

# MID ESSEX RAILWAY GAZETTE

Issue Number 43

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## Situation Vacant

After forty two issues Dave Rayner has, due to a change in his personal circumstances, decided to step down as Production Editor of the MERG. I would like to take this opportunity of thanking him for all his efforts in setting up and keeping the production of the MERG going.

So that means the club needs a new person to take on this task. The job involves gathering articles and illustrations from club members and creating a mock-up for our Treasurer, Chris Woods, to cast his editorial eye over the offerings. He will hopefully not make too many changes before the finished product can be put together for distribution to the membership.

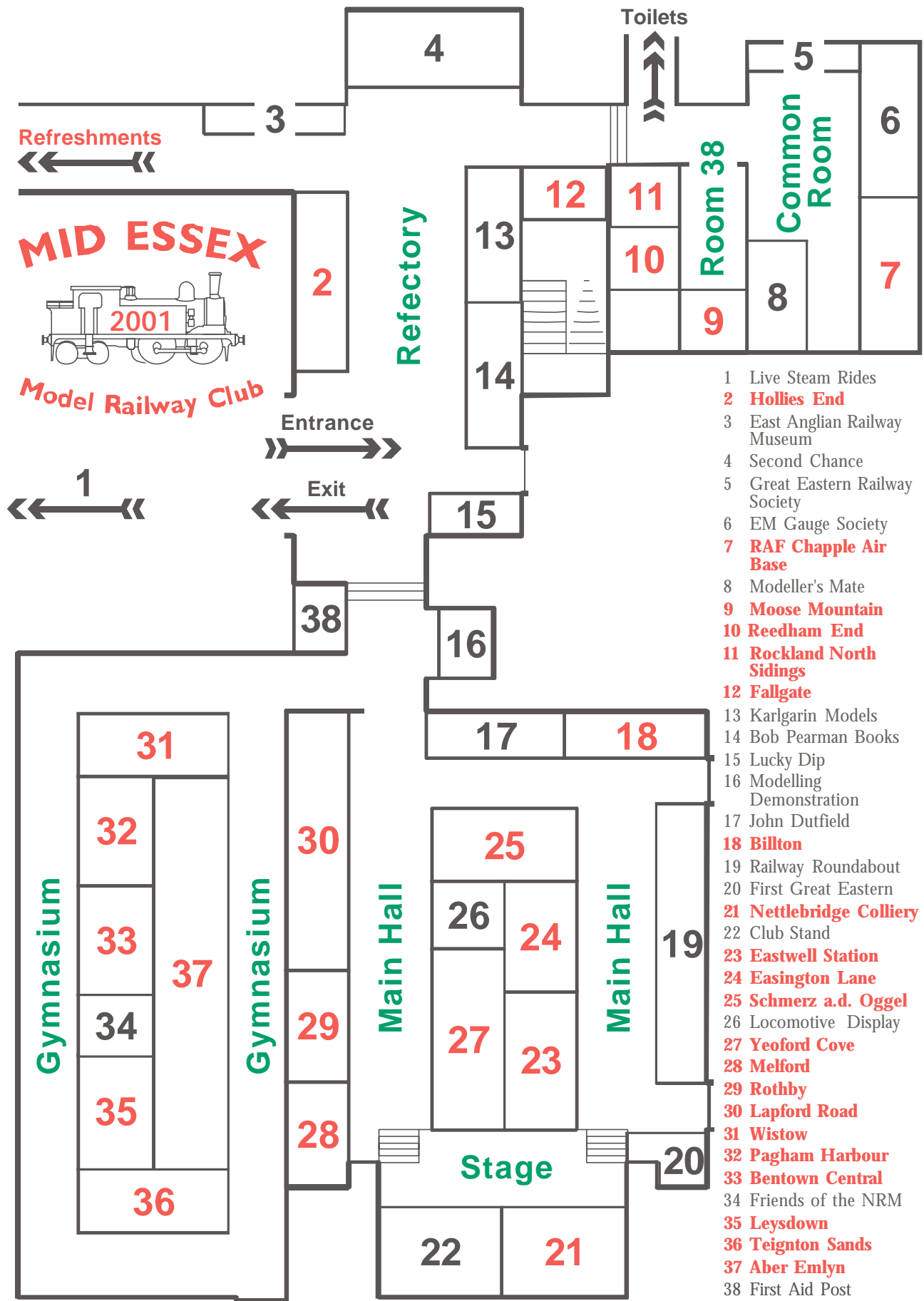
Now for the technical bit. The MERG is produced using a 'Word' template which has the fonts and styles already embedded in it. Helpful hints for production are also included! The fonts used can be supplied separately. The mock-up created by the Production Editor is then emailed to Chris for his perusal. The returned and hopefully completed

document is then returned for printing and distribution. An Adobe version is also created for electronic distribution via the Club web site. Those club members known to have electronic addresses are informed and asked to visit the web site to view the MERG. Dave Rayner is prepared to continue this job as club webmaster. I believe that he would prefer it if he was emailed the MERG already in an Adobe pdf file. A membership list and template for label production is also provided. The printed copies are brought down to the first available club meeting for distribution to those present and handing over to John White for mailing to those not present. The bottom line here is that computing and email facilities are required.

This issue has been produced by your Chairman just after he produced the GERS newsletter! Much as he enjoys this sort of thing he would prefer a volunteer to come forward to fill the post.

*Nigel (09)*

# 2001 Exhibition



To give club members a feel for what should be on display at this year's exhibition, the program entries for the stands have been reprinted here. The hall plan is also given so you can find them with hopefully relative ease.

1 Live Steam Rides - S.E.E.R.S., 31/2 & 5 inch gauges

The South East Essex Railway Society are offering rides on their portable steam passenger carrying railway. The Society caters for all enthusiasts interested in railways,- model railways and model engineering. Details from Mr. P. I. Paton, Syon Reach, 8 Rayleigh Drive, Leigh on Sea, Essex SS9 4JE.

2 Hollies End - On16.5 gauge, Basildon M.R.C.

The layout depicts a small hamlet in North Wales in the 1940s. The narrow gauge line links Hollies End with the main line but maintains its private status. Trades like the timber factory and wool processing works rely on the line to take their products to the main line for distribution nationwide. It also gives the town a link to the ever-increasing network, but still maintains a sleepy existence of which Hollies End depicts.

3 East Anglian Railway Museum - Chappel and Wakes Colne

An information stand where you can obtain details about this interesting museum. They will also be selling some of their own publications on local branch lines

4 Second Chance - Mid Essex M.R.C., Ingatestone

Look out for locomotives, coaches, wagons, track parts, buildings and books. All proceeds go towards the ever increasing costs of running our club house in Ingatestone as well as financing the club's model railway layouts. Details from Mr. D. Zelly, 15 Edwards Close, Hutton, Essex, CM13 1BU.

5 Great Eastern Railway Society - Display Stand

The Great Eastern Railway served the whole of Essex and East Anglia until the railway grouping of 1923, when it was absorbed into the LNER. The GERS is a historical research body devoted specifically to obtaining as much information as possible on the GER. Details from the Hon. Secretary, Mr. Philip McGovern, 65 Harford Drive, Watford, Hertfordshire WD 1 3DQ

6 EM Gauge Society - Demonstration

The EMGS has over 35 years experience assisting modellers who would like to improve the overall appearance of their models. With more than 2000 members worldwide, the Society still retains the "club atmosphere", and organises three ExpoEM events each year. The demonstration is put on by members of the Society who will be glad to help with any questions or queries about any aspect of the hobby. Further information is available from Mike Bell, 200A Prospect Road, Woodford Green, Essex IG8 7NG

7 RAF Chapple Air Base - 009 gauge, Andrew Beresford, Godaiming

RAF Chapple is a WW2 RCAF Fighter Base of area 10, around 1941/42, when the Royal Canadian Air Force were testing the first Hurricane Fighter planes to be fitted with 250lb bombs. The base has a narrow gauge railway, left after construction of new hangers and Nissan huts. This is being used to move personnel and equipment around the site. The layout is based on RAF Warmwell, the former fighter base five miles from Yeovil, Dorset. Many of the buildings existed on this site during WW2.

8 Modeller's Mate - Woodbridge

Modeller's Mate supply a wide range of scenic materials for railway modelling, as well as a selection of tools and adhesives etc. Modeller's Mate may be contacted at 18 Welburn Close, Watersfield Park, Rendlesham, Woodbridge, Suffolk IP12 2UH. Telephone 01394 420873

9 Moose Mountain - HO gauge, Martin Spence, Ely

Moose Mountain is based on a layout which was in the December 1997 edition of Model Railroader. The design allows for two different scenes on its 6ft square baseboard. On one side is a logging camp with saw milling and log pond. On the other side is

an iron ore loading facility which actually loads the ore cars. Both Canadian Pacific and Canadian National motive power is in evidence.

10 Reedham End - 00 gauge, Watford & District M.R.C.

Despite its small size - the visible section is only 4ft 3in long - and apparent simplicity, Reedham End is capable of maintaining interest for long periods. The short sidings and loop can trap the unwary shunter, and demonstrate that a model railway does not have to be large to be stimulating. Points are operated by home made wooden sliders, and there are no separate electrical sections. When purchased the layout was Great Western, but as the owners' interests lie elsewhere the layout currently has a Southern Railway bias.

11 Rockland North Sidings - HO gauge, Watford & District M.R.C.

This small US switching (shunting) project, built by Julian Andrews, proves that you really do not need a lot of space to have fun building and operating a layout. Rockland North Yard represents a small switching yard at a coastal terminus of a branch line in Maine, near the Canadian border. The period modelled is the mid 1960s. All stock is authentic for the setting and runs on Peco code 75 track.

12 Faligate - 009 gauge, Brian Love, Bury St. Edmunds

The layout represents Faligate station on the Ashover Light Railway sometime in the late 1930s, when the mineral traffic (mainly limestone) was still extant, but the passenger service was rapidly declining due to competition from the new bus services. The original track plan has been modified by the removal of one passing loop to accommodate all the essential features of the station, including the fluorspar washer, the tarmac plant, the yard office, cottage and other sundry buildings. The layout is entirely self-contained, apart from the backboards and lighting, and folds in half into a protective box for transportation. The rolling stock and locomotives are kit built, the structures are all scratch built.

13 Karigarin Models - Little Baddow

For many years a supplier of kits in 4mm and 7mm scales, Karlgarin now manufacture too. Under development are coach kits and a range of Australian 3ft 6in gauge locos and stock. Details from Karlgarin Models, Warren Farm, Little Baddow, Chelmsford CM3 4TQ. Telephone: 01245 226110.

14 Bob Pearman Books - Kings Lynn

Bob Pearman Books specialise in railway publications and videos with a vast selection available from his stand here today. Bob Pearman may be contacted at 8 Ffolkes Place, Runcton Holme, Kings Lynn, Norfolk PE33 OAW. Telephone 01553 810673.

15 Lucky Dip - Mid Essex M.R.C., Ingatestone

The Lucky Dip stand is full of an amazing variety of prizes just waiting to be won. All proceeds go towards the ever increasing costs of running our club house in Ingatestone as well as helping finance the club's model railway layouts.' Details from Mr. D. Zelly, 15 Edwards Close, Hutton, Essex, CM13 1BU.

16 Modelling Demonstration – Mid Essex M.R.C.

Members of the club will be building various items such as trackwork, buildings, locomotives and rolling stock. Please do not hesitate to ask questions, we might even have some of the answers. For further details please contact Mr. D. Zelly, 15 Edwards Close, Hutton, Brentwood, Essex, CM13 1BU.

17 John Dutfield - Chelmsford

Here with a selection of new railway items from N to 0 gauge and scale diecast models appropriate for use with model railways. On show is just a small selection of the wide range of items available at our shop at Wards Yard, 133 Springfield Park Road, Chelmsford. Telephone: 01 245 494455.

18 Bilton - TT gauge, Tony Briddon, St Albans

Bilton arose out of a need for a small easily set up layout on which to try out new ideas and to test locomotives. Bilton aims to portray a small 1950s station of LNWR origins on the industrial outskirts of a large town, but is not based on any particular

location. An independently operated extension depicts part of an industrial (heavy engineering) complex with an internal rail system and interchange sidings.

#### 19 Railway Roundabout - Bill Bourne, Glemsford

On Bill Bourne's stall today you will find a wide selection of secondhand model railways, locos, coaches, wagons, buildings, track and transformers. Bill may be contacted at The Walnut Tree, Egremont Street, Glemsford C010 7SA.

#### 20 First Great Eastern

First Great Eastern is the local train operating company, providing services from London Liverpool Street to East London and South & North- East Essex. Our train fleet covers almost 40,000 miles each weekday and a million individual passenger journeys are made on our services each week.

#### 21 - Nettlebridge Colliery - EM gauge, Nick Ridgway, Mid Essex M.R.C.

Nettlebridge Colliery is a coal-winding operation in Somerset. The site is connected to the Chilcompton to Nettlebridge branch off the Somerset and Dorset joint Railway (SDJR) main line. The year is 1907. There is a range of internal colliery workings in the foreground, operated by small shunting locomotives, passing which are typical SDJR branch trains in the background. Based on Iain Rice's scheme, Deep Navigation Colliery, it features his stage-style presentation. This exhibit uses sound effects and colour-balanced lighting and has been developed as test-bed for other developments in 4 and 7mm scales.

#### 22 Club Stand - Mid Essex M.R.C., Ingatestone

On display are a selection of models built by club members showing some of the variety of projects and activities being undertaken. If you wish to find out more details of any model then please ask one of the stewards or contact Mr. D. Zelly, 15 Edwards Close, Hutton, Brentwood, Essex, CM13 1BU.

#### 23 Eastwell Station - EM gauge , East London FineScale Group

This is the fourth version of a fictitious country branch station and is twenty feet long. Based upon the route of the Eaton Quarry branch of the Midland Railway in Leicestershire, it is modelled in the 1930s before road transport took much of the traffic, and when ironstone was an important source of traffic. The details in the dioramas which make up the scenery are mainly scratch built as few suitable items existed in the 1970s when the station area was constructed. The quarry area buildings are new, replacing the original Ellis's Ironworks scene and the main station building and signal box have recently been replaced.

#### 24 Easington Lane - EM gauge, Ian Manderson, Gloucester

Easington Lane station lies on a fictitious secondary route which linked the coastal route north from Hartlepool with the freight line between Ferryhill and Newcastle. The line to the Ferryhill route has now been closed but the line to Hartlepool is retained to serve local industry. Freight trains serve a small factory complex and a cement distribution terminal occupies part of the former goods yard. All buildings are loosely based upon examples to be found in the Wearside/Teesside area. The period is set as 1976.

#### 25 Schmerz a.d. Oggel - 1:50 scale, Tony Mortiock, Tonbridge

This layout incorporates items from a number of places throughout the former East Germany. Locomotives and rolling stock, based on a variety of German 750mm or metre-gauge prototypes, are constructed mainly from styrene sheet with proprietary mechanisms and Ratio bogies. The buildings were measured in Germany and the models built from card on a core of foamboard. The scale of 6mm to 1 foot (1:50), slightly smaller than the conventional 0n16.5, was chosen for ease of working since 1mm equals 2 inches.

#### 26 Model Locomotive Display - 0 gauge, Tony Butcher

On display here today is a collection of professionally kit built and painted models of British Railways standard steam locomotives. These models are intended for use on a garden railway.

#### 27 Yeoford Cove - 00 gauge, Tony Bishenden, Gravesend

Yeoford Cove is a tiny (fictitious) fishing village in South Devon based on Cockswood Harbour situated between Starcross and Dawlish, Yeoford Cove has no station but nestles nicely alongside the GWR main line to the West country. The layout is set in the 1930s although with modeller's licence we are happy to run anything authentic that could be seen between 1900 and 1939. The locomotives and stock are a mixture of RTR, kits and scratch built. The RTR will, in time, be replaced by scale items with scale couplings.

#### 28 Melford - 00 gauge, Kelvin Barnes, Diss

Melford, a fictional terminus station based on nowhere in particular, was rationalised in the late 1970s when a platform was demolished and an extra siding installed. The goods yard has been turned into a fuelling/stabling point and engineers yard. Passenger trains are worked by DMUs but watch out for substitutes. There is a small freight yard situated nearby so a variety of trains can be seen running round or stabled awaiting crews.

#### 29 Rothby - 009 gauge, Paul Windle, Hull

Rothby is situated in a high Pennine valley where the sandstone was found to be ideal for paving stones and roof tiles. To serve the quarry a 2ft 6in gauge roadside tramway from Moorton to Rothby was opened in 1890. Money was always tight but, for a while, the railway more or less broke even. The line struggled on as traffic fell away between the wars. The model operates through the period from 1923 to 1947, following the slow decline of the system. In the early years Rothby acts as the interchange between the roadside tramway and normal railway sections with much exchanging of locomotives as appropriate.

#### 30 Lapford Road - EM gauge, Ken Gibbons, Hull M.R.S.

Lapford Road is based on Lapford, Devon, a very small station with an unusual track plan on the LSWR Exeter to Barnstable line. The time is set as circa 1979-1982, firmly within British Rail's "blue" era. Trains still call at Lapford, though not all of the passenger services are booked to call here. An interesting feature of the passenger workings is the frequent inclusion of one or two parcel vans on DMU turns. The line carries a varied goods service to and from Barnstable, including ball clay trains from Meeth. A peculiarity of the station layout was the lack of a headshunt, thus requiring all sidings to have catch points.

#### 31 Wistow - 0 gauge, Lawrie Smith, Enfield Town M.R.C.

Wistow is a fictitious branch-line terminus somewhere in the Peak District of Derbyshire. The time is the mid-1930s. The line was supposedly constructed by the Midland Railway and is now part of the LMS. The station building and Stationmaster's house are based on those at Matlock. There is a small goods yard and a private siding to the premises of the Wistow Wire Works. The layout was designed and built by Tony Kell as an exercise in "minimum space 0 gauge" but is now owned and operated by Lawrie Smith of the Enfield Town M.R.C. who has added some scenic touches and his own kit built locos and rolling stock.

#### 32 Pagham Harbour - 009 gauge, Greenwich & District N.G.R.S.

Welcome to Pagham Harbour, a minor port somewhere on England's south coast. In these years following the Great War many railway companies have fallen on hard times. In spite of this the company still manages to operate some passenger services along its overgrown tracks. Pagham is named after a real place on the south coast of Sussex, but the railway and its surroundings are an "alternative history" of the area.

#### 33 Bentown Central - 00 gauge, Mike Rand, Danbury

The layout is very loosely based on the Southern/British Rail era of the 1940s ~ 1960s. Whether steam or early diesel electric, something is on the go most of the time. It shows what can be achieved using items bought off the shelf at any model railway shop or second hand at exhibitions and swapmeets. Hopefully, Bentown will encourage anyone who may be considering building a layout or upgrading an existing train set to have a go.

#### 34 Friends of the National Railway Museum

The National Railway Museum at York cares for the National Collection of Railway Artefacts, ranging from locomotives and rolling stock, photographs, posters and drawings to uniforms and other artefacts of railway operations. The Friends will be on hand to talk about the work of the museum and to sell, in aid of restoration work to the collection, a range of museum related souvenirs.

#### 35 Leysdown - P4 gauge, Uckfield M.R.C.

Leysdown was the largest station on the Sheppey Light Railway and served the embryonic seaside resort with limited facilities. The scenic section is of scale length (12ft) incorporating a typical Colonel Stephens station building and an SE&CR water tower both principally built from card and plasticard.

36 Teignton Sands - N gauge, Southend M.R.C.

Teignton Sands is a fictitious town on the coast of South Devon and was originally a junction for the GWR. The branch line still exists and this is in fact the entry to the storage yard. The original concept was that the whole yard would be hidden under the cliffs, but we now have found difficulties with the operation and have had to fit extra roads to accommodate the stock that we have. The station still has its four platforms in use and, with the opening of the channel tunnel, it could become an important junction once again. The red cliffs are typical of the area round Dawlish, which is where the club got the idea for building the layout. The stock used on the layout is all modern image, though you will on occasion see a rail fan steam trip.

37 Aber Ernlyn - 0 gauge, Great Yarmouth M.R.C.

Set in South Wales, Aber Emllyn forms the terminus of a short branch line connected to the main network by a triangular junction. Considerable coal traffic is generated and there are regular branch and secondary passenger services. Locomotives and rolling stock are representative of three distinct periods 1900, 1930 and modern image. A sequenced timetable is in operation using a mixture of these. Constructed to 0 gauge finescale standards, the track is hand built using C&L track parts. Buildings are mostly representations of actual structures including the double track GWR goods shed and fully motorised 45ft turntable. Work on signalling and further scenic detailing is underway at the time of writing.

*Now you have the program details, that is no excuse for not attending!*

*Your help is needed for setting up on Friday evening from 18:00 to approx. 23:00. We start again on Saturday from 7:00.*

*If you find that you are unable to help, please contact Peter Burrell on 01268 761997 after 19:00 on any evening. Please also contact Peter if you can offer extra help.*

*Please don't forget the club second hand stall, your chance to get rid of those unwanted railway bits and raise some money for yourself and the club. Back issues of railway magazines in good condition will also be accepted for sale.*

*Please also bring along items for Lucky Dip prizes if at all possible.*

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## Cider House Rules

The 'Cider House Rules' brought Michael Caine his second Oscar in a very long, successful and distinguished film career and this got me thinking. What if you could award pubs, Oscars? What categories could you have? Best country pub, best town pub, best licensees, best beer etc. Who would I vote for? With some 70,000 at my disposal, it would certainly take some time before I could pass my personal judgement; and supposing I had to visit every one, every year? I already have a number of 'favourites', some of which I have written about in these illustrious pages, some I have yet to write about and plenty more I have yet to discover. I am reminded of a Yorkshireman who I met in the Plymouth Arms in Okehampton whilst on holiday in Devon. He too was travelling around the county photographing and drinking in the finest Devon had to offer. Having swapped details of where we had been, what we had found and which places we still had to visit, he sipped deeply of his pint, looked at me with a wry smile and said, "It's the thrill of the chase!"

The chase is probably a good way to describe the day I am about to relate to you. Once again it was during my holiday

in Devon in the summer of 2000, or at least what summer there was before it started raining last September; it involved many miles of travelling on a single day, superb scenery, and two very excellent pubs.

Following a hearty breakfast, and I mean that most greasily, we walked up from our Torquay hotel to the bus stop to wait for the 09:20 Devon Bus service no.172 for Tavistock. It was a cool but otherwise a not unpleasant day but little did we suspect what Dartmoor had in store for us as our ageing brown minibus stopped to pick us up. Having bought our day rovers, we settled down for our hour long journey and with no one other than the three of us to talk to our driver took to explaining the why's and wherefores of Devon, the UK, the world and the universe in general; I think it fair to say that there was no subject to which he did not have an opinion.

After Newton Abbot, we passed through Bovey Tracey before entering Dartmoor itself. As we went higher and higher we entered the low lying cloud base and the views disappeared behind a veil of grey and associated dampness. With headlamps on and the windscreen wipers working

furiously, our little bus forged on past some of the finest views I have ever missed and it was only on nearing our initial destination that things began to improve.

“Tom Pearce, Tom Pearce lend me your grey mare, all along out along down along ley, for I want to go to Widecombe Fair, with Bill Brewer, Jan Stewer, Peter Gurney, Peter Davey, Dan'l Whiddon, Harry Hawk, Old Uncle Tom Coble and all, Old Uncle Tom Coble and all”. So goes the old song – please forgive any misspelling of any names – but although we were now in Widecombe-in-the-Moor it wasn't the fair that we had come to find. We prepared to leave the bus and bade farewell to our driver who then proceeded to explain in some detail his working diagram for the rest of the day; it seemed there was a strong possibility that he would be driving the bus on the next stage of our journey in several hours time. Three of us had boarded the bus in Torquay and the same three got off at Widecombe, with no one getting on or off en route throughout the entire hour's journey. What was it 'they' all knew and we didn't; and when were we going to find out?



Having left our 'taxi' we skirted a few early morning tourists, dodged a few raindrops and sporadic schoolchildren with clipboards, and then made our way round the church to the New Inn, opposite which we found a sign pointing our way to Widecombe's best kept secret, 'Rugglestone Inn 1/5'. Now I've seen signs that say a quarter of a mile and I've seen signs that say half a mile. I've even seen signs that say three quarters of a mile, but a fifth of a mile? That's a new one on me!

We walked downhill from the centre of the village, through the clouds, and at a bend in the lane came upon the Rugglestone Inn. Named after a huge piece of granite rock nearby on the moor, this granite-stoned pub has changed little over the years except for the installation of a small bar; in past times your beer was served from a doorway in the corridor. Just far enough from the village centre to avoid the hustle and bustle of the blue rinse cream tea brigade, you are left in a convivial atmosphere of simple furnishings, a flagstoned floor and gravity beer, where conversation with the locals and like minded individuals rule the day, proving that you do not need music or game machines to entertain you.

After about 3 hours chatting with the governor and supping several pints of his excellently kept Butcombe Bitter and a pint of Bass, we retraced our steps back to the village centre and what a transformation. The sun was shining and Widecombe-in-the-Moor was swamped with several coach loads of cream tea loving grockle, a far cry from the oasis we had just left. Fortunately, we only had a few minutes to

wait for our bus and sure enough when the 172 arrived our 'chum' was once again at the wheel.

Back on the road with the cloud removed we were really able to start appreciating the scenery. The bus retraced part of our earlier route before dropping down to Ashburton then re-climbing the moor to Dartmeet and on to Princetown, which at 1,400 feet has claims on being the highest town in England. The longest stop on this journey was to wait for a couple of Dartmoor ponies, a mare and her foal, to leave the road in front of us.

Princetown is a bare looking place. Spread out over one of the highest parts of the moor it is easy to see how grey and bleak it might look on a wild rain lashed day and with open moors all around it is perhaps unsurprising that this spot should have been chosen for Dartmoor Prison; its proximity underlined by a passing car that had a man in the back seat handcuffed between two others.

Having looked around the visitor centre we visited the Plume of Feathers - a pint of Plume of Feathers bitter, a house beer brewed by Bass - and the Railway - a pint of Princetown Brewery Railway 4410, named after an engine that used to work the now long defunct moorland railway line - before emerging once more into a beautiful sunny afternoon to await our next bus that was to take us on the next leg of our journey to Exeter.

It wasn't long before the First Western National No.82 'Transmoor Link' - that runs from Plymouth to Exeter across the centre of Dartmoor - hove into view. The run from Princetown to Moretonhamstead is really not to be missed, especially from the top deck of a double-decker bus. The views in places are really quite stunning, although this time we had to thank the weather for letting us see them. The route also passes the Warren Inn somewhere between Postbridge and Moretonhamstead, a remote pub high on the moor miles from anywhere. It is said to have a fire that has remained alight since the 1840's but unfortunately this time we were unable to fit it into our day's schedule, so I shall take a rain check for another time.

We arrived at Exeter St. Davids station and went into the Great Western Hotel - somewhere I have already mentioned in my last article - for a pint of Exe Valley Devon Summer and a well-earned meal.

Fed and re-watered it was time to visit one of the most basic of traditional bars I have ever been in despite the fact that it doesn't sell any beer! What, I hear you gasp incredulously, Havill in a wine bar.....well yes, actually, sort of. Let me explain.

We caught the 21:36 train to Newton Abbot. The weather had closed in once more and we walked the rain soaked streets until we came upon a rather plain white washed walled building with a large blue sign on an end wall, a little green plaque above the door and a tiny almost inconspicuous red neon sign that proclaimed, 'Cider BAR'. We went in.

When I first went there, two days earlier, I wasn't quite sure what to expect. I think I had mentally conjured up a vision of a lot of rotund cheery red-faced farmers sitting on bales of hay going, "oo arr!". In fact the Cider Bar is nothing like that. It is, as I have already said, an old traditional bar with stone and tiled floors and wooden benches and tables. A long drinking corridor connects the



main bar to a games room that houses a pinball machine amongst others. It has been a licensed cider bar since the early 1900s and was partly before then a farmhouse where people would sup a glass or two on their way home from the market. As I also said, it is a cider bar, it does not sell beer or lager, it sells cider, real cider drawn straight from wooden barrels or smaller plastic casks. There are a number of different varieties and styles, even perries. With varying tastes and flavours, from dry to sweet, there is something to suit most people and all of it dangerously drinkable! And don't expect to pay normal pub prices; you can get, my favourite, Sam's Medium at 6% ABV for as little as £1.40. But if you don't, heaven forbid, like cider, then there are fruit wines made from every possible source you could imagine (one day David I will take you here!).

On this occasion I had a pint of Sam's Dry and half a pint of Thatcher's Diesel, the latter almost being bright red in colour.

The Cider Bar is a wonderful experience not to be missed if you are ever in the area and is somewhere I'll come back to time and time again, as I have already done so when attending the annual Maltings Beer Festival in Newton Abbot.

From what I remember we caught the late bus back to Torquay, the bus stop thankfully being almost opposite the hotel. It had been a truly excellent day. We had experienced a wonderful pub in the Rugglestone Inn, but for me, the 'Cider House (Bar) Rules!'

(Tim 28)

## G5 for SSM/BBC2

It just took my eye!



I was in John Dutfield's shop one rainy Saturday morning and this orange-coloured box just looked at me from his second hand shelf. I found myself rummaging for some banknotes to purchase the freehold of an unmade Nu-Cast G5 0-4-4Tkit.

The prototype was widely used in the north east. They originated as class O, being a front-coupled passenger tank with unusually small wheels - most 0-4-4Ts are around the 5ft 6in mark upwards whereas this one is no more than 5ft 1½in. During the LNER period a small number were moved to East Anglia where they saw service on the Audley End via Saffron Walden to Bartlow line, among others.

Drawings for the NER appearance of these tanks appeared in the September 1960 Model Railway Constructor.

Things have come on a bit since these whitmetal kits were produced, so building a kit some twenty years late can seem a bit like a trip back in time. The body goes together well with Superglue, having a modest level of detail as one might expect with this style of kit. I chose to substitute the cast smoke-box door handles with an ELF one (from EMGS), to add the ELF steam-heat pipes and to replace the split pin handrail knobs with Alan Gibson ones. Parts are left over from the kit components for the NER hopper bunker and the earlier cab roof. I added the control-boxes-on-poles for the Saffron Walden auto-train control and the lamp irons, also the smoke-box door number plate, which is white ink on black paper. The trailing sandboxes needed thickening with 100 thou plastic to get them near the right dimensions for this loco type.

Being cast whitmetal the body is already somewhat heavy, though I did fill the tanks and smokebox with Plasticene where I could in order to get more weight onto the driving wheels (one doesn't need 2-10-0 adhesion on an 0-4-4T!).

The chassis needed a bit more fuss and I discarded the cast items in favour of the Alan Gibson etched side frames and frame spacers. The kit needs wheels and brake-gear to complete and these were chosen also from Gibson. A Branchlines gearbox and flywheel, Gibson crank pins and a Sagami motor complete the branded purchases. Construction follows the convention for what works for me

with a “Flexichas”-derivative 0-4-4T in EM (though if I was doing it again I’d try to hide the flywheel a bit better):

1. Frame spacers narrowed front and rear to accommodate side-play and turn of the rear bogie
2. Fixed, load-bearing bogie pivot point with absolutely no sideplay
3. Sideplay on leading drivers
4. Driving wheels equalised with twin beams inside frames
5. Motor driving onto the rear driving axle, loosely attached to the frames
6. Flywheel and gearbox
7. Brakegear mouldings arranged with fine fuse wire, scraps of brass and plastic, etc.
8. Sanding pipes fitted leading and trailing (note these locos had steam-powered sanders).
9. Phosphor-bronze wire “back-scratcher” pickups
10. RFI suppresser capacitor across motor leads (helps the Relco!)
11. Dummy sand pipes attached to the frames (leading boxes) and to the cast/plastic trailing boxes.

Note that the etched coupling rods are a close miss on the rear of the leading steps and, as is common with whitmetal kits, a fair amount needed to be whittled away from the inside of the front sandbox/splasher castings to obtain passing clearances for the EM wheelsets.



Painting BR mixed traffic steam engines is simplicity itself nowadays. After the obligatory grey primer spray the body has been over-sprayed with matt black and the details picked out in other colours. I find it important to paint the cab roof and smokebox with a different shade of “dirty black” to highlight the different surface textures of these two features. Having chosen earlier to retain the boiler detail I ended up with the cast boiler bands instead of my preferred Sellotape ones. Transfers are partly Pressfix and partly Modelmaster.

She glides well and will go round prototypical radii, though the curve in the brewery will spit her out!

*Nick (19)*

## Sardinia

A rather late booking to Sardinia for a fortnight didn’t enable us to do much prior research on railways or transport, other than studying a 1995 Italian Railways stockbook. We were staying in the North East corner of the island, about 15km south of Olbia beyond which is the fairly exclusive ‘Costa Smeralda’. Within a few days it became apparent that distances on the map are deceptive; North-South of the island by road is probably 4-5 hours and twisting mountain roads add considerably to journey times. A visit to Olbia FS (Italian State, standard gauge) station during the first few days elicited a local timetable (after some linguistic difficulty with my 1974 O-level Italian – I nearly got a ticket to somewhere I didn’t want to go!) which showed the FS services together with some of the narrow-gauge FdS (Ferrovie del Sardegna) lines radiating from them – not all linked to each other. There were other FdS lines shown, but the timetable simply said that details had not been available by the time of going to print. FS operate diesel units, often single cars or in pairs, from the capital Cagliari in the south to Sassari and Porto Torres in the North West and to Olbia and Golfo Aranci, a substantial ferry terminal (including train ferries) which we visited near the end of our fortnight – freight everywhere! There are other services radiating from Cagliari. Whilst the passenger services are fairly sparse, long freight trains (mostly double-headed Class D443 diesels) abounded during the intervals. We didn’t travel anywhere on the main line but managed a few photographs of railcars and freight trains. In the meantime our very helpful tour rep had tried to find out about the ‘missing’ services, even to the extent

of giving me the mobile phone number of a lady in Sorgono where one of the mountain lines terminates – but had also concluded that, although FdS have steam locos, these do not work in summer because of the fire risk. She also established that the lines in the central mountain region had journey times of 4-5 hours each way and that these were at least 3 hours’ drive from where we were staying – hence we reluctantly decided to concentrate on a line a bit nearer to our base.



A few days later we went north (about an hour and a half away by car) to Palau, another ferry port opposite the island archipelago of La Maddalena and the southern tip of Corsica. By then I knew there to be a narrow-gauge (950mm) line from there westwards to the mountain town

of Tempio and on to Sassari (116km) and was intrigued by the roadside line down to the quayside at Palau – with shiny rails suggesting recent activity. Palau main station was fairly extensive but deserted; there was, however, a timetable indicating two return trips each day during summer and we ended up waiting for the 18.30 arrival.



A green 1959/60 centre-cab Bo-Bo diesel arrived amidst much hooting (not least to clear a Scottish camper van from the track) with two carriages in tow. The return working involved propelling the coaches up the incline and reversing to Palau main station. Once the excitement was over, I asked for a timetable and (with more success this time) was duly given a glossy booklet produced by FdS to promote several of the more interesting narrow-gauge lines as tourist attractions (Il Trenino Verde della Sardegna – the little green train of Sardinia). On our second Wednesday we drove up to Tempio; it was going to be via a mountain road out of a village called Birchedda, but the road west was blocked by a crashed tractor and trailer, by no means an uncommon situation – and we couldn't find the road east, only a 1 in 4 granite sett road which ended at a restaurant in a pine forest! We backtracked via a larger road at that point. Finding Tempio station was an exercise in itself – the Italian let me down again, managing the question OK but not the answer! – but eventually we made it and bought our ticket for the 17.00 to Palau and return. There were some

railcars in the station, two derelict steam locos and I think something interesting in the shed – but we missed the chance to tack on to a group heading that way. The journey, though, was more interesting than I had imagined, passing in a horse-shoe round a huge reservoir midway along the route and crossing some quite impressive viaducts and a good many level crossings. The Bo-Bo (which sounded rather like a Class 20) certainly had some power to spare with 2 coaches, the rear of which bounced around considerably on the faster stretches of line! Because of the timetable, we had only about 15 minutes in Palau before returning to Tempio and a drive down the mountains to Olbia and our apartment. The booklet has some tantalising glimpses of other lines which mean a return visit is on the cards – and there is a video of steam specials which I am attempting to get hold of. In the meantime the very rusty Italian has become slightly less corroded!



[www.treninoverde.com](http://www.treninoverde.com) is a comprehensive guide if you've got access to the internet (the English translation is a little odd in places though, but no worse than my Italian!). Otherwise you can fly there from Stansted.

Chris (21)

## The Mid Essex on Tour 2001 (First Cut!)

### Canterbury Exhibition

From the camera of Geoff Baker, a couple of views of the Blackwells Brewery Team 'performing' at the Canterbury Exhibition in January.



We know what you were looking at Chris....



The Chairman seems blissfully unaware of the Creature rising from the depths below the Brewery!

## Expo EM

A couple of pictures of the brewery performing at Expo EM last May from the Chairman's camera.



A quiet moment in the brewery sidings (or is it?)



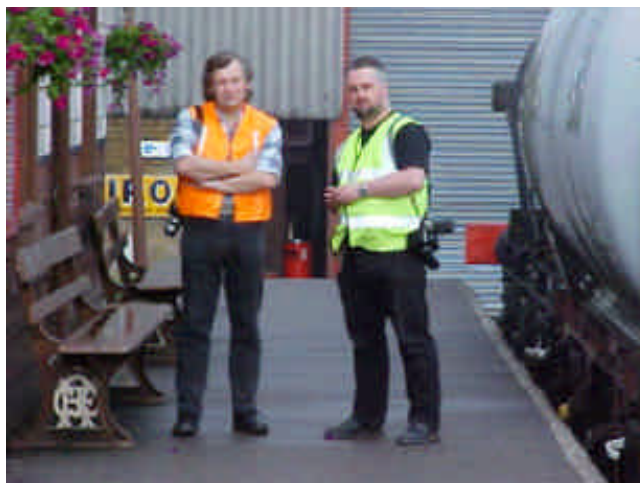
Perhaps we should provide a backscene (after all these years!)

## Mangapps Driving Evening

The annual driving and photography evening at the Mangapps Farm Railway Museum took place again last July, a week or so later than usual this year but that did not stop those club members, family and friends who attended having a good time. Steam engine 'Brookfield' was the engine available for driving on the main line and an 03 shunter was made available for pottering up and down the sidings. The museum building was open so we could inspect the exhibits. I believe that we all managed at least one turn driving on Brookfield and some of us spent a long time driving the diesel shunter.

Fish and Chips were again supplied to those who pre-ordered (always useful if you come down straight from the office). The big difference this year was rain! For possibly the first time in living memory it rained on our parade. That's why we're all sheltering in the picture above. The usual game of 'dodge the Secretary' was played when it came to the time to collect the money to pay for the evening. The highlight for your Chairman at least was the chance at the end of the evening to take the diesel shunter out on to the main line and see what it could do if opened out. After a test run, this experience was offered to a full cab load of club members. As it was now quite dark, this brought the proceedings to a close and we departed after

once again offering our thanks to John and June Jolly for allowing us to 'play' (under supervision!) with their trains.



Presenting.... The Management!



What has been said (or done) to the Secretary?



Mangapps pictures provided by Peter Burrell.

*Nigel (09)*

## Noticeboard

### For Sale

Amstrad 5046 personal computer with keyboard, monitor, spare monitor

(spares or repair), dot matrix printer, all cables and Works 2.0 (word processing/spreadsheet/databases). £50 to Club member or exchange for your

unwanted books/kits/bits/RTR to agreed same value.

Nick Ridgway 01245 264244.

## Dates for Your Diary

### 15 Sept Mid Essex MRC 24<sup>th</sup> exhibition

6/7 Oct Folkestone exhibition  
 13 Oct **Blackwells Brewery Co** at Harlow exhibition  
 20 Oct **Blackwells Brewery Co** at Chelmsford exhibition  
 20/1 Oct Warley exhibition, NEC, Birmingham  
 27/8 Oct Colchester exhibition where we'll be the EMGS modelling demo  
 17 Nov **Blackwells Brewery Co** at Romford exhibition  
**2002**  
 19 Jan Blackwells Brewery Co at Leamington Spa Exhibition

21 Feb Mid Essex MRC AGM  
 24 Feb Club Open Day at Brentwood Theatre  
 2 Mar Blackwells Brewery Co at South Hants Exhibition, Portsmouth  
 24/25 Mar Blackwells Brewery Co at Festival of Railway Modelling, Alexandra Palace  
 30 Mar York Exhibition Visit

Any member interested in any of these events should contact David Zelly (13) for further details of timings and transport arrangements.

His address is 15 Edwards Close, Hutton, Brentwood, Essex, CM13 1BU. Tel: 01 277 216 098.

## Copy Deadlines

15 <sup>th</sup> November 2001	(for publication on 4 <sup>th</sup> December)	15 <sup>th</sup> August 2002	(for publication on 3 <sup>rd</sup> September)
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16 <sup>th</sup> May 2002	(for publication on 4 <sup>th</sup> June)		

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*The views expressed in this publication are not necessarily those of the Mid Essex Model Railway Club. This issue prepared by Nigel (09) and Chris (08). YOUR help in writing the next issue would be appreciated. The 44<sup>th</sup> issue of the **Mid Essex Railway Gazette** might be published before 4<sup>th</sup> December 2001 – it's up to YOU. All copy to be in by 15<sup>th</sup> November 2001 at the latest.*