

Scaleforum 2023

When

Saturday 23rd September: 10:30–17:30
 Sunday 24th September: 10:00–16:30

Where

Cressex Community School, Holmers Lane, High Wycombe HP12 4QA
 For SatNav: HP12 4UD
 What3Words: cards.retail.modern

Entrance

Adult Member: £10.00
 Adult Non-member: £12.00
 Accompanied child: Free
 Advance tickets: scalefour.org As above

See

www.scalefour.org/scaleforum



Welcome to **Scaleforum 2023**. The show is, as always, dedicated to showcasing the very best in 4mm railway modelling. We have a variety of layouts (some well-known and others still under construction), demonstrations, and lectures, covering a variety of aspects of the hobby from traditional skills to cutting edge technology, and a wide range of trade support. We hope that you will find the show an enjoyable day (or weekend) out.

Many of you will be aware of the debate across the hobby and within the Society about the future of exhibitions post-pandemic and the Committee would again welcome your feedback about this year's event to help us plan a show that you would want to attend in the future.

Catering

On-site catering ranging from teas and coffees through sandwiches and snacks to hot meals will be available on both days provided by Rachel's Event Catering. Food and drink will be served from the servery in the main atrium and there will be plentiful seating in this area.

Getting to the Show

Cressex School is situated on the edge of High Wycombe and is easily accessible by car from the M40 Motorway, Junction 4. There is on-site parking for approximately 140 cars and overflow car-parking can be found on the nearby retail sites (please check any restrictions that apply) — this will involve a 10-minute walk to the show entrance, see plan below.

For SatNav please use postcode HP12 4UD (What3Words is cards.retail.modern). Take the turning off Cressex Road opposite the Cressex Dental Centre. There is a bus service (Route 32/32A) that runs from High Wycombe High Street (Stop 5) to Turnpike Corner, a 5 minute walk from the Show. There are taxis available from High Wycombe Station which is 2 miles from the Show venue.

Bring and Buy Stand

The Bring and Buy Stand provides your opportunity to sell some of those unwanted items gathering dust in the kit pile or to pick up one or two of those hard-to-find items that you have been looking for.

The Bring and Buy stand will operate throughout the weekend. It will open to sell items on both days 30 minutes after the Show opens although items for sale can be dropped off before then. All goods must be paid for at the time of purchase and the Society will have facilities for card payments available at the stand.

All items for sale will need to be listed on the Bring and

Buy forms which can be downloaded from the Society website at www.scalefour.org/shows/bringandbuy. The terms and conditions are also set out on the Bring and Buy forms which provide guidance on labelling items to be sold. All items are accepted on the stand entirely at the seller's risk and the Society accepts no liability regarding the condition or suitability of items sold on behalf of a member.

The Society takes a 10% commission on any sales made which helps support the Society's activities.

Items for sale must be for 4mm scale. Railway related books, in good condition, will be accepted but the stand is not able to accept magazines, DVD's or videos for sale. All items offered for sale are accepted at the Bring and Buy Manager's discretion.

Society Competitions and Awards

A number of competitions and awards are made at Scaleforum:

The Model Railway Journal Chalice

The MRJ Chalice was established in 1986 to mark the Society's tenth anniversary and is awarded by Wild Swan. No formal entry is required as the judges, who are appointed by MRJ, will select the winner from anywhere in the show, on a layout, one of the trade stands or demonstrators. The judges will be seeking models which show excellence in 4mm scale modelling.

The York Trophy

The York Trophy is presented in memory of the late Ken York and is awarded to the layout which in the opinion of those attending is the most interesting or gives the most pleasure. This means exactly what it says and does not necessarily mean the best technically, the best modelled layout or the most complete layout. The trophy will be awarded to the layout gaining the most votes from attendees at Scaleforum — please take time to vote on the form provided on your arrival.

Showcase/Display Cabinet

The Members' Showcase is back! Bring your latest models along to the Society Stand and they will be displayed for all to enjoy.

Lectures

On both days David Burnett will be talking about his 3D Printing (probably at 11:30), and Geoff Haynes will be talking about Painting and Lining (probably at 14:00). Location and times will be on display and confirmed on each day of the show.

3D Printing D T

David Burnett



David will be explaining the methods he has used to produce one-piece locomotive bodies and small coach bodies in 4mm, 3mm and 2mm scales. These are designed using Fusion 360 CAD software and printed on an Elegoo Saturn S printer using Water Washable resin.

He will be happy to discuss his methods and possibly learn from others.

David will also be giving one of the lectures (details on [page 13](#)) and will start with a description of what Resin Printing entails and how he has approached it. Then he will go onto some of the modelling techniques employed using Fusion 360 for optimum printing results.



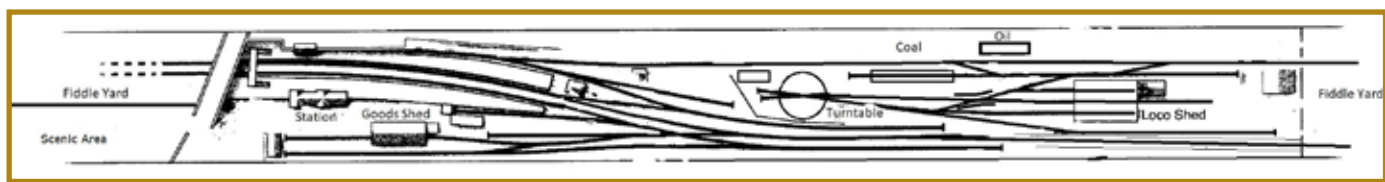
Brinkley L

Glevum Area Group

This layout has been an ongoing project for a group of modellers over more than four decades. Originally only 5' long, the layout has grown considerably over the years. It was featured in *Model Rail* in the February 2013 edition, after which it was decided a rebuild was required; this has probably taken longer than anticipated. The last major job to be done is to create a new lighting rig. Everything was planned before the pandemic but afterwards the plans were thrown into disarray, as our contacts with suppliers all seemed to have moved on.

The scenario for the model supposes that a proposed line connecting Oxford with Wellingborough was actually built. The buildings have been made using DAS modelling clay on a plasticard shell. The locoshed and sand furnace are from Rowsley, but constructed of stone rather than brick, the coaling stage and water crane from Bourneville, the station buildings and goods shed based on those at Bitton and the signal box from Alstone Lane, Cheltenham.

The stock is all owned by individuals and covers loosely the period from 1955-1965. Control is by DC controllers.

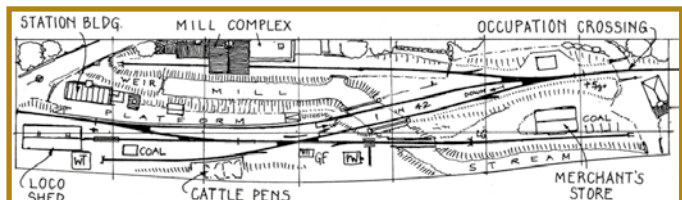
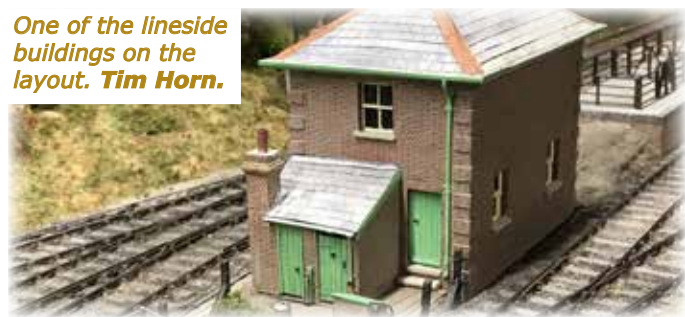


Cade's Green L

North Norfolk Area Group

Cade's Green, or Debenham, Cade's Green to give it its full title, was the last layout built by Iain Rice and was never intended for exhibition. In 2010 Iain was persuaded by Chris Challis to bring it along to **Scalefour Southwest** but that, so far, has been its only exhibition appearance, although it did appear at the Scalefour Society's AGM in 2013. It was built as yet another part of Iain's mythical East Suffolk Light Railway and represents a former Great Eastern branch line terminus in mid-50s British Railways days. From this it can be surmised that, in Iain's imagination, the Great Eastern took over the somewhat impecunious East Suffolk Light. A group of Iain's friends got together to preserve Iain's modelling legacy and were happy to take on the task of renovating the layout and to complete the extension that Iain started. The layout, as mentioned, represents a fictitious BR(ER) branch line terminus set in the mid to late 50s and was built to P4 standards. See the full description on [page 10](#) for further details.

One of the lineside buildings on the layout. **Tim Horn.**



Track plan of the layout, before recent extensions were added.

Chatsworth Road L

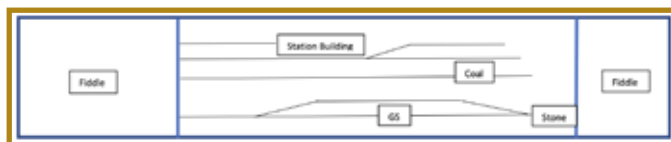
Allan Atherley

Inspiration for this layout came from Bill Hudson's book *Through Limestone Hills* where I found photos, detailed drawings of buildings and a track plan of Rowsley in Derbyshire. I was looking to build a terminus layout and, as a former member of the **Scalefour North** Organising Team, it had to be P4.

The original station and goods yard was chosen and the track plan was designed using Templot. The length of the layout, and its trackplan, was influenced by the length of my shed and, more importantly, the length of the loop around the goods shed using a minimum of 5' radius curves. This meant that some changes were made from the prototype so I really couldn't name the layout Rowsley.

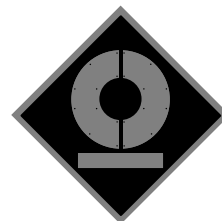
Construction began when a friend built two baseboards for me, each being 1.1m in length. The track (ply sleepers, plastic chairs, steel rail) was laid in situ directly onto the plywood top and ballasted with Woodland Scenics material. An NCE DCC system is used for control, and Tortoise point motors are used for the pointwork. Stock is both RTR and kit-built, and the locos fitted with sound chips. Some of the structures were drawn and laser cut for me by Gavin at Stoneybridge Structures; all remaining buildings were scratch built by me to the plans in Bill's book.

If you require any further information or have a query please do not hesitate to ask, and feel free to take photographs.



DEMU S

DEMU (Diesel and Electric Modellers United) is the essential society for anyone interested in the accurate modelling of the British diesel and electric era. The Society's magazine, *UPdate*, is a valuable source of essential information to assist those modelling the contemporary scene or recent history of the UK rail network. Members of the society will be able to explain the benefits of membership and display some quality modelling. Find out more about the society by going to the website at www.demu.org.uk.



Eastwood L

South Hants Model Railway Club

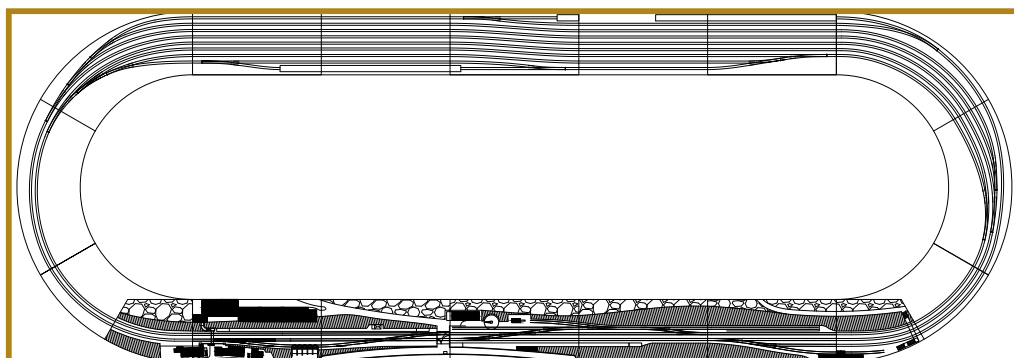
Eastwood was a station between Todmorden and Hebden Bridge built by the Manchester and Leeds Railway, later to become the Lancashire and Yorkshire Railway. This was part of the Calder Valley Main Line from Manchester to Normanton. The station opened in 1841 but closed in 1951. The line is still in use and although some traces of the station remain, little now exists.

The station was built on the original site of Eastwood Chapel, but little evidence of its existence remains. In its heyday it was a busy place with local and long distant trains stopping. Many people used the station to commute to factories in Rochdale and further afield to Manchester.

The station is on a double track mainline with staggered platforms. It had a small yard with trailing connections from both up and down lines. It also had sidings to

a small mill and a loop serving coal drops which we believe met both domestic and industrial demand for coal. Behind the coal drops, the scene is dominated by Cockden Mill (known locally as Dan Crabtree's). It was a mixed mill covering most of the textile processes, but especially dyeing.

The layout represents Eastwood as it was shortly after the Great War.



Ecclestone L

Martin Nield

Ecclestone is a village in West Lancashire which never had a railway. It did, however, have two cotton mills and was surrounded by rich arable land, so there would have been sufficient traffic to justify one. I have therefore imagined that The Lancashire & Yorkshire Railway built a branchline to the village, which later expanded to become a small town.

The layout is set in the Pre-Grouping period c.1910 when the railway would have been busy with frequent passenger services to Preston, Through Goods workings to Lostock Hall and Pilot Goods workings to Croston for Liverpool traffic.

The layout was started 40 years ago and many of the techniques used date from the 1980s.

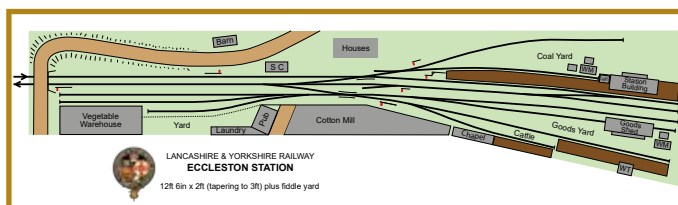
The track is all hand built by soldering rail to rivets inserted into plywood sleepers and then adding plastic cosmetic chairs.

The electrics are as simple as possible, with two controllers and eight electrical sections.

All the points and signals are mechanically operated using a fully interlocked lever frame which makes operating the layout not only more realistic, but also more pleasurable.

The buildings and scenery are all scratchbuilt while the locos and rolling stock have all been made from kits.

Authentic operation is the aspect of the hobby that I am most interested in and therefore Ecclestone is operated to a working timetable using block instruments and bells.



Lower Rose Goods L

Steve Howe

The idea for this layout was born out of the need to devise an "interactive" exhibit for our Club show that gave visitors the opportunity to "play trains".

The result was a classic "Inglenook Sidings" using some spare Peco track and a 4' x 1' offcut of ply lying about in the Clubroom.

The layout went to the show as a bare baseboard but was designed totally "by the book" with the classic 5 - 3 formation of wagons and a 0-6-0 tank locomotive to push them.

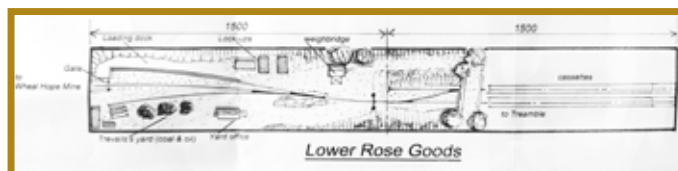
On its first outing it proved very popular with the visitors — the biggest problem was keeping the Dads off it so that Junior could solve the puzzle alone!

In a quiet moment I had a go myself and found it really quite absorbing, sometimes the puzzle could be solved in a few minutes, other times it could take up to half an hour to work out the moves.

It occurred to me that it would be fun if the idea were to be adapted into a P4 version with rather more realistic siding lengths, suitably detailed trackwork and surroundings displayed in a "fish tank" cameo which could serve two purposes; firstly to provide a setting for my GWR rolling stock which had not seen the light of day for many a year, and secondly to give me the opportunity to get to grips with Alex Jackson couplings which I have been skirting around for far too long.



photo Trevor Jones courtesy Hornby Magazine.



Modern Image Modelling D

Tom Silsbury

Society and South Hants club member Tom Silsbury will be on hand all weekend with a selection of locomotives and rolling stock from the Diesel and Electric era. Tom will be demonstrating a variety of modelling techniques for

converting RTR rolling stock through to plastic and brass kit built conversions with fully sprung suspension units from different manufacturers.

Many of these techniques are common across all eras of modelling, so Tom will be happy to discuss how you can incorporate these approaches in to your working methods.

Moving to P4 – Starting your route into 4mm finescale D

James Walters

James will be describing his route into finescale modelling, and will give an insight into some of the pitfalls and opportunities which exist when modelling to P4 standards.

He would welcome your questions, and will

have examples of items such as track, locomotives, and rolling stock, on hand to view to illustrate the details.

You can see some of his progress at his YouTube channel, [@BexhillWest](#).



Painting & Lining D T

Geoff Haynes

Painting, and particularly lining, of a model is one of the more feared part of the model making process, and can be the making or otherwise of a good model. Geoff will have some of the tools he uses, and a number of models in both 4mm and 7mm scales (as it is sometimes easier to

show on the larger models) to illustrate the techniques he uses in the painting and lining process.

Geoff will also be talking about this subject as one of the series of lectures during the weekend of the show (details on [page 13](#)).

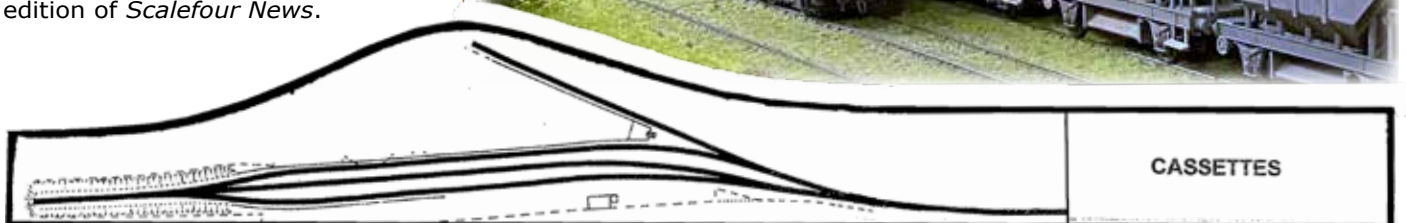
Pictures courtesy of Tony Wright



Parkend Marsh Sidings L

John Farmer

Built by DRAG member John Farmer, the sidings were situated at the end of a small branch line situated at right angles to Parkend station in the Forest of Dean. The layout represents the later period of operation of the sidings prior to closure of the Lydney to Parkend section in 1976; it also features John's rather good scenic work, more of which can be seen in "Static grass scenic effects" which has been featured in the recent 232 edition of *Scalefour News*.



Pendon Museum S



Described as "Britain's best landscape diorama", the museum uses highly detailed models to bring the past to life in 1:76 scale. Pendon Museum aims to preserve the idyllic rural scene and transport of the 1920s and 30s in a miniature form for future generations to enjoy.

The Dartmoor scene provides a realistic backdrop for a variety of authentic trains whilst the iconic Vale Scene provides a breathtaking vista representing the Vale of

White Horse in the 1930s.

The Museum showcases modelling of the highest quality as well as being home to the ground-breaking Madder Valley Railway.

For more information and details of the benefits of becoming a Friend of Pendon please speak to the team on the stand, or visit the museum website at www.pendonmuseum.com.

Realism at Pendon Museum D

Neil Cornish, Stephen Williams, Rex Davidson

Several of our Building and Landscape modellers will be on hand to demonstrate how they achieve a natural, realistic setting for the railway as it runs through the Vale scene.



Road Vehicles from the pre-grouping era

David Brandreth

David's large collection of road vehicles has been appearing in a series of articles in *Scalefour News*. He will have his collection on show at **Scaleforum**



for you to see, examine and ask questions about. There will also be some reference books and David will be demonstrating some of the ways he has made and modified the models. Many of the vehicles, although manufactured pre-Grouping, would have been seen through to WW2 so this is not a demonstration just for the early railway interest. See the latest installment on **page 50** of this edition of *Scalefour News*.



1911 Daimler lorry.



Burrell showman's engine: ex Anbrico, ex ABS from KW Trams.

Scalefour Society Stand S

Members of the Committee will be available on the Society Stand throughout the show so please do stop for a chat about Society matters.

We will be pleased to deal with any queries that you may have, suggestions about what the Society does and feedback on the show.

If you are not a member of the Society, the Team will be able to give you more information on what the Society is

about and the benefits of membership. Our **Membership Secretary**, Steve Carter, will be on hand if you are inspired by the show to join the Society.

Most importantly, if you have any queries about any aspect of railway modelling this is the first port of call to ask for assistance — if the Committee members on the stand don't know the answer to your query, they will know someone who does!

Sandford & Banwell L

Jeff, Pete and Lynn Day

The layout is, loosely, based on Sandford & Banwell station on the Cheddar Valley line in North Somerset. The line was known as The Strawberry Line due to the amount of strawberries grown in the local area. The layout is not meant to be an accurate model of the station but a base for running various trains seen at this period, although the general layout and style of the buildings are accurate. Also included is the quarry line running south from the station.

The layout is 18' x 12' with approx three quarters scenic. There are 10 baseboards made using a laminate of 4mm plywood for the sides and 12mm cross members.

The surface is 6mm ply, with a T section created to stiffen the trackbed where necessary. The surface only covers the track area, so as to keep the weight/cost down. The layout has its own lighting and legs made from plastic waste pipe.

The trackwork is constructed directly on the cork, after marking out all the important details. Trackwork is ply sleepers and functional chairs, with soldered construction around crossings etc.

Control is by DCC; this has been used so we can do away with section switches all over the layout, and a control panel, especially in the fiddle yard so you are not restricted to where you stop trains. Also we are adding sound to the layout so this system gives us this flexibility. We haven't added the signals and points to the system; they are controlled via the lever frame mounted on the rear of the layout. A bit of an "all eggs in one basket" syndrome.

Scenics are the usual mixture of



Photo courtesy Railway Modeller



scatter materials but we have used the static grass system extensively to give a quick all over surface, to which details have been added, and will be added to as time allows.

Stock is a mixed bag, everything from modified RTR to scratch built items will be found in many trains. The rolling stock uses 3mm Sprat & Winkle couplings to allow "hands free" operation.

See **page 3** for a more complete explanation.

South Western Circle S

The South Western Circle, formed in 1962, is a society for railway historians and enthusiasts interested in the London & South Western Railway (LSWR).

The Circle has a membership of over 500, and aims to assist and encourage members to enhance their knowledge of the LSWR and its successors with research and quarterly publication of the Circle's magazine *The South Western Circular*. Members also receive a quarterly *Circle News* and, when published, any of the Circle's *Monographs*, which contain comprehensive information about a particular LSWR topic that is too extensive for inclusion in *The South Western Circular*.

Modelling activities have a high profile, with a sales service, a comprehensive drawing service, photographic and portfolio collections. We hold meetings a number of times a year on Saturdays, in locations across the LSWR area, such as at West Byfleet, Fareham, Salisbury and

Exeter. At these meetings members are entertained with presentations and guest speakers along with discussions on matters of LSWR interest; also our book sales service is present. To allow members who are unable to attend physical meetings to join in, meetings are live streamed on Zoom. The Zoom link will be emailed to all members who have registered with the membership secretary to receive Zoom notifications.

For more information on joining, please speak to one of our members on the stand or visit our website (www.lswr.org).

Membership benefits include access to the Circle's sales service for the latest books and publications at a discounted rate, a comprehensive archive of drawings, photographic collections and line portfolios. These services and the available archive information are invaluable to the railway historian and railway modeller alike.

The 2mm Scale Association S

The 2mm Scale Association exists to promote and facilitate modelling at the scale of 2mm:1ft. The scale has a long history as the smallest practical finescale standard.

By joining the Association, members gain access to a wealth of knowledge and our exclusive component range designed to enable simple and accurate construction.

Find out how to get started in 2mm FineScale with the products available from the 2mm Scale Association — it's easier than you might think. Our component ranges include jigs and alignment tools which remove the guesswork and need for specialist measuring equipment

from precision model making. We also produce booklets which explain the construction techniques which have been developed over the years.

To keep our members in touch we produce a bi-monthly magazine and newsletter. For those with access to the internet we offer an email list where members can chat about anything pertinent to 2mm model making.

The Association website — www.2mm.org.uk — contains information about the Association and 2mm standards, articles about model making, and photographs to inspire the model maker.

Tucking Mill & William Smith's Wharf L *Guest Layout*

Jerry Clifford

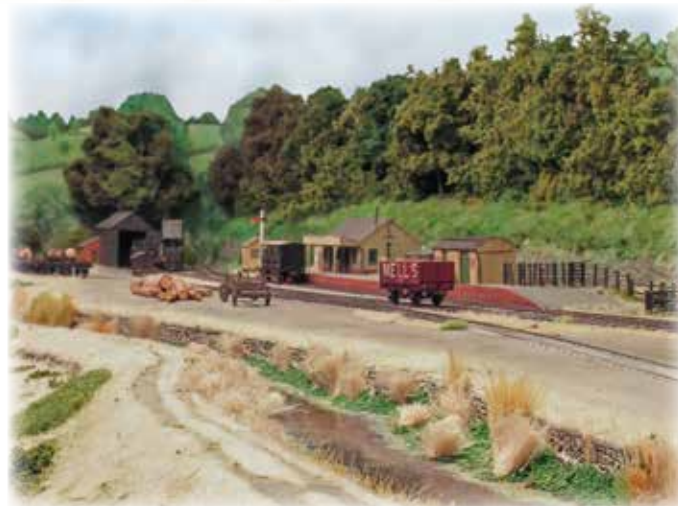
The North Somerset Light Railway was opened under the auspices of the Light Railway Act in 1905 to serve the coal mines of the Cam Valley, its route for the most part following that of the Somerset Coal Canal. The eastern terminus, set in the beautiful Horsecombe Vale, served the tiny hamlet of *Tucking Mill*.

The former flock mill, adjacent to the rapidly silting up canal, now served the Fullers Earth works whose products were sent out all over the country. Timber, for use in the local collieries, was also despatched from the station. The gated private siding led to a wharf where high quality oolitic limestone was loaded, being brought down by tramway from the quarries on Combe Down. Bath stone for buildings was in great demand in London and elsewhere.

The model sets out to depict the station as it might have looked in the 1920s. Freight receipts are just about sufficient to keep the railway in profit although the meagre passenger service is hanging on by its fingernails.

William Smith's Wharf is the latest, and smallest, addition to the series of layouts based on the fictitious North Somerset Light Railway (NSLR) as it might have looked in the 1920s. The name derives from William Smith (1769-1839), one time surveyor to the Somerset Coal Canal (SCC) and father of English geology. In 1812 Smith opened an ill-fated quarry at Kingham on Combe Down along with a tramway leading to a wharf at Tucking Mill. In reality the venture failed, but in my version of history the venture was a great success such that when the NSLR arrived in 1905 it justified a siding and wharf to transport the valuable, high grade, Oolitic limestone all over the country. The model, all 2' of it, is exhibited as an extension to *Tucking Mill*. As usual inspiration is taken from real locations; the wharf scene is a nod to the stone wharf at Biccslade in the Forest of Dean whilst the scene at the front represents the bridge and canal cottage at Monkton Combe on the SCC.

These layouts are built to the finescale standards of the 2mm scale Association with almost everything being either kit or scratchbuilt. If you have any questions about the layout or 2mm modelling in general then please ask.



Tucking Mill plan above, and below William Smith's Wharf.



An Clár L *Guest Layout*

Mark Fielder

An Clár is a small 2mm scale 3ft narrow gauge cameo layout representing a slice of rural west Ireland, in a remote & rugged location. Track is built from PCB sleeper and code 40 rail. The layout was built as an enclosed, internally lit, shelf mounted diorama. Originally, it had a cassette system at either end but has now been extended into a continuous run. Iain Rice awarded it Best Model at Railex 2016 on the strength of the hand-painted backscene by David Eveleigh.



Wheal Elizabeth L

Jeremy Good

Wheal Elizabeth represents a coal-fired china clay dry and associated facilities situated at the end of a Cornish freight only branch.

The layout was inspired by the distinctive operations on a number of the china clay branches in central Cornwall where this industry remains an important part of the local economy. Although the majority of these facilities were in the area to the north of St Austell, which because of the spoil tips became known as the Cornish Alps, it also extended to the fringes of Bodmin Moor to the east.

The clay dry on the layout was inspired by the last of the coal-fired clay-dryers at Carbis Wharf just off the former GWR branch to Newquay and the extensive complex at Stannon Dries situated at Wenfordbridge on the former LSWR line from Wadebridge to Wenfordbridge. The infrastructure of these lines and facilities changed relatively little from the mid-1950s until the mid-1980s allowing the layout to represent a variety of periods.

In addition to the clay dry the facilities also include a public loading bank which in later years was more frequently used to stable engineers stock used in the area.

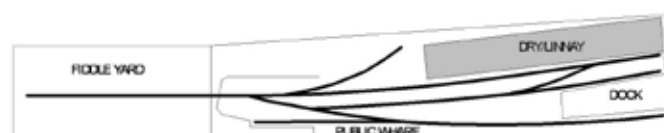
The layout is built to P4 standards and currently is operated by conventional DC control. The layout will be operated with stock covering the period from 1975 until about 1990 — allowing us to showcase the vacuum



Photo Jamie Warne courtesy BRM Magazine

braked wagons used for clay traffic in the period until around 1982 and the more modern, air-braked stock with Railfreight liveried Class 37s for the later period.

As the layout is operated from the front we welcome any questions about the china clay branchlines and modelling to P4 standards — please don't hesitate to ask.



Yard No. 2 L

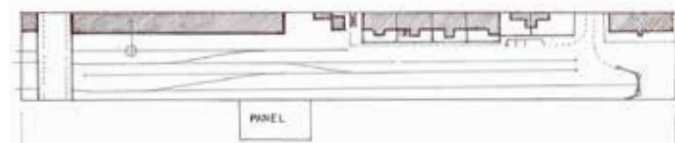
David Barrett

The layout is based in the general London area with a LNWR warehouse and small coal yard located off a minor route operated by another company. This was a common practice not only in London but elsewhere, presumably by agreement.

As a result, the operation could be by a number of different companies. I have assumed that the other company concerned would deliver freight to the sidings from adjacent transfer sidings using their engines. To achieve flexibility, I have tried not to place too many features that would fix the location and at present it could be Great Western or Midland featured.

I have also tried to make the timescale as flexible as I can which will allow stock from different eras to be included. This could then feature GWR or LNER stock, possibly as far as early BR.

The warehouse was based upon one in Heaton Moor in Stockport but reduced to a more manageable size. The domestic buildings are based upon examples in London and Weston-super-Mare.



Trade Support

A key attraction of Scaleforum is the ability to do all of your 4mm finescale shopping in one place. Attending will be a wide variety of traders to enable you to track down those hard to find parts, or perhaps see some entirely new products.

247 DEVELOPMENTS

1 Pen Y Banc, Seven Sisters, Neath SA10 9AB
www.247developments.co.uk 01639 701583
Etched name and numberplates, detailing components

ALAN GIBSON

PO Box 597, Oldham OL1 9FQ
www.alangibsonworkshop.com 0161 678 1607
Kits, wheels and accessories

AMBIS ENGINEERING

80 Westgate Street, Shouldham, King's Lynn, Norfolk PE33 0BH
www.ambisengineering.co.uk
Etched kits and components

BILL HUDSON TRANSPORT BOOKS

Unit 1, Dimple Road Business Centre, Matlock, Derbyshire DE4 3JX
www.billhudsontransportbooks.co.uk 01629 580797
New and secondhand transport books.

BRANCHLINES

PO Box 4293, Westbury, Wiltshire BA13 9AA
sales@branchlines.com 01373 822231
Rolling stock kits, motors, gearboxes and wheels

BRASSMASTERS

PO Box 1137, Sutton Coldfield, West Midlands B76 1FU
www.brassmasters.co.uk
Locomotive, underframe and detailing kits

C&L FINESCALE TRACK BUILDING SYSTEMS

125 Reaver House, 12 East Street, Epsom, Surrey KT17 1HX
<http://www.clfinescale.co.uk> 01372 458604
Track and track parts

CAVALEX MODELS

2 Hazel Avenue, Black Notley, Braintree, Essex CM77 8GD
www.cavalexmodels.com 07989 146432
Modern image wagons and locomotives

DART CASTINGS/MONTY'S FIGURES/MJT

17 Hurst Close, Staplehurst, Tonbridge, Kent TN12 0BX
www.dartcastings.co.uk 01580 892917
Scenic modelling and rolling stock accessories

DAVE BRADWELL

South Muirnich Cottage, Gorthleck, Inverness IV2 6YP
<https://traders.scalefour.org/DaveBradwell>
Loco and rolling stock kits

DINGO SERVO MOUNTS

103B Liberty Lane, Addlestone, Surrey KT15 1NW
dingoservo.co.uk 07754 901324
Servo mounts and control boards

HIGH LEVEL KITS

14 Tudor Road, Chester-le-Street, County Durham DH3 3RY
www.highlevelkits.co.uk 0191 388 2112
Locomotive/chassis kits, motors and gearboxes

ISINGLASS MODELS

23 Oak Tree Road, Thatcham, Berkshire RG19 4QP
www.isinglass-models.co.uk 07973 768080
LNER drawings and resin rolling stock kits

JUDITH EDGE KITS

5 Chapel Lane, Carlton, Barnsley, South Yorkshire S71 3LE
www.ukmodelshops.co.uk/catalogue/judithedge
 01226 722309
Etched locomotive kits

LONDON ROAD MODELS

PO Box 643, Watford, Hertfordshire WD24 5DZ
www.londonroadmodels.co.uk
Etched locomotive and rolling stock kits

MODEL RAILWAY DEVELOPMENTS

87 Copthorne Road, Leatherhead, Surrey KT22 7EE
<https://emardee.org.uk> 01372 817504
Detailing components and accessories

PRE-GROUPING RAILWAYS

10 Duke Street, Dalton-in-Furness, Cumbria LA15 8HH
www.pregroupingrailways.com 01229 219875
Pre-group rolling stock kits, Flippem couplings

PRICKLEY PEAR PRODUCTS

Blackdown Mill House, Mill Lane, Punnett's Town,
 Heathfield, East Sussex TN21 9HX
 01732 368911
Etched rolling stock kits

ROGER CARPENTER PHOTOGRAPHS

407 Highters Heath Lane, Hollywood, Birmingham B14 4TH
 0121 430 8769
Railway photographs

RUMNEY MODELS

Bryanstone, Glewstone, Ross-on-Wye, Herefordshire HR9 6AW
website.rumneymodels.co.uk
Etched locomotive and wagon underframes/kits

STONEYBRIDGE STRUCTURES

www.stoneybridge.co.uk 07970 883663
Laser cut structures, rolling stock kits, model sounds

SQUIRES/SOUTH EASTERN FINECAST

100 London Road, Bognor Regis, West Sussex PO21 1DD
www.squirestools.com 01243 842424
Tools and modelling supplies, locomotive and carriage kits

TRANSPORT TREASURY

16 Highworth Close, High Wycombe HP13 7PJ
<https://ttpublishing.co.uk/transport-books/>
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Railway books