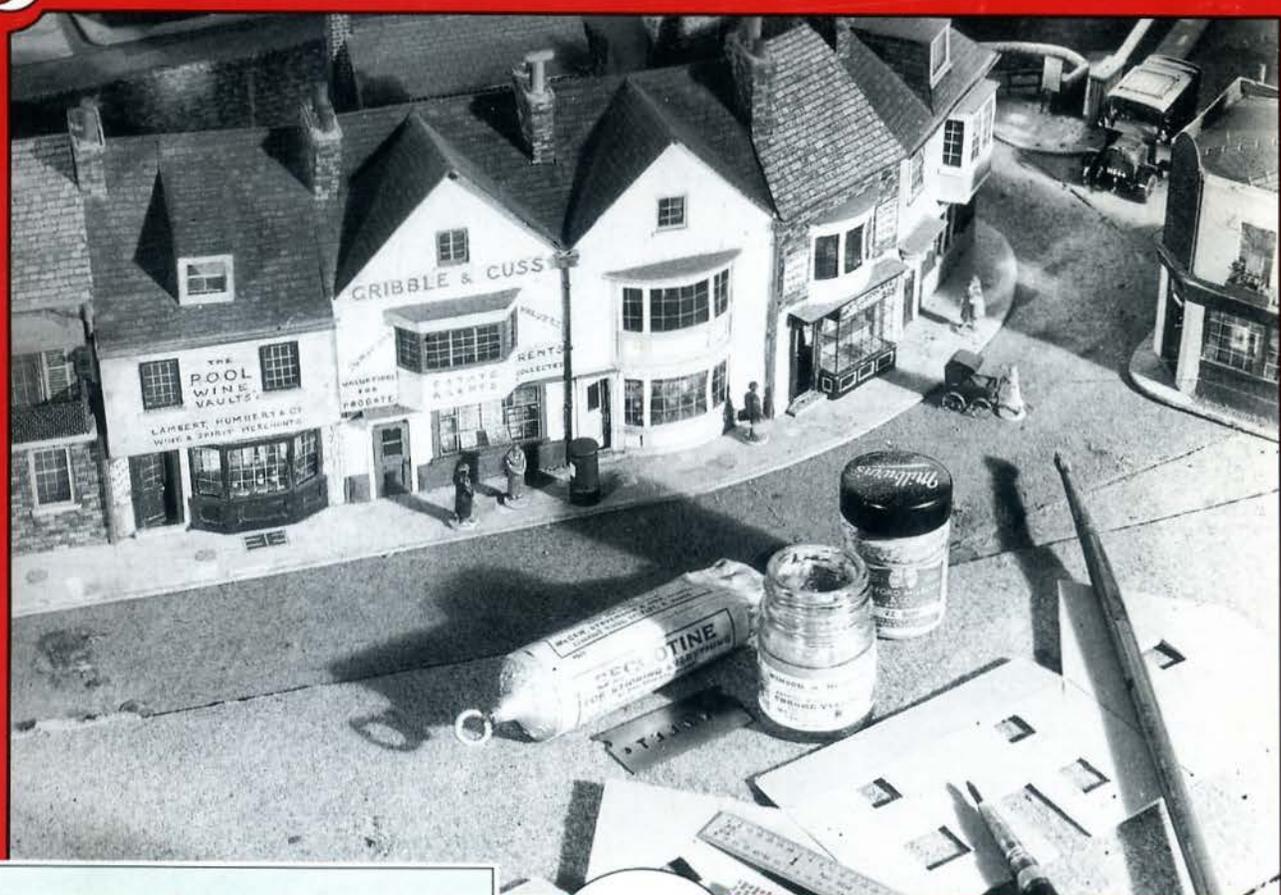


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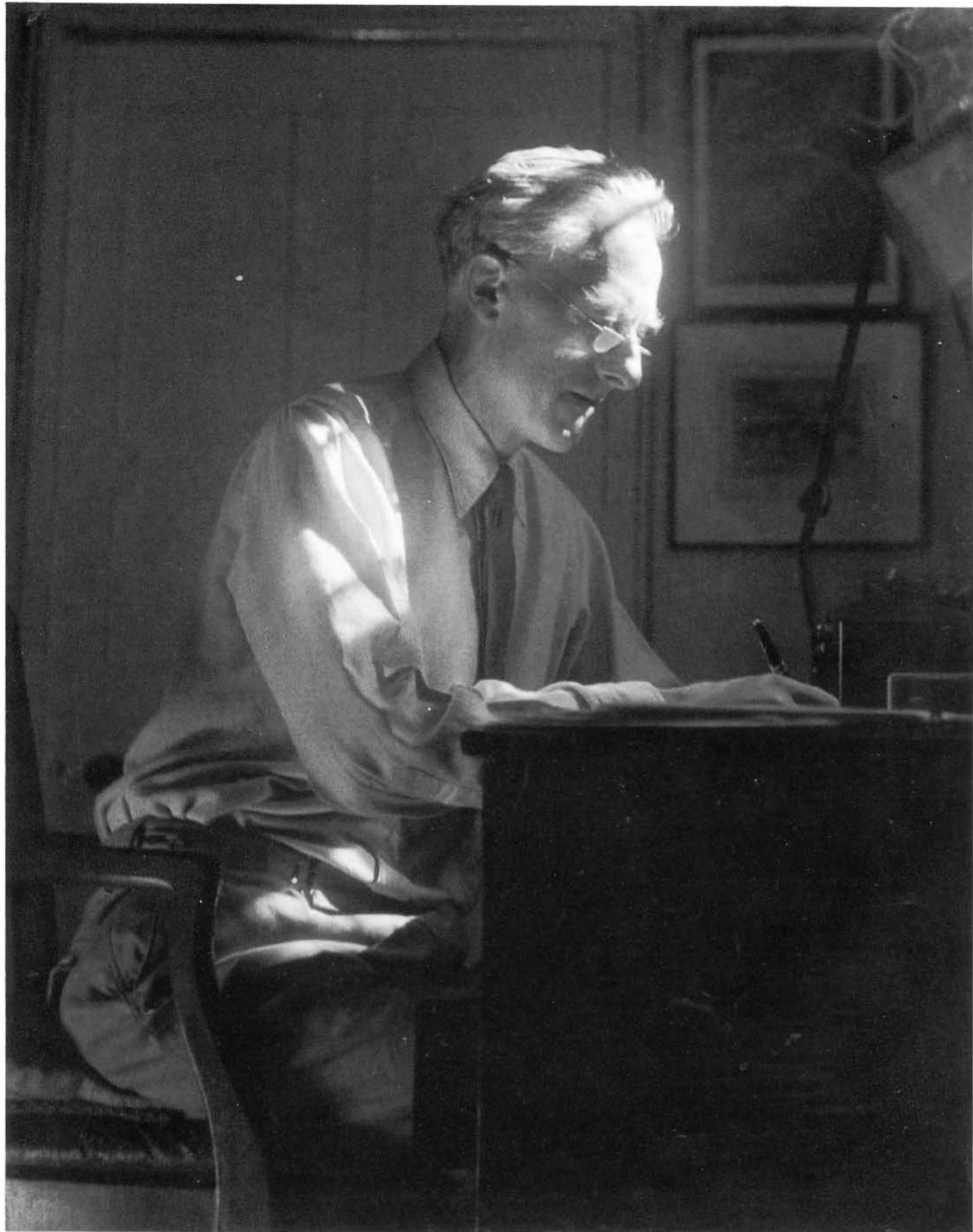
MODEL RAILWAY JOURNAL



**Merry Christmas
to All Our Readers**

No. 75
1994





John H. Ahern, 9th July 1903 – 24th December 1961. A self portrait.

JOHN AHERN



Master of the Madder Valley

The arrival of John Ahern on the railway modelling scene in the 1930s undoubtedly changed the hobby's direction. After the important but slightly stuffy work of Edward Beal, he was a breath of fresh air. As well as being a skilled modeller, a gifted artist and a first-class communicator, Ahern managed to blend his love of railways with a soaring imagination and genuine wit and panache. The main product of all this was the unrivalled Madder Valley Railway, a 4mm scale masterwork which rose to prominence in the press during the dark and difficult years of World War II. While death and destruction rained on London, where he lived, John continued to serve up delightful, amusing, escapist tales of the Madder Valley – a happy, quirky country community on which no bombs would ever fall.

DAVID KITCHINER installed the Madder Valley at Pendon Museum, where it came upon Ahern's death in the early 1960s.

Here, he examines the man's contribution to the hobby:

The name John Ahern first appeared in the model railway press in 1939 with a letter commenting on an article written (over a year earlier) by the doyen of model railway communicators, Edward Beal. It was followed in due course by a wide variety of articles, on the construction of 4mm/OO locomotives and rolling stock, on photographing models and on an idea for a 6ft by 2ft harbour layout. These were mainly in *Model Railway News* but material also appeared in *Model Railway Constructor*.

Then, in the September 1941 *Model Railway News*, came an article on building rolling stock, entitled 'Mixed Bag on the Madder Valley Road' – the first to mention the legendary Madder Valley model railway. It was followed in the November 1941 *MRN* by the first photograph of the layout. For the next ten years, a host of articles poured forth, covering all aspects of the Madder Valley and its construction, so that John Ahern became the best known author on small scale model railways to a generation of

railway modellers. He was clearly a gifted modeller and artist, with great imagination and humour, and a superb communicator who enjoyed sharing ideas and techniques which he had evolved or had found to be useful.

By profession John Ahern was an insurance broker with a business called Henry J. Ahern at 9 Market Place, just north-east of Oxford Circus in central London. Outside of work, however, he had a number of passionate enthusiasms. He was, for example, a Fellow of the Royal Photographic Society (having taken his first photograph with a No. 2 Brownie camera at the age of 12). John started exhibiting his photographs in 1928 and had them shown in places as far-flung as the USA, Japan and Australia; around this period, he also made two pioneer 16mm films. He was elected to the Royal Photographic Society in 1930, quickly becoming an Associate and then, while still in his twenties, becoming a Fellow. Many of his photographs were published in magazines like *The*



Illustrated London News and *Amateur Photographer*, and some have been displayed at the Museum of Photography, Film and Television in Bradford. His wife Gladys was also an accomplished photographer.

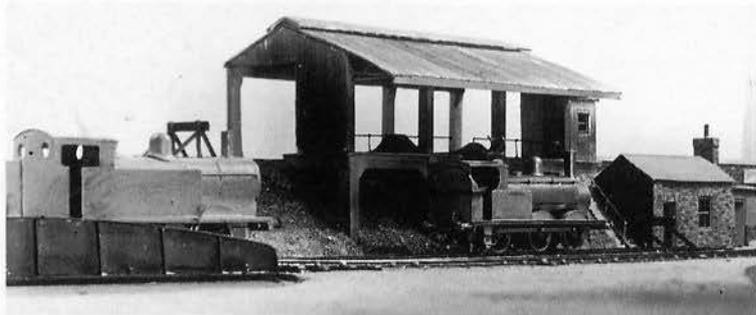
He also had a third major interest — cars. He owned a three-litre Invicta, a Morgan and a trials car which he used on rallies, not to mention a motorcycle. Later, he owned and restored a veteran Humberette which he ran in the London-Brighton run; photographs of it taking part in the 1958 run appeared in the motoring press.

John Ahern travelled extensively, especially around southern England and abroad, including Canada and the United States. His models were often based on what he saw on those journeys. It was surely this combination of the keen observer, inventive model maker, photographer and the perceptive, humorous communicator which made such an impact on railway modellers, and made his articles so

enthralling. He often described his work using the writing style of a reporter visiting the valley, so that the model community seemed to live and have a soul.

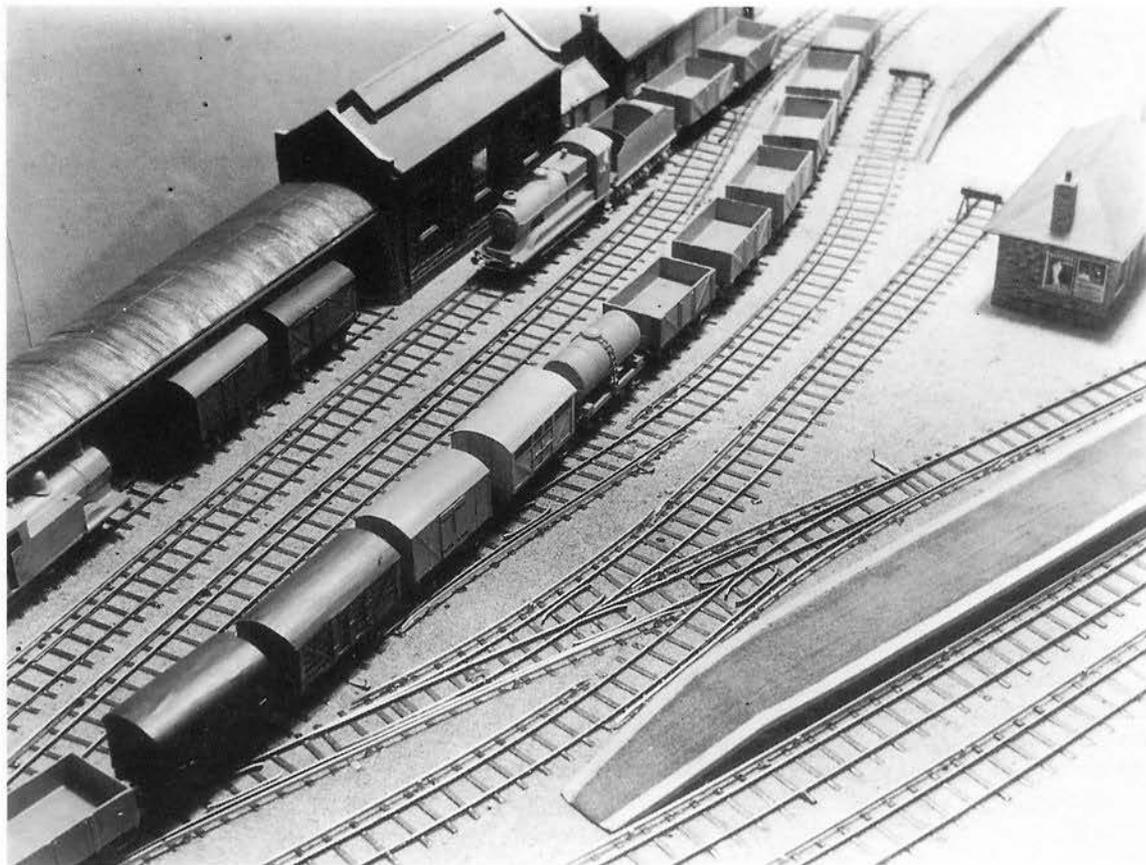
Ahern's leisure pursuits passed through three distinct phases. Photography was the main activity of the 1930s, railway modelling from the late 1930s to the late 1940s, with cars taking his time in the 1950s. The final Madder Valley layout was described in *Model Railway News* late in 1950 and it is largely that layout which was loaned by his widow to Pendon Museum on his death in 1961, at the age of 58. Although one area of the layout was being amended at the time of his death, John probably concentrated on veteran motor cars after its construction even though articles continued to appear in *Model Railway News* at that time.

Like most model railways, the Madder Valley was actually represented by various layouts and was preceded

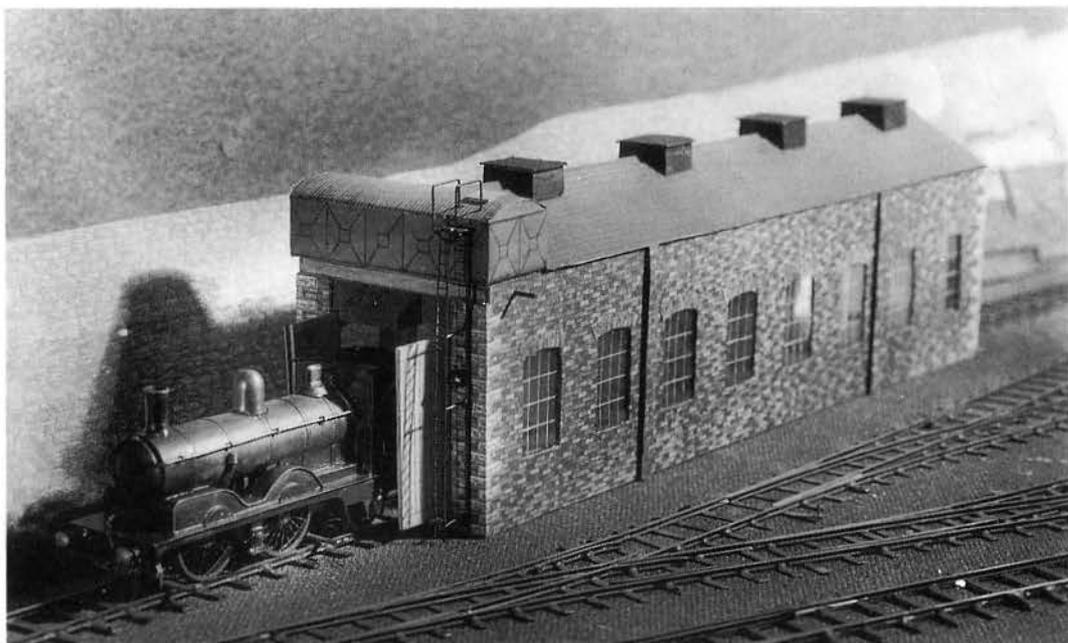


The cooling stage on what is thought to be the first layout. The LNWR special tank was used on the Madder Valley whilst the side tank does not feature in later articles.

Below: Again thought to be a view of the first layout. It could be on Edward Beal's West Midland line but the track layout is unlike any published plans, although the large station design shows his influence.



John Ahern's ability to represent a prototype in model form is well illustrated by his article on the locomotive shed at Winchester Chesil station, seen here standing on part of the first layout. My first model project was to convert a Bilteezi shed to the Winchester design, using the Ahern article.



by a model based on main-line practice and influenced perhaps by Edward Beal, whom John Ahern knew and visited. That layout seems to have been started in about 1937 and a photograph of the coaling facilities in the locomotive yard appeared in one of Beal's articles. John's first magazine articles covered the building of *Ulysses*, an 0-6-0 version of a Metro tank, a GWR 'Sharpie' on a Reidmere mechanism and an LNWR special tank. In a letter in the January 1942 *Model Railway Constructor*, JHA wrote: "I am not at all a 'scale fiend'. On the contrary . . . I want to make models — models of all sorts of things." It was perhaps this wish to model what he had observed and what took his fancy that made John Ahern decide to encompass them all in a freelance light railway — the Madder Valley.

No plan was ever published of the original main-line layout and only three photographs survive showing what is thought to be a section of it. The first Madder Valley layout fared no better; it, too, was only represented by three photographs and, again, no plan was ever published, although we do know it had an urban station linked by a single line on an embankment to undeveloped country. But the quirky local names of the Madder Valley, influenced by the local landowning family, the Gammon Hogges — whose name was perhaps the inspired product of wartime rationing — were already in place, with Hither Gammon and Nether Gammon being mentioned. Against the embankment in Nether Gammon was built the first Bert's Garage and the first Red Lion pub.

The second Madder Valley layout followed soon after those photographs were published, as the station at Madderport was first described in the June 1942 *MRN*. That station was common to all subsequent layouts, the only changes being the replacement of the track when 12-volt two-rail operation was adopted, and an extension beyond



Few photographs were taken of the first Madder Valley layout and this view appears to be the terminus, with the Wantage Tramway engine No. 7 at the head of a mixed train. The Dandy car was used on the Port Carlisle branch. The model train is still on the Madder Valley.

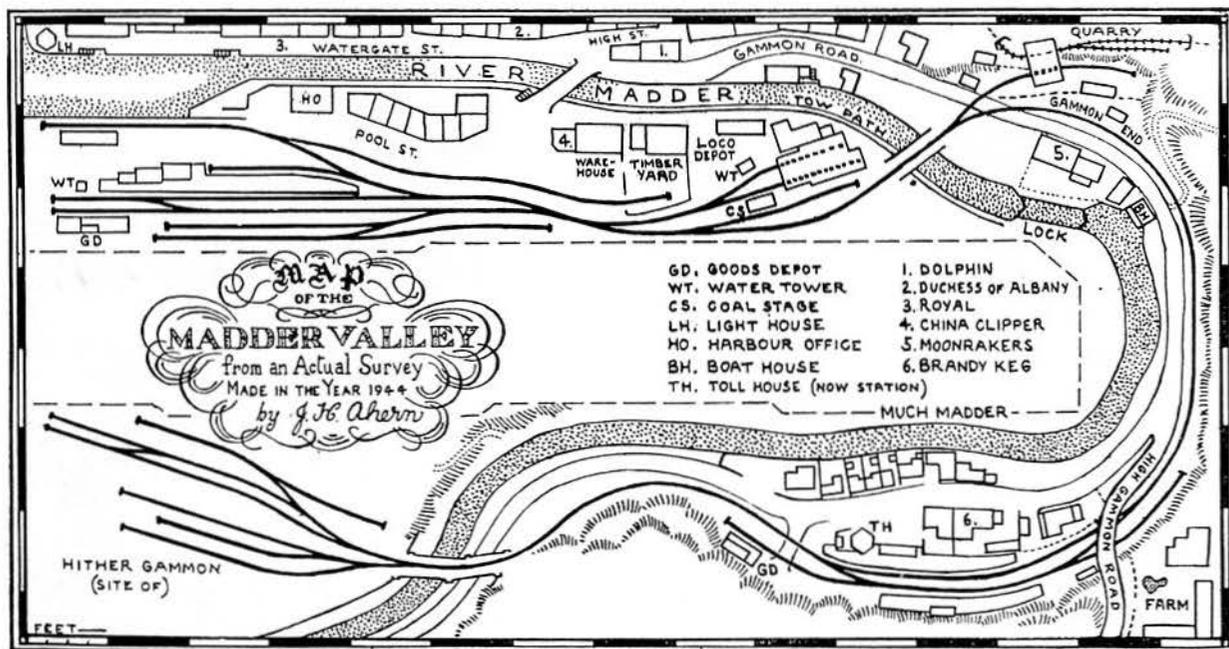


Embankments on model railways were rare. Here the original Bert's garage is built against the embankment on the first layout.

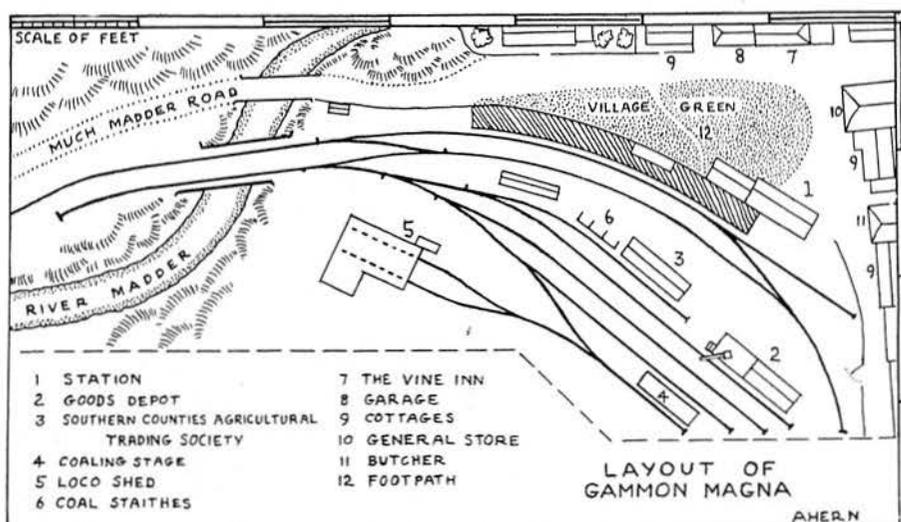
the original buffer stops to improve the adjoining harbour. Madderport was actually built on a shelf acquired from John's pantry and is still straight and true over 50 years later in its showcase at Pendon Museum. It is the archetypical light railway headquarters-cum-terminus with elements of such railways and places as the Bishops Castle, the Welsh Highland, Portmadoc, Rolvenden, the Mid-Suffolk and Towyn all rolled into one scene. The track was Merco rail and brass sleepers with outside third rail, no doubt inherited from the main-line layout. It was powered by 6-volt car batteries. The station had a timber platform and

station building, and a goods shed based on a Southern Railway type featured in an article by Ernest (E.F.) Carter. The town of Madderport behind the station is both fascinating and convincing; in fact, the whole layout contains beautifully modelled buildings and groups based on prototypes found during John Ahern's travels.

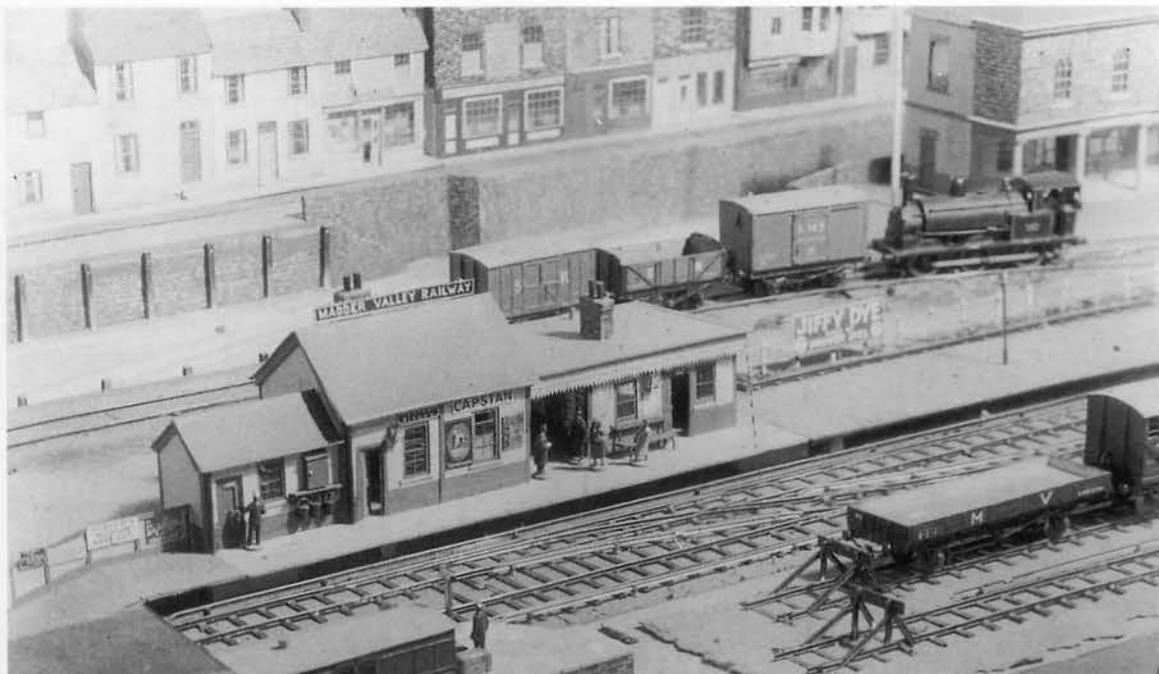
The harbour office at Madderport, for example, is based on the Custom House in Poole, while the buildings on the far side of the harbour are from a postcard view of Ramsey on the Isle of Man. The prototypes of the Duchess of Albany pub and the adjoining sea captain's house can



The first Madder Valley Railway.



Plan of replacement terminus for the first Madder Valley Railway.



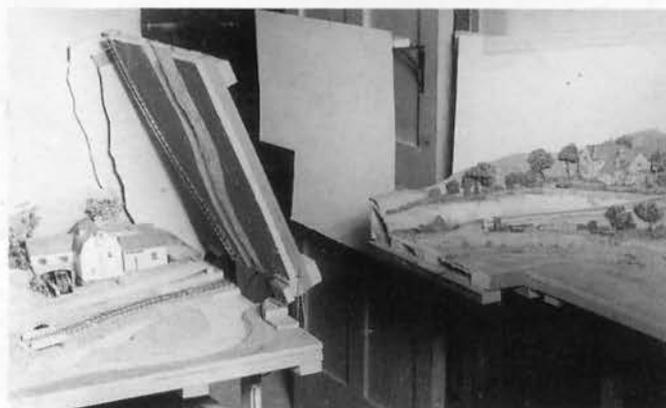
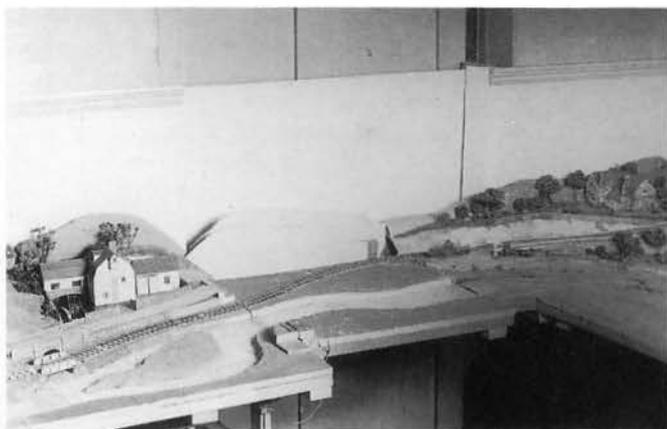
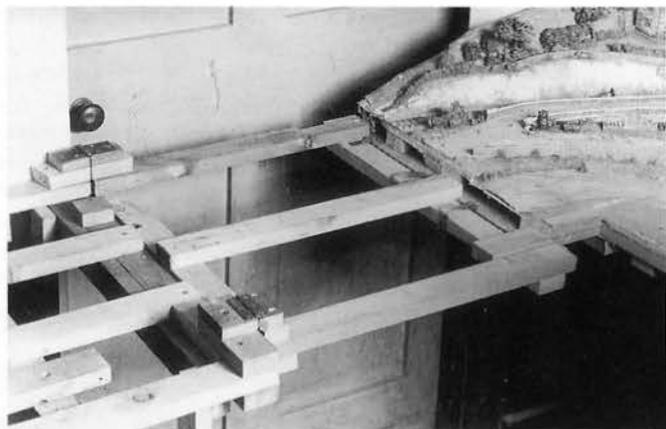
Madderport, on the second Madder Valley layout, remained unchanged on all subsequent layouts but for a change to two-rail 12-volt electrification. The LNWR special tank is seen shunting the quay siding.

be seen today on the south side of the market square in Salisbury. The hexagonal station building in Much Madder is inspired by the south lodge on the Inner Circle in Regents Park, while the station at Gammon End is based on Aston Rowant and the other stations on the Watlington branch. Incidentally, Ahern found the Watlington branch by accident while driving below the Chiltern escarpment. In his own words: "We had been steering a south-westerly course on road B4009, when the navigator (meaning Mrs. A.), who was studying the map, announced that on our port beam there was a railway which seemed to end abruptly in nothing and looked as if it ought to be investigated. She is rather good at spotting things like that and otherwise I should have gone blinding cheerfully on . . ." The two excellent articles he subsequently wrote about its stations in turn inspired MRJ's publisher Paul Karau to construct his own 4mm/P4 model of Watlington.

The harbour station evolved into a complete Madder Valley layout occupying a room 14ft 9in by 7ft 6in and where the original station was extended to include a locomotive depot between the River Madder and the main line. That main line then ran between the Moonraker's tearoom (beside a lock) and a quarry to Much Madder, where the river and High Street were in front of the station, really making the railway subservient, even if operation and maintenance was difficult. After leaving Much Madder the line ran on to an upper, unfinished terminus at Hither Gammon. A plan of the layout appeared in the May 1944 MRN.



The prototype for the Madder Valley buildings came from many locations. The hexagonal station at Much Madder was inspired by the lodge on the Inner Circle of Regents Park.



An article in the June 1946 MRN covered 'The door nuisance', the layout having been re-erected in a larger room with access between Madderport and Much Madder. The fourth photograph shows the light construction of the scenery.

The photographs published after 1944 suggest that the layout was relocated to a larger room; this allowed the construction of a further village after Much Madder before the line entered the renamed terminus of Gammon End. This was, I think, the layout at its best. It seems clear that the model in question was adapted to suit different rooms as it is thought the Aherns had three houses during the 1940s, all on the west side of London — first in Cavendish Square, then Crawford Street and then to a lovely detached house in Abbey Road. A further move was made from

Abbey Road to a house just north of Lord's Cricket Ground in the year before his death.

The final layout was constructed after the move to the house in Abbey Road and a change to two-rail. The Madderport baseboard remained the same, but the locomotive depot was moved to the front of the baseboard with the main line curving over a girder bridge, behind the Moonraker tearoom, to enter a completely revised Much Madder with the station between the river and the High Street, and with that station upgraded to a junction



The farm and overbridge on the High Gammon Road at the Madderport end of Much Madder station. The locomotive Manx Kitten was not converted to two-rail and came to Pendon Museum in October 1994. The Madderport Gasworks wagon was a gift from Edward Beal.

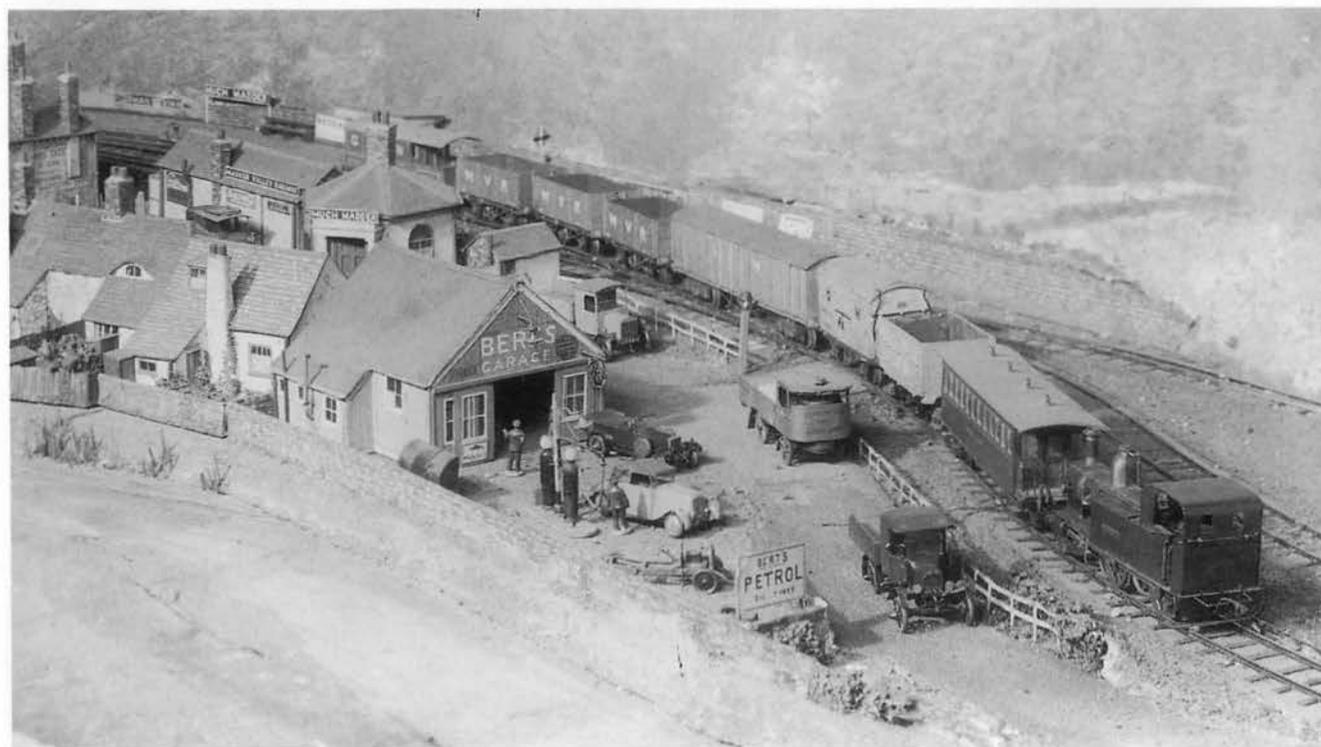


between the main line to Gammon Magna and a branch to Gammon End. The length of run between Much Madder and Gammon Magna was much longer with the line running through a tunnel under the foothills of the Madderhorn mountain, over a trestle bridge and beside a waterfall on the river Madder before reaching the end of the line. The

section of scenery between Much Madder and Gammon Magna on the last layout broke new ground as it was based on the 'open frame' baseboard principle, with longitudinal timbers forming a sub-base and only the track having a firm baseboard supported on uprights. The remainder of the scenery was built up above and below the



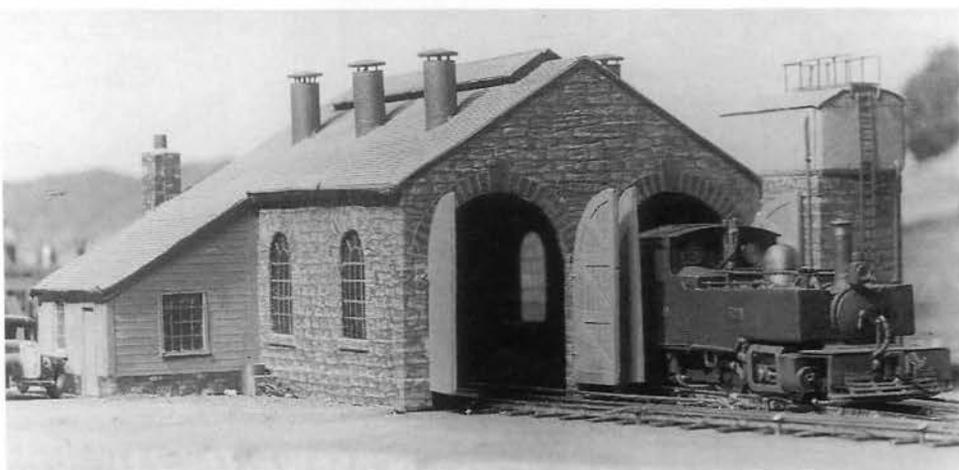
The approach from Madderport with the High Gammon Road on the left and the village of Much Madder on the right. The railway ran behind the village high street, the goods shed roof being just visible on the right.



The landward end of Much Madder with the revised Bert's garage serving the Invicta. The track on the right led to a saw mill, a later amendment.



The first Gammon Magna, described in the November 1946 MRN. The top view shows the village garage, so typical in early days of motoring. The fate of Exe, the Lynton and Barnstaple locomotive, is not known.



In his own words . . .

The latest addition to the rolling stock is again American and described, apparently, as a Combination Passenger, Caboose and Baggage Car. In this slow old country we make it snappy and just say Compo-Brake-Third!

MRN, September 1941

I do not think there is any doubt that a fine model is a work of art. It is a work of art by virtue of the feeling, knowledge and skill displayed in interpreting something which already exists.

Letter, MRN, September 1941

I hope to see plate frames, assembled with screws rather than solder, and not a cast metal block. A true unit system is indicated, in which the mechanism could be taken to pieces and any part replaced without having to unsolder anything, and I believe it would be a perfectly simple matter to offer sprung axles as a standard extra.

Letter, MRN, October 1941

Many of us have pleasant recollections of that now, alas, almost extinct beastie, the open-top motor bus and a model of one is a pleasant addition to any layout with period pretensions.

MRN, February 1942

The photo was a side-on view and I just decided, brutally and firmly, that it was 'full size for OO' and hoped for the best. Dimensions were transferred direct from the photo to the metal. It follows that the exact scale is a bit vague.

MRN, March 1942

There! I hope to goodness the world will be duly grateful to me for this valuable contribution to early railway history!

MRN (on the Madder Valley),
May 1944

. . . in these days when mechanisms are not to be had for love or money.

MRN, October 1944

By some mental aberration I managed to stick it and the attendant rods on the wrong end and I didn't notice it until painting was nearly complete. Yes, one's feelings are really too deep for words at such moments . . .

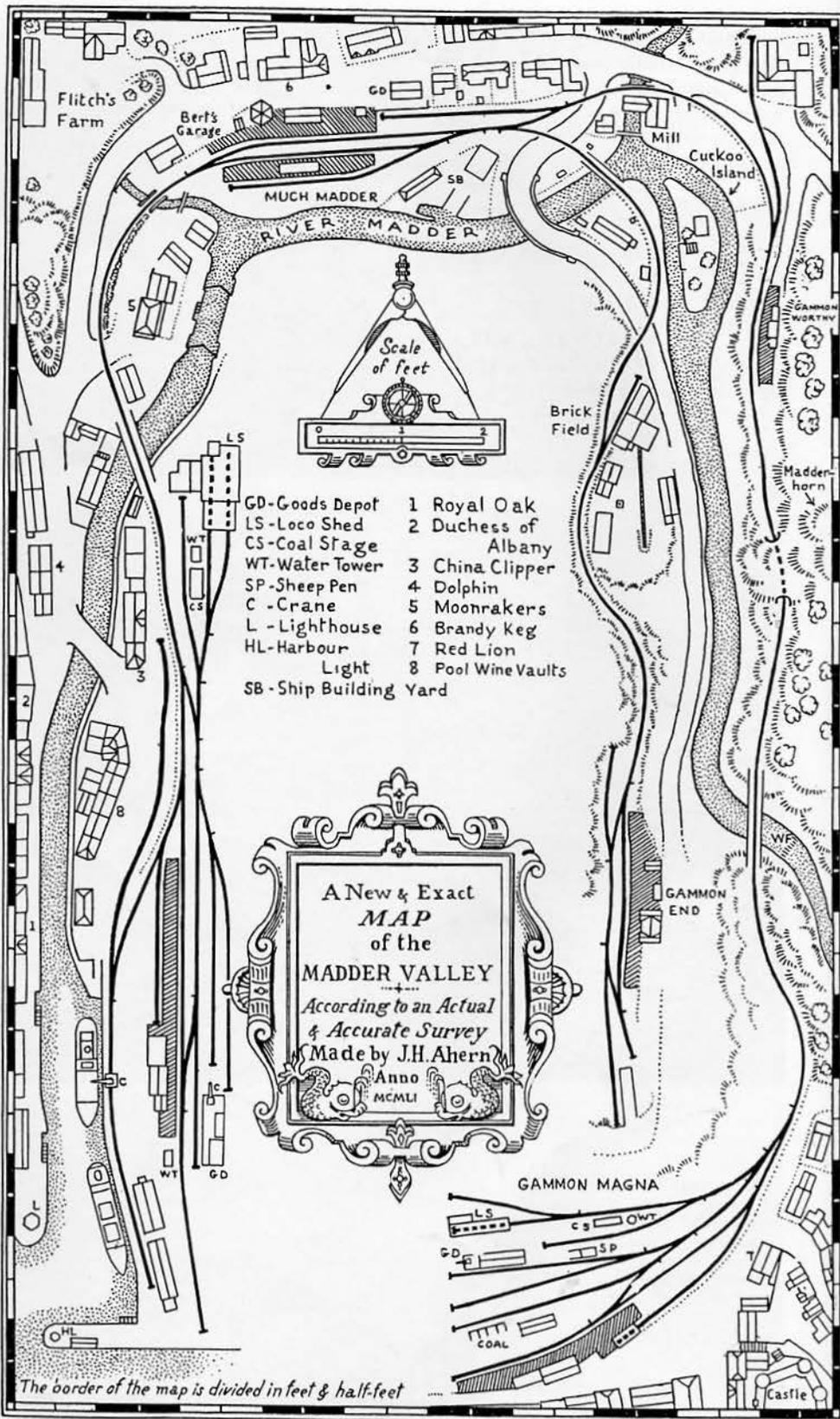
MRN, November 1944

Personally, I have a predilection for not meeting trouble halfway, which is really a polite name for laziness.

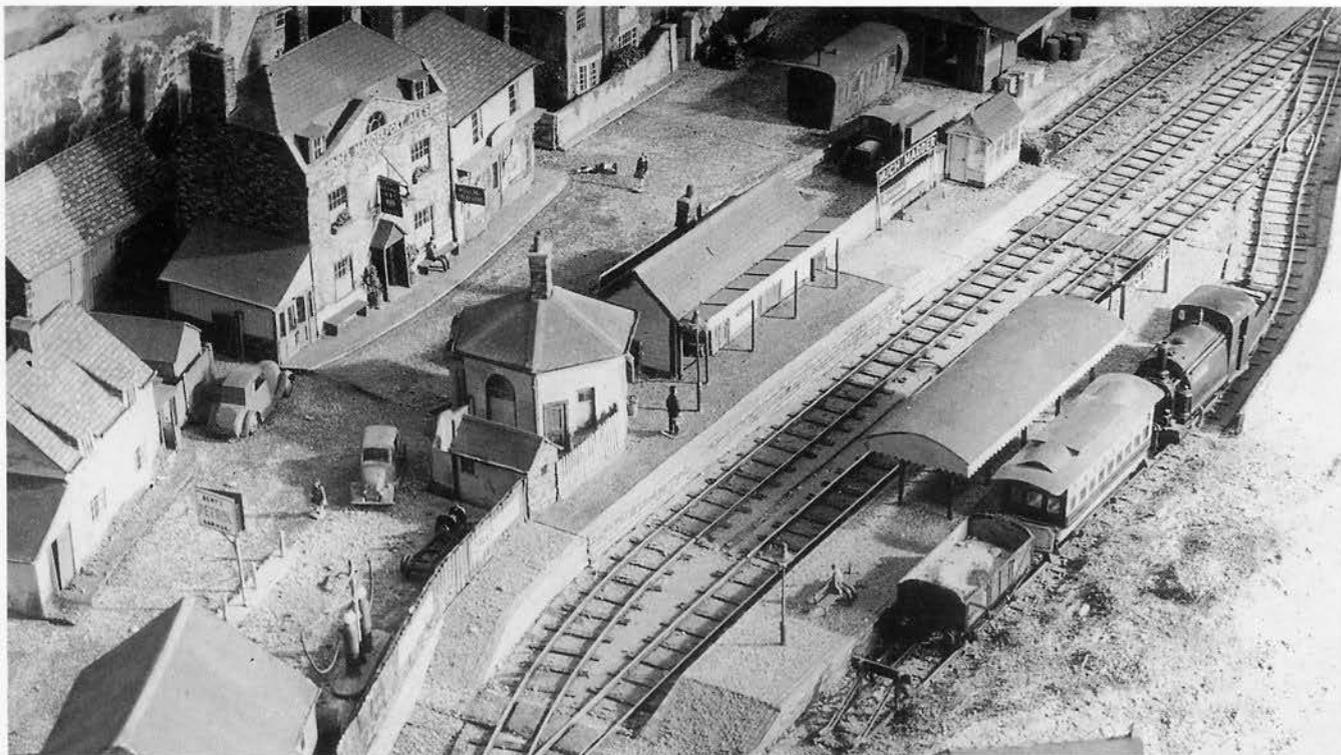
MRN, August 1945

As matters stand at the time of writing, anyone is entitled to buy £1 worth of timber — that is a fact. If a timber merchant tells you he cannot supply unless a permit is produced, the assumption must be that he hasn't got what you want and does not like to admit it.

MRN (on baseboards), January 1947



The second Madder Valley Railway.



Much Madder station on the final layout, with Bert's garage on the left and the Gammon End train hauled by Welsh Pony in the bay platform. The village dump is on the right beside the River Madder.



The boat building yard, the station and the river at Much Madder on the final layout.

track with lightweight timber and plaster, a system that allows the railway to really fit the landscape.

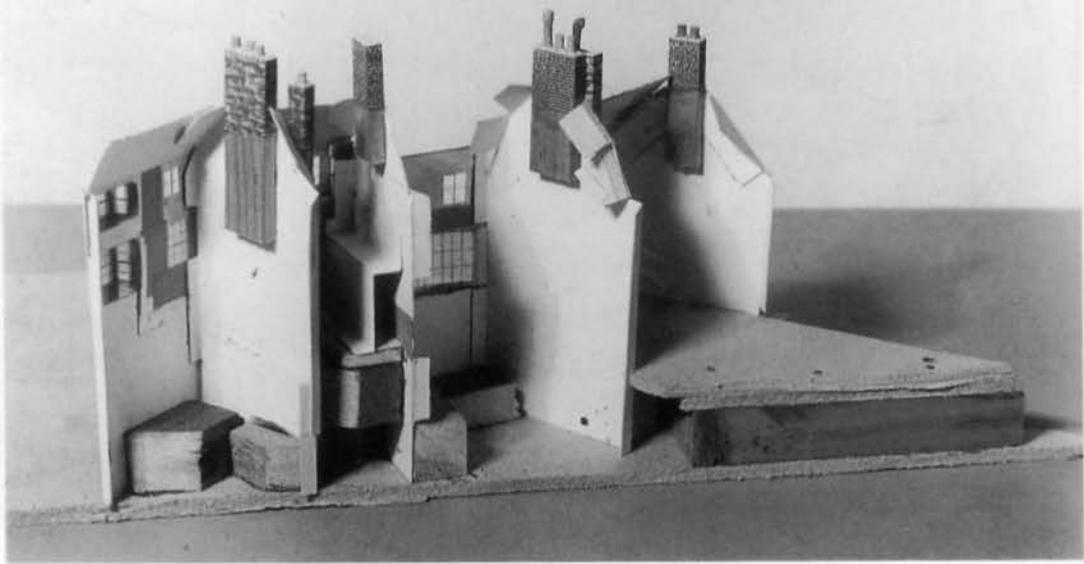
The buildings on the last layout are those from the earlier layouts put in different locations, plus one or two additions such as the station building at Gammon End and the brickworks. John Ahern wrote many articles and a book on the construction of the buildings on the layout. They were probably built quite quickly and are based on a thin card shell made from office files, covered in brickpapers where appropriate. The buildings are not all square and

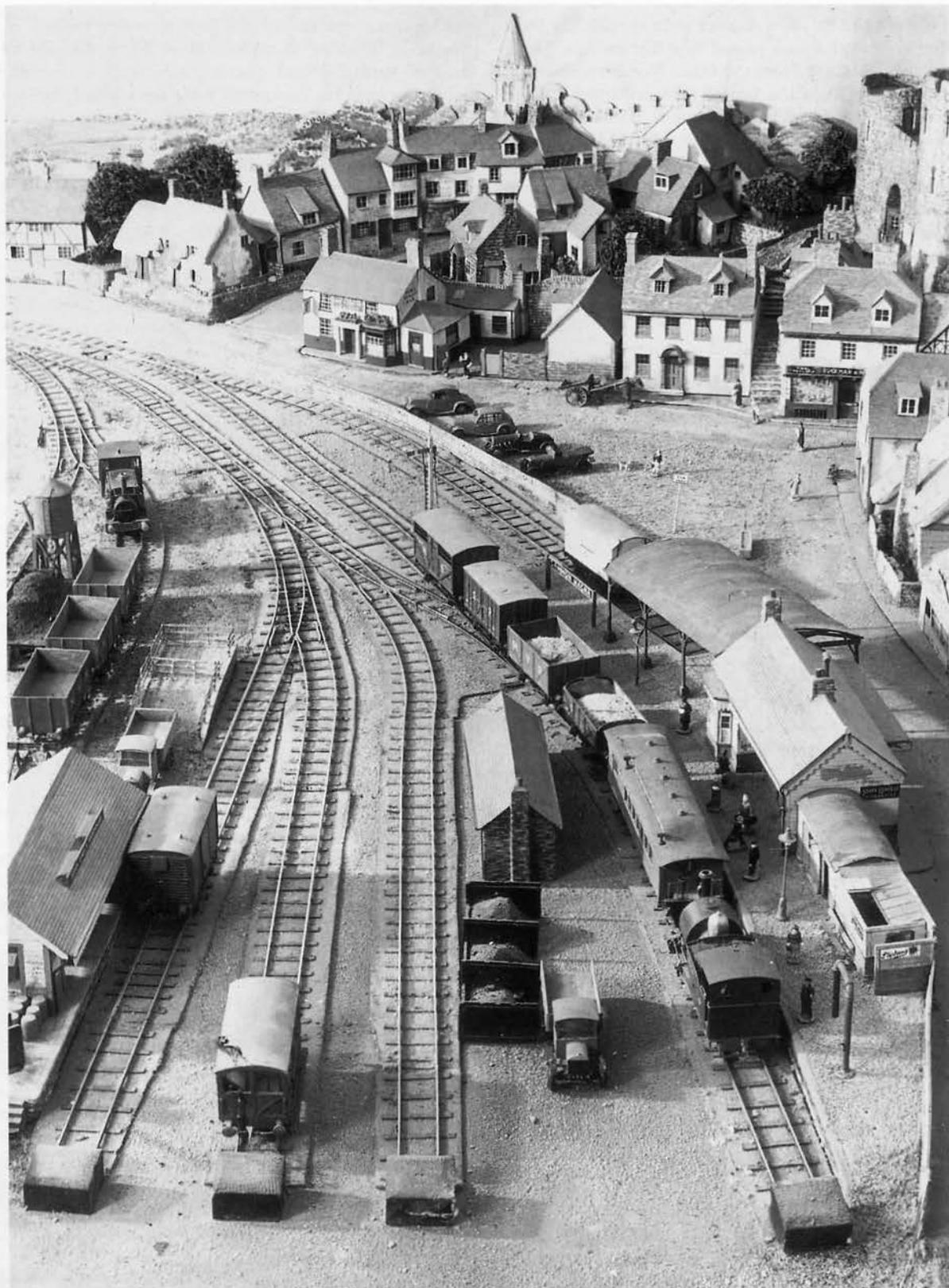
precise but therein lies their charm, character and life. Some are now over 50 years old and have been on display at Pendon Museum for 30 years, during which time they have only needed periodic cleaning and minor repairs. Few have warped and the 1940s glues still hold.

Early locomotives built and described in the press by John did not go on to appear on the Madder Valley layouts, with two exceptions – the LNWR special tank and Wantage Tramway No. 7, which were with the layout when it was delivered to Pendon. *Welsh Pony* and a freelance locomotive



Before the construction of the final two-rail layout, John virtually completed work on a lengthened layout with an unnamed village between perhaps the Moonraker and Much Madder. These two views show the houses in the village high street built into the hillside and the simple, almost crude, methods of construction. The buildings are now part of the final version of Gammon Magna. The hinge on the right of the first photograph is the lifting section in front of the door.





Gammon Magna with a mixed train in the platform and much activity on the village green. The final arrangement.

based on one of the Talylyn engines were specifically built for the first layout and were joined by other models. These were models of *Caledonia* from the Manx Northern Railway, *Manx Kitten*, again from the Isle of Man, a Darjeeling tank locomotive and *Exe* from the Lynton & Barnstable. The narrow gauge locomotives were simply increased in scale to fit OO track and mechanisms. *Manx Kitten* and *Exe* were not converted to two-rail operation and did not appear on the last layout. The models were powered by Zenith, Hamblings and, predominantly, Romford mechanisms, and were altered to fit the particular prototype. Wheels are virtually all Romford, although the small locomotives meant that John had to fit cranks to coach or tender wheels. The current collection system he used was the subject of

much experiment and is still used by many modellers and, indeed, at Pendon Museum today. Some engines have a form of springing and one is fitted with a kind of dog-clutch. Derogatory comments have occasionally been made about the quality of workmanship of Ahern's locomotives, but they were built quickly with a minimum of information on the prototype, with few tools and from the limited items available from the model trade at that time. John Ahern, by his writings, undoubtedly put many people on a sound footing as to how to proceed with locomotive construction.

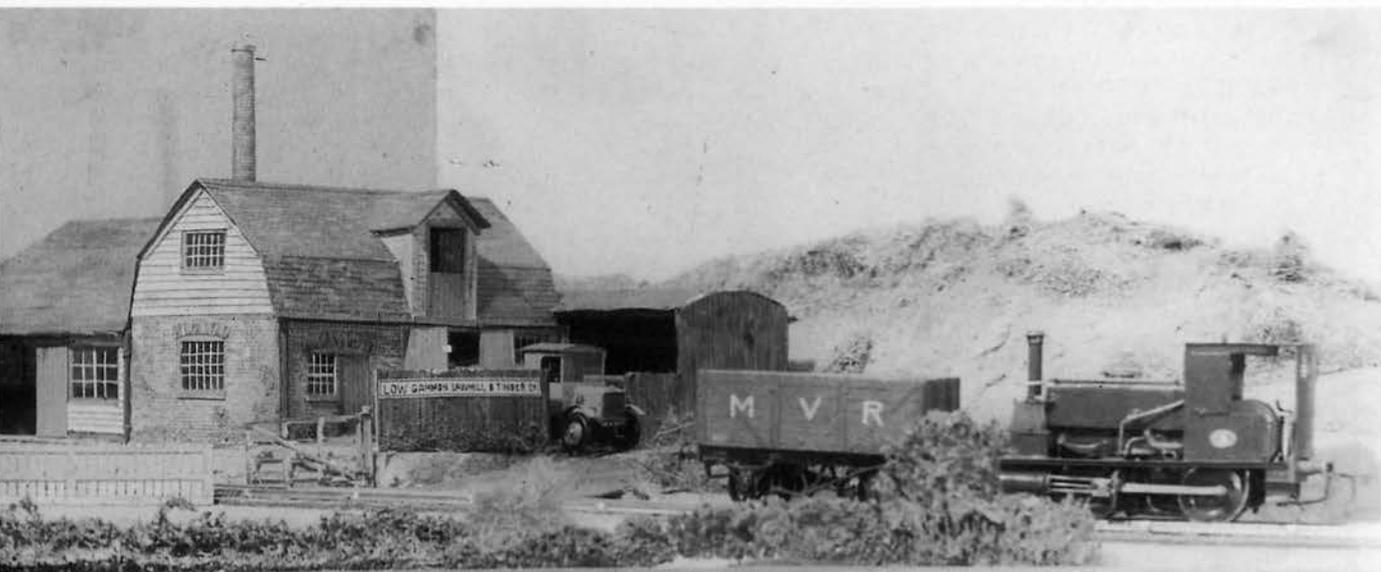
Photographs of the Madder Valley also show a number of North American vehicles running on the line, and John Ahern certainly built two models of American locomotives,



The goods shed at Gammon Magna.



The timber-built station building at Gammon Magna.



The Low Gammon sawmill, with the Wantage Tramway engine delivering one of the company's wagons, the epitome of a railway-served rural industry, which is a scene now lost.

perhaps inspired by his friendship with a Mr. Thornburgh, a modeller in the USA. Indeed, Ahern knew and corresponded with the major modellers in the 1940s including W. S. Norris, Mike Longridge, R. W. G. Bryant and a noted modeller of the Isle of Man railways, Ian Macnab.

Rolling stock on the Madder Valley is a completely mixed bag based mainly on drawings published in the British and American model press. How, you may well wonder, did rolling stock from the Great Western, North Staffordshire, North British and Southern Railway actually find its way into the Madder Valley? Perhaps there was a hidden junction in the Madderhorn tunnel! All the models were built from wood and card, mostly around a wood block with metal underframes; some had springing and hook-and-bar couplings developed by Ahern himself.

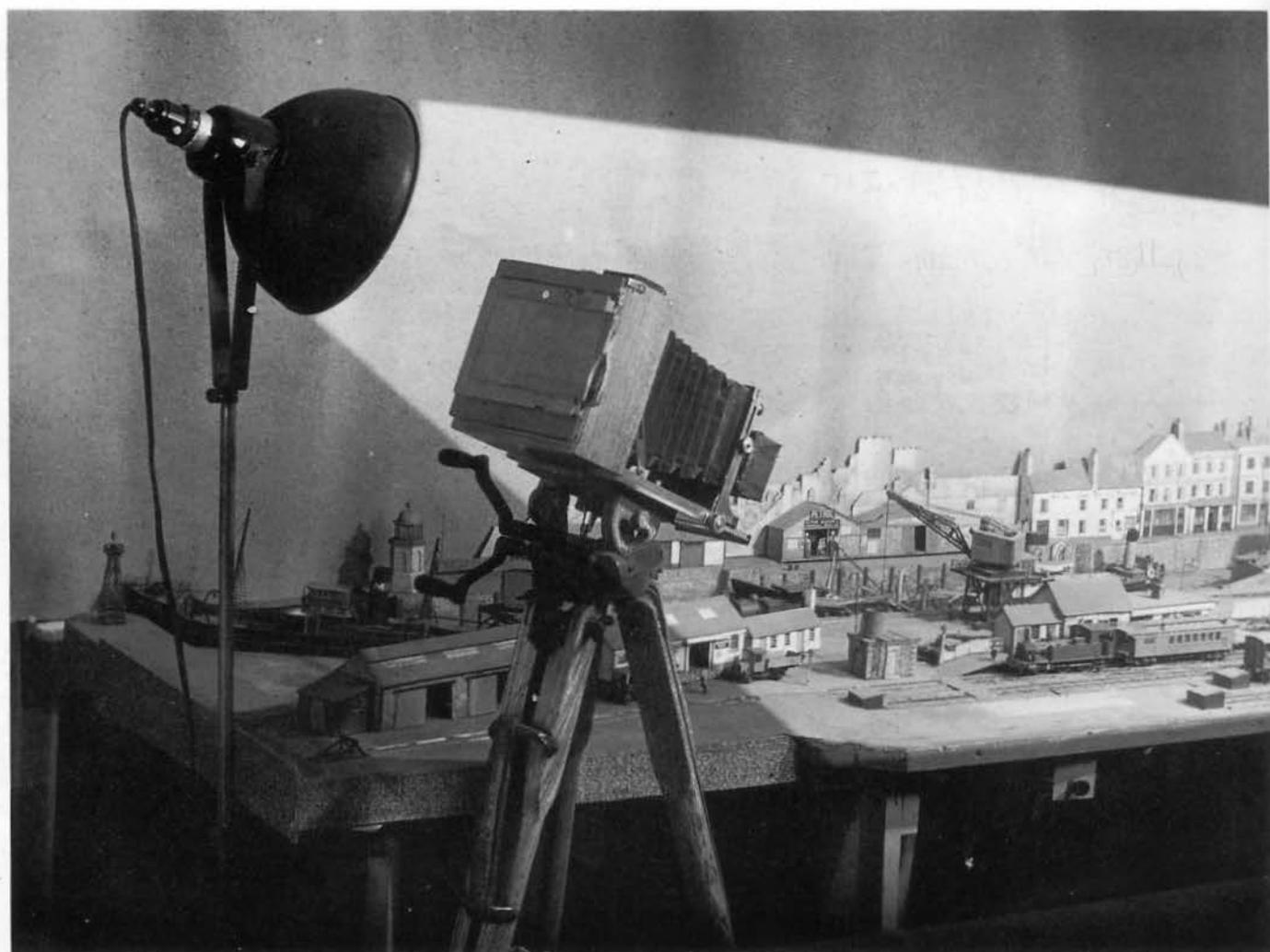
Because of his other interest in cars, John Ahern built many model road vehicles which gave life to the Madder Valley. The vehicles included lorries, taxis, cars, the last Brougham carriage at Victoria station and a stop-me-and-buy-one ice-cream tricycle. He also made models of the cars he owned including the Morgan, the trials car and the three-litre Invicta open tourer.

The layout came to Pendon Museum in the early 1960s as a jigsaw puzzle of parts and was re-erected in its original form with a showcase replacing the walls of the room. Then in 1971, the Museum was rebuilt and I reconstructed the Madder Valley in the ground floor relic room area. This time, the incomplete Moonraker corner was modified so that the model could be opened out into an L-shape to enable visitors to view the layout from the inside, as originally conceived. The original baseboards, including the pantry shelf and the open framework section, were screwed to a substantial subframe and the new section built

to blend with the original. The two-rail track is based on a grey blotting-paper-like carpet underlay with card sleepers, and the rail soldered to GEM baseplates. Roy Dock of GEM kindly provided enough baseplates for the short stretch of new track. Using all the photographs in the various articles on the railway, the layout was put together with buildings, fences, buffer stops and signposts in the right places

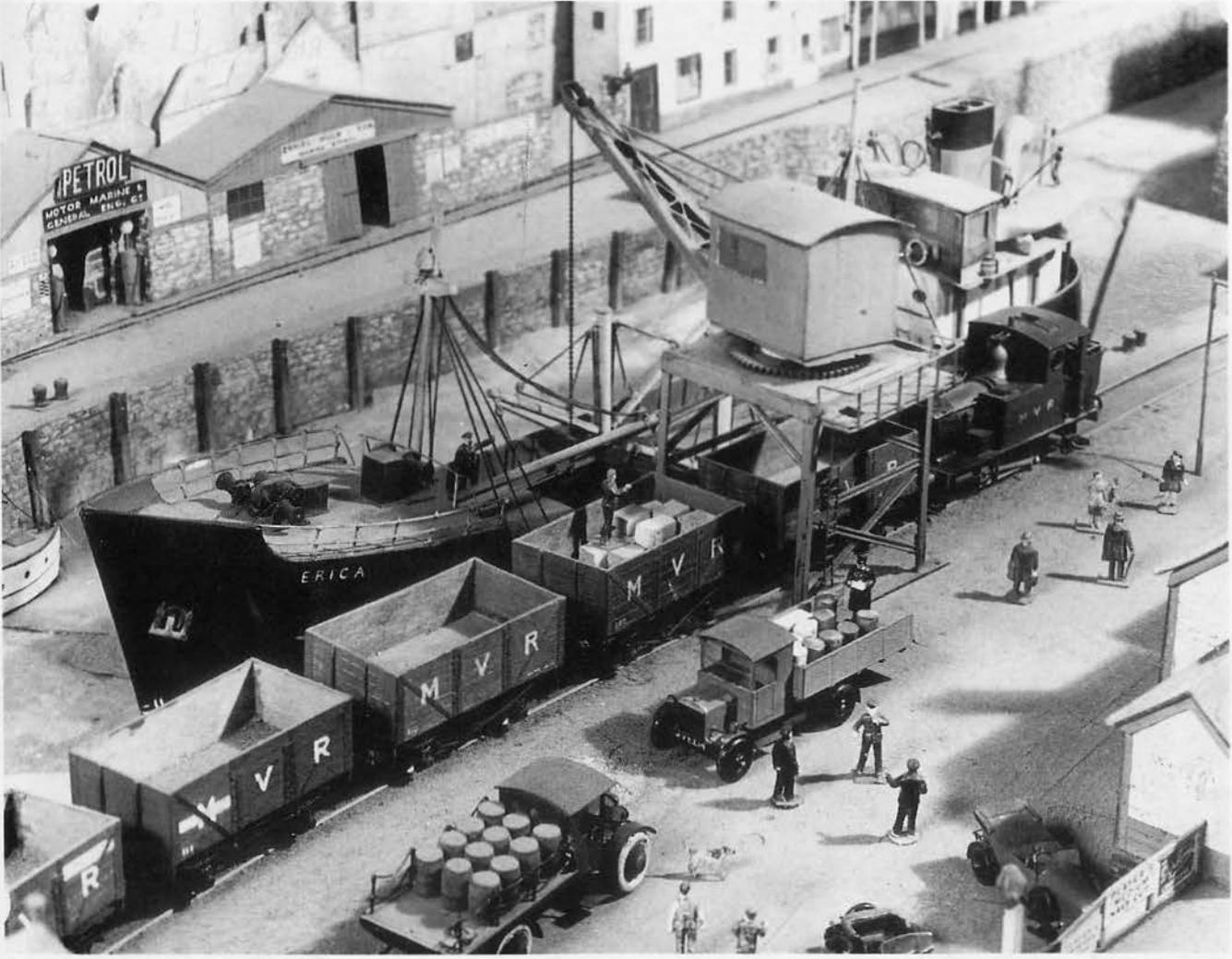


The Aherns' Invicta.



How it was done – photography of Madderport.







The Aherns' cat on the River Madder bridge in Madderport.

(I hope!). There still remains a small 'bits box' of items left over – not surprising bearing in mind the layouts which preceded it. There are also some items missing, such as the group of buildings at Gammon End which appears in the distance in an article in the January 1957 *MRN*.

It has been asked whether the Madder Valley was a truly operational railway on the grounds of John's interest in construction and the effects of other calls on his time. But it does still run after relatively little servicing of the track and stock and did so during the recent 40th anniversary celebrations of Pendon Museum in July, 1994. There is the possibility that such running sessions may be repeated in the future at the Museum, where it is on permanent display.

So, what is the place of John Ahern and the Madder Valley layout? The Madder Valley layout was the first model railway where the railway was in part subservient to the landscape and the fictitious community around it, and where the overall scene was designed to have life and character. It is possible to imagine oneself on the quay at

Madderport or overlooking the lock at the Moonraker's tearoom. Has it been surpassed? In terms of sheer realism and life, perhaps it has been eclipsed by artists like Barry Norman and Martyn Welch, and certainly Peter Denny's Buckingham branch – started at almost the same time – had similar importance to the hobby (although on Buckingham, the railway predominates through choice). No, John's pleasure was the pursuit of visual realism within the context of his own quirkily fictitious empire.

He loved showing photographs of the layout to friends and asking if they recognised where in the real, full size world they might have been taken. Only later would he reveal that they had been looking at a model. Like the Madder Valley Railway, it was a joke. The pictures looked convincing enough because everything in that miniature world had been sharply observed and modelled beautifully. But it was really just a bizarre hotch-potch of influences and ideas bound together in a gloriously witty fiction. Like a good novel or a great film, it communicated directly with its audience and captivated them instantly. Only in John

Ahern's case, he did it first. He was an original – and that's what makes him one of the hobby's most significant figures.

Mention has been made of the locomotives and buildings which were not part of the collection when it arrived at Pendon Museum over 30 years ago. A week before this article was finalised, John Ahern's sister-in-law telephoned

the Museum and announced her wish to donate a collection of locomotives and some buildings built by John – some of which are shown here for the first time – together with various documents and photographs. The collection, now more complete, will be a memorial to a great modeller and a superb communicator – and an inspiration to later generations.

Add: Railway No. 59 (date not known)
Letter: Universal prints (+ photo)
MRN '40s (date UK)

LIST OF ALL KNOWN ARTICLES AND OTHER
CORRESPONDENCE BY JOHN AHERN

1939			1944		
March	MRN	Letter: OO gauge point levers and Treetex board	January	MRN	Sketch of the Night Express
May	MRN	Letter: Broad gauge prototypes	March	MRC	Letter on OO mechanisms
September	MRN	Article by Edward Beal with photograph of Ahern coaling stage	May	MRN	News from the Madder Valley
		Letter: baseboards and use of Ensonite	June	MRN	Sketch of rebuilt Royal Scot
					News from the Madder Valley – Part 2
1940			September	MRN	A note on adhesives
February	MRN	<i>Ulysses</i>	October	MRN	Another mixed bag
March	MRN	The Hornby Dublo mechanism	November	MRN	Letter on photography of small-scale models
April	MRN	A 4mm scale GWR Sharpie		MRC	A design for coal staithes
May	MRN	Track for OO gauge	December	MRN	<i>Exe</i> , a model Lynton & Barnstaple locomotive
July	MRN	Fitting spring couplings and drawbars	1945		
September	MRN	Bert's Garage	January	MRC	Two interesting 4mm models
		Another Webb Saddle-tank model	February	MRN	Harnessing the waterway
November	MRN	A harbour station in 6ft x 2ft		MRC	A new trackside feature
1941			May	MRN	Model forestry
January	MRN	Harbour station – part 2	August	MRN	First aid for track layers
February	MRN	Making old-time American-type coaches (WC&P Railway)	September	MRC	The OO gauge coupling problem
			December	MRN	Some OO road vehicles
April	MRN	Photographing models		MRC	Train control by signals
June	MRN	Originality in buildings	1946		
July	MRN	The Crewe tradition	January	MRN	Avalanche galleries
August	RAIL	A model Isle of Man Railway coach	February	MRN	Fitting springs to OO gauge vehicles
September	MRN	Mixed bag on the Madder Valley Road	March	MRN	<i>Welsh Pony</i>
		Letter: Railway modelling as an art	April	MRN	The Madder Valley goes 12 volts
	RAIL	The Forney locomotives	June	MRN	The door nuisance
October	MRN	Letter: inset track			Letter: current consumption
November	MRN	Minimum space model railway, with photo of Madder Valley	July	MRN	Letter: model photography
	RAIL	Strange to relate			Sketch of Lynton & Barnstaple
		Train make-up extraordinary	September	MRN	Motor-cars for the model railway
December	MRN	Another 'mixed bag' on the Madder Valley line		MRC	Letter: reviving the past
1942				MRC	A scenic background feature
January	MRC	Letter: modelling standards	October	MRN	North American sketch
February	MRN	A motor bus in 4mm scale	November	MRN	Gammon Magna
	MRC	Corrugated metal ends for model vans	1947		
March	MRN	More news from Madderport	January	MRN	Erecting model railway baseboards
May	MRN	Sketch of an American locomotive	February	MRN	Sketch of going on shed
July	MRN	Madderport's buildings	March	MRN	Letter: controls on timber supplies
September	MRN	A question of levels		MRC	Guest editorial
December	MRN	<i>Manx Kitten</i>	May	MRN	The Madder Valley goes two-rail – Part I
	MRC	About corrugated iron	June	MRN	The Madder Valley goes two-rail – Part II
1943			July	MRN	Fords and 'Bugs' and things
January	MRN	Cardboard is not strong enough	October	MRN	The Madder Valley goes two-rail – Part III
February	MRN	Miniature building construction	November	MRN	The Madder Valley goes two-rail – Part IV
	ME	Cover photograph	December	MRN	GW freight stock for OO gauge
March	MRN	Sketch of double-heading Bangor–Afonwen	1948		
		Miniature building construction – Part 2		Book:	Miniature Locomotive Construction
May	MRN	Letter: that useful gauge	January	MRN	About under-baseboard wiring
June	MRN	Miniature building construction – Part 3	February	MRN	About under-baseboard wiring – Part 2
July	MRN	Miniature building construction – Part 4	March	MRN	Lineside detail for the modeller – Harlech
September	MRN	Sketch of C Class 0–6–0	April	MRN	More minimum space model railwaying
		Letter: future of OO	June	MRN	Further reflections on two-rail
November	MRN	An Adams 'Jubilee' in OO	August	MRN	Modelling in the flat
			September	MRN	Letter on an electrical safety device
			October	MRN	Cover photograph
				MRC	Letter: realistic starting in OO gauge
			November	MRN	More about Harlech



Add:
 55 Feb RM Cover photo: Madderport Goods Dept
 64 Jul RM p176 Photo of MVR Backyard
 71 Jun RM Plys & Relics supp. Photo of Swanbridge
 81 Jun MRC P35 Photo of Madderport
 History of Model & Min Plys
 P19 p166 Photo
 P24 p462-3 Photo
 P32 p624-3 Article on large plus photos
 A group of buildings from a short-lived version of Gammon Magna.
 73 Model Plys supp: "All About Model Railways"

1949

January	MRN	Letter: treating timber
February	MRN	New power on the Madder Valley
	MRC	Gauge OO motors and point frogs
March	MRN	Letter: those finishing touches Letter: corrigendum
May	MRN	Cover photograph Equalised bogies
June	MRN	More about two-rail collectors
July	MRC	Check rails
August	MRN	Letter: the stud contact system
November	MRC	Too much scenery?

1950

	Book	Miniature Building Construction
March	MRN	A Highland Railway locomotive in 2mm scale
April	MRN	Cover photograph
August	MRN	A compact branch terminus - Watlington
September	MRN	More about the Watlington branch
October	MRN	Cover photograph Progress on the Madder Valley Letter: the effect of temperature
November	MRN	Progress on the Madder Valley - Part 2

1951

	Book	Landscape Modelling
April	MRC	Narrow gauge modelling
June	MRN	New survey of the Madder Valley railway
September	MRN	Windows in model passenger stock

1952

March	MRN	A sawmill and timber yard
August	MRN	A branch line terminus in 6ft x 2ft
December	MRN	More Dublo Auto coupling

1953

January	MRN	Letter: Can we all be more helpful?
June	MRN	Design for a coaling stage
August	MRN	Layout for a long narrow space

1954

February	MRN	Sketch of Chemin de Fer Normand
May	RM	Cover photograph
October	MRN	Signals on the Madder Valley
December	MRN	The Madder Valley makes bricks

1955

February	MRN	Pre-grouping road vehicles
September	MRN	Kent & East Sussex Railway
November	MRN	Driving wheels for two-rail

1956

October	MRN	Marston Gate
November	MRN	Gammon Magna revisited
December	MRN	Letter: an awkward subject overcome?

1957

January	MRN	Roving camera in Madder Valley
April	MRN	The nautical touch
May	RM	Cover photograph
	MRN	Letter: catalogues
June	MRN	Letter: stuttering pens
December	MRN	Forney tank engine

1958

February	MRN	A handy vacuum cleaner for the workshop
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1959

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1960

May	MRC	Cover photograph
September	RM	Cover photograph

1961

June	MRN	MRN album, photographs of 3-rail Madderport locomotive depot
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1962

February	MRN	Obituary by M. T. Deere
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1963

August	RM	Madder Valley at Pendon
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NOTES

MRN	Model Railway News
MRC	Model Railway Constructor
RM	Railway Modeller
RAIL	Railways
ME	Model Engineer



The 3-litre Invicta.

