

West Midlands “N” Gauge Club NEWSLETTER



From our Chairman

Firstly, apologies for the lack of an Autumn newsletter. Our editor, Claire, has to balance all sorts of things as well as getting hold of enough copy to produce something good for you all to read. Things transpired against production that time but hopefully you will enjoy a bumper issue this time.

Life continues apace in sunny Tipton, basking on the banks of the ‘cut’ that passes close by our club venue. But enough of the sarcasm and flippancy, the club continues to move ahead and is busy enjoying its 30th year as an organisation.

We are currently going through our slight lull in attendance during the summer holiday season and the busy exhibition autumnal period in the Midlands. In spite of this there is plenty happening at meetings. At every meeting our original and iconic Waterstock layout is in use, as is its ‘whipper snapper’ offspring Whartson Hall. I’m starting to sound like Mike Turner so I had better calm down a bit. From time to time Tipton Hills gets a run but Gibben Quarry was recently ‘closed with a replacement bus service’ but is now back up and running.

We were having issues with Gibben Quarry, initially electrical but then there was a point failure which stopped running. We have been gifted a large ‘scrap’ layout from a member of the New Life Church that meets at Tipton. From this we salvaged a lot of good trackwork and some timber (we have loads of material for upcoming projects including a simple oval test track). We have used a

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point from this supply but to accommodate the geometry change, Dave Griffin has started to modify the fiddle yard to get some longer sidings. This has proved a little tricky but is now complete.

We have other projects going on too. Angie, Carl, Mick and Ian, with help from Jim and others, are working on the 009 layout that Tony Minchin donated to the club. The track and electrics had been dealt with last year and they are working on scenery. The layout made its debut at our 30th Anniversary Celebration and also at the two Tipton Green Methodist Church Christmas Tree Festivals in early December. Much of the scenery is complete although it is still a work in progress; Angie was still adding scenic items at the Christmas Tree Festival. We hope to bring it on to the exhibition circuit in 2026 once a little more work has been done.

Sally Jones, Ken's wife, has donated another 009 layout which is just starting to undergo a transformation. Jules is looking after this and hopefully I can persuade him to write something about what he has in mind. The gist of the project is that it is changing to an N Gauge layout (still retaining the 009 track – so watch this space for how he deals with that). It will be the end of a forestry line. The track layout at one end has been modified and some damaged points replaced. The suspect wiring is also being worked on.

The main activity for 2025 has been our celebration of 30 years, much of which has been at Tipton Green. We are grateful to the church for permitting us to use our excellent clubroom and other facilities; we have an excellent relationship with the church. As a part of this we were able to use their main room for our celebration party on Saturday 15th November.

The event was an informal one – no speeches, thankfully. It took the form of a club invited 'open day' organised brilliantly by Angie Boden. We invited several former members, spouses and friends. Members were encouraged to bring examples of their modelling projects (not necessarily railway based); these included a radio-controlled Tiger Mark 1 tank, complex Meccano models, parts of layouts, amazing artwork and other assorted displays. I can only say that we have some very talented members. On top of this Angie arranged a sumptuous buffet. Attendance was excellent; we managed to catch up with a number of former members and it was a great social occasion – to the extent that there were suggestions that we repeated this annually (watch out for the 31st anniversary celebration).

I must record that one of our members, Tony Minchin, is currently quite unwell with a number of issues having fallen over badly a couple of times. I must also report that former member,

Ken Daniels is also seriously ill having spent some time in the Queen Elizabeth hospital in Birmingham. We wish them all the very best.

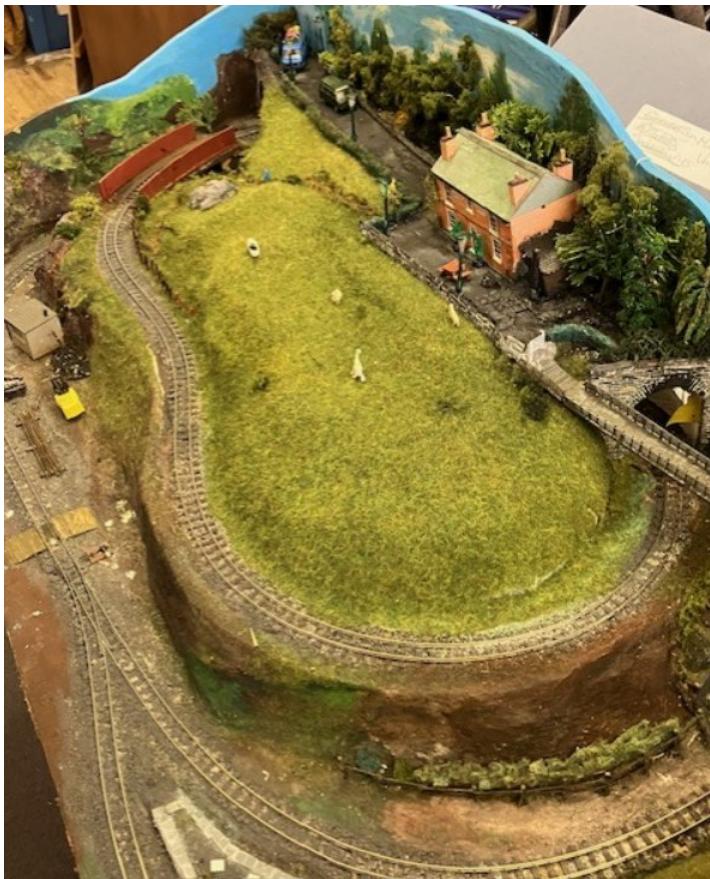
We're moving, with hope, into our 31st year in 2026. I can't comment too much on 2025 and the future as we have postponed our 2025 AGM to January 2026 as the Anniversary event and Christmas Tree Festivals would have pushed it to the start of November. Things look good for 2026 as we are financially sound and have a number of projects in hand. We are hoping to get back on the exhibition circuit with a revised team and a new layout to support the ones that we currently have. We are keen to use this as a recruiting drive to grow the club steadily and broaden our membership.

Finally, I would like to wish our members and readers a Merry Christmas and a Happy New Year

Jeremy



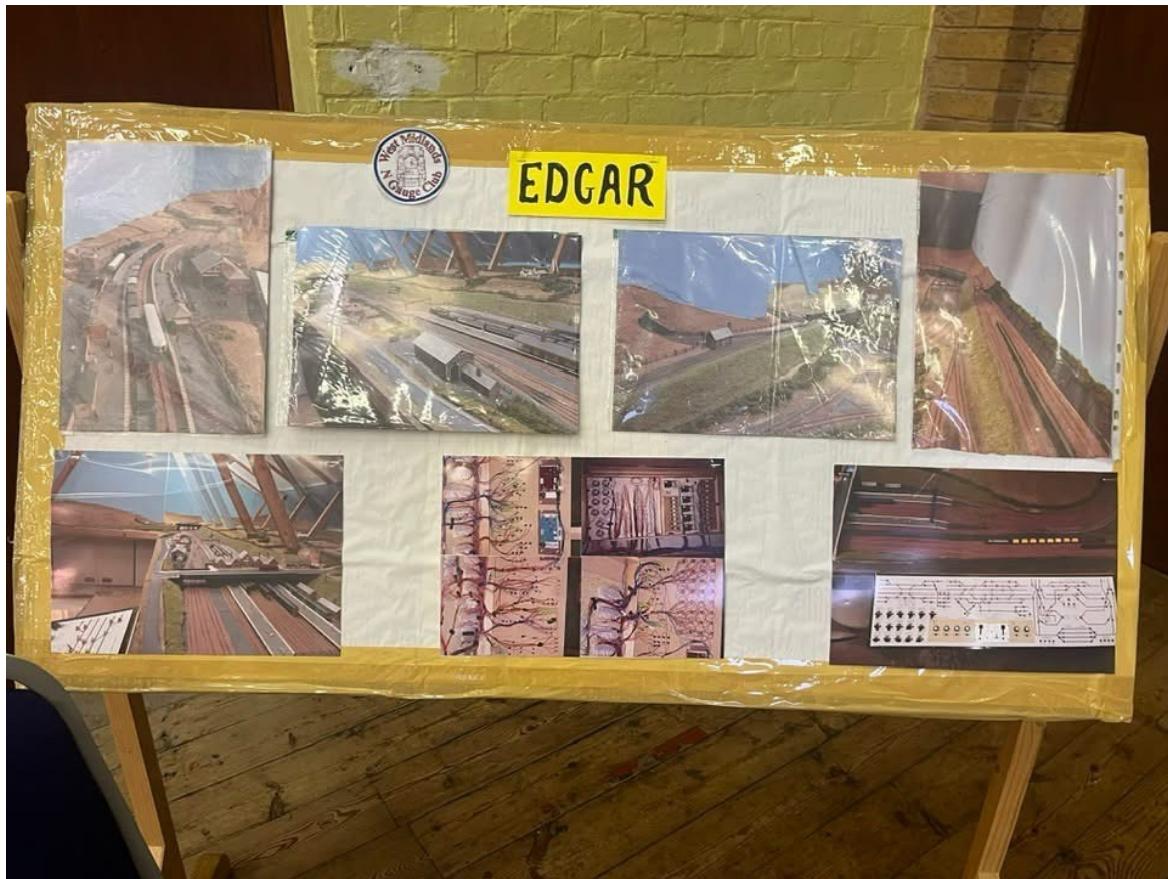
Progress photos of Minchin Vale, complete with the 'Crooked House' pub in its former glory.



30th Anniversary Celebrations

On the 15th November members present and past and friends descended on the church hall for our 30th celebration. This was a true celebration of the Club members and their diverse hobbies besides model railways. Following are a selection of photos from the day mainly taken by Dave Griffiths





















Purves Halt

By Ken Jones

Purves Halt is my new layout, well not exactly new more like resurrected, and it has quite a history. It's an 009-layout built many years ago by the late WMNGC member Derek Purves. He built it in a plastic wheel clamp box, the clamp being bought to protect his caravan from theft. The main layout shows a small terminus on probably a narrow-gauge line not surprisingly as Derek used to drive locomotives on the Welshpool and Llanfair Railway, spending time with his wife, Pam, in their caravan near the railway. He was also a member of the West Midlands 009 group and people remember him building this layout some 20 or more years ago. They remember meetings in his house and the cakes his wife made. Does that sound similar to other model railway groups?

The main board with buildings in place is 13in x 38in and still has the original artwork / label for the wheel clamp underneath. Some may remember this at early exhibitions we did like the Wonderful World of Trains and Planes. I've tried to keep much of this as Derek built it adding just a bit of scenery and a couple of cars. His widow in late 2024 said his family would like me to have it.

Since those early days he added a rear board which held a small fiddle yard. The points at the station are all manual operated by push / pull rods. In 2024 /5 I extended the fiddle yard to utilise self-isolating points and isolating switches with the help of Vince Painter which now means the extended fiddle yard is operational.

The layout and fiddle yard now measure a total of 51 cm x 97 cm [22in x 38 in]

I like the fact that Derek built it in a wheel clamp box whereas most people would have thrown the box away. The layout came with no controller or rolling stock, so second-hand rolling stock has been acquired some dating back nearly 40 years, mainly Eggar Bahn, but all similar to what Derek ran when he built the layout.

Ken Jones is a former chairman of the West Midlands N Gauge club and has a number of layouts which can be seen at <https://www.ukmodelshops.co.uk/layouts/kjl.html> The club was 30 years old in 2025 of which Ken was its chairman for 23 of those years.

Vince Painter is a former Editor of the West Midland N Gauge Club newsletter. He and current Chairman Jeremy Edwards have been helping Ken exhibit the layout locally in the latter half of 2025. Ken likes round & round layouts at exhibitions so he can talk to people. Having friends run the layout means they not only look after Ken following his stroke but enable him to talk to visitors without smashing through buffer stops.

The layout did four local exhibitions in the later part of 2025 and was well received, especially by people who knew Derek, had seen the layout under construction all those years ago and people who liked older 009 stock being used on the layout, even if the locos made more noise than modern stock.

It's not the first layout from years gone by that I have resurrected. Mynoras Farm [now too heavy for me to move], Fontaine Quarry and the WMNGC Tipton Hills are all layouts built more than 20 years ago which I have saved and restored. Helping me bring these layouts back to life has only been achieved with the help of many other people.



1] The original labels are still under the layout



2 and 2a] The terminus layout as built by Derek. The intention was to keep as much of this as possible even though the run round loop is a bit short



3] All his wiring and point rods went under the ballast, and so to repair the layout and get things working again was our first aim without digging anything up



5/5a/5b] period trains running at our first local exhibition..





6 and 7] engines and trains can now be isolated in the station sections. We got Derek's original system to work and added a few more isolators. Uncoupling is a problem but we have a bespoke uncoupler presented to us a by a member of Birmingham Rodel Railway Club which should at least enable us to uncouple the engine



8] I added stone wall and back scene which was on Derek's to do list and also added a vegetable garden and cars, leaving the rest of the scenery as built. The two original handles which folded together when the clamp box was closed now enable me to carry the layout to / from the car, without dismantling it from the ne fiddle yard.

A History of N Gauge

By Piers Milne

A short enumeration about the beginnings and milestones in the development of N Gauge, which does not lay claim to completeness.

1912 The brothers Bing bring out the first models with 9 mm track width.

1920 The first models at a scale of 1:152·3 by H.B. Whall come on the market.

1927 The Englishman A.R. Wackley presents an electrically operated model railway at a scale of 1:152·3 with a track width of 8·5 mm. The break-through was missing, it developed later with the size 2 mm Scale (1:152).

1948 At the Hanover Fair an electrical model railway with 8 mm track width is presented. The so-called Kersting Railway however never goes into series production.

1959 The Trix company manufactures roll-along models at a scale 1:180 without however a suitable track system. Due to the small size in relation to H0 it is called Minitrix.

1960 Arnold presents an electrically operated model railway with a track width of 9 mm at a scale 1:200 under the name Arnold Rapido 200 at the Nürnberg Toy Fair. It was offered with a V200 locomotive and three coaches, the bodies of which were metal, as a turnkey system with manufacturers landscape and houses as well as two remote control points.

1961 Arnold extended its program with more vehicles and separately available track material. The long coaches were changed to a shortened length at 1:256.

1962 Arnold changes the scale to 1:160 and offers new, improved models.

1963 The claw coupler is introduced. It is standardized later as NEM 356 for all European models with 9mm track.

1964 The scale of 1:160 is internationally standardized under the contraction "N". This stands for the word nine, which begins in many languages with an N. A track width of 9 mm was specified, with a 12V 2-rail direct current system. In addition the claw coupler was defined as standard for N Gauge. Trix presents a model of the T3 at a scale of 1:160 under the name Minitrix Electric but uses its H0-type coupler. The East German company Piko begins production of N Gauge models, mainly of East German prototypes.

1966 Lima begins production of N models.

1967 The first full-scale-length coach is manufactured by Arnold at a length of 165 mm.

1969 Fleischmann enters the N-market with its own track system with moulded-on ballast bed. The company Röwa, which previously manufactured N-models for Trix, brings out its own models. Rivarossi begins production of N-models.

1972 Röwa stops production of N-models.

1973 Ibertren in Spain enters the Spanish market with a non-compatible 3-rail system (N3 - similar to the Märklin track).

1975 Roco enters the N-market with (partly revised) Röwa models.

1981 The Austrian company Hobbytrain has N-models manufactured by the Japanese company Kato.

1982 Ibertren starts to manufacture N-models for the “normal” two-rail system.

1985 Ibertren stops production of the 3-rail system (N3).

1987 Fleischmann introduces the Profi coupling in N Gauge. The age of close couplings begins, and introduces the problem of incompatibility between the different makes and coupling systems after a long period of compatibility in N Gauge. Lima stops N-production.

1988 Hobbytrain takes over Lima N-models and markets them under the name Minibahn.

1989 PIKO stops production of N rolling stock.

1990 Co-operation between Hobbytrain, Kato and Lima is terminated. Lima N-models under the name Minitrains cease.

1992 The Spanish manufacturer Ibertren stops production after a fire in the works.

1993 PIKO manufactures structure models - in N Gauge (as well as HO).

1994 Brawa announces its first N Gauge model with the DR 118 (DB 219/229).

1995 Arnold goes into bankruptcy.

1996 Trix goes into bankruptcy.

1997 Arnold is taken over by the Rivarossi group. The manufacturing plant in Mühlhausen remains. In addition part of the old Rivarossi range are included in the program.

1998 Trix is taken over by Märklin.

1999 Sachsenmodelle announces the re-establishment of Hobbytrain but goes into bankruptcy, before the models are presented.

2000 Bemo manufactures the RegioShuttle in N Gauge but further N Gauge models do not appear.

2001 Tillig takes over Sachsenmodelle but the rights to the Hobbytrain models are not taken over. Rivarossi closes the Arnold manufacturing plant at Mühlhausen. Production is to be shifted to the Italian works in Como.

2002 The restructuring and production transfer of Arnold/Rivarossi are not yet finalized. Starting from the second half of the year some stored models are available ex factory. The Lemke company obtains the rights to the former Hobbytrain program and puts it under the name KATO Hobbytrain.

2004 The Spanish company Electrotren is bought by Hornby (England). Lima (and its subsidiaries, including Arnold) goes officially into liquidation - a buyer is looked for and found in December – in the form of Hornby. With L.S.Models and Dingler (exclusively Mail-order) there are two new N-manufacturers. For the first time genuine new items come from Hobbytrain/Lemke.

2005 Roco goes into bankruptcy in July. An immediately-created rescue company under the name Modelleisenbahn GmbH takes over the business and in the autumn acquires the bankrupt's entire estate and can therefore continue to use the name and produce the products of Roco.

2006 Märklin is acquired in May by the British investor Kingsbridge Capital.

3D Printed Buses

Ken Jones West Midland N Gauge Club

Ray Rimes Designs has produced a 3D unpainted model of a Bristol LHS coach details at

[Bristol LHS coach \(Royal Blue Coaches/National Bus Co.\)](#)

<https://rayrimesdesigns.com/shop/ols/products/bristol-ls-coach-royal-blue-coachesnational-bus-co>



Drop In Scenic Modules

By Jeremy Edwards

Before I start explaining what I mean by this and how I'm carrying out the task, I need to state that this is an ongoing project on my New Street layout and it may be some time before it is fully complete. In writing this, I am trying to outline the concept more than anything else.

Whilst my layout is not an exhibition layout, it had originally been planned with that in mind. I therefore operate from behind the backscene and fiddle yard. To construct what I had in mind with suitable detail for me to enjoy from the operating position was going to produce a problem. The plan is to have a row of terraced houses with both front and rear gardens; the front gardens face the backscene and would be tricky to set up in situ.

The concept of the module, unlike interchangeable modules for switching locations or periods, is that it will only be dropped in once and then permanently fixed. It is 'drop in' for convenience of construction.

This is the space that I need to fill. The area pencilled in is the part where the 'drop in module' will fit. I originally planned this with a sheet of mounting board, onto which I drew a plan of what I wanted to achieve. The mounting board isn't rigid enough and is a bit fragile for what I needed so I purchased some 1.6mm ply via Amazon. As a template, I used my mounting board set up and then used Superglue to fix the sheets together as they weren't large enough.

As you can see, there are four pieces to fill the space although it was all cut from three sheets. To locate the module during construction, I used three self-tapping screws with cup washers. Eventually these will hold the module in place while the glue sets. They will be removed and then I will blend it with the rest of the layout.

In preparation for planning out the final version, I have painted the ply with white primer and sanded the glue a little. All glue lines will be under features so will be hidden or a part of the feature.



The original plan was to use Scalescenes downloadable terraced houses. Whilst the back scene buildings are paper covered, I decided I wanted more texture closer to the front of the layout. The station area is made up from modified plastic kits. There wasn't anything in plastic that appealed to me. I didn't fancy the idea of cladding card kits with brick textures plasticard. I started looking at laser cut wood; many of the items I saw had rather deep and exaggerated brick and tile detail. There was also a very limited range in terms of 'full depth' models.

Eventually I found what I was looking for. Peco had some laser cut terraced houses that originally were only produced in 00; these are now available in both TT120 and N. Unlike other laser cut kits, they are finely textured and quite complex to build. The key improvement over other kits is that they are made from thin ply and use a layered construction with a carcase of ply clad in textured ply and with an inner layer made for things like interiors and curtains. This is beneficial; the brick texture is fine and also there are no visible external joints unlike some of the simpler kits. Each kit is a pair of 'terraced type' houses of Victorian/Edwardian period but can be combined to make a long terrace if required. They have a small walled yard but no walling at the front. Each model is T shaped with a small out building at the rear.

My plan was to create a terrace of four houses and repeat this along the module. Looking at length, I can fit in 3 'four house' terraces and a 'twin'. I decided to ignore the walled yard and have a short(ish) garden at the rear and also create a small front garden. Currently I have two blocks of four houses constructed and fixed to the thin ply. Each pair of houses costs some £20+ and I need three more kits; the time is currently being spent bedding in the kits that I have built and sorting out gardens (both front and rear) before investing in the next three kits.

The kits are quite nice. They are actually sold as low relief fronts, low relief backs or a pair with an addition sheet for the side walls. Constructing the fronts is fairly easy but the backs are complex and it can be difficult to get everything aligned as the shape is more complex. The models have a main carcass with the slotted joints covered with a textured wall. There is then an interior frame that has curtain shapes which you construct and slip inside the main 'box'. I used the George Dent method of dealing with the brickwork by painting mortar and then dry brushing various hues of brick colour, with a main top coat that dominates. There is a gap in the roof line when the fronts and backs are joined and I have used Scalescenes tile paper sheets to provide ridge tiles and lead flashing where appropriate.

To detail the gardens, I'm using some Metcalfe shed kits and Scale Model Scenery fencing with the usual static grass and flocks. Behind the houses



House fronts early on in construction

there is a walkway for access to rear gates and then a small semi abandoned orchard reached by a trackway between blocks 4 and 5. The front gardens will have brick walls made with textured plasticard.

Items used:

1.6mm plywood sheets
Peco NB380 Terraced House laser cut kits
Metcalfe shed
Scale Model Scenery LX223N Close board fence
Scale Model Scenery LX077N Old wooden fencing
Scale Model Scenery LX003N Garden Gates
Scale Model Scenery LX001N Five bar gates (plus LX002N Arch top versions)
Scalescenes TX00b Roof Flashing (N Gauge)
Scalescenes TX18A Slate Tiles (N gauge)
Scalescenes TX21 Pavement (N Gauge)
Scalescenes TX27 Dark Blue Brick (N Gauge)
Kestrel Models GMKD22 greenhouses
Kestrel Models GMKD84 dustbins
Sheet brick embossed polystyrene sheet
Various War World Scenics static grasses and muds
PD Marsh C35 Bicycles N Gauge



House backs early on in construction

When I have finished the module, I will give more details and photographs.

Jeremy

Hopetown Darlington—Part Three

By Philip Hunt

Tornado was the last new steam engine produced in the UK and has been seen all over the country on steam specials and at steam weekend events. The next new steam locomotive is under construction at Hopetown in Darlington.

The plan is to build a Gresley P2 Class 2007 Prince of Wales.



The scheme was started back in 2013 when James May produced the first part of this new locomotive. This new locomotive was originally being built in the old carriage works at Hopetown. Since this early development a purpose built engine shed has been constructed and the parts of the new locomotive were moved to their new home in 2023.



From those early dates progress has been made; the tender is looking in good shape and the main loco has the frame build wheels on, the superstructure has started with the Cab in place and the head of the locomotive.

The boiler is the next main key structure to be added and then it is all the pipework; cabling etc that is required before the loco will be let loose on the network.

The loco shed is accessible at the end of the museum and you can get a good view as work progresses from one end of the shed.

Progress so far



More details of Hopetown can be found at
www.hopetowndarlington.co.uk

Sally's Layout

By Ken Jones

My wife Sally is not someone who builds and runs model railways although she does have 2 N gauge tram layouts, the more modern one she takes to the annual exhibition in Blackpool.

At the last model railway exhibition at Ally Pally, she bought this circular Pizza top N gauge layout because she liked the snow scene, unfortunately she had not realised that the snow was just powder, so when she put it in a carrier bag to bring it home most of the snow just fell off.

So, we have now made a permanent snow scene using white Polyfilla and white acrylic paint containing extra titanium dioxide. The fences have been repaired and people / animals added including passengers, snowmen, children, sheep, cows and a snow plough which was adapted for us by Piers Milne and we stuck the industrial gritting salt in its trailer so even that is now fixed in place.

We have also made the platform slightly less wide so that trains can now clear the platform edge. We don't know who originally built this layout or when. It has an external diameter of 15 inches and we have commissioned Jeff Cox of Apex Plastics to make a clear cover and white base board.

The layout made an appearance at the social afternoon celebrating 30 years of the West Midlands N Gauge Club in Nov 2025

Pictures by Ken Jones



Some remains of the powdered snow as we test the track for reliability



Starting to build a permanent snow scene



The modified snow plough before we added gritting salt



The snow scene before adding people etc



Some of the detailing bringing it alive



line testing with original Graham Farish J94 "Robert"



On show at the WMNGC 30th event



Testing 4-wheel coach after giving sufficient clearance at platform



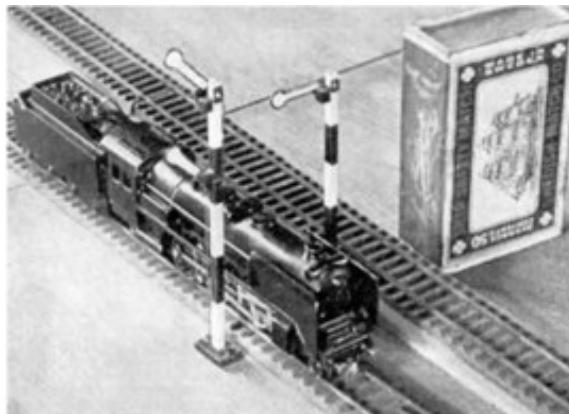
The layout now kept under its rigid cover

The Kersting Railway from 1948 – the ancestor of N gauge

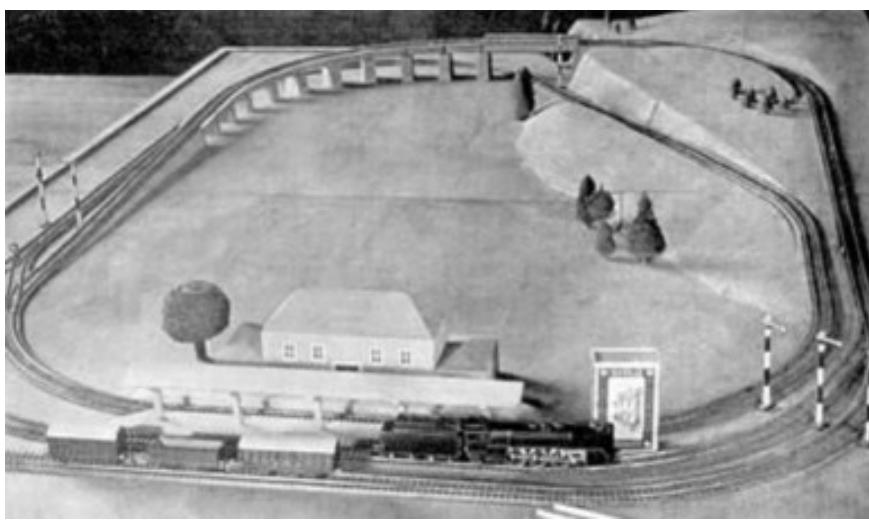
By Piers Milne

The Kersting Railway was presented in a scale of 1:180 at the export trade fair in Hanover in 1948. For the first time there was a model train that was so small that it could (almost) run through the sleeve of a matchbox.

Professor Kersting, from Kersting Modellwerkstätten GmbH in Waging (Upper Bavaria), gave the following information at the time: "Measured linearly, the K track is half the size of the well-known H0, i.e. 8 mm wide. However, the locomotives/trains only occupy 1/8 of the space of the same H0 gauge locomotive, so that special new designs were required in order to incorporate the various circuits. The power input is up to 18 volts."



The 2C1 locomotive presented at the Hanover trade fair



At this exhibition center the steam locomotive was running in the foreground and some freight wagons are visible too.

With two-rail operation, white headlights and red tail-lights that changed with the direction of travel, as well as automatic couplings, this system was groundbreaking. However, it never went into

production. The K gauge was still the ancestor of the later N gauge. However, it took over 10 years until this N gauge, which is now widely used, appeared.

Unfortunately, there is no information as to what happened to the Kerstingbahn prototypes. Apart from the two images above in a MIBA magazine there are no other known reports.

Source: MIBA 10/1949, with kind permission - www.miba.de

Model Railway Exhibitions

By Jeremy Edwards

Having spent a happy day helping to run the Trent Valley Model Railway Society Lichfield Show (I'm the Secretary), I thought I might make a few observations and answer a few FAQs.

Some facts are helpful. The club is some 45+ years old and meets in a fairly decrepit timber building that masquerades as the Village Hall. We have sole occupancy so have layouts permanently or semi permanently erected. We have run some 13 exhibitions in Lichfield at the Life Church in Netherstowe; these are one day events. We also ran a trial event at Dosthill on the edge of Tamworth this year which we will repeat in 2027 (the show manager for this has been unwell so we have decided not to run it in 2026).

Why organise an exhibition? This was partly fuelled by a discussion in the exhibitors' tea room with an exhibitor who doesn't belong to a model railway club.

In a purely selfish way as an initial reason, clubs run shows to make money. Our members pay a subscription to cover the costs of running the club. These might well be Rent (not insubstantial in our case and likely to rise drastically), Insurance (we insure the structure as well as the contents as per many commercial leases), Repairs, Business Rates (we are lucky that the premises are a registered charitable trust so only pay 20%), electricity and water. Our subs do not cover layout building although we put a little aside for running repairs and our Reserve Account which saved the club during lockdown.

A second reason is one of recruiting and publicity. I joined the club after attending the 2018 exhibition. Yesterday we picked up four queries which may lead to one or perhaps two new members. In a similar way it gets us known by other clubs and we actually picked up an invitation for our Thomas the Tank layout to attend another local show next year.

In a more general way, it is also a means of publicising the hobby. We spend a lot of time doing pre-event publicity with detailed leafleting and signage. We also have a planned set of direction signs that go up all over Lichfield the night before – all good quality signs too.

Who attends a show?

We have a careful accounting system for attendance with numbered tickets like many clubs. Our figures for adults are pretty accurate as we can count these well. We admit children under 5 for no charge so a number slip through the census that way. We also have a Family ticket for two adult families with two or more children – we charge them the same as for two adults and one child.

The vast majority of people attending were adults, whether singly, in pairs or with children. From my visual scan while at the door, all age ranges of adults were covered by the total that we had – not just the more mature adults. Looking at the figures from our treasurer and not taking into account 10 – 15 under 5's, 87% of attendees were adult and 13% children aged 5+.

What about profitability?

For us, as a club, the profitability graph tends to be a bit exponential. To explain this, I first must say that we try to cover layout expenses from trader fees so the entry fees pay for venue hire, insurance and a few other things. It probably took us about 90 minutes to 2 hours to take enough on the door to break even. Obviously as numbers rise so profit increases. Linked to this, we currently organise our own catering and so, the more through the door the more food and drink is purchased.

We also have a club stand selling various used items which we ensure are not 'junk'. Increased numbers increases sales. This is a little more difficult to quantify as there are two categories of sales items: club items which are 100% to funds and members items which are sold on their behalf for a small percentage fee.

What makes a good show?

For exhibitors we feel that we offer fair expenses and food and drink. We give a voucher for lunch or breakfast and have a tea room with plenty of supplies on tap. A couple of our team go around exhibitors sorting refreshments and if necessary either collecting food or watching layouts. For traders we offer the same service.

For all we have a smart and clean venue where access is pretty good. It is a modern church building that we take over completely for the day. We offer a limited but quality range of refreshments professionally prepared and served. All rooms are supervised by club members who are wearing club shirts and fleeces with their names on.

Our exhibition manager is very careful when selecting layouts for the show. Firstly we try to avoid having too many layouts that are seen at lots of local shows so we get some variety. Secondly we always try to have at least one spectacular layout – not necessarily size-wise and at least one that is different (last year we had someone who showed Train military trains from the 60's with rockets etc, this year we had a Minic Motorways layout).

In terms of traders we try to avoid duplication. We have three regular traders who not only complement each other but in the case of two of them – they liaise to avoid bringing clashing items. We usually have a fourth trader who is a bit different; this year we had a book trader who had some interesting items and was selling at reasonable prices. Unfortunately the fifth trader we invited this year let us down at the last minute.

With two important railway lines serving the city and two key stations, we also have run a heritage bus service between the venue and the stations. This brought in some extra visitors over the three years we have run it and has been very popular this year in particular.

I hope that answers many questions and perhaps provokes some thought. I haven't touched on why people actually exhibit layouts and models. Perhaps another time.

Jeremy Edwards

Puzzle Time

These are all movies involving a train....

E W X I R H T G N R Y I A A S E Y S O I T B W R U
T T R V O N R Y A N S E X P R E S S P D S R U X R
G E N T D E X R N F M H A I S H U W E E E H A T
E U N T T R H B T U X R N E P X D H E E E R E A H
N R O B B E R Y T N T H T R E S O O M F E H E N K
T H I L H E S A R S T O R E E P N Y H S A H G E R
U R K R S H O H T H E F I R S T G R E A T Y E O T
N T T I L L Y O E I Y D D A R T R S N N N B T O D
D H R T U A E G S A R Y H A N P T A O I O A E E S
E Y R O T I R R E T K R A D R D P R A A R S O S S
R A L T H E Y N R T R T E Y B S E R E R I S A E E
S U R E A B P A E A R A N A H D T E R T E E E T R
I N T T B A A O P D O R C B R S E R N E N R X N P
E S S A G R R H I K N K S U N I R I G H T P U N X
G T I E R N T T R R T F M A E E R N D T E X E P E
E O P R D Y T T R O R B I G E D H O H N X E H O I
T P R P S Y H O T E L N L R R T I F A O P R E D A
W P T R N E R H A R I A Y R G X E N U L R A D A H
O A T H E E E S T R A R Y D O A A I T R E L E R G
L B T E N F E E T N R I R G E E B D W I S O A I N
E L R N U T N I A R T Y A W A N U R R G S P A P A
M E W T S E D E L I A R E D T B S E P E B I F B H
S A U R U E I E R S I I T U T P E A E H R H E A S
R R S S U O D I Y R E B B O R N I A R T T P O A H
E R E X T U T R E I O O T E N R E G A N N M V R A

Back to the Future / Part Three

Derailed

The First Great / Train Robbery

The Girl on the Train

The Great St / Trinians Train / Robbery

Murder on the / Orient Express

Polar Express

Runaway Train

Shanghai Express

Unstoppable

Under Siege Two / Dark Territory

Von Ryans Express

Train stations without Christmas

This is a list of train stations (including heritage lines) in the UK with the letters C H R I S T M A and S removed

1. B _____ ng_____ n_ e_ n_____ on_ l

2. _____ wo _____

3. __ _e we

4. __ g _ ley

5. Exe_ er _____ o _____

6. __ e _____ w_ _o_ n_

7. __ e __ w __ k _ olfe _____ ee _

8. _____ ew __ e_ _ e _____

9. _____ ve_ _ on

10. W __ e_ O _ _ on

Answers on on page 35.

Where to see us in 2026

Member Layouts at Exhibitions in 2025

Ken Jones

2025

	Exhibition	Layout
Sat 7 th March	Wombourne	Salverton
Sat 21 st March	Midland Model Buses / Alfreton	Malken
Sun 26 th July	Aldridge	Salverton



Full details at <https://www.ukmodelshops.co.uk/layouts/kjl.html>

West Midlands N Gauge Club

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Treasurer: Edgar Mason,

assisted by Philip Hunt

Newsletter Editor:

Claire Fisher

Catch up with us here:

www.wmngc.co.uk

YouTube:

West Midlands N Gauge Club

Scan the below QR:



Facebook:

West Midlands N Gauge Club

Meeting Dates for 2026

3rd January (2025 AGM)	4th July
17th January	18th July
7th February	1st August
21st February	15th August
7th March	5th September
21st March	19th September
4th April	3rd October
18th April	17th October
2nd May	7th November
16th May	21st November
6th June	5th December*
20th June	19th December*

* Date of AGM and Christmas Tree Festival unconfirmed

Meetings may be subject to local or national restrictions and guidelines. For information about the meetings contact Jeremy Edwards on 07720 902490 or via the website.

Any changes will be circulated via the newsletter, email, text, Facebook posts or if necessary by text or phone call

Answers: 1. Birmingham International 2. Tamworth 3. Crewe 4. Highley 5. Exeter St Thomas 6. The Hawthorns 7. Smethwick Roffe Street 8. Chasewater Heaths 9. Staverton 10. Water Orton

