An Daingean

Dingle - or Reinventing the Wheel

- edited by Simon Starr, Chester Model Railway Club

Background

What is it that makes people take a leap into the unknown, to try something different? Most will say that it is the challenge of doing something new, of overcoming some obstacle, or 'because it seemed a good idea at the time'. In our case it was probably all three! Back in 1992, one of us purchased a *Branchlines* kit of a Tralee and Dingle 2-6-0 loco along with a coach, the most common design on the original railway, because it 'shouted out' buy me! There was also a promise of a brake third to come although modelling politics meant that this never transpired. The loco was built and even worked for a time but the problems of meshing delicate gears were not then properly appreciated and after painting the chassis, it died! However, a seed had begun to germinate for the future. At the time we were still working on and exhibiting Upton Dale (see *Railway Modeller* Nov 1992 / Feb 1993) and we had dabbled with mixed gauge trackwork (improbably 2' 3" and 3') on the incomplete section of that layout. We then purchased and moved into our own clubrooms, which, as they were smaller, put paid to any further work on Upton Dale, so thoughts were given to what we would do next. We wanted to do something different, of a finer more precise kind, to improve our modelling skills. We were inspired by those seeking to promote 'finescale' narrow gauge modelling and were very broadly guided by the standards used by the *EM Society*, enabling us to use a range of wheels such as *Ultrascale*, *Romford* RP25 etc. Old Upton Dale (see *Model Railway Constructor* March 1984) was sold to make room for the new layout and there was a lot of discussion over what form this should take. The final choice came down to Killybegs on the County Donegal system or Dingle in South West Kerry. Both were strong contenders but at the time we felt there was more specific, published and pictorial information on Dingle - David Rowland's Bradford Barton book and the 1950's Pat Whitehouse one! Miles Bevan had also just published a series of articles in the '*009 News*' on modelling the Tralee and Dingle, which proved interesting and articles had appeared in the '*Scalefour*' journal in the light of Adavoyle's experiences regarding 'standards' in narrow gauge modelling which included measurements for prototypical flange depths and trackwork! From the books, we gleaned a station plan and a clear track diagram, though it has to be said that the majority of the buildings and the viaduct have, from necessity, been scaled from photographs and guesswork. An amazing amount has been published on the Irish narrow gauge since then and it should be noted that there were very few kits available other than the *Branchlines* ones, Peter M^{c}Parlin of *Backwoods Miniatures* had only just got started and our plan was to scratch build everything else. This was going to be a big step for us, even if others had been doing this for years!

For the population of Dingle, back in the early 19th Century, the main source of income was from inshore fishing, though it was hard to get the fish to market over 30 miles of rough road whilst it was still fresh. The quality of the land was poor, so little agriculture was possible and there were few cattle on the peninsula for lack of decent all year grazing and the lack of transport to get it to fresh pastures in the summer. Understandably, the populous was very keen to see a railway built so that they could access the market and farmland at Tralee and with the passing of the Tramways Act in 1883, this was made possible. Privy Council sanctioned the line in 1884, though there was a delay while a contractor was sought and final approval was not given until September 1888 with a Capital of £150000. However, given its length, this was railroading on the cheap and the line was built with many severe gradients, including several miles of continuous 1 in 30 and sharp radii curves. The line finally opened in March 1891. It rarely paid its way and the residents began to vent their feelings, especially when, in 1893, a train ran away in wet weather down the grade to Camp bridge, tried to round a 3 chain radius curve and jumped into the river killing the driver and fireman and a train load of pigs! The 'Dingle Train' became the subject of local folklore and tales abounded. One involved a

woman whose horse had run in front of a train and was killed. It was hauling her drunken husband and colleagues at the time, though they were unharmed. Afterwards she was heard to remark to the driver, "The Devil be with ye, Paddy Ryan, 'twas the old man ye should have killed and not me fine horse!" There were several other incidents over the years and the line probably deserved its notoriety, although usage settled down in time.

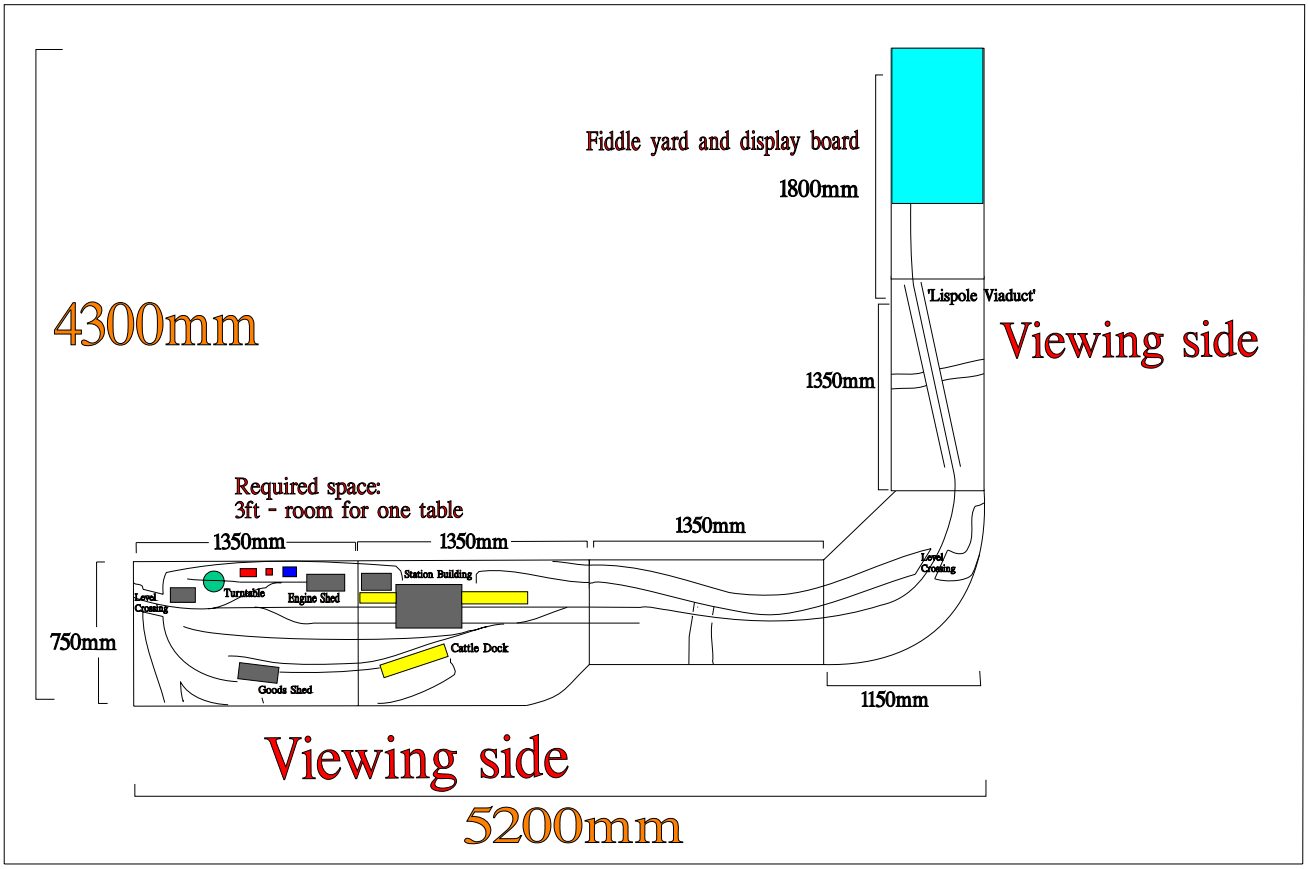
The line from Tralee to Dingle was 31½ miles long with a branch of 6 miles to Castle Gregory though this was closed in 1939 on the cessation of the passenger service. The roads on the Dingle Peninsula were poor and the main routes were surfaced in that year. The choice was a massive investment of cash to improve the track and hence running speeds to counter the local bus, or to shut the passenger service down. The Great Southern Railway of Ireland who had taken over in 1925 decided on the cheaper option, *which is why we model Dingle in the 1930's (with considerable licence).* Goods services continued until 1947 after which only the infamous once monthly cattle trains ran, with many of the main commentators of the time describing or photographing their exploits, including Pat Whitehouse, Tom Rolt, H.C Casserley and Ivo Peters. In the early 1950's, this was the one great railway adventure to make, equivalent to a trip to deepest China or South America today. In July 1953, even these cattle 'specials' succumbed and the line closed. Forty years later, a small section of line re-opened at Blennerville. The preservation group have repatriated No. 5T from the 'States' and it runs on its old line again, albeit with imported Spanish coaches. Sadly it is very unlikely that the sight of a Hunslet tank climbing the fearsome gradients with a train will be anything but a distant memory, although, it has to be said, where would the Welsh Highland Railway be without someone's dream!

And so to our own dream! We produced a layout plan that reduced by about 1/3 the length of the real station making various other compromises too. In retrospect, some of the changes we made were inappropriate and have made the layout unnecessarily disproportioned. One successful compromise was that of using a larger diameter turntable. At the time, we were going to run one of the old *Anbrico* Donegal Railcars and the wheelbase was measured for that. As it transpires, *Backwoods* have produced a far better range and quality of railcar and the *Anbrico* one has remained in its box. A poorer decision was to build the baseboards flat, a mistake which was only fully realised after it was too late to alter, as the ground falls away at the Tralee end of the station.

Baseboards / Lighting

In deciding a method of construction, we started with the track plan and then thought about appropriate board size. We wanted enough room for the station and the various sidings to create the rural, spacious feel of the original, hence wider boards, but after this, we felt that a section with less width would mean less scenic work to attend to. For some of us, this was disappointing, as we like to get a feel for the setting of a railway. It was pointed out, however, that there wouldn't be the time to complete the work to a high enough standard and reluctantly it was agreed that the other boards, which in fact came more as an afterthought, would be narrower. The two station boards are 1350mm x 900mm, one with a curve at one end to narrow it for the others. This originally led on to a 1800mm by 750mm length fiddle yard that was converted from one of the 'Upton Dale' boards that wasn't used. There are now three extra boards, each having their own character, Lispole viaduct, Skylough crossing (on the corner) and a roadside section. Apart from the fiddle yard, the boards are topped with 6mm plywood, having box section longitudinal supports carrying the top and the integral legs, which are made of 50mm x 25mm pine and fold down with supports to make a type of trestle. The boxes are the full 1350mm and are oblong in section, 150mm x 75mm. The boards have proved both lightweight and incredibly durable considering the temperature changes in the clubroom - 70^{o} in the summer to -5^{o} in winter! The three 1350mm x 750mm 'character' boards are built in the same way. The station and fiddle yard boards are free standing, the others 'piggy back' onto the next in line. This makes setting up a challenge in getting the position right but we are getting better at this! To travel to exhibition we use a long wheelbase transit van or equivalent and needed a way to pack the whole layout. Robert Griffiths designed a way of stacking and packing it all, but this weakened the boards after their first outing and he has since had to strengthen them. When we come to build our next layout, the way we pack it up for exhibition will be incorporated into the plans from the start!

The lighting was only originally designed for the station boards and takes the form of another plywood box section holding two fluorescent tubes, which folds in the middle and slots into two free standing supports attached to the layout by clamps at either end of the station sections. Aluminium sheet is folded at 120^{o} to throw the light downwards and not into the operator's faces. Lighting for the rest of the layout is from three matt black lighting stands with two bulbs in each, all angled down to the layout. These are attached to the outside of the boards and do restrict the view fractionally, but are necessities, especially in some exhibition halls.



Trackwork

Having built the boards, we then considered track laying. In the past, we had always soldered rail to copperclad paxolin sleepers. This works well enough, but we wanted to improve on this and get rid of the unrealistic 'solder chairs'. At first, we purchased some code 40 (40/1000 inch or 1mm) rail which is delightfully fine. However, the period we model is in the 1930's, just after the Great Southern Railway of Ireland re-laid the last 2 - 3 miles of main line into Dingle, using 72lb rail from the Cork, Blackrock and Passage line. Despite this, a test track was laid down using the Code 40 rail, as it seemed a shame to waste it! We also wanted to try different types of ballast to see which looked realistic but didn't affect the running. In the end, we used some very fine N gauge ballast mixed with *Woodland Scenics* to create a slightly overgrown look. Since then the Dingle stock has happily used the test track, though the flanges on some stock is deeper and bounces along the sleepers! Our track is made from rail cut to scale 30' lengths, with vertical electrical droppers soldered approximately halfway along, and glued using epoxy resin glue onto plywood sleepers (*EM Society*). The base is thin foam (*C&L*) covered with white paper to which the sleepers are glued with wood glue. The points were made in generally the same way but to give strength in vital areas the rail was carefully soldered to inverted copper rivets (*EM Society*) placed in the sleepers using a jig designed by Robert. In order to power the points we spent the money earned from writing the last *Railway Modeller* article to purchase most of the *Tortoise* motors we needed! We wanted to avoid moving sleeper tie bars and it was a considerable challenge to marry the motors to our scratch built points, because ideally the blades needed to remain electrically isolated from one another. None of the proprietary tie bars we could find were suitable and in the end purpose built assemblies were fabricated. The *Tortoise* motors are a considerable improvement on the Post Office relays we had used in the past as they are a

lot less brutal to 'fragile' track, and have been 100% reliable. They are also very quiet especially in an exhibition hall and given that we have tried to build the layout to finer standards and the blades don't move that far, people are often surprised to see an engine suddenly going in a different direction, without having heard a distinct clunk!

The track on the extension round the corner and across Lispole Viaduct was constructed differently. We recognised that the time taken to lay the track on the station board had been considerable, so, to speed this up another jig was made and rail was soldered to rivets on one side of the sleeper, the track laid and the other rail soldered using track gauges, to a pre placed rivet. This allows about ½ mm give on curves that helps the longer wheel based locos.

Scenery

The countryside around the station, which was placed almost a mile out of town, was typically Irish - green. In fact, I matched up an emerald colour to see if it looked right - Ireland isn't emerald colour! There is nothing particularly special about the scenics. For most of it, we used of a variety of *Woodland Scenics* products with horsehair for the bushes. As an experiment, I wanted to try using dyed lint (dye from the *Dylon* range No. 34) for some of the fields. This looked all right, but, despite having been painted a darker colour, it was probably not left long enough to soak up the dye and could therefore be darker still. The only problem with lint is that it seems quite hard to get hold of in decent quantities. In the main the inspiration for much of the scenery comes from '*Landscape Modelling*' by Barry Norman (published Wild Swan), though we fall a little short of his standards as yet - we are on a steep learning curve. The moulding of hillsides is done with polystyrene off cuts, stuck down with PVA and then carved to shape with an 'old' carving knife (well it was if anyone asks!) and then coated with Polyfilla or equivalent. The road surface is Polyfilla again, this time painted when dry to give a continuous colour. It is a good idea to mix a little PVA glue into the 'filla' along with some black paint to give a grey undercolour in case a bit is chipped off - the PVA just gives it a bit more strength. For some of the side tracks, crushed Polyfilla can be used after it has been left to dry on a sheet of plasticard, thinly spread. This makes it easier to get off and grind up - if you want slate, say for Welsh quarries it also gives you a nice effect, just put a bit more black in to the mix and a touch of blue and don't mash it too much - much lighter than real slate!

Buildings

Some years back I was lucky enough to visit Pendon. This was more to see the standard of the model buildings than the railway, which is *almost* incidental to the whole project. I was inspired but a little depressed, as my initial efforts were disappointing. A copy of '*Cottage Modelling For Pendon*' by Chris Pilton (again pub Wild Swan) was then purchased. There hasn't been the time to follow their strictures to the full and the buildings would not satisfy Roye England, though the station, station masters house and crossing cottages compare quite nicely with the real things. John Fry was responsible for the excellent water tower and engine shed and spent several months building a 90% scale model of Lispole viaduct. Remarkably, a passable model of the corrugated iron goods shed was found in the clubroom, having been made by a late member following a visit to Ireland. Tidied up, it was installed as a temporary measure and is still there. Many of these structures no longer exist and have had to be scaled from photographs, as only one of us has been to County Kerry and he forgot his tape measure!

Having done the research a scale mock-up was made from card, or plywood in the case of the viaduct, to see if it looked right and then the models were built, mostly from artists mount board. It is available quite cheaply and is strong enough, with bracing, to make a fairly sturdy model. In short, the construction methods are clearly described in the book mentioned above. The viaduct is made from plywood, which has been covered in plaster and scribed to represent stone. The 50ft central girder sections were constructed from soldered brass strip - this was time consuming, but a visually satisfying model has resulted!

Turntable

The turntable was scratch built and is built on top of a 1 rpm synchronous motor (liberated from a piece of lab equipment) which gives a reasonable speed without further gearing. A carefully made sector plate locates with micro-switches to give the exact stopping place. A bit of relay logic allows the operator to press a switch to initiate the fully automatic 180^{o} turning sequence. The turntable is just a few millimetres longer than the railcar wheelbase. This means its bodywork overhangs considerably, so driving this on to the turntable is quite a challenge and the move always interests viewers.

Signals

There are three signals on the layout. Two conventional ones are in the station area and a peculiar double-armed specimen at Skylough Crossing. Derek Mundy identified these for us from photographs at his exhibition demo stands. The two at the station are standard Saxby and Farmer products. The double arm signal appears to have been specially constructed from some standard parts, although some aspects of its construction have had to be guessed at. They are all built in brass and whitemetal using readily available parts from *Model Signal Engineering*. The two station signals are powered from modified 'continental' relays, which are entirely satisfactory, but a devil to adjust to get the correct 'throw'. A pair of motors from *Embedded Controls* currently power the double arm signal. These are servo based and give fine electronic adjustment of the 'throw' as well as some 'bounce'. All the signals are electrically interlocked with the points or crossing gates as required, so perform a useful function to the operators.

Level Crossings

There are two level crossings. There is a non-working one at the end of the station where the line went down to the harbour, and a fully working model of Skylough Crossing in the centre of the layout. The gates for both are from *Model Signal Engineering* kits, the Southern Railway model being the closest we could find, but with some modification using prototype photographs. The gates had some cross-members removed and the rest thinned, a delicate operation as the whitemetal is very fragile; scratch built lamps etc. completed the work.

At Skylough the gates are hung on hooks of bent wire, soldered into the post, the movement being effected by small stirrups under the gate transmitting the movement from below - like an iceberg, it's mostly under the surface! Underneath the board, each gate is driven by a motor and gearbox, the speed of which is controlled by a potentiometer to give a cycle time (both gates) of about a minute. The gearbox shafts are fitted with adjustable levers that bear on to micro switches that enable precise stopping positions to be set up. A bank of relays control the opening and shutting sequence, and again the operator has only to initiate the move, the rest is automatic; the only thing missing is the man opening or shutting the gates!

Wiring

The turntable and level crossing have integral relay control and have already been described, but the rest of the layout has wiring that has been made as simple as possible. The layout is split into two sections, the station and the fiddle yard. The station is operated by small switches on a track plan each switch operating a point, signal, uncoupler or isolating section. The Tortoise point motors are wired according to their instructions (they are under power all the time), and the integral switches are used to change the polarity on the point crossings (frogs). Trains are exchanged between the station and fiddle yard at changeover sections either side of the level crossing. These section switches also initiate the level crossing opening.

We have spent some years experimenting with controllers, as the small *Mashima* motors used in our models are very sensitive. Initially we used old non-feedback '*Gaugemaster*' units, but, when they needed replacing, found the latest feedback models unsuitable as, in general, the motors just don't like them. A '*Tasma*' hand-held model was tried and, although this is certainly ergonomically excellent giving true one hand control, it doesn't give enough power for some of our engines, which run too slowly. We have settled on the hand-held '*Modelex*' units, available from their exhibition stand, as giving the best control. These come in a robust, although hardly ergonomically sound, casing. We are still looking for a perfect all round performer!

Fiddle yard

This was built on one of the boards from the old Upton Dale as mentioned earlier. There is a short section of double track, one being a siding, the other being the main line. When we show the layout in its short form the 'siding' forms the station headshunt, though when we show it in the long form it is an odd looking length of rail for redundant or dead stock, which no-one has yet seen to question, amazingly. The fiddle yard area has two functions - the second as an information board about the original railway, which we are pleased we put effort into as many read it and it helps to put the model into context.

To store stock we use the cassette system and we have a variety of lengths of these for different trains, including short ones for locos to save them being handled. Since dual control was installed, the operation has become easier and whole trains can be made up ready for departure, without physical contact. The cassettes are made up of 20mm L-section aluminium strip glued onto plywood bases. To power a train we place modified bulldog clips between the upright sections of two adjoining pieces. In general, this has been a reliable system, yet unbelievably we found when buying a second batch, we could only get an imperial size - 3/4" section (the size of the 'L') - not the metric we started with, and the difference is critical!

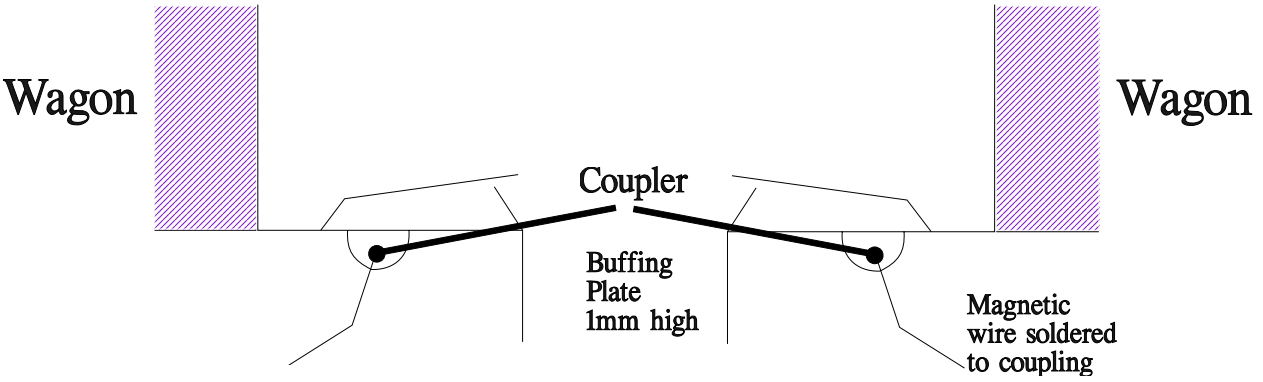
Rolling Stock

The stocking and operation of Dingle was always going to be a compromise. Even to model it in the 1930's, as we do scenically, there were only two arrivals and departures each day so a prototypical timetable would not be too interesting to watch. Of course, by the 1950's this was down to one or two cattle trains per month! However parts of the Irish narrow gauge have seen the intensity of service we give 'Dingle'. An example of this took place in March 1908, at Ennistymon, on the West Clare Railway, when 156 wagons and 9 locos were needed to move all the livestock after a major cattle fair! Our compromise then became twofold; firstly to increase the arrivals and departures to six or seven *per hour*; secondly, to introduce a wider variety of stock than ever really existed. Both make the 'service' far more interesting than would otherwise be the case. To maintain a degree of accuracy all stock runs in an original formation and livery, so that a false sense of reality does exist!

The ***Tralee and Dingle*** stock exists in the form of three 2-6-0 Hunslet tanks - No.s 1T (currently a non runner, mentioned earlier), 2T and 6T, with No. 5T waiting in the wings, not yet completed - all *Branchlines* kits. There are also about 15 wagons and five coaches that run in various formations throughout the show - these are either *Branchlines, Backwoods Miniatures, Parkside Dundas, Worsley Works* or scratchbuilt items. We were quite excited when we heard that there was a possibility of a 4mm scale Tralee and Dingle Kerr Stuart kit being produced (*Northstar Design*), but nothing has appeared yet! The highlight for us is the double headed departure from Dingle with a long trail of wagons and coaches which looks superb going over Lispole Viaduct even if we say so ourselves. However, one of the most popular vehicles with the viewers is the ***County Donegal*** articulated railcar which only just fits on the turntable - getting the positioning wrong wrecks the turntable, so you have to be 'passed out' for this manoeuvre - and no I don't mean to have had several pints at lunchtime! This is a *Backwoods* kit and often runs with a scratchbuilt 'red van'. When it is cooperating, which isn't always the case, we have a ***Londonderry and Lough Swilly***, or, to be pedantic, it should be a ***Letterkenny and Burtonport Extension Railway***, 4-8-0 tender loco, a splendid beast, which pulls a rake of Donegal coaches - all courtesy of *Backwoods*. When this is not running a ***County Donegal*** Class 5 (*Backwoods* again) pulls the coaches instead along with a wide variety of wagon stock. As with the Tralee wagons stock is numbered and modelled on specific prototypes rather than rely on manufacturers instructions which are not always accurate. The only complaint we have with the *Backwoods* wagon stock, which goes together well, is that the doors are moulded recessed into the frames rather than flush with them, which spoils the overall impression. On some of the wagons we have gone to the trouble of replacing the doors with ones in the right position though this is difficult with open wagons. A short ***Clogher Valley Tramway*** train appears in the cycle along with coaches although the wagons have yet to be built. A ***Cavan and Leitrim*** 'Lady Edith' is being built and, by

the time you read this, will probably running although it will need some stock. Both of the above are *Backwoods* kits. To do the shunting at Dingle we use 'Phoenix'. This originated as an 'Atkinson-Walker steam tractor' on the ***Clogher Valley Tramway***, where Henry Forbes, the resourceful manager of the ***County Donegal Railway***, was also on the 'Committee of Management'! It was a miserable, underpowered failure on that line so Forbes bought it for 100 guineas, put in a Gardner 6L2 diesel and sold the engine's boiler to a laundry, not quite making a profit, but hardly doing badly on the whole deal! The only foreigner, i.e. not from Ireland, is stock from the ***Isle of Man Railway*** - although the origins of 3ft in Ireland perhaps come from here. In fact one of the earliest 3ft Irish narrow gauge locos was a supposedly a copy of 'Peveril', a Manx Beyer, Peacock for the ***Ballymena and Larne Railway*** in 1877 - so we can sort of justify running it, loosely! There are two locos, 'Caledonia' and 'Maitland' (*Branchlines / GEM* kits), along with the 'Foxdale coach' (*Roxey Mouldings*) and several wagons (*Branchlines*). We are always looking to increase our stock to add variety and also to help out Phoenix and T & D No.2T which are getting a little worn; the former is now on its second motor, the latter continually having work done to compensate for worn bearings and gears. Sadly, manufactures seem to have 'lost interest' with 3 foot narrow gauge (with the honourable exception of *Worsley Works*) and apart from manufacturer's old stocks and second hand stalls, availability is well past its peak

On all stock, we use *DG couplings.* These have their pros and cons, but by and large we have got used to their idiosyncrasies. Their biggest plus is that they use electro-magnets and have delaying latches which enable wagons to be deposited at the end of sidings, the rest of the train remaining coupled. The irony is that if they are modelled perfectly they will never work, as they use hooks on both ends. Some people only use them on one end but this is not possible on a layout with a turntable. The counter to this is to put 'couplers' or loops on both ends of the locos, but with cowcatchers, they are impossible to get working. In practice, they work best as we have them! One of the minuses is that on long trains the tension in them tends to detach the 'couplers'. We have to watch for this. This tension is not helped in that the average mass of a *Backwoods* Donegal wagon is 55g, a Dingle one only about 12g less, (due to the whitemetal body) which gives a total mass of well over half a kg with a reasonable length train! The plastic kits have to be weighted similarly so that shunting of several wagons around reverse curves can take place. Although we use brass-bearing axle cups to aid



free running of stock, there is still friction (a lot, if paint has got into the bearing), so there can be a great deal of force involved in starting a train! No.2T can start a 12 wagon train of Dingle stock from standing on a measured gradient of 1 in 25, though anything steeper makes it slip. Of course, this adds extra weight against motion on the couplings and increases the tension and therefore the problems. This is one reason why there are no gradients of any worth on the layout.

A problem reared its head, relating to the coupling's height above the rail. We had agreed to a distance of 8mm, but… DG couplings have a 'buffing plate' (see diagram), which is 1mm high. A misunderstanding arose and one of us thought we had agreed to 8mm to the top of the plate, the other to the bottom. This doesn't seem a lot, but it was enough to cause many initial problems. However we soon built some correcting jigs so that all couplings could be checked and the situation was remedied. Tension causes them to be pulled slightly out of true so they are regularly checked.

Operation

The layout is usually erected and made operational in the clubroom, but it is only operated properly at exhibitions, which we attend about four times a year. It takes about an hour to pack the whole lot into a van, and about two or three hours to set up including all the stock. There are two control positions, so we usually take a crew of three or four with us although it is possible to work with fewer. Trains are worked according to a 37 move sequence, which takes from one and a half to two hours for all the moves to take place. We have found the sequence essential for exhibition running and to get consistent moves between different operators. 'Making it up as we went along' just doesn't work, and the current sequence was set up a few years ago and has survived virtually unchanged ever since. The viewer sees just under half of the moves provided by the correct Tralee & Dingle trains, the rest are 'visitors' mainly from the County Donegal Railway. Trains come to rest adjacent to the closed level crossing gates, and the onward operator accepts the train that initiates the crossing gate sequence, which must be completed before he can proceed. This is all a glorious waste of time, but entertaining to those watching! On arrival at the station, the train engine goes to turn (Irish Railways almost always ran their locos chimney first – except the tram engines which were always cab first), while the stock is shunted by *Phoenix* preparing it for the return journey.

And finally…

Whilst we have been teaching ourselves new tricks, few of our methods of construction are unique, although we have spent time developing them for our own purposes, which is why we feel we have been re-inventing the wheel!

I would like to acknowledge the following for without them the layout would not have been built; Robert Griffiths has been the design supremo, both for baseboards and the various point, signal and gate mechanisms; Laurence Wheeler, the electrician and signal builder amongst other things; John Fry built the viaduct, water tower and engine shed; Jim Parrish checked all the electrics and passed them 'officially' to modern standards and installed some of the lighting; and Peter O'Donnell who mucked in with any job thrown at him. Overall, we have a good team who work well and complement each other, with only minor life threatening arguments along the way! It should also be said that throughout the course of making this layout, during the research and meeting people at exhibitions, we have made many contacts who have given freely of their time and expertise to provide help, drawings and photographs and I thank them as well. (No, I'm not about to cry!) In return it has been good to have had the opportunity to help others including, for example, a Spanish TV firm and someone writing a thesis in Dublin, as well as several modellers!

However the layout perhaps should be dedicated to D. G. Rowlands without whose help and inspiration much would not have been finished to the standard and accuracy it is - thanks David.

If you are interested in Chester Model Railway Club, you can always visit us online at www.chestermodelrailwayclub.com for more photos and details of how to reach us. You can also contact us by writing to the club secretary *Roy Greenhalgh, 121 Lache Lane, Chester, CH4 7LU*. We are currently looking for new members to help us, especially, but not exclusively, in our OO and N Gauge sections. You can see Dingle 'live' at ExpoNarrowGauge in Swanley, Kent on the 26th October, Preston Show 4th / 5th January 2003 or Manchester Show 5th, 6th, 7th October 2003.