

PARALLEL LINES

The newsletter of the South Dublin Model Railway Club

Issue 8 — January 2014



22000 Class 4 car unit with a Mallow to Tralee train just north of Killarney, December 2013. (photo: M. Adamson)

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EDITORIAL

Christmas is over and its time to prepare for the upcoming exhibition season. This kicks off with the North Down Model Railway Show in Bangor on 12th and 13th April. The Board of the club would like to see as many members as possible get involved in helping out at exhibitions. There are plenty of opportunities to help out as the club exhibits at several shows throughout the country during the year. If you are interested, please talk to the Secretary, Paul Daly, the Chairman, Joe Keegan or any of the Board members.

Last month's issue featured a photo of a typical CIE branch line train on a Tralee to Mallow service in the late 1980's. This issue is more up to date with a photo of the modern rolling stock on the same line, an IE class 22000 Rotem railcar. This set, no. 22228, is one the sets recently converted to four coaches.

Our station history series continues in Donegal with details of the branch line terminal station at Glenties. This is an interesting station with plenty of trackwork and buildings and would present an interesting challenge to any modeler whether building it as an authentic narrow gauge station or using it as a template for a full gauge station .

From the Archives features an article from David Wynne on his Great Windsor Railway layout. Many thanks to David for this and other articles he has provided which will appear in the magazine in due course.

As usual please remember that the newsletter is for all members of the club and any input is welcome whether it is an article or a single photo. If you have any suggestions or have anything you wish to be included in the magazine whether it is about railways in general, modelling, your own layout or anything else of interest to members please contact me in the club or at the following e-mail or simply send your material to me at this e-mail: madamson59@gmail.com.

Enjoy this issue.

A handwritten signature in blue ink, reading "M. O'Brien". The signature is written in a cursive style with a large initial 'M' and a long, flowing 'O'Brien'.

STATION HISTORIES

GLENTIES STATION, COUNTY DONEGAL

Glenties Station was the terminus of a branch line from Stranorlar and was located north of the town. The station had all facilities for passenger and goods traffic including an engine shed and a carriage shed.

The line into the station split in two with one line serving the passenger station and maintenance sheds and the other the goods facilities. In 1915 when the station was fully 'built out' it had a single 180' long platform with a two storey station masters house, waiting rooms, booking hall, parcels & booking office, WC and oil store. All were stone built with slate covered roofs. Adjacent to this was the brick and stone engine shed (noted as being seldom used) which had a 25' diameter turntable in front of it and a water tank on a stone supporting structure. A separate siding led to a steel framed corrugated iron carriage shed.

The signal cabin with five working levers was built of wood with a slate covered roof. It located on the approach to the passenger platform.

There was a large stone built goods shed with an adjoining office and a 180' long goods platform. A separate siding served the cattle platform. This was 439' long with 'ordinary filling' but the middle 39' were surfaced with concrete.

The station masters house had four bedrooms, kitchen, scullery, sitting room and outside WC.

By 1928 an additional 90' siding had been installed beside the engine shed serving an open wood framed shelter with a felt roof. This was noted as being used as a rail bus shed in 1937. At the same time the carriage shed was noted as being dismantled. The rail bus shed was gone by 1947.

In 1931 the passenger waiting room was no longer being used nor was the engine shed. One of the levers in the signal box was now spare. Part of the goods siding serving the platform was now removed although it was noted that the goods store was being used to its full capacity. A 30 cwt crane was noted in 1937 but was 'very little used' as was the engine water tank.

At some stage in the 1920's – 1930's BP had an office and oil tank adjacent to the station but this was gone by 1935.

The line closed in 1947.

In 1949 the former booking hall and waiting rooms were let to John Egan & Son (Dublin) Ltd as a beer and spirit store at £50 per annum. By 1952 the engine shed was let to Bernard McDevitt & Company Ltd at £30 per annum and the station masters house was let to checker F. Sharkey at 13s. 1d. per fortnight inclusive of rates. The Donegal Railways (Joint Committee) continued to occupy the goods shed and the booking office.

Today the station masters house and adjoining buildings are still standing and are visible off the Fintown/Letterkenny road.

The plan shown is of the station in 1928 when all additions had been built and before demolitions began. The siding lengths in feet were given as follows (numbers correspond to those on the plan below):

1 - 2: not given;

3 - 4: 114'

5 - 6: 720'

7 - 8: 240'

9 - 10: 180'

11 - 12: 405'

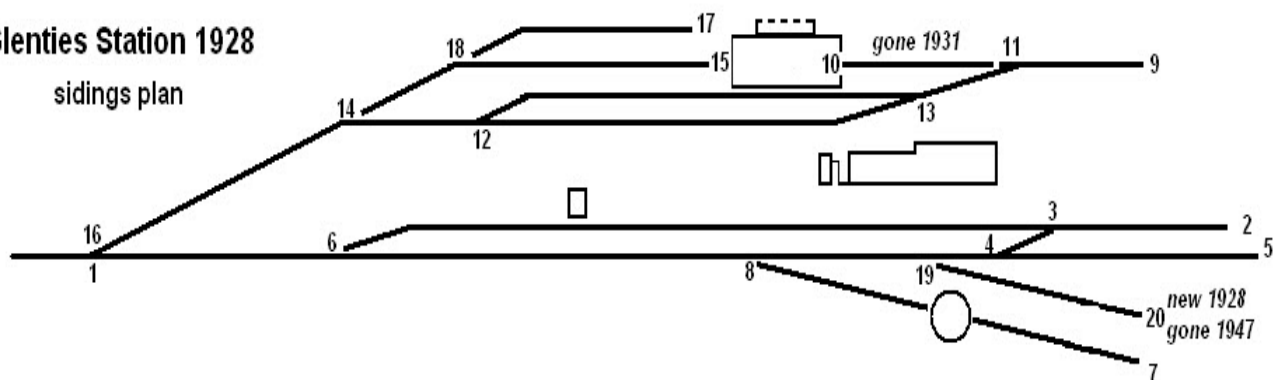
13 - 14: 450'

15 - 16: 555'

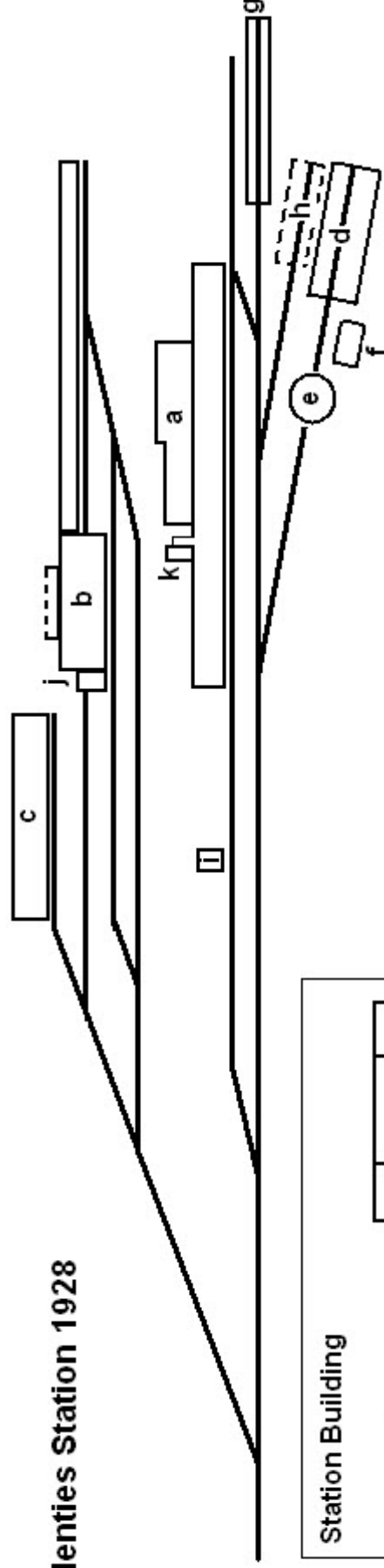
17 - 18: 234'

19 - 20: 90'

Glenties Station 1928
sidings plan



Glenties Station 1928



Station Building



Key:

- | | |
|--|---|
| a - Station building - 20' x 35' | m - Station masters house - 35' x 20' |
| b - Goods shed - 63' x 25' | n - Waiting room - 14' x 23' |
| c - Cattle & goods platform - 159' x 24' | o - Booking hall - 21' x 23' |
| d - Engine shed - 43' x 21' | p - Booking, parcels office - 14' x 23' |
| e - Turntable | q - WC & Oil store - 10' x 10' |
| f - Water tank - 15' x 10' | r - Outside WC - 10' x 3' |
| g - Carriage shed - 96' x 13' | |
| h - Rail bus shed - 21' x 9' | |
| i - Signal box - 10' x 9' | |
| j - Goods office - 18' x 11' | |
| k - WC & oil store | |

FROM THE ARCHIVES - THE GREAT WINDSOR RAILWAY

By David Wynne

THE GREAT WINDSOR RAILWAY.

By David J. Wynne

Visitors to some of Dublin's Model Railway Exhibitions over the past few years may have seen an "N" Gauge layout called "The Great Windsor Railway" and they may like to know a little more about it. The layout is 6'6" long by 2'6" wide and is based on plan S15 in the Peco publication '60 Plans for Small Railways'. Incidentally it was originally designed to occupy a space of 8ft by 5ft in OO Gauge. It is loosely based on Great Western Railway practice, and this, combined with a chance remark by one of my friends in the South Dublin Model Railway Club, linking my name and the street where I live (Windsor Road) with the layout gave rise to the name. The small size of the layout is a result of domestic restrictions. I live in a relatively old house with low roofs - three of them in fact, all less than 4'6" at the apex. Consequently, the only space available without taking over a bedroom was on the landing, which is about 5ft wide and so the layout was designed to fit this spot.

Construction is of 1/2" chipboard, cut to the profile of the line, and mounted on a subframe of 2"x1" batens. This has been normal practice for model railways for some time, and while it works well for a solid topped layout, I would hesitate to recommend its use for a portable open-top layout like mine as it is not sufficiently rigid for transportation. In fact, I would now suggest an outer frame of 3"x1" or even 4"x1" to anyone contemplating a portable layout. Trackwork is Peco with a mixture of Peco and Arnold points, all laid in foam rubber ballast. This, I feel, was also a mistake, which only compounded the lack of a strong base, leading to all sorts of problems from points breaking to faulty fishplate connections every time the layout was moved. In future, I am going to try out soldered joints between the track sections, especially on curves.

The scenery is made of Modroc (plaster of paris bandage) laid over broken up expanded polystyrene packing cases. This is painted with a mixture of powdered water colour paints, white PVA adhesive and sufficient water to make the resultant goo spreadable. Scatter is added while this mixture is still wet. I find that it is a good idea to mix up various combinations of commercial and homemade scatters in small plastic boxes so that one can vary the colour easily when rushing to get the scatter in place before the paint dries. Trees are a mixture of bought and homemade. The homemade ones are made from lichen glued to suitable twigs, covered with a spray adhesive, dusted with a mixture of fine mid to dark green scatters and finished off with a coat of hairspray, which serves to keep the 'leaves' in place.

Buildings are a mixture of Minitrix, Builder Plus, Prototype, Biltezi and scratch built. The layout is split in two as far as the overall scenic treatment is concerned, with the low-level station (Windsor Road) representing a mainline through/terminus station on the outskirts of a large town in the 1950's, while the high-level station and village, which form the major part of the layout, are set, with the occasional exception of the trains passing through, in the 1930's. As I was interested in producing something which looks pleasant (and therefore is not considered an eyesore by the rest of my family) as well as being operationally satisfying, I have made an effort, within the bounds of commercial availability, to portray aspects of both village and rural life of the

period. I must congratulate Messrs Fleetline and Langley on the ever increasing range of scenic bits and pieces which they have produced.

Motive power is, like most other N Gauge modellers that I know, a collection from all sources, although I have tended to concentrate on Minitrix and Graham Farish. I have also built some locomotive kits which use Arnold chassis and these have prompted me to add some Arnold Continental locomotives to my stock. While not prototypical I always defend the situation by stating that 'my' GWR is only continuing the trend started by Mr. Churchward when he imported some De Glenn locomotives from France for trials. In addition, I recently added some Japanese Locomotives. These are made by a company called KATO and are imported into England by Messrs M. G. Sharp of Sheffield. They are fitted with five pole motors and represent excellent value for money, ranging in price from 13.50 Stg. for a two car DMU to approx 29.00 Stg for a 4-6-4 steam locomotive.

Rolling stock was primarily Lima and Peco, mainly because I disliked the old couplings on Graham Farish. I have changed my mind about their coaches now that they have introduced bogies with sprung couplings and metal wheels, which improve the performance out of all recognition.

I commenced building the layout in 1976 and had it essentially complete in time for the South Dublin Model Railway Club's first major exhibition in 1979, which, by the way, attracted an attendance of over 14,000 people in three days. John Byrne of Hornby and myself connected my layout (the GWR) with his, the Landale Miniature System (the LMS) by way of a 14 foot bridging section which we built between us. This took the form of models of Victoria Bridge and Hampton Road Station on the 14 mile long preserved Severn Valley Line near Birmingham.

Unfortunately, the LMS has fallen by the wayside since 1979 but the GWR and the Severn Valley section appeared again, this time with a 4'x2' return loop at the SDMRC exhibition in 1981. In addition the GWR was at the NACP exhibition in Willow Park over the New Year and at the Fellowship for the Prevention of Childhood Handicaps Exhibition in the Mansion House in April, it also appeared on RTE's 'Anything Goes' program in February. All these shows have taken their toll and I doubt if the layout will appear in public again. However, I am still working on it at the same time as planning its replacement.

During the time I have been working on the development of the layout I have benefited from my membership of both the South Dublin Model Railway Club and the N Gauge Society. It is very nice to know that there are people around with whom you can discuss problems and ideas, and I am very grateful for their help and advice over the years. The photographs accompanying this article were taken by Mr. John Kennedy of the Green Studios, who is also a member of the South Dublin MRC, to whom I am also grateful.

SOME MODEL PHOTOS



A Roco model of a DB Class 112 loco with Piko models of double deck stock on the Westport layout.
(Owned and photographed by M. Adamson.)



Murphy's Models CIE 141 loco and Cravens coaches on the Rosslare Strand layout.
(Variety of owners. Photo: M. Adamson)

LE PETIT TRAIN DE LA RHUNE



The train arriving back into Col de Saint-Ignace. (Photo: M. Adamson)

Le Petit Train de la Rhune operates over a steep and dramatic metre gauge rack railway from Col de Saint-Ignace east of Biarritz in France to the summit of La Rhune almost 3,000 feet above sea level. The summit is on the Spanish border and has a restaurant from which travelers can view the dramatic scenery of the Basque country on either side of the border. 2014 marks the 90th anniversary of the opening of the line in 1924 and it is still operated by the original rolling stock. Two trains operate passing each other at a passing loop half way along the line.

Further information can be found on the website www.rhune.com



© M. Adamson

A close up view of the loco at Col de Saint-Ignace. (Photo: M. Adamson)



© M. Adamson

The view from the summit of La Rhune (Photo: M. Adamson)

CLUB NEWS

The Club is on Facebook. Remember to check it out and don't forget to 'Like' the page.

Visit by Dundalk Groups. The committees of two groups from Dundalk, the Dundalk Railway Heritage Association and the Dundalk Modellers' Group, visited the club on Saturday 25th January to view the Adavoyle layout.

Library. The number of books in the library now exceeds 1,000 with a further 60 books from a recent large donation yet to be registered. The club now subscribes to New Irish Lines which is now in a new glossy format.

Adavoyle. The Adavoyle team have been working on the maintenance of this historic layout. A troublesome and elusive electrical fault has been fixed. The overhead lighting is now working also. The layout was recently moved out from the wall to allow easier access to the layout.

Westport Layout. Some running repairs have been made to this layout as trains were uncoupling on the upper level of this layout.

Bereavement. Former member Arthur Lawrence passed away on 30th January. May he rest in peace.

Warmer winters ahead. The new heater has been installed in the Library.

AGM. Remember that the club AGM will be held on a Wednesday towards the end of March.

Upcoming exhibitions.

Intermodellbau - 9th to 13th April 2014, Messe Westfallehallen, Dortmund, Germany - see www.westfallehallen.de/messen/intermodellbau Some members of the club will be visiting this show, probably the largest of its kind in Europe.

North Down MRS - 12th & 13th April - Bangor.

York MRC - 19th to 21st April 2014, Knavesmire Suite, York Racecourse, York, England - see www.yorkshow.org.uk

First Bangor MRC - 23rd & 24th May - Bangor

SCRAPS FROM THE BOARD TABLE



New Members. A warm welcome to Gerry McCarthy, Eoin Gibson and Norman Thompson whose applications to join the club were recently approved by the Board.

40th Anniversary. 2015 marks the 40th anniversary of the founding of the club. The Board are currently considering how to mark this important event.

House Rules Reminder!

Keep the Disabled Parking Space free.

Wash your Cups!

Club Nights - Before you go home please check that there is a key holding member still present.

And finally.....

Elevated Trains

A man and his wife check into a hotel. The husband wants to have a drink at the bar but his wife is extremely tired so she decides to go on up to their room to rest. She lies down on the bed... just then, an elevated train passes by very close to the window and shakes the room so hard she's thrown out of the bed. Thinking this must be a freak occurrence, she lies down once more. Again a train shakes the room so violently she's thrown to the floor. Exasperated, she calls the front desk and asks for the manager.

"I'll be right up", says the manager.

The manager is sceptical but the wife insists the story is true. "Look... lie here on the bed - you'll be thrown right to the floor!" So he lies down next to the wife.

Just then the husband walks in. "What do you think you're doing in bed with my wife!" he says.

The manager calmly replies, "Would you believe I'm waiting for a train?"