



Ilford & West Essex Model Railway Club  
present  
their 56th Annual Show

76079

# WEST ESSEX MODELRAIL

2011

Sat 1st October 2011 10am-5pm  
Sun 2nd October 2011 10am-4pm

**St. Edwards School,**  
London Road, Romford RM7 9NX.

for more information about the club visit  
[www.iwemrc.org.uk](http://www.iwemrc.org.uk)

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# WEST ESSEX MODELRAIL 2011

**Welcome** and **Thank You** for visiting our 56th Annual Exhibition. Last year we celebrated our 80th Anniversary of the formation of our club in 1930 and enjoyed visits from many previous members of the club, some who had travelled considerable distances. The earliest recorded ex-member in the victors book was 1946.

With an increased attendance the show was deemed to be a success and this year we have made every effort to repeat the quality of the layouts exhibited. We have layouts in all popular scales and have **two that have not been seen in public before**; hopefully something for everyone.

Model Railways is an inspirational hobby, and caters for all of the different skills that bring a completed model railway layout together. Whether your interest is just in a particular aspect - History, Construction, Electronics, Wood and Metal work, Collecting, or just running trains - you will find membership of a club and being part of a team can provide a lifetime's enjoyment.

Take time to relax with some **Drinks** and **Refreshments** in the restaurant area where you could get more information from members meeting between exhibition duties by asking them about us.

Maybe try your luck in our **2011 Exhibition Raffle**, or our special **CLOSED BID AUCTION** for a limited edition "Imperial Railways" Hornby DCC Train Set. (See our Club Information Stand, No. 9.)

If you would like to consider getting involved in the club, please visit our Club Information Stand (No. 9), check out our website at [www.iwemrc.org.uk](http://www.iwemrc.org.uk) or contact the club's Hon. Secretary: Charlie Nelson, 4, Great Gardens Road, Hornchurch, RM11 2BB. Tel. 01708 450424.

Charlie will be on our 7¼" Gauge Section Stand (No. 2). The club runs **Steam/Open Days** at Chadwell Heath Station, first Sunday in every month, April to September. As well as rides on our 7¼" Gauge Railway, the club house is open to the public on these days, with several of the layouts running. The various club sections meet at the club at least four days per week, so why not come and see us?

Peter Pulham  
President

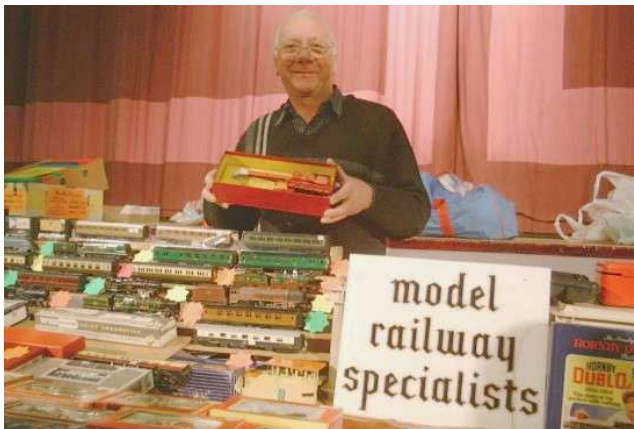
Frank Roberts  
Chairman

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Whilst every effort has been made to ensure the contents of this guide are correct, Railway modelling is essentially an amateur hobby and we rely on the goodwill of a very large number of people to stage this exhibition. Consequently the Ilford & West Essex Model Railway Club cannot be held responsible for any error or omission, nor failure for any exhibitor to appear.

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# Brian Baker



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# Entrance

## Stands 1-2

**1****Ride On Railways**

5" Gauge Electric Railway

**01708 708768**[www.rideonrailways.co.uk](http://www.rideonrailways.co.uk)

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We are delighted to welcome back exhibition regulars, Garden Railway specialists **Ride On Railways**, who will once again be providing indoor train rides on their 5" Gauge electric miniature railway.

**2****I & WEMRC 7¼" Gauge  
Section Stand**[www.iwemrc.org.uk](http://www.iwemrc.org.uk)

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Photographs and information all about the club's **7¼" Gauge Miniature Railway**, open to the public on the first Sunday every month from April to September.

### Acknowledgements

The **Ilford & West Essex Model Railway Club** would like to express its thanks and appreciation to anyone and everyone involved in the staging of this year's special celebration exhibition, but in particular:-

- **PECO, The Engine Shed** of Leytonstone, and **Roneo Models** of Hornchurch for kindly donating major raffle prizes.
- **PECO, British Railway Modelling** and **Kent Garden Railways**, and all our advertisers for enabling us to produce this exhibition programme.
- The staff at **St Edwards School** for all their help and support.
- All the members' wives, partners and friends who help us out every year without fail.

# Main Hall

## Stands 3-16

### 3

**Modeller's Mate**

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We are pleased to welcome back **Modeller's Mate**, bringing their wide range of scenic materials, electrical components, tools, metal/plastic sheets and sections, nuts and bolts, adhesives and wood.

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### 4

**Books Galore!**

[www.iwemrc.org.uk](http://www.iwemrc.org.uk)

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### 5

**Roneo Models**

**01708 442836**

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Welcome once again to our local model shop **Roneo Models** of Hornchurch, a regular at our exhibitions for many years, and who give us tremendous support throughout the year.

# 6

**Meon Combe**  
N Gauge, BR (Southern)

**John Davy**  
jhdavy@lineone.net

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## **Fact:**

The MVR (Meon Valley Railway) was opened in 1903 by the LSWR and provided passenger and goods services linking Alton in the north to Fareham at the southern end of the line. It was hoped that this would promote tourist and visitor business for the branch to Gosport from Fareham Goods on the line was mainly agricultural, indeed Wickham station was once known to provide a whole train full of strawberries. The line was known as the Strawberry line.

During the First World War, the line was used for troop movements to Portsmouth and Southampton, for embarkation to the continent. After the First World War, the line faced increasing competition from road services. However, during WW2, the line was famed for hosting the train that housed the War Cabinet in June 1944. The cabinet visited the area for final discussions with Winston Churchill prior to D-Day. The tunnel at Droxford was earmarked as an air raid shelter for Churchill and his staff.

In 1955 the line closed for passenger services and goods services ended in 1968. The line was used by in 1967-9 for testing of the Sadler

Pacerailer, a type of railbus and forerunner of the bus based designs such as the LEV (Leyland Experimental Vehicle) and ultimately the class 140 family (Pacers). Track on the branch was lifted by 1975.

## **Fiction – or a little bit of politics:**

Instead of failing and closing, it is assumed that the branch to Gosport prospered and the town grew along the lines of Worthing. The resulting passenger revenue led to the Meon Valley line being electrified in the 1960's. In addition, with the increasing demand for housing (mainly led by commuter employment), the Conservative Government of 1970 allowed limited development of some of the villages along the Meon Valley line. The station of **Meon Combe** benefited from the increased passenger traffic.

The layout is set in autumn 1971. In order to increase the layout's traffic with a greater variety of the trains and stock used, it has been assumed that there is a diversion of services due to a landslide on the Portsmouth direct line that runs via Guildford.

# 7

## Norvic Junction

N Gauge, BR Southern [www.ukmodelshops.co.uk/erithmrs](http://www.ukmodelshops.co.uk/erithmrs)

Erith MRS

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**Norvic Junction** was conceived even before the battle of Fearlessness and represents an area of the Southern Region providing for the village, local coal and a service for commuters into the city.

**Norvic Junction** is a club layout and was purchased from the N Gauge society (North West Kent Area Group) having previously been exhibited as 'St Mary's' in another era. It is intended to be a family layout, so during the show you will see steam, diesel and maybe even Thomas, James and Percy, running depending on which operators are at the exhibition.

The layout is 12ft by 3ft and has a twin track running line together with sidings and a branch line. Track work is Peco code 80 and most of the buildings are scratch-built (using card).

# 8

## Cheerio Charlton

7mm scale, Trams

Richard Moules

[moules51@yahoo.co.uk](mailto:moules51@yahoo.co.uk)

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**Cheerio Charlton** represents, in 7mm scale, a very short but fairly typical length of London's '1st generation' tramways. It is a representation of a few yards of Woolwich Road, Charlton, as it was until the trams ceased to run on the 5th July 1952. This was the location of the tramways Central Repair Depot, accessed by a siding off the double track "main line" which carried 3 of the last tram routes to operate, Nos.36, 38 & 40.

The trams collected current from the underground "conduit" system, so there are no overhead wires, and the model trams represent the various types that operated on these routes (although they all bear a strong family resemblance!) There are also a few "works" cars and one or two "oddities". Woolwich Road and the buildings modelled still exist, only the trams have gone!

The layout is designed to be automatic in operation, so giving me time to answer any questions you have, or just chat about trams!



# 9

## I & WEMRC Information & Sales Stand

[www.iwemrc.org.uk](http://www.iwemrc.org.uk)

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Why not come and have a chat at the club information stand, where you can find out about the club, its activities and details of membership, and see the range and depth of the interests the **Ilford & West Essex Model Railway Club** caters for.

If you have an eye for a second-hand bargain, a variety of club members' own rolling stock and other railway related items are available for sale.

Tickets for the **2011 Exhibition Raffle** are on sale here – our special thanks to **PECO**, **The Engine Shed** of Leytonstone and **Roneo Models** of Hornchurch for donating raffle prizes.

In addition we have a special **CLOSED BID AUCTION**. **PECO** have kindly donated the **Special Limited Edition Hornby DCC Train Set "Imperial Railways"**, containing: SR T9 4-4-0 Locomotive, Pullman Kitchen Car "IBIS", SR Maunsell Brake Coach SR Bogie Luggage Van. This is a **limited edition** of just **1500** and is DCC ready.

# 10

## AGL Associates

01268 288236

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Joining us for their second year, **AGL Associates** are suppliers of wagon-loads in OO and N scale, plus switches, wire and many other useful modelling components.

# 11

## Active Scale Models

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[www.activescalemodels.co.uk](http://www.activescalemodels.co.uk)

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**Active Scale** Models stock all types of plastic, card and profiles, modelling knives, paints, plastic kits, tools, balsa, through to mahogany, radios, servos, cables, wires and motors – basically, if you want it, we've got it, or can get it within 24 hours!

## 12 British Enginenen's Steam Preservation Society

01708 727504

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The heritage railway societies rely on your support so they can continue with important aspects of our railway preservation. The 'Enginenen' are restoring two locomotives that form a major part of that history. The first was one of the most successful LMS locomotives, Black Five No. 45293 and the second Southern Merchant Navy Class 'Blue Star' 35110.

Please help to support **Ron Mills** (I & WEMRC member) and his colleagues in their important work with a purchase or donation.

## 13 Dinas Mawddwy O Gauge, Welsh Branch

**Basildon MRC**  
[www.basildon-mrc.org.uk](http://www.basildon-mrc.org.uk)

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**Dinas Mawddwy** was an important market town at one time, with claims to a 14th-century charter, but it is now no more - and no less - than a highly picturesque village, just off the A470 between Mallwyd and Dolgellau. It has a historic inn bilingually named the Llew Coch/Red Lion and a few doors away a stone cottage serves as the local branch of the Midland Bank.

The old-world atmosphere owes much to the fact that the main road bypasses the village, which is encircled by steep-sided wooded mountains. The lofty Bwlch y Groes Mountain road at 1791ft, is the highest road in Wales, clawing its way over remote uplands north-east of Dinas Mawddwy towards Llanuwchllyn and Bala.

Meirion Mill Weaving unit and mill shop with tweeds, tapestries, rugs, coats and other products is housed in what was once part of the terminus for the now defunct Mawddwy Railway. Pont Minllyn, just inside entrance to the mill complex, is a grass-topped packhorse bridge built in the 17th century by local rector.

The Mawddwy railway (standard gauge) ran between Cemmaes Road and Mawddwy, a total distance of 6m 63ch. The line was constructed in 1866/67 by Edmund Buckley, who later became Sir Edmund Buckley. It fell into disuse in 1908, was re-opened in 1911 by the Cambrian Railway, and was absorbed into BR (Western Region) in 1948. The last freight train ran on September 5th 1950 and the line closed in July 1951.

# 14

## Claire's Fudge and Sweets

01375 673476

Claire is joining us for the first time this year, and has a variety of confectionary to tempt every taste.



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## 15 Stepney Down

OO Gauge, British

Owen Hayward

[www.stepneydownlayout.webs.com](http://www.stepneydownlayout.webs.com)

**Stepney Down** is a OO gauge model railway based upon a fictional preservation railway terminus. The layout was created in Autumn 2007 when I was 14. It is my first ever attempt at making a model railway, and I feel it has come out as an acceptable result.

It was built at my local model railway club, the Hornchurch And District Model Railway Club, in the one available space which was only just over 8ft in length. This, I felt, was not enough space for what I wanted, and the fellow club members agreed. As space was limited for storage of other boards, we all agreed a layout of 20ft, split over five 4ft boards, would be enough. Two or three plans were drawn up before I settled on the final plan.

Over the following two years, I slowly built the layout to what you see today. It is never finished, like almost all layouts. There always something in need of repair, or change, or something will be added.

## 16 The EM Gauge Society

[www.emgs.org](http://www.emgs.org)

The **EM Gauge Society** has over 35 years' experience assisting modellers who would like to improve the appearance of their models. Members of the society will be glad to help with questions about any aspect of the hobby.

*Further information from:*

*Membership Secretary, 8 Elm Close, Swainwick, Bath, BA1 7AZ.*

			
<p><b>Hornby International, Bachmann American, Fly, Scalextric, New Bachmann Digital Systems and all model railway accessories stocked</b></p>			
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<p>745 High Road, Leytonstone, London E11 4QS          Tel: 020 8539 3950 — <a href="mailto:theengineshed@btconnect.com">theengineshed@btconnect.com</a>          Nearest Tube Station - Central Line - Leytonstone</p>			

# Middle Hall

## Stands 17-21

# 17

**Mid Shires**  
009 Narrow Gauge, British

**Colchester & District MRC**  
[www.colchestermrc.org](http://www.colchestermrc.org)

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The **Mid Shires** Light Railway is a small rabbit-warren type 009 layout. It was built by a Mr T. Jones to entertain his grandchildren and when he died, none of them were interested enough to take it over. It stayed in his widow's conservatory for a number of years, and it was offered to the Colchester MRC just in time to save it from going to the local tip!

Apart from one Airfix kit and a Hornby station building, all the buildings and staircases were handbuilt and painted by Mr Jones. Some of the points and track had to be replaced, and apart from a few conifer trees, there was no scenery, animals or people on the layout.

The layout is the only 009 gauge layout in the club and fills that little gap for a layout of a different gauge.

# 18

**Fenchurch Cutting**  
OO Gauge, British

**Roy Emery**  
Basildon MRC  
[www.basildon-mrc.org.uk](http://www.basildon-mrc.org.uk)

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**Fenchurch Cutting** is a fictional layout loosely based in the East-End of London. The model is trying to show an inner city environment where space is at a premium.

The layout has two levels: the lower part is built into a cutting and consists of a three-platform city terminus, loco spur/cripple road and a two bay parcels depot. The top boards hold a small locomotive depot and the period is early 60s.

Both levels are completely electrically independent of each other and are operated separately. Buildings are scratch built or heavily modified kits, track is Peco code 75, while stock is all ready-to-run.

## 19 Warren Lane OO Gauge, British

**A. Bevan & M. Clark**  
[www.warrenlane.co.uk](http://www.warrenlane.co.uk)

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**Warren Lane** is an OO gauge freightliner terminal, set in East Anglia between 2005 and 2009. Stand and watch as intermodal trains arrive from all parts of the UK.

Two working gantry cranes quickly unload them, and the empty wagons are soon loaded with containers fresh off huge container ships from China, Korea and many other trading nations.

The train receives a fresh engine and is away to its next destination.

Warren Lane can be a very busy place!

## 20 Reg Henderson (Saturday only)

**020 8508 9268**

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A regular at our exhibition, **Reg Henderson** specialises in the sale, exchange and purchase of OO scale locomotives and coaches from all regions, and also in kits (both un-built and part-built).

## 20 Railway Memories (Sunday only)

**01206 841801**  
[margerumsdepot@aol.com](mailto:margerumsdepot@aol.com)

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**John Margerum** has travelled extensively in the UK, Mainland Europe and North America recording the ever-changing rail scene, and has a unique collection of DVDs on rail and related subjects, plus framed photographs, blank rail greetings cards and T-shirts.

## 21 Brian Baker Collectables

**020 8508 4040**

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**Brian Baker** is back for his seventh successive year at our exhibition with his vast range of model railway items, controllers and also videos.

Since the 1970s Brian has specialised in the sale, purchase and part-exchange of whole collections.

# K & M Models

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**102, Trinity Street Gainsborough DN21 1NS**

# Sports Hall

## Stands 22-34

**22** Farnborough Road  
O Gauge, South Eastern

**Beckenham &  
West Wickham MRC**  
[www.bwwmrc.co.uk](http://www.bwwmrc.co.uk)

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Our story is that the South Eastern Railway, in the heady days of railway mania, decided to compete for the Bristol traffic. The requisite Act of Parliament was passed, work was started and then the LCDR acquired the continental mail contract. The SER put aside thoughts of expansion in favour of internecine warfare throughout the county of Kent. So the aspiration of the grand trunk line petered out in a muddy field in the outskirts of Farnborough, Hants.

Time passed. The SER became successively the SECR, the SR and now the Southern Region of British Railways. Steam retains a tenuous hold; with a Bulleid pacific hauling the main line train to London Bridge (as it travels via Guildford and Redhill it hardly deserves to be called an express), and elderly pre-grouping 4-4-0s share the local traffic with standard classes. Much of the coaching stock is of similar antiquity. However, dieselisation is on the horizon, closely followed by the Beeching report and finally, closure.

The layout uses 6mm birch ply framed with 3" x 1" timber - not the lightest baseboards but very solid. We use trestles because they obviate end-to-end rock - were available from a previous layout. The back scene uses 6mm birch ply. Track work is Peco with scratch-built or Peco points operated by tortoise motors. The station building is based on Lyminge, the goods shed comes from Westerham and the signal box is Holmthorpe. Most of the other buildings come from kits, although the milk depot complex is scratch-built, whilst the civil engineering relies heavily on Slater's Plastikard. The grass is Silflor - expensive but indestructible. The rolling stock is correct for the area and period, and we are fortunate to have a professional builder within the team. The locos are built from brass, most of the wagons from plastic kits and many of the coaches from aluminium shells. We have adopted DCC, which requires different operating techniques as the operators are driving the trains rather than the track. If we appear to have got it right this time, it is only because we have got it wrong in the past and so are very willing to share our experiences!



**23****Aspire Gifts & Models****01300 345355**[www.aspiregiftsandmodels.co.uk](http://www.aspiregiftsandmodels.co.uk)

We are pleased to welcome back **Aspire Gifts & Models**, who specialise in scenic items, new and second hand model railways and DCC equipment.

**24****Hinton Parva**  
OO Gauge, British**High Wycombe**  
**& District MRS**[www.hwdmrs.org.uk](http://www.hwdmrs.org.uk)

As an 'OO' gauge layout **Hinton Parva** doesn't come much bigger.

Devised many years ago by members such as Dave Potter, Harry Fielding, Graham Muspratt and many more **Hinton Parva** has evolved into what is exhibited today. A complex amount of electronics and a maze of wiring ensure a compulsive display at any exhibition.

*Featured in 'HORNBY' magazine Issue 9, March 2008.*

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Peter Jonathan Hunt, always pleased to give every assistance.

**25****Bouviere Peak**

On30, North American

**\*\*\* 1st Public Showing \*\*\*****Brian Daly**

brian.daly@virgin.net

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The San Juan extension of the Denver and Rio Grande West (D & RGW) Narrow Gauge reached Durango in 1881. A line was built north from Durango to Silverton, which still exists today and forms the world-famous Durango & Silverton Railroad. The period for this layout is set from the 1930's until the 1950's. The Local logging company, the Rio Florida Logging Company or RFLC runs a large network of lines around **Bouviere Peak**. It should be noted that the RFLC has running rights on the D & RGW and RGS. It connects with them at Simpson's Peak and at Baldy Peak. Stock from all companies can be seen at all locations and some mixed running is common.

**Bouviere Peak** is the motive power base for the Rio Florida logging Company and its sometimes strange buying practices can be seen here. They would often buy one off, second-hand locomotives and use them till they were no longer repairable. This practice didn't always work and the shareholders made the company buy some sensible motive power, the Shays and the Climax's were the resultant purchases. The small depot serves the local town with all of its needs, and the line also provides passenger services to the logging camps and to the rest of Colorado. Freight traffic is light, but wagons are often brought up for repair or overhaul and the locomotive shed can be very busy at times. The turntable gives access to the shed and for locomotive servicing and fuelling. All types of motive power can be dealt with here at the small facilities; these include water, coal petrol and sand. The shed has 2 roads, with each road capable of holding 2 engines. Sometimes mainline engines arrive, this can cause a lot of extra work for the staff and they will only just fit on the turntable.

Buildings on the layout are a mix of kit- and scratch-built, mainly from wood and have as much detail added as I can find out and put into them. The scenery is made up of polystyrene, covered in filler with rock moulds added and the areas blended together to form the contours for the railway. Woodland scenic and Set Scenes scatter materials are used. Loads of trees are required and will be added as the layout develops.

The track used is Peco O 16.5mm narrow gauge crazy track, with all points electrical controlled with SEEP point motors. DCC is used to control the whole layout, there is no control panel. Should the DCC detect a short the layout is split into 4 power districts, so only ¼ of the layout will stop until the short is removed. iPads and iPhones are now being used to control the layout using WIFI; this gives more flexibility. Most locos are fitted with DCC chips, and most of the larger ones are fitted with sound.

## 26 Pendennis

OO Gauge, British

**Bob Farrell**  
bob@thefarrells.eclipse.co.uk

**Pendennis** represents a fictitious but typical small Cornish fishing town complete with a quay. Originally only a small village, served by a modest narrow gauge railway, **Pendennis** gradually developed into a thriving town thanks to the China clay trade and now has regular freight and passenger services. Due to diminishing fishing quotas Pendennis Quay has now been taken over by English China Clay Ltd and is operated by them to ship clay products to other UK and Scandinavian ports.

The layout operates modern image stock and is set in the period between 1985 and the present day.

## 27 K & M Models

**01427 811040**

Stockists of British & European/Continental outline in both 2mm & 4mm scale, including Bachmann, Dapol, Farish, Fleischmann, Heljan, Hornby, Peco & ViTrains, plus track, trackside accessories, scratch-building materials, paints, glues, plastic & card kits, scenic materials & tools. Also service & repair, decoder fitting, modelling design and scratch-building for existing layouts.

## 28 Taw Magna

O Gauge, GWR

**I & WEMRC O Gauge Section**  
www.iwemrc.org.uk

Somewhere in the West Country is the small town of **Taw Magna**. The period depicted today is round about 1950, just after nationalisation. This gives us the opportunity to exhibit a large selection of locomotives, mostly GWR and a variety of rolling stock; some being very old and full of character, most of which have been built by the O section members from well known kits. The prototypes for the main buildings, all scratch built, were acquired from around the area (you will recognise Abbotsbury Station). During the exhibition we plan to demonstrate the layout as a preserved branch line. The large turntable has therefore been included enabling far larger locomotives than would have been used in its GWR heyday to appear on the line from time to time.

The pointwork has all been hand built and operated electrically. Exciting new plans include making our previous layout 'Kirkby Grandfield' into a round-the-club-house test track. The club's O Gauge Section meets every Friday evening.

**29****Tamworth**

N Gauge, LNWR/LMS

**Peter Edmondson**

I &amp; WEMRC N Gauge section

[www.iwemrc.org.uk](http://www.iwemrc.org.uk)

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Formerly the exhibition layout of the I & WEMRC N Gauge Section. Since purchase, the high level Midland Station has been added, and the main station building has been re-modelled to the old station building. This now represents the station at **Tamworth** on the Trent Valley Line on the LNWR/LMS West Coast main line, London (Euston) to Glasgow (Central).

The Tamworth high level station was located on the Birmingham-Derby main line of the Midland Railway, opened in 1839. The Trent Valley Railway was built from Rugby to Stafford by the LNWR, and opened in 1847, so that the west coast main line could bypass Birmingham.

The LNWR line ran at right angles to – and passed beneath – the Midland station by means of a bridge. Tamworth was a small market town, but its location astride the West Coast and Midland lines linking Bristol to Newcastle gave it immense strategic importance as a postal exchange point, and secured for Tamworth a passenger service that was far better than might otherwise have been.

The layout is four-track all the way round and has a 36-train fiddle yard. Most of the buildings and structures were built by section member Frank Roberts, electrics by Peter Pulham and David Silman.

*Featured 'Railway of the Month' Railway Modeller January 2005.*

**30****Kent Garden Railways****01689 891668**[www.kgrmodels.com](http://www.kgrmodels.com)

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A regular supporter of our exhibition, **Kent Garden Railways** are stockists of various scales and specialise in 16mm and G scale, plus H0 & On30 American, Graham Farish and Bachmann.

Having recently moved premises (next door!), KGR now have more than doubled their space and have a dedicated 'large-scale' room.

*See inside back cover for details.*

## 31 **Wembley East** OO Gauge, British

**Colchester MRC**  
[www.colchestermrc.org](http://www.colchestermrc.org)

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**Wembley East** is an unusual layout which measures 12ft x 12ft with a circular design based on a setting on the Great Central Line running northwest out of Marylebone Station.

Although the scene looks authentic, with its sidings and rolling stock, it is entirely fictitious.

The layout can be viewed from anywhere around its circumference.

## 32 **Turner's Folly** OO Gauge, British

**Shoeburyness MRC**  
[www.shoeburynessmrc.co.uk](http://www.shoeburynessmrc.co.uk)

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Introducing **Turner's Folly**, a OO Gauge exhibition layout running DCC (Digital Command Control). The layout has been designed as a two round continuous run layout which may be viewed from all sides. Scenic backdrops separate the operators from view and allow for running the timetables without being disturbed.

The layout's setting is nowhere in particular with no definitive period in mind, so we are able to run Steam, Diesel and EMU's. All engines have been sound equipped and one member has installed working lights to the engines and passenger coaching stock. The idea of the DCC layout is to demonstrate multi-train control and to be able to explain to visitors how much simpler the wiring is with DCC. The project started in January 2009 with a target completion date of November 2009, just in time for our club's Annual Model Railway and Hobbies Exhibition.

Work to further develop **Turner's Folly** continues to progress - this year we have added a further two boards, which will add further interest for the visitor. There will be a larger marshalling yard with a turntable, which will give us greater opportunity for demonstrating the exciting control one can achieve with DCC.

## 33 Binegar OO Gauge, British

**North London Society  
of Model Engineers**

The design of our layout has been based on the original station of the same name on the Somerset & Dorset Railway. Built to OO gauge, the layout is 30ft in total length, comprising a 6ft fiddle yard at each end with a scenic section of 16ft showing the station and goods yard. The layout width is 2ft and utilises Peco code 100 track throughout.

The original station was situated between Radstock & Shepton Mallet and was closed to traffic in March 1966, following the issue of the now famous 'Beeching Report'. The station house still stands as a private residence and the remainder of the site has now been built on with more houses. The goods shed shown was originally owned by the Oakhill Brewery and was the terminus of a 2 mile long railway of 3ft gauge, which closed in 1921. The building was then converted to a standard gauge goods shed and was last used by a local coal merchant as a store. Down goods trains were often banked as far as Masbury Summit and the banking engine was permitted to run 'wrong line' back to Binegar provided they had collected the Banking Token at the station. This action is replicated on our layout.

The layout is operated to a diagram based on the 1956 timetable (mid-week) and illustrates the variety of traffic on the S & D at that time. All locomotives and rolling stock used belong to members of the Society and include many kit built and modified proprietary models.

## 34 The Mill 7mm scale, 16.5 gauge \*\*\* 1st Public Showing \*\*\*

**Brian Stubbles**  
brian.stubbles@btinternet.com

**The Mill** is a fictitious scene set in the early 1950s in the Hampshire and Wiltshire area. The narrow gauge line helps to bring corn from surrounding fields to the windmill, to grind into flour after which it is taken to the flour mill for bagging up in sacks ready for the railway to take it to the mainline down the line for distribution to various towns close by. Also there is "Mill Holt" that deals with farm traffic i.e., sheep, pigs, and cows also going to market for sale, and the small community use the line to link up with the main railway network further down the line.

The layout is built mostly with scratch-built buildings that have been shot on camera and turned into scale for this layout, the windmill being a model of the original mill in Orsett in Essex, and I've motorised it to turn at 4 revolutions a minute to give scale speed of the vanes. The chimney of the flour mill emits smoke from a unit housed inside the structure and adds lifelike effects to the layout. The layout took just over a year and a half to construct from start to finish. I have more detail to add. This is also my first venture into DCC running. I hope you enjoy my latest creation.

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