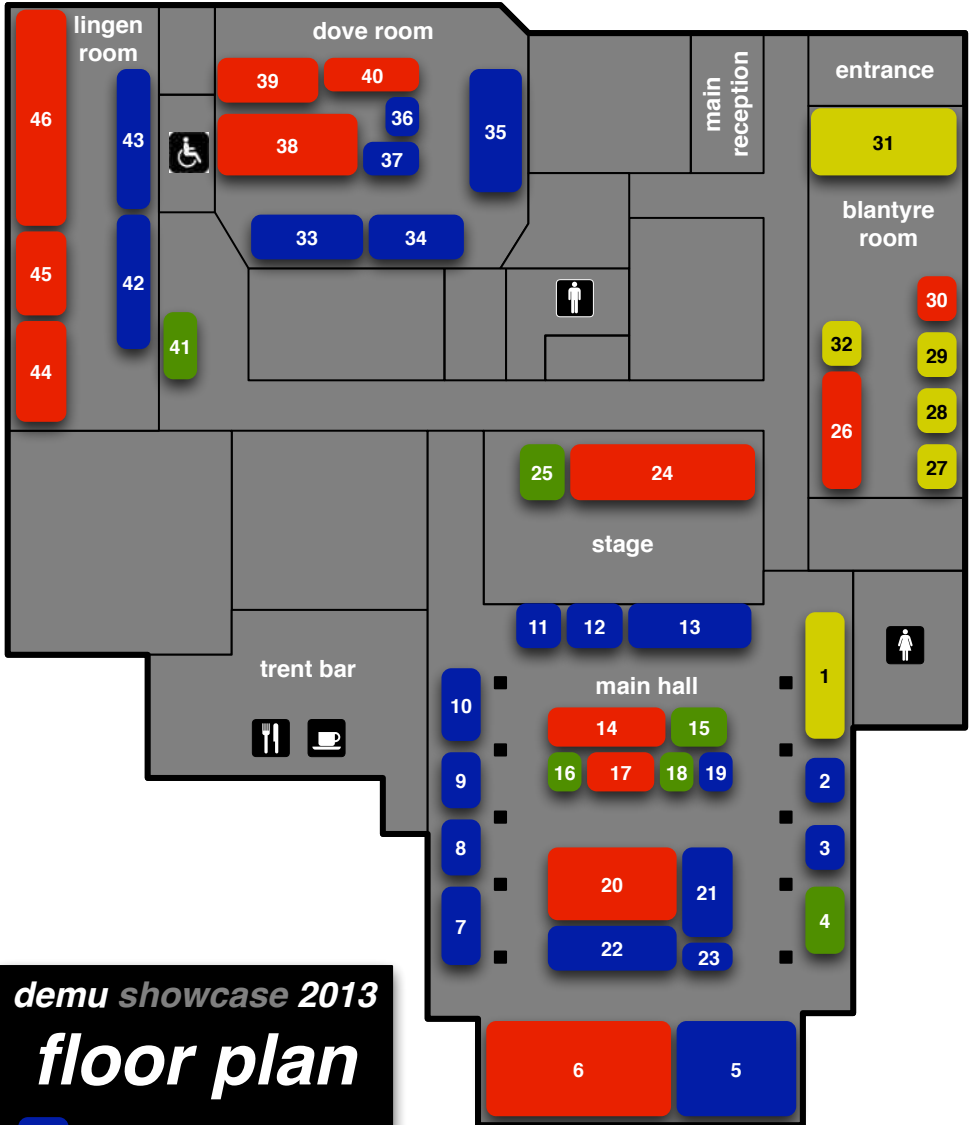


floor plan

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floor plan



demu showcase 2013

floor plan

- trader
- layout
- manufacturer / society / magazine
- demo / demu zone / 2nd hand



LOCH TAT

2mm N Gauge
by Adrian Lambourne
(Ivanhoe MRS)

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Having visited Scotland on many

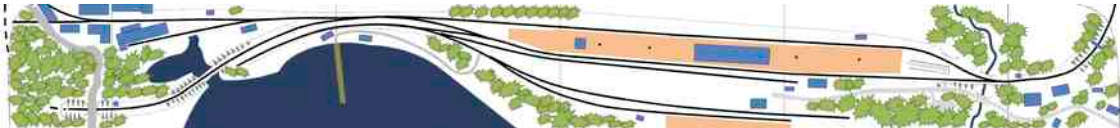
occasions, this layout represents my attempt to represent the splendour of the scenery to be found in the Western Highlands. Although not specifically based on a real location, Loch Tat is a layout that is firmly based on the West Highland line that was built by The North British Railway from Glasgow to Fort William and latterly on to Mallaig. Utilising the main advantage of the smaller scale of N gauge, namely the ability to represent trains running through the scenery in a relatively small space, the area around a typical West Highland chalet styled station is represented, complete with Loch.

Until relatively recently, little money was spent on the rural railway system in Scotland so very little changed during the period from the 1970s to the current date. The layout can therefore be run to represent a number of eras. Trains typical of the line can be seen winding their way through the station, across the causeway before entering the tunnel.

Many of the buildings have been scratch built, primarily using plasticard, to represent the prototypes found in the area. Other buildings are heavily modified proprietary products. Trees, of which there are many, have also been hand crafted to add depth to the scenery. Many of the scenes depicted represent events I have witnessed on my many visits to Scotland. In particular, look out for "YOUNG" Master McKaye moving his beasties into fresh pastures.



The layout is fully signalled and utilises etched brass semaphore signals which are operated using Fulgurex point motors. The ground signals are unfortunately, scenic only. The trackwork is Peco finescale. Although the stock is primarily Farish / Dapol, most items have been weathered, close coupled and detailed to enhance their appearance. Kit-built items are also beginning to appear as and when I have time to build them.





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Margery Street is located on the old Metropolitan Railway in central London. Better known as the 'Widened Lines', it provides British rail with a direct link into The City. The period set is 1976, just before electrification was carried out and so services are in the hands of Cl. 31's with Mk1 suburban stock and Craven's Cl. 105 DMU's for outer London services. Traffic for the London Midland Region is handled by Cl.116 DMU's. As Margery Street is located next to Mount Pleasant Post office, a direct rail connection is provided which sees several mail trains arriving and departing each day. Due to clearance restrictions on the Hotel Curve at Kings Cross, these are routed via Kentish Town onto the London Midland Region.

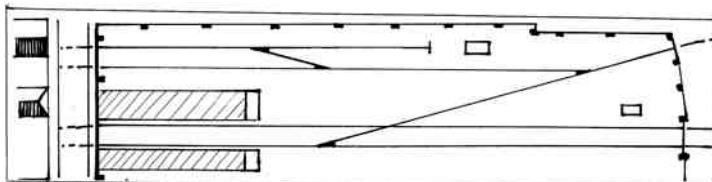
Of course all of the above is fictional, but if you look at a map

of the Widened Lines, the station is entirely plausible.

MARGERY ST

4mm OO Gauge
by Jeff Taylor

The layout is built to 16.5mm /00 gauge with track being Peco code 75 and all pointwork is modified to improve the appearance. They are operated via Tortoise motors. As the layout is set in the middle of a built up area,



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In a book first published in 1894, just after the opening of the West Highland Line, a quote by MacCulloch describes Rannoch Moor. "A great level, 1000 feet above the sea, sixteen or twenty miles long, and nearly as much wide, bounded by mountains so distant as scarcely to form an appreciable boundary – open, silent, solitary."

My version of Rannoch you see today came about after searching the internet for ideas for my next project. The West Highland Line with its impressive and varied scenery and remote stations certainly captured my imagination and Rannoch was chosen as it retained its Swiss Chalet style station building, typical West Highland line signal box and had a footbridge onto the platform with a modern entrance shelter.

The track layout

around the station along with a small viaduct could also be made to fit in the space I had available and, although only 10 foot by 6 foot, allows me to run decent length trains. The layout is DCC

RANNOCH MOOR

4mm OO Gauge
by Mark Darragh

controlled by a Gaugemaster Prodigy system with Lenz 150 accessory decoders controlling the points. Track work is all Peco code 100.

Rannoch today certainly isn't silent with many of the trains fitted with digital sound. Typical trains seen on the West Highland line from around 2006 to the present day will be seen running on





the layout with a bit of modellers licence. Most stock is RTR from Bachmann, Hornby and Dapol with a few kit built wagons and several locos are re-sprays by Andi Walshaw including my West Coast Railway Company 37516 and more appropriately 37676 Loch Rannoch. You can see how the layout developed from start to as you see it today on the popular railway forum RMweb under the layout section.

I am a member of DEMU and members will find more about the layout on the Forum. The layout is also

operated mainly with help from fellow DEMU members. Please feel free to ask any questions and take photos.



RHYDWYN

FAWR

7mm O Gauge
by Ian Blackburn

RHYDWYN FAWR (pronounced: 'hri-dwin-vower') or 'Great Whiteford' when translated into English, is set in a corner of a fictional South Wales Steelworks.

40

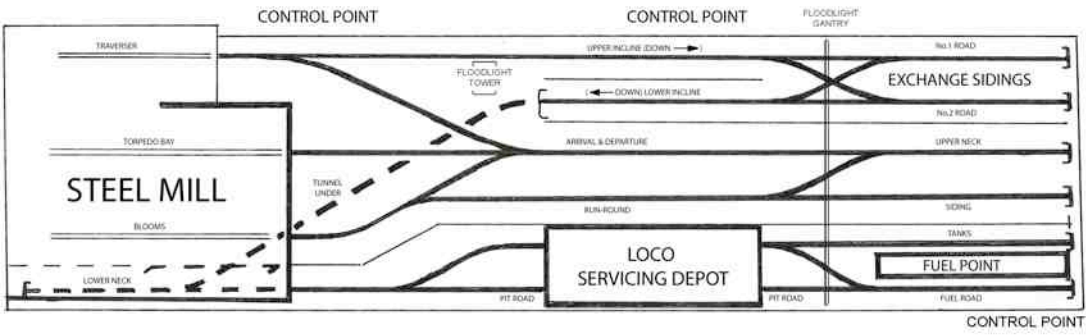
After the huge sliding door of the mill is raised, the wagon is propelled into the building ready for discharge. The bay next to the one used by 'torpedo' wagons is used for delivering and dispatching wagons after they have been loaded with finished steel blooms - all this plus the many movements of locos and wagons of fuel and parts to and from the servicing depot below makes Rhydwn Fawr a very busy location.

Set on two main levels, with a pair of exchange sidings set on an intermediate level on the right-hand side at the rear of the layout, the top level is dominated by the large steel mill on the left. On the lower level at the front, is a small loco servicing depot, plus a fuelling point to its right - Both of these two items are fitted with genuine miniature fluorescent lights!

A fleet of freelance industrial diesel locomotives hauls all of the trains on this layout. They appear from the 'rest of the works' behind the mill on the left, emerging just in front of the mill's two huge air-purging fans. Trains that consist of one of the site's huge 'torpedo' wagons full of molten iron from the blast furnaces are drawn out onto the upper level until they are standing above and behind the servicing depot on the low level. Here, you will be able to see the glow in the 'runner' and 'riser' vents in the top of the wagon from the blisteringly hot metal that is being transported within the wagon's barrel.

This layout is extremely 'audience and children friendly', and has been designed so that our operators can interact as closely as possible with all of our viewers - so if you have any questions that you would like answered when you are viewing this layout, please do not hesitate to ask one of us!





TREMORE

4mm OO Gauge
by Nick Palette

Tremore is a small OO scale layout situated

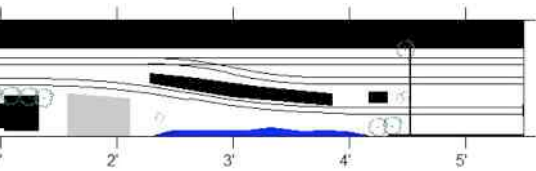
in Cornwall. It supposes that a section of the former LSWR lines around Bodmin survived to today, mainly because of the china clay traffic.

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The layout is very simple with a "main" line at the front with a small halt. Behind this are a couple of sidings.

Operation is by DCC using a Lenz system with the single point operated by a slow motion motor.

The layout is set around the year 2000. Passenger traffic is in the hands of a class 153 single unit DMU usually in the Devon & Cornwall livery. This unit is fitted with a Lok Sound sound decoder and shuttles



up and down the front line. Freight on the rear lines is handled by an EWS class 08 (not sound fitted) and a variety of china clay related wagons.





RINGBURN YARD

4mm OO Gauge
by Alex Hall

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Ringburn Yard is an imaginary rural backwater at the end of a branch line in the Kingdom of Fife, Scotland. The layout portrays it in the late 1980s Speedlink period. Only a small amount of freight traffic is generated from Ringburn, coming from the premises of McLintock adjacent to the yard. However, there is a variety of traffic to be seen at the location, as there is a paper mill and MoD supply depot close by. Both of these facilities can only be accessed in one direction, thus requiring a reversal at Ringburn Yard. A small amount of other freight traffic, such as timber and grain, can also be seen as part of the freight services that pass through the yard. Trackwork is Peco with the buildings and structures being a variety of kit or scratchbuilt. Stock is a mixture of ready-to-run, kit or scratchbuilt, with all items having been detailed, repainted and weathered.





In our chosen period of 1985 - 1986, the Tyne & Wear Metro System and BR trains shared running rights on this stretch of line that had originally opened as a Light Railway to the village of Ponteland.

The suburb of Fawdon was the location of a rail served Rowntrees factory that produced Rolos, Fruit Pastilles, Blue Riband Biscuits and Breakaway Biscuits.

The factory had its own internal railway system and was accessed by a headshunt fed by a double track run round loop off the main line. In 1985, the factory received two workings a day that required extensive shunting. The trains ran from Tyne Yard coded 9P11 when the train contained vacuum braked vehicles, or as 6P03 when the vehicles were air-braked and the

ROUNDTREES SIDINGS V2

46

4mm EM Gauge
by Trevor Smith
& NE Area Group

The miners strike in 1984 led to a downturn in coal traffic and traction control at Tyne Yard often had a large number of unused coal locomotives that needed a run out on local trips to keep them serviceable, which explains the wide variety of traction.

Metro trains passed the site every seven minutes, shuttling between South Shields and Kenton Bank Foot.

Locomotives are a mixture of kit built, Hornby and Lima. The metro cars are built from Dave Alexander kits powered by Tenshodo motor bogies adapted for DCC control.

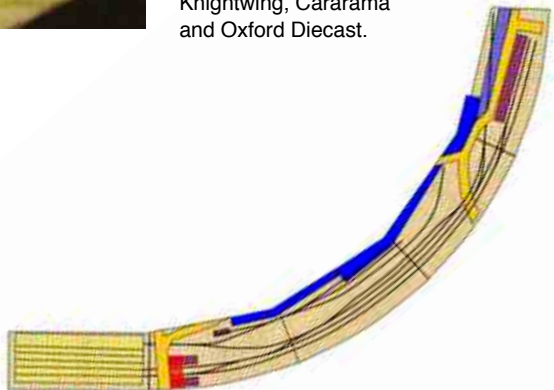
The layout baseboards are built with traditional construction techniques. The track is hand built using a mixture of Exactoscale sleepers, code 82 rail, Proto87 stores, Exactoscale kits and copperclad sleepers. Pointwork is switched using Tortoise point motors with a mixture of Hare and Lenz accessory decoders, and DCC control is via a Gaugemaster Prodigy unit.

The overhead catenary uses a mixture of Sommerfeldt and scratchbuilt catenary posts and 0.5mm wires. Signals are a mixture of Eckon and Roger Murray kits. Structures are a mix of scratchbuilt, Scalescenes and Walthers. Vehicles are provided by Knightwing, Cararama and Oxford Diecast.



loco was similarly equipped.

At the village of Callerton, further along the branch from the Kenton Bank Foot Metro terminus, was an ICI explosives factory. This was rail served and all trains to this site required barrier vehicles and a brake van to control propelling movements. Trip workings from Tyne Yard to Heaton Civil Engineer's Yard were sometimes combined with the Fawdon or Callerton trip to produce some unusual civil engineer cripples being returned to wagon repair facilities via Tyne Yard.





'Widnes Road' is set in north west England in the early 1980s inspired by visits to Warrington Bank Quay in the late 1980s/early 1990s. It is based on elements of Warrington's railways: Folly Lane sidings and

WIDNES ROAD

4mm OO Gauge
by Paul Smith

24

Arpley depot. The idea is that the small depot was rebuilt from steam days to serve an off-scene marshalling yard for the Runcorn and Warrington industrial areas, including the Castner-Kellner ICI chemical works.



The left hand end of the layout is based on the fan of sidings that can be seen from the road bridge on Folly Lane itself, by the junction with Dallam Lane. Recently, these sidings were used to store redundant VTG chemical tankers (they were once unloaded from here into road tankers). I operate a rake of repainted Roco tankers that closely match the type.

The driver's mess to the east of these sidings is a modified Bachmann resin building, based on a photograph taken at Folly Lane sidings in 1988. This showed where the then electrified Runcorn Dock branch joined the Weston Point Light Railway that served ICI's alkali works.

This is the first layout that I have largely completed and it was achieved by building it in clearly defined stages. In this way I avoided the feeling of being intimidated by a vast expanse of baseboard, and not really knowing where to begin.

Having amassed an extensive collection of 'OO' gauge rolling stock, the thought of re-wheeling and re-gauging it all to either 'EM' or 'P4' did not really appeal. As a compromise, I settled on handbuilt points with C&L Finescale track. This was the perfect compromise between good looking and reliable trackwork.



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