Merry Christmas, Everyone! ... and a Happy New Year!
THE 7¼ in. GAUGE SOCIETY LTD.

Registered Office: 14 Moorcroft, Eldwick, Bingley, West Yorkshire BD16 3DR
Email: john@rsnicholson.wanadoo.co.uk
The Society’s website is: www.sevenandaquarter.org

President: Dr. Brian Rogers, Porters Hill Farm, Ladywood, DROITWICH, Worcestershire, WR9 0AN. Tel: (01905) 452397
Vice President: Brian Reading, 12 Belmore Close, Thorpe St. Andrew, NORWICH, Norfolk, NR7 0PS. Tel: (01603) 434915

The Committee
Chairman: David Boyde, 21 Arun Close, BEDFORD, MK41 7AD
Tel: (01234) 406757. Email: david.boyde@ntlworld.com
Secretary: John Nicholson, 14, Moorcroft, Eldwick, BINGLEY, West Yorkshire BD16 3DR. (01274) 564215. (Evenings only please).
Email: john@rsnicholson.wanadoo.co.uk
Assistant Secretary: Bill Dadswell, 83, Heath Park Road, ROMFORD, Essex. RM2 5XA.
Tel: (01708) 700036 Email: billdadswell@ntlworld.com
Treasurer: Anthony Siddall, Barrow Hill Farm, Boddington, CHELTENHAM, GL51 0TL. Tel: (01242) 680623 (Evenings only please).
Email: anthony@siddall.org.uk
Editor 7¼ Gauge News
Bob Gray, 11 Trentley Road, Trentham, STOKE-ON-TRENT, Staffs. ST4 8PP.
Tel: (01782) 642828. Email: 7qtr.newseditor@toucansurf.com
Trade Liaison Officer: Frank Sidebottom, 27 Fermor Road, Tarleton, PRESTON, Lanes. PR4 6AP. Tel: (01772) 811266 Email: fess88@btinternet.com
Committee Member and Editor of 'Junior Jottings': Roger Greatrex, 'Holly Cottage', KNIGHTLEY, Stafford ST20 0JP. Tel/Fax: (01785) 284553
Committee Member: Graham Burhouse, 5, Rhynd Road, PERTH, Perthshire, PH 2 8 PT.
Tel: (01738) 623598. Email: graham@smet.org.uk
Membership Secretary: David Everingham, 115 Tom Lane, SHEFFIELD, S10 3PE.
Tel: (0114) 2306041 (Evenings only please).
All members’ subscriptions here, please.

Membership of The 7¼ in. Gauge Society
Annual Subscription is £20, due 1st January, each year. (Juniors £5).
Payments should be sent ONLY to our Membership Secretary, and cheques made payable to ‘The 7¼ in. Gauge Society Ltd.’ and crossed A/c payee only.
Banker’s Standing Orders are NOT acceptable kindly note, and overseas Members please remit in (£) Sterling only.

All reasonable care is taken in the preparation of this publication but The Society cannot be held responsible for loss or inconvenience arising from errors or omissions: advertisements are accepted in good faith and reliance placed upon the contents is at the reader’s own risk.
In this Issue

Bonanza at Betws’ 6
Report from the A.G.M.

2006 Betws-y-Coed 12
A member’s view

Midland Exhibition 14
Show report

LNER Rally at Stockholes 16
Down on the “Farm”

Things to Consider 20
Are you looking for a loco?

Balanced Slide Valves 26
A different point of view

Evergreen Miniature Railway 28
An introduction and invitation

Training and Tips 30
A week of good fun

New Zealand 08s 34
Dual gauge and double heading

The Duke is King 36
Injector problems

Re-signalling of Beer Heights. Stage 2 40
Continuing the story

Junior Jottings 46

Hints, Tips and Snippets 48

The Goods Yard 52

Letters 53
From the Editors Desk.....

Our AGM weekend is now past, and what a weekend it was, with attendance of almost 500 members and guests over the three days. Probably our best yet! Well done everybody! We have a full report later in this issue. Next year we are to venture abroad for the first time, to Brussels. I am sure plenty will be written about that to encourage us to take part. Mario and Irene Henzi have already written some ideas about transporting locos abroad, something they do on a regular basis, as they live in Switzerland and attend most of our A.G.M.s.

The makeup of the Committee has changed again and of course details are inside the front cover as usual. We welcome to the committee Graham Burhouse, whose full duties have yet to be formalised. This change has come about because of the retirement of David Holroyde and the unfortunate and untimely passing of Ross Alderman.

The response to my request for information as to what help people would like to see the Magazine / Society provide for new loco builders appears to have been all but lost in the ether, “ether” that or everybody is managing just fine, which I find hard to believe. Our longer serving stalwarts must be brimming with advice and suggestions for the novice and only require to know where to direct it. We have the Pattern Bank, and the Website Forum, but there is also a “Bank” of experience and great knowledge out there, just waiting to be tapped. For those with that knowledge, there is the Hints and Tips section to pass on your “pearls”.

Membership renewal time is here again; don’t forget subs are due on the 1st January. It is hoped that soon we will be able to renew from the website by Pay-pal.

Finally I must, as usual, send my thanks and seasonal greetings to the other editors for their offerings, and also to all our members who send me “stuff” for the Magazine, without that coming in this job would be very difficult indeed. I do try to acknowledge everything as it comes in but just occasionally someone may get missed.

Ed

PRESS DATES

The latest date for advertiser’s instructions and copy to be with the Trade Liaison Officer for the next issue; is 8th January. Articles etc. must be with me by 12th January, and notices of events and members “Sales and Wants”, should go direct to the Web co-ordinator, our Chairman, David Boyde by 1st February.
Now that the very successful AGM weekend at Betws-y-Coed is over, it seems appropriate to write a few words to let you all know how we are progressing. Certainly Colin Cartwright and his teams did us all proud. The weather was excellent, the track ran faultlessly, the food was brilliant, particularly on the Saturday at the dinner and the Monday trip on the Festiniog and Welsh Highland Railways was superb. My thanks go to everyone who was involved, including of course all our members and guests, for making it such a wonderful weekend. The camera team at Betws have promised to have the video/DVD ready for Christmas and I for one can’t wait to see their efforts from the comfort of my armchair and relive the occasion.

My congratulations must also go to some of our members. Firstly, the Charles Simpson Award, this year there was a joint celebration. Both Anthony Gosling and Arthur Bezek were joint winners of this prestigious prize. Both were recognised for their efforts on behalf of the Society and for all their endeavours over the years. The award is made to those people who are seen to have gone that extra mile to support the Society. I don’t think that there is anyone who can doubt that in this case. The awards were very justified. Congratulations to both of you and many thanks for all your help and support.

Secondly, to help encourage the Junior membership, the first Photographic award was made. This was won by Matthew Deacon and his winning photograph is shown elsewhere in “The News”. Well done Matthew and you were a very deserving winner. The Junior Members were out in full force at Betws and it was a pleasure to see them all enjoying themselves so much. Speaking to several of them, I was so pleased to discover how much their technical expertise is developing. This really does portray an excellent future for the Society. Well done all of you.

Your committee are involved in several major items at the present time. These include the republishing and updating of the Members Address book and subscription payments by PayPal, which will help considerably our overseas members. The website continues to grow and interestingly with my latest calculations approximately 41% of our Members have now registered on the site. Who ever said “we are all growing too old to use modern technology!” It does prove that we all try to keep abreast of modern ways of communication and accept a challenge.

Finally plans are being firmed up for our visit to the Petit Train à Vapeur de Forest in Brussels for our AGM in the last weekend of September. Put the date in your diary now, September 28th to October 1st 2007.

May I take this opportunity to wish you all a very Happy Christmas and Prosperous New Year, and thank you all for your enormous support shown to me and also to the committee throughout the year.

See you at the tracks and in Brussels in 2007.

David Boyde
Chairman
Graham Burhouse

Contact Details:
Graham Burhouse
5 Rhynd Road
Perth
PH2 8PT
01738 623598
graham@smet.org.uk

I have been interested in model and miniature railways for most of my life. One of the memories of my early childhood was being taken for a day trip which included a ride on a miniature steam train at Southport.

Later my daughter had a double 0 train set for her 1st birthday which eventually filled the loft space in our house, not that our daughter knew.

However as the years passed I had the desire for something a little bigger, but family, expense and especially work meant it had to go on the back burner. I was a director of one of the Shell Group of companies and my territory covered the whole of western Europe and North Africa so when I did get home family had to take priority.

In 1987 I joined my wife Jean in her business, which meant I was able to start to take an interest in larger gauge railways. One weekend I noticed the local Perth Model Engineering Society were having a show at a well known nearby distillery. It seemed a very sensible arrangement. They had a sort length of track in the car park and a Royal Scot giving rides. As the day wore on I was offered a drive of the engine, I was hooked.

I was also fortunate to meet a “model engineer” who kept trying to persuade me to help build a 5” loco. Having visited Bob Smith’s railroad my answer was only if it’s 7¼”.

This was the start of my addiction, the loco, a Great Western Auto Tank (Dart) was built and we joined the Perth Society of Model and Experimental Engineers.

Unfortunately my “model engineer” friend died, however I am now involved in building “Tom Rolt” and other projects with Philip Newman.

Due to my business back ground I was asked if I would become a committee member of the PSME and look into the future direction the club should take. We were in the basement of a Grade 1 listed building, with five flats above us, which our landlord wished us to buy or vacate. Not an ideal situation for a Model Engineering Society, our track site was also rented and building land was getting closer.

We chose to vacate, formed a charitable trust and purchased our own site, which we are still developing. We formed the Scottish Model Engineer Trust and I became one of the five founding Trustees and subsequently the chairman.

My involvement with the 7¼” Gauge Society started in the mid nineties and has brought me great pleasure and many friends. Having been to several AGM meetings around the country from Devon to Scotland via Ireland and visited numerous club tracks, friendliness, camaraderie, help and advice has always been available.

Having sold our business earlier this year, which involved having a trade stand at the major Model Engineering Shows, I have a wide experience of the society, local club affairs, legal matters and the trade associated with our hobby. I feel that I now have the time to devote to the 7¼” Gauge Society.
CHECK OUT OUR WEBSITE for THE FULL RANGE OF STEAM & ELECTRIC LOCOMOTIVES

CATALOGUE £3.50

M E S
A COMPLETE RANGE OF MATERIALS & FITTINGS FOR THE MODEL ENGINEER
PROMPT MAIL ORDER SERVICE
CATALOGUE £2.00

www.maxitrak.co.uk

MAXITRAK 10 Larkstore Park Lodge Road
Staplehurst Kent TN12 0QY Tel: 01580 893030
Fax: 01580 891505 email info@maxitrak.co.uk
SHOWROOM & SHOP OPEN:
MONDAY TO FRIDAY 9 - 5 SATURDAY 9 - 12
The 33rd AGM of the Society took place at the Conwy Valley Railway Museum, Betws-y-Coed, North Wales, over the weekend of 22nd to 23rd September. The weather gods smiled on us yet again and it only rained early on the Sunday morning. By Saturday evening, 488 members had signed in with 63 locos and 183 members attended the actual AGM meeting.

Conwy Valley Railway Museum is operated by Colin Cartwright, ably assisted by Paul Frank and several paid staff. For our weekend, the complex track layout was altered to form a simple 800 yard circuit. Most locos had arrived by Friday afternoon and what a collection there was - 31 narrow gauge steam, of which 12 were Hunslets, 9 standard gauge steam, 16 battery and 7 petrol locos. Perhaps the collective name for such a gathering is a ‘quarry’ of Hunslets, which came in 3 and 4” scales, both with and without tenders and cabs.

Other narrow gauge locos included Bob Whitfield’s superb Shay, imported from New Zealand, Denis Mulford and Roger Brown’s Lynton & Barnstaple 2-4-2Ts PER ARDUA and ELLAN BEE. Nigel Freestone’s Hunslet 4-6-OT, the Allsopp family’s Garratt MYANMAR, Eric Longley’s 0-4-2ST GWENDOLINE, Chris Farrar’s superb Hunslet CACKLER, George Davis’s Denver & Rio Grande C19 2-8-0 GUNNISON, complete with snow plough and John Farrow’s Decauville 0-4-0T ASTERIX. Nice to see the resident locos DRAGONFLY and PETUNIA also got an outing.

On the standard gauge, there were two BR 2MT 2-6-0s and three LMSR ‘5MT’ 4-6-0s. Messrs Tandy and Lawson regularly double-headed with 44915 and 61789 LOCH LAIDON on scale coaches. Simon Hudson’s GNR Stirling Single showed an amazing turn of speed.

Petrol locos ranged from John Barnard’s Speeder to Ray Sweeting’s prototype Deltic and two of LA Services Ltd’s Lister Autotrucks were regularly seen in traffic. Battery locos ranged from Jim Betts’s Compass House loco GLADYS and Anthony Bainbridge’s two BR ‘04’ shunters to Craig Gluyas’s 89010, which once used to run here, Mick Savage’s Denver and Rio Grande U25B bogie loco and Brian Howorth’s four car railcar set. Claude Magdlyn bought an 0-6-0-BE over from Belgium. It was good to see so many new locos at an AGM for once.

Evening running took place on all three nights, ably assisted by the powerful headlight on the Shay and I counted up to eight locos out on the circuit at once on Saturday night, after the barbeque. There was a truly amazing turn out of members over the weekend and I am sure many members took time out to visit the many narrow gauge lines in the area.
The weather held for the coach trip to the Welsh Highland and Ffestiniog Railways on the Monday, which ran to 125 members in three coaches. This was extremely well organised by the Ffestiniog and Welsh Highland staff and member David Kent from The WHR Preservation Society. Special thanks are due to the WHR, who agreed to substitute a Garratt for the rostered diesel on our train. I am sure those who travelled behind the Garratt twisting round the curves beyond Dinas and saw the amount of work still to do to bring the line back to Porthmadog were suitably impressed. It was a brilliant day out. A raffle was held for three footplate rides on the Garratt, one on each section of the trip, and these were won by Alan Pike, Andy Walton and Norman Sheard who are thought to still be grinning from ear to ear.

Let's not forget the traders who took part, Jonathan Clay, Cromar White, Compass House Model Engineering, Engineers Emporium, Derek W Moss, Phoenix Locomotives and Walker Midgely Insurance. There were locomotives, coaches, bodies, points, LEDs, bogies, motors and power bogies, prints and even engine driver’s grease-top hats.

Thanks are due to Colin Cartwright for hosting us, Paul Frank and his track gang for organising and preparing the site, groups of Comrie and Lancashire members for unloading and loading locos and stock, The Hazlewoods, Freestones and Westbys for all the rostering, booking in and sales work. Not forgetting the onsite caterers and barbeque staff, who did us proud.

See you at Brussels in September 2007 and don’t forget the AGM Video/DVD, which will be available from me before Christmas (I promise).
The 33rd AGM
22nd to 23rd September

Photos by Craig Gluyas and David Holroyde.
Conwy Valley Railway Museum, Betws-y-Coed, North Wales

Photos by Paul Nicholson.

9
# 2006. 7¼" A.G.M. CONWY VALLEY R’LY MUSEUM.
## LOCOMOTIVE DETAILS.

<table>
<thead>
<tr>
<th>Owner’s Name</th>
<th>Loco Name</th>
<th>Colour</th>
<th>Loco Type etc.</th>
<th>Wheel Arr.</th>
<th>Year Built</th>
<th>Builder</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anthony Allsopp</td>
<td>“Myanmar”</td>
<td>Blue</td>
<td>Garratt</td>
<td>0-6-0 - 0-6-0T</td>
<td>1997</td>
<td>Anthony</td>
</tr>
<tr>
<td>A. Bainbridge</td>
<td>D2212&amp;D2258</td>
<td>Gr’n&amp;Blue</td>
<td>BR 04’s</td>
<td>0-4-0BE</td>
<td>2004/5</td>
<td>Anthony B.</td>
</tr>
<tr>
<td>John Barnard</td>
<td>MR8</td>
<td>Yellow</td>
<td>Speeder</td>
<td>4wPMR</td>
<td>2003</td>
<td>John Barnard</td>
</tr>
<tr>
<td>Geoff Baxendale</td>
<td>“Bert”</td>
<td>Maroon</td>
<td>Hunslet</td>
<td>0-4-0 ST</td>
<td>1986</td>
<td>John Hartup</td>
</tr>
<tr>
<td>John Bayes</td>
<td>5407 Eclipse</td>
<td>Black</td>
<td>LMS Black 5</td>
<td>4-6-0</td>
<td>1999</td>
<td>Mazzetta/ J.Bayes</td>
</tr>
<tr>
<td>Jim Betts</td>
<td>“Gladys”</td>
<td>Green</td>
<td>Romulus</td>
<td>0-4-0BE</td>
<td>2005</td>
<td>Compass House</td>
</tr>
<tr>
<td>Alan Bibby</td>
<td>“Uncle Remus”</td>
<td>Yellow</td>
<td>Romulus</td>
<td>0-4-0T</td>
<td>2002</td>
<td>Alan Bibby</td>
</tr>
<tr>
<td>Dennis Billington</td>
<td>“Merlin”</td>
<td>Green</td>
<td>Romulus</td>
<td>0-6-0PH</td>
<td>2001</td>
<td>Dennis Billington</td>
</tr>
<tr>
<td>Trevor Boulton</td>
<td>“Pamela”</td>
<td>Yellow</td>
<td>Hunslet</td>
<td>0-4-0ST</td>
<td>2005</td>
<td>Trevor Boulton</td>
</tr>
<tr>
<td>Derek Brown</td>
<td>“Tony Priest”</td>
<td>Red</td>
<td>Hunslet</td>
<td>0-4-0ST</td>
<td>1996</td>
<td>Derek Brown</td>
</tr>
<tr>
<td>Roger Brown</td>
<td>“Ellan Bee”</td>
<td>D. Green</td>
<td>Lynton &amp; Barnstaple</td>
<td>0-4-2T</td>
<td>1997</td>
<td>Cormick/ Barber</td>
</tr>
<tr>
<td>Graham Burhouse</td>
<td>“Tom Rolt”</td>
<td>D. Green</td>
<td>Barclay</td>
<td>0-4-2T</td>
<td>2004</td>
<td>Tayside Loco W’ks</td>
</tr>
<tr>
<td>Russel Coppin</td>
<td>“Charles”</td>
<td>Grey</td>
<td>Shunter</td>
<td>4wBE</td>
<td>1992</td>
<td>R. Keighley</td>
</tr>
<tr>
<td>Ian Cromack</td>
<td>412 “Gunnison”</td>
<td>Black</td>
<td>Hunslet</td>
<td>0-4-0ST</td>
<td>1996</td>
<td>S. Bennett/ M. McKie</td>
</tr>
<tr>
<td>George Davies</td>
<td>412 “Gunnison”</td>
<td>Black</td>
<td>C19</td>
<td>2-8-0</td>
<td>1993</td>
<td>G. Davies/ M. Parker</td>
</tr>
<tr>
<td>Alan Dean</td>
<td>“Hagar”</td>
<td>Green</td>
<td>Tinkerbell</td>
<td>4W-4WBE</td>
<td>1995</td>
<td>Alan Dean</td>
</tr>
<tr>
<td>John Donavan</td>
<td>No.3</td>
<td>Blue</td>
<td>Tinkerbell</td>
<td>2-4-2T</td>
<td>1996</td>
<td>A. Edwards/ J. Bailiss</td>
</tr>
<tr>
<td>David Everingham</td>
<td>Bradf’d No2</td>
<td>Black</td>
<td>Tram</td>
<td>4w BER</td>
<td>1989</td>
<td>Roger Spalding</td>
</tr>
<tr>
<td>Chris Farrar</td>
<td>“Cackler”</td>
<td>Maroon</td>
<td>Hunslet</td>
<td>0-4-0ST</td>
<td>2000</td>
<td>Chris Farrar</td>
</tr>
<tr>
<td>John Ferrier</td>
<td>“Asterix”</td>
<td>Green</td>
<td>Decauville</td>
<td>0-4-0 T</td>
<td>1999</td>
<td>Paul Frank</td>
</tr>
<tr>
<td>Fraser Forsyth</td>
<td>D.Blue</td>
<td></td>
<td></td>
<td>4w-4PH</td>
<td>2004</td>
<td>Liam Forsyth</td>
</tr>
<tr>
<td>William Forsyth</td>
<td>3 “Barbara”</td>
<td>Red</td>
<td>Roanoke</td>
<td>0-4-0PH</td>
<td>2000</td>
<td>Roanoke</td>
</tr>
<tr>
<td>Malcolm Freestone</td>
<td>8000</td>
<td>Black</td>
<td>LNER J45</td>
<td>0-6-0BE</td>
<td>1997</td>
<td>Malcolm Freestone</td>
</tr>
<tr>
<td>Nigel Freestone</td>
<td>304</td>
<td>Maroon</td>
<td>Stanley</td>
<td>4-6-0T</td>
<td>1988</td>
<td>W. Palmer</td>
</tr>
<tr>
<td>Craig Gluyas</td>
<td>89010</td>
<td>Blue</td>
<td>Hymek</td>
<td>4-4WBE</td>
<td>1981</td>
<td>Geoff Oughton</td>
</tr>
<tr>
<td>Gillian Gould</td>
<td>78030</td>
<td>Black</td>
<td>BR Class 2 MT</td>
<td>2-6-0</td>
<td>2000</td>
<td>P. Tomlinson</td>
</tr>
<tr>
<td>John Green</td>
<td>“Red Damsel”</td>
<td>Maroon</td>
<td>Hunslet</td>
<td>0-4-0ST</td>
<td>1990</td>
<td>John Green</td>
</tr>
<tr>
<td>Simon Hazlewood</td>
<td>“Bethany”</td>
<td>Green</td>
<td>Romulus</td>
<td>0-4-0</td>
<td>1978</td>
<td>A Pratt/ G. Oughton</td>
</tr>
<tr>
<td>Dennis Howad</td>
<td>“Lady Jane”</td>
<td>Maroon</td>
<td>Hunslet</td>
<td>0-4-0ST</td>
<td>1994</td>
<td>Dennis Howad</td>
</tr>
<tr>
<td>Brian Howarth</td>
<td>150.001</td>
<td>Blue</td>
<td>BR150 Sprinter</td>
<td>4 car BER</td>
<td>1980</td>
<td>Brian Howarth</td>
</tr>
<tr>
<td>Owner's Name</td>
<td>Loco Name</td>
<td>Colour</td>
<td>Loco Type etc.</td>
<td>Wheel Arr.</td>
<td>Year Built</td>
<td>Builder</td>
</tr>
<tr>
<td>----------------------</td>
<td>----------------</td>
<td>---------</td>
<td>----------------</td>
<td>------------</td>
<td>------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td>Simon Hudson</td>
<td>No 1</td>
<td>Green</td>
<td>GNR Stirling Single</td>
<td>4-2-2</td>
<td>2001</td>
<td>N. Everidge</td>
</tr>
<tr>
<td>Peter King</td>
<td>“Elidir”</td>
<td>Maroon</td>
<td>Hunslet</td>
<td>0-4-0ST</td>
<td>2006</td>
<td>Peter King</td>
</tr>
<tr>
<td>Pete Lawson</td>
<td>61789</td>
<td>Black</td>
<td>GNR K2</td>
<td>2-6-0</td>
<td>1996</td>
<td>John Drury</td>
</tr>
<tr>
<td>Eric Longley</td>
<td>“Loch Laidon”</td>
<td>Green</td>
<td>Edward Thomas V36</td>
<td>0-4-2ST</td>
<td>2003</td>
<td>Eric Longley</td>
</tr>
<tr>
<td>Claude Magdlyns</td>
<td>V36.416</td>
<td>Black</td>
<td>Gaslight Trolley</td>
<td>0-6-0 BE</td>
<td>1993</td>
<td>A. Ballon</td>
</tr>
<tr>
<td>Tony Martin</td>
<td></td>
<td>Green</td>
<td></td>
<td>4W-4WBER</td>
<td>2006</td>
<td>RML/</td>
</tr>
<tr>
<td>Denis Mulford</td>
<td>“Per Ardua”</td>
<td>Green</td>
<td>Baldwin</td>
<td>2-4-2T</td>
<td>2006</td>
<td>Denis Mulford</td>
</tr>
<tr>
<td>Nigel Musson</td>
<td>“Muttley II”</td>
<td>Green</td>
<td>Romulus</td>
<td>0-4-0</td>
<td>1994</td>
<td>R. Bennett</td>
</tr>
<tr>
<td>John Nicholson</td>
<td>“Lady Jennet”</td>
<td>Cream</td>
<td>Hunslet</td>
<td>0-4-0ST</td>
<td>1978</td>
<td>M. Townsend</td>
</tr>
<tr>
<td>John Nicholson</td>
<td>Dock Authority</td>
<td>Black</td>
<td>Dock Authority</td>
<td>4wBE</td>
<td>1982</td>
<td>Keith Parkinson</td>
</tr>
<tr>
<td>Keith Parkinson</td>
<td>“Pandora”</td>
<td>Maroon</td>
<td>Hunslet</td>
<td>0-4-0ST</td>
<td>1986</td>
<td>Keith Parkinson</td>
</tr>
<tr>
<td>Alan Phillips</td>
<td>“White Cloud”</td>
<td>Green</td>
<td>BR Class 2 MT</td>
<td>2-6-0</td>
<td>2000</td>
<td>Alan Phillips</td>
</tr>
<tr>
<td>John Price</td>
<td>“Magpie”</td>
<td>Maroon</td>
<td>Tram</td>
<td>4wBE</td>
<td>1988</td>
<td>John Price</td>
</tr>
<tr>
<td>Richard Priestley</td>
<td></td>
<td>Brown</td>
<td>Y6 Tram</td>
<td>4wBE</td>
<td>2005</td>
<td>Richard Priestley</td>
</tr>
<tr>
<td>Stewart Procter</td>
<td></td>
<td>Blue</td>
<td>Barclay</td>
<td>0-6-0PH</td>
<td>2003</td>
<td>Stewart Procter</td>
</tr>
<tr>
<td>Terry Robinson</td>
<td></td>
<td>Brown</td>
<td>Tram</td>
<td>4wPH</td>
<td>1996</td>
<td>Terry Robinson</td>
</tr>
<tr>
<td>Adrian Sant</td>
<td></td>
<td>Green</td>
<td>Auto Trolley</td>
<td>4wPH</td>
<td>2006</td>
<td>LA Services Ltd</td>
</tr>
<tr>
<td>Walter Scott</td>
<td>No 291</td>
<td>Black</td>
<td>Switcher</td>
<td>0-8-0</td>
<td>1999</td>
<td>Walter Scott</td>
</tr>
<tr>
<td>Anthony Siddall</td>
<td></td>
<td>Blue</td>
<td>Bagnall</td>
<td>0-4-0ST</td>
<td>1999</td>
<td>J. Sterry/</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>G. White</td>
</tr>
<tr>
<td>Steve Sparrow</td>
<td>“Cloister”</td>
<td>Maroon</td>
<td>Hunslet</td>
<td>0-4-0ST</td>
<td>2004</td>
<td>Milner/D. West</td>
</tr>
<tr>
<td>Steve Stockdale</td>
<td>“Nefyn”</td>
<td>Green</td>
<td>Romulus</td>
<td>0-6-0</td>
<td>2004</td>
<td>Steve Stockdale</td>
</tr>
<tr>
<td>Ray Sweeting</td>
<td></td>
<td>Grey</td>
<td>Deltic</td>
<td>6w-6wPH</td>
<td>2006</td>
<td>Ray Sweeting</td>
</tr>
<tr>
<td>Mick Tandy</td>
<td>44195</td>
<td>Black</td>
<td>LMS 5MT</td>
<td>4-6-0</td>
<td>2000</td>
<td>P. Beesley</td>
</tr>
<tr>
<td>Viv Thorpe</td>
<td>“Anderton” No 1</td>
<td>Green</td>
<td>Romulus</td>
<td>0-4-0T</td>
<td>1985</td>
<td>M Williams</td>
</tr>
<tr>
<td>Christian Walton</td>
<td></td>
<td>Black</td>
<td>Project Loco</td>
<td>4wBE</td>
<td>2004</td>
<td>Phoenix Locos</td>
</tr>
<tr>
<td>Kimberley Walton</td>
<td>“Erin”</td>
<td>Blue</td>
<td>Bagnall</td>
<td>0-6-0T</td>
<td>2001</td>
<td>Greatrex/Walton</td>
</tr>
<tr>
<td>Brian Ward</td>
<td>“Aron”</td>
<td>Maroon</td>
<td>Hunslet</td>
<td>0-4-0ST</td>
<td>2005</td>
<td>Brian Ward</td>
</tr>
<tr>
<td>Henry Watson</td>
<td>13 “Isobel”</td>
<td>Blue</td>
<td>Tich</td>
<td>0-4-0ST</td>
<td>1990</td>
<td>Henry Watson</td>
</tr>
<tr>
<td>Bob Whitfield</td>
<td>5 “The Shay”</td>
<td>Blue</td>
<td>Shay</td>
<td>4w-4wT</td>
<td>2005</td>
<td>D. Giles</td>
</tr>
<tr>
<td>Tony Wood</td>
<td>No 6 “George”</td>
<td>Black</td>
<td>Romulus</td>
<td>0-6-0T</td>
<td>1998</td>
<td>Frank Birchall</td>
</tr>
<tr>
<td>Reg Wrenn</td>
<td></td>
<td>Black</td>
<td>Wien</td>
<td>0-4-0ST</td>
<td>1997</td>
<td>Reg Wrenn</td>
</tr>
<tr>
<td>K. Young</td>
<td>5293</td>
<td>Black</td>
<td>LMS 5MT</td>
<td>4-6-0</td>
<td>1999</td>
<td>K. Young</td>
</tr>
</tbody>
</table>
2006 Betws-y-Coed AGM
The build up
by Richard Shaw

Unfortunately I was not able to attend the weekend’s festivities, but due to a convenient gap in my work rota I was able to visit between Wednesday and Friday. I decided to visit Llangollen, Rhyl Miniature Railway and the site of the Eiras Park Railway (10¾”) on the way to Betws. I did wonder whether I had made the right decision with the weather forecast, as it was not very promising, particularly when leaving the A55 and experiencing a heavy rain shower.

Not that long ago for an AGM you would not see much activity in the week before the AGM, but how things have changed the last few years. It obviously proves the committee must be doing the right things.

I arrived just after 4pm to find blue sky and one portable track already laid (Courtesy the Red Rose Model Engineers) and a visiting loco, Ian Cromack’s ‘Charles’ in charge of the service train. Charles was probably the largest Penrhyn class Hunslet in use in Wales as I was informed both Linda and Blanche are out of action at present.

A number of the regular helpers at AGM’s were already present and we were involved in unloading several locos, it was clearly going to be a good one, there were several locos already on shed! Concern was also being expressed about the lack of portable loos which had been booked, it transpired that one of the drivers was off sick, but we were assured they would be there on Thursday. There was still time to install a level crossing to allow trailers to be stored on the grass within the circuit as the car park would not be big enough.

After a bit of work it was time for an excellent meal served in a nearby pub with some of the Comrie regulars.

Thursday morning saw quite a number of locos requiring unloading, however the main job for the day was to assemble the marquee, fortunately his was done by the experts from Rhyl Marquee Hire. We were quite looking forward to seeing them sweat as they hammered the securing stakes into the slate ground; however the contractors bought with them a petrol powered hammer that made light work of the job. It was then the job of the volunteers to lay 3 tracks the full length of the marquee, two adjacent to the marquee, plus 3 steaming bays just outside. As the saying goes, ‘many hands make light work’ and the job was soon done. This also involved packing some sections of track as the ground was a little undulating but I did not hear of any problems. The track was connected onto a couple of sidings that had been laid by volunteers earlier in the year as part of a working holiday at Betws, which also saw some track re-laid and some other changes to assist with the operation of the AGM.

During Thursday afternoon the “journey” was changed from the usual operation, where the diamond crossing is used to double back on yourself to a straightforward circuit. This was considered safer as it avoided the diamond crossing and increased capacity on the line.

Thursday evening saw a free steaming session and a number of locos were seen in action including Adrian Sant’s Lister powered auto truck (built by the Engineers Emporium), ‘Gladys’ a Compass House battery loco, Alan Phillip’s BR standard Class 2 and Dennis Hoad’s ‘Lady Jane’ amongst others. Adrian’s Lister attracted quite some interest and he kindly allowed a number of members to sample its operation, after a few laps I was a
little concerned to see a wisp of steam from the engine but I understand the loco is water cooled, not with a pressurised system but an open system which boils off the water so stops for water will not be unknown! Adrian also showed me some photos of his new line in the early stages on construction in Alecante, Spain. I think there were more locos running on the Thursday at Betws than ran on either Saturday or Sunday at the Sutton Coldfield AGM.

The Marquee was already filling up nicely. It was also apparent that there were a number of nicely engineered battery and petrol locos present in addition to the wide range of steam locos. Another excellent meal followed where I was joined by one of the junior member’s who was attending his first AGM.

Unfortunately I was only able to attend for an hour or so on Friday morning due to another commitment, although I was kept busy unloading a number of locos until I had to go, including Pete Lawson and Mick Tandy’s van which contained a black 5 and their ‘Loch’ along with some coaches. I did however manage to see a double Fairlie before my return on Friday afternoon to the track. The railway was like Clapham junction in the rush hour with trains moving as far as the eye could see. David Everingham’s tram, Gladys, Cromar White’s tram, Walter Scott’s impressive American 0-8-0 loco and 3 wagons along with Hunslets of all different sizes, shapes and colours amongst others. It was also nice to see some scale wagons in use, the GWR Gunpowder van and mineral wagons looked superb.

I very much enjoyed having the opportunity to have a chat with a number of old acquaintances from past AGM’s.
THE MIDLANDS MODEL ENGINEERING EXHIBITION,
THE FOSSE, 13-18TH OCTOBER 2006
by Simon Rolfe – stand co-ordinator

This is the second year that the Midlands Model Engineering Exhibition has been located at the Fosse near Leamington Spa. Following pleas to the organisers to give the Society the space to show our larger models, last year's pocket size stand was increased slightly to 24 x 4 feet, nevertheless most of the locomotives kindly offered still had to be declined.

The exhibition is housed in the permanent hall at the Fosse and in a temporary structure that doubles the floor size. The 7½" Gauge Society stand is located in this temporary structure that is light and airy, drawing praise from visitors, it creates a pleasant atmosphere. There is ample catering located in both halls.

Despite choosing to arrive early, at midday, unloading was most frustrating. The process of unloading heavy engines and moving them into the exhibition hall was hindered by an unsatisfactory unloading surface. We hope that feedback to the organisers will result in an improvement next year.

There was room to display only three locomotives:

- Alan Phillips displayed his well detailed BR standard class 2 tender loco that many of the members will have seen running at the recent AGM. This locomotive runs as well as it looks.
- Tony Butler brought his GWR 57XX pannier tank – an electric steam outline locomotive that always promotes discussion.
- Ray Jones displayed the part built chassis of a most unusual locomotive. The prototype is a 1½" gauge 0-4-0T for the Guinness Brewery Railway in Dublin. This engine was designed by Samuel Geoghegan and built by William Spence circa 1890.

For existing members of our society the stand is a place to meet and make new friends, it's always encouraging to have new member join us too. The diverse backgrounds of visiting members makes for many interesting conversations, there is always something to be learnt. It's fascinating to hear of locomotives taking shape in workshops across the country, do come and say "Hello" next time.

I can honestly say that the job of stand organiser is not "work" at all, it's a real pleasure. On behalf of the society I would like to thank the above exhibitors and the following members who enthusiastically man our stand during the six days of the show: Jeff Fox, David Boyde, Alf Case and partner, Brian Reading, Tony Butler, Ray Jones. As this report was written on the eve of the show in order to meet printing deadlines we are obviously not able to comment on attendance numbers.
12 & 24V MOTORS AND SPEED CONTROLLERS
SPROCKETS AND CHAIN, GEARS
SPEEDO'S, AMMETERS, BATTERY CHARGERS
PNEUMATICS INCLUDING VACUUM/PRESSURE PUMP
BATTERY CARE PRODUCTS, SPRINGS, BEARINGS
WHEEL BLANKS, SIGNALS, FUSES, LED'S, SWITCHES

TEL: 0870 9089373 (national rate)  FAX: 01282 613647
EMAIL: pselectronics@btinternet.com  FOR YOUR FREE LIST

PARKSIDE RAILWAYS
UNIT 2e & 3J, VALLEY MILLS, SOUTHFIELD ST.
NELSON. LANCS. BB9 0LD

Bickton Narrow Gauge
phil@bicktonng.co.uk
01425 657983
Phil Wheeler BSc MSc CEng

Top' Wagon
From £185

Repair and Refurbishment of Steam Locos
3D CAD Design
CNC and Conventional Machining

Coach
From £985

www.bicktonng.co.uk
It's a couple of years since you have had to put up with my ramblings about our railway, you can't escape for ever, so here goes for this year's edition. Any of you who came to one of our open days last year would have seen the extension that Ivan and Barbara Smith, the owners of Stockholes Farm had put up at the end of their house, where the old tea room used to be. This was a new workshop for Ivan. (How many of us can manage one decent workshop never mind two?). Jealousy apart, my workshop is down in the cellar and rather limited, it enabled Ivan to turn over the original workshop to society member's use. Besides the usual Tuesday and weekend working parties he has two evenings a week for members own projects. Tuesday evenings are for juniors and beginners and are usually very well attended. Many of you will recall that last year Ivan was awarded the Charles Simpson prize for encouraging youngsters into the hobby, this is part of that encouragement. Wednesday evenings are for more experienced members. Not that we have that many skilled or experienced regular working members. Three mechanical engineers, two of whom are railway trained, two electrical engineers, one civil engineer, railway trained, one joiner and one plumber. We also regularly have an ex bus driver and an ex policeman who are keen but only learning. If there are any retired signalling engineers living in North Lincolnshire or South Yorkshire looking for a hobby, please come and see us. During the summer months, well light night months, we have given one Wednesday evening, over to a member's themed playing trains evening. One was spent shunting and running freight trains, another was parcels including an experimental TPO mail drop. Ivan is preparing articles on both juniors and mail.

This winter's main project has been the refurbishment of the original workshop, including the old garage which over the last few years had become a very full store and a cramped overflow working space. This had the roof under drawn and insulated, new shelves built and a bench the full length of one wall installed complete with a couple of vices. The wiring and heating were improved and all redecorated. Our junior girl Bethany, now an ancient 10 years old, was awarded the societies achievement prize for painting all of the floor, and much of herself, in a lovely shade of brick red.

Several members are also into the smaller gauges and a shed was provided a couple of years ago which now houses a 00 layout. Besides 00 there is interest in Gauge 1 and 16mm Narrow gauge. Ivan has been persuaded to turn over an area, just beyond what was to be the signal box but has been turned into a staff mess room, to lay out a mixed 32mm and 45mm railway. (If anyone can find space for a 5" Gauge line then we have got most people's scales covered.) This has been landscaped and a track bed planned and cleared. Retaining walls built to hold up the sides of the mound and paving laid to provide a hard standing for the steaming bay. Unfortunately the final arrival of spring has seen the weeds rapidly overgrow the track bed. Weeds do not seem to understand the smaller scales and insist on growing at what appears to be about 20 inches to the foot scale.

Other jobs over the winter have mainly been of the essential maintenance and tidying up variety. The stack of light duty track panels displaced by the change to heavier weight rail has been moved and placed on a paved area to reduce weed invasion. We have done some spot re-sleepering where required. We thought we would have to completely re-build several panels and I was preparing an article for this News on
the state of rotting wooden sleepers. However they weren't quite as bad as we thought so it has all been put on hold till next winter at least. Watch this space.

Preparations for this year's rally went well. Good weather and plenty of volunteers ensured all the jobs were done in plenty of time. The grass has been especially well cut this year. Since Ivan bought a ride on mower and young Josh has been promoted to driver there is no need to persuade anyone into the mowing department.

Now the well known chairman of a popular railway society has bemoaned the fact that some of our themed rallies have precluded him from bringing any of his locos because they were the wrong shape, age or colour etc. so when Ivan announced that he had been persuaded to go light green and make this year's rally LNER I was personally delighted and pleased that the afore mentioned chairman would be able to attend since I knew he had a suitable loco. Unfortunately he cried off, for the second time in three years, with some feeble excuse about having to keep the services running at his home track. I won't mention his name or loco in Kase he reads this and tries TWO strangle me again. However he did come and see us on the Saturday and brought with him John Crawley to see his beautiful B1 running. He and the Freestones had a difficult journey up from Bedford due to serious delays on the A1 at Newark. They all diverted and braved the rugged terrain of North Lincolnshire. Sorry I've gone to far this time. For those who don't know Lincolnshire it's a bit flat. The three foot high embankment up to our over bridge is probably the highest bit of land for several miles. This unidentified person then insisted he had to leave early because he had promised his grandchildren to be home in time watch 'kick ball' was it, on the telly. Remember when ever you read this it was Saturday 1st July. Promising the grandchildren is fine but it was what he had promised. Watching 22 over grown and grossly overpaid kids kicking
a bag of wind about just doesn’t compare with playing trains all day. You will gather I’m not a fan of the pretty game or whatever they call it. Perhaps what’s even sadder is I am a fan of the 22 men with sticks whacking a lump of leather bound cork.

Visitors were over the weekend:
- Simon & Donna Hudson with GNR Stirling single No.1.
- Malcolm, Betty and Nigel Freestone with their battery electric prototype LNER J45 diesel shunter No.8000.
- John Crawley’s B1 LNER No. 8304 Gazelle and rake of four teak coaches looked after by Alan Gildersleve.
- Pete Lawson with his black K2 BR No. 61789 Loch Laidon with three ‘blood and custards’.

Members locos were:
- BR No. 60022 Mallard built by Roger Sully but mainly driven, very ably, by son Rhys, now a capable 12 year old.
- My battery electric ex GER LNER Y6 tram engine No. 7132.
- On view but not used was Ivan’s LNER L1, BR No. 67726.

It was good to see these LNER locos on the railway instead of the usual predominance of LMS. I must admit a personal bias here, not just because it was all LNER but I worked on Mallard once when I was an apprentice and my great grandfather was a driver who had No1 as his loco for a time.

The last couple of years Ivan has advertised these rally as ‘no public running’. This perhaps gives a wrong impression and we are trying to think of a better description. The public, and especially enthusiasts, are welcome to visit and watch but we do not provide paid for rides. Suitable drivers are free to give rides if they wish but the main theme is to run, as far as possible, scale appearance trains. We shall never be able to run scale weekends like the GL5 people do at Gilling but we would like to aim in the same direction.

One of the big advantages, to Rhys at least, was that by not carrying fare paying passengers the junior members were able to drive on the main line. They did quite a bit of shunting our scale wagons to make up goods trains which were then taken round the main circuits by the main line locos. The A4 with a half scale driver and six coaches and the K2 with 18 wagons looked very impressive. The Stirling single had only been run a few times previously and Simon was cautious about its capabilities. He started out just light engine, then added a coach and later some passengers. Firstly on the old circuit, 60 foot curves and 1 in 100 grades, then the new circuit with 50 foot curves and 1 in 45 grades. He was pleasantly surprised at how well it coped. It did slip occasionally but it was quite amazing to see the big driving wheel and its connecting rod whizzing round then suddenly stop and grab the rail and get the train into motion. I did see the 12 inches to the foot version on the Great Central Railway some years ago, but never saw it slip.

We were blessed with pleasant sunshine all weekend, Ivan and Barbara’s brass ensemble entertained us during the barbecue, most people sat talking and Rhys kept driving well into the evening.

We would like to hear from any of our visitors or anyone else their thoughts on pulling passengers compared with running scale trains. Please write to the News or any of us, ring me or Ivan or email me at peterwood.pdr@blueyonder.co.uk.
ROANOKE
www.roanoke.co.uk  info@roanoke.co.uk

Steam Locomotives up to 15" gauge & small 2' gauge built to order

In house CNC milling & turning.
Wheels & axles quantity discount

2a Grange Hill ind. Estate
Bratton Fleming
Barnstaple
N.Devon
EX31 4UH
01598 710225
THINGS TO CONSIDER
by Richard Shaw

Not all miniature railway enthusiasts are model engineers and they may not have the
ability to build a loco, or the facilities, so the only option is ‘cheque book engineering’. Interestingly whilst I suspect a significant percentage of members fall into the latter
category, I don’t recall seeing an article offering any guidance so I’ll stick my head above
the parapet and make a few notes about what to look for.

Probably most important is to consider the type of loco you want and what you want to
do with it. Where are you going to store it, at the club track or at home? There’s no point
in buying a large loco if you have limited storage or a small car. Do you have the room
for a trailer? Do you want the loco to be a display piece in the house, in which case I
would not suggest a Tinkerbell, or do you want a club hauler, in which case I would not
suggest a Tich.

Firstly do you know the engine and its owner? This is where it can be useful to be a
member of a large society where there is always an element of buying and selling. If you
know the loco then how old is it, and how much has it been used? A loco that is first on
the track for public hauling at an open day and the last to leave may well be more worn
than the loco that only appears occasionally. As a result the loco may need repairs sooner
rather than the later. Will you have the ability to carry out any repairs; again being in a
club will be an advantage as you may know someone who can do the repair for you if
you don’t have the facilities. Perhaps the loco has been run on a private line where it is
likely to have had less use.

Decide whether you want to buy from an individual or from the trade. Obviously a trader
has to make a living so he will probably be charging more for a comparable item,
however he may be prepared to offer a warranty on a loco. I’m aware of one dealer who
even has a return policy so if you decide it’s not what you wanted (within a short time)
he will refund your money. If you are buying from a member of the trade ask others if
they have any experience of the vendor. Ask the vendor if he considers the item to be in
full working order or should be considered as a restoration project, i.e. it requires some
work to be completed before it can be considered fully operational.

Talk to the owner/seller about the loco, be aware of the ‘you don’t get many in this
condition’. I am always surprised at some of the comments made about items sold on
Ebay (and similar web sites), I was, particularly, by several items where I have seen the
“I don’t know anything about it, but it hasn’t been used for many years and it doesn’t
have a boiler certificate.” Think about it! Don’t bid large amounts for anything unless
you have seen it. For example a coach might only be a few years old but it only takes a
second to get a chipped flange in a derailment.

Boiler

Consider the boiler, probably the most hazardous part of the loco. Does the boiler have
the valid hydraulic and steam test paperwork? Remember this paperwork has recently
changed. If it has, are previous certificates available? Do remember the hydraulic and
steam tests only prove that the boiler was in safe condition on the day of test, it could
have been boiled dry the very next steaming. Check inside the firebox and smokebox for
signs of leaks. Examine the tube plates to ensure the tubes ends have not been burnt away
and there are no signs of bulging. Also consider what area of the country the loco has
been run as water quality varies. If a loco has been used in an area with hard water then
there may be scale in the boiler. This can cause burning of the inner firebox plates if not
cleaned out.
Check the boiler fittings and bushes for signs of leaks. One example that was quite a surprise to me was a loco where the screws attaching the regulator and manifold were quite corroded; indeed it took only a little effort to break them off as I had decided to replace them. A case of the 5 minute job taking much longer, (but not as bad as the full size loco that needed a half an hours repair, once the boiler had been removed, which took a week!)

In the case of steel boilers ask if the boiler has been regularly used with water treatment as this ought to extend the life of the boiler. Remember steel boilers deteriorate so bear in mind that if you are buying an older steel boiler then it may be coming towards the end of its life.

Ideally ask for a steam test, but remember if you’ve travelled a long way to see a loco and you do buy it, it will still be hot when loaded into the car/trailer, which could mean a damp and warm return car journey.

A loco with a failed boiler will be typically 1/2 to 2/3rds of the value of a running loco, which can give a significant saving if you are prepared to do the work yourself.

Some of the more trivial things to check, but which can be overlooked are:

Machining

Look at the machining; a poor finish may indicate an inexperienced builder so there might be more critical mistakes.

Some people will offer to run the loco on compressed air, this is a good idea as it gives the chance to look and listen to the motion. Does the motion run evenly? Listen for even beats and see how little pressure is needed to turn the motion over. I and several colleagues were in awe at a trade stand opposite us at Sinsheim who had a 5" loco running slowly on compressed air; the running was very smooth even at low pressure.

Is the wheel profile comparable to 7¼" standards? I overlooked this on a loco on our track and only after a while noticed the front wheel-set was picking up aluminium off the rail as it ran. A close examination showed there was insufficient taper on the flange. Result the wheel-sets had to be removed for re-profiling.

Is there excessive play in the motion? Try shaking the rods to look for slack. Look for abrasion marks on the crosshead, this might infer a lack of oil or incorrect alignment. Check the fit of the axle boxes in the horns. A sloppy fit would suggest poor alignment or much running. I remember seeing a loco used on a commercial railway where the axleboxes were worn visibly oval.

Look at the cab fittings, are they off the shelf plumbing items (not very pretty), commercial model engineering fittings or home made fitting. Does the plumbing look
nice. Some models can be ruined by the state of the plumbing but then it is not a big job to correct and a much nicer loco will result.

**Bodywork**

Are there signs of corrosion in the tanks, tender or drive truck? Are there mistakes on the bodywork, holes drilled in the wrong place etc. Look at the choice of bolts used. Slotted screws look out of place unless the slot is filled.

Consider the paint finish; a few marks are inevitable on a second hand loco but significant scratches may indicate careless handling and a lack of respect.

**Financing**

Why not try putting a regular amount aside into a railway fund. It can be surprising how much you can save (and spend!). Think carefully before committing yourself to a loan; consider the repayment cost as the loco will end up costing a lot more. Remember to consider the cost of a replacement boiler if the loco has a steel boiler as it will need replacing in time.

**Finally**

Consider what you want, don’t rush in and buy the first thing you see for sale. Can you afford it? Will you be able to handle it, run it and maintain it?

Some part built and restoration projects can offer a significant saving in time and/or money over buying a complete loco but be prepared to do some work and expect the occasional surprise.

If you are buying or selling always get the other party to sign and date a piece of paper confirming the change of owner. Always retain a copy or duplicate yourself. This will always help in any possible later disputes over ownership, and above all, don’t blame me if you do buy something with a problem!

---

**Caption Capers**

This next one was taken at the recent A.G.M. by Bill Dadswell. Let me know what you think the caption for this one should read and I’ll print the best ones next time. No prizes this time, but maybe later. If you have a photo that you think would fit in here then please let me have it and we’ll see what the other members can make of it.

Recently this photo by Mike Palmer was sent to me via John Bailiss the driver of the loco, with the caption included, and I thought I should share it with you.

Caption reads: I don’t care what your speedometer says. You were doing well over 35mph, and when was the last time you had your emissions checked sir?
The PROJECT LOCO
Ideal for Garden or Club Railways

£1395

- 5" or 7½ " Gauge
- Battery/electric
- Powerful 24v 1 Hp Motor
- Digital motor speed control
- Regenerative (dynamic) braking
- Remote handset (forward/reverse, horn and speed)
- Negotiates 11ft radius track
- Easy build kit (hand tool assembly)
- Fully illustrated building instructions
- All parts included (just add batteries)
- Average delivery time 21 days
- Will haul 8+ passengers

PHOENIX
LOCOMOTIVES LIMITED

1 Colchester Road, Southport, Merseyside PR8 6XJ
Mainline: 01704 546957 Mobile: 07973 207014
E-mail: keith@phoenixlocos.com Website: www.phoenixlocos.com
ARISTOCRAFT
EXHIBITION STANDARD 5" & 7 1/4" RIDE-ON SCALE COACHES AND WAGONS

VARIOUS COACH TYPES

THE FINEST RANGE OF SCALE PASSENGER CARRYING / DRIVING VEHICLES AVAILABLE

ESTABLISHED TWENTY YEARS

SILVER MEDAL WINNER AT THE MODEL ENGINEER EXHIBITION, LONDON

AS DISPLAYED AT THE NATIONAL RAILWAY MUSEUM, YORK

MAINLINE AND SUBURBAN COACHES INCLUDING BRAKE COMPARTMENTS IN ANY RAILWAY LIVERY

TWELVE WAGON TYPES AVAILABLE IN ANY GROUPING OR PRIVATE OWNER LIVERY

HUNDREDS OF COACHES AND WAGONS IN USE ON COMMERCIAL AND PRIVATE RAILWAYS WORLDWIDE

MECHANICAL, VACUUM & AIR BRAKES INNOVATIVE ENGINEERING, COMBINED WITH SUPER-DETAILED MOULDINGS AND CASTINGS, GIVING EXHIBITION STANDARD HAND-BUILT ROLLING STOCK AT AFFORDABLE PRICES

**NO VAT**

SEND 2 X FIRST CLASS STAMPS FOR COLOUR BROCHURE

ARISTOCRAFT, 44 ST. MARY'S LANE, LOUTH, LINCOLNSHIRE. LN11 0DT

TEL. 01507 605303 Email:- r.k.hall1@btinternet.com Website:- aristocraft.me.uk

24
Compass House Model Engineering

Battery Electric locomotives

Metropolitan Locomotive ready to run £2995-00
Class 31 Locomotive complete ready to run £3650-00
   Easy assemble No Machining Kit £2400-00
Class 35 Hymek complete ready to run £2950-00
   Easy assemble No Machining Kit £2150-00
   Electronic controller and wiring pack for kits £275-00
Dock Shunter 0-4-0 Loco ready to run £1495-00
   Easy assemble no machining kit £995-00
Class 08 Shunter 0-6-0 ready to run only £2950-00
   Ready to run locos just need batteries

Compass House Ltd High St Rotherfield East Sussex TN6 3LH
Phone 01892 852968 Sales 07711 717067
www.Compass-House.co.uk Catalogue £2-50
photo our New Metropolitan loco at Bedford MES track
BALANCED SLIDE VALVES.
by Alan Westby

Fools rush in where Angels fear to pass comment.

Well I am no Angel, but by the same token I would not like to be regarded as a fool and so I will make some observations in a discreet manner.

In miniature work (I dislike the word model); the late Bill Carter gave chapter and verse in the “Model Engineer” on balanced slide valves fitted to his magnificent replica of a G.N.R. large boilered Atlantic in 5” gauge. Don Young also detailed balanced slide valves for his “Hunslet” design again in 5” gauge. In both these examples, the designer led the exhaust steam through the back of the valves thereby achieving a very free exhaust straight to the blast pipe. In full size practice, as I understand it, balancing the valve was attempted to relieve the down force on the back of the valve and so lighten the load on the valve gear. One of the more successful types of balanced valve was the “Richardson” in which four spring loaded cast iron strips sealed the back of the valve against a machined plate set parallel to the port face.

I have searched through many books in my library but can find little factual information. Most books of a certain age mention balanced slide valves, give a drawing to illustrate this principle and leave it at that. The only book in my possession that gives any useful “gen” is “Locomotives” by A.M. Bell, it goes on to state a certain area is enclosed within the strips and this area is relieved of high pressure and is subject only to exhaust pressure, a connecting hole being formed in the back of the valve to allow any high pressure steam which passes the strips to escape to atmosphere via the blast pipe. It also goes on to state that pressure somewhat greater than the cylinder pressure which tends to lift the valve is required on top of it, it then states the area enclosed within the frame or the balanced area is usually made equal to the area of one steam port plus the area of the exhaust port plus the two bridges or port bars. The area should be measured from the outside of the strips. This is the only factual information I can find.

Now it so happens that the “News No. 118” which started this discourse arrived on Monday the 4th September 2006 and the previous day had been our Open Day at “Wortley Top Forge”, near Penistone, Yorks. At that open day the Forge Museum had a book sale, all manner of books, “Penny Dreadful” to Technical books and I purchased a book entitled “Locomotive Management”. A little battered but nevertheless all complete and I can only quote its observations upon balanced slide valves. “Although the ordinary slide valve can be balanced to a certain extent, such valves are only applicable when the location of the steam chest is suitable. A cylindrical slide valve has therefore been introduced into locomotive practice and is known as the piston valve.

On a slightly different but relevant tack as a naive 16 year old I enquired the difference and benefits between Piston and Slide valves in Model Engineering terms and was told in forthright fashion that Slide valves wear “in” and Piston valves wear “out”. I have come to believe that the voice of bitter experience led to the above comments; maybe we have become more skilled in the sixty elapsed years since that gem.

I will close this ditty with another quote:- F.C. Hambleton in his book “Locomotives Worth Modelling” writing about a splendid Gateshead Giant N.E.R. no.2116, an 0-8-0 piston valve goods engine. In the caption to a drawing of the valve gear he remarks that piston valves only require one eighth of the force to move, that slide valves do. Hence balanced slide valves! Do we regard the piston valve as the ultimate balanced slide valve? Step forward the protagonists of Rotary Cam Gear.

* * Since writing this item I have found similar information re the area to be balanced in “Locomotive Valves and Valve Gear” by CS. Lake and A. Reidinger, published by Percival Marshall & Co. Ltd.
Builders of quality miniature railway equipment for the serious enthusiast and commercial operator.

We produce steel bodied diesel and electric locomotive and carriage outlines from around the world, all carefully matched to your requirements and powered by either our Diesel/Hydraulic or Petrol/Hydrostatic drive systems.

Please contact us at:
Units 2 & 3 Deans factory estate
Lambs lane, Rainham, Essex
tel: 01708 554618
fax: 01708 553395
or visit us at our website www.mardyke.co.uk

Pentney Park
Caravan & Camping Site

Visitors welcome
Bring your loco's to run on our interesting 7¹⁄₄ in. Gauge line

Our Park Facilities:
- Lodges for Hire
- Indoor Pool, Spa, Sauna & Gym
- Heated Outdoor Pool
- SPAR Shop
- Play Area
- Laundry

www.pentney-park.co.uk ~ e-mail: holidaysatpentney@btinternet.com

A47 Pentney, Kings Lynn Norfolk PE32 1HU
Tel: 01760 337479
EVERGREENS MINIATURE RAILWAY
An introduction and invitation
by Keith Barnes

After retirement, we moved back in 2004 to the UK, to the Boston Area of Lincolnshire, from Driebergen in the Netherlands, complete with workshop the total weight 8.5 tons! This included about 2 tons of household goods.

After settling in Kirton, I read the local newspaper each week, to get the lie of the land (yes! very flat here) and after about two months, I came across a small item which read ‘Wanted - anyone who is interested in 7½'' gauge miniature railways - please telephone Chris Davies’. Naturally I did and we arranged a meeting at the track site in a village called Stickney on the main A16 about 13 miles north of Boston in Lincolnshire. The name of the railway is taken from the original use of the site which was a Nursery.

I was shown around by Alan McDowell who described the set up, i.e. there were six members; some with loco's, some not. The track length was about ½ mile in a continuous circle. The members were completing a wooden bridge that carried the track alongside the fish pond at the time I visited. The engine shed comprised of two tracks and is alongside the raised steaming bays which have a traverser. The traverser also assists in loading and unloading of 7½'' models. This works very well if you carry your models on one or two tracks in your vehicle, therefore alleviating the need to align the vehicle accurately for locomotive transfer. I feel that the loading and unloading of models, is very important as much damage can be caused in this area. The Club House consisted of a small caravan parked on some hard standing. After the meeting, needless to say I joined the group.

We meet every Wednesday and Saturday throughout the year, working on the railway and running the locomotives, with special organised running days when we can all enjoy the fruits of hard work! In 2005 the group purchased 150 feet of portable 5'' and 3½'' track which was aligned along one of the straights of the 7½'' gauge track on the west side of the field. This since has been joined up at both ends with permanent 5'' track making a dog bone shape of 800 feet. A traverser has been installed to the main line allowing models to be transferred from the main line to the steaming bays. At present a loading area for 5 inch is under construction.

A 7½'' turntable has been added beside the coal and watering stage. Also under construction is a raised signal box that is situated at the east side of the station 6 feet up so good vision of the engine shed and station area is maintained. The 7½'' gauge track has electrified signals and a good station area. The club house is now a static mobile home which is getting a little small as the membership has now grown to 20!

Anyone wishing to visit the railway or to run their loco would be most welcome, please telephone the writer on 01205 723069 to ensure we are able to run. Boiler Certificates are always essential, together with public liability insurance.

For more information please visit our website at:
http://evergreensrail.mysite.wanadoo-members.co.uk
Sit Astride Coaches
For the discerning customer.

Heavy duty bogies with primary and secondary suspension fitted as standard giving a superb smooth ride.

Sit in Coaches also available.

All coaches come complete with, brake hanger pins on all bogies, centre dumb buffer coupling, fire retardant cushions, weather proof timber body, and safety footwells.

Prices start from £1500.00.
Plus delivery and VAT

Braking systems available include, vacuum, air simple, air fail safe, fail safe spring on air off.

All Rolling Stock produced by Knightley Light Railway meets all current U.K. and E.U. Safety standards and are covered by comprehensive Product Liability Insurance.
A WEEK’S TRAINING AND TIPS
FOR NOVICE DRIVERS
by Brian Hicks

For quite some time prior to owning Captain Hook I had joined my wife’s bird watching class visits to Mull (3 times), Orkney, Norfolk and Northumberland, to name but a few. It was most enjoyable and on Mull, at least, I found a lovely miniature railway.

Lately the birding trips have got more adventurous – nine days sailing a brigantine out of Oban and quite recently a week on the islands of Muck and Eigg off the coast of Skye. My personal view is that we are an island people and we should keep our feet firmly on our island and not put ourselves at risk of rescue by either the R.N.L.I. or the Coastguard helicopter. Since Captain Hook came along I am now alert for these periods when my beloved rushes off with ‘bins’ and ‘scope to pursue the ornithological delights, leaving me to plan excursions to 7½” gauge tracks within striking distance of Pateley Bridge – basically; anywhere I like!

Those of you who remember my first article on my move to IV” Gauge will remember my telling of riding on Louis Shaw’s railway at Mablethorpe in the late 1930’s – an historic line in the very earliest days of the hobby. What I did not tell you was that years later, in the 70’s when bringing up my own family I met that genial and always smiling man Colin Cartwright at the Conwy Valley Railway Museum at Betws-y Coed, North Wales. Telling him my Mablethorpe story, he amazed me, telling me that he owned, at that time, the locomotive Lorna Doon, the very locomotive that had started my love affair with miniature steam, all those years ago. A small world!

With a wife free week, well, it wasn’t my birding club; I rang Colin and asked if my friend Nick and I could take Captain Hook to the Conwy Valley Railway for a week and help with the summer visitors. “Of course you can” was the instant reply with the added assurance that we would be most welcome. He even gave us the details of an excellent B&B at Tan Dinas.

So there we were on a Saturday afternoon unloading the locomotive with the help of the resident staff. Paul Pranke, Martin Neave, Walter Crompton and Colin himself, turning up to assist, after locking up the Museum.

We were made so welcome and enjoyed the early morning duties round the engine shed, tea, lighting fires, tea, oiling round, tea, polishing brass-work and paintwork – all to the gentle whirring of the blowers. It was all quite magical to those who only do it as a hobby, but we were let loose driving our own and the resident engines, Douglas and Dragonfly, 2-4-0’s built by Paul as resident Engineer, and the newcomer Petunia 0-4-2 built by Jeff Stubbs and recently purchased by resident driver, Martin. Both he and Walter, kindly carried out other duties, giving us the freedom of the line on most passenger carrying days.

Carrying fare paying passengers has its responsibilities, and not just to carry them in safety, as supremely important as that is, I like to feel welcomed when I ride trains and that is so important, especially with the younger customers, so lots of eye contact and plenty of conversation, seems to me to be essential, when clipping the tickets and blowing the whistle. Make it an experience, and you’ve got ’em for life! Passenger numbers varied throughout the week and bore no relation to the weather, which was mainly warm and dry, getting hotter and sunnier as the week went on. It was the start of that blistering hot July when the whole country warmed up.

The power of positive thinking was demonstrated by Colin on the Tuesday morning when it was dead quiet with no passengers. “Don’t worry Brian and Nick – it will improve”
Blimey – he hadn’t said those words five minutes, when the B.R. platform was inundated with 150 excited school children. Seeing our little train waiting in the platform, they gave yells of delight and thundered over the footbridge to buy tickets for the ride. Obviously the larger youths got first choice and the carriages were rocking as they raced to take their seats. Colin rode shotgun behind the engine. Nick shouted “Listen up” and gave the passengers a wonderful safety lecture about no standing up or leaning out etc. I huffed and puffed up and down the carriages reminding these big 15 year old lads and lasses that although I was now passed my prime I had at one time been trained as a killer! It had the desired effect – they all burst out laughing – and then enjoyed the ride. We had no trouble and the rest of the group on a week’s holiday from Warrington all travelled on the train, taking lots of photos. It was our finest hour.

The mystery of the week was spotting a Fisheries Protection Officer’s Land Rover in the railway car park. My first thought was, what had my wife been up to whilst on the small isles off Skye, but he didn’t make contact with me so I’m no wiser as to what business a Fisheries Protection Officer had in Betws’. Mind you the Fish and Chip shop by the bridge is very good! There were no more dramas during the week, just a steady learning curve of driving on a commercial venture and experiencing the camaraderie of a lovely miniature railway. You have to be ready on time – I’m working on that!

Oh! Tips for novice drivers? Well, whilst clipping the tickets, you have the chance to find out where your passengers are from. I had Dutch, French and a large proportion of Americans – one was from San Francisco, where my son lives. He did not ride the train but watched his son who did ride. At the end of the ride he sent his small son back to me with a one pound tip. He said it was a traditional thank you to the driver in the U.S.A. Tips for the novice driver – I’m all in favour of them.

Our thanks to everyone at the Conwy Valley Railway, Nick and I thoroughly enjoyed it.
Ashley Robinson watches Kim Walton take out an early train.

Thomas Pitt takes a turn with the Battery Electric.

Kieran Smith and Thomas Pitt raising steam with "Primrose".

Matthew Harris-Bolton and Kieran Smith exiting the tunnel.

Christian Walton drives the Battery Electric.

"Primrose" Exits the tunnel with Kieran at the regulator.
Ashley braves the rain with the GP40.

Kieran takes his turn with “Primrose”.

Ashley with the Battery Electric.

Matthew draws “Maddy” carefully into the station.

Matthew Deacon checking the load.

All together at the end of the weekend.
NEW ZEALAND 08’S
by Jock Miller #2943

Mr Peacock’s article in 7½” Gauge news #118, page 26 prompted me to offer the following regarding N.Z. constructed 7½” gauge 08’s.

When our Club, CSMEE, Christchurch, New Zealand was contemplating our, now successful 7½”/5” Ground Level Track proposals at Halswell, (see 7½” G News #113 & #117-CANMOD) it was realised that a 7½” Gauge Club locomotive was very desirable. If it could also run on the existing St. Andrew’s Crescent 5”/3 ½”/2½” raised track, so much the better.

The choice of BR 08 outline was made as this was not too large and a standard 3.5 H.P. Briggs and Stratton petrol engine could be contained without modification.

A number of features may be of interest to 7½” Gauge Society members as now after five years and over 700 kilometres of successful operation it has now been joined by its twin. The first 08, named Frank Curry, after a deceased club President, was the product of the writer Ross Fielden and other CSMEE club members. The outline and colour scheme are based on 08-443 located at Boness and Kinnel railway, Scotland. The second model follows 08-773 currently at Embsay Railway, north of England. This unit utilised a second super-structure made by Ross Fielden and has been recently completed and commissioned by fellow club member, Steve Gibson.

Dual Gauge

Photo 1 illustrates the arrangement of the dual gauge “wheels” where the O.D. of the flanges of the 5”G wheels are just smaller than the treads of the 7½” wheels. This arrangement enables use on 7½” G.L.T. and on 7½”/5” raised tracks. Other than checking fishplate bolt heads for conflict with the 7½” G flanges operation conventional sit-astride 5”/3 ½”/2½” raised track is possible.
Transmission
This consists of a centrifugal clutch on the engine output shaft driving by reduction poly-vee belt to the input shaft of the purpose built 1:1 oil bath gearbox (behind the black pulley in photo 2). An “a” section belt drives for forward and reverse, and rotates the layshaft above the front axle. These belts are contained by white polyethylene shrouds where the belts, when in neutral, are normally slack. The internal circumference of the shrouds is slightly longer than the outside circumference of the belts. This is the same principal as the Myford “Tri-Leva” lathe headstock drive. The “A” section belts used are from ride-on mowers that will stand the jockey-pulley action. Tensioning the relevant belt achieves the appropriate direction. Final drive is to the front axle, via 3/8” pitch triplex chain.

Since being commissioned 08-443 has had vacuum assisted brakes fitted, using a #60 hole in the inlet manifold of the engine, plus lights and a horn powered by a battery from a low priced battery drill.

Double Heading
On a lighter note, the last photo shows the writer in checked shirt and NZR cap behind 08-443 double-headed with 08-773. This was taken in late Sept ’06 in response to Mr B. Peacock’s article.

Conclusion
If anybody requires further information then they are at liberty to get in touch with the writer or via the Editor if they wish.
THE DUKE IS KING
by David Spooner

About three years ago I started employment in the machine shop at Brass Founders Ltd, Sheffield. The first morning when I was introduced to the Managing Director, we had a convivial chat with him giving me the history of the company etc and during the course of the conversation the subject of railways and model engineering came up during which he told me that sometime previously the company had produced a bronze injector body for “Duke of Gloucester”, the only three cylinder British Railways Standard locomotive.

A couple of days later he appeared at my machine with a magazine article outlining the acquisition of the order and production of the injector. The order was won against another supplier who wanted to produce more than one casting in order to produce just one injector body. Those words would come home to roost at a later date.

From my machine I could look down the shop to the entrance doors to the factory and one day I noticed a car backing into the middle shop, up went the boot and out came an injector body!!! Conversation with the car driver confirmed it was from the Duke and it had a problem where it would deliver water on live steam but not on the exhaust side. The loco was booked onto an excursion in the not to distant future being at that time at Bombardier at Crewe for painting following its second overhaul since its rescue from Woodhams scrap yard in Barry South Wales. Although some time had elapsed since the company had supplied the injector the Managing Director agreed to look into and rectify what was thought to be an internal leak.

This is where I came in, the injector was set up on my horizontal borer, a 5” spindle Union machine with a 6 foot square table to drill and tap a 1” BSP hole through the outer casing in the area where the leak was thought to be. The drawing I was given was the original Davis and Metcalfe for the “K” class injector and there was even a tale to this. Apparently during production of the drawing the draughtsman made a mistake so that copy was “disposed” of and a new drawing produced. I am not sure what happened to Davis and Metcalf or indeed if they are still around but the story went that when the “K” class drawing was required the correct working copy was lost and the incorrect drawing that had been “disposed of” came to light!! Our works copy was filed under D.O.G and perhaps the loco was under B.R but more of that later.

Peering into the cavity through the 1” BSP hole revealed that indeed there was a casting defect where a hole joined up two separate chambers but no chance of reaching let alone rectifying the problem. It was thought that a casting core had moved during pouring I was then instructed to produce 3” BSP hole at 180 degrees in the opposite face. It was at this stage I developed a strong inclination for tranquilizers since the injector body was only about 8mm thick and I could foresee all sorts of things going wrong least of all stripped threads from a tap that wasn’t 100%. Steady nerves and a tablet under the tongue won the day!! We could now see and get to the defect and I could also see some casting “flash” partially blocking an internal venturi, luckily this was easily removed and the injector body handed over to our manager who was to weld in a patch over the casting defect.

After a lot of welding and crack detecting we seemed to have a sound repair and the next job was to pressure test at 250P.S.I. Unfortunately this was Good Friday and the pressure was on to get the job done so the M.D. made some patterns for blanking plates

36
over the weekend at home and our foundry cast them in bronze on Easter Monday. On the Tuesday the castings were ready for machining and whilst that was going on I got the job of extracting the various nozzles from the injector. The largest nozzle had a hexagon bigger than any of our box spanners so your truly turned village blacksmith and forged a piece of pipe round a nut to produce a hexagon of the correct size and with a tommy bar hole through the pipe at the opposite end to the hexagon out came the nozzle, relief!!

But that was the easy one as the nozzles got smaller they also got deeper into the injector body where at one point I had a box spanner, on a box spanner, on a box spanner, and my arm in as far as my elbow. It was at this point I realised what James Herriot must have felt like with his arm up the rear end of a cow!

With the nozzles extracted the various cover plates were placed in position and bolted up with a sealer on the joint faces. The hand pump was coupled up and pressure built up till I noticed I had wet boots. It was either a leak or I was incontinent and at my age it could be either!! What actually was happening was one of the bronze cover plates was buckling under the pressure so a sturdy steel plate and clamp sorted that out. Pressure was re-applied and all seemed to be well other than an innocuous pin hole or so we thought in the body side!! Our manager decided to place a spot of weld over the hole; a further pressure test revealed we now had two holes!!! And so it went on till we had a patch of weld about 2” square from nothing!! Eventually we were back down to the very slightest of weeps and a hammer sorted that out.

The chap from the Duke of Gloucester society seemed happy but as precaution the injector was sent for pressure impregnation and then re-pressure tested on its return just to make sure. From all the above it became clear why the competition to us wanted to produce more than one casting since the injector body is quite a complex item to cast let alone machine. Also welding bronze is not easy since I have seen weld repairs done to castings which have resulted in porosity on the surface. Our inspector took over from the manager to do the weld repairs and did he get some stick in the early days.

So that was it, the job was done, but being involved with the injector and getting to know the Technical Director from the society awakened a interest in me about the loco and I vowed to have a run behind it once it was run in. The opportunity came a few months later when late in the year it was scheduled to go over Shap. Off went the cheque to book the tickets and a week before the trip back came a letter informing me the trip was cancelled. Apparently the loco had suffered front-end damage following a collision with its train whilst running round and buffering up at the East Lancs Railway. I was looking at my boots for a week!!

However in late August and early September 2005 the loco was again to go over Shap on tours run by two different operators. The first was to go from Preston to Carlisle and return over Shap. The second was to be steam hauled from Carnforth to Carlisle over Shap and then return via the Settle/Carlisle to Hellifield and then back to the West Coast mainline via Blackburn to get us back our start point at Warrington, the loco working through to Crewe. Since I love the S/C it had to be the second tour, it was also £5 cheaper!! And was I glad I made that decision??

So September 3rd we were off at 7-00a.m. to Warrington to join the train, which arrived hauled by a class 47. This took us to the loops at Carnforth where the Duke was waiting with its support coach. Joining the mainline northwards the driver steadily built up speed
ready for the assent of Grayrigg bank. Now starting from Carnforth not a lot can be done by a steam loco to really get onto its stride ready for Grayrigg but the loco gave a good account of itself and we were now ready for what I had come for: Shap bank.

Once over Grayrigg the loco was worked up to it’s permitted line speed and we tore through the Lune Gorge with the loco chimney giving off the noise only the Duke can produce. On through the site of the old water troughs, tearing through the site of the old Tebay station I am sure everybody on board was willing the loco on as we hit the foot of the bank. It was a beautiful day, with the sun shining and the loco was still racing onwards, photographers recording every turn of the wheel and suddenly it was all over, we tore over the summit of Shap at a reported speed of 47.8MPH a record for a thirteen coach train and just a few seconds off the record for a eleven coach train. The Duke was KING!!

We stopped at Penrith for water and during the stop I went up to the support coach to congratulate my acquaintance from the society and asked him if we were going for the record over Ais Gill on the S/C but was told speed restrictions would prevent this. Leaving Penrith we headed for Carlisle and took the Upperby curve to avoid the station and gain the Newcastle line, which in turn lead us onto the Settle- Carlisle. Our next stop was to be Appleby where the train was to be put into a siding to allow a service train to pass and also to take on water. The Duke seems to use a lot of water, must be that injector!!

Leaving Appleby the loco has a brief respite before the gradients start to take their toll along the edge of Mallerstang Common to reach the summit at Ais Gill. We were moving along but nothing too spectacular when not too far from the summit the brakes went on, my heart sank!! The next thing I felt the coach swaying and realised we were on one of those “slacks” I had been told about. I went again over the S/C behind a Black 5 over Christmas and this same “slack” is still there. I recently read that five million pounds is to be spent on track upgrades so I am sure the Duke will be back!!

From Ais Gill summit all the way to Blackburn the running seemed to be pedestrian, what the problem was, if any, I never learnt but once the loco hit the West Coast mainline it was opened up till we tore through Wigan station at 75MPH, the chime whistle going for all it was worth. I am sure the hairs on the back of my neck stood up!!

And so it was, all to soon, over and we were back at Warrington. There the Duke stood triumphant, safety valves lifting waiting for the road as one of Virgin Trains new Pendolino trains came through hauled by a class 47 or “Thunderbirds” as they are now known for their rescue roles. I had a wry smile and turned and paid homage to the Duke.!!!

P.S After typing this I watched a DVD and the Dukes record run was featured, it gave the speed at the top of Shap at 46MPH and the record was broken by 16 seconds.
New: 7¼” Gauge Design from POLLY!

NOT a kit, but a finescale loco design with many parts available to facilitate fast build of a fine loco.

GWR Collet Goods 0-6-0 tender engine

Renowned for our famous 5” gauge kit locos, POLLY has much more in store! In addition to our comprehensive model engineer’s supplies (Bruce Engineering) we have a growing range of new loco designs under the Practical Scale banner (including: 5” gauge models of Penrhos Grange and other GWR two cylinder engines, SR Schools Class and HR Loch and Jones Goods.

We are pleased to introduce our first 7¼” loco designed in collaboration with David Aitken and serialised in Engineering in Miniature. A wide range of parts is available including CNC and laser machined parts and lost wax castings, etc. The popular prototype (one of the class 3205 survives on the South Devon Railway), provides the basis for a superb scale model which is both relatively easy to build and quite practical to transport.

See webpage for further details: www.pollymodelengineering.co.uk

Supplies Catalogue £1.75 posted UK $5 worldwide
Polly Loco Kit Catalog £3 Stuart Models Catalogue £5

Polly Model Engineering Ltd (Inc.Bruce Engineering)
Bridge Court, Bridge St., Long Eaton, Nottingham, NG10 4QQ
tel. 0115 9736700 fax 0115 9727251
VISA MASTERCARD
BEER HEIGHTS LIGHT RAILWAY RE-SIGNALLING –
STAGE 2 PART 1
by “Lower Quadrant”

Reference to the accompanying diagram (page 42-43) is essential for an understanding of the operation of Stage 2.

The avid reader of these epistles will recall that Stage 1 started in Little Moore Down Loop and included the tunnel section, Tunnel East, Wildway, the Beer Mines branch and The Mount. It also included the chord line for returning to Much Natter station directly after leaving the tunnel, using TE9 signal, thus reducing journey time by avoiding Little Moore and Devil’s Gorge on the return journey. This is referred to as the SR or Short Route; the full journey being the GWR (Great Way Round) route!

It was decided some time ago that it would improve station operations if the use of Much Natter platforms were to be reversed, so that Arrivals would go “straight” in to the platform next to the Ticket Office, and Departures would go from the far platform. The old system did not allow an Arrival and Departure to take place at the same time. Also, as SR trains returned to the station via TE9 signal, their time of arrival was out of the Station Master’s control. Stage 2 would allow an Arrival and GWR Departure at the same time, and also SR Departure (over diamond crossings directly to the tunnel) and Bay Departure at the same time. All Arrivals would approach MN Station on the Up Line.

To allow all this to happen, the existing non-passenger line connecting Shed and Station was substantially re-laid and re-aligned last winter (2005/6) to become the “Down Main” line. The other line, previously used by both Up and Down trains, is now used by Up trains (Arrivals) only. These lines converge via the crossover (43/44) leading to Devil’s Gorge.

One way to see how Stage 2 works is to imagine taking a train from the Shed to Down Main, then Main Line to Stage 1 area and back to Little Moore for a continuous run, avoiding Much Natter station. So, here we go. Our Driver first presses the TRS (Train Ready to Start) “Main” push-button at LM23 signal. If there is no Down train signalled from LMI19 signal, nor any move signalled from LM.30 or LM25 shunt signals, 23 signal shows two white lights at 45 degrees (the standard shunt signal in colour-light areas) and we move forwards to stand behind LM21 signal. Because the system knows we want to go Main Line, points 43 and 44 motor Reverse as soon as we clear BC TC and, if there is no train in Devil’s Gorge, or about to be signalled there (by signal 29 or 31), 21 signal lowers and we set off Down Main. When we reach BF TC, LM27 signal will lower, to allow us in to Little Moore Down Loop. On occupying BJ TC, we obtain priority over the single-line section through the tunnel if no Up train already has priority from TE10 signal. (For Stage 1 you may remember that, because there was no BJ TC, the Down train’s presence had to be registered by the Driver pressing a temporary plunger located on the approach to LM35 signal. This plunger has been recovered.) When LM35 lowers, the train can continue through the Stage 1 (Tunnel East) area.

On our return through the tunnel, we now approach LM37 signal. It has three request plungers on its post. In accordance with principles laid down during Stage 1 design. Drivers of Main-line trains doing one circuit out from and back to Much Natter station do not have to press any plungers during the journey. We, however, want to continue
round without returning to Much Natter station, so our Driver presses the top plunger of the three, “Non-stop”, which tells the system that he wants to turn left at 46 points and use the “Once-More Chord”. When our train occupies BK TC, 46 points motor Reverse and 43 & 44 motor Normal if not already there. We now find LM 29 signal lowers, to allow us to enter the Devil’s Gorge section. Then, as described above, we see LM27 signal lowered, and continue through the Stage 1 area.

When we next come back through the tunnel and approach LM37 signal, let’s assume our Driver now wants to go to Little Moore Bay (BH TC). He presses the middle plunger, “Bay”. When we reach BK TC this time, we still get LM29 signal but, on leaving Devil’s Gorge and occupying BF TC, we find that shunt disc LM28 clears instead of main signal LM27. This tells us that we must proceed cautiously in to LM Down Loop; there may be a train ahead of us, waiting for LM35 signal. After we pass over 48 points, they spring back behind us and we can then reverse in to the Bay. There is no signal for this “non-passenger” (shunt) move, so our Driver must check that 48 points have sprung back fully Normal before reversing in to the Bay. Now that we are in the calm of the LM Bay we can take a rest.

Soon, however, we need to be on the move again. Here we have a choice. If our Driver presses the TRS “Main” push-button (see Note 1) on 33 signal post, LM33 signal lowers if there is no conflicting move (e.g. from LM27 signal) taking place. When we occupy BJ TC, we expect LM35 signal to lower and we can then set off in to the Stage 1 area again. The alternative is to return to Shed. In this case, our Driver presses the TRS “Shed” button on 33 signal post and, if there is no conflicting move taking place, 33 signal lowers. This time when we occupy BJ TC, we find that 36 disc clears for us, assuming there is no Up train approaching from the tunnel. 36 disc tells the Driver that he may proceed only as far as the Limit of Shunt board beyond 37 signal. When we clear BL TC, 37 signal changes to Green, but only if 49 points have sprung back to Normal after we trailed through them. The third plunger at 37 signal, “Shed”, is used by Drivers of Up trains from the tunnel if they want to go to Shed. To prevent our Driver having to plunge here (see Note 2), the relay controlled by this third plunger has an alternative feed, provided when we occupy BM TC with 37 signal “off” after using 36 disc. Now we enter LM Up Loop. When we occupy BK TC, 46 points motor Reverse and we see 30 disc come “off”. This allows our Driver to proceed to Devil’s Gorge but only to the Limit of Shunt board beyond 24/25 signal. The system still knows we want to go to Shed so, when we clear BD TC, 44 and 43 points motor Reverse and our Driver sees 25 signal off (2 white lights at 45 degrees). We cross over to the Down Main and stand behind 21/22 signals. When we clear BC TC, the system still knows we want Shed, so 43 and 44 points motor back to Normal and 22 disc comes “off”. We move in to the Shed area and, after clearing BC TC, a cup of tea beckons!

The four separately-signalled moves, which occurred automatically after the Driver pressed the “Shed” button at 33 signal, enabled us to go from LM Bay to Shed without any further “input” from the Driver. This is the most complex sequence on BHLR.

Much of the system depends for its operation on the principle of Route Locking or, as we call it on BHLR, Route Holding. The idea is that, once a signal has given a driver a proceed aspect, the route protected by that signal is held “reserved” for the train. This is done by allocating a relay, called a HOLDSR (said as “hold ess arr”), to that signal. HOLDSRs are normally energised. Their feed is cut when the signal relay operates, so they de-energise when their signal shows a proceed aspect. This prevents any conflicting
BEER HEIGHTS LIGHT RAILWAY
AT PECORAMA, BEER, DEVON
TUNNEL EAST & LITTLE MOORE STAGE 2 (STAGE 3) July 2006
or opposing route being used. The signal returns to Danger when the train occupies the next track circuit past the signal, but the HOLDSR remains down until the train proceeds out of that section. Semaphore signal arms are fitted with a micro switch which proves the arm at Danger. HOLDSRs cannot re-energise if the arm is not “On”. A consequence of this is that, if the arm is moved manually away from the “On” position, perhaps during routine maintenance, the HOLDSR for that signal will de-energise and prevent any conflicting or opposing moves being made. During the first week of operating the new system, a problem occurred which no-one could have foreseen. A blackbird tried to land on 27 signal arm and was startled to find it wasn’t a fixture! The arm dropped from the “On” position and this cut off the feed to 27HOLDSR, preventing the conflicting signal (31) from operating when required. It was fortunate that the CME himself saw the offending bird; it would otherwise have been a mystery as to what caused 31 signal to fail. CME immediately put in a requisition for a bird scarer! (During the Spring Bank Holiday Saturday, it was observed that a robin is heavy enough to move LM21 signal arm from the “on” position; a feature of wildlife activity yet to appear in Bill Oddie’s nature programmes!)

The BHLR team is now looking forward to a period of consolidation (at least one season!) and enjoyment in operating with Stage 2 in full operation. This has been achieved through the considerable efforts of “the few”, much work being carried out during cold wet winter months! The “few” are Brian Glasspool (Chief Electrical Installer), John Edmonds (trench digger, cable layer and general handyman), assisted by Mike Herrin, Colin Walford and Barry Gammon with Carolyn Nation (Assistant CME), John MacDougall (CME) and Mike Hanscomb (Designer).

Note 1: We are using the term “plunger” to refer to a contact operated by the Driver from a moving train, and “push-button” to refer to a contact operated by a stationary person.

Note 2: As in Stage 1, all signals are replaced to Danger as soon as the leading vehicle (usually the locomotive) occupies the track circuit just past the signal (called “first-wheel replacement”), so passengers reach the signal only after it has gone back to Danger. Plungers are ineffective with their signal at Danger so, if a passenger presses a plunger, it will not do anything.

In the scenario above, our train leaving the Bay is likely to be “loco leading”. This means that, on arriving behind LM37 signal, our Driver is at the back of the train and can’t reach the plungers before the signal is replaced to Red by the (now) leading vehicle! This explains the need for the “automatic” operation of the 37"Shed" plunger after 36 disc used. For the plungers to be effective when propelling, the signal would have to remain at Green until the whole train had passed, (called “last-wheel replacement”), in which case passengers could upset the system, the Driver and Mr. MacDougall, all in one go!
GREASE TOPS

Engine Driver’s ‘Grease Tops’ now available

Sizes 6¾ to 7¾

Price only £21.00 including UK postage
(£25.00 including postage to Europe)

Please complete the Order Form below (photocopy acceptable) and send to:

Walker Midgley
Insurance Brokers
Yorkshire Bank Chambers,
Fargate, Sheffield S1 2HD

Tel 0114 250 2770 Fax 0114 250 2777 www.walkermidgley.co.uk

Grease Top Order Form

Your Name
Your Address
Telephone No.
Email Address
Post Code

Please enter below the number and sizes of Grease Tops required:

Hat Size

<table>
<thead>
<tr>
<th>Metric</th>
<th>UK</th>
<th>UK Measurement (inches)</th>
<th>Number Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>55</td>
<td>6.3/4</td>
<td>21.1/2</td>
<td></td>
</tr>
<tr>
<td>56</td>
<td>6.7/8</td>
<td>21.7/8</td>
<td></td>
</tr>
<tr>
<td>57</td>
<td>7</td>
<td>22.1/4</td>
<td></td>
</tr>
<tr>
<td>58</td>
<td>7.1/8</td>
<td>22.5/8</td>
<td></td>
</tr>
<tr>
<td>59</td>
<td>7.1/4</td>
<td>23</td>
<td></td>
</tr>
<tr>
<td>60</td>
<td>7.3/8</td>
<td>23.1/2</td>
<td></td>
</tr>
<tr>
<td>61</td>
<td>7.1/2</td>
<td>23.7/8</td>
<td></td>
</tr>
<tr>
<td>62</td>
<td>7.5/8</td>
<td>24.1/4</td>
<td></td>
</tr>
<tr>
<td>63</td>
<td>7.3/4</td>
<td>24.5/6</td>
<td></td>
</tr>
</tbody>
</table>

Total number required

@ £21.00 each = Total Cost £

How to correctly measure your hat size

To find your hat size measure around your head the way you will wear the hat. Most people wear hats about ¼” above the ear. If you wear your hat differently measure your hat size that way. Pull the tape measure around your head, but not too tight. Pick the hat size which corresponds closest to your head measurement eg 22.5/8” head measurement corresponds to hat size 7.1/8” - remember the Grease Top should fit snugly so that it won’t fall off when you bend over.

Payment

I enclose cheque/postal order for total cost of £ (please make payable to ‘Walker Midgley’)

OR Please debit my credit card for the total cost shown above (tick type of card)

<table>
<thead>
<tr>
<th>Card Type</th>
<th>Security No. (last 3 digits on signature strip)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Visa</td>
<td></td>
</tr>
<tr>
<td>MasterCard</td>
<td></td>
</tr>
<tr>
<td>Delta</td>
<td></td>
</tr>
<tr>
<td>Electron</td>
<td></td>
</tr>
</tbody>
</table>

Card Number

Expired Date

Issue No.
(Switch only)

Cardholder’s Name

Cardholder’s Signature

Date

Send to Walker Midgley Insurance Brokers Ltd, Yorkshire Bank Chambers, Fargate, Sheffield S1 2HD
It was great to see so many of our regular Junior's at the AGM in Betsy-y-Coed. All enjoying themselves driving around and making new friends. I trust the friendships will last a lifetime in this great hobby that we enjoy.

The photo competition was not as well supported as I had envisaged, but never the less we did have six entries. In view of this shortage the committee decided that there were insufficient entries to justify awarding two prizes, therefore only the first prize was awarded. This went to Matthew Deacon with his photograph titled “A Lady in Waiting” (see this page for the photo). The competition will be run again next year, so start collecting your photos now. There will be a proper format and entry rules and these will be published in the Spring News, but basically the photo can be of any miniature railway subject and must be taken by the Junior Member. Entries will again be judged by the Committee and the winner announced at the A.G.M. with the winning picture, and hopefully the runner up, printed in the “News”.

Since the Junior’s Weekend back in May we had an impromptu meeting at Hilcote Valley that turned out to be more like an apprentice weekend, three juniors turned up on the same Saturday, and we set about learning the inner workings of a steam locomotive. The interesting point for me was that with the locomotive jacked up just off the rails, we were able to observe close up the actual workings of the valve gear, water pump etc. With the locomotive stationary it was easy to see what could go wrong with the injector; (often a problem for us all); it was much easier to get the balance of steam and water correct. Maybe we should consider having one or two of these types of events to help you master the engines. What do you think? Do write and tell me, and also about how you got on through the running season.

Next year's JUNIOR'S WEEKEND will be held late June or early July, the date will be finalised soon and printed in the next issue. I look forward to seeing you all there.
Suppliers Of Quality Engineers And Founders - Purveyors Of Quality Steam Models - And Machinery

For catalogue or to order
phone 01455 220340

Sentinel Kit
- All parts machined
- Easy to assemble
- Steel Body

Signs
- Heywood couplings

Working oil lamps and scale lamps

Colour light signals
- High output LEDs
- Corrosion proof enclosures

Machined steel wheels
- Available in 3½", 5", 6", 7", 8", 10" diameter
- Bespoke sizes to order

Bogies
We stock a range of bogies from 5" to 12¾" gauge. Custom bogies built to order with or without brakes.

The Auto trolley

Locos and rolling stock available

www.theengineersemporium.co.uk
e-mail: info@theengineersemporium.co.uk
HINTS, TIPS AND SNIPPETS

A Tip from Frank Birchall

After 10 years running with "MAGGIE", my ROMULUS based 0-6-0, there was need to have her re-tubed.

I became concerned that most of the developed heat from the fire was being drawn through the lower tubes and not heating the water surrounding the firebox. Eventually, I came up with the deflector, as shown, which gave a better flow of the gasses and a quicker initial steaming. The material used was 1/8" and 1/4" steel plate. It is just bolted to the front edge of the ash pan for ease of replacement and has ample side clearance to miss the tie bar ends. It has also reduced the amount of ash emitted by the chimney.

A Tip from Akela.

When welding together two pieces of steel in a "T" shape or similar and the cross piece has distorted, put the same amount of weld on the opposite side and the distortion will be equalised. You can grind the extra weld off once it has cooled, the job will retain its correction.

A Speedo for your Loco.

Do you want a speedometer for your loco, or have you got one which doesn’t allow you to set it to read the correct speed? I have had several of these over the years but wanting one for my new battery powered loco I decided to use the internet to find the best model for the job. What we need is actually called a cycle computer. Like most electronic gadgets these days they vary from the very simple to the very complicated. The problem for us is that they are designed for cycle wheels and are not programmable for smaller wheels such as those used on miniature railways (or go-karts, or quad bikes either for that matter). As far as I can ascertain the only one which is suitable is the Sigma BC500, which is programmable down to a 1mm diameter wheel size! This is a five function computer, showing clock, current speed, trip distance, total distance, and trip riding time. To programme the computer you calculate the circumference of the wheel being used to drive the computer by multiplying the wheel diameter in mm (or inches x 25.4) by 3.1416 (π). E.g. for a 7” diameter wheel this gives 7 x 25.4 = 177.8. Next, multiply 177.8 x 3.1416 = 558.6. Following the instructions supplied with the computer, enter the number 0559 – a rounded up figure. You can at the press of a button change the readout to kmh. or mph, as you prefer.

The computer is driven by a magnet attached to the wheel, or to a coupling rod which is connected to that wheel, so that each revolution sends a signal to the computer enabling it to measure speed and distance.

There are many suppliers of this particular model bike computer on the internet, and your local cycle shop may sell them, but I have found the best price: - £9.99 and free next day
A Snippet from #2190

On Friday 11th August 2006 I travelled to Douglas in the I. o. M. Having had a comfortable, if expensive sea crossing, I arrived at the Manx Steam and Model Engineering Club track situated in the Curraghs Wildlife Park at around lunch time.

I was met by a welcoming party who duly unloaded my loco named "J B Earle", a seven and a quarter inch gauge 2-6-4, Leek and Manifold, narrow gauge tank engine, which incidentally has had a new vacuum brake system fitted by Bob Bramson of Belper, Derbyshire.

Saturday morning started around 10 a.m., steaming up and getting to know club members. By noon we were ready to run. What a superb track! Some 3100 feet long and controlled by signals throughout its length, with sector control. In its course it crosses five steel bridges, five level crossings [controlled by flashing lights and buzzers], two diamond crossings and nine sets of points, with a long dark tunnel to boot.

A most interesting feature is that approximately half of the track journey is not open plan, but is enclosed on either side by semi dense bush, trees etc., so you do not know what's round the corner. This I think makes a very interesting journey both for driver and passenger.

The station has two roads with a signal box and a passing loop, the loop taking you on a different journey than that which you left the station for initially.

Sunday was even busier than Saturday and the sunshine kept the crowds coming. A most enjoyable weekend, where I made many new friends, and a "must visit" railway, which is a credit to club members. An added attraction to the railway apart from the island itself, with its own known attractions, is the wildlife park in which the railway is situated. There are a variety of rare birds, small animals, monkeys, a children's animal farm and a nature trail, something for everyone. Well worth a visit.

*****

Great Tedsmore Railway

This railway is proposed for West Felton in Shropshire, south east of Oswestry, and is to be built in 7¾" Gauge.

It will be built in the extensive grounds, around 400 acres, of Tedsmore Hall, and it is hoped that eventually the railway will extend to around 3.5 miles in length. There will be several termini and other stations, with signalling and the usual infrastructure.

It is hoped that there will be plenty of support from local enthusiasts as obviously a project of this size will entail a vast amount of work, even initially, to get off the ground.

At a recent meeting of around 20, a site walk was undertaken to view the proposed route and inspect the suitable existing buildings which are to be used for workshops, stock storage and amenities.

Interested parties should contact Julie Knivetton, Mr Robert Parker’s p.a. on 01938 590694 and consider attending one of the monthly planning meetings.
The NEW

Cromar White

8lbs a yard

Steel Rail

The rail is flat bottom
38mm (1 ½") high and a
38mm (1 ½") foot 19mm (3/4") head

£1510.00 per tonne
plus V.A.T. and delivery

Also available custom made four slot

Fish Plates

Cromar White

PO Box 60, Holyhead, LL65 4ZP.
Tel. 0845 601 8001
Cromar White have a range of outstanding and exclusive track and rail products for your miniature railway. We pride ourselves on our quality and attention to detail and can supply anything from fishplates to complete railways, project managed and installed to your specifications.

Contact us for:
- Steel/Aluminium *Sleepers: Hard Wood/Plastics *Track Fixings
- Single and Multigauge Points *Point Frogs *Point Levers *Fish Plates *Bogies *Rolling Stock *Coaches *Electronic Railway Control Systems *Buffers *Track Panels

**High pressure 12 volt DC Water Pump**

This pump delivers 150PSI and is ideal for back-up water feed pump for steam locomotives

**£195.00** plus VAT
free delivery (UK mainland)

**Cromar White**
PO Box 60, Holyhead
LL65 4ZP

Tel. 0845 601 8001

www.americantic-miniature-railroads.com
www.cromarwhite.co.uk and www.cromar-white.co.uk
email: sales@cromar-white.co.uk
or sales@american-miniature-railroads.com

For the finest quality Engines, Cars, Castings, Towers and Controls
The recent AGM at Betws-y-Coed was held on the site of a former Goods Yard – a most appropriate place to see some of our ‘trade’ members supporting the event so enthusiastically! Much effort goes into exhibiting such displays, so many thanks for their support to: Jonathan Clay, Compass House, Cromar White, L A Services (Engineers’ Emporium), Derek W Moss, Phoenix Locomotives and Walker Midgley.

AGM visitors may well have noticed the new Compass House Metropolitan loco either running or on display. Available now r-t-r, it will be available in 2007 as an easily-assembled, ‘no-machining’ kit. The Dock Shunter loco is available now as a kit, and for next year an alternative (narrow gauge) body will be available. Sakura sealed automatic lead acid batteries are also available - power range 33a/h – 100a/h.

Also at the AGM, Cromar White displayed a comprehensive range of signal lights in various colours, sizes and flash modes (looked festive!) – part of an expanding range of products which will be reported more comprehensively in a future issue.

Our picture shows a steam locomotive component, which begs the question “Can you guess what it is yet”? Paul Lazenby of 184 Gauge Railways (see ad) can supply the answer (otherwise please wait until next issue)!

Bickton Narrow Gauge currently offer their ‘Top Wagon’ (see ad). Of simple but robust wood-frame construction, on plummer blocks and simple suspension, the basic flat wagon can be fitted with a variety of ‘tops’ depending on the intended use – bolster, ballast, and covered van versions are under development. Bickton state that, owing to the timber treatment, the wagons are robust enough to be stored outdoors.

For fans of narrow gauge slate trains, Phoenix Locomotives announce a 7½“g slate wagon, supplied easy-kit or ready-built, based on the Ffestiniog all-metal 2-ton type. Also coming in 2007, an all-new compact but powerful (b/e) NG Diesel locomotive.

Polly Model Engineering Ltd is a well-established and respected company, now offering an attractive standard gauge locomotive design for our gauge (see ad). It may be the first of a series of designs using common components, echoing the philosophy of the Polly brand. It should be emphasised that the new Collett loco is not a kit; but the products available are intended to enable build time to be considerably hastened.

A welcome return to the ad pages is Mardyke Miniature Railways Ltd under the proprietorship of Richard De Smedt (son of the late founder Des De Smedt). Richard confirms that the heavy-duty approach typical of Mardyke products continues.

Now it’s time to bid all Goods Yard readers best wishes for a very happy festive season – but please remember The Goods Yard is always open to anyone who can send information (however brief) about any product (particularly of a technical nature!) that might be of interest to our members – do let your Yardmaster know!
LETTERS TO THE EDITOR

I am writing this e-mail to show my appreciation for a superb day out on Saturday 23rd September at the AGM in Betws-y-Coed. This was the first such event that I have been able to attend and the friendliness of everyone that I met and talked to will mean that it will not be the last. I’m already looking forward to the trip to Belgium for next years AGM. Thanks once again.

Gordon Milne
(Member No 3383)

Hi Bob.
Thanks for another great read I particularly like the hints and tips section, great for us of non engineering background. So nice to hear about other clubs plans, but please can you ask them to supply an address or directions how to get there. Thanks again.

Jim Gidman
(Member No 3066)

Mr David Boyde, 21, Arun Close, Bedford, MK417AD
Dear David,
I must not let too much water flow down the Glaslyn River without saying a personal thanks to you and the rest of the bunch for the organisation of the Betws AGM. I do realise that it is a great undertaking and much hard effort has gone into making the occasion run sweetly. In particular the administration of the Hazelwood’s and the fine details worked out by John and others to make sure that Monday’s trip was memorable. The whole affair served to cement good relations within the Society and I did not hear a single crossed word during all the time we were together as a group.

Dorothy joins me in our appreciation of the event at the track, the dinner (which was well presented) and the trip up the Khyber Pass. Do hold on to the committee: a finer bunch of chaps you could not wish to meet. I was pleased to meet so many people, some of whom I knew and others I did not; it seemed too that quite a lot of people knew me, but I am either getting old or stupid, that I could not recall their names!

I look forward to future-events; I might even contribute again to the “News”!
With all good wishes to you all.

Yours sincerely,
D.A.G.Brown
(Member No 2232)
PJS TOADS GWR or LMS BRAKE VANS WATER TANKS & BRAKES

RANGE OF SIT ASTRIDE BOGIE PASSENGER TRUCKS

BOGIES Offset tee beading Parts made - one off or batch. Repairs & rebuilds

Www.pjseng.co.uk PHONE FOR DETAILS Pete Smith 01920 420881

LOCONAMES

John Styles
5 Heol y Berth
CAERPHILLY CF83 1SP
Vale of Glam
Phone: 02920 861443

E.Mail: johnstyles@btconnect.com

For high quality cast type solid brass nameplates for locos, Traction Engines etc. 7¼" Gauge and upwards.

Ring or EMail for colour brochure with styles and plate designs.

Denver Light Railway

LOCOMOTIVE ENGINEER

New build, Overhaul and Restorations of locomotives
All types of work considered
Contact Andy Walton
Tel. Day: 07790 926854 Eve: 01902 410824
Email: Andrew.Walton@denverlightrailway.co.uk
Web site: www.denverlightrailway.co.uk
LOCO LIFT

DESIGNED FOR LIFTING, TRANSPORTING, MAINTAINANCE
AND DISPLAY OF MODEL LOCOMOTIVES

www.dragonflyforge.co.uk

Adjustable rails to accommodate 3 gauges
3 1/2” 5” 7 1/4”

Prices from £249

Rail table can be positioned at any height up to 3ft depending on trolley jack used

All models have been tested to maximum SWL of 1/2 ton (500kg)

Telescopic sidearms are lockable at any height as a safety precaution but also allows removal of trolley jack

Lifting sections linked for greater stability and a perfectly level lift

Model shown is a powdercoated “Standard” bench

All models can be built to customer specification

Please contact us for more information on range of models, dimensions, pricing or to request a brochure

Telephone: 01986 788132  mobile: 07990 875797  Email: Locolift@aol.com
Dear Bob,

Please find enclosed a selection of photographs for possible inclusion in the 7¼” Gauge Society News.

The photographs are of the Poole Park Railway (10¼ inch gauge), the Weymouth Bay Miniature Railway (10¾ inch gauge) and the Moors Valley Railway near Ringwood (7¼ inch gauge) (shown).

Best wishes,
Jonathan James
(Member No 3022)

*****

Dear Bob,

7¼” Gauge Society A.G.M.

I have thoroughly enjoyed many years of active membership of our Society. The recent AGM at Betws-y-Coed was yet another wonderful event which I also enjoyed from the time of setting-up to packing away. Being called to receive the Charles Simpson Award was a great honour which made me feel very proud.

It was a moment which caught me completely by surprise and I was so overwhelmed with the thought that some kind member(s) had considered to nominate me. I found it impossible to find the words to express my thoughts at the time, and it’s not often that I am found stuck for words!

I am writing this letter to thank all those involved in our wonderful hobby who have enabled me to enjoy it all the more.

With best wishes to all my friends in the Society,
Arthur Bezeck,
(Member No 1993)

*****

Dear Bob,

I hope you will manage to put this little note in the next edition of the News. This is to take the opportunity of wishing all my friends and acquaintances, and particularly all the regular ‘gang’ in the 7¼” Society all the very best for the coming festive season and the New Year. Without ‘the team’ I very much doubt if there would be a Comrie Railroad now as advancing years make it more difficult to keep ahead of Mother Nature with all her ‘weedy’ little tricks, however I now have a useful new (ex council!) commercial mower in my armoury which almost makes mowing the grass a pleasure again! I can get over all the mown areas in about 2½ hours and it has allowed me to keep ahead of the game in that respect. Track maintenance is the main concern, with trying to keep the gauge somewhere near the 7¼” ideal; it’s all those big lumbering locos, 483 being the main culprit, running round! Make all your wheels 1” wide!!!

Talking of 483 I did a silly thing and bought a thickness testing meter as with the boiler now being 25 years old I thought a little checking of plate thicknesses might be in order, how right I was! Although the Rio passed her annual hydro. test in April with no problems a
subsequent check with the meter showed up some areas of the firebox crown sheet, mainly round the area of the fusible plug, were down to 0.156", definitely on the thin side! The boiler is now away having a new firebox fitted which I hope to have back this coming weekend and should be up and running for the SUPU in December. A new set of leaf springs has been fitted to the main drivers which look more like the real thing but will have to wait till I get the boiler back on to see how they pan out. Did I do any calculations? Don’t be silly!

Once again, wishing you all a Merry Xmas and a happy, healthy, prosperous and ‘steamv’ New Year.

Regards to all,
Bob Smith.
(Member No 356)

*****

Dear Sir,

I am writing to you about my miniature railway. I first became a fan of Steam railways when, as a young child on holiday in Wales, my mother took me to see all the different Steam Railways. I quickly developed a passion for Steam Railways; later as an adult I became a member of 10 different Steam Railway Societies and have read everything I could find on Steam Railways all over the world. When I acquired my allotment, I made myself a miniature railway of sorts. I used old Victorian bedsteads, to make the tracks and boxes/crates to make the carriages and although only homemade it gave me many hours of pleasure. I was sorry to have to give it up when we moved to a different area. Later whilst working for Crispa Produce I found a 2ft gauge miniature railway with two wagons, in the nurseries grounds. As it was just left to one side with nobody in particular showing any interest in it, I asked Crispa’s if they would consider selling it but unfortunately it was not for sale. I already have a full size copy of a Victorian railway carriage in my garden, so I thought why not have a miniature railway too. So I set about planning my own miniature railway. At the moment I have two size tracks, a 7½” and a 5” track lying inside of it. I have a Boat Shelf wagon, which is for the 7½” and a yellow tipper wagon, which goes on the 5” track. I also have a 7½” carriage from the “FFESTINIOG” railway. I am awaiting the delivery of a Ruston 040 engine and a 042 Steam Engine. I have read other stories in your magazine and wondered if my story might not only be of interest to your other readers, but also perhaps inspire them to considering attempting to build their own miniature railway.

Yours Sincerely
Bryn Tefie Towyn (Mrs).

*****

Dear Steam Friends,

Let us talk a little bit about how to plan and organize a trip with a steam engine to the continent.

Probably you are like us, you also started on 5 inches engines, but to travel with small engines or big ones like we do, 7½” is something quite different.

You have first to decide how to transport the engine, in a Car or in a trailer. The trailer is
probably the more safe way to travel with engines like ours; some engines can be very heavy.

The second important thing is to be sure that the locomotive, the tender and all the material is correctly stowed, so that during a long trip nothing can be damaged, it is good to check every 2 hours to be sure the material is still well stowed.

The loading and unloading of the material is also a very important point. Some of you have the experience of travelling with engines and going on different tracks it is very important to be sure about how you are going to off load the engines. With 5 inches it is easier but when you have a steam locomotive heavy like 280 kg (550 lbs), it is another story.

Let us talk also about the radius of the different tracks. When you are leaving home for a long trip to visit a track can you imagine off loading and then discover that your engine will not turn because off too small a radius of the track, for something like this you can be very disappointed. For all those reasons it is always good to talk with people who know the track, go on the web site, or better, take the time to visit the track before coming with your engine.

We will now talk about a trip which could be out of your Country.

First is to plan and book the ferry as soon as possible to have the best price (we are now talking about English members who would like to come to the continent), having all the details about crossing hours, and check the price with or without a trailer.

Don’t forget in some Countries like France, Italy you have to pay the highway tolls (it can be very expensive), in Switzerland the taxes are CHF 40 - (£15) for a car and £15 for the trailer for the highways valid one year. You have also to check for hotel booking during your trip, and be sure that your credit cards are accepted in the places you are going.

You have also to think about the Customs. For all countries of Europe there are no problems, but for Switzerland (country which is not in the EU) it can be more difficult.

The name of the papers you need is (CARNET ATA for the temporary admission of goods) we have also the experience of Italian, German, French, Spanish and English friends coming to Switzerland with an engine, they have just made a list of material, a description of the models, the total value, with an official stamp of the authority of the city where they live. We can say that for the moment none had a problem, the only thing which could happen, is that the customs ask you for a money deposit, that you will get back when you cross again, the customs, going home.

Like I said before don’t forget that a lot of members of the 7¼" Gauge Society members are used of those kind of trips, and I'm sure they are very happy to visit other countries, other Clubs, see other types of engines, and discover nice tracks. If you would like to discover some very nice tracks in Switzerland, go on the web at www.swissvapeur.ch and go on the links, there you will discover nice places to visit.

Like we said before a trip like this should be very well prepared. Something we should perhaps also talk about is the way of driving. Things are quite different on the continent, and this is of course an important point. The only way to test it, is to cross ones the channel with your car, and to try. One thing I can tell you, I think personally it is easier to drive with your own car.

Dear Steam Friends don’t forget that in 2007 the AGM will be in Belgium in Brussels, you have plenty of time to prepare your trip, and why not to visit the place before (by plane) so you will discover this very nice track.

Irene and Mario Henzi
Members No2932

58
Bob,

In response to the query by Howard Burford regarding wheels and tyres, I have used both blanks from bar stock, and flame cut blanks from plate. My first comment is that there is a wear difference, but this only shows up if you are going to do high mileages.

At the Hilcote Valley Railway, were on a good Sunday one locomotive can do 25 to 30 miles, the use of blanks from plate certainly shows up ovality. All the coach wheels are from black bar En8a shrunk onto the axles and these have seen 14 years service, and only now is wear becoming noticeable.

With regard to steel v cast iron for the wheel, again it depends on the mileage you do. On my 1/3 size Haig class Kerr Stuart locomotive I wore out a set of cast iron wheels in two seasons, these were profiled to receive steel tyres of En19t wear has been superb over the last 8 years with no noticeable wear present. The tyre blanks were machined from bar blanks by machining the centres out to suit the wheel centre diameter and then shrunk on.

All I can add is that from experience, wheels from bar material have given me better wear characteristics than from plate blanks.

Roger Greatrex,
Member No 858

Dear Bob,

Please pass on to all concerned, especially Paul Frank and his team of helpers, how much the crew from the Drumawhey Junction Railway enjoyed the A.G.M. at Bets-y-Coed.

The icing on the cake surely must have been the Monday run out on the Welsh Highland, the visit to Boston Lodge and the Ffestiniog Railway. This is going to be a very hard act to follow.

Best Wishes to all who helped make the weekend so memorable.

DAVID TEDFORD
Member No 1159

* * * * *
Members will be sorry to learn that Committee Member Ross Alderman died on August 24th after a battle with cancer which he had fought for over two years, with courage, determination and a positive attitude. Much of the substance of an obituary has already appeared in the Summer News (No 117), as Ross wrote his introduction when he was co-opted onto Committee. However, there was much more to Ross than has appeared in that CV.

At school he learned to play the trumpet; indeed he nearly made that instrument his career. Music played an immensely important part in his life and his tastes included groups like Genesis and Fleetwood Mac. He loved jazz, big band and fusion, and his classical enjoyment ranged from Eric Satie to Bach and Tchaikovsky. He had an interest in the sea and when still at school was winning sailing competitions and even took qualifications in coastal navigation; had he done National Service, it would have been with the Navy. With colleagues from work, he would sail competitively. His love of steam and the sea led to him becoming involved in an old steamship, the VIC 56. He was one of the team who converted her from oil to coal firing and on steaming days he could often be found tending the engine and firing her. On land, purchase of a second hand 1965 Land Rover led him to taking part in organised off-roading events.

He was a skilled, talented and very adaptive engineer, capable of turning his hand to mechanics, electrics, computers and any number of manual skills. It was against his very nature to do a bad job. In everything he did, he strived for perfection and quality, and he was respected as a man of great integrity. Ross had an overwhelming faith in human nature, due mainly to the fact that it was against his own nature to let people down. He was a very reliable colleague and friend, who was always ready and willing to help others, whether it be with advice or assistance, and he was pretty well unflappable in a crisis. He'd always put helping others before himself, and in return others were pleased to help him. A friend recently described him as enigmatic; he affected everyone whom he contacted. Ross had a real spark and a love of life which was reflected in his easy-going nature, and his ready wit and sense of humour.

Together, we were welcome visitors at Comrie, travelling the 450 miles to run Tigger there. However, Ross will be best remembered by members as the new owner of the Shay which was built by Paul Frank; anyone who attended last year’s Millerbeck AGM will testify that it was his pride and joy. It gave him great pleasure to operate it all weekend and he was utterly delighted with it and the work of which it was capable. If Millerbeck really is Wonderland then he was the Cheshire Cat. Ross will be greatly missed by everyone who has been privileged to have known him.

David Burleigh.
Members will be very sad to learn of the death recently of Desire (Des) de Smedt at the age of 81 years following a short illness. Many people who never met him will probably have seen or driven one of the fine locomotives that he built at the Mardyke Miniature Railway works in Rainham, Essex. Well over 100 7½” gauge locomotives were built by Des and his team. He began producing locomotives, rolling stock, track and other equipment in the late 1960’s and large numbers of them can still be seen operating not only in this country, but in many other parts of the world on both commercial and model engineering society tracks where they still provide excellent service.

Des had a very full and interesting life. He was born in Belgium in 1925. He studied at Mechelen Technical School and went to work for Belgium Railways as an electrical/mechanical engineer. He joined the RAF as ground crew in Belgium as an electrical/mechanical engineer. He came to England and joined his wife and became Chief Engineer with strongroom makers Hobbs and Hart and later works manager with Safety Tread, who made cast iron products. In their foundry Des would make his own patterns and castings which were later used extensively in his locomotives and rolling stock. He built the house he lived in and the 7¼” line in his garden was a magnet for local children of all ages.

Des loved railways of all sizes and types and would often become interested in less common locomotives because of their individuality, which would lead him to build a miniature version. He was always impressed by the Deltic because of its power, the Hymec and Class 47 for their versatility, the HST 125 for its combination of speed and appearance and an APT because of what it promised. In more recent years he built the French TGV which he felt was the future of rail travel.

Most of the locomotives built under the Mardyke banner were produced with the intention of being able to operate on commercial lines and have stood the test of time. In many ways Des pioneered the use of diesel engines and hydrostatic units for locomotives that could run all day and every day if necessary with a minimum of maintenance. Des believed that a miniature train should look like the full size version.

He will be remembered for the thing he loved most and gave him the most pleasure, his miniature railways. It is fortunate indeed that his son Richard has inherited his father’s skills and is, with the help of his wife Beryl and staff, keeping the Mardyke Miniature Railways tradition of quality, strength and reliability alive.

Des was very much a family man and our sincere condolences go to his family and friends.

Bill Dadswell
The Miniature Railway Supply Co. Ltd.

FLAT BOTTOM RAIL
ALUMINIUM
STEEL

TRACK PANELS
Available as:
KITS OR
READY
TO LAY

CAST IRON
POINT LEVERS
SLEEPERS
Steel, wooden, recycled
or moulded plastic

RAIL CHAIRS
RAIL SCREWS
FISHPLATES
FISHBOLTS & NUTS

POINTER LEVERS
KITS
Components

www.mrsc.org.uk

E-mail: sales@mrsc.org.uk  Phone/Fax: 01442 214702

The Miniature Railway Supply Co. Ltd. is pleased to announce the addition of the Scaleway Signals’ range to compliment our existing products.

42 Stratford Way, Boxmoor, Hemel Hempstead, Herts, HP3 9AS
E-mail: sales@scalewaysignals.com  Phone/Fax: 01442 214702

Wagons
Water cranes
Scaleway Signals
www.scalewaysignals.com

Signals
Lever frames
PNP Railways
Suppliers & Manufacturers of Ready Made Parts for 7¼" & 5" Gauge Model Railways

Sleeper & Track Components

Garden Track Kits • Buffer Stops Kits

Rail Bender • Point Lever Kits • Hardwood Point Kits

Chairs for Bar Rail

Our product range can be viewed and purchased on-line at

www.pnp-railways.co.uk

Paul Norman Plastics Ltd, Unit S5, Inchbrook Trading Estate, Bath Road, Woodchester, Stroud, Glos, GL5 5EY, Tel: 01453 833388 Fax: 01453 834055
e-mail – info@pnp-railways.co.uk
The International Range

Exclusive to Reeves 2000, 'The International Range' of boiler fittings including:

Check Valves, Blow Down Valves, Globe Valves, Blower Valves, Sight Feed Lubricators, Displacement Lubricators Injectors, Whistle Turrets, Whistle Valves, Chime Whistles

**NEW**

Water Control Valves, Oil Check Valves, Axle Pumps, Steam Pumps

Visit the Shop That's Got the Lot!

Castings, Drawings, Boiler Fittings, Paint, Transfers, Drills, Taps & Dies, Bar Stock, Rivets, Bolts, Screws, & Washers, Spring Steel, Brazing & Silver Solders and much more....

Reeves 2000, Appleby Hill
Austrey, Atherstone
Works, CV9 3ER

9:00am-4.30pm Monday - Friday
9:00am-12.30pm Saturday

The World's Largest Stockists of Model Engineering Supplies

7 1/4" Drawings and Castings Currently Available

Including a Full Range of Don Young Locomotives

0-4-0 Hunslet Tank Loco
0-4-0 Adams B4 Tank Loco
0-4-0 Dolgoch Tank Loco
0-4-0 Efidir Tank Loco
0-4-0 Hercules Tank Loco
0-4-0 Jessie Tank Loco
0-4-0 Locomotion Tender Loco
0-4-0 Marie Estelle Loco
0-4-0 Railmotor Tank Loco
0-4-0 Romulus Tank Loco
0-4-0 Tug Tank Loco
0-4-2 Bridget Tank Loco
0-4-2 Dart Tank Loco
0-4-2 Edward Thomas Loco
0-4-2 Tom Rolt Tank Loco
0-6-0 Dean Goods Tender Loco
0-6-0 Hermes Tank Loco
0-6-0 Holmside Tank Loco
0-6-0 Newport Tank Loco
0-6-0 Paddington Tank Loco
2-4-4 Maxi Lucky 7 Tank Loco
2-6-0 GWR 43XX Tender Loco
2-6-2 Lynton & Barnstaple Loco
4-4-2 Lorna Doone Loco
4-4-0 Gooch Tender Loco
4-4-0 NY Central & HR Loco
4-4-2 Adams Radial Tank Loco
4-6-0 Highlander Tender Loco
4-6-0 King George V Loco
Denver & Rio Gr. C19 Loco
Passenger Car Bogies
Slate Wagons

For full product listings, please see our website

Trade Counter Now Fully Stocked and Open to Callers - ALL WELCOME

25th Edition Catalogue

UK: £7.00 inc p&p
Europe: £8.00 inc p&p
Rest of World: £12.00 inc p&p

Reeves 2000
Appleby Hill
Austrey
Atherstone
Works CV9 3ER

Tel: 01827 830894 sales@ajreeves.com http://www.ajreeves.com
Fax: 01827 830831

9.00am-4.30pm Monday - Friday
9.00am-12.30pm Saturday
Closed Bank Holiday Saturdays & Sundays

UK: £7.00 inc p&p
Europe: £8.00 inc p&p
Rest of World: £12.00 inc p&p
## Sales Items!

<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
<th>PRICE</th>
<th>p&amp;p</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bodywarmer - Fleece with embroidered logo</td>
<td>Red/Yellow/Royal Blue/Green</td>
<td>£21.00</td>
<td>£3.50</td>
</tr>
<tr>
<td>Polar Fleece with embroidered logo</td>
<td>Navy/Bottle Green/Burgundy</td>
<td>£16.50</td>
<td>£3.50</td>
</tr>
<tr>
<td>Sweatshirt with embroidered logo</td>
<td>Navy/Bottle Green/Burgundy</td>
<td>£14.50</td>
<td>£2.00</td>
</tr>
<tr>
<td>Short sleeved polo shirt with embroidered logo</td>
<td>Navy/Bottle Green/Burgundy</td>
<td>£13.50</td>
<td>£2.00</td>
</tr>
<tr>
<td>T. Shirt with embroidered logo</td>
<td>Navy/Bottle Green/Burgundy</td>
<td>£9.00</td>
<td>£1.50</td>
</tr>
</tbody>
</table>

Sizes M (38”), L. (40”), XL (44”), XXL (50”)

If you would like any of the above clothing items to special colour or personalised with, for example, your name or railway or both, please ring or email Valerie for a quote.

### Baseball Caps
- Navy Blue: £5.25
- £1.00

### Pull-on Woollen hat
- Navy Blue: £6.50
- £1.00

### Lapel Badges
- Blue Enamel - 1in dia.: £2.50
- £0.50

### Car Stickers
- Inside - 3in. dia: £0.50
- £0.50

### Sew on Badges
- Navy with embroidered logo: £5.50
- £0.50

### Tote Bags
- Canvas with logo: £5.50
- £1.00

### Binders with gold logo
- Holds 10/12 issues of the News: £9.00 per pair
- £1.50

N.B. Also sold singly at £4.50 each if collected at A.G.M., exhibitions or events.

### Umbrellas
- Navy/White with Society logo: £10.00 each

### Commission Sales:

Orders, with cheques payable to “The 7¼” Gauge Society Ltd.” should be sent to:

**Mrs Valerie Westby, 4 Louise Avenue, Gedling, NOTTINGHAM. NG4 2ND.**

Enquiries if in stock on 0115 9114273 (anytime) or by email: valerie.westby@ntlworld.com

Please note we have no facilities for credit/debit cards.