



***THE NORTH STAR CHRONICLES – a newsletter primarily for the model railway fraternity***

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***Editorial***

Last month's NSC seemed to strike a responsive chord with a number of people. Thank you for the comments and the material which will be used at some stage. There is another funicular railway postscript this month and also a couple relating to the Jersey Eastern Railways but the main feature is an OO layout on Jersey.



***A funicular railway in China Photo  
courtesy Chris Webster***

Earlier NSC's featured relatively well known funicular railways. What distinguishes the one alongside is firstly it is not the longest, shortest or steepest, it is unlikely any reader has heard of it, even more unlikely he or she has visited it and as will be noted the railway has a set of points to permit the vans to pass! The funicular is located at a coal mine (recently still served by steam locos) in a remote part of China.

**More photos of the former Jersey Railway 'La Moye' Courtesy Geoff Pethick – the return of the loco from Randfontein to Eskom on 3rd February 2011**



**And the final postscript – two photos of railcars courtesy Chris Webster**



The photo on the left is the body of the surviving(?) Jersey Eastern Railway (standard gauge) Sentinel railcar "Brittany". Following the demise of the JER in 1929, the vertically boilered power unit of 'Brittany' was separated from the body and returned to the UK where it was converted to a dock shunter. After going through a number of owners, in 1962 it was acquired by the Kent and East Sussex railway where it lasted until 1973. Sadly it was then scrapped albeit some of the parts were reused in other railcars.

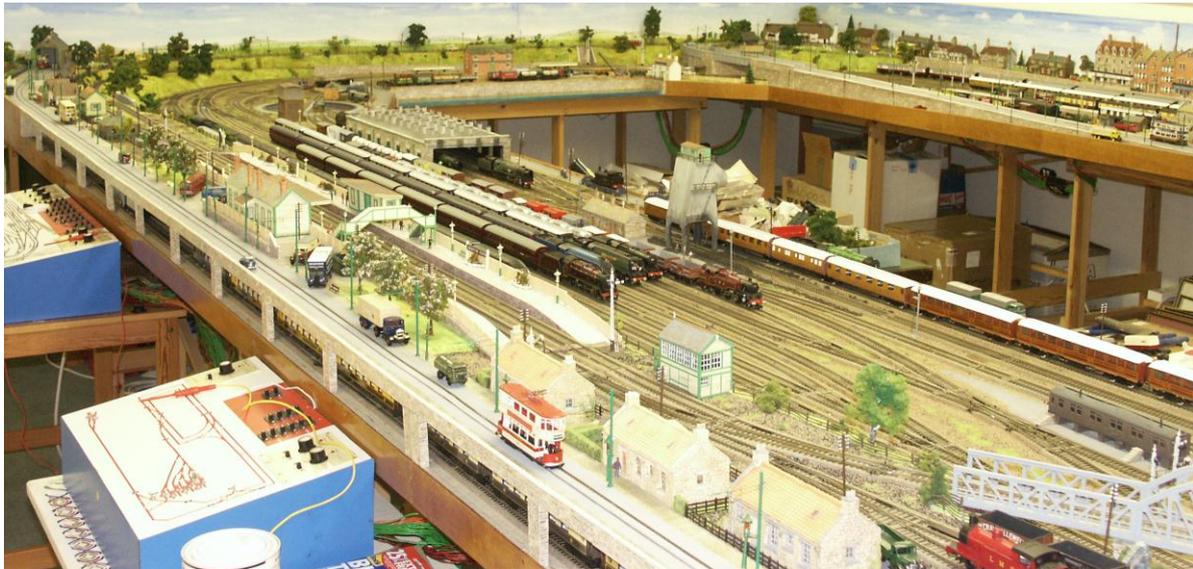
The body of 'Brittany' was used for many years as a holiday 'cottage' on Jersey before being rescued by a preservation group. Brittany's coach section is being used as a model to build a steel bodied replica (photo above right). Both photos were taken by Chris Webster in September last year during a visit to the works in Criscior Romania where the build is taking place.

**Tim Pollard's OO layout**

I was asked to feature the railway rather than the owner but as I said to Tim how can you feature the orchestra and not the conductor? In fact the musical illusion is appropriate because for many (30?) years Tim has presented a classical music programme on Sundays on Jersey Radio. Despite his advancing years (I won't reveal his exact age but if you think of the number inferred in Psalms 90 and add a few you won't be far wrong, Tim is still playing hockey at international (veteran) level but as a goalie he does not do much leaping around the field. In between music and hockey Tim is still a practising stockbroker i.e. works as, rather than practices!

So what about the layout? It was custom built around the turn of the 21<sup>st</sup> century over a period of 2 years by the late Geoff Harris assisted by his wife and son. The dimensions of the custom built room are 24' x 20' and the layout pretty much fills the space. The layout splits into 6 sections to facilitate dismantling and moving. As a Geordie, Tim wanted the theme to be North East England and the era forties and fifties. The locos are mostly diecast Wrenn with a few bits of Hornby Dublo and Wills finecast kits. Rolling stock is Wrenn, Bachmann, Hornby Dublo and Hornby.

**Left view**



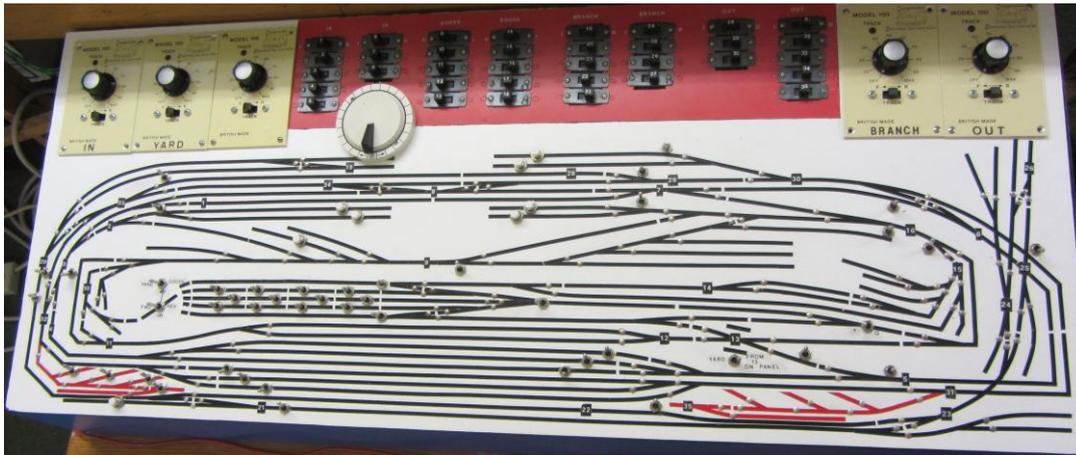
**Right View**



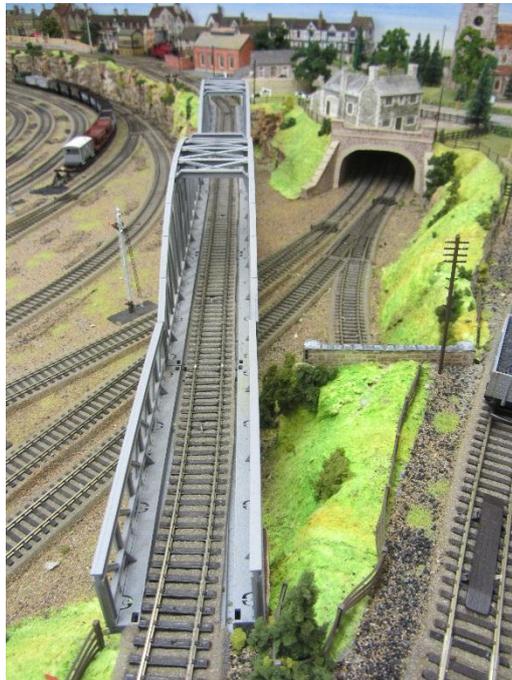
Tim likes to see the trains running so the layout comprises 2 passenger mainlines, a goods line and a branch line. There are also 4 hidden storage tracks (one just visible beneath the tram in the left view photo above). The layout is operated via 5 Gaugemaster controllers on a block control basis. Points are operated via an 'electric pencil'.

The layout also features a fully operational tram section. Although the catenary is in place the trams obtain their power from the track.

**The control panel**



**View from below No DCC here! The high road to the branch terminus**



**Ready, steady.....**



**Branch line terminus on the right - with a Hornby Dublo DMU?**



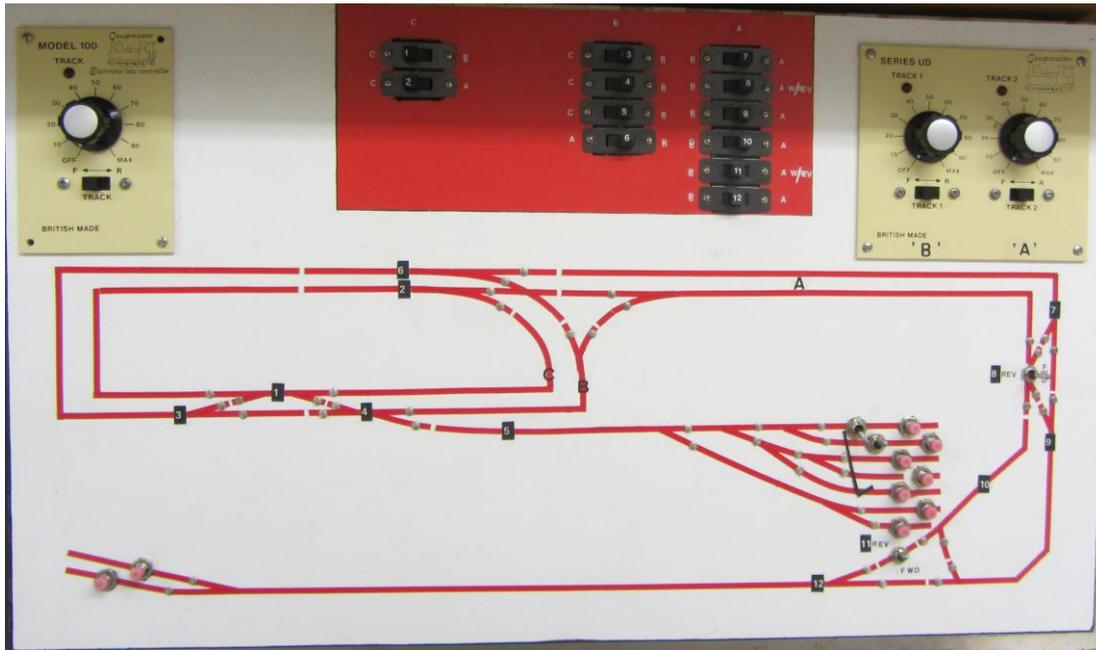
**What is a GWR loco doing here?**



**Ground level view**



**The tram control panel**



**The tram depot**



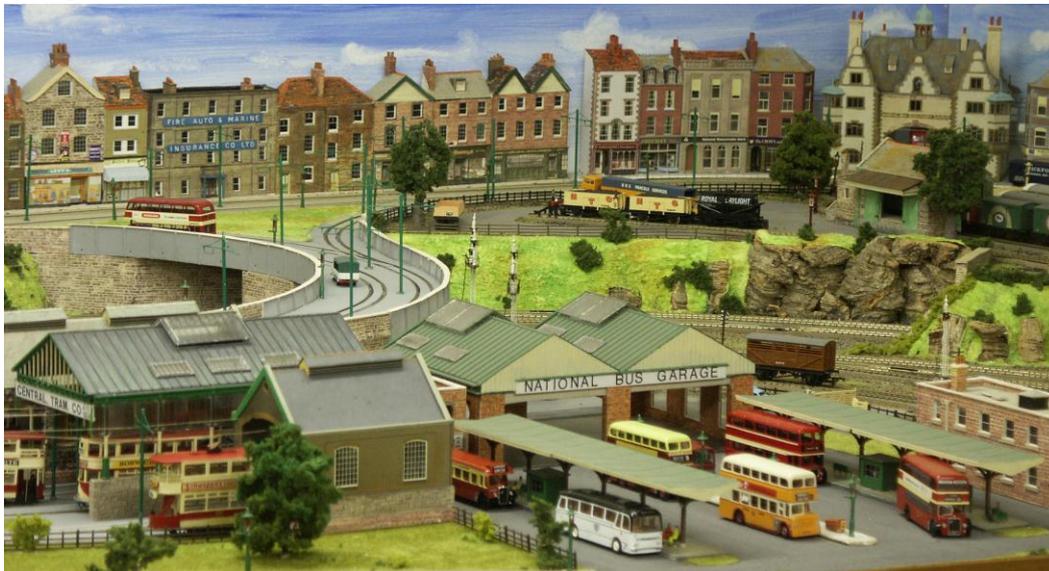
**Another view of the tram depot**



***Tram reverse loop around the church***



***Integrated transport system?***



***And a harbour too...***



**Two bird's eye views of mainline station (Newcastle - where else?!) above and tram depot below.**



***Two Impressive night scenes More power than Eskom?***



*One for the Hornby Dublo boys. A DMU set*



*And of course the article would not be complete without a photo of the conductor at his podium.....*



*Take the train!*