



31st Model Railway Exhibition



Saturday 1st October 2011
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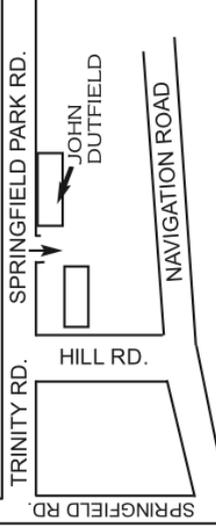
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Chairman's Welcome

On behalf of the members of the Sudbury Model Railway Club, welcome to our 2011 Exhibition, the 31st held by the club. The fact that the event has been successfully held over so many years hopefully means that we have been getting the formula right. It has always been our objective to display high quality layouts that represent the wide range of scales, building methods and eras and to complement these with a variety of trade stands to meet the needs of those attending.

Railway modelling has evolved significantly over the years with the growth of better quality ready to run models and accessories and more advanced control systems and electronics. However quality layouts and models will always require that extra edge of ability and imagination from their creators and that is what I believe we have on display today.

A successful exhibition requires a considerable amount of effort from a wide variety of people and so I would like to recognise and thank a number of people for their time and efforts, i.e.:

- All the club members who have contributed, including the wives and partners who have provided that most essential area of the show 'the refreshments'.
- The layout owners and presenters and trade teams, many of whom have risen extremely early and travelled far to be with us today.
- And perhaps most importantly, you, the visitor. After all it is principally for you that the event is here so thank you, enjoy yourselves and have a great day.

If there is anything you particularly like or areas where you think a change would be an improvement, please let us know, as it will help to ensure we meet your needs in the future.

Brian Hemmings
Chairman, Sudbury Model Railway Club

FRONT COVER PICTURE: *Loch Ayling* a 00 gauge layout by Paul Wright, which attended our 30th exhibition in 2010.

Layouts & Trade Stands

1. HOATH HILL HALT (3mm)

PETER BOSSOM

This layout depicts the railhead and exchange sidings of an industrial concern on one of the non-electrified lines of British Rail (Southern Region) 'somewhere in East Sussex', with the adjacent halt serving the nearby community of Hoath Hill. Much of the activity within the works takes place in a variety of sheds and most of the finished product is conveyed in closed vans or sheeted wagons, so precisely what is produced is open to conjecture!

This is the second layout to carry the name 'Hoath Hill', with the initial inspiration coming from the book 'Model Railway Layout Design' by Iain Rice. The original concept was to trial my ability to work in 14.2 gauge, and to create a layout that could easily be erected at home without a major furniture move. Developments on the original layout awakened a dormant interest in things modern and a larger layout became necessary to accommodate this growing interest!

Attempts were made to seek assistance from local industrial sites but permission was not given and much of the model has been created using photographs as a guide. The name comes from a road near to the Mountfield mines of British Gypsum.

2. CALIFORNIA COAST (Z)

DAVE DAWES

This model railroad layout has been built to show what can be achieved in Z scale. It is not set on a particular location, but has been built to try and give a feel of the California coast with trains running through the scenery.

The layout did have a time line of roughly the mid 1970s to the mid 1980s, but with all the great Z scale locomotives and stock coming through from the many manufacturers, I have decided to run trains from most decades. The layout is run using Gaugemaster DC control systems with a 12 volt input, giving about 9 volts at the track. Please visit my web site at www.dawdawes.com.

3. ACTON LANE (OO) *PETER REDNALL - ALL SAINTS MIDDLE SCHOOL, SUDBURY*

Acton Lane is a fictitious location somewhere in the south of England. To enable the pupils to run their own rolling stock, we have deliberately kept the period modelled to be fairly liberal. Steam and diesel are to be found side by side. The layout has been constructed to allow the pupils to have maximum access and exposure to building and operational techniques in the hope that this will encourage them to construct their own model railways.

4. JOHN DUTFIELD

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5. CHAAM (HO)

PHIL COLTON

Chaam is a small town on the border between the Netherlands and Belgium, south of Breda. In 1854 the Antwerp – Rotterdam Railway Company built a line northwards from Antwerp but were unable to bridge Hollands Deep at Moerdijk. Passengers were ferried across the River Maas and taken to Rotterdam by road. This line was later taken over by the Grand Central Belge and of course the bridge was built and railway built linking up with Rotterdam via Dordrecht. This is the present main line from Brussels to Amsterdam.

Meanwhile the North Belgium and Brabant Railway Company began the construction of a line from Mol via Turnhout to the Dutch border at Chaam. This was part of a far grander scheme to link Liege, through Hasselt with the already growing port of Rotterdam.

Unfortunately money began to run out as the line was built from Turnhout to the border and only a single line was completed as far as Chaam.

The Netherlands State Railway saw an opportunity to make a link with Belgium and gain a foothold in the south of the country. In 1864 a branch line from Breda was built to the Belgian border at Chaam and to save money it shared the NBBRC station. It was also a chance to create a rival route from Antwerp to Rotterdam to compete with direct line and avoid Hollands Diep and create the first complete rail route without using ferries. It would also bring farm produce into Breda, particularly sugar beet and fruit for the sugar beet factory and the Hero Jam Factory.

Today Chaam is a dormitory town for Breda and Antwerp via Turnhout. It enjoys a regular passenger service to each of these towns and a freight service to the metal box company where decorative tins are made. Sheet steel is brought in and the finished boxes delivered to customers by rail. The yard is also used regularly by the Dutch Strukton company who maintain the tracks.

This scenario enables both Dutch and Belgian trains to be seen on the layout providing an interesting variety of stock and movements.

6. BEDLAM HEATH (OO)

GEORGE WOODCOCK

Bedlam Heath is based on Lenham in Kent and is set in 1980. Being a Southern Region layout it features 3rd rail operation. There is a mix of old and new as new colour light signaling has just been installed, while the station buildings remain unchanged.

The small good yard is still functional with a household coal depot still being served by 16 ton mineral wagons and fertiliser and farm feed being delivered in 12 ton vacuum-braked box vans. The yard is living on borrowed time though and will close later in the year.

The passenger service is operated by 2HAP EMUs. Other passing traffic to be seen includes Class 419 MLVs as well as loco hauled parcels vans. There are engineers trains and also continental traffic from Dover. Locomotives are mainly Class 33 and Class 73 electro-diesels. The layout operates on the part station principle and features the use of cassettes.

7. MARTIN'S SIDINGS (OO)

CHRISTOPHER MARTIN

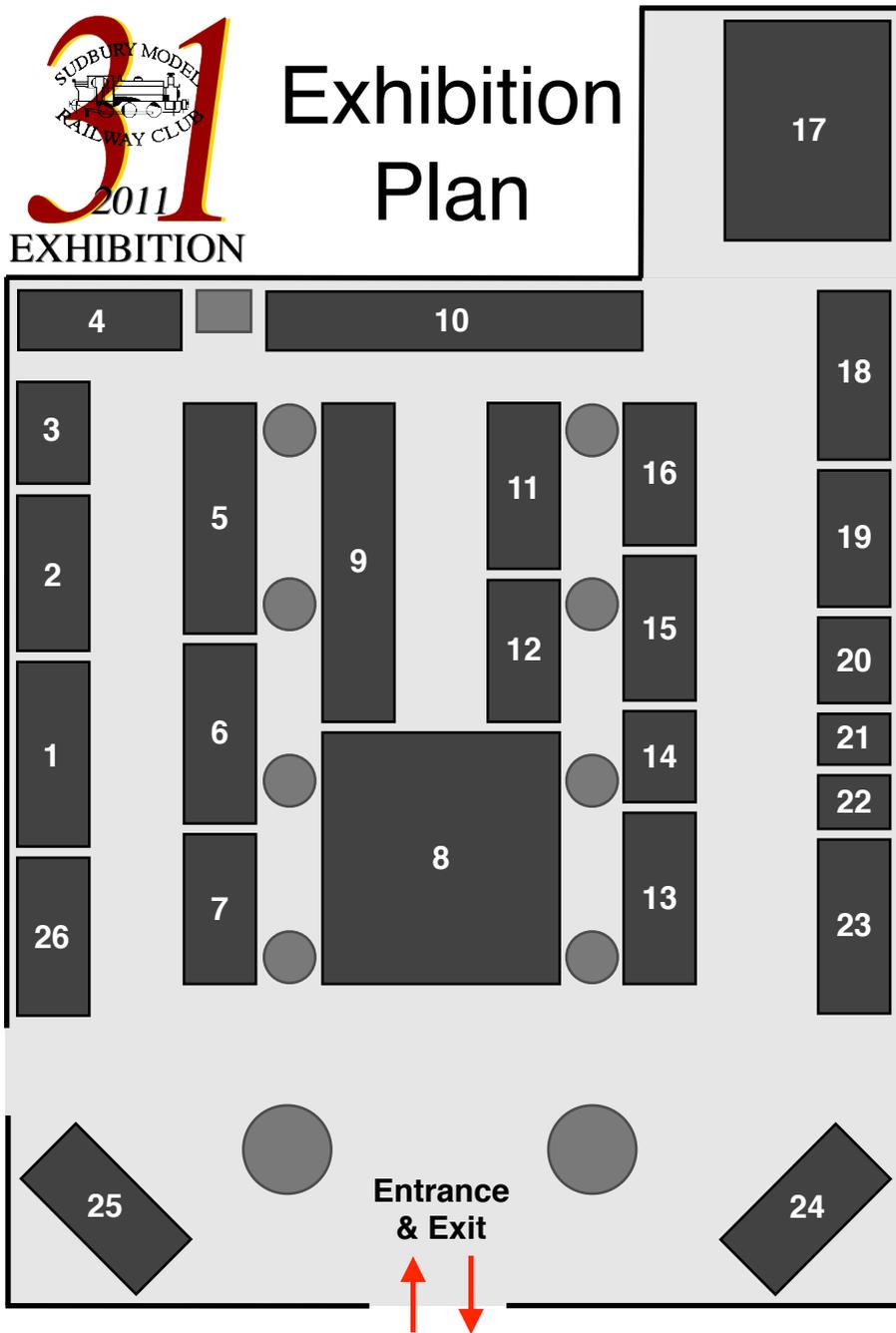
The time is now. On the outskirts of North London in Enfield not far from the East Coast Main Line, a few overgrown sidings remain in use to stable overnight engineers trains and prepare others. Trainee drivers also use the area to hone their skills. There is a working aggregate loading facility.

Details abound throughout. On the nearby streets there is a celebration of a Royal Wedding. The theme is shunting. Peco finescale OO gauge track is used on this layout. This layout replaces Ambridge, which during 2008 / 2009 visited 16 exhibitions. Pictures of Ambridge are on the Sudbury Model Railway Club website as well as Martin's sidings.



EXHIBITION

Exhibition Plan



- | | |
|---------------------------------|----------------------------|
| 1. HOATH HILL HALT | 14. CANONS LANE SCRAPYARD |
| 2. CALIFORNIA COAST | 15. MAGPIE SCALE MODELS |
| 3. ACTON LANE | 16. LYDGATE |
| 4. JOHN DUTFIELD | 17. HAMPTONS END |
| 5. CHAAM | 18. STANHEM QUAY |
| 6. BEDLAM HEATH | 19. MODELLER'S MATE |
| 7. MARTIN'S SIDINGS | 20. TWO SISTER'S FARM |
| 8. HADDON BANK | 21. GRUMBLEWICK COOMBE |
| 9. WICKHAM BISHOPS | 22. HAWKINS TOWER |
| 10. BILL BOURNE | 23. CRICKEY |
| 11. TWIN FALLS LOGGING & MINING | 24. SUDBURY MODEL RAILWAYS |
| 12. BOB PEARMAN BOOKS | 25. REFRESHMENTS |
| 13. MID-SUFFOLK LIGHT RAILWAY | 26. TOMBOLA |

8. HADDON BANK (OO)

MIKE BRANGHAM - CHELMSFORD & DISTRICT MRC

Haddon Bank is a OO gauge layout located somewhere in the UK. The idea is that it may be used for all regions and, within limits, any time after the late 1940s. The general feeling is however of somewhere in the Eastern part of the country and not too far from the capital.

Each main line has five, and the branch four, tracks in the fiddle yard, plus a reversing track to enable change over between up and down lines and access to and from the loco yard via the branch. The track is fine scale and either hand-built or proprietary. With the exception of some points in the fiddle yard, all turnouts, etc, are hand-built. Point work on the main lines, goods loop and branch, is controlled by slow moving motors with automatic routing.

The scenic part of the layout has an up and down main line, a goods loop off, and a branch line, which gives access to the reasonably large loco yard. Recent developments to the fiddle yard include loco spurs on the reversing road and some point motors being changed to Tortoise slow acting. Further refurbishment of the fiddle yard is planned together with the redevelopment of the area behind the present station area.

9. WICKHAM BISHOPS (EM)

LEN WILKINSON

Wickham Bishops was one of two intermediate stations on the line from Witham to Maldon East. The line opened to passengers in 1848, and was immediately taken over by the Eastern Counties Railway. It was originally double tracked, but in 1854, one track was lifted. In 1862 it was absorbed into the Great Eastern Railway, and in 1923 it became part of the LNER. In 1948 it became the Eastern Region of British Railways. Steam left the line in 1961. German built railbuses began in 1958 and lasted almost until closure to passengers in 1964. The line finally closed to freight in 1966.

Wickham Bishops consisted of a single narrow platform with a loop passing behind it and a siding to the yard gate. The station building stood on the other side of the loop, so that passengers had to cross the rails of the loop to get to the platform. The two wooden trestle bridges (originally one long trestle bridge) were restored in 1995 by English Heritage and are the only ones in the country.

10. BILL BOURNE

TRADE STAND

I have been dealing in model railways since 1973. Modellers among you will remember my shop 'Railway Roundabout' at Collier Row (Romford) from 1975 to 1984. Nowadays, although having reached retiring age, I still get pleasure from buying old or neglected toys, refurbishing them, and selling them to collector friends, some of whom were teenagers when we first met. Although we do not sell from our home address, you can phone and find out where we will be next. That would be at a toyfair, swapmeet or model railway exhibition. Bill's advert can be found on the back cover of this programme.

11. TWIN FALLS LOGGING & MINING RAILROAD (On30) *DAN & MICK LAWRENCE*

The layout is 12 foot 6 inches by 4 foot and based on a typical logging and mining railroad around the 1900s. Built to an American method called open crib, which is a series of wooden frames fitted on top of the baseboard and the track is suspended on top of the frames. This is the perfect height for scenery and trestle bridges, etc. All of the track work on the layout is Peco 16.5mm On30 scale flexi-track and points. All of the buildings are scratch built using real wood, plasticard and card and all the trees are handmade by us, using balsa wood and Woodland Scenics material.

The rolling stock is mainly Bachmann Shays, Climaxs, Portors and Consolidations and Forneys. All the rolling stock is heavily weathered and most of the steam engines have been upgraded using the excellent Backwoods Miniatures dress up kits. The layout is controlled by the Gaugemaster Prodigy Advance 2 DCC system and some of the steam engines are fitted with sound using the Soundtraxx Tsunami sound decoders.

12. BOB PEARMAN BOOKS

TRADE STAND

We welcome Bob Pearman to our exhibition again this year with a large selection of new railway related books and DVDs, with subjects covering a wide area.

13. MID-SUFFOLK LIGHT RAILWAY

PRESERVATION SOCIETY STAND

The Mid-Suffolk Light Railway was a sleepy little line, which served the centre of the county for nearly 50 years. The museum at Wetheringsett near Stowmarket, aims to not only preserve the memory of the line, but also to create a little of the atmosphere. The demonstration line runs through countryside, which is little changed and the train consists of rolling stock appropriate to the time the line operated.

14. CANONS LANE SCRAPYARD (OO)

DAVE TAILBY

Canons Lane Scrapyard is situated in Britain, at the end of a short branch from Lawrence Hill. It is in fact a shunting puzzle – wagons are spotted at points A, B & C and a throw of the dice dictates which two are removed when two empties are propelled in off the main line (D). There are six different permutations (work them out yourself!) and a yard shunter on hand to assist. The period of the layout is 1977.

15. MAGPIE SCALE MODELS

TRADE STAND

Ken Gilbert joins us with his trade stand supplying N and OO gauge kits, proprietary models and miscellaneous detailing parts for railway modelling.

16. LYDGATE (OO)

DAVID ZELLY - MID ESSEX MODEL RAILWAY CLUB

Lydgate is a fictional branch line terminus that leaves the current Calder Valley main line near Rochdale. The original Lancashire & Yorkshire Railway plan was to link Lydgate with Rishworth in West Yorkshire to provide a shorter router, avoiding Summit Tunnel and Todmorden, from Yorkshire to the Lancashire coast.

Based on a variation of the track plan at Holcombe Brook, the layout has been built to capture the essence of an ex L&Y branch in the 1960s period of later British Railway steam / early diesel.

All the buildings are based on real locations in the L&Y area with the station and goods shed being Horwich, signal box Smithy Bridge, footbridge Rishworth, house Waterfoot and coal staithes from Sowerby Bridge. The layout now boasts a new lighting unit designed to show how a model can be greatly improved with the use of colours to enhance the real 'feel' of the location.

Previously owned and built by Tony Bucknell of the Rochdale Club and having been featured in the Railway Modeller September 1999, the layout has now 'travelled' south and found a new home with members of the Mid Essex Model Railway Club, based in Essex. Previously only seen on the northern exhibition circuit, the layout is now being made available for future shows down south.

17. HAMPTON END (G)

DALE GILLARD

Hampton End was a small branch line link serving a small village (Hampton End). Most of the freight that used the line was fish from the quayside. After the closure of the line many years ago, a group of local rail enthusiasts reinstalled the tracks and buildings and purchased a few foreign engines and stock.

Most weekends, trains can be seen running. The buildings are from BR days. This international flair works well. Most of the trees are supplied by Ceynix Trees. Buildings are supplied by T&M Models. Hampton End is sponsored by Glendale Junction.

18. STANHEM QUAY (OO)

DEREK REEVE - SUDBURY MODEL RAILWAY CLUB

Stanhem Quay was named in memory of Stan Hemmings, a former club member who sadly died in 2004. He served all his working life as a coach builder at the Derby coach works and was a great friend and source of knowledge to the club.

Stanhem Quay is a fictitious location set on the river estuary of a typical East Anglian port. The railway has a passenger terminus, which serves the local town and also a branch line that accesses the nearby quayside.

The quayside has a busy industrial influence, containing a small brewery that receives most of its grain by ship. The small fishing fleet also depends on the railway for the transport of its catch. Also of interest is the circular fiddle yard to the rear, which enables trains to turn around without uncoupling.

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19. MODELLER'S MATE

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20. TWO SISTER'S FARM (1:32 Scale NG)

PETER MARSHALL

The layout depicts a fictitious two foot narrow gauge light railway serving a large agricultural estate in the Lincolnshire fens in the late fifties. It is very loosely based on a similar railway that actually existed from the 1920s until the late 1960s and was some 22 miles long in total. It was originally powered by horses but in later years steam, petrol and diesel locomotives were also used.

The light railway being used to bring the crops (mainly potatoes, both early and main-crop) but also wheat and sugar beet from the fields to either a standard gauge railhead interchange or to be loaded onto lorries for transport to market.

The model features the small terminus at Two Sister's Farm, the largest of several farms that make up the estate. There is a small engine shed with minimal facilities for coaling watering and servicing the small but varied fleet of locomotives where tractors and implements for the whole estate are serviced and repaired.

The main product grown on the estate is potatoes, but the need for crop rotation and the varying soils mean that a variety of other crops are also grown. In addition to arable farming, cattle, pigs and sheep are also reared to give diversity. There is a small area of woodland, which provides the estate with all its timber needs and allows the breeding of game birds for the occasional shooting party.

Wagons are pushed into the small yard from the outlying fields and trains are then made up for sending to the standard gauge connection nearby. Rail trucks are used to take out fuel, seeds and fertiliser to the fields.

21. GRUMBLEWICK COOMBE (009)

GRAHAM & CAROLINE WATLING

The layout was the winner of the Chelmsford 'Narrow Minded Competition' in 2001. Each layout had to be built in an A3 paper sized area. It features an inn at the head of a West Country valley. The train is the main method of getting the beer and day trippers to the inn. A chute is provided for getting the beer barrels from the platform down to the cellar. Many birds and animals may be seen. There is a tiny traverser under the hill to change trains.

22. HAWKINS TOWER (009)

GRAHAM & CAROLINE WATLING

It is the early 1960s and in an old Victorian theme park a 2 foot narrow gauge railway was built around the grounds as an added attraction. The park still draws visitors, especially at weekends, and by the small lake there is a folly called 'Hawkins Tower' after the name of the builder. Nearby, a tea stall sells glorious cakes, fizzy drinks and tea. The layout can be operated manually with a normal controller, or automatically utilising a 'station stop' module built into the rear of the layout.

23. CRICKEY (OO)

PETER BOYT

As the name may suggest the inspiration for, its name comes from Crich Tramway Village. I wanted a layout to run all my trams, both English and European; in just the same way that Crich runs both. The idea was born and so this layout is a very loose interpretation of Crich idea.

There are two boards, one 5ft long (the left hand board), the other 4ft long (the right hand board), both 15.25" in width. The 5ft board has a 'carbuncle' 14.5" x 3.25" just in from its left hand end to enable the church to be realistically included. There is a double track running the length of the layout up to the terminal end where these join into one. It is fully modelled with houses, shops, a WC, a church and a pub, enclosed with a one / two arch bridge at the ends.

Off scenic on the left hand board is a board 27" x 16" containing a turntable and two sidings for spare vehicles. Off scenic on the right hand end is a single track turntable 13" x 2" just for turning non multi-directional vehicles. Being so narrow the layout is intended to sit on two tables with a combined length of between 9 and 12 feet long. Currently I have five London trams, three Blackpool trams, one Lowestoft tram, one Leeds tram, one Edinburgh tram, three continental trams and a San Francisco tramcar, and a Bachmann Brill tram, all motorised.

24. PHIL COOPER - SUDBURY MODEL RAILWAYS

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26. TOMBOLA

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