

THE HOME OF MODEL RAILWAYS

THE LATEST RELEASES



7 NEW MODELS TESTED!

SUMMER VIBES



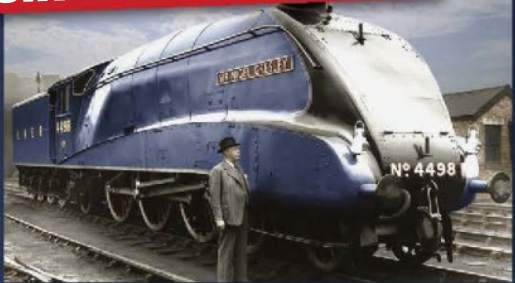
CREATE A VILLAGE FAIR AND HOLIDAY SHOP!

TRACTION



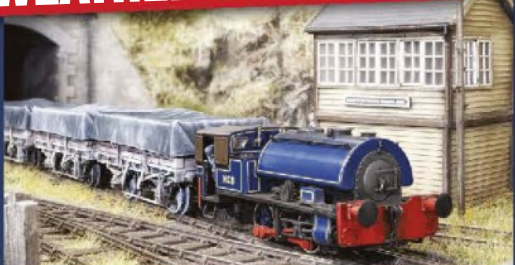
A VISIT TO SALISBURY, WCML TRACTION, AND MORE

SIR NIGEL GRESLEY!



THE GRESLEY SPIRIT RECAPTURED AT HIS BIRTHPLACE

WEATHER LIKE A PRO



HOW TO ADD DETAIL TO OUR EXCLUSIVE NEW LOCO

BRITISH RAILWAY MODELLING

BRM

JUNE 2026

BIG AMBITIONS

A BUSY DEPOT WHERE HSTs RULE THE ROOST!



INTO THE FOREST



THE WELSH BORDER EXPLORED IN OO

£6.99



06



HORNBY® TT:120



2026 RANGE

Explore a world of excitement with our 2026 range of TT:120 train sets, train packs, locomotives, rolling stock, accessories and more. Whether you're starting a new journey or enhancing your Hornby TT:120 collection, our new range is out now!



Available at selected stockists.

For further information or to buy online go to www.Hornby.com/HornbyTT120

DISCOUNT 'O' GAUGE

TOWER BRASS LOCOMOTIVES

R.T.R in unpainted brass/factory painted
GWR/BR Railcar 19-33..... £550.00
GWR/BR Parcels Railcar No.34..... £550.00
GWR 1361 Early black chassis..... £525.00
GWR/BR 1361 Late black chassis..... £525.00
LY/LMS/BR Pug black..... £450.00
LNER/BR J39 0-6-0 black..... £815.00
GWR/BR 8750 Pannier black chassis..... £525.00

FULLY FINISHED R-T-R LOCOS

L&Y/LMS/BR Pug 0-4-0T..... £525.00
GWR/BR 1361 0-6-0ST..... £695.00
GWR/BR 8750 Pannier tank..... £695.00
GWR/BR Razor Edge railcar..... £835.00
GWR/BR Parcels railcar..... £810.00
LNER/BR J39 0-6-0..... £950.00

GLADIATOR LOCO KITS

GL1 BR D10/11 4-4-0..... £450.00
GL04 LNER CA Jersey Lily 4-4-2..... £450.00
GL14 LNER/BR Q4 TINY 0-8-0..... £450.00
GL16 LNER/BR Q1/1 0-8-0 TANK..... £400.00
GL20 LMS/BR PRINCESS..... £595.00
GL21 LMS/BR ROYAL SCOT..... £525.00
GL23 LMS/BR BRITISH LEGION..... £525.00
GL24 LMS/BR ORIGINAL PATRIOT..... £525.00
GL28 LMS/BR 2P 4-4-0..... £400.00
GL31 LMS/BR Stanier Lemon 0-4-4T..... £375.00
GL36 LBS/C/SR/BR H2 ATLANTIC..... £525.00
GL44 LNRW/LMS/BR COAL TANK 0-6-2..... £325.00
GL48 LNRW/LMS/Pannbottom Crane 0-4-2T..... £315.00
GL50 LNER/BR 2-8-2 GARRATT..... £775.00
GL57 LNER/BR L1 2-6-4..... £400.00
GL58 LNER/BR B1 4-6-0..... £500.00
GL59 LNER/BR K1 2-6-0..... £475.00
GTR62 SR/BR Une King Arthur..... £575.00
GL70 SR/BR SCHOOLS 4-4-0..... £525.00
GL76 SLMS/BR Hughes Crab 2-6-0..... £595.00
GL78 Fowler 4PT (Limo Cab)..... £425.00
GL86 LMS/BR Black Five..... £595.00
F75 LNER D171/1 & D172 4-4-0..... £400.00
F79 NER/LNER/BR 66/BTP 0-4-4T..... £300.00

TOWER COLLECTION LOCO KITS

Require wheels, gears and motor
TC2 LMS streamlined Coronation..... £725.00
TC4 LMS/BR non streamlined Duchess..... £695.00
TC5 LMS/BR de-streamlined Duchess..... £695.00
TC6 LMS/BR Sir William Stanier..... £695.00
TC7 LNER/BR Black Five 4-6-0..... £695.00
TC14 LMS/BR Stanier 8F 2-8-0..... £695.00

PECO LINESIDE KITS

LK704 Wooden lineside hut kit..... £32.95
LK705 Brick lineside hut..... £32.95
LK709 Ground Level Signal Box..... £45.65
LK710 Signal Box Interior Kit..... £35.25
LK715 Brick Base Signal Box..... £64.35
LK735 GWR Yard Crane..... £35.75
LK741 GWR spear fencing..... £18.15
LK742 GWR spear fencing ramps..... £18.15
LK743 Field fencing and gates..... £17.10
LK747 Telegraph Poles (6)..... £15.95
LK748 Ladders (4)..... £12.65
LK749 Loading Gauges (2)..... £20.90
LK750 Single track level crossing gates..... £34.05
LK758 Platelayers tools..... £10.85
LK759 Platform lamps (4)..... £14.50
LK760 Telephone boxes(2)..... £14.50
LK761 GWR Station seats (4)..... £14.30
LK762 MR/NER station seats (4)..... £14.30
LK763 SR/BR station seats (4)..... £14.30
LK764 Bicycles (4)..... £14.30
LK765 Police Call Box..... £17.10
LK790 GWR home or distant signal..... £31.15

SLATERS BR WAGONS AND VANS KITS

7062 B.R. 12ton Vanwide..... £47.75
7063 B.R. Standard Van..... £47.75
7064 B.R. 12ton Standard/Flat Van..... £47.75
7065 B.R. Meat Van..... £47.75
7066 B.R. Insulated Van..... £47.75
7067 B.R. 13 ton conflant 'A'..... £43.25
7069 B.R. Lowfit Wagon..... £43.25
7070 B.R. 12 ton Palvan..... £47.75
7078 6 wheel road tank..... £85.00
7071 B.R. 13 ton High Goods Wagon..... £43.25
7033 LNER/BR 20T Brake Van..... £61.25
7053 LNER/BR 20T Brake Van..... £61.25
7C003 GWR/BR 6 wheel Siphon Dia 04..... £99.75
7C030 GWR/BR 6 wheel Siphon Dia 05/06..... £99.75
7C020 SECR/SR/BR 4 wheel PIV/GUV..... £99.50
7C021P SR/BR Bogie Van..... £157.00
7C022 SR/BR 4 wheel BY..... £99.50

PECO WAGON KITS

W601 GWR Toad brake can..... £59.25
W602 GWR Permanent Way brake..... £59.25
W603 GWR 6 wheel brake..... £62.50
W604 GWR 4 plank open..... £50.00
W605 GWR Steel Open..... £50.00
W606 GWR 10 ton Van..... £62.50
W607 BR 16 ton Mineral wagon..... £62.50
W608 BR 27 ton Iron Ore wagon..... £61.25
W609 BR 20 ton Pig Iron wagon..... £61.25

PECO 'O' GAUGE TRACKWORK

SLE786BH Curved R/H Point..... £89.75
SLE787BH Curved L/H Point..... £89.75
SLE700BH 12 yards flexitrack..... £136.25
SLE791BH Right Hand Point..... £73.25
SLE792BH Left Hand Point..... £73.25
SLE797BH Y Point..... £66.00
SLE790BH Double Slip..... £148.00
SLE794BH Long Crossing..... £81.00
SL10 24 metal railjoiners..... £5.00
SL11 12 insulated railjoiners..... £5.00
SL740BH Buffer stop..... £4.60
TP1 Long Track pins (15mm)..... £3.50
ST700 Box (8) 393mm straight..... £77.00
ST725 Half circle 1028mm radius curves..... £82.50
STU750BH R/H Setrack Point..... £66.75
STU751BH L/H Setrack Point..... £66.75
PL33 Microswitch..... £9.45
PL19 Microswitch Housing (2)..... £6.95
PL80 Power Feed..... £10.95

PARKSIDE WAGON KITS

PS14 BR Grampus Ballast wagon..... £50.45
PS15 BR 21 Ton Mineral wagon..... £50.45
PS16 LNER Loco Coal wagon..... £50.45
PS17 BR 12 ton Pipe wagon..... £50.45
PS18 LMS Meat Van..... £50.45
PS19 LNER/BR Plate Wagon..... £58.25
PS20 LMS/LNER/BR Double Bolster..... £58.25
PS21 BR Trestle Wagon..... £58.25
PS22 LNER/LMS Riveted Plate Wagon..... £58.25
PS23 GWR/BR 13 ton open wagon..... £50.45
PS24 GWR/BR 12 ton unfitted van..... £50.45
PS25 BR 24.5 ton mineral wagon..... £50.45
PS26 GWR/BR 12 ton fitted van..... £50.45
PS27 GWR/BR 12 ton open with tarp bar..... £50.45
PS28 GWR/BR 12 ton plywood van..... £50.45
PS29 GWR/BR Fruit van..... £50.45
PS30 BR 16 ton mineral wagon..... £50.45
PS31 BR 16 ton slope sided mineral..... £50.45
PS32 BR 16 ton mineral (ex SNCF)..... £50.45
PS33 BR 8 Plank wooden mineral..... £50.45
PS42 LMS/BR 12 ton open wagon..... £50.45
PS45 LNER/BR 12 ton goods van..... £50.45
PS46 LNER/BR 12 ton fruit van..... £50.45
PS49 GWR/BR Mica van..... £50.45
PS100 SR/BR Banana van..... £50.45
PS101 SR/BR Meat van..... £50.45
PS104 BR 21 ton coal hopper..... £50.45
PS107 SR/BR Cattle truck..... £50.45
PS108 LNER/BR Riveted 21T Hopper..... £50.45
PS109 LNER/BR Horse Box..... £71.50
PS110 SR/BR Insulated Van..... £50.45
PS112 GWR/BR Gunpowder van..... £50.45
PS114 LMS/BR Banana van..... £50.45
PS115 LNER/BR Brake Van..... £58.25
PS116 LNER/BR 13T Hopper..... £52.25

BACHMANN SCENECRAFT BUILDINGS

47040 Diesel Refuelling Point..... £42.45
47128 Fuelling Point Pump House..... £33.95
47203 Low Relief Corner Shop..... £19.95
47-572 Midland Water Crane..... £25.45
47-055 Site Office..... £55.25
47039 Office Block..... £77.20
47-0053 Service Point..... £106.25
47-0064 Parachute Water Tower..... £7.95
47-575 4 Lever Ground Frame..... £25.50
47-560 Lineside Cabinets (4)..... £15.95

TOWER MODELS 'O' GAUGE PLATFORMS

Bachman Scenecraft platforms and ramps exclusive to Tower Models
2 Ramps & 2 straights (98cms) **RRP £99.95**
3 straight (88cms) **£69.95**

NEW DAPOL B.R. MARK 1 COACHES

Available as CK, SO, SK and BSK in crimson & cream, S.R green, blue & grey, chocolate & cream and maroon, numbered or un-numbered
Basic RRP £229.78 **OUR PRICE £195.00**
DCC fitted RRP £270.20 **OUR PRICE £229.50**
BOTH EARLY AND WINDOW BEADED NOW AVAILABLE

DAPOL (EX LIONHEART) Small Prairies 45XX - Last Few

Analogue £470.00 DCC & Sound £617.50
4575 / 55xx ~ 9 Liveries
Analogue £450.00 DCC & Sound £590.00
NOW AVAILABLE

LIONHEART SUBURBAN COACHES

Fully finished superb quality with interior details and lights.
4 car D set G.W.R or B.R. 4 types
RRP £823.50 **OUR PRICE £699.99**

NEW DAPOL SENTINEL Y1/Y3
LNER, LMS, GWR, B.R or N.C.B
Basic RRP £202.07 **OUR PRICE £171.75**
Sound fitted RRP £404.14 **OUR PRICE £343.52**
NOW AVAILABLE

DAPOL (EX LIONHEART) PANNIERS
64XX and 74XX G.W.R or B.R
List Price **£399.00 OUR PRICE £340.00**
Sound Fitted RRP **£550.00 OUR PRICE £467.50**

NEW DAPOL 57XX/8750 PANNIERS
57xx in BR Livery
8750 in GWR & BR Liveries with riveted tank option
Basic Version RRP £271.35 **OUR PRICE £230.65**
DCC Fitted RRP £305.99 **OUR PRICE £260.00**
DCC Sound RRP £407.88 **OUR PRICE £346.70**
NOW AVAILABLE

DAPOL GWR / BR 20 TON BRAKE VANS
10 LIVERIES AVAILABLE
RRP £104.87 **OUR PRICE £89.00**
NOW AVAILABLE

DAPOL HIA LIMESTONE HOPPERS
4 AVAILABLE IN GREEN
2 AVAILABLE IN WHITE
RRP £82.64 **OUR PRICE £70.25**
IN STOCK

TOWER MODELS LTD ED. HELJAN IWB CARGOWAGONS
Twelve versions being produced
RRP £149.99 **OUR PRICE £125.00**
ANY 4 OR MORE **ONLY £100.00 EACH**
NOW AVAILABLE
SELLING FAST

DAPOL HAA COALWAGONS
VARIOUS LIVERIES AVAILABLE
RRP £67.15 **OUR PRICE £57.00**
TOWER MODELS EXCLUSIVE COAL SECTOR YELLOW FRAME
RRP £67.15 **OUR PRICE £57.00**
NOW AVAILABLE

NEW DAPOL VANWIDE/VEA'S
RRP £63.28 **OUR PRICE £53.75**
TOWER MODELS LIMITED EDITION SET OF SIX BAUXITE £295.00

DAPOL PFA / KFA WAGONS
5 Liveries, numbered and un-numbered
RRP £80.00 **OUR PRICE £68.00**
20ft, 40ft & 45ft Containers
VARIOUS LIVERIES FROM £21.25
AVAILABLE 2ND HALF 2026

DAPOL TTA TANKERS
2 body types, 11 liveries
RRP £94.83 **OUR PRICE £80.00**
4 Towner Limited Edition Sets (3)
RRP £284.49 **OUR PRICE £225.00**
NOW AVAILABLE

NEW HELJAN PCA TANKS
10 number options of Cement
3 Options in Chemical Livery
£84.99 Each

NEW HELJAN MK2 /2A COACHES
TSO, BSO, BFK & FK
28 standard coaches
Also Tower Models exclusive maroon FK
LIST PRICE **£299.00 OUR PRICE £254.15**
NOW AVAILABLE

NEW DAPOL MOTORIZED SIGNALS
GWR / BR ground signal - single £57.00
GWR / BR ground signal - twin £74.50
GWR Home Signals £55.00
LMS Home Signals £55.00
GWR Single Bracket Signals £90.00
GWR 2 arm Bracket Signals £99.50
SR Semaphore Signals £55.00

NEW DAPOL CONFLATS
6 VERSIONS WITH LOAD **£63.75**
4 VERSIONS WITHOUT LOAD **£44.00**
4 DIFFERENT TOWER MODELS
LTD EDITION SETS OF 3 **BR £170.00**
NOW AVAILABLE

TOWER MODELS LIMITED EDITION ICI WAGONS
1950's:
Red Salt Van (9 types) £42.50 each
1960's:
Blue Salt Vans (4 types) £42.50
5 plank Lime (5 types) £40.00
5 plank Alkalid (5 types) £40.00
16 ton minerals
SODA ASH Livery(3 numbers) £41.50
NOW AVAILABLE

NEW DAPOL 2-6-2 3MT TEN LIVERIES AVAILABLE
BASIC RRP £641.49 **OUR PRICE £545.25**
DCC FITTED RRP £674.96
OUR PRICE £573.75
SOUND FITTED RRP £764.21
OUR PRICE £649.50
NOW AVAILABLE
SELLING FAST

NEW DAPOL AUSTERITY J94
TEN LIVERIES AVAILABLE
BASIC RRP £278.91 **OUR PRICE £237.00**
SOUND FITTED RRP £423.94 **OUR PRICE £360.25**
NOW AVAILABLE
SELLING FAST

NEW DAPOL GWR / LMS / BR VANS
3 LIVERIES LMS STD 12T VAN
5 LIVERIES GWR STD 12T VAN
2 LIVERIES GWR FRUIT A
RRP £57.46 **OUR PRICE £49.00**
NOW AVAILABLE

NEW DAPOL MHA
EWS MAROON COALFISH
4 NUMBERS AVAILABLE
RRP £61.98 **OUR PRICE £52.50**
TOWER LIMITED EDITION SET OF 3
RRP £185.94 **OUR PRICE £157.50**

DAPOL CLASS 66'S
6 Liveries Available
Basic £335.75 Sound £459.00
Deluxe Sound £522.75
AVAILABLE LATE 2026
ADVANCE ORDER YOURS TODAY

NEW HELJAN CLASS 26 & 27
VARIOUS LIVERIES
RRP £649.00 **OUR PRICE £551.65**
LOW STOCKS

NEW HELJAN CLASS 37
SPLIT HEADCODE BOXES
Ten liveries available
RRP £669 **OUR PRICE £568.65**
NOW AVAILABLE

NEW HELJAN CLASS 37/0
CENTRE HEAD VERSION
RRP £669.00 **OUR PRICE £568.15**
NOW AVAILABLE

HELJAN CLASS 24/0
6 LIVERIES AVAILABLE
RRP £649.00 **OUR PRICE £551.65**
NOW AVAILABLE

NEW HELJAN CLASS 33
Early and Late Versions
RRP £579.00 **OUR PRICE £466.65**
9 Liveries IN STOCK

NEW HELJAN CLASS 45/0 & 45/1
8 Liveries Available
RRP £669.00 **OUR PRICE £568.15**
NOW IN STOCK

HELJAN CLASS 31/1 & 31/4
Various liveries
RRP £579.00 **OUR PRICE £466.65**
NOW AVAILABLE

NEW HELJAN CLASS 73
8 Liveries Available
RRP £779.00 **OUR PRICE £662.15**
NOW AVAILABLE

HELJAN CLASS 55
10 Liveries Available
RRP £729.00 **OUR PRICE £619.65**
NOW AVAILABLE

NEW HELJAN CLASS 47
2 Versions, 1960/70s & 1980/90s
Seven liveries available
RRP £729.00 **OUR PRICE £594.15**
LAST FEW AVAILABLE

HELJAN CLASS 56
Total of 8 liveries
RRP £699.00 **OUR PRICE £594.15**
NOW AVAILABLE

HELJAN CLASS 153 Railcar
Six Liveries Available
Analogue £339.15 DCC & Sound £441.15
NOW AVAILABLE

NEW HELJAN CLASS 02 SHUNTER
8 Liveries available
RRP £389.00 **OUR PRICE £330.65**
NOW AVAILABLE

NEW HELJAN CLASS 50
Selling fast, 3 liveries available
RRP £729.00 **OUR PRICE £594.15**
NOW AVAILABLE

HELJAN CCT'S & PMV'S
CCT IN VARIOUS LIVERIES
RRP £199.00 **OUR PRICE £169.15**
NOW AVAILABLE
PLV / PMV VARIOUS LIVERIES
RRP £199.00 **OUR PRICE £169.15**
NOW AVAILABLE

HELJAN CLASS 42 WARSHIP
BR Maroon Full Yellow Ends
RRP £699.00 **OUR PRICE £550.00**

HELJAN DIESEL DEPOT
Two Road Shed RRP £99.00 **OUR PRICE £84.15**
Extension Pack RRP £49.00 **OUR PRICE £41.65**
Spare Ends (3) RRP £29.00 **OUR PRICE £24.85**
See website for details and sizes

As we sell out of Heljan items we will not be able to replace it under the current system in place from Accurascale.

OUR WEBSITE CONTAINS 4,000 IMAGES AND IS UPDATED SEVERAL TIMES A WEEK

TOWER MODELS, 62-64 Devonshire Road, Blackpool FY3 8AA

Email: sales@tower-models.com

TEL: 01253 623797 or 623799

TELEPHONE CREDIT CARD ORDERS WELCOME. WORLDWIDE MAIL ORDER

Visit our new well stocked shop, a mile from Blackpool North Railway Station
Open Mon to Sat 9.30 to 4.45

Visit our website: www.tower-models.com

POSTAGE CHARGES

Orders up to £35.00 plus £2.50 p&p.
Orders £35.01 to £150.00 plus £6.00 p&p.
ORDERS OVER £150.00 POST FREE
Overseas orders postage charged at cost.

All prices include VAT @ 20%.
We reserve the right to alter prices without notice.

INSIDE JUNE 26 BRM

GETTING PRACTICAL

p48



p46 How to make a house eco-friendly

p48 Build a seaside store

p52 Weather our EXCLUSIVE Port of Par locomotive

p56 Refurbishing a second-hand carriage

p59 Modelling a summer fair

p64 Construct a low-relief cottage



p59

REGULARS

p30 Opinion, events & more

p98 Celebrating Sir Nigel Gresley at his birthplace

p108 The latest news headlines

p114 WIN with BRM

p146 This month in pictures

INSPIRING LAYOUTS

p36 Pedwardine Forest (OO)

On the hunt for a new project, this club looked to the Welsh border, picking a perfect spot for a might-have-been line.



p20 Venture Park (OO)

Filled with memories of Midland HSTs, Matt Hindes embarked on his latest project, which proved to be his most ambitious plan to date.



p90 Porthllechen (OO9)
 Inspired by the slate quarries of North Wales, Kim Dowden turned to OO9 to create this eye-catching scene.

TRACTION



p80

- p70** An action-packed five hours at Salisbury
- p76** Motor Rail and Hibberd Industrials explored
- p80** West Coast Main Line traction at Greenholme 1990-1991
- p84** The Bus now departing from Platform 1

LATEST REVIEWS

p120



- p116** Rapido 48' Evolution bogie coaches
- p119** Graham Farish NE hoppers
- p120** Hornby LNER Class A4
- p122** Cavalex Class 56
- p124** Hornby Railroad Class 31
- p126** Rapido Dia.O19 wagon
- p128** R. Bruce County Donegal wagons



p128

THE HEREFORD MODEL CENTRE

Email: sales@herefordmodelcentre.co.uk 4 COMMERCIAL ROAD, HEREFORD,
www.herefordmodels.com HEREFORDSHIRE, HR1 2BB



SALES LINE
01432 352809

SHOP OPEN 9.00am - 5.00pm
Monday to Saturday

HORNBY

| | | |
|--------|-----------------------------------|----------------|
| R3235 | D16/3 British Railways..... | £100.95 |
| R3329 | BR Late S15..... | £123.99 |
| R3333 | BR Early Adams Radial..... | £107.95 |
| R3334 | BR Late Adams Radial..... | £107.95 |
| R3423 | Adams BR..... | £109.45 |
| R3639 | LMS King George VI..... | £171.00 |
| R3833 | LNER A2/3 Chamossaire..... | £171.00 |
| R30221 | The Railway Children | |
| | Return 4F..... | £125.99 |
| R3978 | LNER W1 Grey..... | £229.00 |
| R30200 | Railroad 0-4-0ST BR..... | £43.19 |
| R30317 | Railroad M&GNJR 0-4-0T..... | £49.50 |
| R3984 | LNER P2 Earl Marischal..... | £229.05 |
| R3993 | LNER A4 Empire of India..... | £196.20 |
| R3974 | LNER Class A2/3 Airborne..... | £251.99 |
| R3977 | BR Class A2/2 Earl Marischal..... | £251.99 |
| R30140 | M7 British Railways..... | £193.49 |
| R3859 | BR J36 65330..... | £175.49 |
| R3731 | BR H Class..... | £143.99 |
| R30366 | LNER J52 Black..... | £157.50 |
| R30396 | BR Class 9F..... | £251.99 |
| R30409 | MSC Peckett 'Jaffa'..... | £125.99 |
| R30406 | LNER Streamlined B17..... | £247.50 |

HORNBY DIESEL/ELECTRIC LOCOMOTIVES

| | | |
|--------|---------------------------------|----------------|
| R3705 | R&H 48DS Dewars..... | £71.99 |
| R3707 | R&H 48DS Longmorn..... | £71.99 |
| R3901 | Cl 60 Colas..... | £161.99 |
| R3899 | BR Class 08 yellow..... | £166.95 |
| R30030 | Cl87 City of Glasgow..... | £196.20 |
| R30203 | Class 121 Coca-Cola..... | £87.30 |
| R30152 | GBRf Class 66 Sector..... | £87.30 |
| R30180 | BR Class 37 Intercity..... | £87.30 |
| R30013 | R&H 48DS Gower Princess..... | £98.10 |
| R3896 | R&H 88DS BR Green..... | £102.59 |
| R30141 | GBRf Class 08..... | £179.99 |
| R30301 | TXS BR Cl. 08 SOUND..... | £237.60 |
| R30424 | Cl. 91 GNER..... | £220.49 |
| R30015 | Ruston WMJEA..... | £112.50 |
| R30431 | Cl. 73 73132..... | £80.99 |
| R1289M | Retro HST set..... | £152.99 |
| R30435 | TXS Class37 'Police' SOUND..... | £134.99 |

HORNBY TRACK

| | | |
|------|---------------------------|---------------|
| R083 | Buffer Stop..... | £2.95 |
| R207 | Track Fixing Pins..... | £3.25 |
| R600 | Straight..... | £2.70 |
| R601 | Double Straight..... | £3.15 |
| R604 | Curve 1st Radius..... | £2.85 |
| R605 | Double Curve 1st Rad..... | £3.90 |
| R606 | Curve 2nd Rad..... | £3.05 |
| R607 | Double Curve 2nd Rad..... | £3.90 |
| R608 | Curve 3rd Rad..... | £3.15 |
| R609 | Double Curve 3rd Rad..... | £3.90 |
| R610 | Short Straight..... | £2.00 |
| R614 | LH Diamond Crossing..... | £16.85 |
| R615 | RH Diamond Crossing..... | £16.85 |

| | | |
|-------|----------------------------|---------------|
| R617 | Uncoupling Ramp..... | £3.95 |
| R618 | Double Isolating Rail..... | £12.15 |
| R620 | Railer Uncoupler..... | £6.95 |
| R628 | Half Curve 3rd Rad..... | £2.80 |
| R643 | Half Curve 2nd Rad..... | £2.25 |
| R8072 | LH Point..... | £11.85 |
| R8073 | RH Point..... | £11.85 |
| R8074 | LH Curved Point..... | £18.85 |
| R8075 | RH Curved Point..... | £18.85 |
| R8076 | Y Point..... | £13.90 |
| R8077 | LH Express Point..... | £18.85 |
| R8078 | RH Express Point..... | £18.85 |
| R8261 | 4th radius curve..... | £2.80 |
| R8206 | Power Track..... | £8.95 |
| R8262 | 4th rad. Double curve..... | £3.95 |

BACHMANN STEAM LOCOMOTIVES

| | | |
|----------|------------------------------|----------------|
| 35-077 | E4 BR Early..... | £93.45 |
| 35-078 | E4 BR Late..... | £93.45 |
| 31-001 | Robinson BR Late Crest..... | £94.99 |
| 31-002 | Robinson BR Early Crest..... | £94.99 |
| 31-127 | Cl.3000 BR ROD..... | £118.45 |
| 31-128 | BR ROD Weathered..... | £105.45 |
| 31-136DC | D11/2..... | £115.90 |
| 31-931 | LMS Compound..... | £112.90 |
| 31-932DC | BR Compound..... | £127.75 |
| 31-461A | C Class SR Black..... | £106.20 |
| 31-481 | G2A BR Early..... | £114.70 |
| 32-131A | GWR 4575..... | £140.20 |
| 35-080 | LBSC E4 SR Black..... | £140.20 |
| 35-075A | LBSC E4 Lined Umber..... | £140.20 |

BACHMANN DIESEL/ELECTRIC LOCOMOTIVES

| | | |
|---------|------------------------------------|----------------|
| 35-126 | Harry Needle Cl20..... | £152.95 |
| 35-418 | BR Class 47 Construction..... | £203.95 |
| 35-419 | BR Class 47 Rft Distribution..... | £203.95 |
| 32-620 | Cl. 90 Freightliner grey..... | £195.45 |
| 32-619 | Cl. 90 EWS..... | £195.45 |
| 32-615 | Cl. 90 Virgin Trains..... | £195.45 |
| 32-614 | Cl. 90 BR RES red/grey..... | £195.45 |
| 32-613 | Cl. 90 Intercity Mainline..... | £195.45 |
| 32-612A | Cl. 90 Freightliner green..... | £195.45 |
| 31-267A | Class 419 MLV Blue/Grey..... | £135.95 |
| 31-265A | Class 419 MLV BR green..... | £135.95 |
| 35-337 | Class 37/4 Railfreight Metals..... | £208.20 |
| 31-502A | Cl158 WPTE Metro..... | £280.45 |
| E83031 | Cl. 144 BR WYPTE Metro..... | £212.45 |
| E83022 | Cl. 143 BR Provincial..... | £212.45 |
| 35-352 | BR Cl. 20 BR Green..... | £191.20 |
| 32-652A | BR Cl44 Blue Ingleborough..... | £161.45 |
| 32-704 | BR Cl46 Blue weathered..... | £169.95 |
| 32-702A | BR Cl46 Green..... | £171.45 |
| 32-679A | BR Cl45 Green..... | £161.45 |

EXCLUSIVE PECO N GAUGE TTA WAGONS

| | | |
|----------|------------------------------|---------------|
| NR-P987B | Shell/BP black no. 5175..... | £13.45 |
| NR-P987C | Shell/BP black no. 5177..... | £13.45 |

| | | |
|-----------|--|---------------|
| NR-P987G | Shell/BP black no. 5171..... | £13.45 |
| NR-P987H | Shell/BP black no. 5176..... | £13.45 |
| NR-P987I | Shell/BP black no. 5174..... | £13.45 |
| NR-P987JW | Shell/BP black no. 5173 weathered..... | £14.25 |
| NR-P987KW | Shell/BP black no. 5179 weathered..... | £14.25 |
| NR-P987LW | Shell/BP black no. 5168 weathered..... | £14.25 |
| NR-P993A | BP Grey no. BPO67266..... | £13.45 |
| NR-P993B | BP Grey no. BPO67082..... | £13.45 |
| NR-P993C | BP Grey no. BPO67095..... | £13.45 |
| NR-P993DW | BPGrey BPO67168 wth..... | £14.25 |
| NR-P993EW | BPGrey BPO67177 wth..... | £14.25 |
| NR-P993FW | BPGrey BPO67184 wth..... | £14.25 |
| NR-P994A | BP Green no. BPO67161..... | £13.45 |
| NR-P994B | BP Green no. BPO67162..... | £13.45 |
| NR-P994C | BP Green no. BPO67368..... | £13.45 |
| NR-P994DW | BP Green no. BPO67765..... | £14.25 |
| NR-P994EW | BP Green no. BPO67783..... | £14.25 |
| NR-P994FW | BP Green no. BPO67574..... | £14.25 |
| NR-P995A | BP Black no. BPO65762..... | £13.45 |
| NR-P995B | BP Black no. BPO65764..... | £13.45 |
| NR-P995C | BP Black no. BPO65771..... | £13.45 |
| NR-P995DW | BP Black no. BPO65770..... | £14.25 |
| NR-P995EW | BP Black no. BPO65765..... | £14.25 |
| NR-P995FW | BP Black no. BPO65766..... | £14.25 |

Offers on above wagons

| | |
|-------------------------------|---------------|
| Any 3 pristine..... | £39.60 |
| Any 3 weathered..... | £42.00 |
| 3 weathered + 3 pristine..... | £79.50 |

HELJAN

| | | |
|-----------|-------------------------------------|----------------|
| 2847 | Class 02 Industrial Yellow..... | £143.65 |
| 2850 | Class 02 Industrial Green wthd..... | £152.15 |
| GM4240401 | Cl. 02 Redland..... | £144.46 |
| GM4240402 | Cl02 BR Blue..... | £144.46 |

RAPIDO

| | | |
|--------|-----------------------------------|----------------|
| 913002 | L & M Lion (1980s)..... | £152.95 |
| 903007 | Hunslet 16" Thorne..... | £109.50 |
| 914004 | LMS Jones Goods (Early)..... | £186.50 |
| 914005 | LMS Jones Goods Lined..... | £186.50 |
| 903013 | Hunslet Beatrice (Preserved)..... | £109.50 |
| 903016 | Hunslet John Shaw..... | £109.50 |
| 903017 | Hunslet Primrose No.2..... | £109.50 |
| 966003 | SECR 01 SECRGrey..... | £169.95 |
| 966004 | SECR 01 SR Lined black..... | £169.95 |
| 966005 | SECR 01 SR Plain Black..... | £169.95 |
| 966007 | SECR 01 SR Bullied Sunshine..... | £169.95 |

DAPOL N GAUGE

| | | |
|------------|---------------------------------|----------------|
| 2D-005-000 | Cl.59 59005 Foster Yeoman..... | £146.90 |
| 2D-005-001 | Cl.59 59103 A.R.C..... | £146.90 |
| 2D-005-002 | Cl.59 59206 DB Schenker..... | £146.90 |
| 2D-005-003 | Cl.59 59204 National Power..... | £146.90 |

| | | |
|------------|---------------------------------------|----------------|
| 2D-005-004 | Cl.59 59104 Hanson..... | £146.90 |
| 2D-005-005 | Cl.59 59005 Aggregate Industries..... | £146.90 |
| 2D-023-002 | Class 221 Virgin..... | £213.75 |
| 2D-023-004 | Class 221 Avanti..... | £213.75 |
| 2D-010-013 | Cl 67 TW..... | £123.95 |
| GM2210801 | Cl.86 Rainhill..... | £110.45 |
| 2D-001-009 | Class 33/0 BR Green..... | £133.10 |
| 2D-001-010 | Class 33/0 BR Green..... | £133.10 |
| 2D-001-011 | Class 33/0 BR Blue..... | £133.10 |
| 2D-001-024 | Class 33/1 BR Green..... | £133.10 |

GRAHAM FARISH N GAUGE

| | | |
|------------|-------------------------------------|----------------|
| 371-007ASF | BR Class 08 Grey SOUND..... | £208.20 |
| 371-011SF | BR Class 08 Network Rail SOUND..... | £208.20 |
| 371-012 | BR Class 08 RES..... | £123.20 |
| 371-336 | Class 150/1 GMPTE..... | £203.95 |
| 371-659 | Class 57 ARRIVA Wales..... | £165.70 |
| 372-876 | Class 319 Thameslink..... | £297.45 |
| 372-877 | Class 319 Northern..... | £297.45 |
| 371-825D | Cl 47 BR Green..... | £152.95 |
| 371-825E | Cl 47 BR Green..... | £152.95 |

EXHIBITIONS 2026

CHELTENHAMAPRIL 11-12

**LARGE QUANTITY OF
QUALITY SECOND HAND
ALWAYS IN STOCK
Please contact us for details**

**All offers valid until
31st August 2026**

POSTAGE & PACKING RATES PER ORDER:
UK Standard (48hr)..... **£ 5.00**
UK Standard (24hr)..... **£ 6.00**
UK Special Delivery Next Day..... **£13.00**
UK Special Delivery By 1pm..... **£15.00**
UK Courier Next Day..... **£17.00**

Worldwide at cost. VAT free to non EC
**PRICES SUBJECT TO CHANGE
WITHOUT NOTICE**

**** Please allow 7 days for
clearance when paying by
cheque ****

**PLEASE QUOTE SPECIAL
PRICES WHEN YOU VISIT US.
Credit Cards Welcome...
Visa, Mastercard & Switch**

LOFT STORAGE ROOMS

Why pay in excess of £50,000 for a loft conversion if you just need some extra space for a hobby room or home office? Start using the largest space in the home.

FROM **£8,995**

LOFT ROOM FEATURES

Sturdy Timber Loft Ladder ● Hatch Enlargement ●
Floor Strengthening ● Loft Flooring ● Electrics ●
Roof Windows ● Roof Insulation ● Plasterboarding
● Structural Alterations ● Stud Walls & Partitioning

- ✓ 5 Year Guarantee
- ✓ Architectural Services
- ✓ Comprehensive Insurance
- ✓ Building Control Approved
- ✓ Ideal for Model Railway Layouts
- ✓ Fraction of the Cost of a Loft Conversion



ABOUT OUR COMPANY

We are the largest loft ladder, loft flooring & loft storage room specialists in the UK. Highly skilled staff, quality materials & excellent customer service. We adhere to all Building Control Regulations & provide all the relevant documents to ensure our loft rooms are fully compliant.

Covering London, The Home Counties,
East Anglia, The West & The South Coast.

HOBBY ROOM



HOME OFFICE



CALL FOR MORE INFORMATION

0333 331 4109



www.loftstoragerooms.co.uk
info@loftstoragerooms.co.uk



Unit O, The Maltings, Station Road,
Sawbridgeworth, Herts. CM21 9JX

— OVER —
55 YEARS
OF RAILS

RAILS

— ESTD 1970 —
FOUNDED
IN SHEFFIELD

ESTD 1970

PROUD
WINNERS
OF THESE
RECENT
AWARDS:

HORNBY
MODEL RAILWAY
AWARDS
2025



WE STOCK ALL THE MAJOR BRANDS

plus many, many more...



SCAN CODE
TO SEE INSIDE
OUR SHOP

ON GOOGLE
STREET VIEW!
CHECK IT OUT



← UPPER STORE

→ LOWER STORE

PRE-ORDER WITH CONFIDENCE AT RAILS

VISIT US IN-STORE OR SHOP ONLINE

railsofsheffield.com



Credit: Harry Rawding



NEW &
PRE-OWNED

NEW SHEFFIELD STATION STORE NOW OPEN!



SCAN
CODE
TO SEE
INSIDE!

Visit our stunning store
click 'n' collect / huge stock
pre-owned stock in-store and online

See our website for full listings of stock
INCLUDING SPECIAL OFFERS + GREAT DEALS

See our **PRE-OWNED** range
added daily to the website

PRICING POLICY FOR IN STOCK AND AVAILABLE ITEMS: The price advertised on Rails of Sheffield website will be the price charged at the time of the order being processed. This excludes errors in pricing (E & OE) in the event of an error with a price you will be contacted prior to the order being processed and given the option to accept the correct price or cancel the order.

PLEASE NOTE: All items currently in stock are despatched immediately. Forthcoming releases will be despatched immediately upon release. If your order contains both current items and forthcoming releases then these will be despatched separately and subject to separate delivery charges.

CHESTERFIELD ROAD - FLAGSHIP
Open 6 days a week (9am to 5pm) closed Wed
STATION STORE
Open 7 days a week (10am to 6pm)

**RAILS TV &
SOCIAL MEDIA...**
Like us on:



[railsofsheffield](https://www.youtube.com/railsofsheffield)



[railsofsheffield](https://www.facebook.com/railsofsheffield)



[railsofsheffield](https://www.x.com/railsofsheffield)



[railsofsheffield](https://www.instagram.com/railsofsheffield)



[store](https://www.ebay.com/railsofsheffield)

Search:
RAILS-OF-SHEFFIELD
RAILS-SHEFFIELD

SHIPPING COSTS: ROYAL MAIL 48 HOUR TRACKED £4.00: Royal Mail aim to deliver within 2 days of dispatch including Saturdays (this is not a guaranteed service and parcels can take longer to arrive).

ROYAL MAIL 24 HOUR TRACKED £5.00: Royal Mail aim to deliver within 1 day of dispatch including Saturdays (this is not a guaranteed service and parcels can take longer to arrive).

SPECIAL DELIVERY £8.50: Guaranteed delivery by 1pm the next day Monday to Saturday. With full track and trace system, your parcel is delivered speedily and securely (orders must be placed by 2pm to guarantee same day dispatch).

PARCEL FORCE COURIER SERVICE £7.50: Next day delivery for much of the UK, including Saturdays. Full track and trace system. Used for parcels over 1.8kg without packing or if you would like a speedy secure delivery of your parcel. This excludes the following post codes BT, JE, GY, IM, KW, IV, PA and PO30-44, KA27-28, PH17-26, PH49-50 and ZE. The cost for these postcodes is £12.00 and will be delivered within two to three working days (orders must be placed by 3pm to guarantee same day dispatch).

WORLDWIDE POSTAGE: For all orders outside the UK, postage will be charged at cost, based on the weight and size of the parcel.

FLAGSHIP STORE: 21-29 Chesterfield Road Sheffield S8 0RL UK Tel: (0114) 255 1436
SHEFFIELD STATION STORE: Sheaf Street Sheffield S1 2BP UK (call number above)

✉ info@railsofsheffield.com

▶ [railsofsheffield](https://www.youtube.com/railsofsheffield)

f [railsofsheffield](https://www.facebook.com/railsofsheffield)

X [railsofsheffield](https://www.x.com/railsofsheffield)

📷 [railsofsheffield](https://www.instagram.com/railsofsheffield)

Corporate Partners of
**RAILWAY
MUSEUM**



Hattons



YOUR ULTIMATE MODEL RAILWAY RESEARCH TOOL

THE HATTONS DIRECTORY

The ever-growing resource to help you get more from the hobby continues!

Visit: **HATTONS.CO.UK**

Join our exclusive **REWARDS SCHEME** to earn points from purchases and unlock special features while you shop with us at Rails of Sheffield!

The more points you collect, the more you save!

SEE WEBSITE FOR MORE DETAILS



Founded over 50 years ago, our family-run business is built on a traditional blend of delivering quality products, at good prices and honest customer service.

Our team of knowledgeable individuals have a genuine passion for all things railway-related. We have embraced technology along our journey, recently incorporating state-of-the-art offices, warehouse and packing facilities into our operation. But don't just take our word for it, see some of our ★★★★★ Google reviews below!

T. Smart ★★★★★

I sold some used items to Rails recently, handled by Jake in the second-hand department.

All went very smoothly - once I'd packaged the items up, it was collected free of charge and I got a good price that was transferred direct to my bank a day after they received the items.

My first port of call for all buying and selling, new and used. A+

S. Bartlett ★★★★★

Popped in last week to have a quick look. Wow, blast from the past! Huge collection of vintage toys, like a kid in a sweet shop. Recommend to anyone, shop assistant was very friendly and helpful, I'll definitely be going again.

R. Smalley ★★★★★

Perfect service from Rails as usual. Excellent packaging, quick delivery and outstanding customer service from Joe, who is friendly, helpful and goes out of his way to provide assistance, even when the circumstances are outside his control.

D. Ager ★★★★★

I'm an international buyer, and particularly a fan of British N Gauge, my orders have always been fulfilled and packed above and beyond my expectations. The prices even factoring in the current exchange rate of the AUD to GBP and postage are often cheaper than what I can source here in Australia. A wide selection of manufacturers and models. I'd highly recommend this store.

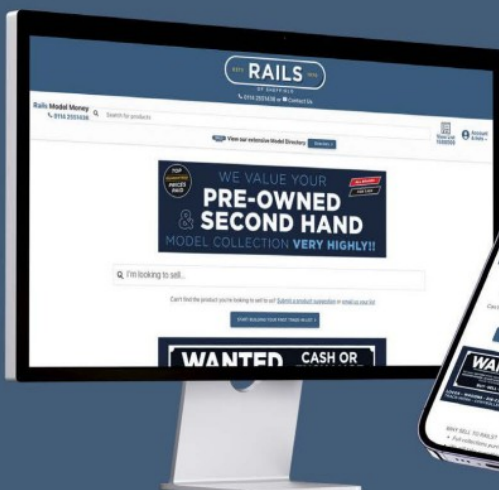
**WOW!!
SOME OF OUR**

Google
Reviews ★★★★★

**FANTASTIC
REVIEWS**

D. ★★★★★

I've been a satisfied customer of Rails for a long time with my previous online orders. I'm happy to say that my first visit to the store today did not disappoint, as I expected! The service was outstanding, the staff know exactly what they're doing and are more than competent enough to help you get exactly what you're looking for. Would recommend to anyone looking for anything to try them first!



RAILS MODEL MONEY

THE BEST WAY TO TRADE IN AT RAILS

- COMPREHENSIVE DATABASE
- SUPER FAST VALUATIONS
- EASY TO USE SEARCH FEATURES
- DEDICATED TEAM, 6 DAYS-A-WEEK

MODELRAILWAYS.CO.UK

PROUD WINNERS OF THESE RECENT AWARDS:

HORNBY MODEL RAILWAY Awards 2025



RAILS

ESTD 1970

FAMILY BUSINESS

FRIENDLY SERVICE

PRE-OWNED & SECOND HAND

WE VALUE YOUR COLLECTION VERY HIGHLY!

1 


CONTACT US
get in touch by email, phone or post with your list of items

3 

PACKAGE
either visit the shop, send us your items, or we can collect larger collections

2 

OUR OFFER
our friendly staff will review your list and make an honest valuation offer

4 

PAYMENT!
fast, secure payment via your choice on confirming of the value offer - easy!

IMMEDIATE PAYMENT IN 4 EASY STEPS



WE ALSO BUY RAILWAYANA

SIGNAGE AND TOTEMS

EFE Rail

FLAGSHIP STORE: 21-29 Chesterfield Road Sheffield S8 0RL UK Tel: (0114) 255 1436

info@railsosheffield.com

railsosheffield

railsosheffield

railsosheffield

railsosheffield

Corporate Partners of
RAILWAY MUSEUM



SCAN FOR MORE INFO!

WANTED

CASH OR EXCHANGE

WE WANT **ANYTHING** MODEL RAILWAY RELATED, ANY AGE, ANY GAUGE, FROM A SINGLE ITEM TO A LIFETIME COLLECTION. DISTANCE NO OBJECT.

BUY - SELL - EXCHANGE - ANY GAUGE - ANY AGE

LOCOS - COACHES - WAGONS - TRACK-WORK - CONTROLLERS - ACCESSORIES
DIE-CAST - LORRIES - BUSES - PLANES - SOLDIERS - RAILWAYANA - AND MORE

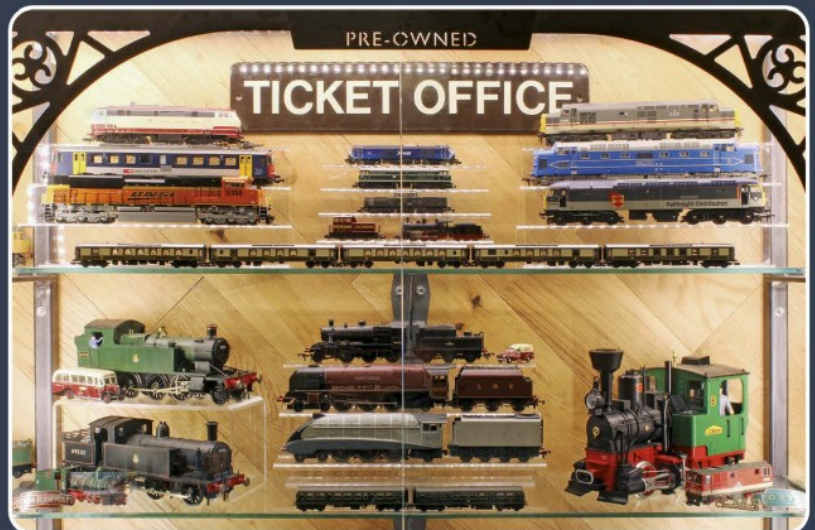
DECEASED ESTATES - EX SHOP STOCK A SPECIALITY
FAST SERVICE WITH COMPLETE DISCRETION ASSURED

R. Rae ★★★★★

I have had an excellent experience selling items through Rails second-hand service. The whole process was simple and straightforward and completed in seven days. A special mention to Ben who was my main contact and was a pleasure to deal with. I went into the process with some doubts but these were quickly dispelled and I would certainly use the service again.



Make our day by leaving us a 5 star review!



TOP
GUARANTEED
PRICES
PAID

Quote Ref:
BRM26

DON'T DELAY - GET IN TOUCH TODAY!

+44 (0)114 255 1436 secondhand@railsofsheffield.com

OR VISIT OUR WEBSITE AND CLICK ON THE Stuff to Sell? LINK:

www.railsofsheffield.com

SHEFFIELD STATION STORE: Sheaf Street Sheffield S1 2BP UK Tel: (0114) 255 1436

info@railsofsheffield.com

[railsofsheffield](https://www.youtube.com/railsofsheffield)

[railsofsheffield](https://www.facebook.com/railsofsheffield)

[railssheffield](https://twitter.com/railssheffield)

[railsofsheffield](https://www.instagram.com/railsofsheffield)

Corporate Partners of
RAILWAY MUSEUM

EXCLUSIVES

RAILS LIMITED

FOUNDED IN SHEFFIELD

EXCLUSIVES

OO, N, O GAUGE MODELS

SEE THE WEBSITE FOR FULL DETAILS:

IN STOCK / AVAILABLE NOW! / PROMPT DELIVERY

NOW AVAILABLE WEATHERED



CLASS 88
DRS ELECTRO-DIESEL
DAPOL **BUY NOW!**
From £199.95



CLASS 89
VARIOUS VERSIONS
ACCURASCALE **BUY NOW!**
From £229.99



CLASS A4
VARIOUS VERSIONS
DAPOL **BLACK LABEL BUY NOW!**
£399.00



DERBY 2-CAR BEMU
TEST UNIT 'GEMINI'
BACHMANN **BUY NOW!**
£269.95



CLASS 80 18100
BR GAS TURBINE
HELJAN **BUY NOW!**
From £159.50



ROBINSON A5
GCR CLASS 9N 4-6-2
SONIC **BUY NOW!**
From £149.95



GWR Q13
INSPECTION SALOON
VARIOUS VERSIONS
DAPOL **BLACK LABEL BUY NOW!**
From £149.95



CLASS 60
VARIOUS VERSIONS
CAVALEX **BUY NOW!**
From £194.95



CLASS 28
VARIOUS VERSIONS
HELJAN **BUY NOW!**
From £199.95



NEW
RAILS OF SHEFFIELD STORE
LOW RELIEF SHOP
SCENECRAFT **BUY NOW!**
£42.95



EXCLUSIVE TO RAILS

BUY NOW!
£19.95
JUST Threads
HERITAGE T SHIRTS
BR, GWR & MANY MORE!



CLASS J52/2
0-6-0 STEAM TANK
RAPIDO **BUY NOW!**
From £139.50



CLASS 66 GBRf
VARIOUS VERSIONS
HORNBY **BUY NOW!**
From £94.99



PXA/JXA WAGONS
VARIOUS VERSIONS
CAVALEX **BUY NOW!**
From £49.95



CLASS 56
VARIOUS VERSIONS
CAVALEX **BUY NOW!**
From £189.95



VARIOUS ROLLING STOCK
TRIPLE PACKS
SONIC **BUY NOW!**
From £69.95

N GAUGE



CLASS 5101
2-6-2 LARGE PRAIRIE
SONIC **BUY NOW!**
£129.95



CLASS 59 206
'JOHN F YEOMAN'
DAPOL **BUY NOW!**
From £89.95

FLAGSHIP STORE: 21-29 Chesterfield Road Sheffield S8 0RL UK Tel: (0114) 255 1436

info@railsofshffield.com

railsofshffield

railsofshffield

railssheffield

railsofshffield

Corporate Partners of
RAILWAY MUSEUM

COLLECTION

LATEST AVAILABILITY, ARRIVAL DATES AND CURRENT PRICES

PROUD WINNERS OF THESE RECENT AWARDS



FORTHCOMING RELEASES / PRE-ORDER NOW!

NEW



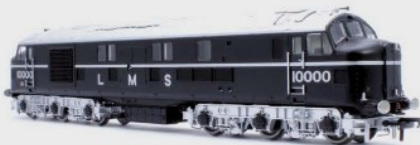
PRE-ORDER! HORNBY CLASS 5MT 4-6-0 THE LANCASHIRE FUSILIER £249.99



PRE-ORDER! DAPOL CLASS A1X TERRIER VARIOUS VERSIONS From £139.95



PRE-ORDER! BACHMANN BSK RESEARCH COACHES MK1 £59.95



PRE-ORDER! BACHMANN LMS 10000 BLACK & CHROME From £209.95



PRE-ORDER! BACHMANN NER SNOWPLOUGH VARIOUS VERSIONS From £69.95



PRE-ORDER! CLARK RAILWORKS LYR CLASS 'PUG' 0-4-0ST 1288 From £150.00

O GAUGE ALSO AVAILABLE



PRE-ORDER! LBSCR BRAKE VAN VARIOUS VERSIONS From £44.95

NEW 5-CAR SET



PRE-ORDER! CLASS 180 EAST MIDLANDS TRAINS DMU From £449.95



PRE-ORDER! RAPIDO CR SINGLE NO.123 4-2-2 CR DARK BLUE From £224.95



PRE-ORDER! RAPIDO USATC S160 2-8-0 From £269.95



PRE-ORDER! CLASS 47 CAVALEX VARIOUS VERSIONS From £209.95

NEW



PRE-ORDER! OXFORD MERCEDES SPRINTER VAN (INITIAL MOCKUP SHOWN) £11.95



PRE-ORDER! RAPIDO 'EVOLUTION' 48' NORTH BRITISH RAILWAY & SECR VARIOUS COACHES & VERSIONS

Single: £69.95 / Triple Packs: £199.95

NEW



PRE-ORDER! BACHMANN CLASS 439 CALEDONIAN 0-4-4T From £184.95



PRE-ORDER! CLARK RAILWORKS WD AUSTERITY 2-10-0 From £269.95

009 GAUGE

NEW



PRE-ORDER! RAPIDO WAR DEPT. SIRDAR CLASS 0-4-0 & WAGONS From £81.85



PRE-ORDER! REVOLUTION CLASS 313 EMU & T7 TRANSLATOR VEHICLES From £269.95

N GAUGE



PRE-ORDER! CLASS 66 GB RAILFREIGHT RAILWAY 200 From £159.95



PRE-ORDER! DAPOL CLASS 66 779 'EVENING STAR' From £395.00

O GAUGE

SHEFFIELD STATION STORE: Sheaf Street Sheffield S1 2BP UK Tel: (0114) 255 1436

info@railsofsheffield.com

railsofsheffield

railsofsheffield

railssheffield

railsofsheffield

Corporate Partners of
RAILWAY MUSEUM

SELL YOUR MODELS



SELL YOUR MODELS with confidence to TMC. We'll give your model collection the care – and value – it deserves.

Why we're trusted...

- Fair, competitive offers, based on current market demand and condition of items
- No hassle – we handle everything from valuation to payment
- Expert appraisals – our experienced model railway specialists have decades of combined experience and carefully assess each item
- Nationwide service – we can arrange collection from anywhere in the UK
- Our reputation speaks for itself, rated 'Excellent' 4.9/5.0 on Trustpilot

Get Started 

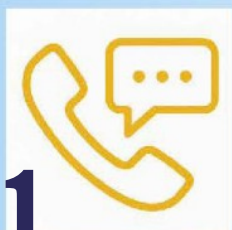


Get started with a quick valuation. Scan this QR code, with your phone.

SCAN ME

Fast. Simple. Competitive prices paid

Get in touch with details or photos of your models



Our experts provide a fair, no-obligation offer



Once agreed, we arrange for safe transport



We check all items, then arrange prompt payment



YOU WON'T FIND THESE ELSEWHERE...

...Model exclusives for '00' by



Designed for enthusiasts who demand more and don't do 'standard'.
Outstanding models, carefully researched in partnership with Bachmann Europe.
Find our complete range of model exclusives on our website.



35-825Z Bachmann 00 Gauge Class 31/6 Refurbished
31601 *The Mayor of Casterbridge* Wessex Trains Pink

£179.99 DCC Ready
£278.95 DCC sound-fitted
£323.95 DCC sound-fitted Deluxe



35-825Y Bachmann 00 Gauge Class 31/4 Refurbished
31452 *Minotaur* Fragonset

£179.99 DCC Ready
£278.95 DCC sound-fitted
£323.95 DCC sound-fitted Deluxe



35-251Z Bachmann NER Class '0' 0-4-4T
No.1759 NER lined green

£123.49 DCC Ready



35-254Z Bachmann LNER G5 Class 0-4-4T
67263 BR lined black early emblem with cage bunker

£116.99 DCC Ready

W: www.themodelcentre.com T: 01947 899 125

Hill Farm, Beck Hole, Whitby YO22 5LF

SCAN FOR GREAT VALUE KITS!



METCALFE

Card Construction Kits

metcalfemodels.com ☎ 01729 830072 ✉ info@metcalfemodels.com

WELCOME TO THE MINIATURE WORLD OF METCALFE MODELS



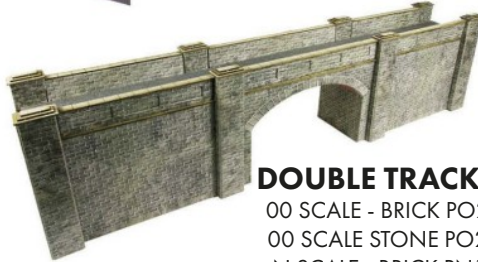
VIADUCT

00 SCALE - BRICK PO240 £19.90
 00 SCALE STONE PO241 £19.90
 N SCALE - BRICK PN140 £13.75
 N SCALE STONE PN141 £13.75



RETAINING WALLS

00 SCALE - BRICK PO244 £16.20
 00 SCALE - STONE PO245 £16.20
 N SCALE - BRICK PN145 £13.10
 N SCALE - STONE PN144 £13.10



DOUBLE TRACK BRIDGE

00 SCALE - BRICK PO246 £17.20
 00 SCALE STONE PO247 £17.20
 N SCALE - BRICK PN146 £15.10
 N SCALE STONE PN147 £15.10



SINGLE TRACK TUNNEL ENTRANCE

00 SCALE - PO243 £12.00
 N SCALE - PN143 £9.40



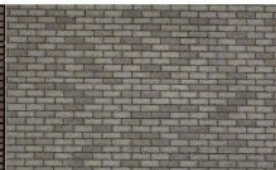
TAPERED END WALLS

00 SCALE - BRICK PO248 £16.20
 00 SCALE STONE PO249 £16.20
 N SCALE BRICK PN148 £13.10
 N SCALE STONE PN149 £13.10

BUILDING MATERIALS - Packs of printed card, perfect for scratch building!



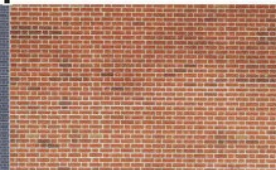
COBBLESTONES £6.80
 00/M0051 N/PN903



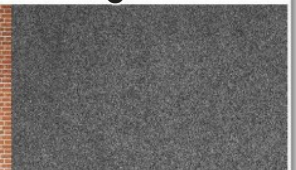
DRESSED GRIT-STONE £6.80
 00/M0052



BLUE BRICK £6.80
 00/M0053



RED BRICK £6.80
 00/M0054 N/PN900



TARMAC £6.30
 00&N / M0056



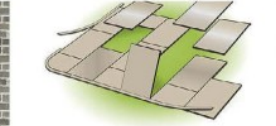
CUT STONEWORK M1 £6.80
 00/M0057 N/PN901



CUT STONEWORK B1 £6.80
 00/M0058 N/PN902



OLD MILL STONE £6.80
 00/M0059 N/PN904



PAVING SLABS £7.30/M0060
 (INDIVIDUAL)



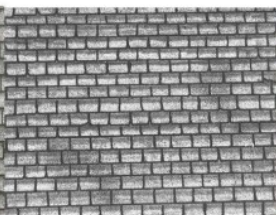
PAVING SHEETS £6.80
 00/M0062 N/PN903

ROOFING TILES PACK - Contains 5 different roof designs.

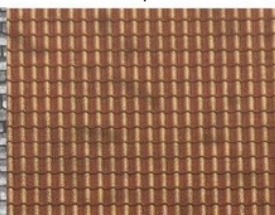
00 SCALE - M0061 £7.80 / N SCALE - PN905 £6.80



BLUE SLATE



GREY SLATE



RED CLAY PANTILES



RED CLAY TILES



YORK STONE

METCALFEMODELS.COM

@metcalfemodels metcalfemodelsandtoys

METCALFE

Card Construction Kits

 metcalfemodels.com  01729 830072  info@metcalfemodels.com

Call or e-mail us
for a **FREE** catalogue!

AN INEXPENSIVE WAY TO CREATE GREAT SCENES



LITTLE CARDLEYWICK CHAPEL

00 SCALE - PO318 £16.00
N SCALE - PN918 £12.50



LITTLE CARDLEYWICK STATION SHELTER

00 SCALE - PO316 £10.50
N SCALE - PN916 £7.00

LITTLE CARDLEYWICK STATION

00 SCALE - PO315 £16.00
N SCALE - PN915 £12.50



S&C STATION BUILDING

00 SCALE - PO333 £26.00
N SCALE - PN933 £16.80



Little Cardleywick wouldn't be complete without its Chapel. This one is very loosely based on the Chapel based at Garsdale Head on the S&C line. A beautifully designed kit that would look great on any layout.

SMALL SIGNAL BOX

00 SCALE ONLY
00 SCALE - PO430 £10.50



SIGNAL BOX INTERIOR

00 SCALE ONLY
00 SCALE - PO580 £6.80
Suitable for any of the 00 scale signal boxes.

S&C STATION MASTERS HOUSE

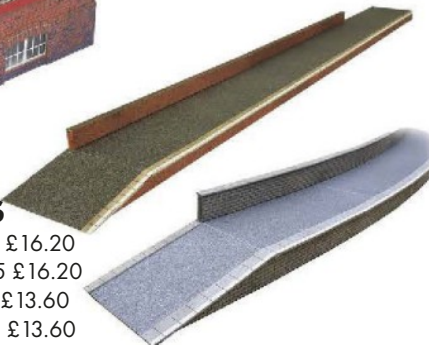
00 SCALE - PO335 £15.70
N SCALE - PN935 £12.60

View the full
Settle & Carlisle Range
of kits on our website
metcalfemodels.com



PLATFORMS

00 SCALE BRICK - PO216 £16.20
00 SCALE STONE - PO235 £16.20
N SCALE BRICK - PN110 £13.60
N SCALE STONE - PN135 £13.60



DON'T FORGET THE GLUE & TOOLS!

You don't need expensive or complicated tools to do the job.

MAKE GLUING EASY...

Use our Fine Tip Glue Applicator bottles (MT907) - £5.50
Can be used with a choice of glue, all available at metcalfemodels.com



METCALFEMODELS.COM

 @metcalfemodels  metcalfemodelsandtoys



Est. 1958

Warwick & Warwick

Auctioneers and Valuers

01926 499 031

www.warwickandwarwick.com

Free Valuations

Our specialist valuers have a wealth of knowledge and are happy to provide free, no obligation valuations for collections large and small.



Sell Your Collection

Our bi-monthly specialist online auctions attract bidders from around the world. Hosted by Easy Live Auction, we can help you achieve the best possible return. Private Treaty sales also considered.



Call us today!

If you are interested in buying or selling at auction, contact us today to speak to one of our friendly experts.



Warwick & Warwick Ltd, Chalon House, Scar Bank, Millers Road, Warwick, England, CV34 5DB
info@warwickandwarwick.com



[/warwickandwarwick](https://www.facebook.com/warwickandwarwick)

[@warwickauctions](https://twitter.com/warwickauctions)

[@warwickandwarwick](https://www.instagram.com/warwickandwarwick)



Big freight **T**temptation!



MMA-A - DB
TT-EAL-101A/B/C/D/E
9 ribs, bodyside doors

JNA-T - GBRf
TT-EAL-103A/B/C - GBRf branded
TT-EAL-103D/E - GBRf + Ermewa branded
11 ribs, bodyside doors

JNA-T Wascosa
TT-EAL-105A/B/C/D/E
11 ribs, no doors

Also available



Ermewa/Tarmac grey
TT-EAL-102A/B/C - Ermewa branded
TT-EAL-102D/E - Ermewa + Tarmac branded
9 ribs, no doors



VTG/Mendip Rail
TT-EAL-104A/B/C/D/E
11 ribs, no doors



DB 'Special Product'
TT-EAL-101W/Y
9 ribs, bodyside doors



Touax
TT-EAL-106A/B/C/D
11 ribs, no doors



Revolution's first TT:120 models coming very soon...

The MMA/JNA family of 'Ealnos' box wagons are among the most common on the network, and were selected for Revolution's first TT:120 model as they will complement your Class 66 locomotives.

The models feature the detail and quality standards familiar to our OO and N customers, with different running numbers, prototypical variations in brake gear and bodies and realistic removable loads.

Reserve yours now at revolutiontrains.com or at your preferred Revolution Trains stockist.

£44.95 MSRP

Note: Revolution pre-orders closing: 30th June 2026

www.revolutiontrains.com

A NEW CHALLENGE

Filled with memories of Midland main line HSTs, Matt Hindes embarked on his latest layout project, which proved to be his most ambitious plan to date.

Words: Matt Hindes **Photography:** Phil Parker



FACTFILE

LAYOUT NAME: Venture Park

SCALE/GAUGE: 4mm:1ft/16.5mm/OO

SIZE: 28ft x 2ft 6in

ERA/REGION: 1990s/Northamptonshire

LAYOUT TYPE: Fiddleyard to depot

The Beast! DRS 37305, sporting its newly applied 'Compass' livery, slowly backs onto a rake of GNER Mk. 3s parked in the main shed after receiving some light maintenance.



TOP RIGHT: A sparkling clean Eddie Stobart truck delivers a fresh batch of parts to 'Venture Park'. As a former driver for Eddie Stobart, this is one of my favourite scenic features.



MIDDLE RIGHT: The key with details is the more subtle approach and not to go over the top, 'less is more' as they say. The waste bins are Bachmann Scenecraft and the signage is sourced from the internet and printed onto self-adhesive paper.



BELOW: The A14 road bridge offers some fantastic views over the depot. The bridge itself was constructed from plywood, and the barriers are scratch-made from Plastruct 'U' channel and 'I' beams.

My earliest memories of the railways come from being a kid in the 1990s, standing on the platforms at St. Pancras awaiting a train back to Nottingham. I remember looking up at the striking arched roof and being completely in awe of the size, a true cathedral of railways! I remember seeing rows of HSTs in the platforms, engines humming away as they awaited departure north.

Being the late-1990s, they all wore the striking Midland Mainline teal green livery with the orange stripes running the length of the train, which, to a nine-year-old, seemed to go on forever! From that moment on, I fell in love with the HSTs and throughout my life they have always been my favourite train, with the Midland Mainline colour scheme being my favourite livery. So, it seemed fitting that 25 years later, I built a layout centred around these trains!

Tricky trackplans

The origins of 'Venture Park' date back to one of my previous layouts, 'Elveden Road' (BRM May 2015), which followed a similar concept to 'Venture Park'. However, the layout was only 12ft, so it was on a much smaller scale. After finding success with 'Elveden Road', I started building a DRS-themed layout. However, this layout never fully grasped my interest and, after nearly two years of building and getting not much further than the basics, I decided that I wanted to do something new. My interest kept swaying back to 'Elveden Road', so it seemed

“Being the late 1990s, they all wore the striking Midland Mainline teal green livery with the orange stripes running the length of the train...”





fitting that my new layout should be a successor to it. I soon started thinking about possible ideas and came up with a few trackplans, which were, well, absolute rubbish! I showed these plans to my friend Simon Lawson (the builder of 'London Road', BRM May 2015) and we agreed that these plans would not be interesting to build or operate. Simon, who is somewhat of a layout design guru, offered to go away and come up with something better. And oh boy did he! Only the following day, I found an email containing a stunning plan that I immediately fell in love with. We made a few very minor tweaks, and the trackplan was finalised.

The plan continues the same concept of 'Elveden Road', but at nearly 30 feet (including fiddle yard), it is on a much bigger scale and has a much more realistic trackplan. Simon used the actual plan of Derby Etches Park depot as heavy inspiration for the track layout and managed to include plenty of key features such as the main servicing shed, lathe shed and fuel points. The turntable was my idea and was added at a much later date, after construction had started. The inspiration for this came from Leeds Neville Hill depot. My thought process being that having the facility to turn power cars would add extra operational interest to the layout.



ABOVE: A Class 08 'Gronk', still wearing its original BR Blue livery, rests between shunting duties near the CET tracks.

MIDDLE LEFT: 08525 pushes a Midland Mainline Mk. 3 through the lathe facility for wheel turning. This 08 has been re-sprayed into an unbranded 'Maintrain' livery. It was my first re-spray project, so offered a new challenge, but I'm really happy with the result.

BOTTOM LEFT: Janus Industrial shunter *Laura* rests near the main shed building between shunting duties.



One feature I really like on the layout is the double fuel point. I used the kits from West Hill Wagon Works with the accompanying lighting kits. I purposely left one of the lights unwired to give the impression of a non-working light.

MIDDLE RIGHT:

As I mentioned before, the turntable was a late addition to add extra operational interest. The model I used was the Heljan H0 offering, purchased second-hand. I have resprayed the base and given it a fresh coat of weathering.



BOTTOM RIGHT:

The car park in front of the office offers some unmatched views across the depot. The office building was scratch-built and based on the 'pre-fab' office building at Crewe Gresty Bridge. The windows have been tinted using car window tint film.



'Venture Park' depicts an imaginary servicing depot along the Midland main line near Kettering, Northamptonshire. The location is where the Midland main line passes through the southern side of the town, under the A14 trunk road. The namesake for the layout is a business park in Kettering that you will find if you exit the A14 at junction 9. Although I haven't depicted this business park on the layout, the A14 serves as a scenic break into the fiddle yard.

I chose this location because, up until only a couple of years ago, the land here was empty scrub land, and in my previous job as an HGV driver, I would regularly pass over here and wonder to myself, what if? Since then, the fantasy has been ruined somewhat as new industrial units have been built.

Building begins

Construction of 'Venture Park' started in 2021 when, on a warm afternoon in June, Simon and I constructed the baseboards from 9mm ply with timber frames. Track-laying was delayed somewhat due to post-covid supply chain issues in getting hold of track. Eventually, though, my track arrived, and in March of the following year, I was able to start laying it. Trackwork is code 75 bullhead, flexi is SMP finescale track from Marcway of Sheffield. Pointwork is mostly Peco bullhead and, due to not all points being available in Peco bullhead at the time, a handful are handmade from Marcway.

While the bullhead track looks fantastic, I think on reflection it might have been a bad idea to use it. Being so fine, it is incredibly fragile, and it doesn't take a lot to damage it or knock it out of alignment. Which, on an exhibition layout, is just asking for trouble, as I have learned the hard way. I think that for any future projects I might have to use standard code 75 track and adjust the sleeper spacings myself.

Although I have wired the layout for DCC, I have continued to use standard DC wiring with toggle switches for my pointwork, as it is my preferred method. As for the motors themselves, I am using the Cobalt IP Analogue slow-action motors. 'Venture Park' isn't my first foray into the wonderful world of slow-action point motors, as I also used them on my DRS layout I spoke about earlier. Since making this transition, I haven't looked back. At this time, I can't think of any reason I would go back to standard point motors. Unless, perhaps, I am using them in a fiddleyard, and, in that instance, there would be no reason to use slow-actions.

For DCC control, I have a Lenz set (200). Lenz has always been my preferred choice of DCC system and I have used Lenz on my last four layouts. I have tried others in the past; however, I can't seem to 'gel' with them as much as I do the Lenz. I find it easy to use and reliable. Another advantage for me is that at my model railway club, all but one of our members uses Lenz DCC, therefore, it's easy to borrow and share handsets when going to exhibitions, which saves on having to buy loads of handsets to support the layout at shows!



TOP LEFT: The power car shed was entirely scratch-made. It was quite a challenge for me to build, due to the arched windows and brick details. I am really pleased with the outcome; it's turned out even better than I expected it to!



MIDDLE LEFT: The lathe shed, like every other building, has been entirely scratch-built, including the raised rails inspection pit and the lathe machinery itself. I'm not ashamed to admit I had several attempts at this building until I was entirely satisfied. I'd much rather have wasted materials and scrapped attempts than have something I'm not happy with.

“ The most prominent feature of the layout is the main servicing shed, which, at over 4ft in length and spanning three tracks, is a monster! ”



It is views like this that I imagined when I first decided to build the layout, multiple HST sets together! A Midland Mainline teal set is being fuelled on fuel road two while another set from GNER arrives on road one.

Key structures

The most prominent feature of the layout is the main servicing shed, which, at over 4ft in length and spanning three tracks, is a monster! This behemoth of a structure was made from laser-cut parts that were cut for me by York Model Making from my own designs. This was the best way to build the structure as the MDF/ply parts could build walls that are only 2.5mm thick but very strong. If I were to have built this from styrene sheet, the walls would have needed to be double the thickness to give the same level of strength.

I will admit to you, I am not entirely satisfied with my detail work on this building. In a rush to get my layout ready for its first exhibition, I unfortunately had to forgo a lot of detail that I would have liked to include, particularly on the inside. I feel that because the structure itself is such a grand and fantastic building, it needs a lot of realistic detail to really show it off. Unfortunately, due to how I have fixed the building down, it won't be easy to remove the structure to add the detail.

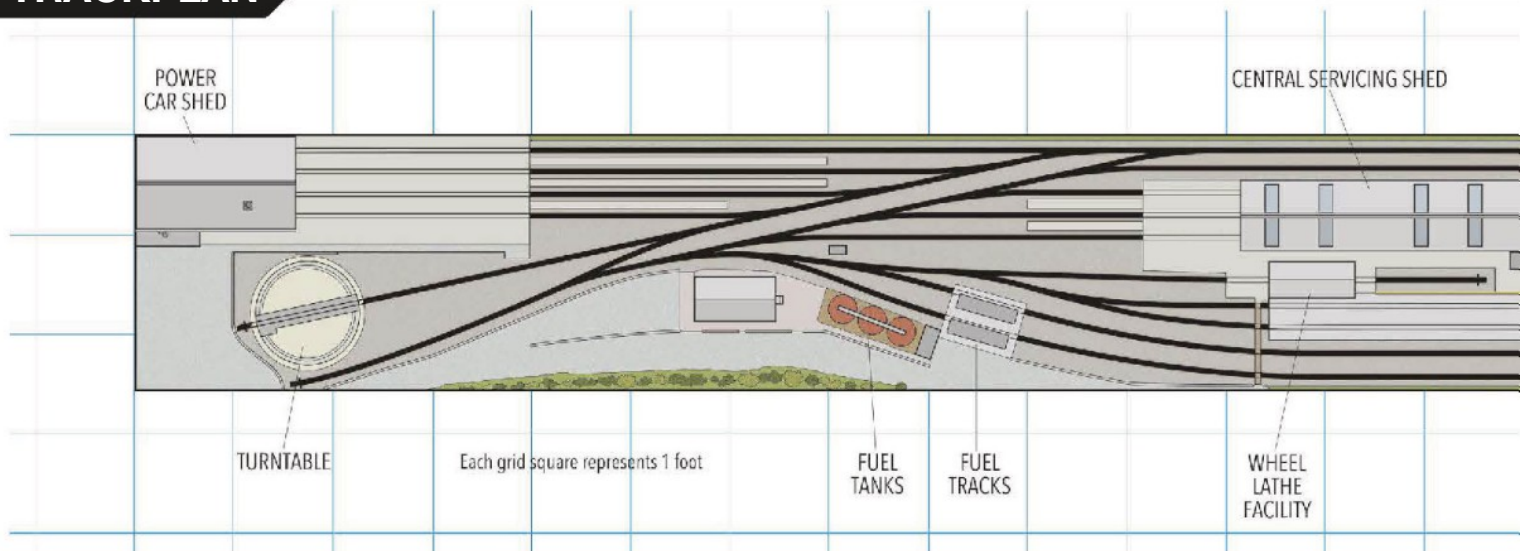
Most of the other structures are scratch-built from styrene sheet. The power car shed is heavily based on the power car shed from Neville Hill and was particularly challenging for me to make because of the arched windows and extensive detail in the bricks. The wheel lathe facility is loosely based on that at Etches Park; I have tried to keep the weathering on this quite light in comparison to the other buildings to give the impression that it is a newer addition to the depot.

Another area of the layout I'm quite pleased with is the CET, or should we say toilet cleaning area? I've modelled this area very simply, but effectively. The hard standing is the raised rails kit from West Hill Wagon Works, and I made additional walkways from 'metal plate' embossed Plastikard. The CET and freshwater pumps were 3D-printed for me by fellow club member, Dave. I added a few more details, like grit boxes and IBCs and that's all it is. Like I said before, simple but effective.

BELOW: Porterbrook 47817 arrives with a rake of GNER Mk. 3s. This locomotive is probably one of my favourites in my fleet, for the simple reason that it is different; it's not a livery that is commonly found on layouts.



TRACKPLAN





About the Modeller

Name: Matt Hindes

Age: 35

Number of years modelling: 18

Name of first layout: 'West Derby TMD'

Favourite era/region: Late 1990s/early 2000s Midland

Favourite locomotive: HSTs

I have been interested in railways all my life and built my first layout when I was 18. 'Venture Park' is my sixth project to date and the one I am most proud of. When I'm not building model railways, I split my time between two jobs, one working for a local company that produces artisan ice-cream and the other is working as a theatre lighting technician.

I am part of a small model railway group known as Model Rail Projects Group, or MRPG for short. Including myself, there are only six members of our merry group, the others being Simon, Shaun, Dave, Mark and Paul. I'd like to take this opportunity to thank these guys for their continued support. They provide a gold mine of technical advice and knowledge, not only on model railways, but also on the real railways, where they also provide valuable operational and logistical assistance over show weekends. Without them, the layout simply would not be possible.



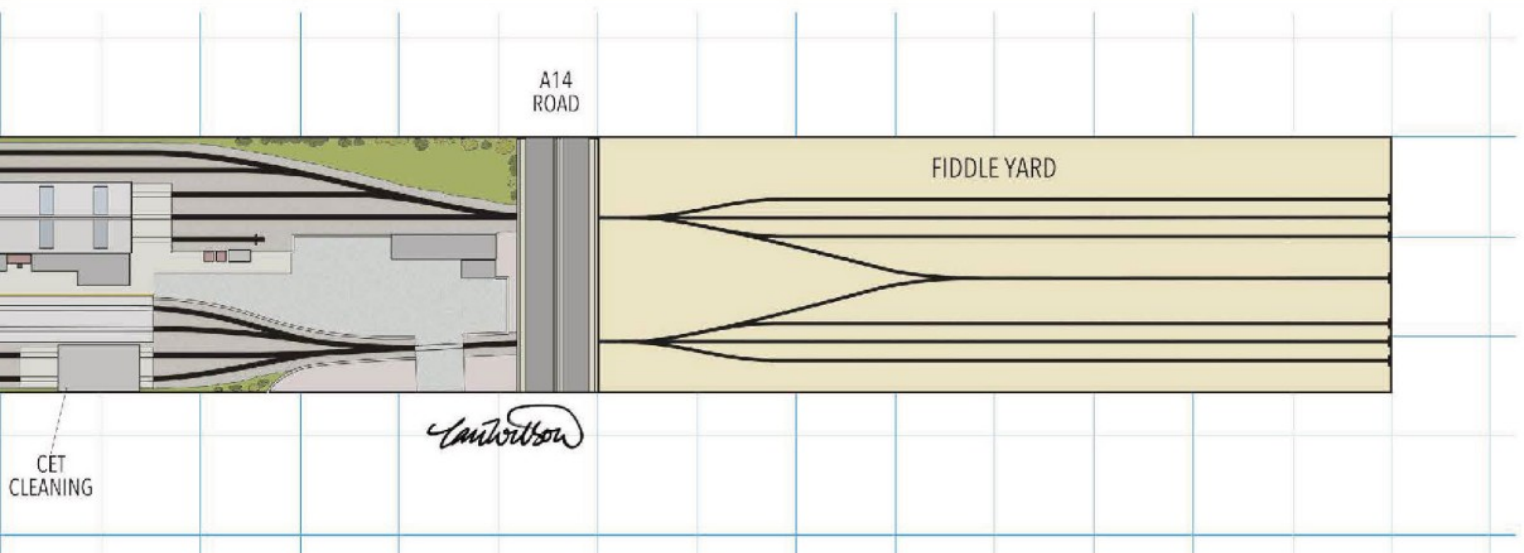
TOP LEFT: It's a busy morning at 'Venture Park'; a pair of Midland main line teal power cars traverses the head shunt, while a pair of running mates wearing their new blue livery rest in front of the power car shed. Also seen are a couple of Class 170 DMUs and a Fragonset Class 31 awaiting their next duties.



MIDDLE LEFT: The main shed building is a whopping 4ft in length and creates an iconic centrepiece for the layout. It was constructed from laser-cut MDF parts from my own custom designs.



BOTTOM LEFT: The power car shed is used for servicing both HST power cars and DMU units. An unidentified Virgin power car undergoes a 'B' examination while a Central Trains Class 170 DMU leaves for its next run of main line duties.





The main shed spans three tracks; two of the tracks have inspection pits running the full 4ft length of the building. These were constructed using kits that I had to 'splice' together to create the full length, which I then lit with SMD LEDs.

MIDDLE RIGHT:

Although HSTs are the most common stock, plenty of DMUs visit the depot, too. Central Trains 170515 heads out to the main line for its next duty.



BOTTOM RIGHT:

'Did you see the game last night mate?' A pair of depot workers are making the most of a bit of downtime; meanwhile, an EWS Class 60 has just arrived with a delivery of diesel fuel for the depot.



Although Midland Mk. 3s were never fitted with CET systems, it is suitable because all of the DMUs I have modelled would have been fitted with CET. However, there are still excuses I can use for running coaches down these tracks, perhaps because the CET is seldom used at 'Venture Park'; is it additional coach storage? Or maybe they are also using the area to clean the interior of the coaches. There is an excuse for anything.

Something else I'm quite happy with is the many areas of concrete road and hard standing across the entire layout. I get asked a lot at exhibitions how I did this, and it was actually very simple. I started by brushing on a layer of the Ammo 'concrete texture', I applied it with a brush rather than a spatula as it not only gave a thin layer, but also gave the 'brushed' effect typical with a lot of concrete areas. After this had set, I weathered it down with a very thin mix of both 'washable black' and 'dark grey base', again both from Ammo. The mix was very thin, at something like 25% paint to 75% thinner. The colours were either mixed or used on their own to create different weathered effects. Now here comes the trick - as soon as the paint is applied and while it is still wet, it is wiped off with kitchen roll. This will take away most of the colour and leave behind a faded effect. The paint does start to dry very quickly, so I found it easier to do a small section, wipe it off and continue. At this point, it's going to look a complete mess, but you must trust the process.

There will also be loads of clumps of tissue left behind, which is very tempting to clean up. But you must leave it for now, as doing so will leave marks in the paint. I allow the paint to dry completely for about six hours or maybe overnight, then vacuum away the tissue. To finish it off, I give everything a very light sanding with some wet-n-dry paper or sanding block of around 800 grit. Apply next to no pressure, as all you're looking to do is smooth the surface of the texture slightly. It will also fade out the paint you have just applied. It's a method that is very simple to do but yields fantastic results if you do it right!

Rolling stock

The concept of the layout is simple. Empty coaching stock is the prominent movement on the layout, which can either be short sets brought in via loco as a stock movement or as HST sets. Due to space constraints, I run HSTs as shorter six-car sets. Empty coaches can be serviced in the central servicing shed or stored on any other track. DMUs and power cars can be serviced in a smaller servicing shed and fuelled in either of the two fuel tracks. There's a lathe facility that any item of stock can use, a CET track for cleaning and finally a turntable for turning power cars.



TOP LEFT: The car park area near the main office building is one of those 'simple but effective' details that help to set the scene. The safety barrier was custom printed for me by 12a Models. Cars appropriate for era complement the scene nicely.



MIDDLE LEFT: I've always liked industrial shunters, so I had to find an excuse to run one on 'Venture Park'. The Janus is an Oxford Rail model re-sprayed for me by fellow club member Mark; it has been fitted with Lego Man Biffo sound and stay alive.

“Something else I'm quite happy with is the many areas of concrete road and hard standing across the entire layout. I get asked a lot at exhibitions how I did this, and it was actually very simple.”



The Midland Mainline teal green HSTs are my all-time favourite train and livery. I have two full sets in my fleet; both have been weathered for realism and sound fitted.



A pair of HST power cars wearing the new Midland Mainline 'Blue' rest near the power car shed; they will return north to Neville Hill later with a rake of recently serviced coaches. These models are a custom re-spray I commissioned, as Hornby hasn't released this livery in the updated HST model.

MIDDLE RIGHT:
DRS 37405 crawls along the CET area along with a pair of barrier vehicles whilst a rake of Midland Mainline teal Mk. 3s undergo light cleaning on the next road.



BOTTOM RIGHT:
Class 121 977858, wearing a striking maroon livery, rests at 'Venture Park' between duties. This unit is a guest appearance to the layout and is owned by fellow club member Mark. The standard Hornby model has been weathered and extra details added.



HSTs, of course, are the most prominent item of stock on 'Venture Park'. As Hornby is (currently) the only manufacturer producing these icons, they are, of course, all Hornby and are all the post-2008 updated models. Other items of stock you can see are DMUs with examples from Midland Mainline and Central Trains being present. Unfortunately, there are currently no updated DCC-ready Class 170 models available, and they also aren't exactly easy to convert to DCC either. At the time of writing, I have no fewer than five of these units running around on my layout, so you can imagine the nightmare they were to convert!

All of my stock has been weathered for realism, either by myself or by a third party. Most items have also been sound-fitted. In terms of sound files, I use a bit of a mixed bag with examples from Lego Man Biffo, Hornby TXS and DigiTrains.

As shunting is also very important on 'Venture Park', I have fitted Kadee couplings to all my stock. In general, this is quite easy as most stock released nowadays is fitted with NEM pockets as standard. The biggest challenge was my Midland Mainline MK. 3 stock, of which I have three sets. Even though they are from the updated models, it wasn't until the newest 'super detailed' sets that Hornby released them with NEMs. Therefore, they had to be converted.

Looking ahead

For now, 'Venture Park' fulfils my needs as a layout, so I don't have any plans to move on from it yet. To be honest, due to the size of the layout and lack of storage space at home, I probably can't build another layout for a while, anyway. I'd be lying if I said I haven't thought about what a future project could look like, but what railway modeller doesn't have ideas spinning around in their heads? But when I do think about it, my thoughts always come back to 'Venture Park', anyway. Most of my stock, bar an extensive fleet of DRS locomotives, is suited for 'Venture Park' and I could easily run it as a DRS depot, so when you look at it that way, there's no need to build anything else.

Therefore, I'd rather focus my time and effort on 'Venture Park' and make it the very best layout it can possibly be. At the time of writing, I have a few issues with the layout's reliability, which I need to address and resolve, and other than that, it comes down to scenery. I have no major changes or alterations in mind, instead it will be a focus on detail and ensuring the layout looks the part.

Due to space constraints in my garage at home, I can't set up the entire layout in one go. So, knowing this, a rather clever idea of Simon's plan is that there are essentially two layouts in one. He designed it so the first 15ft or so up to and including the main shed building is essentially a layout on its own that I can set up and run at home. The remaining portion of the layout is an 'exhibition only' extension. I obviously can't run the layout to its full capacity in the 'home' format. However, it's enough to keep me occupied and give me plenty of enjoyment. ■



TOP LEFT: An unidentified Mk. 3 DVT, still wearing its InterCity 'Swallow' livery, goes for a spin on the turntable.



MIDDLE LEFT: The EWS Class 60 we saw earlier arrives at 'Venture Park' with its delivery of diesel fuel. The A14 road bridge creates the perfect scenic break between the scenic section of the layout and the fiddleyard.

BELOW: A pair of choppers! DRS 20312 & 20303 receive a top-up of fuel shortly after arriving with a rake of GNER Mk. 3s on an empty stock move.

“ I'd be lying if I said I haven't thought about what a future project could look like, but what railway modeller doesn't have ideas spinning around in their heads? ”



COMMUNITY

EDITOR'S COMMENT

A little bit of warm weather and we've all got a bit excited here at BRM headquarters. This month features not one, but two summer-themed practical projects. First up, a vibrant summer fair that would look at home on most rural layouts in a village community. The talented Ben Bucki utilises a range of materials and methods to produce this engaging scene, which includes a bouncy castle for the kids!

The second practical is from Ben Bucki again, this time transforming the common Dapol General Store kit into a seaside holiday store, complete with inflatables, ideal for any beach scene or seaside town.

Nicer weather and indoor modelling don't necessarily go hand-in-hand, but it's a great time to get busy on modelling projects and also get out and about for inspiration. As this page shows, there are plenty of shows around the country, where you can view some fantastic layouts and speak to modellers for advice and support.

You can also take (if portable) your creations outside for a running session, as many modellers do. Although a hot cup of tea is a modeller's beverage of choice, a nice ice-cold beer or lemonade in the sun while running trains is definitely recommended.

Our issue is full of inspiration this month, including three fantastic layouts and the second episode of our new layout project in collaboration with the talented 'That Model Railway Guy', Josef Pitura-Riley, who is getting busy with the industrial-themed buildings this month. As we mentioned last month, for those subscribers who do not receive the exclusive video link, make sure you get in touch at brm@warnersgroup.co.uk, so we can get you added to the mailing list.

This month, we also pay tribute to Sir Nigel Gresley with a wonderful article looking back at his life, written by Ian Lamb. There is a lot going on around the country to celebrate the 150-year anniversary, especially on June 19th, 2026, when the locomotives will have special anniversary headboards fitted, so make sure you get your camera out and go and get involved; hopefully, the sun will be shining too!

Debbie Wood

AROUND THE WORLD IN 80 DAYS

Darlington's much-loved Community Carnival, a fixture in the town's calendar since 1983 and a proud successor to the historic Railway Carnival, is embarking on an exciting new adventure for 2026. After more than four decades based in Stanhope Park, the Carnival Committee has charted a new course, bringing this year's festivities to the railway-rich landscape of Hopetown Darlington.

This year, the Carnival takes inspiration from the classic tale *Around the World in 80 Days*, inviting visitors to join a global voyage of imagination, creativity and colour, all within a setting symbolic of journeys, locomotion and discovery.

The Carnival will begin with a traditional, vibrant procession departing North Lodge Park and travelling through the Denes area of the town like a colourful locomotive, before arriving at its new festival site on Foundry Green at Hopetown Darlington. The Carnival takes place on Saturday, June 27th, 2026, from 10am to 5pm.

Once at Hopetown Darlington, visitors can enjoy a vibrant programme of performances, community activities and themed attractions. Among the highlights will be a special 'Around the World in 80 Days' exhibition in the Stores, created by local schools and artists, transforming the historic industrial space into an imaginative voyage across continents, cultures and creativity.

The Carnival, both the procession and the festival, is free to attend. The festival inside the grounds of Hopetown Darlington, will be ticketed. Tickets will be released via the Hopetown Darlington website in the coming weeks.

WEEKEND PLANS...

Railway Gala Day with Model Railways

The Leicester Museum of Technology is holding its annual Railway Gala Day with Model Railways in June. Admission is free, although there is a small charge to travel on the two-foot-gauge railway. It is hoped that all five of the museum's locomotives will be working and the Leicester Model Railway Group is bringing layouts, alongside others that have been invited.

DATE: Saturday, June 6th, 2026

The MKMRS Exhibition

Celebrating 40 years of Network SouthEast, the Milton Keynes Model Railway Society's show this year will feature a number of Network SouthEast layouts, as well as many others in major scale. Hosted at a new venue, Walton High Brooklands Campus, MK10 7HE. A variety of trade stands, demonstrations, preservation societies and local railway groups will also be in attendance.

DATE: Saturday, June 6th, 2026

Ashford Railex

Ashford Model Railway Club is proud to bring a major new exhibition back into Ashford town centre. The upcoming show is being organised by a completely new exhibition management team, and visitors can look forward to at least 12 layouts representing a wide range of scales. Admission is £5.00, and children accompanied by an adult will be free.

DATE: Saturday, June 13th, 2026

Mere Model Railway Exhibition

Mere & District Railway Modellers are holding their annual weekend exhibition at the Mere Lecture Halls, BA12 6HA. The show will feature at least 12 layouts in a variety of scales and gauges with trade support, free nearby parking and refreshments. Open on both Saturday and Sunday from 10am to 4pm, admission is £7 for a single adult ticket and accompanied children are free.

DATE: June 13th-15th, 2026

Pevensey Bay Model Railway Club Exhibition

Held at Victoria Baptist Church, Eldon Road, Eastbourne, this year's show will host over 13 layouts in a variety of scales, plus trade and society stands and a prize tombola. Doors will open at 10am and close at 4pm, with an adult ticket costing £7.

DATE: Saturday, June 20th, 2026

GET SOCIAL



Facebook

Search for
'British Railway Modelling'



Instagram

@brmmagazine

BRADFORD CATHEDRAL CELEBRATION

For almost two years, I have been making an N Scale model of Bradford Cathedral from paper and card using traditional card modelling techniques.

It's going to be unveiled at an event in Bradford Cathedral on June 6th, and the build has been popular with my YouTube audience and may be popular with your readers too.

At the event, I will be sharing insights into the two-year project, revealing surprising details uncovered during my research, and the celebration is open to anyone with an interest in Bradford's heritage.

The model will also be on display in Bradford Cathedral from July 13th, 2026, as part of Bradford Heritage Festival, and will remain on display for a period of two months.

I was initially asked if I'd like to make "part of" the Cathedral for my 'Chandwell' layout as part of Bradford 2025 City of Culture. I said yes, but then

ended up making the whole thing and sharing it on my YouTube channel. It uses Scalescenes textures and traditional card-building techniques. Even the individual stone window tracery was cut out by hand using only a scalpel. Some of it was drawn from plans, but much of it was done using the time-honoured "brick counting" method.

It's N Scale (1:148) and as accurate as I could manage. This model has been the most challenging and rewarding piece I've ever made. In building it, I've learned so much about the Cathedral, the city, and how to truly see a place that can be easy to take for granted. I'm incredibly grateful for the Cathedral's support in helping me get every detail right.

Michael Scott

BRM Says: Wow! Some incredible modelling and wonderful to see it will be celebrated in the city. Anyone who can get to Bradford Cathedral should definitely take a look!



RETIREMENT PROJECT



This response is prompted by the excellent January 2026 BRM featuring 'first-time' layouts. My own is an OO gauge 'first-time' retirement project, inspired by early familiarity with Tony Wright's 'Stoke Summit' rolling stock modelling, followed by being totally guided by his series of DVDs to develop the essential 'first-time' skills for success. As an analogue 'watching the trains go by' layout, I have worked entirely on my own without deadlines, so it was never going to be a 'quick fix' creation. It shows what can be achieved by an individual on a steady hobby budget, prepared to show plenty of DIY patience.

It has provided huge personal satisfaction over 20 years of making things, while

avoiding being overambitious. The geographical location of the layout had to be instantly recognisable even when fictitious, capturing the character and spirit of the era by incorporating prototypical detail for accuracy. Planning and organisation were crucial in my professional life, so the design stage was rewarding, and I had plenty of railway contacts, having acquired Brighton Belle First Class Pullman car *Audrey* for restoration, and from being a long-term operational/conservation volunteer at the NRM. I now enjoy sharing my modelling experiences with visitors (permanent loft-based layout).

David Lowther

SAFETY FIRST

Michael Russel has done an excellent job on his lifting section, very strong and stable, featured in the April issue of BRM.

However, it raises a serious issue with the door that opens into the room. With the lifting section down, it would be extremely difficult to open the door, so if something untoward happened (an electric shock, a fall, or a heart attack), no one could get in quickly. The door would have to be smashed through.

There are two sensible options to resolve this: one is to make the door open in the other direction. The other would be to make a split door where the bottom half could, in an emergency, be opened separately under the layout to allow someone to crawl underneath to deal with the problem.

It may be thought, 'Oh, that won't happen', but even younger people can have problems. The thought of a wife or one of the kids frantically trying to open that door is worrying.

Don Willmsr

BRM Says: A very good point well raised, Don.

ANNIVERSARY HEADBOARDS

On Friday, June 19th, 2026, all surviving and new-build steam locomotives designed by Sir Nigel Gresley that are in operational condition or on public display will be adorned with a specially commissioned 'Gresley 150 Anniversary' headboard. The headboards faithfully replicate the elegant pre-World War II LNER style used on the railway's prestigious named expresses, evoking the golden age of steam travel with its characteristic Gill Sans typography and design.

The headboards will appear on the following surviving Gresley-designed locomotives (locations current as of early 2026; subject to operational schedules):

- LNER class A3 No. 4472/60103 *Flying Scotsman* – preserved at the National Railway Museum, York, frequently operating main line tours and heritage railway visits
- LNER class A4 No. 4498/60007 *Sir Nigel Gresley* – preserved by the SNGLT and based at Crewe with Locomotive Services Ltd, frequently operating main line tours and heritage railway visits
- LNER class A4 No. 4468/60022 *Mallard* - National Collection, currently on static display at the National Railway Museum, York
- LNER class A4 No. 4464/60019 *Bittern* - based at Crewe with Locomotive Services Ltd, under overhaul
- LNER class A4 No. 4488/60009 *Union of South Africa* - preserved by Society President John Cameron and after a long main line career, is now preserved on his farm at Balbuthie in Fife
- LNER class A4 No. 4489/60010 *Dominion of Canada* - preserved at the Exporail: the Canadian Railway Museum at Saint-Constant, Quebec, Canada



- LNER class A4 No. 4496/60008 *Dwight D. Eisenhower* (formerly *Golden Shuttle*) - preserved at the National Railroad Museum at Green Bay, Wisconsin, USA
- LNER class D49 No. 246/62712 *Morayshire* - owned by the National Museums of Scotland and undergoing overhaul on the Bo'ness and Kinneil Railway
- LNER class K4 No. 3442/61994 *The Great Marquess* - owned by Society President John Cameron and after a long main line career is now preserved on his farm at Balbuthie, Fife
- GNR/LNER N2 0-6-2T No. 1744/4744/ 69523 (the oldest surviving Gresley locomotive, owned by the Gresley Society) – North Norfolk Railway, currently under overhaul but expected to be in traffic by the anniversary
- LNER class V2 LNER No. 4771/60800 *Green Arrow* - part of the National Collection and

after many years of main line operation is on display at Danum Museum, Doncaster

- LNER class B17 No. 2873/61673 *Spirit of Sandringham* - new build project by The B17 Steam Locomotive Trust in Sheffield
- LNER class P2 No. 2007 *Prince of Wales* - new build project launched in 2013 by The A1 Steam Locomotive Trust in Darlington
- BR class EM1 No. 26020/76020 - part of the National Collection, on static display at the National Railway Museum, York
- BR/NS class EM2 No. 27000/1502 *Electra* - at the Midland Railway Centre, Butterley
- BR/NS class EM2 No. 27001/1505 *Ariadne* - at the Science and Industry Museum in Manchester
- BR/NS class EM2 No. 27003/1501 *Diana* - preserved in the Utrecht Railway Museum, Netherlands
- BR class 306 No. 306017 - preserved at Locomotion, Shildon

To complement the full-size tribute and bring the celebration to enthusiasts of all ages, the Gresley Society has commissioned high-quality model versions of the 'Gresley 150 Anniversary' headboard. Manufactured to exacting standards by Fox Transfers, these are available to purchase now from the Gresley Society website (gresley.org) and sales@gresley.org in the following popular scales:

- 7 mm (0 gauge): £15.00
- 4 mm (00 gauge): £10.00
- TT120: £7.50
- 2 mm (N gauge): £7.50

These model headboards allow modellers to mark the anniversary on their own layouts in a historically authentic manner. 'The Gresley Society' headboards are also available in the same scales and at the same prices.

MORE INFORMED

A snippet of information for your contributor, Chris Cole, in Traction 309 (BRM May 2026) and possibly readers - 47497 (lower-right photo, page 83 - pictured right) was working a Bristol Temple Meads - Paddington relief when photographed. 1A72 (lower-left photo same page) was the 1330 Bristol Temple Meads - Paddington, but I'm no wiser on the Class 50.

Andrew Overton



Inspirational modelling with **RMweb**

Get involved and visit rmweb.co.uk – under topic 'Show us Yours – Realistic Modelling' – and post your pictures!



37714 tripping a single BDA wagon from Cherry Hill sidings. **RMweb user: Tim Bird**



'Crooked House'. All our own modelling, no fake extra bits, just Gemini used to do photo stacking of images taken through a hole in the backscene and the image aged in colour. **RMweb user: 2ManySpams**



Buxton 37s on the hoppers. **RMweb user: 97406**



60044 shunts some salmon wagons after a weekend of engineering works. **RMweb user: New North Main Line**



Hadleigh's Sevastopol Works, 1955. The Neilson crane tank was still in service despite being 72 years old. **RMweb user: Ruston**



A J88 heading for the sidings and a day's work. **RMweb user: 60027Merlin**



37710 heads a short empty ballast working to Arpley yard. **RMweb user: 87023Velocity**



Joseph climbing into Priory Park with a loaded slate train. **RMweb user: 92912**

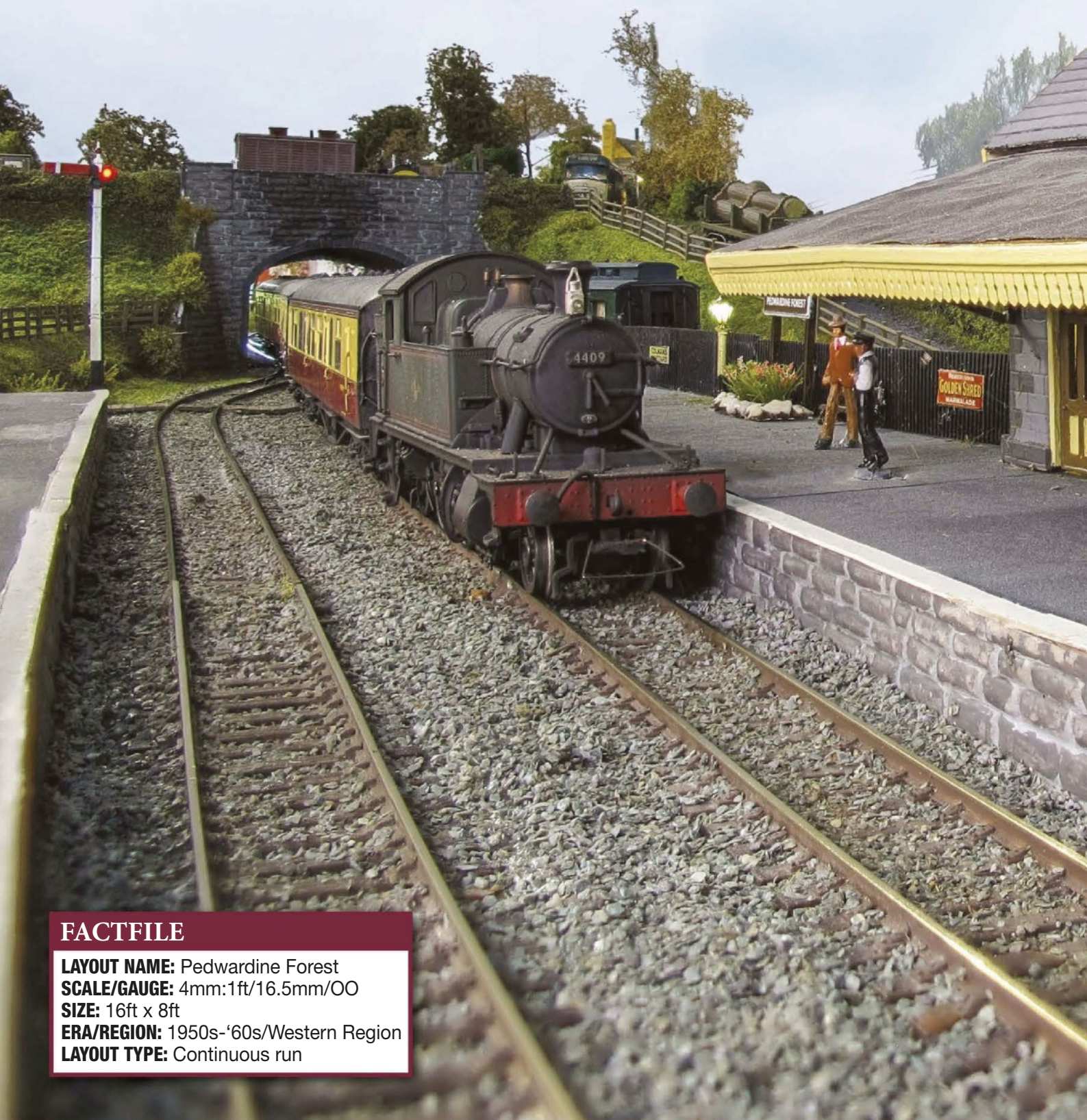


Marsh Sidings buildings in Swan Lane. **RMweb user: Re6/6**

HEADING WEST

On the hunt for a new project, this model railway club turned its attention to the Welsh border, picking a perfect location for a might-have-been line, full of creative cameos.

Words: Pete Abbott **Photography:** Phil Parker



FACTFILE

LAYOUT NAME: Pedwardine Forest

SCALE/GAUGE: 4mm:1ft/16.5mm/OO

SIZE: 16ft x 8ft

ERA/REGION: 1950s-'60s/Western Region

LAYOUT TYPE: Continuous run



A rather unkempt-looking ex-Great Western small prairie drifts into Pedwardine Forest station to collect a solitary passenger for the Ludlow-bound service. The on-duty porter is also out to observe proceedings.

TOP RIGHT: Ex-Great Western AEC railcar W22W, still in carmine and cream livery, heads for Knighton through the forest on a local service.



MIDDLE RIGHT: Collett Goods number 2261 pauses in the goods yard during shunting.



BELOW: Ex-Great Western large prairie 6167, a regular on the line to clear before departing for Ludlow.

Ilkeston (Woodside) Model Railway Club has built several end-to-end exhibition layouts over the years and decided at one of our monthly meetings that our next layout would be a roundy-roundy one for a change. The meeting's outcome was that the layout would be a real location, whether it still had, used to have, or never had a railway. It would be single track with a passing loop on the front and possibly a station and goods yard with some sort of light industry to add operating interest.

As we had built predominantly Eastern and London Midland Region layouts in our chosen 1950/'60s period, we looked to the Western Region to provide inspiration. Our initial thoughts were somewhere just south of the West Midlands area, and then the layout could be built to be interchangeable between Western and Midland Regions. With this in mind, we built two station buildings and two goods sheds, painted in Midland and Western Region colours accordingly. In the end, one of our over-enthusiastic members (a staunch Great Western fan - every club must have one!) permanently glued down the Western Region buildings, so Western Region it became. We looked for a suitable real "GWR" place in that area that never had a railway, and Pedwardine Forest popped up. It lies west of Ludlow towards the Welsh border, and we imagined a line being built to link Ludlow with Knighton, saving a roundabout journey via Craven Arms.

“We looked for a suitable real “GWR” place in that area that never had a railway, and Pedwardine Forest popped up.”

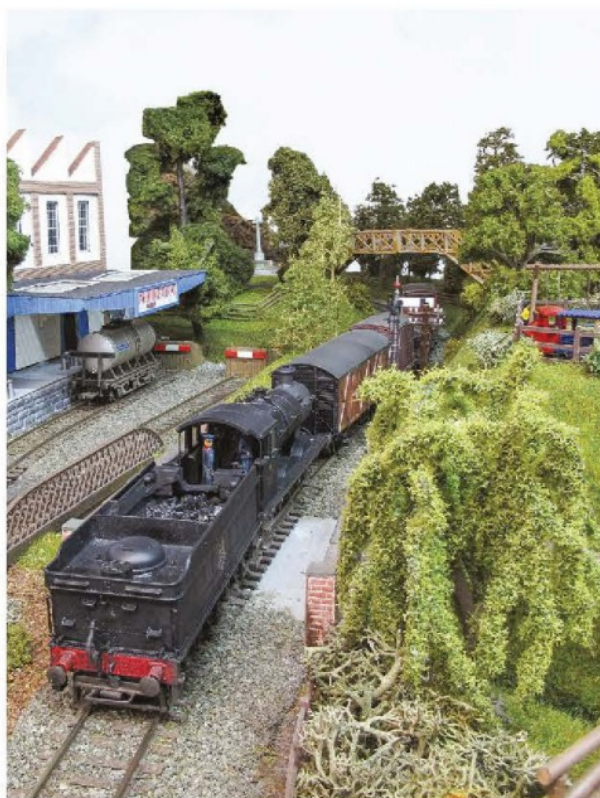




First steps

The trackplan was agreed and construction began using our proven formula of 9mm ply and 3 x 1-inch timber. It may be old hat nowadays, but it works for us, and our previous layouts remain warp-free and robust. The boards were made to our standard size of 3ft x 18 inches, which we can crate up and transport reasonably easily to and from exhibitions (a major requirement now as we're all getting older!). We also made two curved boards for the layout ends, which are a bit more unwieldy, but with a blank panel bolted on top of each, they are safe to transport to and from shows.

We have a set of 3ft x 18-inch universal fiddleyard boards, which were designed and built several years ago with the aim that they could be used with the majority of our existing and future layouts, thus saving considerable time and expense. They can be used either with our roundy-roundy or end-to-end layouts. There are four roads in each direction, with points on each end board to make each exit double track, the centre boards being just plain track. Our end-to-end layouts use just one of the end boards and the centre boards. It's a simple idea and has worked well over the years and stood the test of time.



ABOVE: An ex-Great Western 2-6-2 tank runs under the A4113 road bridge and past the camping coach on a passenger working. What would today's health and safety people make of this scene?

LEFT: Collett Goods number 2261 arrives tender-first with a parcels train. No doubt the fireman will have hosed down the coal in the tender to help keep the dust from blowing into the cab.



ABOVE: An ex-Great Western Collett Goods at rest in the yard. Has the fireman nipped over the fence to scrounge some apples?

MIDDLE RIGHT: Modern power, 1960s style, with Hymek D7017 awaiting access to the single line with a through working.



BOTTOM RIGHT: A sombre moment at Pedwardine Church as a funeral is taking place, with the coffin being carried in for the service. We can swap this for a wedding scene, sometimes a few times during operating sessions.



The layout uses Peco code 100 track, which, again, may be old hat, but when weathered and ballasted, still looks quite convincing and is robust. The wiring is installed for DC operation with isolating sections using Gaugemaster handheld controllers, but can easily be changed to DCC, like the rest of our layouts. We installed a DCC socket and, by switching all the section switches to “on”, it can easily be operated as DCC. This means we cater for all members’ tastes, and the layouts work fine on our Gaugemaster Prodigy unit. Point operation is traditional DC using toggle switches, and we use Tortoise motors mounted on homemade aluminium L-shaped brackets to reduce their depth and prevent damage. The signals are all Dapol units and are operational using push buttons.

Key features

The layout consists of a single line with a passing loop, which also has the two platforms of Pedwardine Forest station. A goods yard and dairy sidings are accessible from one of the station loops. A goods shed is located alongside the station platform, and both it and the station building are the aforementioned scratch-built items (the Western Region ones).

The station has working N gauge lights, which we found much more suitable than larger items. The dairy is also scratch-built in low relief, and the signal box is from a kit and has lights and a detailed interior.

Ludlow-bound trains enter the station from the left-hand side of the layout, passing through a cutting and under the A4113 road bridge into the station. There is access to the goods yard and dairy from this side of the loop, and pick-up freights will leave or collect wagons during an operating session. The trains continue under a footbridge and past Pedwardine Church into a short tunnel, then re-enter the fiddleyard. Knighton-bound trains, of course, do the opposite, entering from the tunnel on the right-hand side into the opposite platform. During an operating session, we usually keep one train in the platform until one arrives from the opposite direction. This is for the benefit of spectators at exhibitions, as they then always have a train to look at.

All of the locomotives and stock are owned by club members and must meet agreed presentation standards before being allowed out at exhibitions. This includes crew, lamps, real coal, etc., for the locos, and passengers inside the coaches and DMUs. All locos and rolling stock must be weathered, so the complete train has that “in service” look rather than straight from the box. These standards were mutually agreed by members some years ago. We think some exhibition layouts are spoiled by a mixture of weathered and unweathered stock, and bright, shiny road vehicles seemingly taken from their boxes and placed on the layout.



TOP LEFT: Not too sure what’s happening here. The climbers may be in trouble as an RAF rescue helicopter has arrived - but it may be, and let’s hope it is, a training exercise.



MIDDLE LEFT: One of the chalets in the forest holiday park. The family seems to have made their journey in an Austin A30 car. What’s the betting the first job is to put the kettle on?

BELOW: The scout group has set up camp, no doubt with permission from the owner of the field, and already has a good fire going. The scoutmaster seems to be dishing out his orders. The camping coach behind looks much more comfortable than those tents. Meanwhile, at the station, an ex-Great Western AEC railcar awaits the road.

“ Ludlow-bound trains enter the station from the left-hand side of the layout, passing through a cutting and under the A4113 road bridge into the station. ”





ABOVE: In the goods yard, Oscar Windebank's timber business is very busy today.



ABOVE: A happier scene at Pedwardine Church as the bride and groom pose for photos, while below, an ex-Great Western large prairie approaches the footbridge with a parcels train bound for Knighton.



About Ilkeston (Woodside) Model Railway Club

In the autumn of 1987, a group of railway enthusiasts began meeting to watch steam railway videos. Quite a novelty at the time. As the group expanded, talk of model railways between some of the group led to the decision to form a club. One member's parents were stewards of Woodside Social Club, and a room above the bar was rented, and early in 1988, the club was formed.

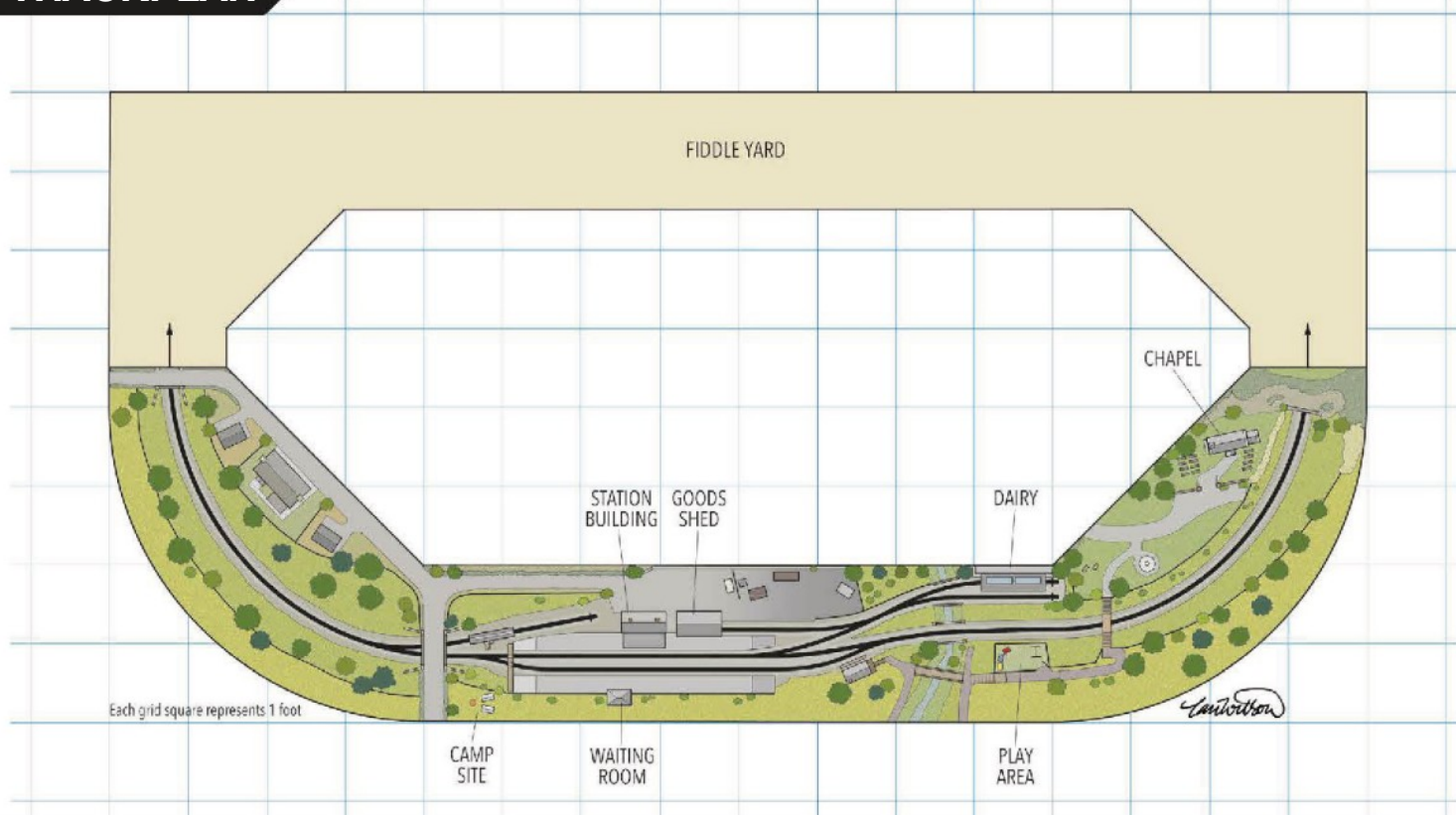
Three years later and a change of management at Woodside saw us evicted. A room was quickly found at the Railway Tavern, Langley Mill. Unfortunately, lightning struck twice and, after just three years, the landlord retired and the club found itself evicted for a second time.

A period of homelessness followed, with club items and baseboards being stored in members' homes. Meetings continued to take place at the Crown Inn, Heanor, but no modelling took place during this period.

A lifeline came when Heanor Miners Welfare Club offered to build a clubroom on their premises. In 1997, we moved into this clubhouse and it remains our home to date.

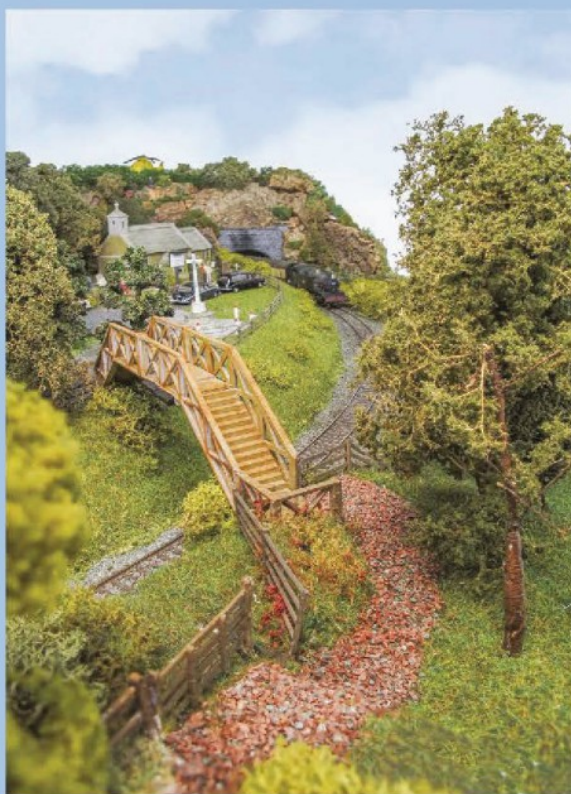
The club, like many others, has seen members come and go. Four original members remain, one recently returning to the fold. Our current membership is 14. In 2002, the club held its first show, which was a resounding success, and the club has produced several layouts including the legendary 'Cedar Park'.

TRACKPLAN



RIGHT: A view of the footbridge that crosses the line from the playground to the picnic area.

BELOW: Our old friend 6167 runs past the signal box on yet another parcels working.

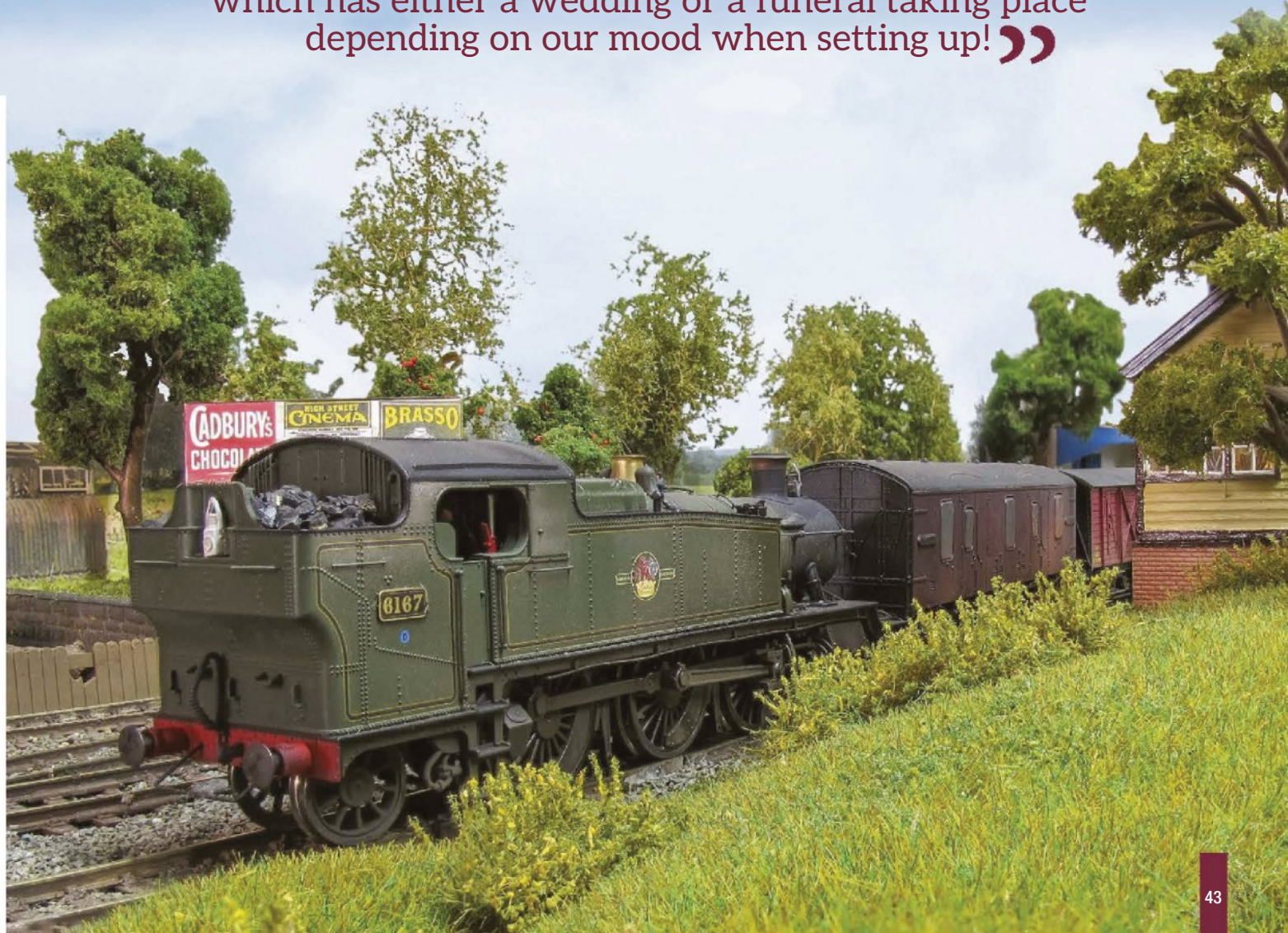


Creative cameos

We also agreed at the initial meeting that the layout would include various dioramas to keep the viewing public interested in between trains, and have included several such scenes, which always draw comment at exhibitions. From the left-hand side of the layout, we have a small holiday park with chalets and a small lake with various activities taking place. After the A4113 road bridge, where there is going to be a squeeze between the steam roller and trailer and the bus, the scouts have set up camp in a field overlooking the station, while on the opposite side of the tracks, a camping coach is stabled in a disused siding next to the Ludlow-bound platform.

The camping coach has a detailed interior, which is well lit by a coach lighting unit from Layouts4U. Unfortunately, it's rarely well-lit on the second day of an exhibition, as no one can remember to switch it off the previous night before we go home! Moving along to the station yard, Oscar Windebank has his timber business with plenty of activity going on. Next is Moofarm Dairies with tank wagons ready for loading. At the front of the layout, opposite the dairy, a play park is quite busy with various children's rides and a small miniature train.

“On the other side of the line is a small picnic area for ramblers to take a rest, and then Pedwardine Church, which has either a wedding or a funeral taking place depending on our mood when setting up!”





ABOVE: Another wedding at Pedwardine Church as an ex-Great Western prairie approaches the footbridge from the playground to the picnic area.

MIDDLE RIGHT: The traction engine and trailer and the local bus are going to have a tight squeeze to pass each other on the bridge. Meanwhile, an ex-Great Western small prairie passes below.

BOTTOM RIGHT: More action in the goods yard, with a pannier tank involved in some shunting.



On the other side of the line is a small picnic area for ramblers to take a rest, and then Pedwardine Church, which has either a wedding or a funeral taking place, depending on our mood when setting up! We usually swap the scenes over each day on a weekend show, or even at lunchtime, so spectators have something different to look at. Behind the church are some rock climbers who seem to be in trouble, as an RAF rescue helicopter has arrived - or possibly it's just a training exercise, who knows?

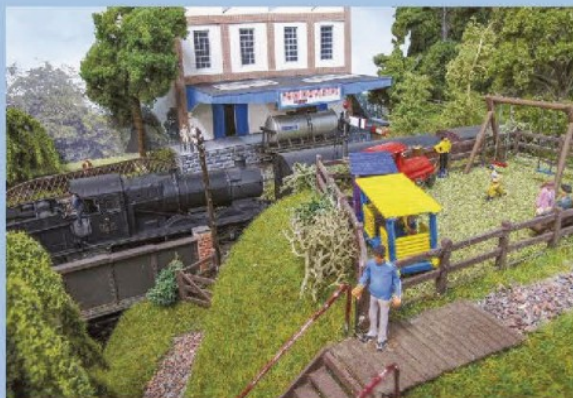
Rolling stock

Trains are mainly ex-Great Western-hauled, with a few London Midland and BR standard types appearing from time to time. As the period is the 1950/'60s, the odd early green diesel can and does appear, with ex-Great Western railcars providing local trains. There is a variety of excursion and local passenger trains, parcels, coal and mixed freight, and the pick-up freight, which will shunt the yard, leaving or collecting wagons for loading and unloading before continuing its journey.

The only alteration we have made to the layout is to install a lift-up section onto one side of the non-scenic curved boards from the fiddleyard. This was because the layout is operated from the

centre and some members were struggling to duck underneath. We have read various articles in model railway magazines about other layouts where a drawbridge or a lift-out section was employed. We decided on a drawbridge as the best option for 'Pedwardine Forest'. Modifying the baseboard was fairly straightforward, but aligning the track to the scenic board was the tricky bit of the operation. With the help of pattern-makers' dowels, bolts and clasps, we managed it successfully. Our shift changeover at exhibitions now has to be a military operation and timed to perfection, as trains are stopped and the drawbridge is raised for a few seconds.

The layout is more or less finished (or as finished as a layout can be). When not in use, it is kept in our storage container, so is subject to temperature changes during the year. It's fairly robust, so when we are preparing it for its next exhibition, we normally only have a few minor tweaks and repairs to carry out, although we usually find some small improvements to make, adding to the scenery and the like. We always enjoy operating it (despite it being ex-Great Western and annoying some members). We hope it will last a while yet and give pleasure to both the public and ourselves. ■



TOP LEFT: While Collett Goods 2261 passes the playground, a six-wheel milk tank awaits collection from the Moofarm Dairies siding.



MIDDLE LEFT: A camping coach resident is out enjoying some fresh air, while judging by the curtains, some others are having a lie-in.

BELOW: Superpower steam-wise, 6855 *Saighton Grange*, proudly showing express headlamps, arrives at Pedwardine Forest to await the single line to Ludlow on a through working.

“ Our shift changeover at exhibitions now has to be a military operation and timed to perfection, as trains are stopped and the drawbridge is raised for a few seconds. ”



Getting Practical with...

TOOL of the MONTH

Got a practical question?
Get in touch.
Email: BRM@warnersgroup.co.uk



Pipette

At 40p each, possibly the cheapest and certainly one of the most useful tools to have around the modelling bench. A plastic pipette is just the job for applying dilute PVA to ballast in a controlled way. It's also handy for adding thinners to paint, or water onto transfers when applying them. I favour the 3ml version for all-round use. Sometimes they block up or you need a wider spout. No problem, just nip the end off with a knife and your custom tool is ready to go.



Ask Phil

How do I make my layout look bigger?

Try putting a mirror at the end. Look at this photo of Palin's Yard, from BRM June 2023. It's not obvious, but there is a mirror running down the middle of the street, making this 8ft long layout look considerably longer. A second mirror along the end of the building doubles the length of the street. Using mirrors requires a bit of planning and some well-placed view blockers, so viewers aren't looking at their own reflection, but it can be very effective.

New on the workbench

4 and 7mm scale Telephone box kits

If you model British railways in the run-up to 1985, you will need a red telephone box or two. Even after the introduction of the KX series kiosks by BT, red boxes have remained part of our street scene. The latest firm to help us model these iconic structures is Dart Castings (www.dartcastings.co.uk), who produces 3D prints of both the K2 (introduced 1924) and K6 (1935) versions, with a K8 (1965) to follow. Printed in resin and supplied ready-to-assemble with no print supports, they include a detailed interior, which is separate to aid painting.





Chris Ford



Michael Russell



Phil Parker



Ben Bucki



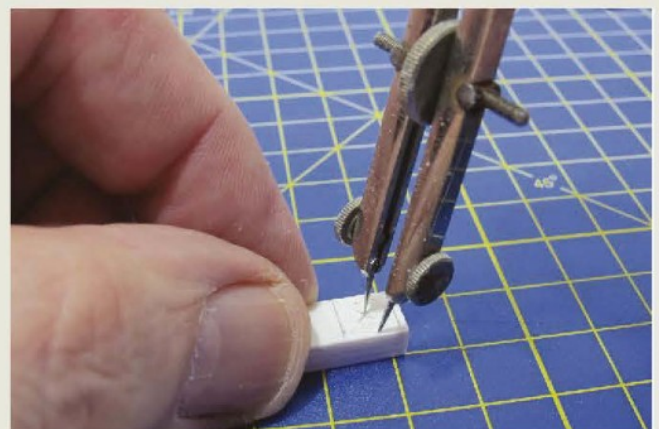
Steven Draper

Making a house eco-friendly

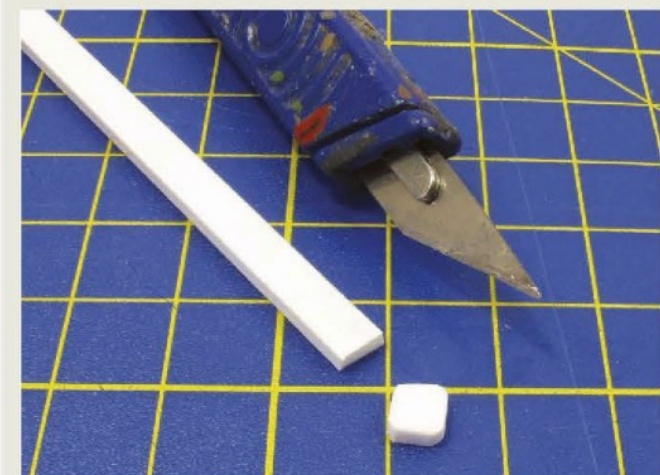
We are all being encouraged to do our bit for the environment, so it's only sensible that the buildings on our layouts reflect this. Fortunately, as modellers, we only have to worry about the visible changes. There's no need to pack the rafters with insulation; that can be kept for making miniature hillsides!



1 Starting at the top, we'll fit some solar panels on the roof. These are from Shedring Hobbies (shedringhobbies.co.uk), and are supplied ready-to-use. A bulky glue, I'm using UHU, is a good idea to stick them to the tiles. Don't forget that in the UK, the panels should face south.



2 As far as I can tell, no one makes a ground source heat pump, so I made my own by laminating sheets of Plastikard to produce a box 5.5mm thick, with a face 18 by 9mm. Scribing the fan is carried out with a pair of compasses, which is then painted grey to highlight it.



3 Of course, we will be needing an electric car charging point. These vary in size a lot, so I just used a piece of 4.8mm wide Plastruct and smoothed the corners of the square. The charging cable is made from a length of fine plastic-coated florists' wire.



4 Here we have a 1980s Hornby house kit upgraded for the 21st Century. All of these are little jobs perfectly suited to a few minutes' modelling time grabbed in the evenings. By the end of the week, you could upgrade a whole estate!

Getting Practical



Building a general store



Ben Bucki

I'VE A lot of time for the Dapol, ex-Airfix, kit range. In one form or another, they've been gracing layouts for many decades and provide a low-cost introduction to constructing model buildings. In these days of resin ready-to-plant buildings, 3D-printing and laser-cutting, there's still a place for these kits; they're quite versatile, lending themselves to modification and detailing to

raise them above their origins. Needing a seaside gift/toy shop for a micro layout project, I was keen to try personalising one of the more common kits in the series, the General Store...

I've really enjoyed building this; it requires a little creativity and care when dealing with things like the warping of the soft plastic. If that's an issue, though, try hunting down unbuilt Airfix-era releases second-hand (model railway shows are good for this). But basic as these kits are by 2026 standards, they were well-designed in their day and make an excellent basis for customisation, or even just as a beginner's introduction to making buildings in 4mm scale.

WHAT YOU NEED

Citadel

Acrylics: Mourmfang Brown, Skrag Brown, Doombull Brown, Celestra Grey, White Scar, Abaddon Black, Mephiston Red, Phalanx Yellow and Macragge Blue

Dapol

C019 General Stores
C022 Station Platform (for the pavements)

Humbrol

Polystyrene Cement

Javis

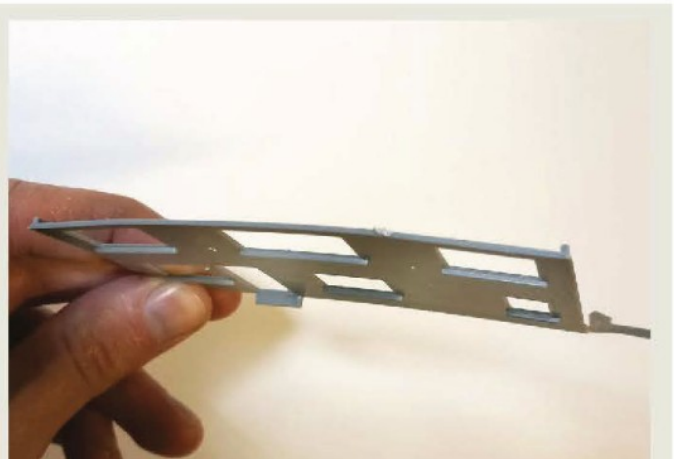
Plastikard .5mm, black

Other

Spray Primer, dark grey, Plastruct no.90604 (hollow tube), Plastruct no.90102 (solid coated wire), 1mm Mountboard, 3mm Foamboard, 6mm MDF (from scrap bin), superglue, Rocket PVA, coping saw, razor saw, various files, craft knife, steel rule and various brushes



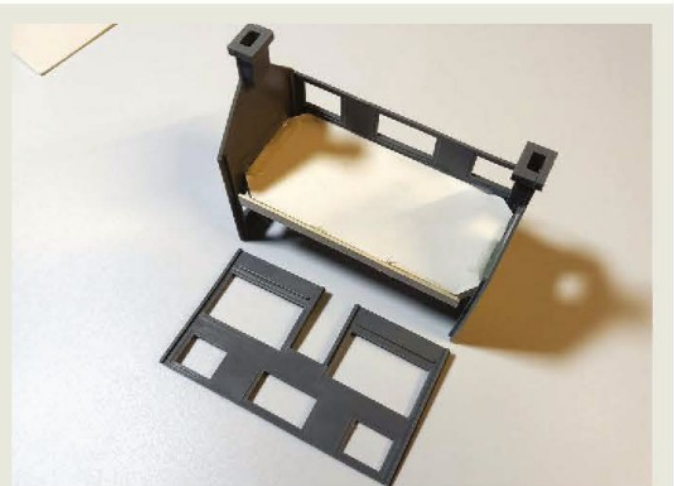
1 The kit, straight out of the packet; not too many parts, it's easily achievable to build a basic take on the shop in a single session, and there's also printed signage and details to go inside the windows.



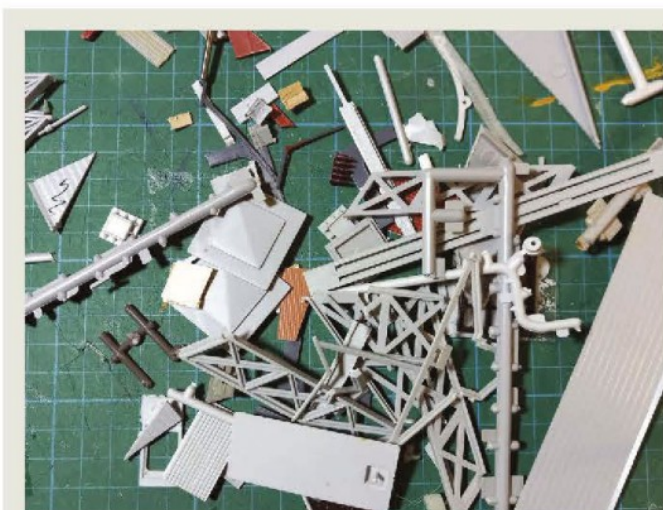
2 The common problem with these kits is warping. To preserve the decades-old tooling, Dapol uses a soft, recycled plastic. It can lead to excess flash that needs careful trimming with a blade and slight warping of components.



3 The walls were the main offenders - I soaked them for a few minutes in a tub of hot water, then manipulated them by hand to straighten them out as much as possible, repeating the process where necessary.



4 As it comes, the building is totally hollow, so to add structural rigidity (and help further to cure the warping), I used some scrap 3mm foamboard and 1mm mountboard (card) to make an internal floor.



5 For detailing and modifications, I turned to my scrap box. I've been modifying Airfix/Dapol buildings for years, and have quite the stash of spares to draw on. You could equally scratch-build from Plastikard.

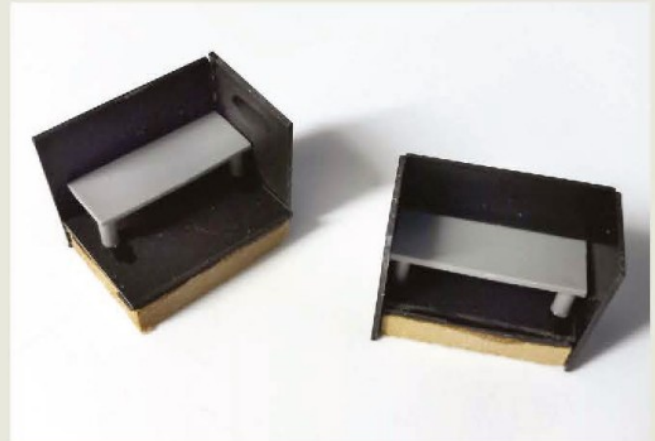


6 Using more card, I added some very basic representations of upstairs walls, so that you couldn't see right through the structure. I also added two extra doorways to the sides, one bricked-up (to hint at an older, modified building).

Getting Practical



7 The shop was undercoated in sprayed primer and painted with Citadel acrylics. I picked out a few bricks in different shades, and the lintels, then washed the walls with Nuln Oil to pick out relief details in the moulding.



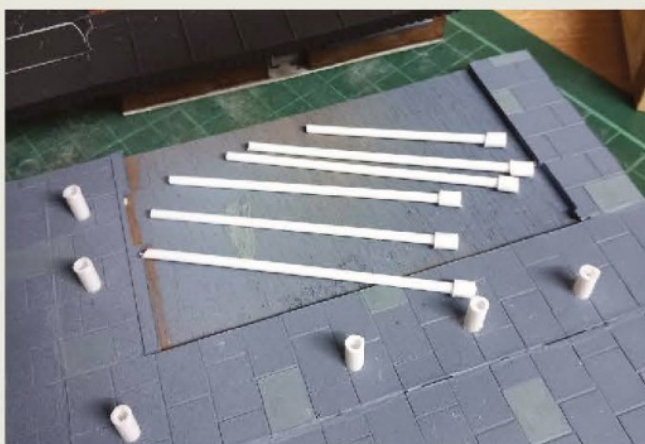
8 I used the basic paper window displays in the kit as a template to make some sturdier shelves from Plastikard and MDF. The grey shelves are the original bases for the kit's window displays.



9 More raiding the scrapbox, for the chaotic jumble of toys to go in the windows. Beads, aircraft-kit wheels, small toys, bracelet charms; also photographs of some of the props from our simulated children's ward at the teaching hospital I work at.



10 The frontage looked a little stark, so, inspired by the seaside shops at Llandudno, I decided to add a canopy. You could scratch-build this, but I went for parts from the Dapol railway station, as I had some in the bits box.



11 The supporting columns were made from two thicknesses of styrene rod; having made a pavement using the Dapol Platform kit, on a plywood base, holes were drilled to accept the larger diameter rod, cut to represent bases.



12 Thinner rod was then inserted for the main columns, and after they were glued into the underside of the canopy, the excess was trimmed away. At this stage, I was still trying to decide on a colour scheme for the posts and canopy.



13 Jolly things up a bit with a splash of colour on the canopy. The containers for the beach toys were knocked up from bits in the scrap box, and odds and ends of Plastikard.



14 Signage was custom-made, printed on a normal inkjet printer and stuck onto Plastikard before mounting around the building. Also visible are some floats, which were cobbled together from broken Airfix toy animals and bomber-plane wheels.



15 The shop, effectively finished. Odd bits of it are still warped slightly (especially the roof), but hopefully, it adds to the character of an old building. Likewise, the signage, canopy and glossy beach toys, offset the otherwise dull colours of the structure.



16 The completed building set into the diorama, which will eventually be incorporated into a micro layout set on the Cambrian Coast. It brings back happy memories of childhood visits to places like Barmouth and trips to the seaside with my own kids.

Limited Edition JSModels Multi-Purpose Shed Kit



Limited Edition JSModels Multi-Purpose Shed Kit, available in both stone and brick finishes
Get your Limited Edition kit today by visiting: www.brmm.ag/jsmodels

Getting Practical



Order your Port of Par in this exclusive NCB livery from: www.brmm.ag/locomotives

Weathering our Port of Par EXCLUSIVE



Steven Draper

THE WORLD of Railways Exclusive Rapido Port of Par, finished in NCB lined blue, is a cracking little model straight from the box, compact, full of character, and more than capable of

earning its keep in untouched condition.

Place it at the head of a rake of Accurascale clay wagons, though, and things start to get really interesting, especially once a bit of honest wear and tear is brought into play to reflect the hard-working realities of Cornwall's enduring china clay traffic. It is a combination that naturally lends itself to a micro layout, or a well-observed cameo within a larger scheme, and one that has no doubt crossed many minds.

This practical shows that achieving convincing layout-ready-results is well

within reach, whether you are finding your feet or have a fair few projects behind you. The techniques used; layered washes, careful dry-brushing, subtle filtering, gentle polishing and the restrained use of weathering powders, are all regularly explored within BRM and World of Railways.

While faster methods exist, particularly with airbrush-led workflows, these require a high level of experience and control to achieve the same subtle, realistic finishes. Working more gradually, building effects up in layers, gives you time to read the model as you go, adjusting and refining until it looks right.

For most of us, that measured pace is part of the appeal, allowing confidence to grow with each stage and leading to stock that sits comfortably within the muted, work-worn character of yesteryears' Cornish clay scene.

WHAT YOU NEED

Accurascale

Clay Open 13T Fitted wagon set (ACC3802 - Triple Pack D)

Modelu

Port of Par driver

Mr Hobby

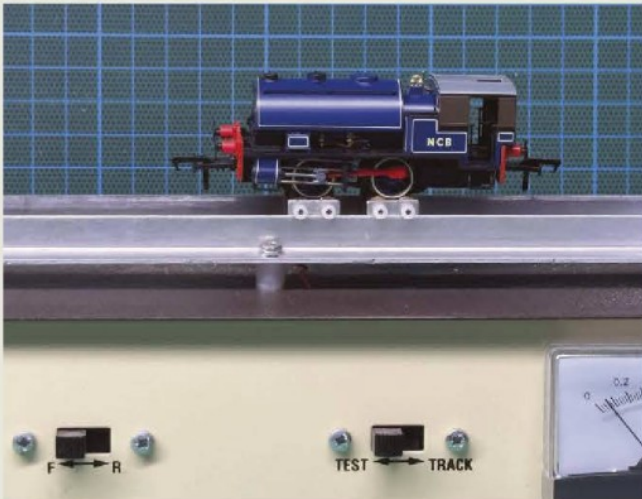
Matt and Gloss varnishes and thinners - Airbrushed

World of Railways

Rapido Exclusive NCB Bagnall (OO)

Other

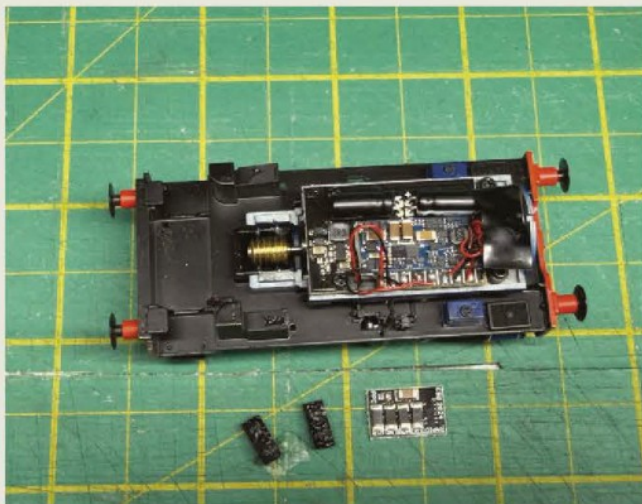
Acrylic and/or Enamels: White, Black, Brown, Tan and Gun Metal. Thinners, retarder, a selection of soft brushes, screwdriver, loco cradle, spludger, T-Cut or similar, sound chip (optional)



1 Test and run the loco in first. Any faults are far easier to resolve before weathering begins. A rolling road is ideal if a continuous loop is not available.



2 Undo the screws underneath to remove the tank top for DCC fitting; using a spudger helps. Working on the model in sections can make handling and weathering easier.



3 Remove the blanking plate and very carefully ease wires aside before fitting the Next18 decoder. Test once again, but be careful not to become distracted - it sounds great!



4 Remove the tension-locks if fitting link couplings. The keeper plate comes away easily, allowing blanking plates to be fitted flush into the bufferbeams.



5 Use reference photos to guide the finish. These locos were generally kept clean, similar to heritage railways today, with wear and grime building in specific, subtle areas.

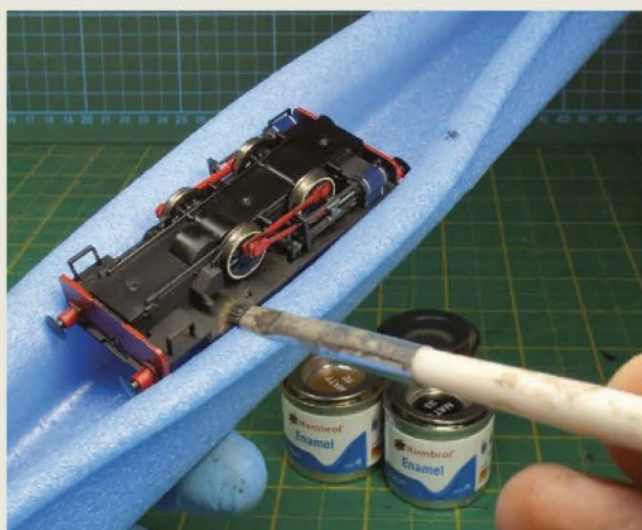


6 Ideally, apply a gloss coat to protect lining and prepare the surface. Thin well and spray lightly at low pressure, or from a can - then allow a couple of days to cure fully.

Getting Practical



7 Next, dust a light matt coat to the running plate to help powders adhere. Protect the electronics and ensure good ventilation when using solvent-based products.



8 Stipple a mix of black and tan, enamels are better, into the chassis with talc to represent built-up grime. Work gradually and power the wheels periodically during the process.



9 Create the oily rag effect by lightly polishing the blue surfaces with T-Cut or similar, using cotton buds or similar. Repeat, adding small amounts of dark oil paint and powder.



10 Soot builds up very quickly on steam locos and this can be recreated with weathering powders gently stippled onto the boiler, then lightly feathered with a soft brush.



11 Paint a driver figure. Build colour in layers, then enhance depth with a wash of darker colour finish by dry-brushing a lighter colour or simply dust with light weathering powder.



12 Reassemble the loco. Finish with subtle powders on upper surfaces and add real coal to the bunkers, couplings and other details to complete the working appearance.

Wagons



13 Remove the NEM pocket screw to separate the body and chassis. This improves access and makes handling during weathering much easier.



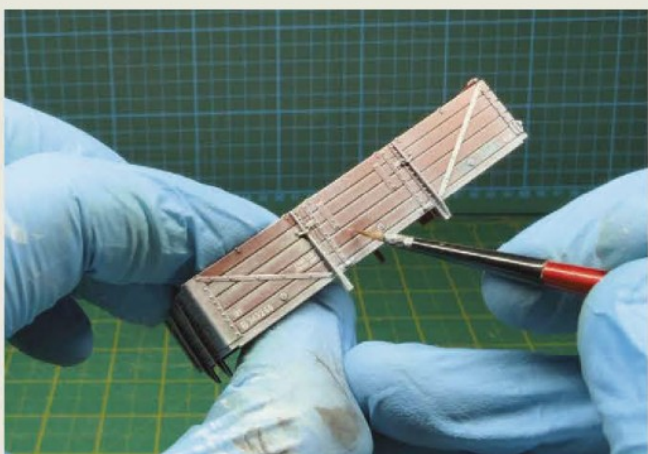
14 Apply a light coat of matt varnish to provide a key for later layers. Without this layer, the powders and paints don't really stick to the model. The wheels are sprayed brown.



15 Use a thin dark brown pin wash to pick out plank lines and detail, allowing it to flow naturally into recessed areas. Apply to the wheels, too.



16 Dry-brush the body, chassis and tarpaulin to lift detail and begin building tonal variation, focusing on areas where clay would accumulate.



17 Apply a white filter layer to the chassis, planks and wheels by damping small areas with thinner and working in tiny amounts of thinned paint, building a soft, layered clay effect.



18 Reassemble and fit couplings. Use powders to add rust, grime and clay tones, finishing with gun metal on buffers to tone everything together.



Refurbishing a second-hand carriage



Michael Russell

THE STARTING point for this project is the more common Tri-ang/Hornby Mk. 2 carriage variant that has an all-plastic bogie mounting system. The body retaining screws (these are visible through the windows) are also replaced. The existing carriage end handed locating tabs, which help to orientate the body the correct way around on the chassis, are retained. To achieve the lower ride height, you also need to fit new wheels, and the Hornby 12.6mm items are ideal, and the plain ones, R8096, look best.

You can model the carriage as a Mk. 2 with vacuum brakes and sliding end doors or the later air brake-fitted 2a version with folding doors (note: there are a few exceptions). The door

colour and interior decor vary, too, and some research is required with one of the specialist books on the subject or a trawl of the Internet.

If you intend to respray the model, then it is best to do so after these modifications have been carried out.

The carriage may not be up to contemporary standards, but it does date from 1968! The changes made are a huge improvement and may make the carriages worthwhile retaining on your layout. I am quite happy to run them on mine, although this is partially for sentimental reasons, as they remind me of my childhood. Replacement flush glazing would be another big improvement you could make.

The printer files used in the production of this model are available for download at printables.com/@MJRailway_3705112

WHAT YOU NEED

HMRS

BR steam-era loco and coach insignia sheet

Hornby

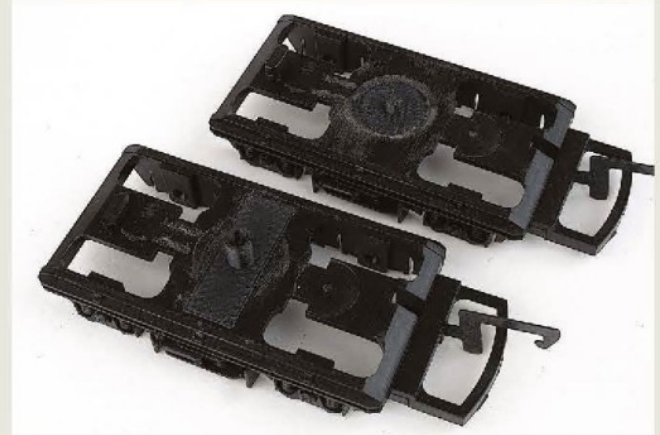
Mk. 2 carriage (second-hand)
R8096 Hornby 12.6mm wheels

Other

STL files for 3D-printing, superglue, red and yellow enamel paints, brown, blue, dark grey and cream acrylic paints, aerosol primer, side cutters, coarse and fine files, pliers, modelling knife, razor saw, 1.4mm, 5mm, 6mm and 7mm drills, FDM 3D-printer with black PLA filament.



1 To remove the bogie, squeeze the top of the pivot with pliers. Snip as much of the pivot off as you can and then file the top until it is level. Use a coarse file first and then swap to a finer one.



2 Push the new bottom spindle through the hole in the bogie, then attach the spacer on top with superglue. You could add extra washers if you wanted to raise the ride height, if, for example, you were using larger-diameter wheels.



3 Glue the bearer on the underside of the carriage chassis using superglue and clamp until set. Now return the bogie to the chassis and glue the retaining pin in place, being careful not to get superglue on the pivot.



4 Moving the brakes in line with the wheels makes a big improvement. While the bogies are off, cut off the existing brakes using a knife and razor saw. Drill 1.4mm holes and glue the brake pieces together and then fix in place.

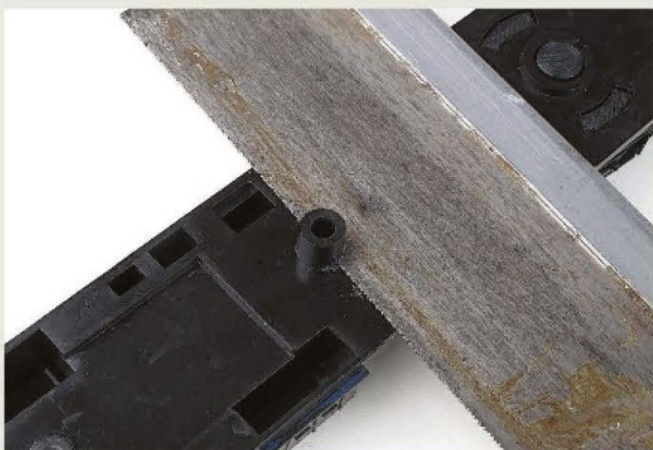


5 Add the interior to the body ensuring the divisions match the carriage sides/windows. Glue the locating tabs in place next to the seats that are closest to the old screw mounting mounts, but nearest to the carriage ends, ensuring you do not get any glue on the interior pieces.



6 Hold the body up to the chassis (ensure correct orientation) and mark where the new locating tabs cross the chassis. Now, cut the top edge away to match and file the chassis sides to accommodate the new tabs. Ensure the tab location avoids chassis detail, such as battery boxes, etc.

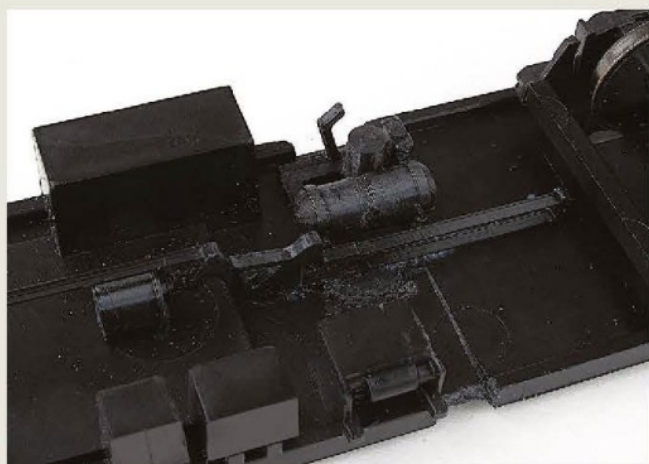
Getting Practical



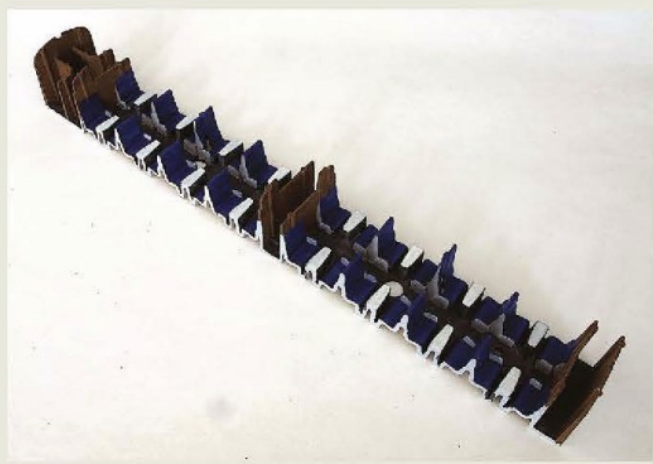
7 Use a razor saw to cut off the screw mounting point flush with the top. Drill the hole out; start with a 5mm drill, 6mm and finally 7mm. Tidy up underneath with side cutters and a knife and then glue the new locating peg in place flat to the chassis underside with the hole facing downwards.



8 Glue the air/vacuum cylinders in place on the brake rod. Glue the assembly in place on the chassis using the locating pegs provided - it is handed and only fits in one way. Enlarge the fitting holes slightly if the fit is tight.



9 For the 2a variant, glue the two pieces of the air cylinder together, glue to the frame, adding the lever, too. Now glue to the underside of the carriage.



10 Spray the interior moulding with primer and, when dry, paint with acrylics. The earlier Mk. 2s had wood trim, later ones swapped to other materials. Paint the chassis locating pegs to match the floor. You might want to add passengers, too.



11 Glue the doors in place at the carriage ends, having painted them with primer and an acrylic topcoat beforehand. Paint the shock absorbers and axlebox covers red and yellow respectively using enamel paint.



12 Add decals, ensuring that you match the carriage type, in this case, a TSO. I used those provided by the HMRS. You may wish to repaint the carriage before this step, particularly as some models have a purple tint to the blue plastic.



Build a summer fair



Ben Bucki

THE SCHOOL fair, village gala, church fete; common throughout the country, it's often a focal point for a community in the spring or summer. Living in West

Yorkshire, it seems most of the towns and villages hereabouts host one, and I've attended many over the years, both with the family and also as a leader with our Scout group. These events tend to be broadly similar, with tents for the competitive showing of some traditional hobby (pets, crafts, flowers, plants and vegetables), games stalls (hook a duck, tombola, bottle-pull... basically anything which involves trying to win a giant cuddly toy) and fun activities for kids - things like space hopper racing, sack races or the good old egg-and-spoon race, bouncy castles or other inflatables, maybe some smaller fairground-type

rides. The Anglesey village where my parents live hosts a particularly good one, complete with a parade through the main street. Quite often, such galas raise funds for the village, the church roof, the school, the local lifeboat station, mountain rescue unit, or maybe it's just a way for the village to share something with their community.

From a model-making point of view, it's a nice way of filling a space on a layout with colour and life. Figures engaging in these activities, and lots of little details for people to spot, make for an interesting scene (and the potential for a game - including a sheet for visitors, with things like 'spot 10 teddy bears' or 'spot the kids on bikes'). There are kits out there to assist with setting up the sorts of things you'd see at a village fair, but also a lot of scope for scratch-building and kit-bashing, improvisation, personalising the scene, and just a lot of fun modelling. This article is my own interpretation of a fun village fair.



The diorama represents the summer fair of the fictional St. Morvyth's Village Primary School (for my under-construction light railway layout in OO). I was going for a colourful, fun vibe, though it could really do with about another 100 figures to give it more bustle!

Getting Practical

WHAT YOU NEED

Citadel

Acrylics: Mournfang Brown, Celestra Grey, White Scar, Abaddon Black, Mephiston Red, Phalanx Yellow, Macragge Blue, Technical Nihilakh Oxide, Nuln Oil, Warboss Green, Agrax Earthshade

Gaugemaster

GM454 Fordhampton Marquees, 'Summer Scenic' Grass Mat, GM139 Flowerbeds Blue/Yellow

Javis

No.2 Mid Green Coarse Grass

Langley Miniature Models

N scale animals, various

Metcalfe Models

PO510 Picnic Tables

Slater's Plastikard

Evergreen Channel no.265 and 263
Evergreen 3/32" Tube no.223
Evergreen Square Tube no.252
Plastruct 90604 3.2mm tube

Hornby

Platform Fences, 00 stone walls

Wills

SS37 Market Traders Barrow Stalls

Woodland Scenics

Bushes (Light), Lichen (Medium)

Other

ERTL Mini Thomas the Tank Engine toys, Marklin Z scale flexitrack, Fimo-brand oven-baked clay, permanent markers (brown, grey, black, green, blue), Rocket Adhesive PVA, Pritt-Stick, second-hand trees, UHU Wood Glue, sewing thread, hot glue, superglue, second-hand figures, scrap MDF, Ply, 3mm Mountboard, plastic for groundsheets (upcycled from packaging materials), round-headed map pins (various sizes), craft knife, Swann-Morton Scalpel (sizes 10 and 22 blades), scissors, steel rule, engineer's square, razor saw, cutting mat, hot glue gun.



1 The Gaugemaster set contains three similar, but distinct, designs: one large marquee, and two smaller square tents, with a bit of variety in how the canvas fronts are rolled up. One thing to note: they're to HO scale, so a little small for OO figures.



2 For the larger marquee, I used Gaugemaster flowers in clumps and rows to make a display. The benches were wooden lollipop sticks and coffee stirrers, though they had to be built quite low to still be visible through the front of the HO tent.



3 The tents are designed to allow guy-ropes to be glued under the separate roof, before they're fitted to the main structure; this was a somewhat fiddly step in the build. In the end, I used sewing thread and a needle to get the 'ropes' through the static grass sheet, then glued in place to secure them to the base.



4 Each tent (like most elements of this build) was mounted on separate boards of 3mm MDF and static grass sheet, to be blended into the main diorama later. A sheet of thin plastic packaging material made for effective-looking groundsheets.



5 Two of the tents were left white, but weathered with washes of watered-down acrylics to bring-out the nicely-moulded relief details in the plastic. Suitable custom signage was created to add a bit of identity to each one.



6 With the brief to make a summer-themed gala, I used the third tent as a changing facility for an 'inland beach', something I've seen at a couple of events the last few years. Paddling pools were fashioned from modelling clay (more on which later).



7 I had a couple of packs of the excellent Metcalfe picnic benches to use for the refreshments area. While a little fiddly because of their size, they're as beautifully made as any kits by this firm, and go together nicely.



8 I left off the umbrellas that came with the benches, partly because they'd have needed a bit of weathering to tone down the printing. I added a couple of suitable diecast vehicles from the Oxford range, and an old Metcalfe cricket pavilion as a tea hut.



9 A recent event I attended had a short, portable miniature railway line as an attraction, and I thought it would be fun to incorporate one into the diorama; these vintage Ertl Thomas the Tank Engine range toys would form the basis for the train.



10 Various bits of scrap Plastikard channel and section were used to beef-up the carriages and provide seats. In hindsight, I probably should have added some handrails from staples or similar, too.

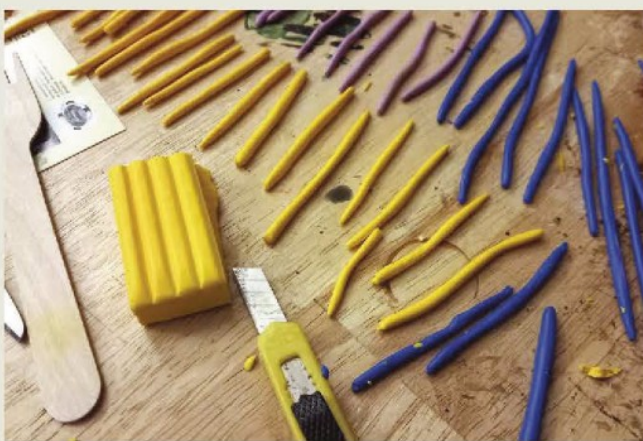
Getting Practical



11 For the track, I initially tried scratch-building from Plastikard section to create the look of temporary track panels, but it warped too much. In the end, I re-spaced the sleepers on a length of scrap Marklin Z flexitrack.



12 The miniature railway in-situ. I quite like this element of the build, and I'm thinking of returning to the idea but making it a working feature. A simple electronic shuttle unit and modified Z scale stock would give a bit of movement and interest on a layout.



13 I thought the fair needed a bit more kitsch and colour adding to it, so used bake-in-the-oven modelling clay to make some large inflatables (a slide, and a bouncy castle), with the remainder used to make the paddling pools for the inland beach.



14 The various elements ready to go in the oven to harden. This is good, fun stuff to use, and we often use it with our Scouts for craft projects. It had the benefit here of not needing much painting afterwards, too, speeding up the build a bit.



15 Some light painting of logos and patterns was added to give it a bit of character, and a light wash of acrylics to bring out the shadows and add weathering to where the people would have stood and bounced.



16 The large inflatable slide was based on one seen at the Cemaes Village Carnival, though in hindsight I should have added some guy-ropes as well. A mix of OO scale figures for parents, and HO scale figures to represent kids and teenagers, were finishing touches.



17 For some of the game and craft stalls, I used four of the Wills/Peco market barrow kits as a base. I discarded the wheels, using various scraps of Plastikard channel and strip to make legs instead (which would be mostly hidden by paper to represent canvas covers).



18 For the prizes at the stalls, I would need some large cuddly toys. In the end, I used N scale animals (dogs, foxes, rabbits, donkeys and ponies) from the Langley Models range, which worked a treat.



19 The Tin Can Alley stall had cans made from lengths of Plastikard rod; paper, coloured with markers, was used to make canvas covers. The various N animals were painted in gaudy colours to make it clear they're plushies, not real livestock!



20 The various stalls; a bottle-pull - based on one our Scout Group used to take to galas - the Tin-Can Alley, a Teddy Tombola, and the perennial favourite, Splat The Rat, made from bits of Plastikard scrap (and a spare N scale squirrel!).



21 The stalls were finished off with more custom-made signs. Incidentally, most of the Scout figures for sale are boys in traditional 1950s garb, so I repainted various child/teen figures to better represent the mixed-gender Scouting of modern times.



22 The final touches include things like balloons (made from map-pins), inflatable toys (repainted plastic balls and rubber O-rings), the large teddy prizes, and the custom-designed signs, along with the careful cameo posing of figures at play to give it life.



Build a Low-Relief Cottage



Chris Ford

IT'S GOOD to try new things, and for me, this was a new thing. In recent times, I've been immersing myself in laser-cut ply kits (also a new thing), but here was something different again. Essentially, MDF gift-

wrapped in brick paper. This company has a long-term reputation for excellent printed building sheets and this is a logical extension in giving you the carcass of a building in a very solid building shape in laser-cut MDF, along with a set of printed papers to be cut out and applied to the built-up building. Sounds simple? I'll be honest and state that I thought this would be a fairly quick build and that I could get it done in one session.

Confident moi? What actually happened was that I got caught out in a couple of places, which will be revealed as we continue.

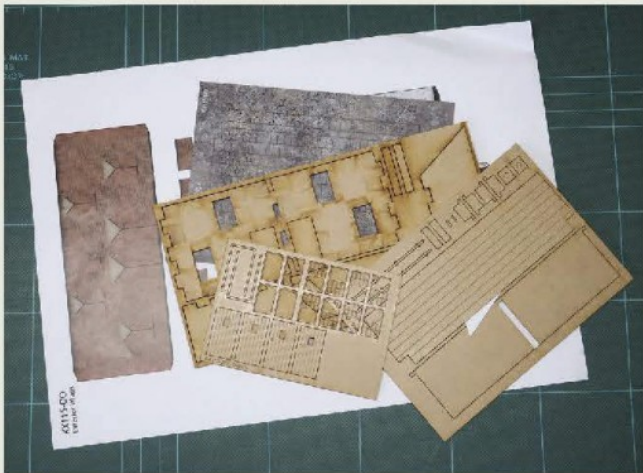
There are, however, a couple of instances where the order of construction is open to question. I'll let you decide if my opinion on this is well-founded or not. Generally, though, it does go together as hoped and, because it is quite basic, it will take a bit of polish if you so wish.

The kit will require extra detailing and I'm thinking pipework on the outside for an indoor bathroom, curtains in the windows and nets for the ground floor, while some wall-tie plates from the Wills building details pack would add a little relief to the front wall. Though this is designed to sit on the backscene, so sometimes keeping things low-key may well be the best way forward.

WHAT YOU NEED

Scale Model Scenery
KX115-00 Low-Relief Cottage.

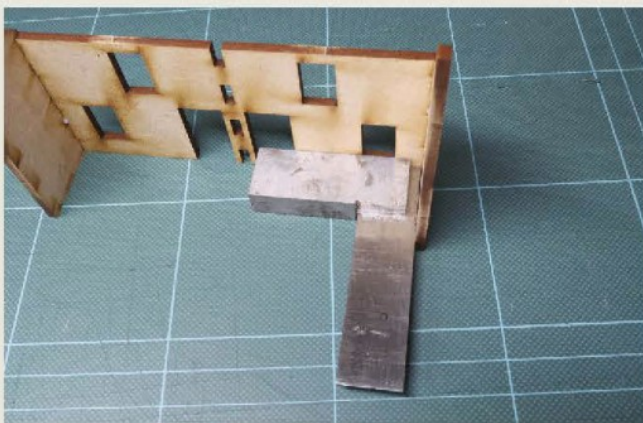
Other
Rocket card glue, Pritt craft paste, UHU, scalpel, small file, steel rule and various paints.



1 What you get in the pack: an instruction sheet, a fret of cut 3mm thick MDF building parts, two frets containing windows and other detail parts and an A4 sheet of printed papers with two finish options: a red brick and a whitewashed rough render.



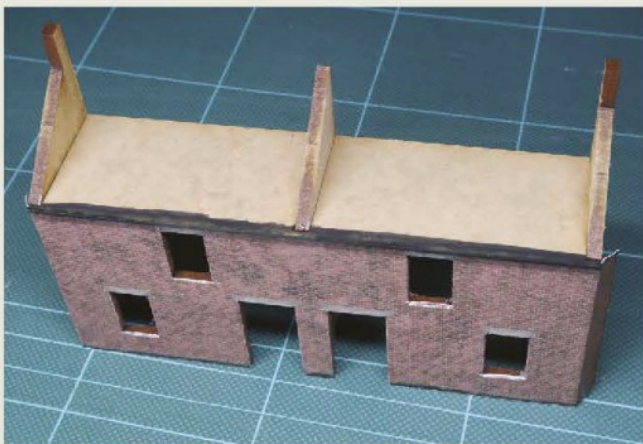
2 The wall parts simply 'pop' off the fret with a little thumb pressure. Two or more tiny tags are left on the part. To ensure a good fit, I carefully took these off with a small file.



3 I did question the next move, but carried on following the instructions. This is an unusual tack for me, but in this case... The fit is perfect and all I did extra was run a small square into the corners and set the walls against this while the Rocket card glue went off.



4 The next move is to cut the front wallpaper from the sheet, add it to the wall (I used Pritt stick rather than the suggested UHU) and wrap the window and door flaps around the reveals. This didn't go well. My initial thought was that this quite fiddly part would be better carried out flat. And so, it was.

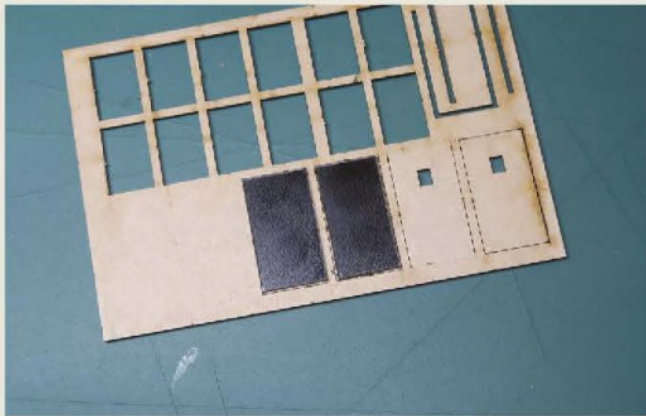


5 In full instruction butchering mood, I added the inner roof before instructed to firm the whole thing up. Again, perfect fit, and I'd run some GWR loco green for the gutter along the front edge prior to fitting.

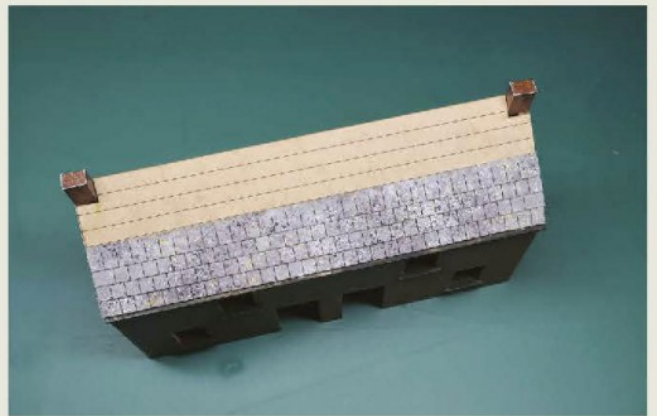


6 With the front sheet side flaps stuck down, I was off and running and I got the side papers on and trimmed the top edge. Wrong! I couldn't see this mentioned anywhere, but a millimetre or so of brick is required to hang above the roof line at this stage.

Getting Practical



7 With the door frames on and the doors painted on the fret, I ignored the inner door pieces and used my normal cheat glazing of black Plastikard. Later, I realised that this wasn't really necessary if the building was against a backscene, thus killing any internal light. Are we up to mistake three now? I make that 3:1 to the kit so far.



8 And onto the slate work and error 4 (though this could be contested). The slate rows are on a pre-cut sheet, and very nice they are, too. These are pinged out with a scalpel and are laid one at a time using the lines on the now-fitted roof as a guide. This was all going very well at this stage; I was winning.



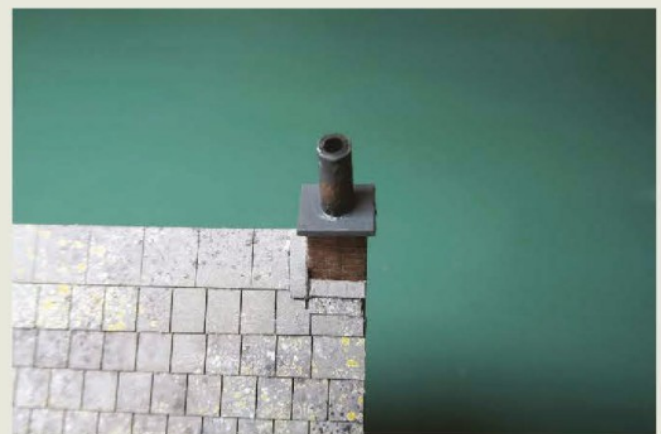
9 Despite following the guidelines, by the time I'd got to the top and the row with the end cut-outs, I was 2mm short of the chimneys and had to bodge it with some flashing cut from the slate fret. The sash windows are a three-part sandwich, and these were made up and painted.



10 With the sill parts already stuck in, the made-up units were dropped into the apertures. Perfect fit. With my Plastikard cheat now abandoned, these were glazed using the Rocket card glue with the included clear sheet, all cut to a 10mm x16mm size.



11 At this point, I had capitulated; confidence now vanished. I added the downpipe on the left and cut the letter boxes from the fret, which were just laid on the doors. These were painted a coppery brass colour and this time I stuck them on with the recommended UHU.



12 For the final step, the chimney tops were added and painted German Grey and the paper pots were cut from the printed sheet and rolled around a cocktail stick. Not my preferred method; I'd normally use the equally cheap Biro refill tube and a lick of paint, but I'm happy with the result.



Use Model Scene and VMS to bring incredible realism to your layouts and rolling stock



- Bring some extra realism to your farm layouts
- Trees, Foliage, weeds, both land and water plants, living & fallen leaves
- Ready made scenic mats – in different seasons and terrains
- Wooden out buildings, fences and accessories
- Scatter materials – different colours, styles and lengths
- Available in all common modelling scale including 1/35 and 1/48

- Weathering & diorama products
- Glues
- Surface treatment products
- Airbrush / brush paint preparation and cleaning

Contact Albion Alloys for details of your nearest dealer:
tel: **01202 511232** email: **sales@albionalloys.co.uk**



WORLD OF RAILWAYS CLUB

Sign up to the World of Railways club!



Get the latest railway modelling news



Free modelling articles, techniques, reviews



Upcoming railway modelling events, near you



Great competitions

JOIN FOR FREE TODAY

www.world-of-railways.co.uk/account/register/

Books from the RCTS

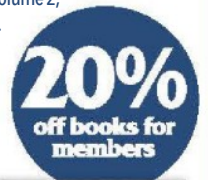
Here's just a small selection of what's available:

Modern Traction Locodata Vol 3

The complete allocation, naming and disposal history of Classes 50, 52, 53, 55, 58 & 60. Card cover, 172 pages. **£18.** Also available: Vol 1, Class 31, Volume 2, Classes 24, 25, 26 & 27 **£15 each.** All with many photographs.

Observing the Railway in 2025

A pictorial history. Hardback with 152 images. **£20.** Editions for 2022, 2023 & 2024 also available.



£4 postage and packing for as many books as you like!

Order at rcts.org.uk/shop-for-books/ By Post: RCTS Sales, 16 Welby Close, Maidenhead SL6 3PY, (Cheques made payable to Railway Correspondence & Travel Society)



RCTS is a charitable incorporated organisation, registered with the Charity Commission for England and Wales. Registered Number 1169995



QR CODE [HTTPS://RCTS.ORG.UK/SHOP-FOR-BOOKS/](https://rcts.org.uk/shop-for-books/)

Too Many Trains?

WE CAN HELP WITH THAT

We get it: things change. A new plan, a new home – or just life getting in the way.

If you find yourself with model trains to sell – and you're not sure where to start – we're here for you. Just ask the thousands of delighted customers we've helped over the last 15 years.

Our friendly team of experts will take care of every step of the process, from valuing to collecting your trains. In the world of model railways, there's nothing they haven't seen.

All *you* have to do is pick up the phone or drop us a line.

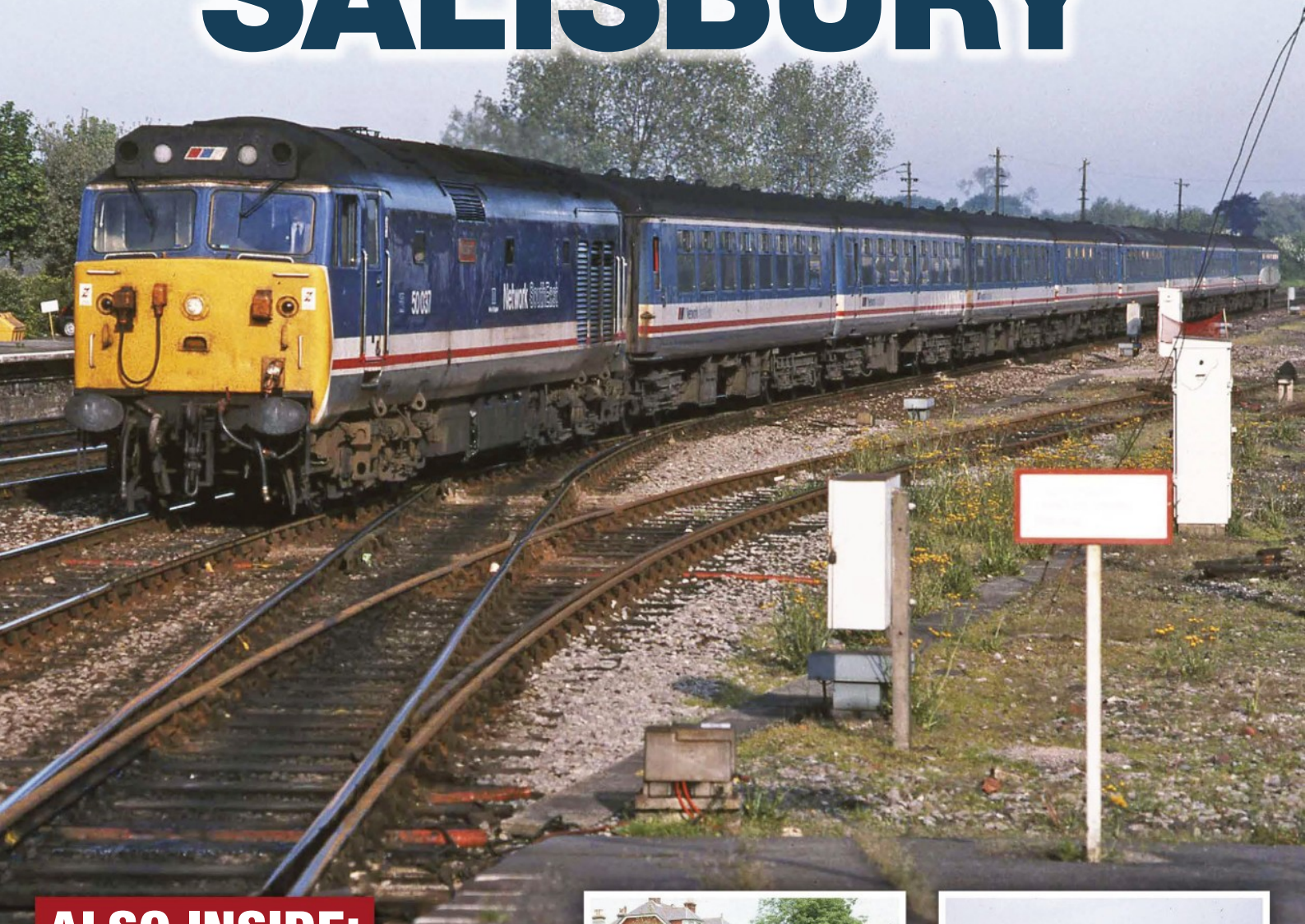


A CELEBRATION OF CLASSIC DIESELS & ELECTRICS

TRACTION

ISSUE 310 | JUNE 2026

FIVE HOURS AT SALISBURY



ALSO INSIDE:

- WCML at Greenholme
- Motor Rail & Hibberd
- Railbuses



50007 *Sir Edward Elgar* and 50045 *Achilles* are seen with the 09:15 Waterloo to Exeter St. Davids. 50007 originally carried the name *Hercules* after a First World War battleship. In 1984, it was re-painted into Brunswick green livery and renamed *Sir Edward Elgar* to commemorate the 150th anniversary of the Great Western Railway. 50007 is now preserved on the Severn Valley Railway and is in the Large Logo Blue livery. October 12th, 1989.

COVER CAPTION: 50037 *Illustrious* was named after the Royal Navy aircraft carrier of the same name, shown here in the later Network SouthEast livery approaching Salisbury with the 06:42 Yeovil to Waterloo. May 23rd, 1991.



FIVE HOURS AT SALISBURY: OCTOBER 12TH, 1989

Words & photography by John Dedman





Two years before my 1989 visit on June 11th, 1987, 50018 *Resolution*, fitted with miniature snow ploughs, is seen with a Waterloo to Exeter St. Davids service. The crews have just changed and are having a chat whilst waiting for departure time. Salisbury Cathedral spire can be seen on the right with scaffolding near the top.

I first visited Salisbury station as a schoolboy trainspotter around 1962. It was usually a Saturday in the summer holidays when we would see a procession of passenger trains heading west, mostly behind Bulleid Pacifics. I started visiting Salisbury now and again during the 1980s and this October 12th, 1989, visit is the subject of this article.

My previous visit was in 1987, and the big noticeable difference was the lack of Class 33s this time. In 1987, they were regular visitors on the Portsmouth Harbour to Cardiff Central and Waterloo to Salisbury trains as well as local trip freights. On the 1989 visit, the Portsmouth to Cardiff services were all in the hands of 'Sprinter' units and Waterloo to Exeter services were hauled by Class 50s.



50030 *Repulse* and 4TC 8023 with the 15:13 Salisbury to Waterloo and 50005 *Collingwood* with the 12:28 Exeter St Davids to Waterloo. October 12th, 1989.



In the original Network SouthEast livery with white cab windows is 50029 *Renown*, arriving with the 10:20 Exeter St Davids to Waterloo. *Renown* was a battle-cruiser built during World War I and saw service right through World War II, until being scrapped in 1948. The loco was withdrawn from service in 1992 and is undergoing restoration at Peak Rail. October 12th, 1989.

SALISBURY - Thursday 12 October 1989

| | | | |
|-------------|------------------|------|--|
| 09:20 | 50028 | 1L01 | 07:50 Waterloo - Salisbury |
| 09:45/10.26 | 47003 | 6Y62 | 09:05 Eastleigh - Dinton Speedlink |
| 09:50 | 50016 | 1O33 | 09:00 Yeovil - Waterloo |
| 10:10 | 50017 | 1O34 | 08:11 Exeter St Davids - Waterloo |
| 10:15 | 33109 + 33113 | 7V84 | 08:40 Eastleigh - Meldon Quarry |
| 10:40 | 50007 + 50045 | 1V09 | 09:15 Waterloo - Exeter St Davids |
| 11:18 | 50028 | 1L10 | 11:18 Salisbury - Waterloo |
| 11:30/12:30 | 56043 | | Westbound Yeoman stone |
| 11:35 | 47003 | 6L10 | 12:23 Dinton - Salisbury Speedlink |
| 11:40 | 50048 + 4TC | 1L05 | 10:15 Waterloo - Salisbury |
| 12:15 | 37087 | | Eastbound air braked vans |
| 12:20 | 50029 | 1O35 | 10:20 Exeter St Davids - Waterloo |
| 12:38 | 50027 | 1V11 | 11:15 Waterloo - Exeter St Davids |
| 13:15 | 56052 | 6V59 | 09:55 Ardingly - Whately ARC Stone |
| 13:18 | 50048 + 4TC | 1L14 | 13:18 Salisbury - Waterloo |
| 13:40 | 47003 | 6L08 | 13:30 Quidhampton - Salisbury Speedlink |
| 13:50 | 50030 + 8023 | 1L09 | 12:15 Waterloo - Salisbury |
| 13:55 | 56036 | 7O83 | 12:09 Whatley Quarry - Fareham ARC Stone |
| 13:55 | 47003 | 6V79 | 14:34 Salisbury - Gloucester Speedlink |
| 14:20 | 50005 | 1O37 | 12:28 Exeter St Davids - Waterloo |
| 14:20 | 50030 + 8023 | 1L18 | 15:13 Salisbury - Waterloo |



50030 Repulse is arriving with 4TC unit 8023 forming the 12:15 from Waterloo. This train terminates at Salisbury, where the loco will run round the unit for its return to London at 15:13. October 12th, 1989.



47003 has combined the MOD vans from Dinton and china clay tanks from Quidhampton and is now departing as the 6V79 14:34 to Gloucester which had replaced Severn Tunnel Junction as a Speedlink hub. October 12th, 1989.

47003 made a few trips through the station with various workings; this one is 6L08 13:07 from Quidhampton with five china clay bogie slurry tanks. October 12th, 1989.





Railfreight Grey-liveried 56043 is heading for Westbury and the Quarries with empty Yeoman stone wagons. This train sat in the platform for an hour before continuing west. After Railfreight's Sectorisation, 56043 was put into Construction Sector-livery, but sometime in the 1990s this changed to Metals Sector-livery. October 12th, 1989.



33109 and 33113 are arriving at Salisbury with the 08:40 Eastleigh to Meldon Quarry with vacuum-braked ballast wagons. This was the only Class 33 working seen on the day. October 12th, 1989.

In this 1989 visit, Class 50 locos were the most common with a good selection of them on the Waterloo to Exeter services. The Waterloo to Salisbury trains were composed of a Class 50 with a 4TC unit, which involved the loco running round the stock at Salisbury. With two exceptions, all the Class 50s were in Network SouthEast livery; these were 50016 in large logo blue on the 09:00 from Yeovil and 50007 in Brunswick green, which arrived double heading with 50045 on the 09:15 from Waterloo.

Freight operations consisted of Speedlink trip services, as well as ballast and stone trains running to and from the Mendip quarries. 47003 was in charge of the Speedlink trip workings through the station; it first appeared at 09:45 from Eastleigh with M.O.D. vans for Dinton, and then returned to Salisbury yard from Dinton with VEA vans. Its next trip was with ECC slurry tanks from the yard to Quidhampton,



37087 is arriving from the west with four air-braked vans with two M.O.D. VEA vans sandwiched between two VDA vans acting as barriers. Traditionally, Class 37s were unusual in this area but were starting to appear more often since Railfreight Sectorisation. 37087 had an extended life as it was taken on by DRS. October 12th, 1989.



On the day when I was at Salisbury, the Winfrith flask train did not run, but I did catch it on another visit on May 23rd, 1991, when 73114 arrived at Salisbury and was on diesel power probably from Westbury and it would not be able to pick up from the third rail until it reached Eastleigh.

returning at 13:40 with tanks from Quidhampton, which were marshalled together with the Dinton vans to form the 14:34 Speedlink departure to Gloucester Yard. 37087 was a surprise visitor, which passed through with four air-braked vans probably heading for Eastleigh. At this time, Class 37s were unusual, but they became quite common in the following few years with Railfreight Sectorisation.

The only Class 33s to appear were 33109 and 33113 with empty Grampus wagons forming the Eastleigh to Meldon Quarry working. By this time, push-pull fitted 33/1s were available for freight, as not many were in use on passenger trains with the electrification of the Weymouth line.

All the Mendip stone trains seen on this session were in the hands of Class 56s. 56043 was the first to arrive and spent an hour in the station with empty Yeoman wagons. This was followed by 56052 with the empties from Ardingly heading back to Whatley Quarry. The final stone train was the Whatley to Fareham hauled by 56036. This was a unique-liveried loco as it was the only Class 56 to be decorated in the Railfreight Petroleum Sector colours; before that, it was the first Class 56 to be painted into the Large Logo Blue livery. On other visits to this location, I had recorded Class 59s on stone trains, but not today. My last visit to Salisbury was in 1991, before the arrival of the Class 159s, which ended the use of loco-hauled passenger trains on this route a couple of years later.

The only Class 56 to be decorated in the Railfreight Petroleum Sector-livery was 56036. It was also the first of its class to be painted into the Large Logo blue livery in the late-1970s. It is seen here arriving at Salisbury with the 12:09 Whatley Quarry to Fareham loaded stone in ARC bogie PTA wagons. October 12th, 1989.



MOTOR RAIL AND HIBBERD INDUSTRIALS

By David Ratcliffe



The Motor Rail & Tramcar Company Ltd. was founded in Lewes in 1911, before moving to larger premises at Elstow Road, Bedford, during 1914. Initially, the company built a range of small petrol-driven narrow gauge locomotives, many of which were used by the British Army in northern France during the First World War, but following the end of hostilities, it began producing their first standard gauge designs.

In 1931, the company changed its name to Motor Rail Ltd, although it continued to use 'Simplex' as the trade name for its various locomotives, which by this date included three standard gauge types: 8 ton and 10 ton 40/50bhp petrol designs, plus a 12-ton 65/85bhp diesel. All were powered by Dorman engines and fitted with a two-speed 'Simplex' patent gearbox mounted transversely and driving the axles through roller chains.

Motor Rail's customers included British Industrial Sand, Derbyshire Stone Quarries, Redpath Brown & Co, F.W. Woolworth, and Worthington & Co; the locomotives proving very economical where the requirement was to shunt no more than three or four wagons on a fairly level track. Over time, most of the petrol-engined locomotives were rebuilt as diesels,

while, from the 1960s, Motor Rail concentrated on its narrow gauge designs, building just one further standard gauge locomotive for the Dunlop Co. of Birmingham in 1972.

Meanwhile, in 1919, the Kent Construction & Engineering Co. of Ashford had purchased a large number of government surplus Motor Rail 'Simplex' narrow and standard gauge locomotives, some of which had seen service in Europe, but most still in as-new condition. After refurbishing these locomotives, the Kent company also began building its own designs, which, although based almost entirely on the Motor Rail 'Simplex', it sold as 'Planet' locomotives.

Manufacture of 'Planets' was transferred from Ashford in 1926, firstly to the Stableford Company of Coalville and then to Bedford Engineering Ltd. Subsequently, production was taken over by F. C. Hibberd & Co. Ltd. formed in 1928, who opened a new works for the purpose at Park Royal, London in 1932. Following the end of the Second World War, Hibberd developed its own distinctive range of four-wheel chain-driven diesel-mechanical shunters, although still sold under the 'Planet' trademark and usually based around a Dorman engine and the Wilson 4-speed box.



Simplex 65bhp 4wDM *Helen*, works number MR2262, is pictured shunting freight stock at the Foxfield Light Railway on October 12th, 1978. This locomotive had been built by the Motor Rail & Tramcar Co. as the prototype of a new 16-ton design in 1923, but it evidently garnered little interest and was eventually sold to Cornforth Limestone Co. Ltd of Durham in 1925. Cornforth converted MR2262 to diesel power in 1934, before selling it to the Dunlop Rim & Wheel Co. of Coventry in 1949, with the locomotive finally moving to the Foxfield in 1968. DAVID RATCLIFFE



An earlier Motor Rail locomotive was works number MR1944, which had been delivered new to the Flint Paper Mill at Oakenholt in 1919. After being converted to diesel power in 1959, MR1944 was transferred to Synthite Ltd's Alyn Works near Mold in 1965. Synthite manufactured a range of formaldehyde-based chemicals, and the locomotive was used to shunt inbound tank wagons carrying methanol until this traffic ceased in 1984. Pictured at Synthite in May 1978, MR1944 was later preserved at a private site near Mold. DAVID RATCLIFFE



In 1958, Hibberd & Co. introduced an improved variant of the 6SC 'Planet', which had recessed steps located at the front on which the shunter could ride in safety. Ballast weights could also be added between the wheels below the frame, bringing the overall weight up to 23 tons. Works number FH4006 is pictured at Holmethorpe Sidings, Redhill on June 8th, 1991, when owned by British Industrial Sand. COLIN WRIGHT/DAVID RATCLIFFE COLLECTION

Standard models available from F.C. Hibberd included an 18-ton locomotive powered by a four-cylinder Dorman 4DL 77.5bhp engine, along with 20 and 23-ton models powered by the larger six-cylinder Dorman 6DLIII or 6KUD 123bhp engines. Customers included the Associated Portland Cement Manufacturers, Imperial Chemical Industries, the North Thames Gas Board and the Ministry of Defence, for whom a number of flame-proofed locomotives were constructed.

From 1956 until 1960, Hibberd was represented by Thomas Hill (Rotherham) Ltd, a relationship that saw the

development of a 24-ton 4-wheel diesel hydraulic (4Wdh) locomotive powered by either the Dorman 6KUD or Leyland 680 engine, with drive via the 'Planet' forward/reverse box through a twin-disc CF10000 torque converter providing for a smoother application of power. However, following the introduction of Thomas Hill's own 'Vanguard' locomotive design in 1960, which competed with the 'Planet' range, Hibberd went into decline and it was taken over by the Butterley Co. of Derbyshire in 1963, shortly before locomotive production ceased.



F. C. Hibberd & Co. built a range of petrol and diesel mechanical locomotives at Park Royal between 1932 and 1948, the petrol designs having much in common with contemporary Motor Rail locomotives. They included works number FH2054 of 1938, a 4-wheel petrol-paraffin mechanical (4wPM) powered by a 54bhp Dorman 4JORX petrol-paraffin engine, which first worked for the Bournemouth Gas and Water Co. In 1966, it was acquired by Corral's for shunting its coal depot at Hamworthy Quay, while a decade later, the Hibberd, which had been named *Beryl*, was preserved at the Swanage Railway. As its first locomotive, FH2054 saw considerable use on track relaying trains during the early years of the heritage line, being recorded hauling a 40-ton ex-BR 'Walrus' bogie ballast hopper at Swanage on August 8th, 1983. DAVID RATCLIFFE



In addition to its own designs, Hibberd also built a pair of 24-ton 144bhp 0-4-0DM locomotives for the Arthur Guinness & Sons' Park Royal brewery, which was situated close to the Hibberd works. However, this pair was to a Hudswell Clarke design, even down to their steam-style 'chimney'. Named *Carpenter* and *Walrus* respectively, works number FH3270 was delivered in December 1948, while works number FH3271 arrived at the brewery in February 1949. Powered by a Paxman-Riccardo 6RWT engine with a self-changing gearbox, they had a top speed of 11mph and measured 23ft 3in over buffers. With a 6ft wheelbase, 2ft 9in diameter wheels and Westinghouse air brakes, they spent the next 36 years shunting the brewery's rail traffic, which comprised inbound coal, hops, malt and empty casks, while outbound Guinness' world-renowned stout was dispatched in the company's own four-wheel road/rail tanks as well as in kegs carried in BR and privately-owned vans. Kept in pristine condition by their crews, the locomotives were painted dark blue with the Guinness gold harp logo displayed below the nameplate on the cab side, although in this June 1984 view, the logo is missing from the side of *Walrus*. In July 1985, Guinness purchased two Class 08s from BR, Nos. 08022 and 08060, which they named *Lion* and *Unicorn*, as replacements for the Hibberds and, after a few months in store at Park Royal, *Carpenter* entered preservation on the Cholsey & Wallingford Railway, while *Walrus* went to the Quinton Railway Centre. DAVID RATCLIFFE



After the end of the Second World War, Hibberd would develop its own 4-wheel diesel mechanical (4wDM) 'Planet' designs, among the most popular being the 6SC Class fitted with a Dorman 117bhp six-cylinder engine and measuring only 18ft 2in over buffers. A number were to be found operating at wagon works where there was a requirement to move individual wagons or short rakes around these often cramped sites, a task for which these powerful but short locomotives were ideal. Works number FH3814, built 1956 for the Cambrian Wagon & Engineering Works Ltd., later the Powell Duffryn Wagon Co. Ltd., is seen at Maindy Works, Cardiff, on August 6th, 1984. HYWEL THOMAS



The sand quarrying company Joseph Boam of Middleton Towers operated several Motor Rail locomotives, including works number MR5754. Purchased in 1948, three years before Joseph Boam merged with Standard Brick & Sand of Redhill to form British Industrial Sand, it was a 15-ton 'Simplex fitted with a Dorman 4DL 65/85bhp diesel engine. It is seen shunting BR-owned covered sand hoppers beneath the loading silos at Middleton Towers in June 1970. Three years later, it was withdrawn from service after suffering a broken crankshaft and eventually cut up on site in August 1975. TREVOR MANN COLLECTION

Railfreight Petroleum 47190
Pectinidae passes under
Scotchman's Bridge with
7F26 13:45 Dalston to
Stanlow empty tanks at 14:40.
Saturday, May 5th, 1990.



WCML TRACTION AT GREENHOLME 1990-1991

Words by Matthew Cahill
Photos by the late Michael McNicholas





Intercity Swallow-liveried 90024 speeds north towards Shap summit with a northbound Intercity service at 16:25. It is possibly the 1S76 08:55 Eastbourne to Glasgow running about 15 minutes late. Saturday, May 5th, 1990.



BR Blue-liveried 85106 is seen at 14:03 with a northbound freightliner train, which was possibly an additional Basford Hall to Coatbridge working. Saturday, May 5th, 1990.



Intercity Executive 86423 passes Greenholme at 16:50 with northbound empty steel BBA wagons. It is probably the 6S50 Dee Marsh Junction to Mossend. Saturday, May 5th, 1990.



Heading south is Class 86256 *Pebble Mill* at 14:10 with 1V59 Aberdeen to Plymouth. The train is conveying a Royal Mail-liveried BG van as the first vehicle. The following year, this service went over to HSTs. Saturday, May 5th, 1990.

Michael McNicholas spent two days trainspotting and photographing on two Saturdays in May 1990 and April 1991 at Greenholme near the beginning of the northbound climb to Shap summit from Tebay. This produced some interesting passenger and freight workings with varied electric traction, including traffic that was the last to be hauled

by Class 85s before they were withdrawn in 1991, and the new Class 90s introduced in 1990. There were also the Class 86s and 87s on mixed traffic workings, along with diesel-hauled freight that provided a break from the regular electric-hauled trains. These photos capture the different liveries and traffic of the BR sectorisation era on the West Coast Main Line.

Still in service, but on borrowed time, BR Blue-liveried Class 85108 coasts towards Tebay at 13:39 with the 6M27 06:20 Larbert to Oakleigh ICI TTA tanks. Saturday, May 5th, 1990.





A rare working for RFD Class 47289 on a southbound steel coil working at 13:29. It is probably the 6M23 Mossend to Dee Marsh Junction. Saturday, May 5th, 1990.



Intercity Mainline 86426 roars past Greenholme with a northbound Intercity service at 16:45. The train is probably the 1S66 Paignton to Glasgow and Edinburgh running on time. Saturday, May 5th, 1990.



At 16:35, double-headed Class 86228 and 86612 struggle up towards Shap summit with the 6S60 07:20 Coedbach Washery to Mossend loaded anthracite "Duff" train in HDA wagons. Saturday, April 27th, 1991.



Working on full throttle at 14:30 are 37373 and 37429 *Eisteddfod Genedlaethol* on the loaded 6S83 12:05 Clitheroe to Gunnie Clyde Cement working. Saturday, April 27th, 1991.



Class 87015 glides uphill past Greenholme with the 1C11 09:25 Euston to Carlisle at 12:42, running about 20 mins late. Saturday, April 27th, 1991.

THE BUS NOW DEPARTING FROM PLATFORM 1

By J Crosse

Blink and you might miss them - 'them' being the railbuses that British Railways bought, primarily for trials on a number of lightly-used branch lines in an effort to see if such machines would allow the operation of these loss-making lines to become viable, both by offering an improved service and by reducing operating costs. The branch lines of Scotland were an obvious target for such experiments, but there were also lightly used lines on the Eastern, London Midland and Western Regions and each received a small number of such machines. No fewer than five

designs were sourced for a total of just 22 cars. Their arrival preceded that of the infamous Dr. Beeching, who identified most of the trial lines as closure targets, so it is difficult to say if any service would have had a long-term future due to the use of the railbuses or any successor. Given that they were light and small and fitted with bus-type seats, they were hardly going to be suitable for long journeys or for conveying passengers in comfort, although in most cases they provided a much cleaner and more modern environment than the generally ancient carriages that they replaced.

E79960-4 all went as new to the Eastern Region. These were the foreign interlopers, being built by Waggon und Maschinenbau of West Germany. In service, their Buessing engines proved troublesome and were replaced by AEC units. This view shows E79961 at Haverhill on December 27th, 1961. All five arrived at Harwich by ferry in March and April 1958 and were allocated to Cambridge, although 79960/1 did briefly reside at Stratford, and 79961 was put on show at Liverpool Street on April 8th, 1958. The engine problems had manifested themselves by 1963, when the AEC engine was fitted. It continued at work until the end of 1964 when it was stored, but in July 1966 it was revived for a trial at Buxton. More mechanical problems saw it stored again by November, and it was soon disposed of to Slag Reduction at Ickles for breaking up. COLOUR-RAIL.COM





The first railbuses numerically were a pair of genuine 'buses', inasmuch as they were produced by the bus builder Bristol and were bodied by its partner Eastern Coach Works at Lowestoft. SC79958 arrived in June 1958, with the second machine following in November. 79958 was put on display at Marylebone from August 14-16th and had gravitated to Stratford shed by the 24th, where this picture was taken. It must have been an interesting trip to then work it up to Aviemore, which was its first allocation in September. Allocation changes were frequent but usually in synchronisation with fellow 79959. It was stopped for repairs in August 1964 and, despite an allocation to Inverness in August 1966, seems never to have worked again, being withdrawn the following October and swiftly cut up by T. W. Ward at Inverkeithing. COLOUR-RAIL.COM



Unfortunately, the unit number is not recorded for this view of one of the Bristol/ECW units heading for Beith in September 1962. However, we do know that SC79959 was trialled briefly working from Leith Central in November 1958 before joining 79958 at Aviemore. Thereafter, the pair moved to Hamilton (May 1959) and Ardrossan (January 1962). 79959 then went to Ayr in February to be joined by 79958 in June. 79958 then went back to Aviemore in the December, before the pair was reunited at Perth in February 1963, moving on again rapidly to Inverness. 79958 then went once more to Aviemore before its demise at T. W. Ward at Inverkeithing. 79959 was shown as going to Inverness in December 1965, but had in fact been out of service since August 1964, and it joined its classmate on the scrap heap at Inverkeithing; a waste of a pair of Bristols. B PATTON/ COLOUR-RAIL.COM



SC79965-9 were the product of Wickhams of Ware, better known for various track machines, although it did also supply five two-car DMUs. Delivery of these machines was protracted, with 79965 arriving in September 1958, but it was July 1959 before the final one was delivered. All saw initial service based at Leith Central, but despite that allocation, 79965 was said to have started its work between Aviemore and Elgin. It was allocated appropriately as late as February 1962, before a move to Stirling in April 1962, where this view appears to have been taken. A very improbable sighting of it at Swindon shed was reported in July 1962. Its last home was Fort William, where it arrived in May 1964, but was withdrawn in the June and stored at the Fort. It took over two years for it to be broken up at T. W. Ward, Inverkeithing. COLOUR-RAIL.COM



The final five railbuses were supplied by A C Cars of Thames Ditton, with four going to the Western Region to work from Swindon on the Cirencester and Tetbury branches and the fifth almost going straight to Scotland. W79975 is unusually seen in the carriage and wagon works sidings at Swindon on July 31st, 1965. 79975-8 were delivered between July and December 1958 and spent all their time on services from Kemble until the branches were closed in April 1964. They were stored and 79975/6 withdrawn, while 79977/8 found sanctuary in Cornwall, working at Bodmin. 79975 was later put back in service at Yeovil, which is where it was supposed to be when this picture was taken. All four gravitated to Polmadie in January 1967. 79975 remained active until the end of 1967 at Grangemouth before being consigned to T. W. Ward at Inverkeithing. COLOUR-RAIL.COM



Special mention must be made of SC79979, as ironically the last in the railbus number series was in fact the very first to enter service, and despite its Scottish destination, was put on show at Marylebone on February 13th, 1958, and was later to be seen at Paddington. It was also trialled at Kemble and Brentford, but got to its Scottish home of Perth in August 1958 but out-stationed at Crieff until September 1958. It later gravitated to the other Scottish haunts but met an early demise in November 1966. The other four of the batch were the longest-surviving working machines, with 79978 making the last-ever railbus trip from Grangemouth on January 27th, 1968. 79979 is seen at Dalmellington in 1964. COLOUR-RAIL.COM

At a windswept and wet Arrochar & Tarbet, we see SC79969 on September 15th, 1960, working the shuttle local service between Craigendoran and Arrochar & Tarbet. The railbuses had replaced the earlier steam-hauled push-pull services that worked local trains at the southern end of the West Highland Line. It was involved in a collision in 1963 and was withdrawn at the year end, having been allocated to Leith, Helensburgh, and Aviemore in the intervening years. Other sheds that saw the class were Perth (79966/7), Inverness (79966) and Ayr (79968). Most spent time after withdrawal ensconced at Cowairs before disposal at T. W. Ward, except 79969, which was broken up at the works. All were withdrawn by the end of 1964 and the last disappeared in 1968. K FAIREY/ COLOUR-RAIL.COM





This picture illustrates the hazards of railbus travel, where a landslip has caused one to leave the track. It appears to have been a slow-speed derailment, as the unit has not travelled far beyond, looks unscathed and the passengers were able to walk away. SC79972 was the unit involved at Knockando in July 1963. 79972-4 had initially been allocated to Bedford but were soon all out of service and were subsequently moved to Scotland to join 79970/4, doing the circuit of the same sheds as the other Scottish railbuses, with the three officially classified as on loan from the LMR throughout. 79973/4 returned to the Midland in late 1965 and joined the Wickham units at Buxton, but survived less than 12 months, being cut up at Albert Loom Derby. 79970 was cut up at Ayr shed in March 1967, leaving 79971 to claim the most unusual demise of any BR DMU as its body was used as a C&W hut at Millerhill yard. When it came to disposal time, it was found to be contaminated with asbestos and so was wrapped in plastic and buried under 40ft of rubbish at Mount Vernon tip near Glasgow. COLOUR-RAIL.COM



Class leader E79960 is seen at Bartlow in 1958. It and 79962/3 all served only in East Anglia, but 79964 was sent to South Gosforth in May 1965 for trials on the Alston branch and was next seen at York in April 1966 before a third resurrection at Buxton, where it worked from July 1966 until withdrawal in April 1967. Unlike almost all of their fellows, four of these machines survived into preservation, with 79960 at Sheringham, 79962/4 at the Keighley & Worth Valley Railway and 79963 at the East Anglian Railway Museum. COLOUR-RAIL.COM



Another company noted for its bus body-building, Park Royal Vehicles Ltd. supplied SC79970-4. Here, we encounter SC79974 at Ayr on August 8th, 1965, which was its last shed. Its demise was brought about when it was attacked by a steam loco while in Cowlairs works, although it was not broken up until December 1968 at Eastfield shed. It had worked from Leith, Stirling and Inverness since arriving on November 12th, 1958. COLOUR-RAIL.COM



CUSTOM FINISHED

Models you'll be proud to own

'Unique' is a word often overused and misunderstood. Only, each of our painstakingly-customised locomotives and rolling stock items in our 'Custom by TMC' range is just that.

Browse the incredible selection of models in stock for 'N', 'TT:120', '009', '00', 'NG7' and '0' live on our website. Can't find a finished model you like? Send your models to us and we'll complete a custom finish that fits within your budget. Inspired by prototype imagery (and your imagery, too) we can re-name, re-number, add locomotive lamps, fire irons, real coal, accessory packs, cab crew, and weather models too. All to transform the look of your miniatures, bringing them to life.

Perfecting our effects has taken years of patience, and each of our creations is truly special. Transform the look of your collection when you select a 'Custom by TMC' model - start your new model customisation journey today by visiting our website and customising your model on checkout!



E: websales@tmc-direct.com

W: www.themodelcentre.com T: 01947 899125

Hill Farm, Beck Hole, Whitby, YO22 5LF

HIGHLAND HERO SAVING

Bachmann's Class 37/0 37260 *Radio Highland* for '00' is a stand-out model, faithfully representing one of British Rail's distinctive English Electric Type 3 diesels in BR blue large logo livery.

Originally built as D6960 in January 1965, later renumbered 37260, it became notable for its Scottish service after allocation to Inverness in 1982. It hauled a wide variety of trains in the Highlands, including passenger workings on the Inverness to Kyle of Lochalsh and Far North lines, beginning regular services on the Kyle route from August 1983. It would also haul test trains and perform engineering duties, too. The name *Radio Highland* was applied at Dingwall station on July 7, 1984, to mark the launch of Radio Electronic

Token Block signalling on the Highland Line. 37260 continued working mixed passenger and civil engineer trains through the 1980s before withdrawal with fire damage in September 1989 and eventual scrapping in 1991.

The Bachmann model captures this prototype with authentic detailing, separately applied parts, and accurate printing. It's available in DCC ready form with a PluX22 decoder socket for custom install, or DCC sound-fitted with factory-installed sound, delivering realistic diesel audio and lighting functions. For even more realism, upgrade to the DCC sound-fitted Deluxe variant, with rotating roof fan and iridescent window tinting. Smooth running and reliable mechanics, with generous savings!

35-309 Bachmann '00' centre headcode 37260 'Radio Highland' BR blue (large logo)



RRP: ~~£244.96~~ OUR PRICE: £159.22! (SAVE 35% OFF RRP!)



ADD SOUND, TOO!

Want better scale realism? We always do! Upgrade your purchase and select a DCC sound-fitted model (£214.49 – SAVE 38% OFF RRP!) or DCC sound-fitted Deluxe model with working fan and iridescent window tinting (£243.72 – SAVE 35% OFF RRP!). All available with our legendary optional customisation on checkout.


W: www.themodelcentre.com T: 01947 899125
Hill Farm, Beck Hole, Whitby, YO22 5LF



WELSH SLATE

Inspired, like so many others, by the slate quarries of North Wales, Kim Dowden turned to OO9 to create this eye-catching scene and make the most of the space in his new railway room.

Words: Kim Dowden **Photography:** Phil Parker

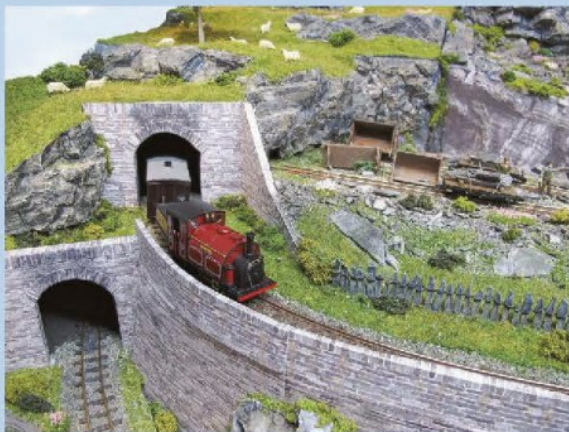


General view of the passing loop at Porthllechen Station with the quayside slate sidings to the fore and left. Rolling stock is a mixture of Peco and Bachmann and the station shelter is a Scalescenes download kit.

FACTFILE

LAYOUT NAME: Porthllechen
SCALE/GAUGE: 4mm/ft, 9mm gauge/009
SIZE: 5ft x 2ft 5in
ERA/REGION: 1950s/North Wales
LAYOUT TYPE: Continuous run

TOP RIGHT: Peco/Kato Small England *Princess* emerges from the upper tunnel with a tourist train. Behind the slate fencing lie the quarry sidings with a couple of abandoned tipper wagons.



MIDDLE RIGHT: Bachmann Baldwin 4-6-0 10-12-D Class *Bridget* sits in the quayside engine shed raising steam, ready for a day's work. The seagull seems unperturbed by all the activity.

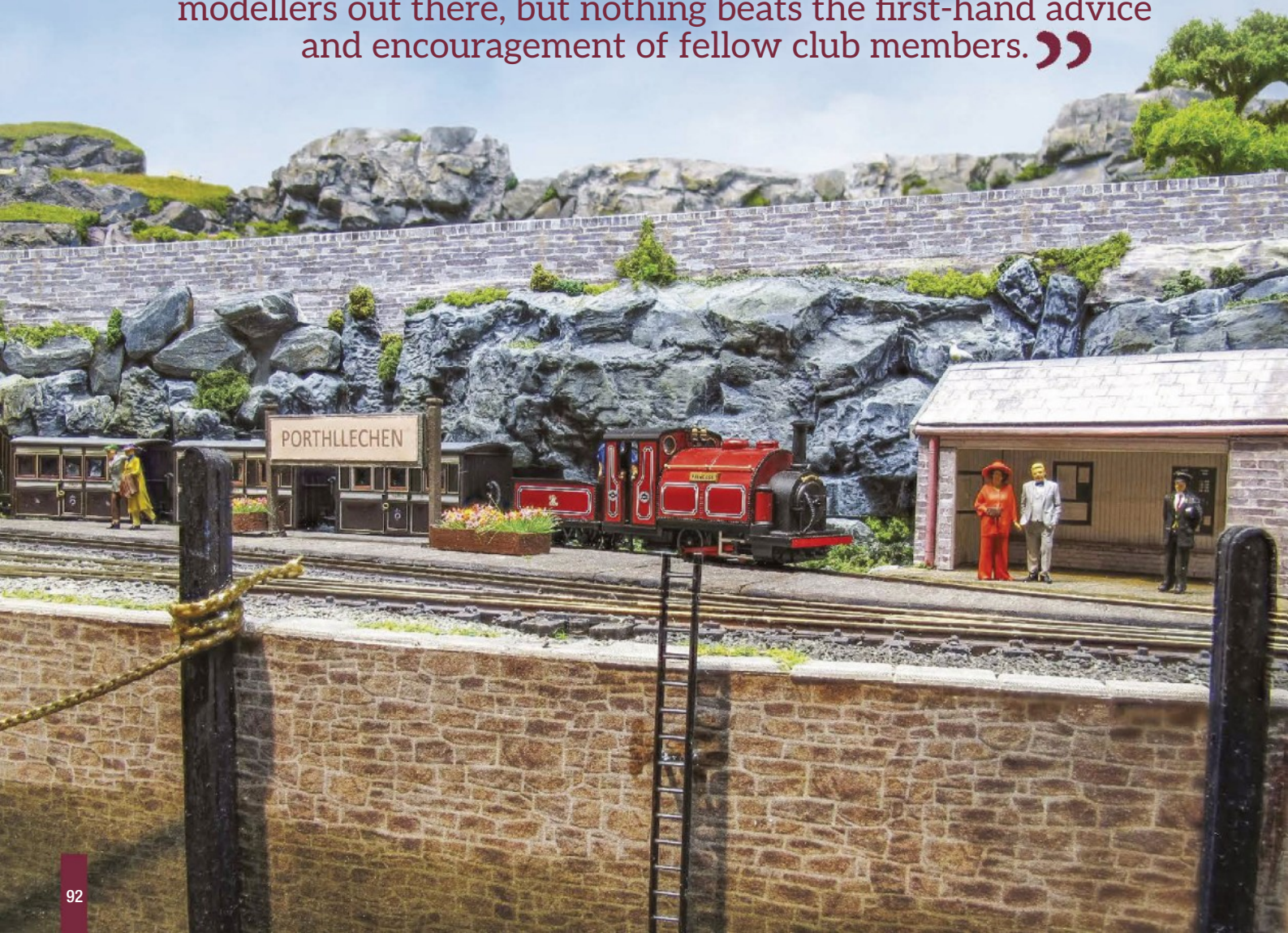


BELOW: *Princess* arrives at Porthllechen station to embark tourists with a rake of Peco Ffestiniog Bug Boxes.

Following retirement and a house move, I was finally “allocated” a railway room, and could set about building an end-to-end layout. While my primary interest is in the scenery and buildings, I started to hanker after a layout where I could watch trains go round. Unfortunately, the “abundance of space” I had didn’t stretch to a great long tail chaser. So, I decided on a 5ft x 2ft 6in board and a narrow gauge rabbit warren. I thought this would be easy to move around the house and watch trains whenever the fancy took me.

I started to research narrow gauge and quickly found inspiration in the slate quarries and railways of North Wales. I’ve visited the Ffestiniog a couple of times and find it has a wonderful charm. So, a quarry scene, tidal quayside and lots of slate were to be the main elements. I ordered one of Tim Horn’s superb laser-cut baseboards, complete with side and backscene boards and a proscenium arch to the front. Once the board was assembled in the garage, I realised that it was not really suited to being moved around the house. In order to accommodate the depth of the quayside and the different track levels, the height of the board and backscene was set at 2ft. It was at this point that my wife suggested I develop it as an exhibition layout and join Sleaford and District Model Railway Club - a suggestion she was later to regret! Two years later, I am the club treasurer and thoroughly enjoying the show circuit.

“You can watch YouTube videos and there are some amazing modellers out there, but nothing beats the first-hand advice and encouragement of fellow club members.”





I have to say, joining a club was a turning point for me. Apart from the social side, being able to discuss the practical aspects with people who have been there and done it is really helpful. You can watch YouTube videos and there are some amazing modellers out there, but nothing beats first-hand advice and encouragement of fellow club members. I am particularly grateful to Paul Sheen and Chris Richardson, a fellow 009 modeller, whose layouts have appeared in this magazine. Being a member of a club is also a good way of getting assistants to help out at shows.

Running trains

The trackplan comprises a figure of eight folded over on itself with some sidings and three passing loops. This provides ample operating potential on multiple levels. Achieving the gradients and tight radii necessary for this type of layout took a fair amount of trial and error, with sections of track having to be lifted and relaid in order to get all the stock to run smoothly. The layout runs on analogue DC with no isolating switches. All isolations are achieved by use of the live frog Peco points and the points are operated by surface-mounted solenoid motors via wire in tube. I particularly like to hear the very positive “click” of a solenoid switching the point. The motors are hidden in the scenery, but are equally easily accessible in the event of failure.



ABOVE: The Baldwin shunts a rake of loaded slate wagons onto the quayside, ready for cargo to be transferred to the Clyde Puffer.

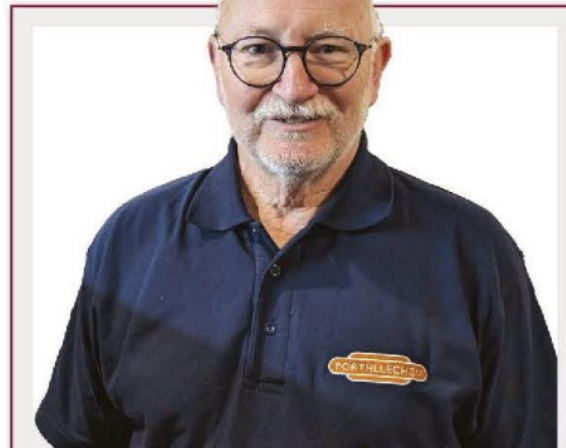
MIDDLE LEFT: The station and quayside at Porthllechen. Loaded slate wagons have just been brought down from the quarry and empties are waiting to be taken back up. Two tourist trains are waiting in the station.



BOTTOM LEFT: A freelance diesel shunter works the slate quarry sidings. This was my first attempt at an etched brass kit, which I then painted with a newly acquired airbrush. Railway modelling is all about learning new skills!



ABOVE: Loaded slate wagons descend the incline as empties ascend. The wagons are manhandled using a wagon turntable and traverser. The incline is based on the one at Dinorwic. At present, it is a static display, but plans are afoot to motorise it.



About the modeller

Name: Kim Dowden

Age: 69

Number of years modelling: 7 years

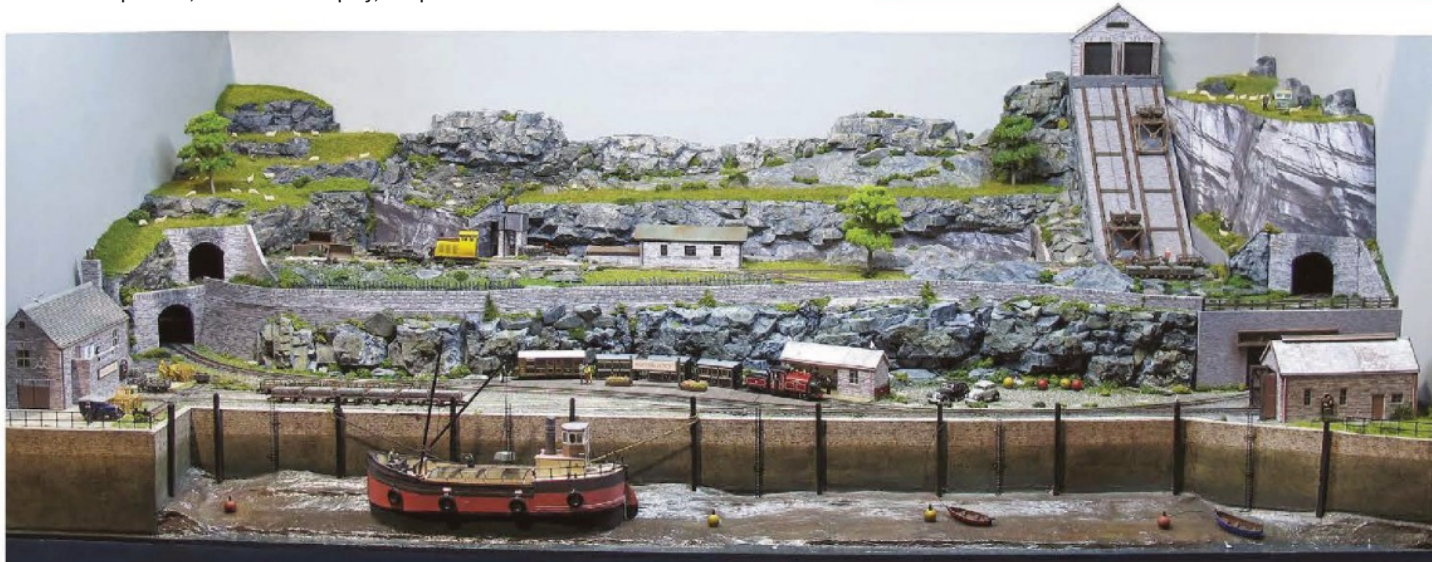
Name of your first layout: 'Spilsby', 00 gauge heritage layout with a strong emphasis on LNER

Favourite era/region: 1930s West Country GWR (hopefully the subject of my next exhibition layout)

Favourite locomotive: For narrow gauge, definitely the Ffestiniog Double Fairlie. LNER; Sir Nigel Gresley's P2 *Cock o' the North*, preferably the streamlined version. GWR; G J Churchward's Saint Class.

I guess the seed was sown back in the early-1970s. I'd had a "train set" as a child, but soon lost interest in that. At secondary school, my two best friends were just starting out in railway modelling and I soon got swept along. We dabbled with simple layouts, went to model railway exhibitions (my favourite was at Central Hall, Westminster) and visited preservation lines. As I got older, the inevitable happened - other things came along, I went to university, started work and I never had the time, space, or money, other than for buying the occasional model railway magazine.

Then along came retirement, a house move and abundant time and the space, if not necessarily money, but what modeller ever has as much money as he/she would really like?



ABOVE: The complete layout. When the hinged lid and front are fixed in place, the resultant box is 5ft x 2ft 6in x 2ft. It is easily carried by two people and with the addition of castors at one end, slides neatly into the back of a large estate car.

Stock is a mixture of ready-to-run Peco and Bachmann with some 3D and brass etched kits. I have changed all the couplings to Porter House Models magnetic couplings. I don't like the standard 009 coupling; I find that Bachmann and Peco, while ostensibly the same, do not really like each other and can often uncouple in the most inconvenient places. I also find the magnetic couplings more discrete. I usually have three passenger trains and two slate trains on the layout, and these can each be operated individually to provide variety during a show. Added to this, one of the passing loops is hidden, so guessing which train will emerge from which tunnel is popular with younger viewers (and older ones too). There is no set timetable or rotation of trains; I just switch them about as the fancy takes me and to entertain the viewer.

Setting the scene

The different scenic levels are built up using expanded polystyrene and 4mm ply for the track bed. The areas in between are then bridged with cardboard strips covered in plaster bandage, painted with suitable acrylic paint, followed up with layers of static grass. Ballasting is done in the time-honoured way, with the track suitably weathered with appropriate Railmatch acrylic paints.



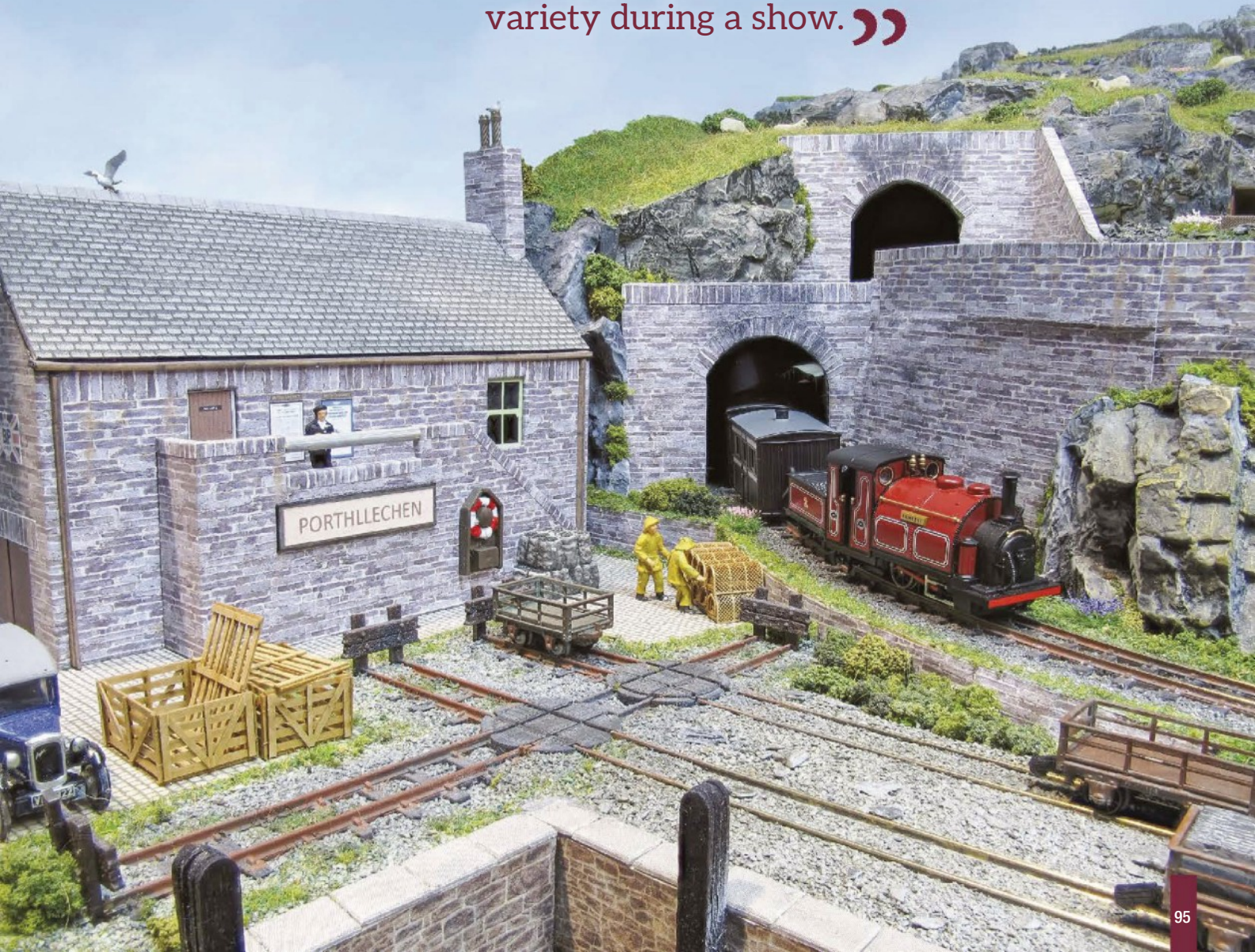
TOP LEFT: Three men manhandle empty slate wagons into position, ready to ascend the incline. Full slate wagons are assembled, ready for transport down to the quayside.



MIDDLE LEFT: Bachmann Double Fairlie *Livingston Thompson* arrives at Porthllechen station with a pair of Peco Bowsiders.

BELOW: *Princess* emerging from the lower tunnel with the quayside in the foreground. A couple of fishermen are sorting out their lobster pots while the Harbourmaster looks on from his office.

“I usually have three passenger trains and two slate trains on the layout, and these can each be operated individually to provide variety during a show.”

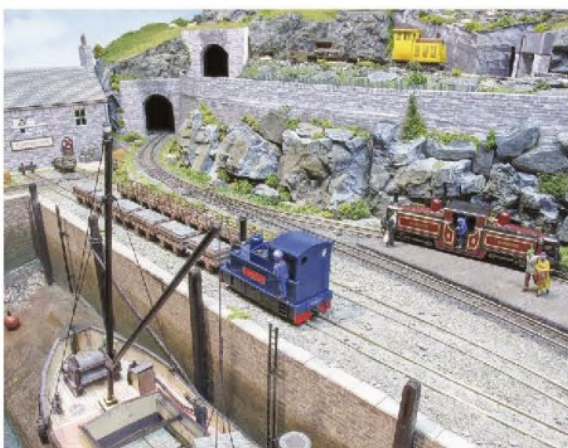
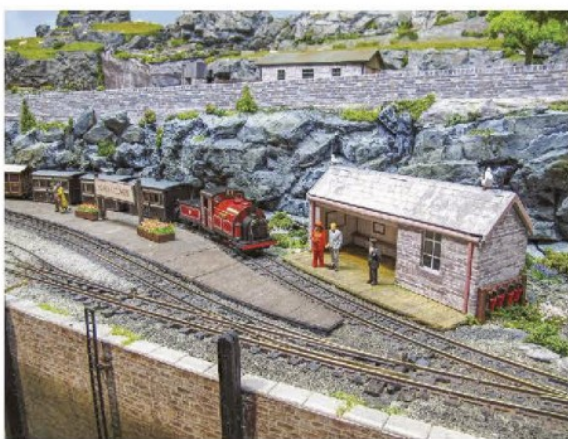




ABOVE: *Livingston Thompson* pauses at the coaling stage to take on water and coal before disappearing into a rough-hewn tunnel in the slate rock face.

MIDDLE RIGHT: The station guard and passengers stand waiting as the next tourist train arrives. The slate rock is a mixture of cast plaster of Paris and real slate, a combination that works very well.

BOTTOM RIGHT: A 3D-printed shunter on a Kato 109 chassis brings in a rake of loaded slate wagons, while the *Double Fairlie Livingston Thompson* prepares to run light back up to the quarry.



I prefer the acrylic paint to enamel as it is easier to dilute, especially when applying a “dirty” wash to ballast. The slate rock faces, which attract a lot of comments at shows, are primarily plaster of Paris cast in a Woodland Scenic mould. To add variety, real slate and photocopied images are incorporated. The plaster of Paris was painted with watered-down acrylic paint, and I have to confess it was more luck than judgement that it came out looking as good as it does. There are two lift-out sections of scenery to facilitate access to the hidden sections in the event of derailments.

The buildings are a mixture of scratch-built and ScaleScenes downloadable kits, with the Clyde Puffer being ScaleScenes as well. I was a bit dubious as to how the Puffer was going to turn out, but I have to hand it to ScaleScenes - the kits are really very good. While I am a great believer in planning the track work before starting, I tend to develop the scenery organically, so while the quayside, slate transfer sidings and station were determined from the start, working towards the back of the layout, the scenery sort of evolved. The last element to appear was the incline. It was very much a case of what to fill that corner with?

The incline is a static display, scratch-built and based on an incline at Dinorwic. At the bottom is a wagon traverser and turntable, which enables the wagons to be taken off the incline and turned ready to be formed up into trains heading down to the quayside. I say

TOP RIGHT: *Livingston Thompson* enters the upper passing loop after emerging from under the incline. The incline is a removable module giving access to the tunnels below.



MIDDLE RIGHT: Little cameo scenes like the two fishermen with their lobster pots bring the layout to life. The lobster pots are laser cut by Scale Model Scenery.



BELOW: Clyde Puffer *Isla Queen* takes the ground at low water while being loaded with slate roofing tiles. She will float off at the next high water, ready to make her way down the estuary to the open sea. This was built from a Scalescenes download kit and makes for a very cost effective statement piece on the layout.

the incline is a static display, and this seems to be a constant source of disappointment to viewers! So, in terms of future work on this layout, I guess I will have to replace it with a working incline.

Final touches to the presentation include several cameo scenes, and I think this is where the modeller can really stamp their mark on a layout and bring it to life. My favourite is the farmer trying to rescue his ewe that has fallen down the cliff face! Not my own idea, it has to be said. While I was adding livestock to the layout, my wife came along, picked up a sheep and put it at the bottom of the cliff and said, "It's fallen down the cliff!"

Final thoughts

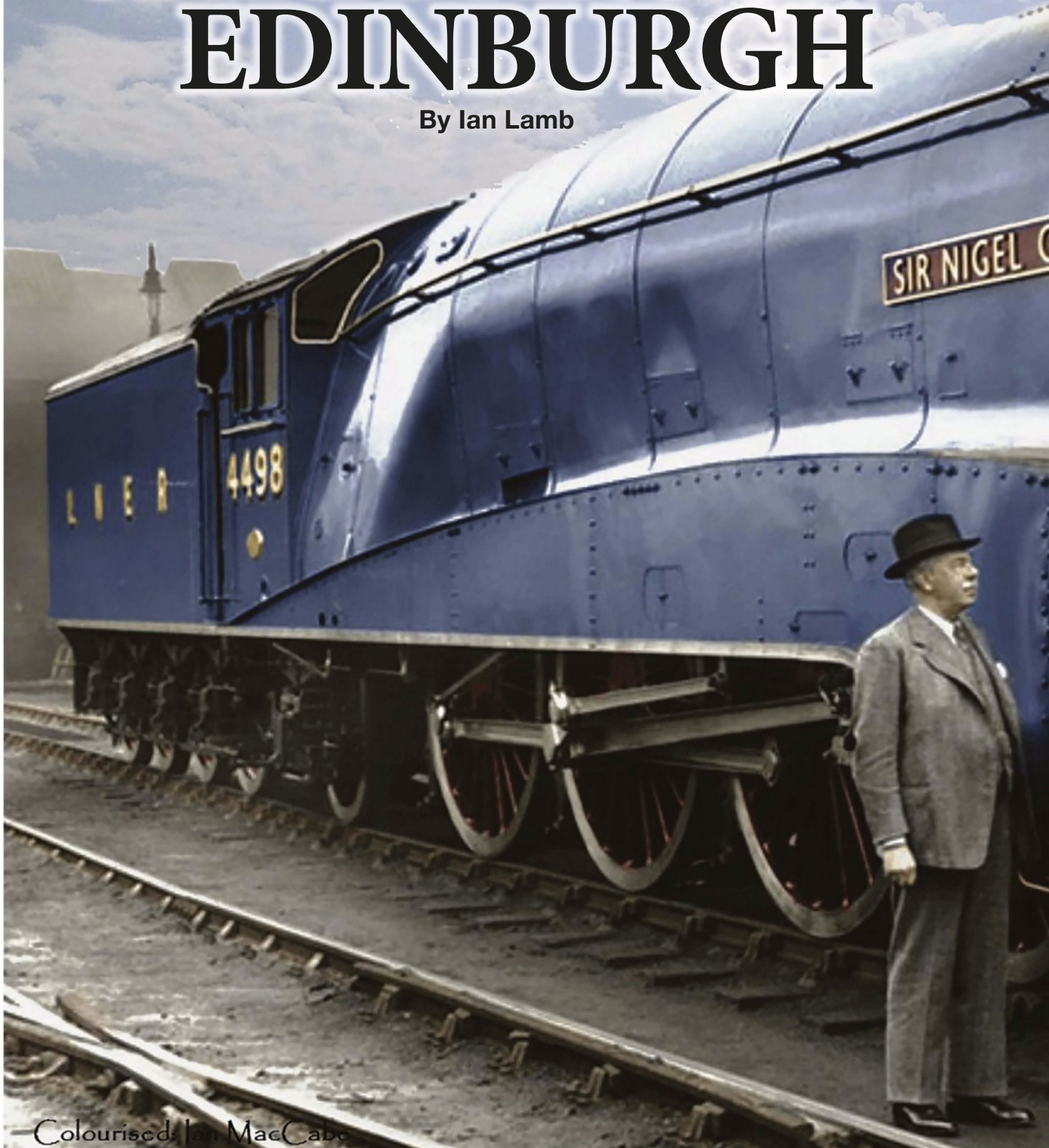
It had never been my intention to build an exhibition layout. It was more a case that I stumbled into it. The layout took about two years and I've really enjoyed showing it and answering people's questions. As I said, my main interest is building the layout and scenery; my OO end-to-end rarely gets operated. Exhibiting enables me to "play trains" while meeting lots of different people. I have made many friends through railway modelling and would recommend any modeller who is not a member of a club to take a look at their local club. Once you're retired, it is very easy to fall into a reclusive life. After a lifetime of interacting with work colleagues, a forum for continuing social contact is a great tonic for your mental health. ■

“Final touches to the presentation include several cameo scenes and I think this is where the modeller can really stamp their mark on a layout and bring it to life.”



THE GRESLEY SPIRIT AROUND EDINBURGH

By Ian Lamb



—Colourised by Ian MacCabe

A4 No. 4498 on the occasion of the locomotive's naming after its designer on November 26th, 1937. The locomotive was HNG's 100th 'Pacific', and is preserved and operates on the main line as No. 60007. **The Gresley Society**





Edinburgh Waverley station complex from above the Calton Tunnel portals. **P Elmslie**

In Scottish folklore, it is believed that no matter where you are in the world, at the moment of your death, your spirit immediately returns to the place of your birth. Consequently, because Sir Nigel Gresley died in England, his spirit – naturally – would have returned to Edinburgh, where he was born in 1876.

Nevertheless, the biggest concentration of his locomotives in Scotland was probably in and around the Scottish capital. Perhaps, therefore, his ghost might be allowed to occasionally hang around Clockmill Lane where St. Margarets sheds used to be, or by the portals of Calton Tunnel at the entrance to the Waverley Station. His wonderful locomotives were synonymous with these parts of the city.

With pride, he can wonder in amazement as he casts back to the time when his engines thundered through Craigentenny to build up speed for the ascent of Abbeyhill, or perhaps – with some humility – watch his magnificent Pacifics slip on the last lap into the vast Waverley Station, often needing an ex-‘NBR’ tank loco shunt to help the train in to its allocated platform!

Between times at these haunts, he may be permitted to traverse the steam and smoky route to Heaven, where he can perfect even more his conjugated valve gear – good or bad depending on your point of view.

Sir Nigel Gresley died in April 1941, and I came on to the scene a few weeks later at the beginning of May, following on from the worst blitz of the war at Clydebank. Indeed, I was always told that my arrival was really an unreleased bomb, which had accidentally fallen onto Edinburgh during its way back to Germany. Well, you can believe anything!

To all intents and purposes, I was born not much further than a long stone’s throw from St. Margarets yard, where my father – plus other friends and relatives – earned their daily living. Tongue in cheek, the perpetuation of the Gresley spirit fell to me and, while family and friends used to refer to my elder brother as having sea water in his blood (he became a naval architect), I was considered as having steam in mine – Gresley, of course!

There was never enough time to visit St. Margarets as often as I wanted, especially after 1949 when the family moved to Saughton Mains in Edinburgh’s western suburbs. Nevertheless, I would use any excuse, such as taking my father’s ‘piece’, to enable me to board these magnificent engines. Alas, most of them were thick with dirt and grime, but I have chosen to represent my models in as near pristine conditions as possible in order that viewers can really appreciate the full design and decoration.

Gresley’s *Cock o’ the North* in LNER livery was my father’s favourite locomotive, and he assured me that he took me down in my pram to Princes Street Gardens just to see this magnificent engine, but I cannot remember doing so. Only my Hornby model leaves me with a link to that specific period.

In reality, was there ever a better railway engineer than Sir Nigel Gresley? Not just because he designed the locomotive that holds the world’s steam record, but because he produced ‘horses for courses’ (excuse the pun if you’re thinking of his A1/A3 names), albeit with a certain amount of standardisation.

As a means of showing such diversity; over the years, model railway manufacturers have more than filled in the missing Gresley engines within my collection. To that end – including kit-built - I am able to depict almost every class of Sir Nigel’s design that passed

through the part of Edinburgh that I grew up in, and, where relevant, the roles that they performed locally. Throughout my modelling, I always used actual pictorial references.

My various pretences to call on 'Big Tam' (as my father was known) at St. Margarets enabled me to become very familiar with the massive variety of locomotives – not just Gresley ones - all of which had their own character and personality.

The K2 design of 1914 was on the drawing board when Gresley was with the Great Northern Railway, prior to his long association with the LNER. My model is based on the locomotive allocated to Eastfield shed. 13 of the class were named after 'West Highland' lochs. In acknowledgement of the fierce climatic conditions of the Scottish environment, side windows were fitted along with an extended cab roof. Being the last named K2 in service was as good a reason as any to model that prototype. However, *Loch Arkaig* was chosen simply because of its geographical reference, plus a professional link with the area as a major location over 20 years for training and assessment of young people undertaking Duke of Edinburgh's Award expeditions.

The Class J50/3 engines of 1922 were perhaps a strange prototype to be allocated to Scotland, with seven of them being transferred "over the Border". This particular prototype found itself at both the principal LNER sheds in Edinburgh and Glasgow, with two of them heading across the latter city to the former LMS stronghold at 66A Polmadie! While technically a GNR design, the Scottish allocation were actually built during LNER days.

While no particular K3 stands out as a favourite, 61955 was chosen as one of a few representatives to appear in immaculate condition, and an engine regularly seen on 'spotting' forays. My personal recollection of these locomotives was when they thundered round the curves at Saughton Junction on approach to Edinburgh, usually at the head of a long freight train.



LNER V2 2-6-2 No 60958 on an afternoon Aberdeen-Edinburgh express leaving the Forth Bridge on April 21st, 1950. **W.J. Verden Anderson/Rail Archive Stephenson**



P2 No 2001 departs from Edinburgh Waverley with the 9.55am express for Aberdeen in August 1935. **John F. Clay/RAS Collection**



LNER A4 4-6-2 No 60019 *Bittern* with a down express passing Craigentenny carriage sidings in April 1953. **D.T. Greenwood/Rail Archive Stephenson**

The N15 tank engines were introduced in 1925, primarily for the London outer services, with some being fitted with the familiar condensing gear for the journeys through the many tunnels into the city. Some were built at the North British works in Glasgow. 40 of them were to be found in a similar role around Dundee, Edinburgh and Glasgow, though not requiring condensing apparatus, but had taller chimneys and originally fitted with Westinghouse braking systems. Most of the Scottish contingent returned south once the V1/V3 tank engines came onto the scene. However, 10 of them were still in the Central belt during the early-sixties. No specific reason for choosing N2 69510, other than it was a 64A St. Margarets-based loco.

The original J39 class came on the scene in 1926, and along with the J38s were the first 0-6-0 tender locos built by the LNER. With wheels six inches larger diameter than the J38, J39s were credited with being well-suited for mixed traffic work. 64794 was specifically chosen to represent the class because it was allocated to 64C Dalry Road shed and therefore proved that Gresley had engines based at all the main Edinburgh sheds!

By 1925, there was an urgent need in Scotland for powerful goods engines to handle the heavy traffic from the Fife coalfields. The result was the free-steaming class, which ended up among the last handful of Gresley types to remain in service. I do not recall ever seeing a clean J38; indeed, they seemed at their best in the muck and grime of everyday existence. Model 65927 was chosen for its association with the St. Margarets breakdown-crane. My Great Uncle Tom was regularly involved in the operation of this piece of apparatus.

Designed in 1927, Class D49/1 No. 62712 *Morayshire* was based in Fife at 62A Thornton shed in British Railways days. After being withdrawn, this engine served as a stand-by boiler for Edinburgh's Slateford Laundry before being resurrected to its former glory by the Scottish Railway Preservation Society. This specific model is featured for four reasons: firstly, it was a regularly 'copped' "Shire" in my youth; secondly, it was the last survivor of the class; thirdly, is currently based at Bo'ness, and fourthly, because *Morayshire* has been my home county for exactly 50 years!

A development of Gresley's A1 design of 1922, this particular engine spent most of its working life in the Edinburgh area, especially on expresses to Glasgow and Newcastle, not least of all over the "Waverley Route" and the Fife main line routes to Dundee and Perth. 60035 was specially chosen as the model to represent the class as a tribute to Mr 'Jock' Ross, a driver at Haymarket who happened to be my next-door neighbour! He had nothing but praise for the power of these locomotives, particularly during the war years, and assured me that on one occasion – right across the 'diamonds' - he uplifted a train of 22 coaches from Newcastle to Edinburgh without double-heading, which was quite an achievement. Mr. Ross ended his days on 'Deltics', and whilst he accepted the modernisation needed for the railway system of that period, nevertheless, his first love was always for Gresley steam.

Lima initially marketed the model, but it was Bachmann that actually made the first available all these years ago, which I couldn't wait to purchase. I have always had great affection for the V2s, and

had more of them been named, it is possible that they might have become even more popular than the A3s and A4s. It was a named V2 that I climbed up on at St. Margarets when I was eight years old - plus a few 'Glens', K3s and 'pugs'. Anyway, Sunday at St. Margarets was quite a highlight for a very small boy beside an extremely large, but beautiful locomotive; well acclaimed as the "engines which won the war", such was their power and reliability.

Their association with the 'Waverley Route' is legendary! Whether hurtling round the curve at Saughton Junction, or accelerating away from the Tay Bridge towards Leuchars at the head of the ex-Aberdeen 'Blue Spot' refrigerated fish special bound for London, this class of locomotive seemed to be perfectly at home on any part of the railway system. For that reason, more than any other, I feel the V2 is the real Gresley masterpiece, and not really given the full credit to which it was entitled.

Gresley designed these engines in 1937 as Class K4 2-6-0s for the 'West Highland' line to eliminate 'double-heading', and initially based them at 65A Glasgow Eastfield shed for that purpose. In 1959, they finished their useful life working in Fife, where their high tractive effort was much appreciated on coal trains. The look of 61995 was partly spoiled on one side by being fitted with an 'elbow-shaped' outside steam pipe from a V1 tank locomotive. I chose to model No 61995 *Cameron of Lochiel* because of my close association with the area over 30 years in outdoor learning, and primarily as a tribute and appreciation to the late Sir Donald Cameron of Lochiel - Chief of the Clan Cameron - who was so incredibly supportive of my work in Lochaber.

Whenever I think of a steam engine, Gresley's design in 1939 of a V1 tank locomotive always springs to mind as the first class of locomotive with which I could identify. I'm sure this comes from the drawings my father made, plus my mental images of holidays, to which I associated these engines. I could only have been about five years old (hence immediately after the last War), but whenever we went for a day out, we started our journey at Leith Central, where empty coaching stock tended to be stored overnight. Invariably, it



LNER Class A3 No 60035 departs from Edinburgh Waverley with the Leeds City to Glasgow Queen Street *North Briton* in 1958. **W.J. Verden Anderson/Rail Archive Stephenson**



LNER J38 0-6-0 No 65927 with the St.Margarets breakdown train in Princes Street Gardens Edinburgh in January 1959. **T.G. Hepburn/Rail Archive Stephenson**

LNER V4 2-6-2 No 61700 *Bantam Cock* and a Black 5 4-6-0 with the up *Saint Mungo* climbing away from Aberdeen in August 1954. **J. Verden Anderson/Rail Archive Stephenson**



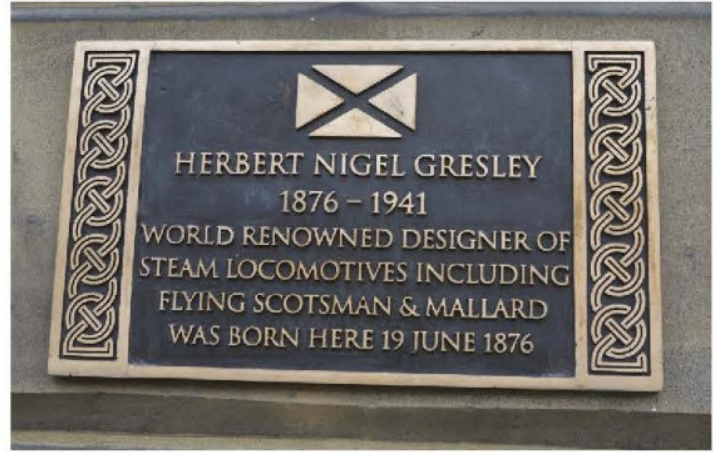


What a privilege to sit on the driver's seat of 61994 *The Great Marquess*, now based in John Cameron's superb museum in Fife. **Jim Hamilton**

was a V1/V3 that hauled these trains up to the 'Waverley' before handing over to a V2 or a Pacific. It also meant that you got the best seats before the masses boarded at the principal station!

The V4 design was an attractive and lightweight 2-6-2 tender locomotive, of which only two were built at Doncaster in 1941. It was specifically intended as a powerful modern replacement for the variety of types then working many branch and secondary duties on the system. The first locomotive was intended for Great Eastern metals, and the other for service on North British lines. However, although the first one did operate for a time as scheduled, it was transferred to Scotland within a year, where it was joined by the second build which inevitably became known as *Bantam Hen*!

Sir Nigel designed his engines as unique structures in their own right, even though most of them had a common means of propulsion. The K3s in particular couldn't help but impress, with their massive six-foot diameter boilers. To me, the conjugated valve gear on this class seemed to sound out more prominently than any other Gresley three-cylinder locomotive.



Plaque displayed in Edinburgh Waverley station. **The Gresley Society**

Initially, I wasn't really interested in writing engine numbers down, I was more attracted to locomotives with a name. I'm sure my strength in geography was simply due to Gresley's D49 'Shires' and A4 "Streaks" - and I don't mean naked enginemens! My own county *Morayshire* - represented by 62712 - is still technically in steam today, preserved at Bo'ness. And, who could fail not to be impressed by (64B) Haymarket-based *Empire of India*, *Commonwealth of Australia* or *Union of South Africa*? They must have been powerful countries, simply by the way these engines on the Glasgow run regularly beat those on the Perth '4pm Races' through Saughton Junction!

Nevertheless, after all these years, it is surprising that the Gresley engines which stand out in memory - by association - are A3 class *Dick Turpin*, *Shotover*, *Neil Gow*: 60080/1/2 (the mental picture of a notorious highwayman jumping over someone playing a fiddle has always remained in my mind, though in reality the A3s were primarily named after racehorse winners).



John Cameron CBE has brought together K4 *The Great Marquess* and A4 *Union of South Africa* to his museum in East Fife, where they can be displayed as wonderful designs by Sir Nigel Gresley. **Jim Hamilton**



P2 No. 2001 is at Edinburgh Waverley station between 1934 and 1938, before it was rebuilt with an A4-style front end. This would have been after its testing from King's Cross to Doncaster and at the plant in Vitry, France. **The Gresley Society**

In a heavy industrial area like the Lothians, freight engines really came into their own, particularly the J38 class, which were totally allocated to Scotland. However, some of the more numerical J39s found their way north of the Border, often used in a 'mixed-traffic' capacity.

There was indeed a spiritual affection for the A4s, and never more so than 60009 *Union of South Africa*, which fortunately is still with us and currently based in John Cameron's museum in East Fife. During World II, this locomotive hauled a troop train of 26 coaches, and on one occasion – owing to flood damage – actually recorded (along with sister engine *Kingfisher*) the longest non-stop journey of over 400 miles in-so-far as the train was diverted via Kelso and St Boswells. Provision had been made for a stop at Galashiels to take on water and attach a pilot engine to assist on the climb up to Falahill summit if needed.

When 60009 was withdrawn in 1964, it was purchased privately by John Cameron to run over almost one mile of track on the base of the former Lochty, East Fife branch line, becoming the first preserved railway in Scotland. Shortly after this, British Rail permitted live steam propulsion to be used once again on the main line across Fife. Consequently, this engine was back on her former regular playground, and I had the privilege of being a guest on this 're-run' as a representative of a daily morning newspaper.

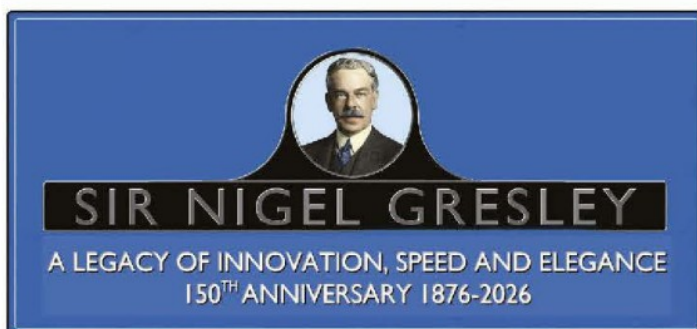
Since then, *Union of South Africa* has hauled many steam specials throughout Britain – not least of all on the former LMS Highland Railway line to Inverness (I wonder what Gresley would have thought of that?). Indeed, on one of these specials from Perth to Aberdeen, 60009 completed the 89-mile stretch in a record 87 minutes! Traditionally, the former North British Railway operated a system whereby drivers were allocated their own engines. This

approach continued well into BR days when No. 9 was primarily the preserve of Jim Paterson, one of Haymarket's top-link drivers.

He joined the North British Railway in 1908 and became a most competent driver. His resourcefulness was put to the test during the disastrous floods of 1948, when his prompt action prevented a serious mishap. In appreciation, he received a special award and certificate. His last assignment was the Royal Train when the Queen travelled to Doncaster for the St. Leger in 1955. Although he became a driver immediately after the First World War, he really belongs to the Gresley regime. His two loves were engine-driving and lay-preaching, excelling himself in both.

When I interviewed him in 1973, he said, "I have had a few thrills and many an anxious moment, but that is nothing compared with the unspeakable joy of controlling such a 'steed', and having the care and responsibility for thousands of lives. Never do I step on the footplate without first seeking God's blessing and committing to his care, myself and the passengers."

I'm sure Gresley would have been pleased with that statement, especially in being the son of a clergyman. ■



**GET YOUR FREE NEC SHOW
TICKET - EVERY YEAR AS A
GOLD MEMBER!**

**MEMBER
EXCLUSIVE**



NOVEMBER 21 & 22, 2026
**THE NATIONAL FESTIVAL OF
RAILWAY MODELLING**
NEC • BIRMINGHAM

SAVE £££s THIS NOVEMBER

AS A  MEMBER YOU'LL RECEIVE:

- A FREE TICKET TO ONE OF OUR SHOWS EVERY YEAR (WORTH UP TO £27.50)
- 13 PRINTED ISSUES OF BRM MAGAZINE AND EVERY ARCHIVED DIGITAL ISSUE SINCE 2007
- EXCLUSIVE VIDEO DEMONSTRATIONS, TRACKPLAN ARCHIVE & COMPETITIONS

SUBSCRIBE TODAY

www.brmm.ag/wormembership

FOOTPLATE

Looking to sell your models?

With over 30 years of trusted expertise, our father-and-son team, Derek and Richard, have helped manage large collections, deceased estates, probate valuations, and more. Our deep knowledge and passion for railways ensure of a professional yet friendly service.

We buy all types of railway models, from Z Gauge through to Large Scale - no collection is too big!

"A friendly, knowledgeable service from true railway enthusiasts."

You can fill out our quick and easy form on our website or reach out to us using the details below.

We'd love to hear from you!



Contact us on : 01562 750076 / 01270 421717
www.FOOTPLATE.co.uk ~ info@footplate.co.uk

THE LATEST HEADLINES

Rapido announces new 009 Peckett



Rapido Trains UK has revealed its next locomotive for the 009 Narrow Lines range: The Peckett & Sons Cranmore Class 0-4-0ST.

The 009 rendition of the Peckett & Sons Cranmore Class 0-4-0ST will be available in a variety of liveries.

In addition to *Gamecock*, the range includes 8 colourful liveries that are either interpretations of well-known narrow gauge liveries or match some of the liveries from the 009 Kerr, Stuart & Co Sirdar ranges.

Customers will also be able to pre-order two exclusive versions from Fourdees Limited. These will be a Works Grey livered variant of *Cranmore* in its as-built condition, and a Ffestiniog Railway-inspired Green livery.

All versions are available in both DCC-Ready and DCC-Fitted, and feature 6 wiper pick-ups and a small coreless motor with flywheel. Optional detailed parts include dumb buffers, vacuum brake gear, a lubricator mounted to the chimney, and front steps, allowing customers plenty of

personalisation opportunities. The Peckett & Sons Cranmore Class 0-4-0 chassis will also be available separately, via Rapido's website or from Fourdees Limited.

Available liveries

- Peckett & Sons Cranmore Class *Gamecock* - Peckett Standard Green
- Peckett & Sons Cranmore Class - Peckett Standard Green
- Peckett & Sons Cranmore Class - Bowaters Style Light Green
- Peckett & Sons Cranmore Class - Lined Black
- Peckett & Sons Cranmore Class - Lined Blue
- Peckett & Sons Cranmore Class - Lined Burnt Orange
- Peckett & Sons Cranmore Class - Lined Maroon
- Peckett & Sons Cranmore Class - Lined Dark Blue
- Peckett & Sons Cranmore Class - FR Lined Red

Priced at £139.95 for DCC-Ready models and £179.95 for DCC Fitted. Models are available to pre-order now.

Accurascale announces Class 142 'Pacer' DMU model

Accurascale has revealed its forthcoming Class 142 'Pacer' DMU, representing one of the most recognisable second-generation diesel multiple units to operate on Britain's regional railway network.

First introduced in the mid-1980s, the two-car units became a familiar sight across the North of England, Wales and the South West, working a wide range of commuter and rural services. The new model continues Accurascale's expansion into British Rail multiple units, focusing on everyday passenger operations.

For the initial release, the Class 142 will be offered in a selection of liveries reflecting different stages of the units' working lives. These comprise:

- BR Provincial
- Western Region 'Skipper' chocolate and cream
- Greater Manchester PTE
- Northern Rail

A range of running numbers will be available within each livery, allowing modellers to form prototypical two-car sets or represent specific regional allocations.

Despite its compact prototype, the model is specified with a full interior across both

vehicles and a low-profile motor for consistent running.

Both cars are designed to operate from a single DCC decoder. Magnetic BSI couplings are fitted, providing compatibility with forthcoming Class 153 and Class 155 models.

Lighting functions include directional headlights with selectable day and night settings, along with interior and cab lighting, all independently controllable. A Stay-Alive system is also incorporated to support uninterrupted running.

Delivery is scheduled for the first quarter of 2027. Prices start at £199.98 for the DC and DCC-Ready version, rising to £299.99 for the DCC Sound-Fitted variant. Models will be available to order directly from Accurascale.



Accurascale announces Class 153 and Class 155 DMUs



Accurascale has revealed plans for new OO Class 153 and Class 155 diesel multiple units, with pre-orders now open and delivery scheduled for the first quarter of 2027.

Covering two closely related prototypes with long and varied service histories, the new releases are based on former Heljan models, but have been updated with a revised electronics package and a number of operational enhancements.

The Class 153 and Class 155 retain the original moulding and detailing of the earlier models, while receiving what Accurascale describes as a comprehensive new electronics package.

Features listed include an ESU PCB, factory-fitted speakers, magnetic BSI couplers, and an advanced DCC sound system on sound-equipped versions.

Lighting functions are stated to include:

- Directional day and night headlights

- Cab lights
- Illuminated door buttons
- Side indicators

A low-profile motor is fitted, together with a Stay Alive system intended to support dependable running performance with both classes will be available in DC/DCC Ready and DCC sound-fitted formats.

Prices start at £169.98 for the Class 153 in DC/DCC-Ready form, rising to £269.99 for the DCC Sound-Fitted version.

The two-car Class 155 is priced from £219.98, with the DCC Sound-Fitted model listed at £319.98.

Accurascale says the models will be available direct and through a retail network of more than 170 stockists worldwide, with delivery currently scheduled for Q1 2027.

Heljan unveils LNER steam railcar for OO

Heljan has announced a new ready-to-run OO gauge model of the LNER Sentinel-Cammell steam railcars, covering Diagram 96 and 97 variants, with delivery scheduled for Q2 2027. The models will be available to order exclusively via Heljan.

The announcement marks the manufacturer's first major release as part of the Accurascale group and introduces a prototype not previously available in this form.

The models are based on original research conducted with support from LNER specialists and are intended to reflect the characteristics of these early self-propelled passenger vehicles.

A range of liveries has been confirmed for the initial production run, covering both historical and non-standard applications:

- LNER green and cream with lined panels, in four variations
- Cheshire Lines Committee light and dark brown
- LNER wartime brown
- LMS Crimson Lake
- BR crimson and cream, presented as a 'what if' livery



Each model is supplied with destination boards appropriate to its livery and operating area and incorporates a range of contemporary features, including five separately switchable lighting functions in DCC mode, saloon interior and cab lighting, Bi-colour LED head and tail lamps, fully detailed interior with partitions and reversible seating and optional factory-fitted DCC sound project developed with ESU.

Diagram-specific differences are also represented, including toplight vents on Diagram 96 vehicles and droplight windows on Diagram 97 examples, alongside regional variations.

Delivery is scheduled for Q2 2027 and prices are set at:

- £149.99 for DC and DCC-ready versions
- £249.99 for factory-fitted DCC-sound models

Hornby tempts with TT:120 announcements



Hornby unveils two new locomotives, plus plenty of additional liveries in the first of this year's announcements focused on TT:120. Expected dates to follow.

New Locomotives

Class 5MT (pictured above) - All DCC-Ready/Sound-Fitted

- TT3085M/TXSM - LMS 5MT No. 5408 - £189.99/£259.99
- TT3069M/TXSM - LMS 5MT No. 45315 - £189.99/£259.99
- TT3070M/TXSM - LMS 5MT No. 45446 - £189.99/£259.99

BR Class 31 (pictured right) - DCC-Ready/Sound-Fitted

- TT3071M/TXSM - BR Class 31 D5502 - £159.99/229.99
- TT3072M/TXSM - BR Class 31 31270 - £159.99/229.99
- TT3073M - BR Class 31 31237 - Railfreight Livery - £159.99
- TT3074M - BR Class 31 31107 *Cricklewood* - Civil Engineers' Livery - £159.99



Train Sets

- TT1066M - The Royal Scot Train Set 46232 *Duchess of Montrose* - Exclusive - £229.99
- TT3050M (pictured above)- First Great Western Class 43 Train Pack 43189 *Railway Heritage Trust* 43136 - £239.99
- TT3045M - *Indomitable* 50026 - £167.99



Coaches

- Two new Pullman, including 209 Third Class Brake and 1st Class Kitchen *Fingall* (pictured above) arrive at £59.99 each.
- Eight Mk. 3 coaches, including 2xTF, 1xTRFB, 4xTS and 1xTGS to create a rake for the First Great Western Train Pack at £41.99 each.
- BR Mk. 1s in Blue and Grey at £41.99 each.
- 4 wheel coaches in LSWR and Isle of White liveries at £24.99 each.

New Liveries

A number of current models see new liveries.

LSWR Terrier - DCC-Ready

- TT3064M - LSWR Green No. 735 - £159.99
- TT3065M - Isle of Wight No. 10 - £159.99
- TT3046M - *Stepney* No. 655 - £159.99

LNER Class J50 - DCC-Ready

- TT3027M - BR Early No. 68958 - £149.99
- TT3029M - LNER No. 600 - £149.99

BR Class 08 - DCC-Ready

- TT3059M - *Colchester TMD* D3760 - £149.99
- TT3060M - EWS 08499 - £149.99

BR Class 37 - DCC-Ready

- TT2044M - *Transrail Loch Eil Outward Bound* 37413 - £159.99

- TT3045M - BR Intercity *Driver Robin Prince M.B.E.* 37254 - £159.99

BR Class 50 - DCC-Ready

- TT3066M - D403 - £167.99

Wagons

Highlights from the April announcements are:

- YGB Seacow (pictured below) and YGH Sealion in singles and triple packs at £49.99 and £129.99 respectively.
- There are more coal sector HAA wagons in single and triple packs at £27.99 and £80.99.
- Two further Touax KFA container wagons at £54.99
- And new private owner 7 plank liveries and vans - From £23.99



Exclusive Class 5MT revealed



Unveiled at Model Rail Scotland on March 27th, two versions of the OO gauge model will be available via a retailer and Hornby Club exclusive.

- BR Class 5MT *The Lancashire Fusilier* 45407 as preserved condition - RAILS OF SHEFFIELD EXCLUSIVE
- BR Class 5MT *The Lancashire Fusilier* 45407 as preserved condition - Steam Generator - CLUB EXCLUSIVE

This model features a die-cast chassis and running plate, five-pole motor and high levels of detail. Since the release of the redesigned Black Five model in 2024, Hornby has improved certain areas even further, including an upgrade to the smoke generator and additional weight to improve running characteristics.

LMS Stanier Black Five No. 45407 *The Lancashire Fusilier* is one of the best-known surviving examples of

what is often regarded as Britain's archetypal mixed-traffic locomotive. Built in 1937, it forms part of the immensely successful Black Five class; steam engines designed to handle a wide range of duties with efficiency and reliability, from passenger turns to fitted freight.

In preservation, 45407 has become a particularly evocative representative of that everyday steam era, where it remains a regular and popular performer, offering a very authentic reminder of the workaday steam locomotives that once dominated Britain's railways.

Both models are available to pre-order with delivery expected in September 2026.

- DCC-Ready £249.99 - Exclusive to Rails of Sheffield
- DCC Steam and Sound £329.99 - Exclusive to Hornby Club members

TT:120 Coalfield Freight Train set announced

Hornby continues its support for TT:120 by unveiling a brand-new set featuring Class 37 37 799 *Sir Dyfed County of Dyfed* in its triple grey coal sectorisation livery, along with three HFA coal hopper wagons.

- TT1008M - Coalfield Freight Train Set - RRP - £199.99
 - TT1008TXSM - Coalfield Freight Train Set - DCC Sound-Fitted - RRP - £249.99
- Delivery TBC.

The review of the initial batch of TT:120 Class 37s featured in the April 2026 issue of BRM.

Between the late-1980s and mid-1990s, UK rail freight was divided into sub-sectors, with coal being one. Locomotives allocated to this sector wore the same overall livery, but had specific coal sector markings - the black squares representing coal. They were often seen working merry-go-round block coal train movements for power stations, steel and cement works, fly ash and nuclear flasks.



Dapol advances its GWR Toplight coach project



Dapol has confirmed that retailer pre-orders are now open for its proposed OO GWR Churchward 56' 11.25" Toplight Corridor Coach range.

The manufacturer said expressions of interest will not automatically convert to orders, with confirmed stockist pre-orders now set to determine whether the project progresses to

tooling. Revised running numbers have also been introduced following community feedback and further design checks.

A guide price of £80.00 per coach has been indicated.

Dapol is currently accepting expressions of interest, with updates expected approximately every two weeks or at key stages of development.

Rapido announces SER, SECR 5-plank 10-ton open wagons



The release introduces two diagrams, later classified by the Southern Railway as D1340 and D1341, alongside three body variations: round-ended, low D-ended and square-ended versions.

This announcement builds on Rapido's existing SECR range and marks the company's first OO gauge round-ended wagon.

The range covers a broad span of historical liveries associated with the wagons' operational life. These include:

- South Eastern Railway red
- SECR Wainwright light grey
- SECR Maunsell dark grey
- Southern Railway pre-1936 brown
- Southern Railway post-1936 brown

A total of 25 versions are available, each with individual running numbers across the different liveries.

Standard features across the range include split-spoked wheels, Stone's patent either-side brakes, SER-type "D" axle boxes, ribbed buffers and brass bearings for improved running.

Tooling variations cover round-ended, low D-ended and square-ended bodies and models of the D1341 low D design are supplied with optional parts to fit a Williams Pattern sheet rail, with components provided for both operational and stowed positions.

The models are priced at £33.95 each. The range is currently in tooling, with orders open via Rapido's website and official retailers.

New liveries for 6-wheeled milk tankers

Dapol has unveiled a fresh batch of liveries for its O gauge 6-wheeled milk tanker, covering a prototype that became a familiar feature of bulk milk traffic by rail.

The newly announced versions span a range of operators from the type's working life, from the early dairy companies through to later users. Each model is priced at £87.50, with Dapol currently expecting the new liveries to reach shops in Q1 2027.



A new building for Little Cardleywick

Card kit specialist, Metcalfe Models, announces a Chapel for its new 'Little Cardleywick' range of buildings in OO and N gauge.

Based on previous kits produced by UK-based Metcalfe Models, modellers can expect the pre-printed and fully decorated card kit to be well designed and straightforward to build.

Available in both OO and N, the kit will be priced at £16.00 and £12.50, respectively.



Bachmann announces new 'Turbostar' DMUs for OO scale



The new models will cover the Class 168, Class 170 and Class 171 families and have been designed from the ground up. Bachmann states that development is already at an advanced stage, with new bodyshells produced incorporating refinements made since the first engineering prototypes.

The initial release programme focuses on the Class 170, with four variants announced in both DCC-Ready and DCC Sound-Fitted.

- 35-580/SF - Class 171/7 2-Car DMU 171727 Southern (GTR)
- 35-601/SF - Class 170/1 2-Car DMU 170114 Midland Mainline
- 35-625/SF - Class 170/4 3-Car DMU 170412 ScotRail
- 35-626/SF - Class 170/4 3-Car DMU 170420 East Midland Railways (EMR Regional)

The tooling suite will also support Class 168 variants, including /1 and /2 sub-classes, allowing for future releases in a wide range of liveries carried by the 'Turbostar' fleet.

Bachmann states that each vehicle will feature a precision-moulded bodyshell with finely engraved panel lines, door apertures and ventilators. Ribbon glazing will be incorporated along the bodysides, with separate flush glazing fitted to the doors and cab windscreens. Etched metal windscreen wipers and roof grilles are also expected to be fitted.

Below the bodyside, the underframe will be equipped with a full suite of separately-fitted components representing engines, fuel tanks, batteries and auxiliary equipment, with pipework and cabling reproduced throughout. Bogies are expected to include detailed brake

and suspension elements, with metal wire sandpipes and, where appropriate, tripcocks fitted.

Driving vehicles will be motorised, with each unit comprising two powered cars. Bachmann advises that a low-level drive system will power the inner bogie via a diecast gearbox, driving both axles, while trailing axles will run in metal pinpoint bearings. Electrical pickup will be provided from all wheels.

A Plux22 DCC decoder interface will be fitted to the primary driving vehicle and will be accessed via a removable underframe panel. Conductive couplings with close coupling mechanisms will link vehicles, allowing a single decoder to control the entire unit. A Bach-Up stay-alive system will also be included.

All driving vehicles are expected to be equipped with speakers, allowing for twin-speaker sound installation, with sound-fitted models supplied with an ESU LokSound V5 DCC decoder.

Lighting provision is expected to include directional lighting with day and night modes, independently switchable at each end, along with passenger saloon lighting and illuminated destination panels. Cab lighting and door interlock lights will be available when used on DCC.

Working miniature couplings will be fitted to the cab ends, with BSI types used on Class 168 and 170 units, and Dellner couplings in development for the Class 171.

The first models are currently scheduled to arrive by the end of 2026.

- Two-Car units - £349.95 and £449.95 Sound-Fitted
 - Three-Car units - £469.95 and £569.95 Sound-Fitted
- Models will be available through Bachmann retailers.

Hornby unveils the Magical Mystery Tour

Hornby has added further items to its Beatles-themed OO gauge range for 2026, continuing the music-licensed collection with a new batch of wagons. The latest additions build on a line that already spans train packs and album-inspired rolling stock. Expected spring 2027.

- The Beatles - *Magical Mystery Tour* - GUV - £34.99
- The Beatles - *Please Please Me* UK Album - Wagon - £22.99
- The Beatles - *A Hard Day's Night* UK Album - Wagon - £22.99



Osborns Models releases new figures

Covering both modern freights and rural charm, the figures come ready-painted and will add extra character to any layout.

- OSBF216 – Suffolk Punch Horse & Handler - £15.99
- OSBF217 – Old English Sheepdogs (x2) - £10.00
- OSBF218 – Female Freight Terminal Workers (x2) - £12.00

All figures are supplied in display packaging and available from Osborns Models website.



WIN BIG THIS MONTH WITH BRM!

Two great prizes are up for grabs, both reviewed in this issue!



WIN the Hornby LNER Class A4 *Sir Nigel Gresley*!

Fancy winning your own Hornby LNER Class A4 No.4498 *Sir Nigel Gresley*, reviewed in this issue? We are giving away this fantastic locomotive in TT:120!

For your chance to win, all you have to do is head to the website address below and answer this question...

Where was Sir Nigel Gresley born?

- A: London
- B: Cardiff
- C: Edinburgh
- D: Belfast



For your chance to win, visit:

WIN a pair of Evolution Coaches!

We are big fans of these new models from Rapido, which you can read all about on page 116. Fancy winning the LBSCR full brake and the Longmoor Military Railway examples reviewed in this issue? Answer the question below to be entered into our prize draw!

In what gauge are these new Evolution Coaches from Rapido available?

- A: OO
- B: O
- C: N
- D: TT:120



**Worth
£139.90!**



world-of-railways.co.uk/Competitions

Both competitions will close on July 31st, 2026.

Rapido 48' Evolution Bogie Coaches



Steven Draper



At last, our pre-grouping locomotives have appropriate bogie coaches to haul.

Sometimes, a model arrives that doesn't merely fill a gap in the market. It takes one look at everything else on the layout and rather pointedly raises the standard. Rapido's Evolution coaches do exactly that.

Lift the three SECR coaches supplied for review from their box, and there is an immediate sense that something rather special is going on. The poise, the finish, the sheer visual authority, all of it suggests this is not just another competent, ready-to-run release. This is a set with presence.

Now, before anyone reaches for the carriage diagrams and a sharpened pencil, it is worth saying plainly that these are not exact miniatures of any specific prototype, nor were they ever intended to be. Rapido's Evolution range is based on a family of

generic 48ft bogie coaches, adapted with carefully chosen tooling variations and detail treatments to evoke a range of pre-Grouping and early Grouping companies.

So the right question is not, "Is this exact?" but, "Does this convince?"

The answer is a resounding yes!

The standard of ready-to-run coaching stock is now consistently high, yet these still manage to stand apart. They are, quite simply, among the most attractive ready-to-run coaches yet produced in 4mm scale. The bodywork is crisp, the panelling beautifully represented, and the separately-fitted details fine enough to delight without descending into fragility. The livery treatment is especially impressive. It has depth, precision and the confidence most of us who've tried lining with a bow pen could only ever dream of.

Better still, they work together. The Brake Third, Third and Composite form a rake that feels coherent, balanced and thoroughly believable. There is rhythm in the arrangement of windows and compartments, enough visual contrast to keep the eye interested, and an overall harmony that makes the train look right from any angle.

That sense of cohesion is not limited to the SECR trio. As part of a wider livery programme spread across three batches, Rapido has also supplied for review an LBSCR full brake and a Longmoor Military Railway example. Both underline just how adaptable the Evolution concept really is.

The LBSCR vehicle, expressed through the attractively lined-out panelled bodywork and luggable doors, provides



The box art is clever, and opening it is a real wow moment.



Carriage ends are well-detailed with separately-fitted parts.



The paintwork and decoration is up there with the best seen in RTR.



Plenty of underframe detail applicable to the coach era.



The generic design takes a range of liveries convincingly.

a pleasing contrast to the glazed compartment stock. It looks purposeful, quietly authoritative, and entirely at home when marshalled alongside the passenger coaches, suggesting the sort of pragmatic mixing of stock that was not uncommon in practice.

By contrast, the Longmoor Military Railway coach offers something rather more unexpected. The plain blue livery gives it a distinctly utilitarian character, slightly austere compared to the complex lining of earlier years, but no less compelling for it. If anything, it demonstrates the range's ability to step outside the purely pre-Grouping aesthetic and still convince, revealing itself as something more flexible: a growing family of attractively-rendered vehicles that can be arranged to suit a variety of layouts, eras and operating ideas.

On the layout, performance matches presentation. With their Fox-pattern bogies, the coaches roll freely and steadily, gliding through pointwork with dignified elegance. They look settled, they move properly, and they immediately give a whole class of pre-Grouping locomotives something worthwhile to haul.

Then comes the real magic. Add power, pass the magnetic wand over the roof, and the interiors illuminate to reveal compartment detailing of astonishing quality. Rapido clearly understands that model coach lighting and retinal assault need not be the same thing; a small potentiometer on the PCB allows the lighting level to be adjusted to personal taste. Thoughtfully, Rapido also includes a selection of alternative window units - open and half-open - which can be fitted by the modeller to introduce subtle variation and a welcome sense of individuality within a rake.



The liveries will be exceptionally collectable.



Innovative lighting and exceptional interiors ready for passengers.



The bogies are detailed and all wheels are very free-rolling.

Now, if one wishes to be exacting, some informed SECR observers have suggested that a short rake of the type provided might more plausibly include second-class accommodation. That is a fair observation. But it speaks to historical composition, not to the quality of the models themselves, and for the vast majority of modellers, it will not matter in the slightest.

And that is where this range lands so effectively. Commercial practicalities mean it may not be the final word in specific coaching scholarship, but it is very possibly the final word in what ready-to-run coaching stock can now be. Beautifully made, deeply desirable and dangerously convincing, they may just make the rest of your stock cupboard feel slightly more ordinary.



Even a less elaborate livery has seen the bar of RTR achievability raised further.

FACTFILE

Model (Review item in bold):

Non-Corridor Third, Brake Third, Composite, First and Full Brake and 3 coach multi-pack available in the following Batch 1 liveries, London North West Railway

South Eastern & Chatham Railway

Railway

Midland Railway
Great Western Railway
Great Central Railway
Great Northern
Somerset & Dorset Joint Railway

London Brighton & South Coast Railway

Longmoor Military Railway

Construction: Plastic with etched separately-fitted components and metal wheels

Weight: 100g to 120g

Era: Late 19th-Century to mid-20th Century and Preservation

Price: £69.95 (individual) £199.95 (multipacks)

Minimum curves: Radius 2

Accessories: Window options, footboards, close coupling connectors, magnetic wand

WHAT WE LIKE

- ✓ Fabulous livery application
- ✓ Interior detail
- ✓ Lighting potentiometer



N



1902-preservation



29.95

REVIEWS

Graham Farish NE Hoppers



Jerry Clifford

Hot on the heels of the Accurascale NE hoppers in OO come these delightful N gauge examples from Graham Farish. Coal was originally transported in small chaldron wagons, but by the early 20th century, the North Eastern Railway had developed its distinctive wooden-bodied wagons with high sloping sides to increase capacity and aid gravity discharge through the bottom doors. The most numerous type was the NE P7 (LNER D12) 20ton hopper, which were built in their thousands. Farish has produced both types as part of its 'Railway Celebrations' range, marking the 200th anniversary of the birthplace of railways. The vast majority of these wagons were company-owned, as depicted by the NE (Northern Division) P7 offered for review, though a handful did make it into private ownership with the likes of the British Sugar Corporation D12.

Both wagons are beautiful examples of the tool-maker's craft with very finely detailed strapping and rivets, subtle plank lines (which isn't always the case with N gauge wagons), and excellent interior detail, including the hopper partitions and bottom doors. Detail below the solebar is equally good with the correct clasp brakes, separately-fitted brake handles and solebar steps on opposite corners. The two wagons also have subtly different details, the NE P7 wagon having a single horizontal end handrail and wooden end stanchions, which extend below the solebar so they could be used with the dumb-buffered chaldron wagons, which were still in common use within collieries. The D12 BSC wagon has double-end handrails and angle iron stanchions; the LNER largely dispensed with the use of chaldrons.

Livery application is excellent. The striking black on green of the BSC wagon is crisply-applied as is the white-shaded black lettering on the NE example.

Overall, these are superb models of this distinctive prototype.

FACTFILE

Factfile (Review item in bold):

373-375 NER P7 Coal Hopper North Eastern Railway Grey (ND) No.44931

373-375A NER P7 Coal Hopper North Eastern Railway Grey (ND) No.99134

373-376 LNER D12 Coal Hopper LNER Grey No.86224

373-376A LNER D12 Coal Hopper LNER Grey No.53511

373-377 LNER D12 Coal Hopper BR Grey No.E162443

373-377A LNER D12 Coal Hopper BR Grey No.E162447

373-378 NER P7 Coal Hopper NCB Black No.B.R.257

373-379 LNER D12 Coal Hopper 'BSC Ltd' Green No.1

Construction: Plastic with metal details

Era: 1902-preservation

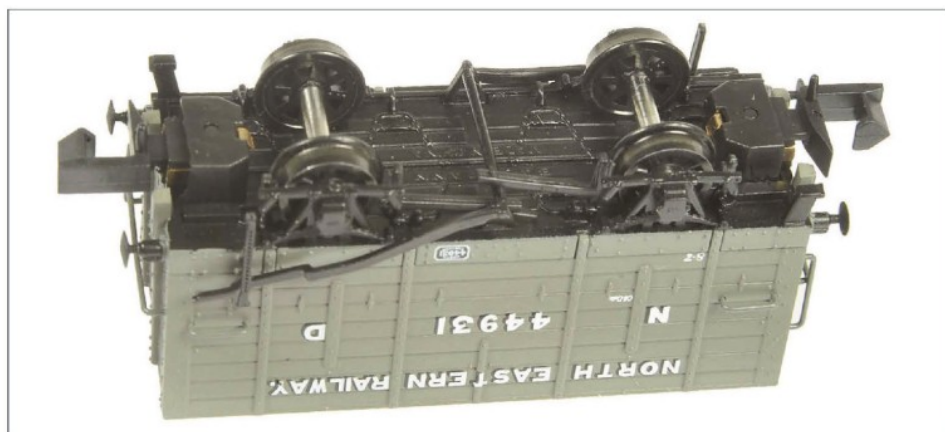
Price: £29.95

Minimum curves: Radius 1

Accessories: Dummy couplings

WHAT WE LIKE

- ✓ Fine plank detail
- ✓ Separate wire handrails
- ✓ Livery application



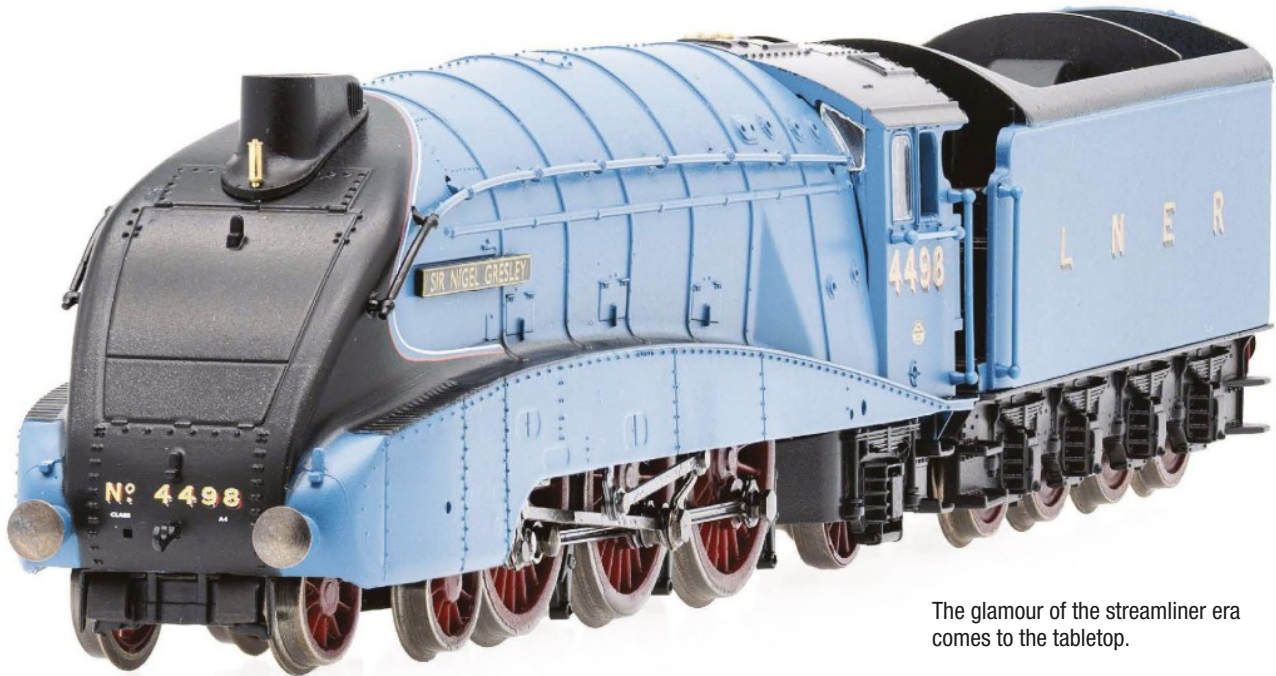
Underside view highlighting the very comprehensive brake detail.



High-level view of the BSC hopper showing the fully detailed interior, including bottom doors and partitions.



Hornby LNER Class A4 No.4498 Sir Nigel Gresley



The glamour of the streamliner era comes to the tabletop.

Launching a brand-new scale into the UK market is bold enough, but backing it up with models that genuinely deliver is where the real judgement lies. The A4 was there from day one in October 2022, and the arrival of *Sir Nigel Gresley*, timed with the 150th anniversary of the great man's birth, feels entirely deliberate.

The prototype itself hardly needs introduction. LNER A4 Pacific No. 4498 is one of the most iconic steam locomotives in preservation, and one of the most scrutinised. Those flowing, streamlined lines and unmistakable proportions leave nowhere to hide.

Thankfully, first impressions are strong. This is a model that immediately looks

“right”. The complex curves of the casing are captured with confidence, giving it that purposeful, almost impatient stance A4s are known for. It looks like it wants to get moving, and that's exactly what you want.

Look closer and you'll find the expected compromises, but they're handled intelligently. The valences have been adjusted to accommodate the motion, and a fixed Cartazzi truck avoids unsightly gaps beneath the cab. Purists might raise an eyebrow, but visually it works, and crucially, it keeps everything tidy on the track.

Finish is where this model really scores. The 1930s garter blue livery is beautifully-applied, with crisp lining and sharp lettering that stands up well under scrutiny. It's a striking model straight out of the box. The cab detail

is equally commendable, with a well-rendered backplate featuring copper-effect pipework and dials, while the coal load, though fixed, can be enhanced with real coal if desired.

Detailing strikes a careful balance between finesse and durability. Metal handrails, buffers and safety valves add refinement, but the model doesn't feel fragile. It's something you can handle sensibly without that constant fear of knocking something off, a welcome trait in a practical layout engine.

On the track, performance is reassuringly solid. The switch to a precision coreless motor, following early issues with the original 3-pole design, has paid dividends. It runs smoothly across the speed range, with initial motor noise settling quickly after running-in. The motion is a highlight,



Hornby has captured the iconic profile perfectly, though for the 1930s it should only have a single chimney.



Be part of celebrating 150 years since the birth of Sir Nigel Gresley!

mesmerising in operation, especially with those red driving wheels flashing beneath the casing.

It will handle second radius curves, but like the real thing, is happier on gentler curves, particularly with a decent rake behind it. One drawback is the lack of suitable LNER teak coaching stock. Pullmans look the part, and BR Mk. 1s can stand in, but a correct train is still missing, for now.

There is no sound-fitted version, but DCC provision is straightforward, with the tender housing a pre-fitted sugar cube speaker and enclosure. Sound won't shake the room, but paired with HM7000 and TXS sound, it delivers a convincing performance.

As a statement piece for a fledgling scale, Hornby's TT:120 A4 gets a lot right. It looks superb, performs well, and feels like a model designed to be used. *Sir Nigel Gresley* isn't just a nod to history; it's a clear signal that TT:120 means business.

FACTFILE

Model (Review item in bold):

TT3007M - *Mallard* - (LNER Blue)

TT3008M - *Silver King* (BR Green)

TT3009M - *Falcon* (BR Lined Blue)

TT1002M - *William Whitelaw*

(Eastern Set)

TT3043M – Sir Nigel Gresley (LNER Blue)

Construction: Plastic with die-cast chassis and metal details

Weight: 150g

Era: 1930s

Price: £179.99

Minimum curves: Radius 2

Accessories: Optional fit flanged trailing track wheelset (not in the sample provided), screw-link coupling, brake rigging and couplings

WHAT WE LIKE

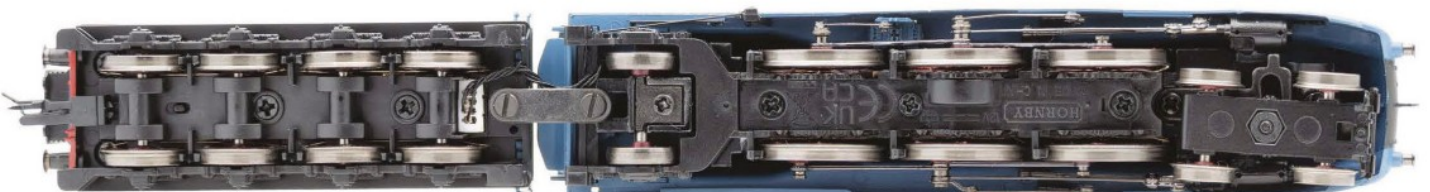
- ✓ Upgraded motor
- ✓ Captures all the streamlined character
- ✓ Celebrates Sir Nigel Gresley



Pullmans look great, but an accurate set of Gresley Teaks in TT:120 would be very welcome.



A corridor tender is modelled and ready to accept a Next18 DCC chip.



Plenty of pick-ups, running is delightfully smooth.

Cavalex Class 56



Steven Draper



The characteristics of the class are captured acceptably well.

For many railway modellers, the hobby offers a welcome escape from everyday life and, for a short while at least, the chance to become immersed in a miniature world, whether as a spotter at the lineside, a signaller in control, or perhaps at the helm as the driver.

For Cav and Alex, the finescale modellers behind the Cavalex Class 56, this is not simply about producing a high-quality, good-looking model, it is about removing all the barriers between operator and experience. And from the moment the box is opened, there is a clear sense that it

has been created by people who understand exactly what hobby time should feel like.

Even while secured in its travel cradle, the depth of colour and quality of decoration immediately stand out. Lift it free, place it on the table or onto the rails, and the Grid character comes through straight away. All 135 locos can be tooled, and the distinctive 'face' has been captured with real authority here, giving the model a presence that feels entirely authentic.

The finer points of detailing have been covered in a previous review, so with this example from the second batch, it is more revealing to focus on performance and DCC.

There's a growing trend toward heavier models, with all-wheel drive often seen as essential. While this can deliver impressive haulage figures, it is not always ideal, particularly on EM or P4 layouts. All-wheel drive, combined with finescale tolerances, can result in poor running, or derailments, in short, exactly the sort of frustration most modellers are trying to escape.

Here, a well-balanced alloy chassis, efficient five pole motor, twin flywheels, and carefully geared drivetrain, powers the outer axles on each bogie, leaving the centre wheels to float - exactly what is required, reliable, finescale-friendly traction. There is



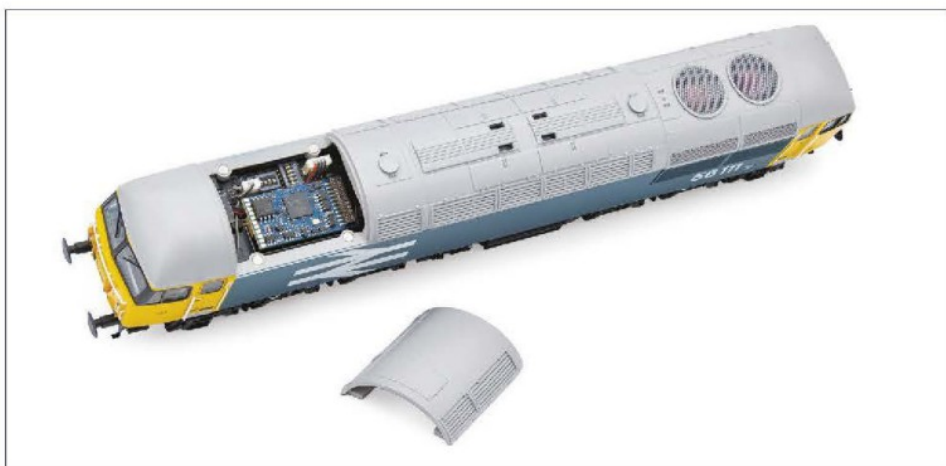
Back to the '80s, the immersive experience is real and impressive.



The twin fans have their own motors and spin when appropriate.



The detail on the bogies is very impressive.



A magnetic roof panel provides access to the DCC socket.



There are pick-ups from all wheels and a floating middle axle for excellent running.

FACTFILE

Model (Review item in bold):

56021 - BR Blue

56111 - Large Logo

56002 - Original Railfreight

56089 - Red Stripe Railfreight

56052 - Construction Sector

56134 - Coal sector

56107 - Loadhaul

56129 - Transrail

56105 - Colas Railfreight

Construction: Plastic body with mostly moulded details

Weight 624g

Era: 1976-2004

Price: £189.95 DCC-Ready,

£289.95 DCC Sound-Fitted

Minimum curves: Radius 2

Accessories: Buffer Detailing Pack

WHAT WE LIKE

- ✓ Superb Sound
- ✓ Highly Detailed
- ✓ Excellent Running

more than enough pulling power to handle realistic freight formations, even with gentle gradients and curves, a reminder that smart modelling design is not always about maximum output, but about achieving the right kind of performance.

While it is tempting to press start immediately, the included driver's manual encourages a more realistic approach. Doors, horn tones and independent lighting control, speak operation rather than simply running.

The start sequence is a highlight, offering a deeply satisfying experience. A quick tap of the horn and a gentle increase in throttle brings the engine to life with a convincing howling throb.

Drive Lock holds speed simulating shutting-off, but for many also provides a way to access full thrash drama when required. There's no hint of distortion, thanks to a custom ESU sound project, stay alive and passive radiator combined with sugar cube speaker in the chassis capable of both high and low frequencies. The result is a sound ambience that really does draw you in.

Whether this is a first model, or 100th, it excels not just in detail and finish but in delivering a cohesive and genuinely immersive experience, one that shows exactly what can be achieved when modellers design for modellers.



Hornby Railroad BR Class 31



**Steven
Draper**



The characteristics of the Class are captured acceptably well.

There's something rather fitting about Hornby tackling the venerable British Rail Class 31 in its Railroad range. After all, the prototype itself was never about glamour; these were the everyday, do-anything Type 2s of British Railways, British Rail and beyond, built between 1957 and 1962 and quietly getting on with the job across secondary passenger and freight duties.

And that, in many ways, sets the tone for this model.

At first glance, the Railroad Class 31 does exactly what it says on the box. The unmistakable outline is captured well, with

the slab-sided body, distinctive cab profile and slightly awkward stance all present and correct. It's this character that earned the real machines their less-than-flattering nicknames. It's not a finescale tour de force, but it doesn't pretend to be. Instead, it offers a solid, recognisable rendition that sits comfortably in the "layout workhorse" category.

Detailing is where the compromises inevitably show. Compared with higher-tier offerings, moulded details are simplified, and finer elements are either absent or represented more robustly, and the buffers are not sprung. That said, the cab front holds up better than expected and the handrails

are commendably fine. The underframe and bogie treatment is an improvement over earlier efforts, while the narrow, more modern tension-lock coupling, mounted in an NEM pocket, adds to the model's overall presence and usability.

Livery application and printing are sharp, with etched name and sector plates a particularly welcome touch at this price point. On the review sample, and under photographic lighting, the grey roof finish did show a couple of small paint 'blobs' and a slight roughness on one side. However, this is unlikely to trouble most users in normal layout conditions.



All wheels have pick-ups and running was very good.



The bogies show a surprising amount of detail.



DCC-Ready and very easy to maintain and service.

Of more importance is performance, and here the model acquires itself well. Straight from the box on DC, it proved smooth and quiet, with commendable control across the speed range. Pick-up from five wheel sets contributes to reliable running, while a bogie-mounted motor driving two axles, assisted by traction tyres, provides adequate haulage. Thoughtfully, spares are included in the accessories pack and the model is fitted with a DCC-ready 21-pin socket.

And that's really the crux of this model. The Railroad Class 31 isn't trying to compete with the latest high-end releases; it is aimed squarely at those who want an affordable, usable locomotive that looks the part and performs capably. For beginners, it offers an accessible entry point into diesel traction. For more experienced modellers, it provides a solid basis for detailing, weathering, or even kit bashing, something the Class 31, with its varied history and liveries, positively invites.

FACTFILE

Model (Review item in bold):

R30120 - D5500 Green

R30196 - No. 31 454 *The Heart of Wessex* BR Intercity Swallow

R30439 - No. 31 271 Stratford 1890-2001 Construction Sector Triple Grey

Construction: Plastic body with mostly moulded details

Weight: 268g

Era: 1987 - 1994

Price: £89.99

Minimum curves: Radius 2

Accessories: Etched Nameplates, Traction Tyres

WHAT WE LIKE

- ✓ Smooth running
- ✓ Robust
- ✓ Excellent Value



It looks most at home in a layout setting, even without weathering!

In a layout context, it earns its keep. Whether pottering about with a short parcels rake or deputising on a secondary passenger turn, it feels entirely at home, much like the prototype itself did for decades.

In summary, Hornby's Railroad Class 31 is an honest model. It won't win awards for finesse, but it delivers where it matters: recognisable looks, dependable running and real value. And sometimes, that's exactly what a layout needs.



A very useful Diesel class that's robust, accessible and fun.

Rapido GWR Dia.019 open wagon



**Steven
Draper**



The Open C is a great addition to any siding or goods train.

There's something deeply appealing to many modellers about a good open wagon. No glamour, no headline-grabbing livery, just timber, ironwork, and the sense of years spent clanking over the rails behind the locomotives we admire.

Rapido has once again tapped into that sentiment with its Great Western Diagram O19 Open C, proving that even the most workaday vehicle can be rendered exceptionally well.

The wagon itself was very much a product of the GWR's pragmatic approach to goods stock. Introduced from 1907, these 15ft

wheelbase, 5-plank opens were built in large numbers until 1927. Initially intended for timber traffic, they later carried everything from pipes to general loose loads, becoming a familiar yet essential part of the railway scene.

The review sample represents one from their later BR years. By this stage, examples like this were weathered and work-worn, and the subdued light grey finish reinforces that sense of a hard-worked, no-nonsense wagon. As the first ready-to-run model of the O19, previously only available in kit form, it makes this long-familiar wagon truly accessible.

The proportions are convincing, with plank spacing, ironwork, and sack doors on this

version, combining to reflect the depth of research behind it.

Closer inspection reveals crisp moulding, and separately-fitted details that enhance the overall finesse, including usable lashing rings to tie down loads. The buffers are neatly moulded, while inside, there is a tidy representation of planking and door detail in a light brown finish.

There was a time when the underside of a wagon was little more than a place for the manufacturer's name to go. Rapido has embraced the challenge of reproducing the underframe in miniature, with impressively fine running gear detail beneath the body.



Separately-fitted details create a finescale appearance.



The wagons provide an inviting 'load' project.



Brass bearings deliver smooth and wobble-free running.



Interior planking and even a representation of the door.



Just imagine an afternoon weathering...

FACTFILE

Model (Review item in bold):

GWR No. 94856 - GWR grey
 GWR No. 94887 - GWR grey
 GWR No. 94835 - GWR grey
 GWR No. 99965 - GWR grey
 GWR No. 94737 - GWR grey
 GWR No. 94888 - GWR grey
 GWR No. 94751 - GWR grey
 GWR No. 100000 - GWR grey
 GWR No. 94901 - GWR grey
 BR No. W99925 - BR Grey
 BR No. W94920 - BR Grey

BR No. W94864 - BR Grey

PLA No. D3 - 'Port of London'

Construction: Plastic with metal wheels and bearings.

Weight: 36g

Era: 1950s -1960s

Price: £35.95

Minimum curves: Radius 2

Accessories: None

WHAT WE LIKE

- ✓ Free-rolling
- ✓ Overall detail
- ✓ Paint finish and decoration
- ✓ Multiple running numbers

While much goes unseen in normal operation, it adds significantly to the overall realism when viewed on the shelf, workbench, or layout.

On the track, the model performs as well as it looks, gliding smoothly through points and across baseboard joints. Free-rolling metal wheel sets ensure reliable running; they will highlight any layout slopes!

Decoration is authentically minimal but well executed, with sharp, legible lettering. A well-judged range of running numbers is offered, covering GWR, BR, and even industrial ownership, reflecting the wide reach and long working lives of the prototype.

The finish provides an excellent starting point for weathering, should you wish to take it further, though it stands perfectly well on its own straight from the box.

What Rapido has achieved here is impressive. The Diagram O19 does not shout for attention, but certainly rewards it. In capturing the character of a very ordinary wagon with such assurance, the model turns a humble prototype into something rather more interesting, whether being shunted around the yard or simply getting on with its work within a train.



R. Bruce County Donegal wagons



Jerry Clifford

FACTFILE

Factfile (Review item in bold):
W101 – Nos. 246 and 263, both light grey

W111 – Nos. 36 and 245, both light grey, shutters closed

W106 – No. 239 (darker grey) and No. 243 (light grey), shutters open

W112 – No. 37 (darker grey) and No. 205 (light grey), shutters closed

Construction: Plastic with metal components

Weight: 46-52g

Era: Various

Price: £78.00

Minimum curves: Not specified

Accessories: N/A

WHAT WE LIKE

- ✓ Range of roof options
- ✓ Very free running
- ✓ Neat chopper-style couplings



Interest in modelling Irish railways is steadily growing, so it is very pleasing to see a new name enter the RTR market with the arrival of these County Donegal wagons in OO_{n3} (4mm scale on 12mm gauge track representing the prototype's 3' gauge), from R. Bruce under the 'OO Works' banner.

The County Donegal Joint Railways Committee was the largest of the Irish narrow gauge systems. It was formed out of the amalgamation of a number of smaller lines and operated a network totalling 106 miles between 1906 and 1960. It was seen as a progressive line in many ways, not least for its early adoption of diesel traction, including the first diesel railcars in the British Isles, introduced in 1930.

The CDR wagon stock was remarkably standardised compared with other Irish narrow gauge lines, due in large part to their buying large batches of broadly similar

vehicles. They were also quite large, being not far short of standard gauge dimensions. All CDR stock was either vacuum-braked or through-braked – most had handbrakes, although some had no brakes at all, relying on being coupled to a braked neighbour or the use of wooden chocks in yards!

The two wagons offered for review are cattle wagon number 99, which was built by the Oldbury wagon works in 1893 and 7-ton van number 263, which was part of a batch built by Hurst Neilson in 1908. Some wagons were delivered with conventional felt-covered roofs, while others had one-piece corrugated roofs – others acquiring them in later life. The wagons are offered with both styles.

The models themselves are resin castings with a separate chassis and mainframe, the two being screw-assembled. Detailing such as wire rails and vacuum pipes are separate fittings. Resin detailing is not quite as crisp

as we have come to expect from modern injection moulding, but is, nonetheless, very good and a little weathering and dry-brushing would further enhance this. A metal weight is trapped between the body and chassis and this, combined with the metal wheels in pinpoint bearings, leads to a very free-running model.

The eight shoe clasp brakes are nicely done and commendably snug to the wheels. Very fine, metal brake levers are fitted, although the brake cylinder on the underframe is a little basic and there is no brake linkage or cross beam. That said, to be fair, it is effective from normal viewing distances. Couplings are very neat little chopper-like tension-locks, screwed to the underframe.

The wagons are sold in pairs via the R. Bruce eBay listing. They are available in either light or dark grey DR livery with shutters open or closed. Each pair contains one smooth and one corrugated roof. Overall, R. Bruce should be commended for bringing these to market. They are nicely detailed and finished, and very reasonably priced for a hand-assembled and finished product. Hopefully, they will prove successful and lead to further additions to the range. Recommended.



Above is the cattle wagon with open hatches, while the van is shown at the top of the page.



Underside view showing the simplified, but effective, brake detail.

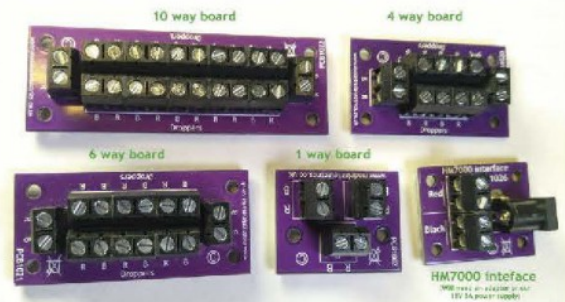


01622 535931
 mail@modelrailelectrics.co.uk

Welcome to Model Rail Electrics



Track dropper connection boards



This is our complete family of DCC BUS connectors boards for building your BUS Circuit, a solder free way for connecting in the dropper wires. A handy range of connection boards for connecting the main track power circuit bus line to a track dropper. Just simply join your connections together, fix to the underside of the base board, then connect to the next board. Can also be used as the main feed connector, just put the track feed to where the Dropper is connected to instead. Rated at 10Amps, this will provide plenty of power to your layout.

Prices start at
 £2.18 each +
 Postage

DCC Loconet Hub - powered 12VDC



£21.51 each
 + Postage

DCC LocoNet 12V DC powered Hub. LocoNet in and out connectors giving 4 powered loconet outputs suitable for powering loconet devices like the Digitrax handset or the Digikejls devices plus other LocoNet items. The power input is 12V DC 1A, can be either powered from a 12VDC BUS if you have one or from a 12V DC 1A power supply, see below for the power supply. Wiring diagram supplied with the item, but plug and play, no soldering required

12V DC Power Supplies



1Amp £9.88
 2Amp £11.46
 3Amp £17.62
 + Postage

We now stock all ESU products



Servo Motors



£2.90 each



MP1 £17.62
 MP4 £20.21
 MP10 £20.21

HM7000 compatible Power supply 15V DC 4Amp and DCC BUS Connector bundle. £44.19 each + Postage



HM7000 compatible Power supply 15V DC 4Amp with DCC BUS Connector for connecting the Power Supply directly to the BUS cabling. Fully compatible with all our BUS wire start kits and all Dropper track connections boards.



Available with Plugs for the following countries
 UK, USA, Aus/NZ & Euro Plugs

SPROG DCC

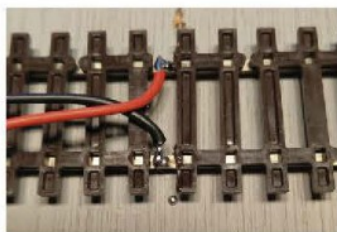
Home of the DCC Decoder Programmer



Sprog IIv4
 £68.40
 Sprog 3
 £86.40



Track dropper soldering & Electro-frog point conversion



Track Dropper Soldering service to solder dropper wires to your track ready for you to install and wire up. Both OO and N Gauge.

Red & Black colours used
 N Gauge in 7/0.2 cable
 OO Gauge in 16/0.2
 Red & Black colours used for the running rails and switch Blades
 Green colour used for the Frog power
 Running Rails in 16/0.2 & Frog in 7/0.2
 Cables soldered to the bottom of the rails, inwards so you can drop the cables in one hole under the center of the track.
 Cables soldered to the center of length of the track
 Ask your preferred supplier to send the track direct to us



£5.00 per length of track + Postage

£7.50 per point set + Postage

www.modelrailelectrics.co.uk



SAVE THE DATES

30TH APRIL - 2ND MAY 2027

THORNBURY LEISURE CENTRE, BRISTOL



**SIGN UP FOR EVENT
UPDATES & NEWS FROM**

WORLD OF RAILWAYS

www.brmm.ag/email26

Model Railways

KMS RAILTECH

Aberdeenshire



@KMSRAILTECH

- **KMS Railtech: In the Middle of Nowhere but at the Heart of the Hobby**
- Model railway stockists specialising in Peco and DCC Concepts products
- Head outdoors with our wide range of R/C vehicles, or get the kids building with our CaDA construction sets
- For Accurascale to Tamiya and everything in between, including exclusive and limited editions, head to kmsrailtech.co.uk

Unit 6 Donside Ind Park, Donside Road, Alford, AB33 8WD
W3W. ///monorail.fillis.glue

01224 45 55 25 • www.kmsrailtech.co.uk

| PECO TRACK | | SL/E 92 | | STU 750BH | | SL/E 391 | |
|-----------------------------------|--------|-----------------------|---------|------------------------|----------------|--------------------------|----------|
| BULLHEAD | | SL/E 93 | £13.20 | STU 751BH | £62.20 | SL/E 392 | £14.50 |
| SLU 1180 | £64.10 | SL/E 94 | £15.75 | ST700BH | £8.55 EACH | SL/E 393 | £14.50 |
| SLU 1188 | £37.16 | SL/E 95 | £16.50 | / BOX OF 8 | £68.00 | SL/E 394 | £14.50 |
| SLU 1189 | £37.16 | SL/E 96 | £16.50 | ST 725BH | £9.10 EACH | SL/E 395 | £14.60 |
| SLU 1190 | £68.95 | SL/E 97 | £13.25 | / BOX OF 8 | £72.50 | SL/E 396 | £14.60 |
| SLU 1191 | £27.00 | SL/E 98 | £17.20 | SL700BH | £10.25 EACH | SL/E 397 | £14.60 |
| SLU 1192 | £27.00 | SL/E 99 | £40.05 | / BOX OF 25 | £120 | | |
| SLU 1194 | £28.25 | SETRACK 00 | | N GAUGE SETRACK | | FINESCALE CODE 55 | |
| SLU 1195 | £28.69 | ST240 | £13.20 | ST5 | £12.30 | SL300F | £54.80 |
| SLU 1196 | £28.69 | ST241 | £13.20 | ST6 | £12.30 | SLE 300 | BOX £120 |
| SLU 1198 | £37.99 | ST244 | £20.25 | ST44 | £20.50 | SLE 386F | £17.20 |
| CODE 100 INSUL/ELECTROFROG | | ST245 | £20.25 | ST45 | £20.50 | SLE 387F | £17.20 |
| SL 100 BOX OF 25 YDS | | ST247 | £15.50 | ST50 | £13.79 | SLE 388F | £17.20 |
| | | ST250 | £13.95 | ST51 | £13.79 | SLE 389F | £17.20 |
| | | O GAUGE POINTS | | N GAUGE CODE 80 | | SLE 390F | £56.20 |
| SL 80 | £44.95 | SL/E 786BH | £79.00 | SL300 | BOX OF 25 £104 | SLE 391 | £14.70 |
| SL/E 86 | £19.25 | SL/E 787BH | £79.00 | / EACH | £4.18 | SLE 392F | £14.70 |
| SL/E 87 | £19.25 | SL/E 790BH | £130.00 | SL/E 386 | £16.75 | SLE 393F | £14.70 |
| SL/E 88 | £18.40 | SL/E 791BH | £64.50 | SL/E 387 | £16.75 | SLE 394 | £15.90 |
| SL/E 89 | £18.40 | SL/E 792BH | £64.50 | SL/E 388 | £16.75 | SLU 395 | £15.50 |
| SL 90 | £50.00 | SL/E 794BH | £71.50 | SL/E 389 | £16.75 | SLU 396 | £15.50 |
| SL/E 91 | £14.95 | SL/E 797BH | £57.95 | | | | |

Pennine Models

penninemodels@gmail.com
01756 748667
BARK LAITHE FARM, FLASBY, SKIPTON,
NORTH YORKSHIRE BD23 3QD
WE ALWAYS TEST AND CHECK OUR LOCOS BEFORE POSTING
www.penninemodels.co.uk
Opening hours: Tuesday to Saturday 10.30-4.30 Visit us on

DAPOL O GAUGE

14 TON PETROL TANKERS

7F-058 / 59 **£44.50**
7F 063 / 062 anchor mounted **£46.50**
7F 064 45T TTA **£74.00**

BRAKE VANS

7F 100 Southern Brake vans **£60.00**
7F 200 BR/LNER brake vans **£71.50**
7F 300 BR/GWR brake vans **£79.95**

PLANK WAGONS

5 / 7 / 8 plank wagons **£38.50**

BOGIE BOLSTER / TURBOT **£59.00**

CONFLATS

Container **£54.00**
Without container **£39.00**

VANS

12t /meat/insulated **£43.50**
VEA/VANWIDE **£49.50**

HELJAN O GAUGE WAGONS

35t tanks **£76.00**
Dogfish/catfish **£85.00**
Southern CCT/PMW **£155.00**

DAPOL O GAUGE

DAPOL O GAUGE

Terriers 4 liveries **£205**
14xx and panniers **£195**
Lionheart Panniers **£295**
LMS & BR Jinty **£191.25**
Sentinel 0-4-0 **£150**
Southern B 4 **£190**
Class 08 **£210**
B R standard CI 3 **£495**
Various liveries J94 **£225**
Class 55 xx 2-6-2 **£399**

COACHES

B R mk1 blue/grey, maroon, green & chocolate/cream **£169**
Autocoach various **£210**
Heljan track inspection coach **£259**
Suberban B Set (2 coaches) **£375**
Stroudley 4 wheel coaches **£95**

HELJAN O GAUGE

Class 05 **£295**
Class 17 **£375**
Class 20 **£499**
Class 26/27 **£425**
Class 31 **£439**
Class 33 **£435**
Class 37 split box **£565**
Class 37 centre **£425**
Class 40 **£445**
Class 45 **£495**
Class 47 **£569**
Class 50 **£499**
Class 56 **£499**
Class 60 **£599**
Class 73 **£595**
Class 55 Deltic **£495**
R H 0-4-0 **£165**
Class 02 Diesel **£250 to £275**
Southern design PMW & CCT £165 Post Free

NEW DAPOL VANS ALL £43.50

HELJAN CLASS 37 CLEARANCE

3721 BR large logo 3735 Intercity 37152 centre h/c
3727 D R S blue 3737 West Coast Railways 37248
3730 centre h/c 3749 Royal Scotsman Maroon
3731 large logo centre h/c 3733 R F S grey Centre H/C
3732 Tre Pol & Pen 37196 f grey 3734 Grey unnumbered

ALL £395.00 post free

LIMITED EDITION O GAUGE HIA UNBRANDED STONE HOPPER...£68





FOR MODELLERS WHO
REQUIRE QUALITY,
ACCURACY, PERFORMANCE
& DURABILITY

*The new name in brass O Gauge
RTR locomotives, built to the
highest standards*

*Hand built in brass by SAM Model Tech
(South Korea), from official works
drawings and extensive research.
Factory painted with cellulose, lined,
then baked to produce a resilient finish*

www.55H.co.uk

*See website for running numbers,
versions and latest availability.*

55H Naburn North Yorkshire YO19 4RY
Tel: 07836 606465 / 01904 656736
Contact John Riley: John@55h.co.uk

55H is a trading name of Finescalebrass (UK) Ltd

BR Standard Class 5 4-6-0 Caprotti Valve Gear

Also available
Standard Locos,
Lined Black,
Lined Green and
Lined Black Named

£2800 (inc vat)
UK Insured Delivery



AVAILABLE NOW - LIMITED STOCK!

Fitted with Faulhaber Swiss coreless motors, opening smoke box door, revealing interior detail and fully detailed cab. Models reflect variations of reverser handle, whistle type and position, return crank fixings and connecting rod type.

Tenders reflect the type as fitted in operation, with axle boxes painted as required.

The loco and tender fitted with sprung axles, sprung buffers and working screw couplings.

Direct from the factory ready to run with 12V DC power. In the UK, our workshops can then offer specialist services should you need them, including fitting, DCC sound, DCC synchronised smoke, weathering, coal load and overhead warning signs - at additional cost.

- We use ESU decoders with Bryan Robertson sound.
- DCC fitting, testing and tuning by ModelYard.
- Weathering, coal load and warning flashes by Paul Moore one of the best, professional, paint and detailing specialists.

COMING MID-2026

BR Standard Class 4 / 4-6-0 / 2-6-0
From £2800 - see website for details

LIMITED RE-RUN - 7MT Britannia Class
From £2800 - see website for details and availability

DCC COMMAND STATION and HANDSET kits



MERG
Model Electronic Railway Group

Connect with us
merg.org.uk

Connect Create Contribute



We specialise in layout control. It's all we do!

MegaPoints Controllers

Sophisticated Simplicity



Rev: 28-08

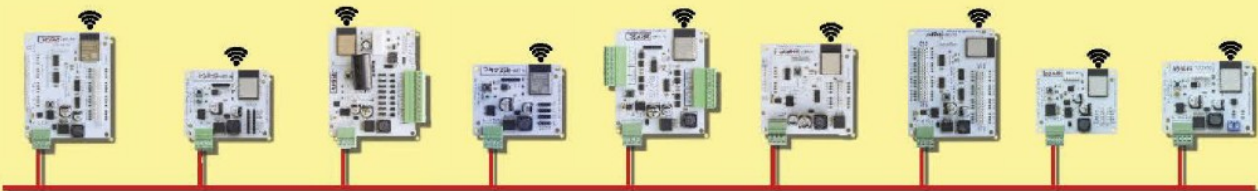
megapointscontrollers.co.uk

Control everything with System2. Visit our web site for more details.

- Complete layout control of points, signals, block detection, route selection and accessories.
- Reducing the cabling running around your layout to 2 wires.
- All our products are designed and manufactured in the UK.
- All settings are at your fingertips from your desktop, tablet or phone.
- Built in software update facility for new features.
- Controls can be flexibly assigned to any device on the network.
- Includes an EasyConfig simple setup for preconfigured options.

System2 works with:

- Servo motors.
- Solenoid motors.
- Tortoise and analogue stall.
- MTP MP10 motors.
- Kato points motors.
- RFID Tag readers and displays.
- DCC accessory commands.
- Block detection and feedback.
- JMRI via Wi-Fi.



Servos - Solenoids - Tortoise - Kato - RFID - DCC Accessories - JMRI - Route and Signal Control - Wi-Fi or Wired

"System2 has simplified our installation and enabled new possibilities for Making Tracks" - Pete Waterman - OBE



THE BLUEBELL RAILWAY

BLUEBELL GIFTS & MODELS
SHEFFIELD PARK STATION,
UCKFIELD, SUSSEX, TN22 1QL
WWW.BLUEBELL-RAILWAY.COM/SHOP
EMAIL: WWW.RETAIL@BLUEBELL-RAILWAY.COM
01825 720803



- STOCKS ALL MAJOR MODEL RAILWAY BRANDS
- REGULAR SPECIAL OFFERS AVAILABLE BOTH ONLINE AND IN STORE WITH SELECTED ITEMS
- WIDE RANGE OF MODELLING SCALES/ ACCESSORIES AVAILABLE IN OUR STORE AND ONLINE
- FREE CAR PARKING AT SHEFFIELD PARK
- FRIENDLY AND DEDICATED STAFF ON HAND TO ASSIST YOU WHEN YOU VISIT/BUY



TEN COMMANDMENTS

Accessories for the discerning OO, O and N gauge modeller.



HAND PAINTED ANIMALS – OO & N GAUGES
Beautifully detailed and individually hand painted animals From VAN PETEGEM SCENERY of the Netherlands
Cows, sheep, pigs, horses, dogs, squirrels ,birds and more
See our demonstration videos on our YOUTUBE channel

ROLLING STOCK DISPLAY CASES – OO, N, O and NEW TT GAUGES
Display cases for your favourite locomotives and rolling stock. Clear Acrylic cover and base. Keep your stock dust free while on display.
OO GAUGE from £15 N from £16 O from £25 TT from £20

ROLLING STOCK STORAGE SOLUTIONS – OO & N GAUGES
A range of plastic stock storage boxes with pre-cut foam inserts designed to accommodate locomotives, coaches and wagons. Available in various sizes for OO & N Gauge. Cases supplied complete with cover sheet and lid. Foam trays available separately
See our website for individual specifications and sizes.
OO GAUGE BOXES from £24 OO FOAM TRAYS from £16
N GAUGE BOXES from £24 N FOAM TRAYS from £8

TRACK CLEANING WAGONS OO, N, O and NEW TT GAUGES
The quickest easiest way to clean your track. Simply hook up behind your locomotive and haul over trackwork to clean. No fluids / cleaners required. Manufactured in Germany for us by KPF-Zeller.
OO GAUGE WAGON £40 – N GAUGE WAGON £40 - O SELF-FIT £20
NEW TT/Hom TRACK CLEANER NOW IN STOCK £40

ROLLING ROADS OO, N, O and NEW TT GAUGES
Highest quality German engineering. Suitable for use with DC or DCC Control systems. See website for further information.
N GAUGE - CHOICE OF FOUR SIZES FROM £60
OO GAUGE - NEW XL VERSIONS ADDED FROM £65
O GAUGE - CHOICE OF THREE SIZES FROM £70
NEW TT ROLLING ROAD - IN STOCK - £65

WAGON LOADS – OO, O & N GAUGES
Huge range of stonecast wagon loads for steam and modern Eras. See a small selection below or visit our website for the full range for OO, O and N

| | OO GAUGE | N GAUGE | O GAUGE |
|---------------|------------|------------|------------|
| COAL LOADS | from £1.95 | from £1.50 | from £3.50 |
| BARREL LOAD | £2.75 | £1.75 | £5.00 |
| CRATE LOAD | £2.75 | £1.75 | £5.00 |
| OTA LOGS LOAD | £4.00 | £4.00 | £10.00 |
| PIPE LOAD | £2.75 | £1.75 | £5.00 |
| PLANKS LOAD | £2.75 | £1.75 | £5.00 |
| BALLAST LOADS | from £1.95 | from £1.50 | from £3.50 |

TEN COMMANDMENTS 20 STRUAN DRIVE, INVERKEITHING, FIFE, KY11 1AR
Telephone orders 01383-410032 Monday - Friday 10am-7pm

Email: tenccommandments@btinternet.com
Please add £3.95 Post & Packing for UK orders

Online at: www.tenccommandmentsmodels.co.uk



MODEL RAILWAY INSURANCE

Standalone All Risks Insurance

- Cover for:
- Accidental Damage
 - Accidental Loss
 - Theft

Rated Excellent on Trustpilot



CALL NOW FOR A QUOTE 0208 0033 190
or visit assetsure.com/collectables
& GET A QUOTE ONLINE

ASSETSURE

Assetsure is a trading name of Hildon Park Ltd which is Authorised and Regulated by the Financial Conduct Authority No.592997

The modellers choice since 1950

FRIZINGHALL

MODELS & RAILWAYS

01274 747447 • shop@fmrdirect.co.uk

8a Sapper Jordan Rossi Park, Otley Road,
Baildon, West Yorkshire BD17 7AX

We stock an extensive range of locomotives and rolling stock in most gauges from all leading manufacturers.

A wide selection of track, scenics, plastic kits, tools, paints, pre-owned railway items, die-cast vehicles and much more

See More at
WWW.MODELRAILSHOP.CO.UK

Opening Hours: Monday to Saturday 10am – 4.30pm

Peter's Spares

MODEL RAILWAYS LTD

EST 2009

Mail order and repairs specialists



- ♦ New & Used Hornby Spare Parts
- ♦ Our own spare parts made in China
- ♦ Locomotives and Rolling Stock
- ♦ Plastic Kits, Paints, Tools & Glues
- ♦ Digital Decoders & Controllers
- ♦ Locomotive Detailing parts
- ♦ Mega Steam Smoke Fluid
- ♦ Tracks & Train Sets
- ♦ We have it all at Peters Spares

NEED HORNBY SPARES?

Talk to Peter's Spares Over 4000 Different Hornby and Dapol Spares in Stock. Pre-Order Your Accurascale, Bachmann, Dapol, EFE Rail, Graham Farish, Hornby & Rapido Trains With Us

Over 14,000 different items in stock

DON'T FORGET WE SELL:

Locomotives, Rolling Stock, Scenics

and much more!



NEW & USED MODEL RAILWAYS

Specialists in Model Trains since 1994 – Servicing, Repairs & DCC Decoder Fitting
21 Brighthouse Business Village, Riverside Park, Middlesbrough, Cleveland TS2 1RT



Tel: 01642 909794

Open Mon-Sat 10am-5pm

Web: www.petersspares.com

Email: sales@petersspares.com



GAUGEMASTER

LIGHT RAILWAY STORES

The online marketplace for narrow gauge, light railway and industrial modelling...



NEW! GWR liveried wagons from the Rapido Trains 009 range exclusively at Light Railway Stores

Custom etched nameplates, number plates and works plates for all scales, configured for your models.



Use code **BRM10** at checkout for 10% off all custom etching!

www.lightrailwaystores.co.uk

PO Box 297, Bexhill-on-Sea, TN40 9HF

Trainsporters

MODEL TRANSPORTATION

The *innovative* solution to storing and transporting your model railway stock



As used by manufacturers:
 Accurascale
 Bachmann
 Cavalex
 Dapol
 Ellis Clark
 Heljan
 Hornby
 Minerva
 Murphy Models
 PRMRP
 Tower Models

SEE OUR WEBSITE FOR TOUR DATES
TRAINSSPORTERS.COM

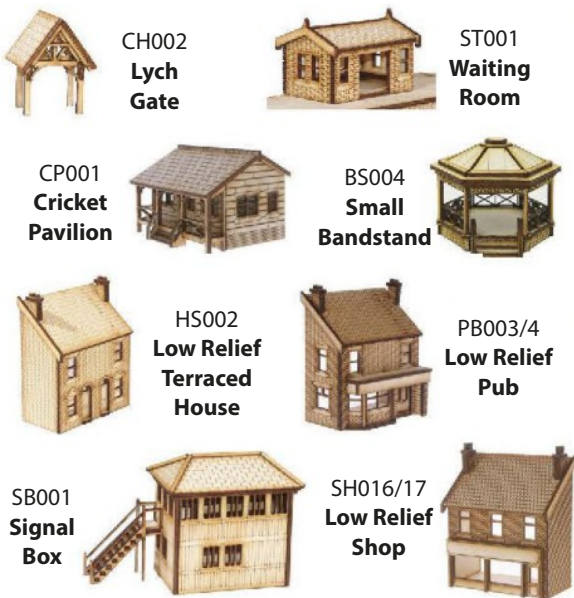
- Exceptional quality, made in Britain
- We use Really Useful's Boxes
- Ideal for home, clubs, and exhibitions
- Free shipping on 2 or more boxes
- Available for O, On30, OO, HO, TT & N Gauge

Tel: 0333 4040 811

www.trainsporters.com

In The Greenwood LASER

Got a spare £10?



Go on, treat yourself!

For the full range visit

www.inthegreenwoodlaser.co.uk

W M COLLECTABLES

FOR QUALITY COLLECTABLE AND PRE-OWNED MODEL RAILWAY ITEMS IN MOST GAUGES. LOTS OF READY TO RUN, KIT-BUILT AND KITS AVAILABLE ON THE WEBSITE WITH MUCH MORE STILL TO COME.

T: 01444 413723

E: andrew@wmcollectables.co.uk

www.wmcollectables.co.uk

MARCWAY POINTWORK

PROFESSIONAL RENOVO FOR QUALITY Est. 61 years

UNRIVALLED EXPERTISE IN TRACK AND POINTWORK.
Ranges available in gauges 1, O, SM32, OO, EM, HO 0-16.5.
All are ready to run and spray finished. SAE or phone for layout.
www.marcway.co.uk

Marcway OO or EM Pointwork

| | |
|--|---------|
| 36° Radius Point Left or Right Hand..... | £36.00 |
| 48° Radius Point Left or Right Hand..... | £36.00 |
| 54° Radius Point Left or Right Hand..... | £37.50 |
| 60° Radius Point Left or Right Hand..... | £38.50 |
| 72° Radius Point Left or Right Hand..... | £42.50 |
| 48° Radius D/Junction with Curvature Through Diamond Left or Right Hand..... | £295.00 |
| Diamond Crossing 48°..... | £75.00 |
| Single Slip Point 48°..... | £115.00 |
| Double Slip Point 48°..... | £135.00 |
| 36° or 72° Radius Wye Point..... | £36.00 |
| 36° or 54° Radius 3 Way Point (Offset)..... | £130.00 |
| Tandem 3 Way Point Left or Right Hand..... | £132.00 |
| 36/72° Radius Curved Point Left or R/Hand..... | £69.00 |
| 54/72° Radius Curved Point Left or R/Hand..... | £69.00 |
| 72/48° Radius Curved Point Left or R/Hand..... | £66.00 |
| Facing (R/Hand) Trailing (L/Hand) Crossover..... | £120.00 |
| Scissors Crossover 48° Radius..... | £355.00 |
| Single Track Branch Line meeting Double Track Mainline Formation | |
| Layout Planner full size Rail Prints of Range 00 or EM Gauge SMP Marcway Flexible Track Box of 10 yards..... | £59.50 |
| Pack of 24 nickel rail joiners..... | £4.95 |
| Pack of 12 Insulated fishplates..... | £4.95 |
| Hand Point Lever with built in overspring..... | £4.95 |

Marcway Flexible Tracks

| | |
|---|--------|
| Type 0 Gauge 0 code 125BH N Silver 10 yds..... | £89.50 |
| Type J Gauge 00 75BH N Silver 10 yards..... | £59.50 |
| Type K Gauge 00 75BH P/Bronze 10 yds..... | £59.50 |
| Types - EM Gauge 75BH NS or PB 10yds..... | £59.50 |
| Types - P4 Gauge 18.88 or 19.33 - NS or PB..... | £62.50 |

POSTAGE EXTRA

Also OO, EM & P4



MARCWAY O FLEXI-TRACK
Best quality and value
£89.50 box
10 yds

Marcway Products All orders, technical or quotes phone 01709 542951 (Marc) Monday - Friday.
Difficulty contacting, ring. SHOP is open 10.30 - 3.30 closed Wednesdays.

598-600 ATTERCLIFFE RD, SHEFFIELD S9 3QS

Marcway P/B Sleeper Strip

| | |
|---|----------------|
| 12mm Wide x 1.6mm Thick 1/16 10 x 18' Lengths..... | £25.00 |
| 9mm Wide x 1.6mm Thick 1/16 10 x 18' Lengths..... | £23.50 |
| 9mm as above in press out of 16 x 18' Lengths..... | £37.50 |
| 7mm Wide x 1.6mm Thick 1/16 10 x 18' Lengths..... | £20.50 |
| 7mm as above in press out 18 x 18' Lengths..... | £36.90 |
| 6mm Wide x 1.6mm Thick 1/16 10 x 18' Lengths..... | £20.50 |
| 6mm as above in press out 20 x 18' Lengths..... | £41.00 |
| 5mm Wide x 1.6mm Thick 1/16 10 x 18' Lengths..... | £20.50 |
| 5mm as above in press out 18 x 18' Lengths..... | £36.90 |
| 4mm Wide x 1.6mm Thick 1/16 15 x 12' Lengths..... | £18.50 |
| 4mm as above in press out 25 x 12' Lengths..... | £30.80 |
| 3mm Wide x 1.6mm Thick 15 x 12' Lengths..... | £18.50 |
| 3mm as above in press out 25 x 12' Lengths..... | £30.80 |
| 2.5mm Wide x 1.6mm Thick 25 x 12' Lengths..... | £30.80 |
| 2mm Wide x 1mm Thick press out 26 x 6 1/8ft..... | £16.50 |
| 4mm Wide x 1.2mm Thick 15 x 12' Lengths 15ft..... | £18.50 |
| 4mm as above in press out 25 x 12' Lengths..... | £30.80 |
| 3mm Wide x 1.2mm Thick 25 x 12' Lengths..... | £30.80 |
| 3mm wide x 1mm Thick 25 x 12' Lengths..... | £30.80 |
| 2.5mm Wide x 1mm Thick 25x 12' Lengths 25 feet..... | £30.80 |
| 100 x 00 laser out sleepers..... | 100.....£16.50 |
| 100 x EM Laser out sleepers..... | 100.....£16.50 |
| 50 x 0 Gauge L/Cut Sleepers..... | 50.....£16.50 |

SHOP CLOSED FROM 24TH MARCH TO 3RD APRIL FOR STOCKTAKING AND MAINTENANCE BUT IS OPEN ON SATURDAY 28TH MARCH 11AM - 3PM (Mail Order is unaffected by the above. Phone 01709 542951 to order or enquire Mon-Fri)

MARCWAY SCALE MODELS

SHOP 0114 2449170

OPEN 10.30-3.30 CLOSED WEDNESDAY
VISA
PECO - BACHMANN - FARISH - OXFORD - GAUGEMASTER - METCALFE - DAPOL

We carry a wide selection of Paints, Glues, Brushes, Modelling Tools, Airbrushes, Compressors, Balsa Wood, Modelling Materials, Plastics, Metal & Wood Section & Sheet, foam board, cork sheet - brick and stone papers. Vast selection of construction kits, die-cast, scaletric, model rail and buses.
everything for the modeller



DREAM STEAM

WE STOCK EVERYTHING YOU NEED FOR YOUR MODEL RAILWAY

Find us at

Unit 9 Lake Road
Aylesford ME20 7TQ

KENT

Open Monday - Friday

10am - 4.30pm

Saturday 10am - 1pm

0800 022 4473

www.dreamsteam.co.uk

Rapido | Hornby | PECO | Metcalfe | Bachmann | Gaugemaster

Buxton Railworks

New and Pre-owned model railways in N to O Gauge



Your Local Model Railway Shop
- In the Heart of the High Peak

We're a family-run shop offering a wide range of model railways in N, OO, and O gauge. Visit us to browse in person and see before you buy - or order online or by phone. Gift vouchers are also available.

We're always looking for quality second-hand UK-outline stock and offer top prices with a discreet, personal service. We also provide layout dismantling if needed.



www.buxtonrailworks.com

9 Bridge Street, Buxton, SK17 6BS (opposite The Railway pub)
01298 463613 sales@buxtonrailworks.com

GC WEATHERING

"Its the little things we do"



With over 35 years experience of Airbrush Artwork.
We are a model locomotive weathering service with a difference.

OO gauge bespoke custom weathering packages starting at £30,
Re-numbering services starting at £15, Re-naming & Re-numbering package starting at £35, Faded paintwork for that tired loco effect starting at £10, Detail packs fitted FOC, Steam engine coal load FOC.

Also with our custom weathering packages you can choose any of our pick n mix options to individualise each of your models. We have over 20 different options to choose from inc greasy buffers, rusty exhaust, water overspill, smoke box ash and plenty more!!!!

Our new website is now live with testimonials, galleries, customer layouts and online shop

Tel: 01279 817433

Email: workshop@glocoweathering.co.uk
www.glocoweathering.co.uk



BRESSINGHAM
STEAM MUSEUM

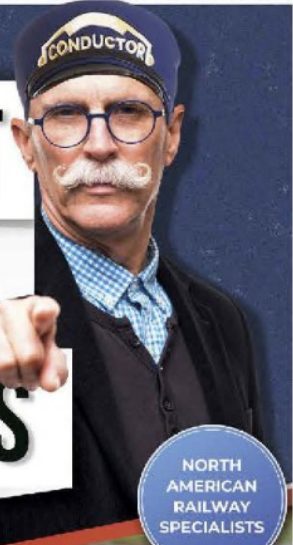
MODEL RAILWAY SHOW
at Bressingham Steam Museum
SUNDAY 20TH SEPTEMBER 2026



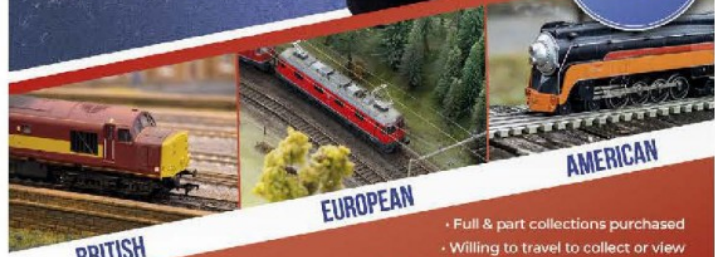
Entry to Model Rail Exhibition, Museum and Gardens
£10.75
Open 10:30am - 5pm
For more information please visit www.bressingham.co.uk

SELL WITH ANORAKS ANONYMOUS - THE BIGGEST COMPANIES DON'T ALWAYS OFFER THE BEST PRICES!

**WE WANT
YOUR MODEL
RAILWAYS**



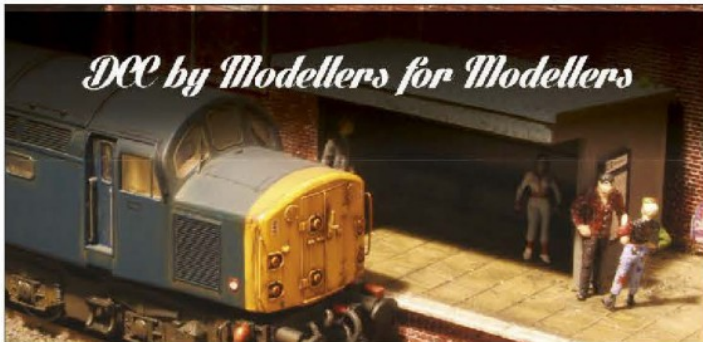
**NORTH
AMERICAN
RAILWAY
SPECIALISTS**



- Full & part collections purchased
- Willing to travel to collect or view
- Same day payment - cash or bank transfer
- Everything considered, in any condition - large collections sought after

CONTACT US
01302 371623 / 07526 768178
anoraksanonymous@googlemail.com

**PREOWNED SHOWROOM
NOW OPEN!**
See website for details
www.anoraksanonymous.net



Stockists of

Circuitron, Tam Valley, DCC Specialities, DCC Concepts, Digitrax, ESU, Gaugemaster, LDT, Lenz, Roco, RR-Cirkits, Sprog DCC, NCE, Zimo, Digikeijs, Train-o-Matic, NixTrains, Soundtraxx, Train Tech. Plus Many More!

**Friendly advice,
support and
installation services**

Ipswich Model Railway Centre,
Unit 2, 48-52 Tomline Road
Ipswich IP3 8DB.



Coastal DCC
+44 (0) 1473 710946
www.coastaldcc.co.uk
enquiries@coastaldcc.co.uk

PROVIDED BY



**magnet™
INSURANCE**

**DON'T GET
SHUNTED**

**SPECIALIST MODEL RAILWAY
COLLECTION INSURANCE**

FROM
£80.80*
PER ANNUM

*Based on sum insured of £12,000

**WE OFFER INSURANCE DESIGNED
SPECIFICALLY FOR MODEL AND
GARDEN RAILWAY ENTHUSIASTS.**

Covering accidental damage and loss at home — including during transit and at exhibitions anywhere in the UK.

TO GET A QUOTE PLEASE VISIT
WWW.MODELRAILWAYINSURANCE.CO.UK
OR CALL DIRECT ON 01636 858249



magnet™

Magnet Insurance Services Ltd
Newark Beacon, Cafferata Way, Newark, NG24 2TN
Authorised and regulated by the Financial Conduct Authority

01636 858249
www.modelrailwayinsurance.co.uk

WANTED

Model Railway & Collectables

We buy all makes, all gauges, live steam, aeroplane kits, boats, tanks, radio controlled, die cast and more.



Top prices paid for your models

Swift payment made on collection



01778 594604 or **07578 708785**



contact@littleworthmodels.co.uk



18+ years trading in collectables



Collection made in person from across the UK



We carefully dismantle your displays for you



Honest valuations and fair offers given

Littleworth Models • Unit 7 Mays Wharf • Eastgate Industrial Estate • Cherry Holt Road • Bourne • Lincolnshire • PE10 9LA

LITTLEWORTH MODELS

1

Contact us for a valuation



2

We make an offer



3

Bring, send or collect



4

Payment made



Find out more and get a **FREE** valuation at www.littleworthmodels.co.uk

YouChoos DCC Sound

next generation digital sound



immersive Drive only from YouChoos

bring your imagination to life

NEW RailRunner

Layouts
Locomotives
Accessories
Track Plans
Programming



Available on the App Store

Available on Google Play

Z21
ECoS
PIKO Smart
XpressNet
LocoNet
WiThrottle
DigiKeijs
YaMoRC
PiSPROG
DCC-EX

Universal Mobile WiFi Throttle

01380 530530

www.YouChoos.co.uk

info@youchoos.co.uk

Fully tested and guaranteed for 5 years



MORLEY CONTROLLERS



EXPERIENCE THE ULTIMATE IN CONTROLLER TECHNOLOGY

VANGUARD ZERO ONE

- 2 x 5mtr hand held controllers
- 1 x 16V DC accessory
- O gauge
- 2.5 amp per track
- Twin track

£174.90

FREE POSTAGE



VORTRAK ZERO TEN

- 2 x 5mtr hand held controllers
- OO/HO/N/OO9 gauge (1 amp per track)
- 2 x 12V DC accessories
- Four track

£196.90

FREE POSTAGE



• 'Crawler' model available **£196.90** FREE POSTAGE

VECTOR ZERO FIVE

- 2 x 2.5mtr hand held controllers
- 1 x 12V DC accessory
- OO/HO/N/OO9 gauge (1 amp per track)
- Twin track

£110.90

FREE POSTAGE



• 'Crawler' model available **£110.90** FREE POSTAGE

VESTA ZERO TWO

- 2 x 2.5mtr hand held controllers
- 1 x 12V DC accessory
- N/TT gauge
- Twin track

£110.90

FREE POSTAGE



• 'Crawler' model available **£110.90** FREE POSTAGE

Our controllers do not have any type of feedback, inertia or PWM therefore fully suitable for coreless motors.

CDU FOR POINT MOTORS ON-BOARD

Each controller has state-of-the-art design, offering very best performance capability. Slow and fast speeds are superb. Internal separate transformer for each track from 220/240 AC mains.

www.morleycontrollers.com

jet@morleycontrollers.com

01704 533 116

PO Box 501, Southport, PR9 9ZL



Possibly Hampshire's Largest Stockist of Model Railways, Diecast, Books, Magazines, Scalextric and much more...

Full range of model railway products from the leading manufacturers including:

Hornby, Bachmann, Dapol, EFE Rail, Graham Farish, Heljan, Oxford Rail, Peco, Dapol, Ratio, Wills, Superquick, Melcalfe, Gaugemaster, Parkside, Railmatch, Rapido, Woodland Scenics, and many, many more.

DCC equipment from Zimo, DCC Concepts, ESU, Gaugemaster, Hornby and Bachmann. Sound decoders from ESU (South West Digital) & Zimo (Youchoose sound files).


Also stockists of Die cast models including: EFE, Oxford Die-Cast, Base Toys & Classix.

Modelling materials & tools including: Vallejo, AK & MIG

accurascale
OFFICIAL STOCKIST

ZIMO

Wide selection of Books, DVD's & Magazines



ALTON MODEL CENTRE

Monday: Closed
Tuesday to Saturday: 9.30am to 5.00pm
Sunday: see website / call

Tel: 01420 542244
sales@altonmodelcentre.co.uk
altonmodelcentre.co.uk
7a Normandy Street, Alton

www.YorkModelrail.com
Online Shop

We manufacture a wide range of laser-cut scenery detailing and architectural components; helping you build your railway layouts.



Online shop categories for **N, TT, 00** and **0**, plus tools and materials
We also have a bespoke service enabling re-sizing; catering for **ALL SCALES**

York Modelmaking 01904 400358 laser@yorkmodelmaking.com
Unit 13, Bull Centre, Stockton-on-the-Forest, York, YO32 9LE

AC Models Tel: 02380 610100
www.acmodelseastleigh.co.uk

Your one stop shop for the model enthusiast selling new and secondhand Model Trains, Slotcars, Plastic Kits, Diecast etc. Visit our shop for all your modelling needs.



New floor now open with R/C, Games Workshop and Scalextric. See website www.acmodelseastleigh.co.uk for opening times **Gift vouchers available**

Find us on eBay *acmodels2* and Amazon *acmodelseastleigh*

9 High Street, Eastleigh, Hants, SO50 5LF
email: info@acmodelseastleigh.co.uk

MODEL RAILWAY SOLUTIONS

Dorset's Largest Modelling Centre!

- All well known brands stocked.
- Free on-site parking.
- Gift cards available.
- See website for our Modular Baseboard & Helix systems.
- We also purchase any unwanted railway items or collections.



NOCH **PECO** **KATO** **HORNBY**

Unit 1, 10-12 Alder Hills, Poole, Dorset. BH12 4AL. Tel: 01202 798068
www.modelrailwaysolutions.co.uk
Email: shop@modelrailwaysolutions.co.uk

ISINGLASS
Isinglass-Models.co.uk



GMR Diag 316 TPO

Carriage kits, 3d Printing and scale drawings

4mm: Thompson 52" non corridor stock, diags 338,339,340, 360, 361
N Gauge: GNR Milk Brake diagrams 309/310, Thompson non corridor stock in progress

23 Oak Tree Road, Thatcham. Berks. RG19 4QP
andy@isinglass-models.co.uk 01635 925627



RON LINES

Large stocks of pre-owned railways, a selection of which is on our website.

We stock new Hornby, Bachmann, Graham Farish, PECO, Expo tools, Electrical components & much more.

We also purchase your unwanted railways, whether it's a single item or collection anything considered.

Whether you're a novice or an expert we are always happy to help!
So why not visit us today or give us a ring!

Tel: 02380 772 681 www.ronlines.com
342 Shirley Road, Southampton, SO15 3HJ
Open Mon - Sat 11AM - 4PM

EKM EXHIBITIONS

BACHMANN SPLIT CHASSIS SPARES

43XX Wheel Assembly £6, U/frame £3, Pony Truck £4
57XX Wheel Assembly £8, U/frame £5 **MANOR** Bogie £5, V/Gear £8
A4 Pony Truck £4, Motion Bracket £4, Valve Gear £5, Wheel Assembly £5, U/frame £4 **IVATT 2/6/2** U/frame £3, Valve gear £6 **J39** Wheel Assembly £9.50, U/frame £3 **NELSON** Wheel Assembly £8, Valve Gear £7.50 **SCOT Etc** U/frame £3, Wheel Assembly £10, Valve Gear £6
V1/3 U/frame £3, Valve Gear £8, Bogie/Pony £8 **V2** Valve Gear £8, Bogie/Pony £4 **LSNER STYLE TENDER** U/frame £8, Drawbar Hook £2
SPLIT CHASSIS REPAIR PACK INCLUDES spacers, Springs, Gear £5
ALL AVAILABLE SPARES NOW LISTED ON OUR WEB SITE

www.ekmexhibitions.co.uk
sales@ekmexhibitions.co.uk 07306 061141 (Tue-Thur 10-4)



LORD AND BUTLER

All major brands stocked plus ever changing range of quality pre-owned items. Full range of scenic materials
Shop open Monday to Saturday 10.00 - 4.30
Tel: 0 29 2066 7225
Lord & Butler Model Railways, The Old Warehouse
(Next to Pumping Station), Penarth Road, Cardiff, CF11 8TT
www.lordandbutler.com

BUGGLESKELLY STATION
Scale Models by Don Marshall

RICHIE & EDDIE
FIGURES NOW AVAILABLE

www.buggleskellystation.com
Unique comedy cameos, 3D printed models and railway themed merchandise.

TONYS TRAINS

Open: Monday to Saturday 10am - 5pm (4pm on Saturdays)
Tel: 01788 543442 Email: tonystains@outlook.com
www.tonystrainsofrugby.com
Studio 4, The Locks, Hillmorton, Rugby, CV21 4PP
WE BUY YOUR MODEL TRAINS
GOOD PRICES PAID
PLEASE CALL TO ARRANGE A VALUATION

TOWNSTREET OO

Send £3.80 post free for our 60 page OO catalogue detailing all our other kits.

TOWNSTREET, 6 KIRKILL, BLENCARN, PENRITH, CUMBRIA, CA10 1TZ
See our new extended website!
www.townstreetuk.co.uk
MON TO FRI 2-8PM 01768 88456
MAIL ORDER ONLY

From the Stonecast range that brings realism to your layout

NEW - 6 Road Engine Shed £99.50
Stand Alone Engine Shed Office £39.00
As Above But Without 1 Wall For Side Office £25.00

DESPERATION CONTEMPLATION GRATIFICATION
Get your retail therapy at

C&M Models

1 Crosby Street, Carlisle CA1 1DQ Tel: 01228 514689
Web: <https://candmmodels.co.uk> E-mail: sales@candmmodels.co.uk
Opening Hours: Tuesday to Saturday, 10a.m. to 4.30p.m.

KSMODELS
At the heart of model making

Hertfordshire's Leading Model Railway Specialist

SALE! Visit our **NEW** website to

30 30 Years in Stevenage

BUY ONLINE

www.ks-models.co.uk

Visit → scalescenes.com
Download → Print → Build

NEW R011b Humped Bridge
An elegant layout entry point.
ONLY £4.50

The home of quality downloadable card model railway kits since 2005

Includes single and double width arches and deck.

Available in a range of brick and stone wall finishes.

View our large range of N and OO kits and texture sheets

Buy once unlimited prints

MAD ABOUT TRAINS OF GAINSBOROUGH (K&M MODELS)

For all your Model Railway needs from design to finished layout, scratch built buildings, trees dioramas etc. We carry a vast selection of scenic materials. We carry a comprehensive range of all aspects of Railway Modelling from track pins to finished layouts. DCC Specialist, repairs, weathering etc undertaken in our own workshop. Hornby, Bachmann, Peco Gaugemaster, Dapol and Knightwing stockists. Large range of scenic materials. We are always looking for second hand collections. Just give us a call or come and visit our shop.

Tel: 01427 811040
Mobile 07858612716
106 Trinity Street, Gainsborough DN21 1HS
e-mail: sales@madabouttrains.co.uk
www.madabouttrains.co.uk

Trains4U.com
27 St. David's Square, Fengate, Peterborough, PE1 5QA Tel: 01733 895989

CAVALEX Models OO Class 60 "Super 60"

DCC Ready £194.95
DCC Sound £294.95

KRModels Bullied Leader
DCC Ready £184.95
DCC Sound £284.95

Open Tue - Sat 10:00-5:00, Sun 10:30-3:30, closed Mon
e-mail: info@Trains4U.com

Follow us on:

CAMBRIAN 4mm Wagon Kits



C33 LBSC/SR 5 Plank Open
£11.10 (delivery £3.00)



C98 SECR/SR 10 ton Van (D1344)
£12.00 (delivery £3.00)

18 other SR/pre-grouping wagon kits available. Most have matching SR era transfer sets

Brass, Nickel Silver, Phosphor Bronze & Soft Iron Straight Wire
Micro Brass Section, Flat, L,T,U etc and Thin Strip (Br/NS/PB)

If you used to buy from Eileen's Emporium we have their stock and will replace it when required

Over 100 more kits available from Pre-Grouping to 1990's. Also Gibson Wheels in 00, EM, P4/S4 and Bachmann Couplings
See the website for details or send C5 SAE for list. Worldwide delivery with no VAT added

16mm Narrow Gauge Components are also available

cambrianmodelrail.co.uk cmr@cambrianmodelrail.co.uk
01322 515672 2pm-4pm PO Box 85, Greenhithe, Kent. DA10 9DN

CL & FINESCALE TRACK BUILDING SYSTEMS



Visit our website to view our full range of products

01372 458604 www.clfinescale.co.uk

Et Cetera, 208 Barnet Wood Lane, Ashted, Surrey KT21 2DB
Office hours Mon to Fri 10.30am to 16.00pm

Crafty Hobbies have moved!



You can find us at 41 Cavendish Street, Barrow, LA14 1SF. Just across from our old shop.

With more space, we have an exciting list of workshops & demonstrations planned.

www.craftyhobbies.co.uk

Open 10am - 5pm

Closed Thursdays and Sundays



Family Run Business

Buying Pre-owned Collections & Un-wanted Models

NOW STOCKING A WIDE SELECTION OF PRE-OWNED MODEL & NEW RAILWAY COLLECTIONS ONLINE & INSTORE

Send us a list or bring items in store & we will give you a FREE valuation!

Visit our eBay shop & like us on Facebook

eBay Find us on f

9 High Street Mews • 28 High Street
Leighton Buzzard, Beds LU7 1EA
Mon closed (seen by appointment)
Tues-Sat 10am-3pm • Sun closed
01525 854788
www.agrmodelrailwaystore.co.uk
sales@agrmodelrailwaystore.co.uk

Come and see us at the following shows:

Milton Keynes MRS 2026 Exhibition ** NEW VENUE **
Walton High, Milton Keynes, Bucks MK10 7HE
6th June 2026

Northampton & District MRC 2026 Exhibition
Roads Village Hall, Road, Northamptonshire NN7 2LS
18th July 2023

East Coast Railway
www.gscale.co.uk

We buy and sell used items, offering good prices for second hand items or complete collections.

PLASTIC & METAL G SCALE 45MM OUTDOOR TRACK AVAILABLE

Tel: 07748008108

THE BEST VALUE G SCALE 45MM GAUGE SPECIALIST & PIKO RETAILER

£50.00
£27.50
£22.00
£20.00



01237 238872

shadylane@live.co.uk

www.shadylanemodels.co.uk

Retailers of Bachmann, Hornby, Peco, & many other main manufacturers including Scalextric, Airfix, Woodland scenics.

New & pre-owned stock

Open Monday, Wednesday, Thursday & Saturday 10am to 4pm
11 Grenville st, Bideford, Devon, EX39 2EA



Gravesend Models, Railways & Diecast Centre

We buy and sell:
Diecast • Model Kits
Railway • Wargames



www.gravesendmodelcentre.co.uk

gravesendmodelcentre@gmail.com • 01474 536531

Opening Times Monday to Saturday 09:30 - 16:30

Gravesend Model Centre, 15 High Street, Gravesend, Kent DA110BQ



All Figures are supplied unpainted

1940s French Cafe Staff (x4)
Available in N, TT, OO and O Scale from £3.99



1960s Parents and Toddlers (x6)
Available in N, TT, OO and O Scale from £5.99



WWW.SMARTMODELS.CO.UK

Smart Models, Unit 302, Jarrow Business Centre, Rolling Mill Road, Jarrow, Tyne & Wear NE32 3DT
Tel: - 0191 4263307 Email: info@smartmodels.co.uk

RHUDDLAN MODELS

- Model Railways
- Games Workshop
- Die Cast Models
Corgi - Dinky - Matchbox
- Plastic Kits
Airfix - Revell - Etc

NEW AND USED ITEMS BOUGHT AND SOLD

HIGH ST, RHUDDLAN.
01745 590048
www.rhuddlanmodels.co.uk

Topp Trains

Shop for model railway enthusiasts

OPEN 10am - 4pm
CLOSED Weds & Sunday
Free Parking

Wide range of stock from all your favourite suppliers as well as quality used bargains. Professional, friendly advice from fellow enthusiasts. Call us or see our Facebook page for details.

28 Marston Road, Stafford, ST16 3BS
Tel: 01785 247883

THE GAUGE O GUILD

The biggest and best in 7mm railway modelling

SINGLE GAUGE MODEL RAILWAY EXHIBITION SUMMER SHOW • WIGAN

ROBIN PARK LEISURE CENTRE SATURDAY 30 MAY 2026

09.30 - 16.00

- O gauge / 7mm layouts showing what can be achieved
- Demonstrations showing you 'How To'
- 50 traders and railway - related societies

P & D MARSH MODELS

PAINTED OO GAUGE

PDZ07 Postman, bike & boxes£10.50
PDZ19 Steam loco crew (2)£10.85
PDZ42 Newspaper seller£8.95
PDZ56 Depot workers (4)£10.85
PDZ103 1950 motorbike/riders£9.25

PAINTED N GAUGE

PDX48 Steam loco crew (2)£9.95
PDX52 Bikes (4)£9.75
PDX67 Window cleaners/ladder (2) £9.95
PDX87 K6 Telephone box£7.50
PDX361 Ground signals (5)£9.50

AVAILABLE FROM ALL GOOD MODEL SHOPS. DISTRIBUTED BY EXPO TOOLS & DRILLS
WWW.PDMARSHMODELS.COM
07730 202270

THE HOBBY GOBLIN

STOKE-ON-TRENT

54 Hamil Road, Burslem, Stoke-on-Trent ST6 1AU

Please check our website for our 'Special Commission' 7-plank wagons, based around 'Stoke-on-Trent' in O, OO & N gauges

- Hornby • Bachmann
- Peco • Dapol • Gaugemaster
- Woodland Scenics
- Plus much more!

OPEN: Tue, Weds, Fri 10-4;
Thurs 10-12; Sat 10-1

T: 07973 478294
E: thehobbygoblin-uk@hotmail.com
www.thehobbygoblin.co.uk



North Wales Diesels by Nick Gurney

ADMISSION • TICKETS PUBLIC £17, MEMBERS & PARTNERS £12, U16s £1


70th Anniversary
To buy an e-ticket or for more information
www.gaugeoguild.com



Hornby, Bachmann, Graham Farish
Peco, Oxford, Woodland Scenics and many more...

Visit our new website for the full range
www.jacksonsmodels.co.uk

33 New Street Wigton CA7 9AL
Trucks - Cars - Kits - Planes - Toy Soldiers - Railways - Hobbies/Craft
016973 42557 info@jacksonsmodels.co.uk Find us on Facebook, Twitter, YouTube



Fylde 3D Designs

- 3D Printed Models
- O, OO, TT & N Scales
- Scenery
- Tools

info@fylde3ddesigns.co.uk
07874 600 547
www.fylde3ddesigns.co.uk

TOY & TRAIN FAIR

Saturday 30th May 2026

York Sport Centre, University of York,
James Way, York YO105NA

Open 10.30am - 3pm • Cash entry Adult £4, Senior/U16 £3
Over 280 tables • Free Parking
10 mins from Designer Outlet A19/A64.

Contact 07504 035955 northerntoyfairs@hotmail.com
www.northerntoyfairs.com

CD Design



LNBR/BR Gresley Push-Pull Driving Carriages

RTR from £58.00

www.cdcmodels.weebly.com

NICK TOZER RAILWAY BOOKS

RAILWAY BOOKS BOUGHT & SOLD

Free Railway Booksearch Service

155 Church Street, Paddock, Huddersfield, HD1 4UJ

Shop now open:
Tue/Wed 11:00-17:00
+ Thu 14:00-20:00

Tel: 01484 518159 (answer machine)
www.railwaybook.com
email: nick@railwaybook.com

ADVERTISE HERE!

CALL ALLISON
01778 395002

ELAINE'S TRAINS

Pre-Owned Z to G
New items listed regularly on our website

See us at:

Sleaford 30th May
Hull 30th/31st May
Milton Keynes 6th June

Collections purchased especially Continental

elaines-trains.co.uk
01673 857 423



SHILDON MODEL RAILWAY CLUB

SPRING EXHIBITION

June 6th & 7th 2026

LOCOMOTION

1 Dale Road, Shildon DL4 2RE
Saturday - 10am till 5pm
Sunday - 10am till 5pm

20 Plus Layouts & 20 Plus Traders
Modelling Displays
Railway Societies & Groups

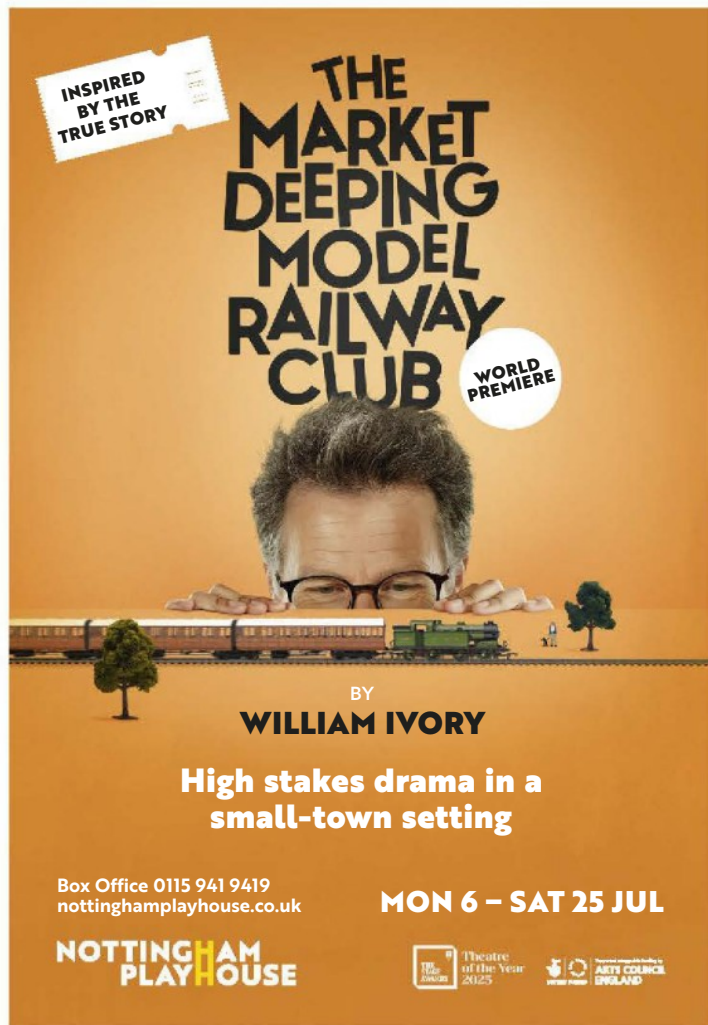
For further information
Contact
Robert Arrand
Phone - 07564 301487
Email
smrcexhibitions@gmail.com
www.shildonmodelrailwayclub.co.uk

FREE CAR PARKING

FREE ADMISSION

Full Disabled Access

Refreshments Available All Day



INSPIRED BY THE TRUE STORY

THE MARKET DEEPING MODEL RAILWAY CLUB

WORLD PREMIERE

BY **WILLIAM IVORY**

High stakes drama in a small-town setting

Box Office 0115 941 9419
nottinghamplayhouse.co.uk

MON 6 – SAT 25 JUL

NOTTINGHAM PLAYHOUSE

Theatre of the Year 2025

Arts Council England

GLASGOW TOY FAIR

NEW FOR 2026!

Sunday June 7th 2026

Bellahouston Leisure Centre, Glasgow G521HH

Open 10.30am - 3pm • Adult £4.50, Senior £3.50, U16 £2.50

- A friendly atmosphere • 220+ tables
- Free on-site Parking • Café/Refreshments available

Contact 07504 035955 northerntoyfairs@hotmail.com
www.northerntoyfairs.com

RAINTON TOY, TRAIN & SCI-FI FAIR

Sunday 14th June 2026

Sunderland Live Arena, Mercantile Road,
 Houghton-Le-Spring DH4 5PH

Open 10.30am - 3pm • Adult £4, Senior/U16 £3, Family £10

- A friendly atmosphere • 200+ tables
- Catering & Bar • Free on-site Parking

Contact 07504 035955 northerntoyfairs@hotmail.com
www.northerntoyfairs.com

TOY & TRAIN COLLECTORS FAIRS

KIDDERMINSTER

Sunday 7th June
10.30am - 2.00pm
 Kidderminster Harriers
 Social Club, Stadium Close
 off Hoo Road. DY10 1NB
Admission Adults £1.50
FREE PARKING

For further details please call
 Tony Oakes on 01270 652773



Salisbury & South Wilts
 Railway Society

SALISBURY RAILEX 2026

SATURDAY 23RD
 &
SUNDAY 24TH MAY

THRUXTON CENTRE
 THRUXTON CIRCUIT
 ANDOVER
 HAMPSHIRE
 SP11 8PN

Admission:
 Adults £10
 Children £2
 Under 5 free
 A 2+2 family ticket is
 available for £22

SAT 10.00 - 16.30
 SUN 09.30 - 16.00

Find us at: www.sandowns.co.uk
 or @SSWRailSoc on Facebook

NEW FAIR FOR YORKSHIRE

HARROGATE

TOY & TRAIN COLLECTORS FAIR

Pavilions of Harrogate, Great Yorkshire Showground, Harrogate HG2 8NZ (off A661 Wetherby Road)

SUNDAY 7th JUNE
10.30am - 3pm

- 100+ Tables
- Free Parking
- Refreshments

ADMISSION FEES
 Early Bird Entry £10.00 from 8.30am
 Adults / Seniors £5 • Children £1

For all table bookings and enquiries, please contact Ken or Peter
DD FAIRS

38 Victoria Road, Guiseley, Leeds LS20 8DG
 Tel: 01943 873420 • info@dalesmandiecast.co.uk
www.dalesmandiecast.co.uk


Severn Models Fine Kits of Buildings & Miniature Detailing



Kits for N, OO & O layouts
See the website for a painting guide
Severn Models, PO Box 785,
Broseley, TF7 9FT, UK.
www.SevernModels.com

PLASTICS • METALS • SCENICS

OO & N Scale • Peco - Hornby
Bachmann • Metcalfe
Wills • Ratio • Dapol



SPORTS MODEL
OO High Speed, Original, D16 BRV • Bachmann, Hornby, Peco • Phone: 01245 825141
www.sportsandmodelshop.co.uk

JOHN DUTFIELD LLP Now Stocking **HORNBY T1220**

Stockists of many brands inc Bachmann, Hornby, Farish, Dapol, Gaugemaster, Cavalex and Peco. Secondhand bought and sold.
Selection of kits, glues, tools, paints and accessories. Gift vouchers available.

Wards Yard, 133 Springfield Park Road
(at the junction with Hill Road) Chelmsford CM2 6EE
TEL: 01245 494455. EMAIL: heatherwilkinson@btconnect.com
www.johndutfieldmodelrailways.co.uk

OPENING HOURS:
9.00am-5.30pm
Mon, Tues, Thurs,
Fri and Saturday
Closed Wed, Sun
& Bank Holidays
All major credit/debit
cards accepted.

DURHAM TRAINS OF STANLEY

MORE THAN JUST A MODEL SHOP

WE STOCK ALL MAJOR BRITISH OUTLINE ROLLING STOCK AND SCENICS AS WELL AS OXFORD DIECAST. WE ALSO OFFER A CHIP FITTING SERVICE RTO READY AND HOME DCC READY LOCOS AND SERVICE MOST MAKES OF LOCOS.
JUST CLICK ON OUR WEBSITE FOR MORE INFORMATION. WE ALSO HAVE OVER 3000 ITEMS FOR SALE ONLINE.

6 STATION ROAD, STANLEY, CO.DURHAM, DH8 0JL
SHOP OPEN MON-TUES-FRI-SAT OPEN 0930-1700 • THURS 1100-1700 • CLOSED WEDNESDAY AND SUNDAY
TEL: 01207 232545 • www.durhamtrainsofstanley.co.uk • email: durhamtrainsofstanley@gmail.com

BRANCHLINES
KITS AND ACCESSORIES



Please phone, write (SSAE + £1 in stamps) or e-mail for catalogues covering our range of loco, chassis, coach kits in 4mm scale standard gauge, 4 and 7mm scale narrow gauge, and part coach kits in 7mm scale standard gauge.



MOTORS AND GEARBOXES

Also our catalogue covering the motors we stock (Mashima, Hama-zono and Canon), Tenshodo motor bogies, our extensive range of one and two stage gearboxes, flywheels, bearings, drive shafts, wheels, etc.

P.O. BOX 4293, WESTBURY, BA13 9AA
Tel/Fax: 01373 822231 sales@branchlines.com

MICRO LIGHTS

Established in 2025, I specialise in modelling electronics and diorama lighting. With a passion for model railways myself I adapt a variety of diecast vehicles and diorama lights. From putting LEDs in police cars to selling new Diecast vehicles, I offer a variety of products to bring your layout or collection to life.



<https://ebay.us/m/a6x1PM>

TRIDENT TRAINS

No 10, The Craft Arcade
Dagfields Craft Centre,
Crewe Road, Walgherton,
Nantwich, Cheshire. CW5 7LG

www.tridenttrains.co.uk

HORNBY - BACHMANN - DCC CONCEPTS - TRAIN-TECH - FARISH - DAPOL
PECO - LENZ - GAUGEMASTER - METCALFE - RATIO + MUCH MORE
01270 842400

BACHMANN
RETAILER OF THE YEAR
2018

roxey mouldings.co.uk

Your website for finescale locomotive, carriage and wagon kits in OO and O gauges. A wide range of accessories in stock from Slater's, Markits, Romford, Alan Gibson and our own etched detail frets. Southwark Bridge coach kits and platform accessories. Motors for 4mm/00 and 7mm/0, with gears and gearboxes from Markits and Roxey. Markits OO rolling stock wheels and our own turned steel wheels for O gauge. For Exhibition sales only, we stock solder, flux and Precision Paints.

Roxey Mouldings
58 Dudley Road, Walton-on-Thames, Surrey KT12 2JU
Tel: 01932 245439

BOB PEARMAN BOOKS

Most in-print titles supplied - send title and publisher
Having trouble finding that book? Over 9000 in stock. If we have not got it and it's in print, we should be able to get it. We can also obtain and supply books on most subjects other than railways.
Some titles discounted, some post free in UK

8 Folkes Place, Ructon Holme, Kings Lynn, Norfolk PE33 0AH
Tel/Fax: 01553 810673 (24 hrs) Email: pearman.books@idnet.com
www.pearman-books.com Most cards, also PayPal

Visiting the Isle of Wight?

UPSTAIRS DOWNSTAIRS
Pier Street - Sandown
PO36 8JR

Two floors of locomotives, wagons, coaches, buildings, scenery, electrics, figures, cars and more!

ALL BRANDS
N-009-00
00-0n30-0

01 983 406 61 6 - www.trainshop.co.uk

REDCAR MODELS & HOBBIES

Most leading brands of 'OO' gauge model railways & accessories. Also Diecast, Plastic Kits, Woodland Scenics, K+S Metal Centre etc.

130 High Street, Redcar, Cleveland, TS10 3DH Tel: 01642 494912
(open Tuesday to Saturday)
Email: andrewnpaton@ntlworld.com

HORNBY SERVICE DEALER

CONNOISSEUR MODELS

- O Gauge Etched & Cast Metal Kits -
- Locos, Carriages & Wagons -
www.jimmcgeown.com

or Send S.A.E. For Printed Catalogue
1 Newton Cottages, Nr Weobley, HR4 8QX

Bespoke and trade enquiries please call Nigel Julian on
07971 741478 or 01332 781795
email: airframed@btinternet.com

AirFramed
Bespoke Glass Display Cases
www.airframed.co.uk

OO gauge, O gauge, Gauge 1 and Gauge 3 cases with mirrored or clear back wall.
Prices start from £35.00 plus p&p.
Bespoke sizes made to order.
Prices on application.

NEW
AXLEBOX BEARING CUTTING TOOL
Cooper-Craft Lineside Kits

H&A MODELS

19 Keats Way, Higham Ferrers, Northants. NN10 8DQ
Email: sales@hamodels.net
Tel: 01323 266531
Mobile: 07706 525 889 - 07421681007

Coach & Wagon Kits • Wheels • Decals • Wagon Loads • Paint & Sundries
Parkside Models • Dundas Models • Cambrian • Sisters • Ian Kirk • Red Panda • Dapol • Kades • Ratio • Peco
Bullfrog Snot • Modelmaster • Old Time Workshop • Labello Oils • Alan Gibson • Romford • Seuthie • Smiths
Evergreen Strip • Cooper-Craft • COMING SOON ex Kirk & Mailcoach 4mm Coach Kits
Order on line at: www.hamodels.net or ring us (same day or next day despatch)
Precision Paint & Carrs now available to purchase on Line and Mail Order
Complimentary EM & P4 wheel swops for 4mm Parkside Kits purchased from us

Relocated to new premises in Matlock where we will be continuing our online business

BILL HUDSON
TRANSPORT BOOKS

FAMILY RUN BUSINESS SELLING NEW & SECONDHAND RAILWAY TITLES
To view our stock please call or email in advance
www.billhudsontransportbooks.co.uk • Call: 07921 833469

SAVE MONEY
when you
subscribe to BRM

www.brm.ag/brmdigitalsub

DEREKS
TRANSPORT BOOKS
All transport subjects covered.
Over 10,500 books in stock online

www.derekstransportbooks.com
Based in the New Forest | Est. 1995

Railways | Buses | Shipping | Commercial
Aviation | Canals | Motoring | Trams

NEXT ISSUE

LOCAL INSPIRATION

We visit the excellent 'Rhinefield Junction'

Also Inside:

- 4 amazing layouts in OO, O and N
- Detailing a ready-to-plant footbridge
- The latest issue of Traction Magazine!
- Add a miniature railway on your layout!
- Build the ideal industrial building
- The history of ballast explored in detail
- The latest new products on test, plus much, much more!

ON-SALE
FROM
JUNE
11TH

BRITISH RAILWAY MODELLING

BRM

BRITISH RAILWAY MODELLING

is published by Warners Group Publications plc
E BRM@warnersgroup.co.uk

SUBSCRIPTION ENQUIRIES

T 01778 392002

DIGITAL EDITION ENQUIRIES

E help@pocketmags.com

EDITORIAL

■ BRAND CONTENT MANAGER

Debbie Wood

E debbie.wood@warnersgroup.co.uk

■ FEATURES WRITER

Phil Parker

E phil.parker@warnersgroup.co.uk

■ DIGITAL CONTENT CREATOR

Steven Draper

E steven.draper@warnersgroup.co.uk

■ TRACTION EDITOR

Stephen Rabone

E: steverabone@hotmail.com

■ PROOF READER

Tony Wright

PUBLISHER

Steve Cole

E stevec@warnersgroup.co.uk

■ DIGITAL MARKETING MANAGER

Phoebe Slim

E phoebe.slim@warnersgroup.co.uk

ADVERTISING

■ COMMERCIAL MANAGER

Sarah Jarman

T 01778 392055

E sarah.jarman@warnersgroup.co.uk

■ KEY ACCOUNT MANAGER

Matthew Vines

E matthew.vines@warnersgroup.co.uk

■ ADVERTISING ACCOUNT ASSISTANT

Allison Mould

T 01778 395002

E allison.mould@warnersgroup.co.uk

DESIGN AND PRODUCTION

■ DESIGNER

Dan Jarman

E danjarmandesign@gmail.com

■ MEDIA CO-ORDINATOR

Amie Carter

E amiec@warnersgroup.co.uk

DISTRIBUTION

TRADE ACCOUNT SALES

E tradeaccountorders@warnersgroup.co.uk

■ UK/OVERSEAS NEWTRADE SALES

Keiron Jefferies T 01778 395043

E keironj@warnersgroup.co.uk

PRINTING

Warners (Midlands) plc, The Maltings,
West Street, Bourne, Lincolnshire PE10 9PH

Ideas for contributions should be sent in outline form to the Editor for consideration. Please clearly mark all material with your name and address, and include sufficient postage if you require material to be returned. Views expressed by contributors are not necessarily those of the Editor or Publisher. From time to time Warners lend reputable companies the names and addresses of readers who have responded to offers, services and competitions organised by BRM. If you do not wish to receive such mailings, please write to Warners Group Distribution, Dept WD, Manor Lane, Bourne, Lincolnshire PE10 9PH or call 01778 391153.



Buffer Stop

Alexandra Palace Special



To celebrate 2026 being the 25th year of the London Festival of Railway Modelling, Alexandra Palace provided us with a cake for the team to enjoy.



Of course, there was cake for everyone, with plenty of delicious confectionery to be enjoyed on the World of Railways stand.



Visitors came from far and wide, including Scott Fitzgerald and Mike Lillie of the Australian Model Railway Magazine.



Steven and Phil carefully place the World of Railways exclusive models on our little layout in a boxfile. June 2017 BRM for more details of this model.



Lawrence Robbins enjoyed himself hosting the very popular Marble Express game all weekend.



Tom from the Model Railway Club shop didn't want to risk putting this ancient Airfix control system back in the van at the end, so found some mug to give him a fiver for it.

Follow us on social media!



Subscribe to our YouTube channel
Search for 'British Railway Modelling'



Follow us on Facebook
Search for 'British Railway Modelling'



Follow us on Instagram
@brmmagazine



Follow us on X (Twitter)
@BRMmagazine

RMweb

Join the discussion on
RMweb.co.uk

Rapido Trains UK Presents

The Railway Children

'The Green Dragon' Train Pack in OO Gauge

Including:

GN&SR 0-6-0 No. 957 in Lined Green

3 'Evolution' Coaches in GN&SR Crimson and Cream

Bobbie, Phyllis and Peter 3D-Printed Colour Figures

Print of 'The Green Dragon' Painted by Jonathan Clay

GN&SR Poster and Tickets

DCC Sound option available
with audio from the film.

RRP £439.95 DC / £549.95 DCCS

RapidoTrains.co.uk



3D render shown for illustration purposes.

GOOD MANORS GWR/BR CLASS 7800 RUN 2

1:76.2 SCALE/OO GAUGE
EXPECTED DELIVERY Q4 2026

accurascale

MANUFACTURER OF THE YEAR
WINNERS
2021-25
HORNBY MAGAZINE

DC/DCC READY
£189.99
DCC SOUND
£289.99



BR and preserved Collett 7800 Class locomotives make a return in this second run. A largely die-cast construction, an extensive tooling suite to cater for individual differences, a wealth of rivets and separately applied details, together represent one of Swindon's most attractive designs. Decoration covers five new number/livery combinations, including an Exclusive - 7827 Lyndham in a striking 'as preserved' fully lined Great Western scheme. **Pre-order** direct via accurascale.com, or via your local stockist from £189.99. Realistic models at realistic prices.



Pre-production samples subject to change. Exclusive 7827 Lyndham Manor is only available directly from Accurascale

All Class 7800 models feature

- High level of detail
- Die-cast metal chassis and body
- DCC ready & DCC sound (ESU loksound v5) options
- Upgraded twin speaker arrangement
- Flickering firebox effect
- High fidelity metal and plastic parts
- Sprung metal buffers and scale width wire handrails
- Details specific to individual prototypes
- Etched metal pre-painted name/numberplates and headboards (where appropriate)
- Lifetime warranty
- And other typical Accurascale features!

Scan the QR Code or visit: www.accurascale.co.uk to view the full range of Manor locomotives currently available to order.



LOK SOUND
EST. 1999