

# Harrogate Model Railway Group



[www.harrogate-modelrailwaygroup.org.uk](http://www.harrogate-modelrailwaygroup.org.uk)

## MODEL RAILWAY EXHIBITION

Monday 25th August 2025

Harrogate Model Railway Group welcomes you to its exhibition, here at St. Aidan's Constance Green Hall.

Layouts, trade stands, demonstrations and societies are located in both the hall and cafeteria.

Refreshments are available in the cafeteria, adjacent to the hall, with access to the toilet facilities.

**Please note that St. Aidan's school has a strict no smoking/no vaping policy on its campus. In addition, no dogs, with the exception of assistance dogs, are permitted anywhere in the grounds of the school.**

# List of exhibitors

## Layouts

<i>Name</i>	<i>Gauge</i>	<i>Location</i>
Arcadia Pen	O	Hall
Canalside Ironworks	9mm	Hall
Coniston	OO	Hall
D E Minimis	EM	Hall
East Brook	OO9	Hall
Glenellen	N	Hall
Grafty Green	O	Hall
HMRG Test Track	N + OO	Cafeteria
Karolina Falls	O	Hall
Kinleith Paper Mill	P4	Hall
Knaresborough Viaduct	OO	Hall
Manorlea	OO	Hall
Padsbridge	OO	Hall
Pateley Bridge	OO	Hall
Stamford East	N	Hall
The Brick	OO	Hall
Waterhouses & Longnor	OO9	Hall

## Demonstrations/Societies

A.C.O.M.B. Models	Cafeteria
Rob Pulham Locomotives and Painting	Cafeteria
Wensleydale Heritage Railway	Hall

## Trade stands

CM3 Models	Hall
Grandad's Train Shop	Hall
HMRG Club Sales	Cafeteria
Junior Junction	Hall
Nick Tozer Books	Hall
Road and Rail Collectables	Hall
Three Peaks Models	Hall
White Rose Modelworks	Hall
Zoe Hunter Maps	Hall

*Please note that any last minute changes to the expected list of attendees or other arrangements will not be reflected in the show guide.*

# Welcome

On behalf of the Harrogate Model Railway Group (HMRG), I would like to welcome you to our 2025 model railway exhibition. This exhibition represents the sixth that we have held here at St Aidan's school in the Constance Green hall. How time flies!

This year has been particularly busy for the group. Our Knaresborough Viaduct layout, appearing at this exhibition, was the lead feature in the February 2025 edition of Hornby Magazine. In April, we took the layout to the NEC in Birmingham, where it was warmly received. In June, Knaresborough Viaduct's sister layout, Knaresborough Goods, had its first outing at the Middleton model railway exhibition in Leeds, after being refurbished and converted to DCC operation. A second group layout, Little Aire, appeared in the July 2025 edition of Hornby Magazine. We have more shows to attend later this year. Busy times.

This year the group is supporting the MySight York charity. Further details can be found by the Manorlea layout, where, for a small donation to the charity, budding locomotive drivers can take charge of a train for a few minutes.

This exhibition, like our previous shows, takes an enormous amount of time and effort by the many dedicated members of the group, assisted by the staff at St Aidan's school. I would like to extend my gratitude to them for their continued support, without which, this exhibition would simply not take place.

Whether you are one of the many returning visitors who have previously supported the group or are visiting for the first time, we hope that you very much enjoy your visit and look forward to seeing you again at our 2026 exhibition, details of which will appear in the UK Model Shop Directory in due course.

If you would like to find out more about the Harrogate Model Railway Group, please speak to one of the club members here at the exhibition, or visit our website for further details.

Graham Warren  
Secretary, Harrogate Model Railway Group

*Visitors are kindly asked to refrain from touching any of the exhibits. They take many hours to make but only a second to break!*

# Layouts

## **Arcadia Pen    O gauge**

**David George**

Arcadia Pennsylvania is a freelance, box-theatre style, 'time-saver' layout. It depicts a fictitious, small industrial railroad freight terminal set in Arcadia, Pennsylvania, Eastern USA. The terminal has, as a backdrop, the declining Arcadia Steelworks blast furnace and coke oven silos, but they are not operationally related. The layout has been recently extended to include a small locomotive servicing point and road access.

A short line serves the location, delivering various box cars, hoppers, flat wagons, gondolas and tank cars to several local operations. Motive power, rolling stock and architecture is representative of the 1960s and 1970s, but there may be cameos of late 1980s diesels. The freight yard's resident locomotive is a leased Central Railroad of New Jersey EMD SW9. In addition, the route is worked by other motive power: a Pennsylvania RR Alco RS-1, a Louisville & Nashville EMD SDP35 and (as cameo) an Amtrak Dash 8-32BHW; all three are dual-motored.

The layout is mainly front-operated, with traffic generated using a four track traverser through a short tunnel into the freight servicing area. Points are controlled remotely, using Tortoise slow-action motors. All four locomotives are Atlas models and are DCC sound enabled. The layout is powered by an expanded five amp NCE system, using their PowerCab and ProCab controllers.

## **Canalside Ironworks    9mm gauge    Dave Atkinson**

Canalside Ironworks is purely fictitious, located somewhere in deepest Derbyshire, but could be found in any industrial setting in England in the 1920s or 1930s.

The actual layout, which is modelled in a rather obscure scale for model railways of 1:50th, equates to a scale of six millimetres to one foot. There are very few commercially produced model railway items available in this scale, so virtually everything on the layout has been either adapted from kits or scratch-built. The track gauge is nine millimetres between the rails; locomotive motors and chassis are commercially produced N gauge mechanisms. The layout has many operating features including a working incline, water wheel, pumping beam engine, pit head winding gear and a blast furnace engine.

The layout featured in the April 2018 edition of Railway Modeller magazine, and there are several videos of it which can be found on YouTube.

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**Coniston****OO gauge****Mike Robinson**

Coniston is a representation of the station that previously existed at Coniston village, not far from Coniston Water, in the Lake District. The layout, originally a private static model, was acquired by the Morley Model Railway Society, after having been in storage for some time. Whilst in storage it had deteriorated, necessitating some restoration and repair. The layout has been re-wired; operation is DCC. Point control has been modified to use servos, and baseboard dowels have been fitted to assist portability, as the layout was not originally intended to be transportable.

The layout operates in a 1950s/60s timeframe, although in reality, passenger services ceased to Coniston in 1958. Freight traffic followed in 1962. The model seeks to portray Coniston station in a happier light. A tourist drive in the 1950s has been a success and this warrants more daily train movements, including visiting locomotives from other areas.

**D E Minimis****EM gauge****Peter Fletcher**

D E Minimis Limited is a fictitious large engineering company. This layout depicts a small corner of its northern works in the late 1950s. A compact layout, implicit from the company's Latin name of *de minimis* – 'about minimal things' – was designed for simplicity. There are no points. Instead a sector plate is used to access the four tracks, one of which is hidden to allow trains to have an origin or destination in a very limited space. D E Minimis was intended to demonstrate how anyone could build a model railway layout, even when space at home is limited. The layout featured in the August 2023 edition of Railway Modeller magazine.

**East Brook****OO9 gauge****Stephen Penn**

East Brook is a fictional location, based somewhere in south-west England. The layout is OO9 (four millimetres to the foot running on nine millimetre track) narrow gauge, and runs as a continuous loop, offering both passenger and goods services, with goods sidings and a fiddle yard.

**Glenellen****N gauge****David Harrison**

Glenellen is a 'run-round' layout, depicting somewhere fictitious in Scotland, and is set in the modern era. The layout started life as an N gauge test track, to test repaired locomotives or to run-in new stock. Under 'pressure' from a friend, it became a scenic layout situated in a Scottish moorland setting, a mile from the nearest town. A ruined kirk (church) stands on a headland where a burger van supplies walkers with food, drinks and somewhere to relax.

*Continued overleaf...*

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*...Glenellen continued*

The buildings are all made by Graham Farish, including the single track repair depot, AA box, signal cabin, platform café and platform building. Faller N gauge vehicles can be seen running along the road in the background. The track is Peco Code 55 Streamline with Unifrog points. The Ekon signals are operated by ModelEx modules with magnets fitted under the leading locomotive of each train, which activates reed switches laid in the track. Layout operation is DCC using Gaugemaster controls.

### **Grafty Green   O gauge**

**Tony Walmsley**

Grafty Green is a fictitious layout, set in the Weald of Kent. The Weald of Kent Railway (WoKR) was planned to run north-east from Headcorn to Sittingbourne. However, when construction had reached the edge of the village of Grafty Green, the money and enthusiasm ran out and the line progressed no further. The Lord of nearby Boughton Malherbe was sufficiently enthused by the arrival of the WoKR that he had his own private railway built, the BMR, connecting it with the WoKR at Grafty Green. It served various small industries on his estate. Both lines closed at the end of the 1950s and no trace can now be found.

Grafty Green is my first attempt at a layout in O gauge. There is always more to do, particularly in weathering and detailing the rolling stock. The locomotives and rolling stock are a mixture of ready-to-run and kit-built, some having been purchased second-hand. The plain WoKR track is from Marway in Sheffield, whilst the points and BMR tracks are hand-built. Train control is conventional DC, and the points are operated by DCC Concepts Cobalt point motors. Scenic items come from companies such as Bob Dawson, 422 Developments, Purple Bob Kits, Primo Trees and ID Backscenes.

### **HMRG Test Track   N + OO gauge**

Have you purchased a new locomotive at the exhibition and would like the opportunity to test it before heading home? If so, please feel free to do so (*at your own risk*) on our N and OO gauge test track. Please note that the test track is set-up for DC operation only, not DCC.

### **Karolina Falls   O gauge**

**David Bailey**

A gold prospector discovered the falls in the mid-1800s and named them after his wife, Karolina. He persuaded investors to build a railway, which bridged the ravine in front of the falls. Unfortunately, the gold soon ran out, so he turned to logging to keep the investors happy.

*Continued overleaf...*





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### *...Karolina Falls continued*

With logging trains passing the falls every day, people got to hear about them. He decided to attach a passenger coach to the rear of some of the trains at weekends and started taking visitors to the falls. To cope with demand he took a gamble and built a station, shortly followed by a saloon and a general store. Logging and tourism were running hand in hand. Business was good, so he built a bank, paid off the investors and made himself sheriff.

Moving forward a hundred or so years it's now the late 1970s. With the discovery of a new seam of gold, the mine has re-opened. The railway is now a preserved line, still owned by descendants of its founders. Nothing much else has changed. There are a lot more tourists and the occasional logging train still trundles past the falls.

Karolina Falls features a real waterfall, cascading into the ravine below. (Water and electricity don't mix but I didn't read the memo!) The layout is a basic oval on four boards with a passing loop in the station area and a five track traverser in the fiddle yard. The track used is Peco with Seep and Gaugemaster electrics.

The layout was built in 2012 over a period of ten months (layouts are never really finished) and it featured in the September 2014 edition of Continental Railway Modeller magazine.

### **Kinleith Paper Mill   P4 gauge                      Alistair Dickson**

Kinleith Paper Mill is a P4 layout based on the real mill of the same name. It was located in Currie (south west of Edinburgh, now part of the city), in the river valley of the Water of Leith, adjacent to the branch line running from Slateford (off the Edinburgh to Carstairs Caley main line) to Balerno.

The mill was supported with an array of railway sidings, its chimney being some three hundred feet tall, which dominated the location and surrounding area. The site employed a rotary wagon tippler and a trolley wire electric shunting locomotive. On the layout, this latter item is radio controlled for independent operation from the branch traffic.

This is the layout's first exhibition, so some aspects may well still need attention. Replicating the whole mill would require much wider baseboards. As a consequence, only about half the location is modelled, resulting in part of the track work within the mill complex being omitted from the model. The Water of Leith is a key feature on the layout. The operating period depicted is around 1960, and utilises rolling stock that I have accumulated for use on my other P4 layout based on this branch, Colinton.



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## **Knaresborough Viaduct OO gauge HMRG**

Knaresborough Viaduct layout is based on how the station looked in the 1950s and 1960s, when steam motive power was being phased out, succumbing to diesel traction. In reality, there have been very few changes to Knaresborough station and the surrounding area in the intervening decades; most of the properties still exist, having changed very little. Probably the biggest changes are to the station itself, with the removal of the ticket office, waiting room and toilets on the Leeds-bound platform.

In the period depicted by the layout, the station would have been much busier than today, with local services to Boroughbridge, Ripon via Harrogate as well as Leeds, York and further afield. The line had direct connections to the East Coast main line at York and Ripon, and was often used as a diversionary route. Intercity and goods trains of the day would often pass through Knaresborough.

Large amounts of goods traffic routinely passed through the station, destined for the large goods yard located on the other side of the high street tunnel. The group has created a layout of the goods yard, calling it Knaresborough Goods. The long term aim is to connect both of the Knaresborough layouts together, in order to provide a better insight into the railways in and around Knaresborough in the past.

The layout for has been largely scratch-built by group members, with assistance from A.C.O.M.B. Models for some of the buildings and Alexander Dixon 3D Printing and Design for the viaduct crenellations.

## **Manorlea OO gauge**

**Alistair Dickson**

A layout, designed with children in mind, available to young (and not so young!) visitors to play trains. A donation to the MySight York charity would be appreciated before budding locomotive drivers take control of a train for a few minutes.

## **MySight York**

MySight York is a small independent charity providing support and therapy for people having to cope with sudden sight loss. The charity has a presence in the York Hospital Ophthalmology Department, where it helps those having experienced sight loss come to terms with their new circumstances. Full details can be found on the charity's website, <https://www.mysightyork.org/>

## **Padsbridge OO gauge**

**Dave Gray**

It is the late 1960s, just brushing 1970. The small west country branch line to Padsbridge is still going strong, despite the best endeavours of Doctor Beeching. The days of steam have been over for a number of years and diesels, particularly of the hydraulic variety, are in charge of the trains.

Padsbridge has passenger services to and from Honiton and Cullompton, being the terminus of the lines from both towns. Goods traffic is still well in evidence, with china clay, milk, and some general goods. In the spring there are trains of cut flowers for the London markets.

The layout features three audio sources which relay the sounds of the station, china clay dries, the signal box and general countryside to the viewer. The trains are also programmed with their own authentic sounds as they move across the layout; operation is DCC. Working signals and points are controlled by the time-served methods of manual switches on a control panel. Three different types of couplings are used on the trains, as in general they run in fixed rakes, but with automatic coupling and uncoupling. The rakes are stored, transported, and run onto the layout from a home-made system of cassettes which reduces the need to handle the models.

We hope that you can absorb some of the ambience of a rural west country branch line from some sixty or so years ago, as well as watching the trains trundle by.

## **Pateley Bridge OO gauge**

**HMRG**

Pateley Bridge layout is based on the goods exchange sidings of the Nidd Valley Light Railway during its decline, before it closed in 1937, and is intended to be operated in a similar fashion to an Inglenook shunting puzzle.

Built in a one by one metre scenic micro-layout style, this is the group's first attempt at a totally scratch-built layout. Due to the layout's diminutive size, commercial track work wasn't suitable, necessitating the use of custom-built track, points, rolling stock and locomotives. With a mix of railway infrastructure, the backdrop of the Nidderdale Valley and the River Nidd in the foreground, the layout has provided a number of interesting challenges to overcome.

*Please note that the layout is currently under construction. Club members will be available to discuss the layout's current build status and future plans.*



## **Stamford East N gauge**

**Robin Fox**

Built by the GNR as a single line branch from the East Coast mainline at Essendine, the railway terminated in a two platform station at Stamford in Lincolnshire. The model depicts Stamford East Station as it was in the early 1960s, with the correct track formation, including sidings, goods yard and a small engine shed. All the buildings on the layout are models of actual buildings in Stamford, most of which are still standing, including the goods shed, now a day care centre for the elderly, and the station building, now a private residence. Rolling stock is Eastern Region British Rail, employing both steam and diesel locomotive traction. The layout was featured in the May 2014 edition of Railway Modeller magazine, and has also appeared in the British Railway Modelling periodical.

## **The Brick OO gauge**

**Chris Martin**

The Bricklayers Arms in south-east London first opened in 1844 as a passenger station, then at a later date goods sheds and sidings were added, along with a locomotive stabling facility. The station and passenger services did not last long, but the number of goods sheds, sidings and locomotive sheds increased. At its peak, the site sported four engine sheds and two turntables. In reality, the site closed in 1981 and the whole area now supports industry and housing.

For the OO gauge layout, the time is now. I have taken the view that not all the land was sold off and some facilities remain, including a thriving steel fabrication factory and a small oil depot serving part of south-east London. One four road MPD depot remains in use, handling small repairs and locomotive stabling.

## **Waterhouses & Longnor OO9 gauge Roger Blackburn**

Waterhouses and Longnor is a 009 narrow gauge layout based on The Leek and Manifold Valley Light Railway, a two foot six inch narrow gauge railway, which ran from Waterhouses to Hulme End in Staffordshire. The railway opened in 1904 and closed in 1934. Its main claim to fame was that it carried its freight in standard gauge wagons on transporters.

I have imagined that the narrow gauge line started at Leek Brook junction with Waterhouses becoming a passing station, the line extending beyond Hulme End to Longnor. Instead of closing in 1934, the LMS made the line freight only and scrapped passenger services. The line passed to British Railways in 1948, and in the 1960s it was worked using second-hand Austrian locomotives and stock. The steam locomotives that previously worked on the line were taken over by a preservation group, who have acquired Longnor sheds, obtaining locomotives and rolling stock from other narrow gauge railways.

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### **Rob Pulham Locomotives and Painting**

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### **Wensleydale Railway Society**

The Wensleydale Railway is a heritage railway located in the Yorkshire Dales. The stand provides information about the railway, merchandise and membership opportunities.

## **Trade stands**

### **CM3 Models**

We specialise in supplying wire, switches and scenic accessories for model railway layouts. Please see our advertisement in this guide for further details.

### **Grandad's Trains**

A model shop selling locomotives, rolling stock and scenic goods.

### **HMRG Club Sales**

The Harrogate Model Railway Group (HMRG) has a selection of good quality second-hand model railway-themed items for sale.

### **Junior Junction**

Junior Junction offers a selection of railway-themed models and toys for the younger railway enthusiast.



## **Nick Tozer Railway Books**

Nick Tozer Railway Books trade in second-hand railway-related books.

## **Road and Rail Collectables**

A selection of rail and road models offered for sale.

## **Three Peaks Models**

Three Peaks Models is a small business offering modellers a range of products. Please see our advertisement in this guide for further details.

## **White Rose Modelworks**

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# Quiz time!

How good is your knowledge of British Railways (BR) in the 1950s? Just for fun, here are a dozen questions to test the grey matter.

- 1: On what date in 1951 did the Harrogate to Pateley Bridge line close?
- 2: What were the 'Flying Bricks'?
- 3: What famous film was made in 1952 using the railway line between Limpley Stoke and Camerton?
- 4: On what date in 1953 was the line between York and Pickering via Gilling closed?
- 5: On what date in 1954 did a full passenger and freight service start on the Woodhead line?
- 6: What was the significance of 3rd June 1955 to BR passengers?
- 7: In 1956, what livery experiment was applied to the front of DMUs (Diesel Multiple Units) to aid visibility of the sets to track workers?
- 8: What was the running number and nickname of the 0-10-0 locomotive built for banking duties on the Lickey Incline?
- 9: In 1957, BR introduced a new class of rolling stock, known as a 'GUV'. What is 'GUV' short for?
- 10: On what date in 1958 did Gatwick Airport station open?
- 11: What was the name of the blue paint used on the blue and white livery of the Midland Pullmans?
- 12: What was the name of the font used for the British Railways lettering on locomotive tenders and tanks?

The questions and answers can be found on the HMRG website in a downloadable PDF here (*note the line wrap in the website link*):

<http://www.harrogate-modelrailwaygroup.org.uk/group-shows/2025-showguide-quiz-answers.pdf>

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### **A date for diaries and calendars**

**Harrogate Model Railway Group's next exhibition will  
take place at St Aidan's school, in the Constance Green  
Hall, on Bank Holiday Monday, 31 August 2026.**

**We look forward to seeing you!**

*Show guides printed for HMRG by Metcalfe Models Limited*