BRITAIN'S No.1 MODEL RAILWAY MAGAZINE

APRIL 2025 £5.95

AT THE HEART OF THE HOBBY

VOLUME 76 No 894

RAILWAY MODELLER

Annerley

On the Yorkshire coast in N

RM CUP WINNER ANNOUNCED

Results inside

Class 69s in model form

Creating a fleet of modern diesel locomotives in OO

Wheal Ponder

A Cornish narrow gauge micro marvel – modelled in 7mm

LMS Drewry 0-4-0DM No.7050

This unique diesel-mechanical shunter – drawn and described in 4mm

York Model Railway show

A preview of this year's event

Reviewed inside ...

Collett '5600' from Minerva in O
New Peco bullhead Y-point in OO
GWR 'B' sets from Rapido Trains UK in OO

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RAILWAY MODELLER

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262 **LMS Drewry 0-4-0DM No.7050**
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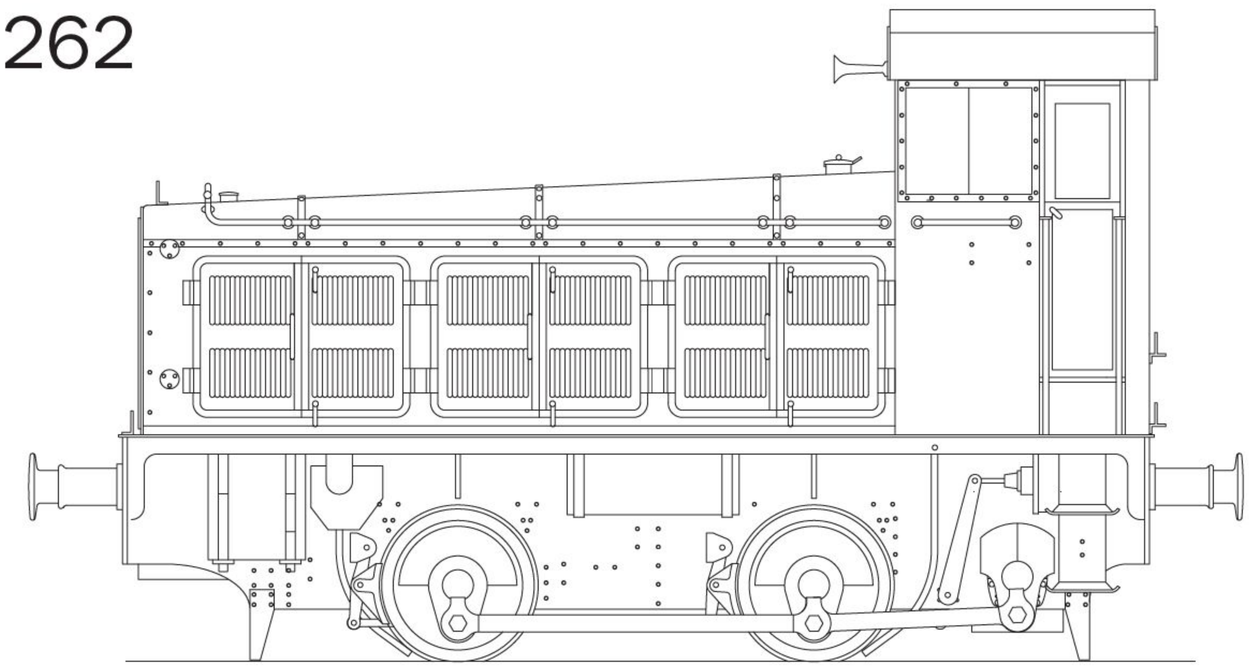

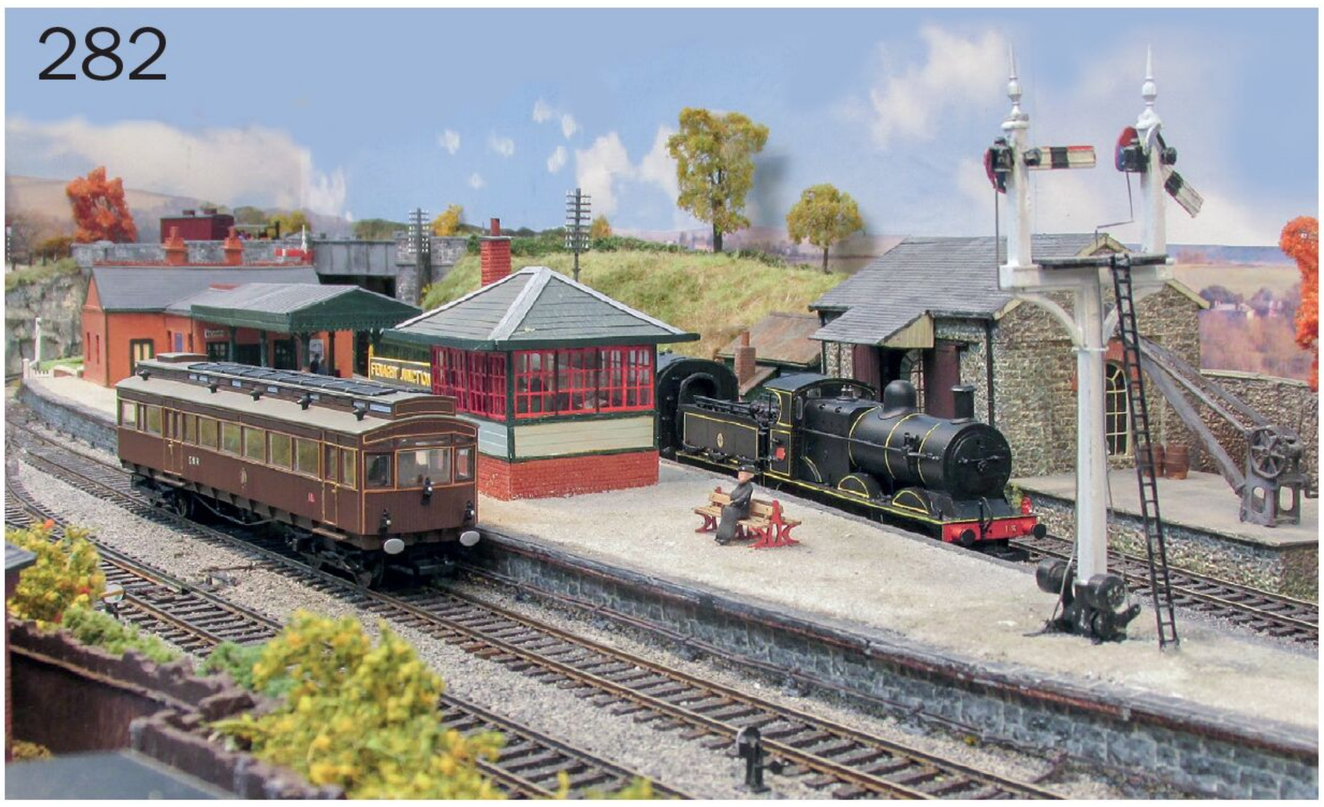

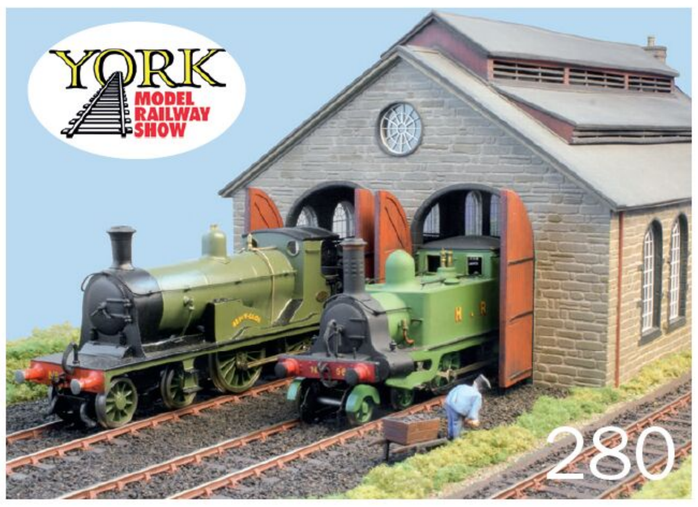

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PO302 - Low Relief Brick Terraced House Fronts.....£13.60
PO303 - Low Relief Stone Terraced House Fronts.....£13.60
PO304 - Low Relief Brick Terraced House Backs.....£16.15
PO305 - Low Relief Stone Terraced House Backs.....£16.15
PO306 - Low Relief Brick Shop Fronts.....£16.15
PO307 - Low Relief Stone Shop Fronts.....£16.15
PO313 - Track Engine Shed.....£21.25
PO320 - Mainline Station Booking Hall.....£21.25
PO321 - Parcels Office.....£19.55
PO322 - Island Platform Building.....£17.00
PO323 - Modern Platform Shelter.....£10.20
PO330 - GWR Signal Box.....£14.05
PO331 - Red Brick Single Track Engine Shed.....£14.05
PO332 - Stone Single Track Engine Shed.....£14.05
PO333 - Settle And Carlisle Railway Station.....£21.25
PO334 - Settle & Carlisle Station Shelter.....£9.80
PO335 - S&C Station Masters House.....£12.75
PO336 - S&C Station Goods Shed.....£21.25
PO337 - S&C Style Stone Engine Shed.....£21.25
PO340 - Platform Canopy.....£14.45
PO360 - Tower Block.....£14.45
PO362 - Municipal Building.....£15.30
PO373 - Low Relief Georgian House.....£8.50
PO374 - Low Relief Shop Front.....£8.95
PO375 - Hotel Wednesday.....£14.05
PO380 - Railway Arches.....£13.60
PO400 - Platform Underpass.....£5.55
PO401 - Old Mill Chimney Stack.....£7.65
PO410 - Wooden Pavilion.....£5.55
PO415 - Nissen Hut.....£6.40
PO421 - Low Relief Timber Framed Shop...£7.25
PO430 - Small Signal Box.....£8.50
PO502 - Platform Benches.....£4.90
PO503 - Park Benches.....£4.70
PO510 - Picnic Tables.....£4.70
PO513 - Children's Play Area.....£5.55
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PO572 - Arcade Enhancement Kit.....£5.55
PO580 - Signal Box Interior.....£5.55

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N Gauge Track, Buildings & Accessories

PECO

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SL-300 - Code 80 Track Wooden Sleeper Box Of 25.....£100.00
SL-300F - Code 55 Finescale Wooden Sleeper Box Of 30.....£137.88
SL-302F - Code 55 Finescale Concrete Sleeper Box Of 30.....£137.88
SL-303 - Code 80 Concrete Sleeper With Pandrol Clip Detail.....£100.00

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SL387 - Curved Left Hand Point.....£16.00
SL388 - Large Radius Right Hand Point.....£16.00
SL389 - Large Radius Left Hand Point.....£16.00
SL393 - Short Crossing.....£13.60
SL394 - Long Crossing.....£14.40
SL395 - Medium Radius Right Hand Point.....£14.40
SL396 - Medium Radius Left Hand Point.....£14.40
SL397 - Medium Radius Y Point.....£14.40

N Gauge Code 80 Electrofrog Points

SLE386 - Curved Right Hand Point.....£16.40
SLE387 - Curved Left Hand Point.....£16.40
SLE388 - Large Radius Right Hand Point.....£16.40
SLE389 - Large Radius Left Hand Point.....£16.40
SLE395 - Medium Radius Right Hand Point.....£14.40
SLE396 - Medium Radius Left Hand Point.....£14.40
SLE397 - Medium Radius Y Point.....£14.40

N Gauge Code 55 Finescale Points

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SLE386F - Electrofrog Curved Right Hand Point.....£16.80
SLE387F - Electrofrog Curved Left Hand Point.....£16.80
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SLE389F - Electrofrog Large Radius Left Hand Point.....£16.80
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SLE392F - Electrofrog Small Radius Left Hand.....£14.25
SLE393F - Electrofrog Short Crossing.....£14.25
SLE394F - Electrofrog Long Crossing.....£15.60
SLU395F - Unifrog Medium Radius Right Hand Point.....£15.20
SLU396F - Unifrog Medium Radius Left Hand Point.....£15.20
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SL311 - Code 80 & Code 55 Insulated Fishplates Pack Of 12.....£3.15
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ST1 - Standard Straight.....£1.80
ST2 - Short Straight.....£1.55
ST3 - First Radius Standard Curve.....£1.85
ST4 - First Radius Half Curve.....£1.50
ST5 - Right Hand Standard Point.....£12.00
ST6 - Left Hand Standard Point.....£12.00
ST8 - Sleeper Built Buffer Stop.....£2.20
ST9 - Power Clip.....£3.20
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ST11 - Double Straight.....£2.35
ST12 - First Radius Double Curve.....£2.50
ST14 - Second Radius Standard Curve£2.25
ST15 - Second Radius Double Curve...£3.00
ST16 - Third Radius Standard Curve....£2.60
ST17 - Third Radius Double Curve.....£3.45
ST18 - Fourth Radius Standard Curve.£3.00
ST19 - Fourth Radius Double Curve.....£3.75
ST-44 - Right Hand Curved Point.....£20.00
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ST3004 - Pack Of 4 First Radius Half Curve (ST4).....£5.80
ST3011 - Pack Of 8 Double Straights (ST11).....£18.25
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ST3014 - Pack Of 8 Second Radius Standard Curve (ST14).....£17.45
ST3015 - Pack Of 4 Second Radius Double Curve (ST15).....£11.45
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NB27 - Platform Edging Concrete.....£4.00
NB28 - Platform Edging Stone.....£4.00
NB29 - Modern Platform Seating.....£7.15
NB31 - Single Track Tunnel Mouth.....£5.70
NB32 - Double Track Tunnel Mouth....£6.15
NB33 - Single Road Bridge Sides.....£5.70
NB34 - Double Road Bridge Sides.....£6.15
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NB40 - Stone Walling Sheets.....£5.05
NB44 - Brick Walling Blue.....£3.90
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NB46 - Gates & Stiles.....£4.00
NB50 - Level Crossing Gates.....£5.00
NB51 - Crossing Barriers.....£4.60
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N Gauge Building & Accessories Kits

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220 - Stone Goods Shed.....£17.60
221 - Pallets Sacks Barrels.....£5.50
222 - Concrete Footbridge.....£10.90
223 - GWR Wooden Signal Box.....£17.60
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241 - Steel Truss Span.....£18.40
242 - 2 Steel Trestles.....£11.80
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244 - GWR Trackside Fencing White Straights.....£6.80
245 - GWR Spear Fencing Black Straight.....£6.80
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42-0090G - Small Industrial Unit Grey£21.21
42-0137G - Wigmore Provender Store Green.....£27.16
42-0137R - Wigmore Provender Store Red.....£27.16
42-0146B - Oast House.....£29.71
42-0146G - Oast House Green.....£29.71
42-0065B - March Station Waiting Room Blue.....£42.46
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42-0157B - Two Road Stone Engine Shed Blue.....£59.46
42-0157R - Two Road Stone Engine Shed Red.....£59.46
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NB-307 - Victorian House Backs.....£10.75

NB-308 - Victorian House.....£17.05

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2L-001-005 - GW Bracket Home Signal Short Post On Left.....£61.60
2L-002-001 - LMS Home Signal.....£32.15
2L-003-001 - SR Lattice Home Signal.....£36.95
2L-003-002 SR Lattice Distant Signal.....£36.95

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PN110 - Platform Kit £10.20
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PN117 - Corner Shop Stone.....£10.20
PN128 - Coaching Inn.....£9.35
PN133 - Signal Box.....£8.50
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PN140 - Red Brick Viaduct.....£11.05
PN141 - Stone Viaduct.....£11.05
PN142 - Tunnel Entrances.....£8.50
PN143 - Tunnel Entrance Single Track....£7.65
PN144 - Retaining Wall Stone.....£9.80
PN145 - Retaining Wall Red Brick.....£9.80
PN146 - Railway Bridge Red Brick.....£12.35
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PN195 - Castle Stone Sheets.....£4.95
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PN810 - Picnic Tables.....£4.70
PN814 - Greenhouse.....£4.25
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PN816 - Platform Underpass.....£4.70
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PN820 - Pillboxes.....£4.25
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PN913 - Double Track Engine Shed.....£14.45
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PN935 - Settle & Carlisle Station Masters House.....£10.20
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OO-9 Coaches & Track

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OO-9 Ffestiniog Railway Bowsider Coaches

GR-602A - Bowsider Short Coach Red And Cream No.17.....£56.25
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GR-603A - Bowsider Short Coach Colonel Stephens Livery No.17.....£56.25
GR-603B - Bowsider Short Coach Colonel Stephens Livery No.18.....£56.25

GR-622A - Bowsider Long Coach Red And Cream No.19.....£56.25
GR-622B - Bowsider Long Coach Red And Cream No.20.....£56.25

GR-623A - Bowsider Long Coach Colonel Stephens Livery No.19.....£56.25
GR-623B - Bowsider Long Coach Colonel Stephens Livery No.20.....£56.25

OO-9 Code 80 Electrofrog Points

SL-E491 - Small Radius Right Hand Point.....£14.25
SL-E492 - Small Radius Left Hand Point.....£14.25
SL-E495 - Medium Radius Right Hand Point.....£16.25
SL-E496 - Medium Radius Left Hand Point.....£16.25
SL-E497 - Medium Radius Y Point..£14.10

OO-9 Setrack

ST-401 - Pack Of 8 Standard Straights.....£18.80
ST-403 - Pack Of 8 First Radius Standard Curves.....£20.00
ST-405 - Right Hand Insulfrog Point.....£14.40
ST-406 - Left Hand Insulfrog Point.....£14.40
ST-411 - Pack Of 4 Double Straights.....£17.60
ST-412 - Pack Of 4 First Radius Double Curves.....£18.00
ST-413 - Standard Straight With Wires Soldered on.....£10.55

O Gauge Track & Buildings

PECO

O Gauge Electrofrog Points

SL-E786BH - Curved Right Hand Point.....£77.60
SL-E787BH - Curved Left Hand Point.....£77.60
SL-E790BH - Double Slip.....£129.60
SL-E791BH - Medium Radius Right Hand Point.....£63.20
SL-E792BH - Medium Radius Left Hand Point.....£63.20
SL-E797BH - Medium Radius Y Point.....£56.65

O Gauge Setrack

ST-700 - Standard Straight.....£8.20
ST-702 - Standard Straight With Wires Soldered On.....£13.85
ST-725 - Second Radius Curve.....£8.80
ST-U750 - Setrack Right Hand Second Radius Unifrog Point.....£60.80
ST-U751 - Setrack Left Hand Second Radius Unifrog Point.....£60.80
ST-701 - Setrack Track Starter Set.....£188.00

O Gauge Plastic Kits

LK-709 - Ground Level Signal Box..£31.65
LK-710 - Signal Box Interior.....£24.45

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£7.50 next day delivery

Exclusions and restrictions apply. Some items also incur extra postage (Sundeala Board and Long Lengths Of track) please ask for details

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Bachmann Spring 2025 Range Available To Pre Order

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OO Gauge Class 74s - Due September

E82006 - Class 74 Electro Diesel E6101 BR Blue.....£182.71
E82007 - Class 74 Electro Diesel E6104 BR Blue.....£182.71
E82008 - Class 74 Electro Diesel 74007 BR Blue.....£182.71
E82009 - Class 74 Electro Diesel 74010 BR Blue.....£182.71
E82010 - Class 74 Electro Diesel 74009 BR Blue *Weathered*.....£191.21

OO Gauge 350/450 EMUs - Due September/October

31-033 - Class 350/4 4 Car EMU 350407 First TransPennine Express.....£424.96
31-033SF - Class 350/4 4 Car EMU 350407 First TransPennine Express **DCC Sound Fitted**.....£509.96

31-034 - Class 350/3 4 Car EMU 350372 London Northwestern Railway.....£424.96
31-034SF - Class 350/3 4 Car EMU 350372 London Northwestern Railway **DCC Sound Fitted**.....£509.96

31-042 - Class 450/0 4 Car EMU 450036 South Western Railway.....£424.96
31-042SF - Class 450/0 4 Car EMU 450036 South Western Railway **DCC Sound Fitted**.....£509.96

OO Gauge Mk1 Coaches - Due October

39-806 - BR MK1 BSO Brake Second Open Coach BR West Highland Green & Cream SC9312.....£57.76

39-830 - BR MK1 FO First Open Coach BR InterCity Charter Swallow 3118.....£57.76
39-830A - BR MK1 FO First Open Coach BR InterCity Charter Swallow 3120.....£57.76

39-856 - BR MK1 RB(R) Restaurant Buffet Refurbished BR InterCity Charter Swallow 1693.....£57.76

39-829 - BR MK1 FO First Open Coach BR InterCity Executive IC3107.....£57.76

39-855 - BR MK1 RB(R) Restaurant Buffet Refurbished BR InterCity Executive IC1705.....£57.76

39-831 - BR MK1 FO First Open Coach BR (SR) Green S3064.....£57.76

OO Gauge Railfreight Vans - Due May/June

38-128A - BR VAA Van BR Railfreight Red & Grey 200648.....£30.56
38-128B - BR VAA Van BR Railfreight Red & Grey Weathered 200633.....£32.26
38-144B - BR VDA Van BR Railfreight Red & Grey 200655.....£30.56
38-144C - BR VDA Van BR Railfreight Red & Grey Weathered 200819.....£32.26
38-145A - BR VDA Van BR Railfreight Bauxite 200659.....£30.56

N Gauge GW Pannier Tanks - Due July

371-986B - GW 64XX Pannier Tank 6406 BR Black Early Crest.....£101.96

371-986C - GW 64XX Pannier Tank 6413 BR Black Early Crest *Weathered*.....£106.21

371-987A - GW 64XX Pannier Tank 6408 BR Lined Green Late Crest.....£101.96

371-987B - GW 64XX Pannier Tank 6416 BR Lined Green Late Crest Weathered.....£106.21

371-990 - GW 64XX Pannier Tank 6412 GW Green Shirtbutton *As Preserved*.....£106.21

N Gauge Class 47s - Due August

372-245A - Class 47/7 47712 *'Lady Diana Spencer'* BR ScotRail.....£152.96
372-245ASF - Class 47/7 47712 *'Lady Diana Spencer'* BR ScotRail **DCC Sound Fitted**.....£246.46

372-263 - Class 47/4 47555 *'The Commonwealth Spirit'* Railfreight Distribution European.....£152.96
372-263SF - Class 47/4 47555 *'The Commonwealth Spirit'* Railfreight Distribution European **DCC Sound Fitted**.....£246.46

372-266 - Class 47/4 47849 BR InterCity Swallow.....£152.96
372-266SF - Class 47/4 47849 BR InterCity Swallow **DCC Sound Fitted**.....£246.46

N Gauge VGA Vans - Due June/July

373-600D - BR VGA Van EWS 210487..£21.21
373-600E - BR VGA Van EWS 210489..£21.21

373-601E - BR VGA Van BR Railfreight Red & Grey 210538.....£21.21
373-601F - BR VGA Van BR Railfreight Red & Grey 210496.....£21.21

373-602D - BR VGA Van BR Railfreight Distribution Sector 210592.....£21.21
373-602E - BR VGA Van BR Railfreight Distribution Sector 210420.....£21.21

373-604 - BR VGA Van Lovat Spring Grey & Yellow 210527.....£21.21
373-604A - BR VGA Van Lovat Spring Grey & Yellow 210622.....£21.21

N Gauge RES Full Brakes - Due July

374-775B - BR Mk1 NBA Brake Gangwayed High Security Rail Express Systems 94465.....£36.51
374-776B - BR Mk1 NBA Brake Gangwayed High Security Rail Express Systems Royal Mail 94457.....£36.51

OO Gauge Caledonian Single - Due 2025/2026

982001 - Caledonian Single 4-2-2 No.123 CR Blue Railtour Condition.....£212.45
982501 - Caledonian Single 4-2-2 No.123 CR Blue Railtour Condition **DCC Sound Fitted**.....£310.20

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977003 - GW Diagram N19 Loco Coal Wagon GW Grey No.9902 Smaller Letters.....£28.01
977004 - GW Diagram N19 Loco Coal Wagon GW Grey No.9950 Smaller Letters.....£28.01

977005 - GW Diagram N19 Loco Coal Wagon Post 1936 GW Grey No.9916.....£28.01
977006 - GW Diagram N19 Loco Coal Wagon Post 1936 GW Grey No.23014.....£28.01
977007 - GW Diagram N19 Loco Coal Wagon BR Grey DW9912.....£28.01
977008 - GW Diagram N19 Loco Coal Wagon BR Grey W23016.....£28.01
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OO Gauge HIA Limestone Hoppers - Due End Of 2025

4F-026-030 - HIA Limestone Hopper Early Build Freightliner Green 369004.....£28.45
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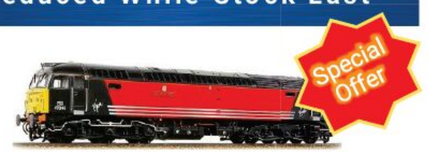
OO Gauge Steam Locos - In stock

31-741A - MR 1532 1P Tank 1370 LMS Black.....£148.71

32-085A - GW 56XX 0-6-2 Tank 6619 BR Black Early Emblem.....£118.96

OO Gauge Class 47 Price Reduced While Stock Last



35-415K - Class 47 47845 *'County of Kent'* Virgin Trains.....£142.50

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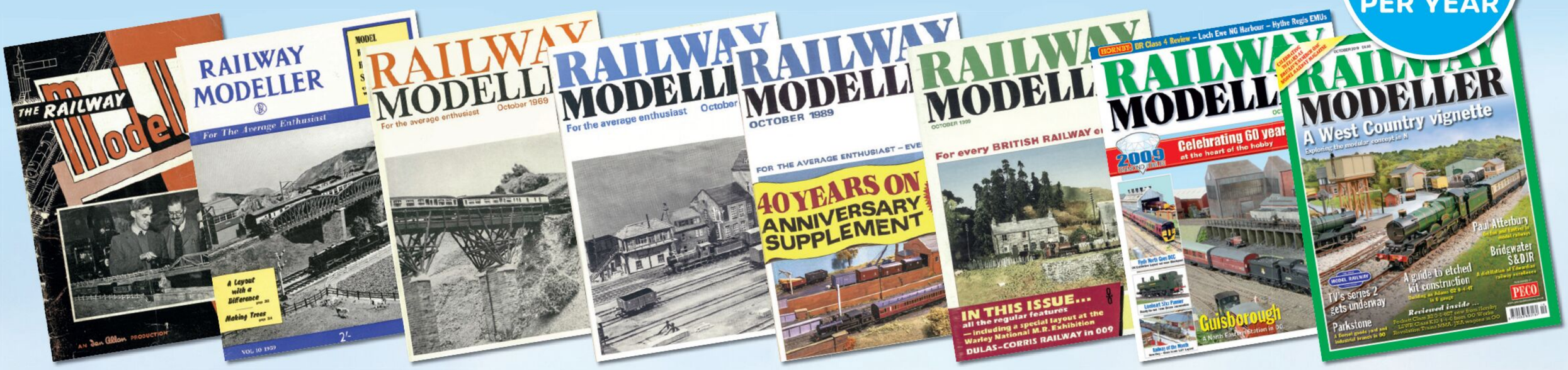

1949 ····· 1959 ····· 1969 ····· 1979 ····· 1989 ····· 1999 ····· 2009 ····· 2019 ·····

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Photo: Gwyndy Bank, a OO-9 model railway by Callum Willcox.

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Note: The above image is a pre-production rendering.

PS116 BR (LNER Design) 13 ton Steel Hopper Wagon

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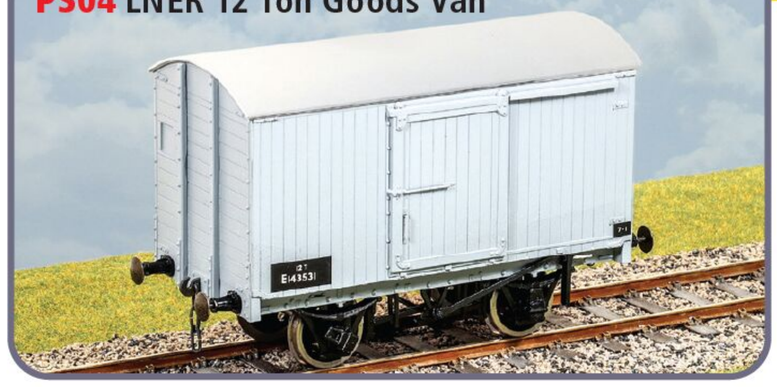
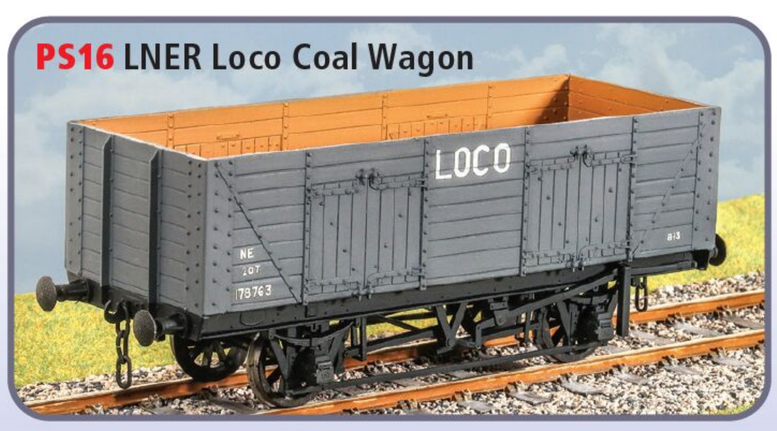
PS04 LNER 12 Ton Goods Van



PS05 LNER Standard Cattle Truck

PS11 LNER 12 ton 6-Plank Open Wagon

PS16 LNER Loco Coal Wagon



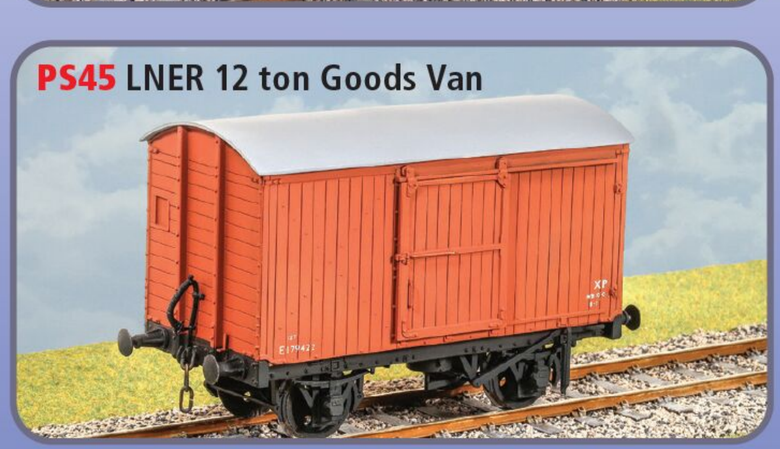
PS19 LNER/BR Plate Wagon All Welded (LNER), Part Welded (BR)

PS20 LNER/LMS/BR 21 ton Double Bolster Wagon

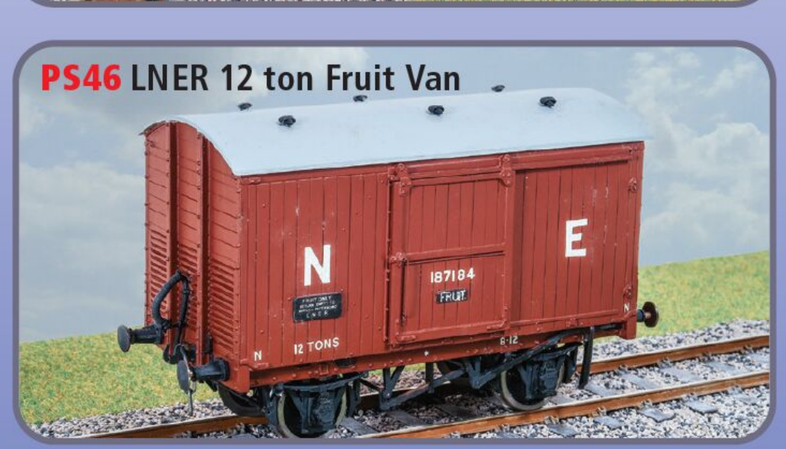
PS22 LNER/LMS 20 ton Riveted Plate Wagon

PS37 LNER/BR 10 ton Insulated Fish Van

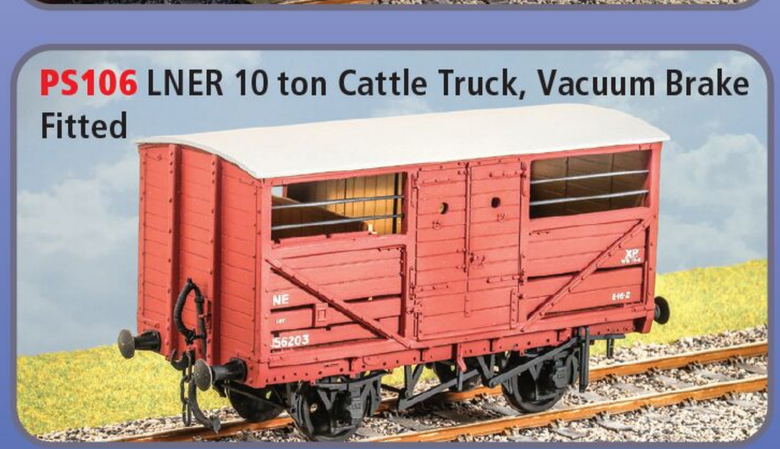
PS45 LNER 12 ton Goods Van



PS46 LNER 12 ton Fruit Van

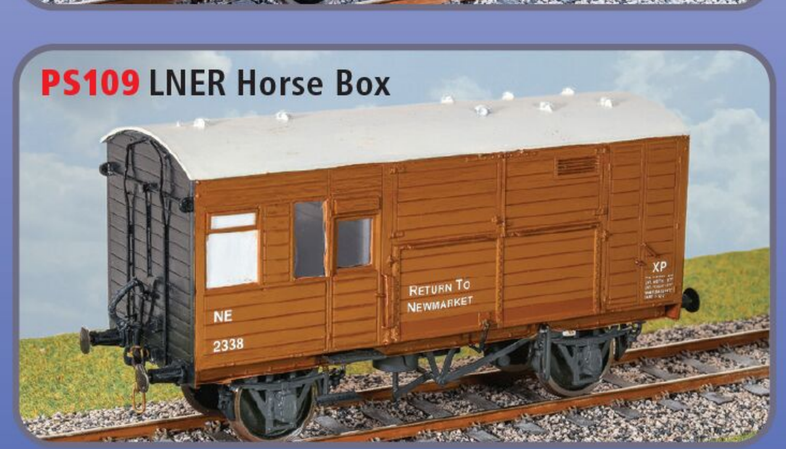


PS106 LNER 10 ton Cattle Truck, Vacuum Brake Fitted



PS108 LNER 20 ton Hopper Wagon 100

PS109 LNER Horse Box



PS112 LMS (LNER/BR) Gunpowder Van

PS115 LNER 20 ton Goods Brake Van 'Toad B'

PS136 LNER 10 ton Fish Van

Note: Parkside kits require assembly and painting.

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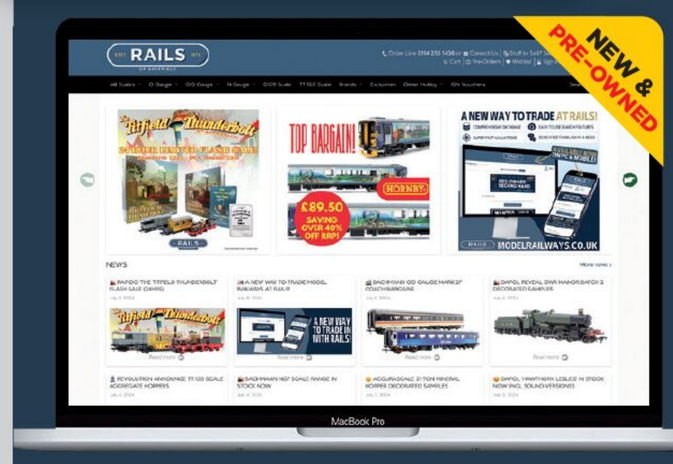

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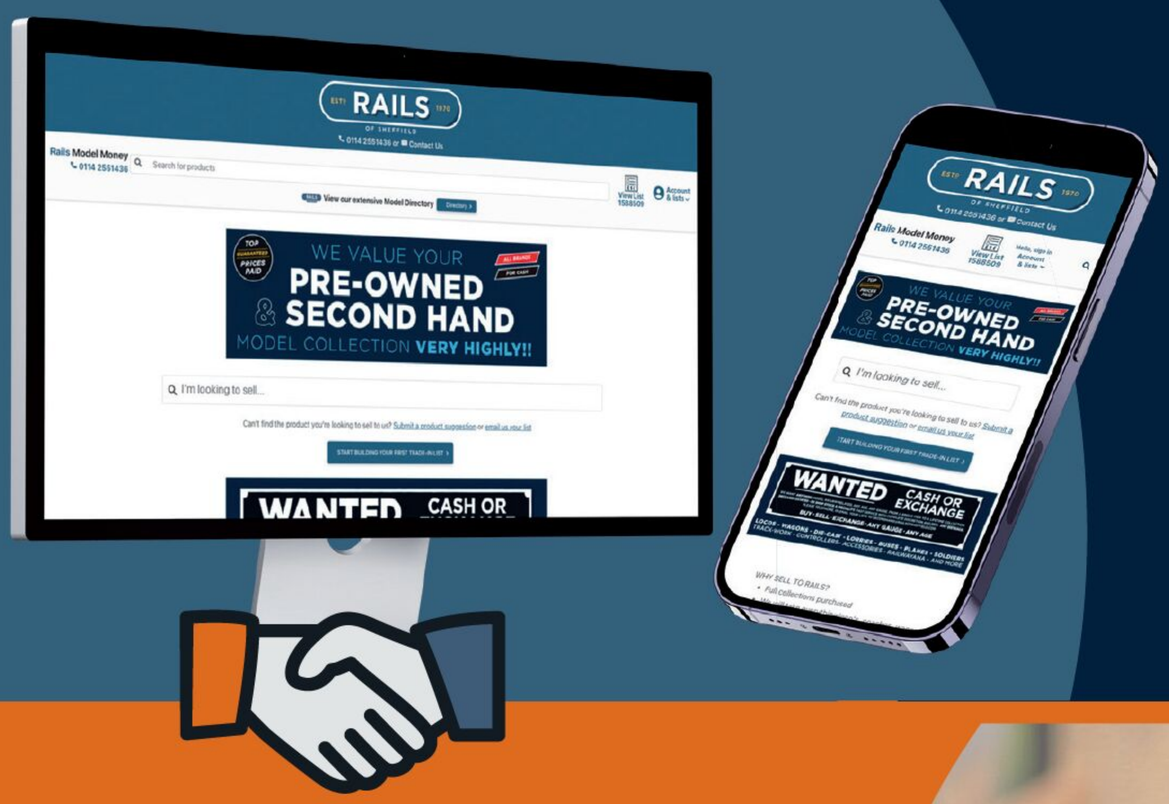

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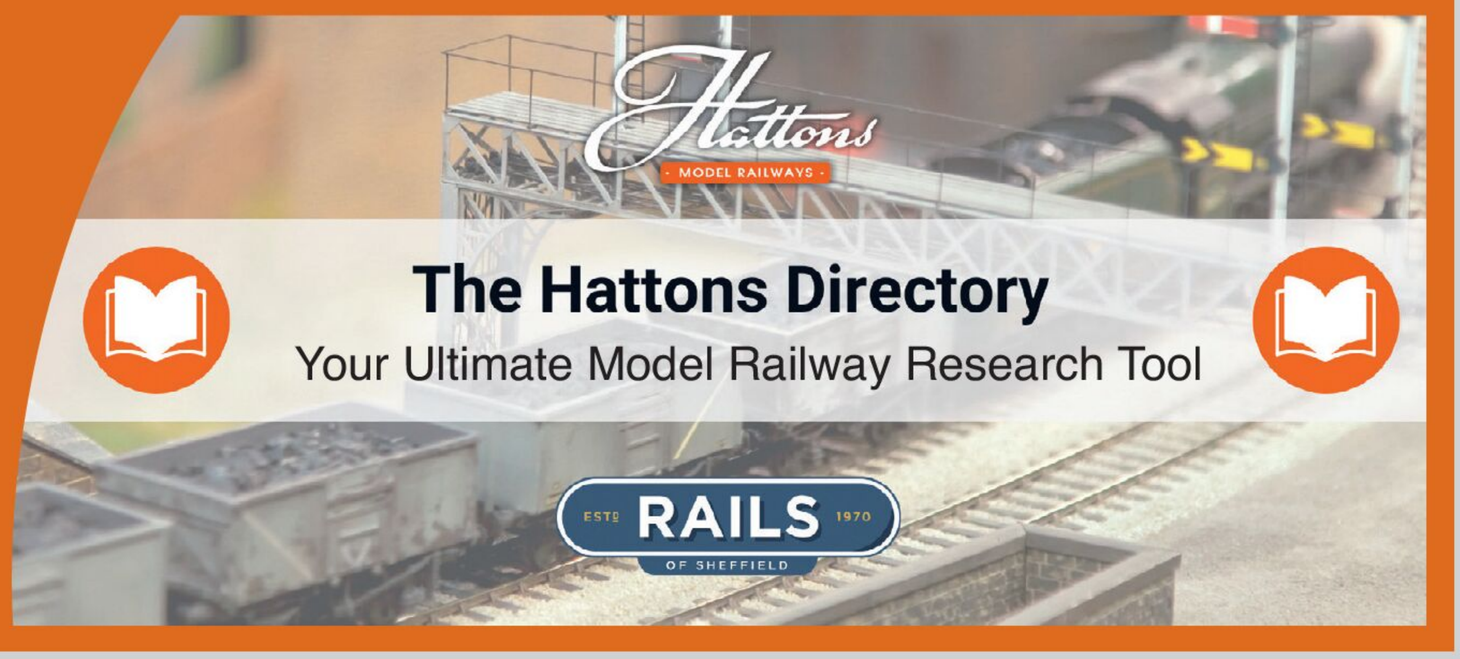

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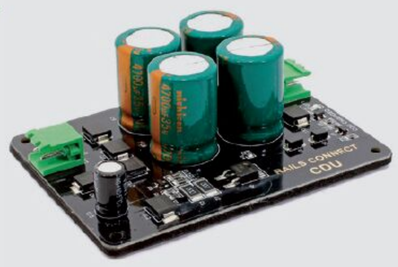

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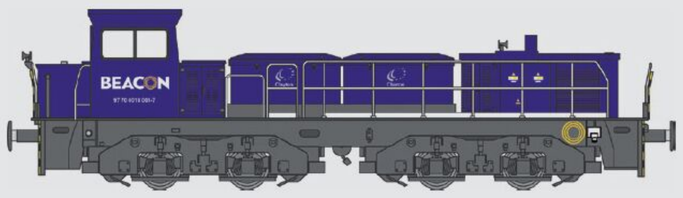

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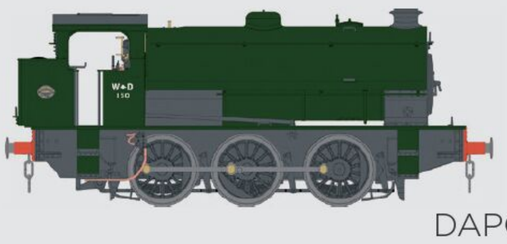

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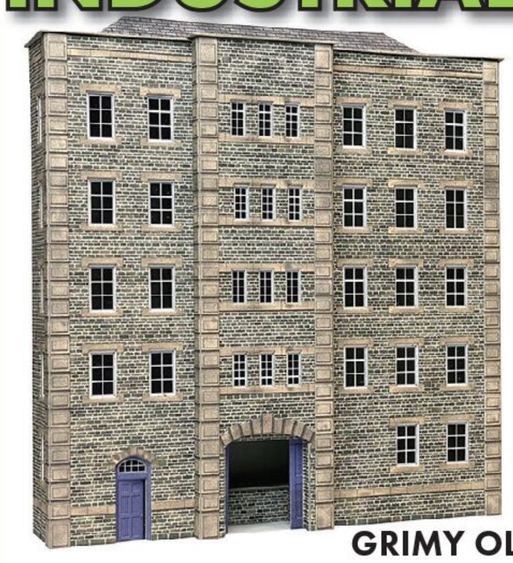

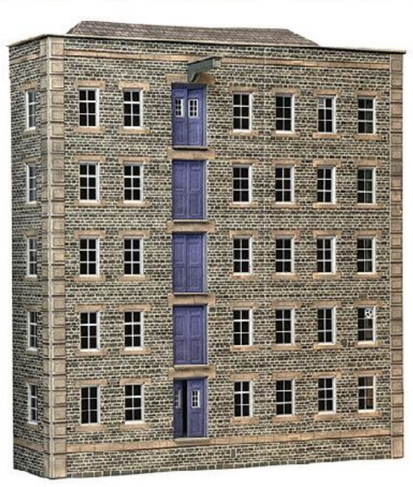

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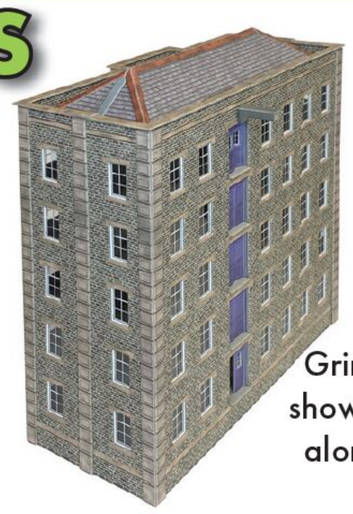

Grimy Old Mill shown as a stand alone building.

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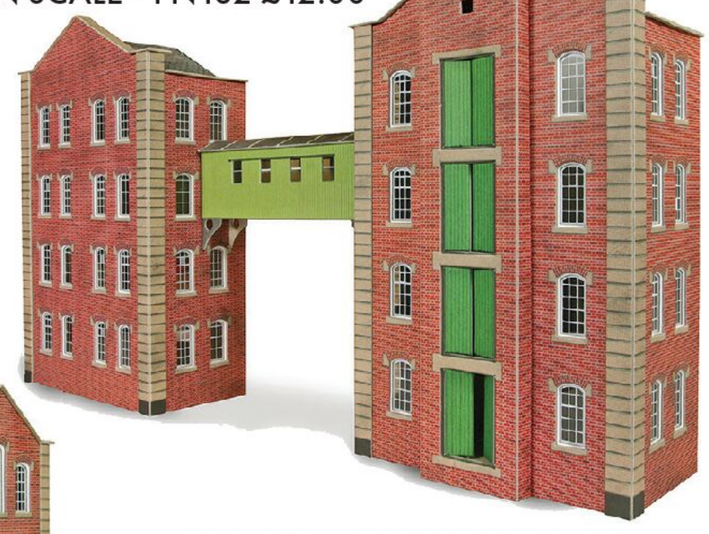

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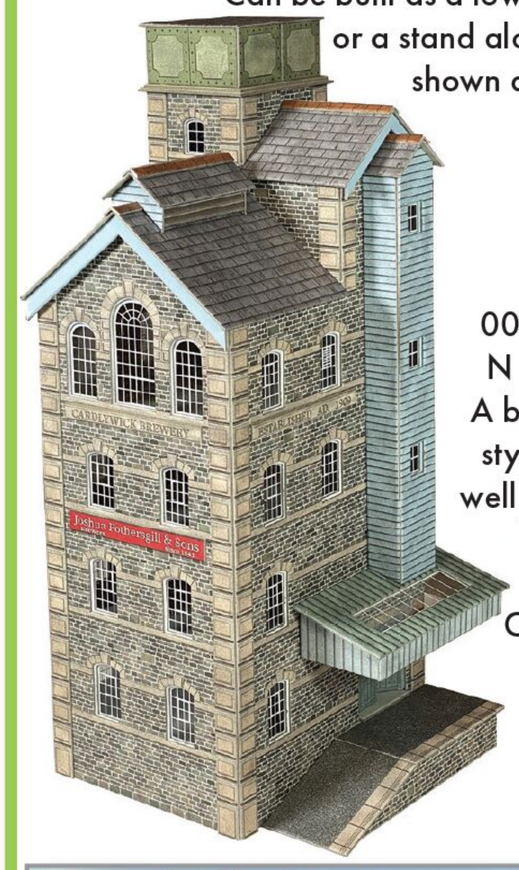

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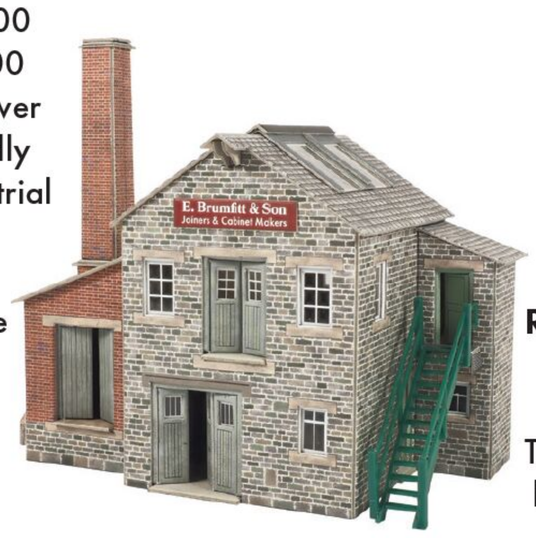

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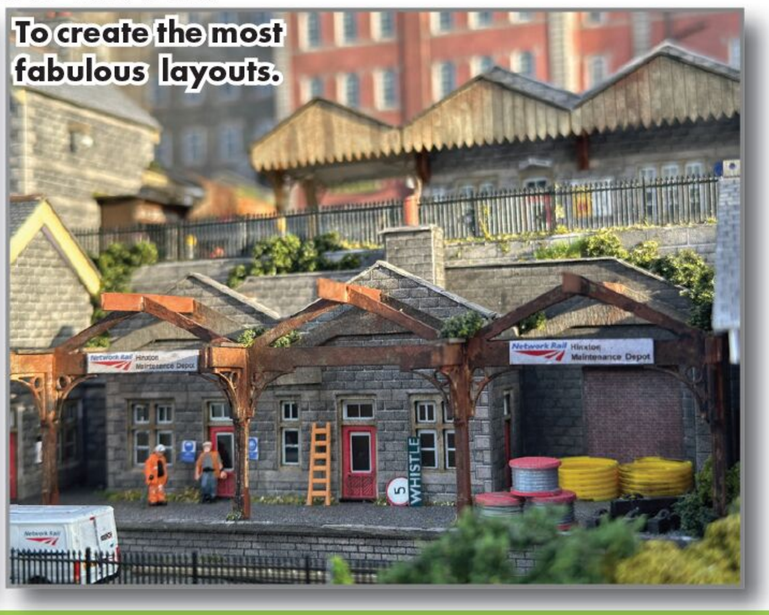

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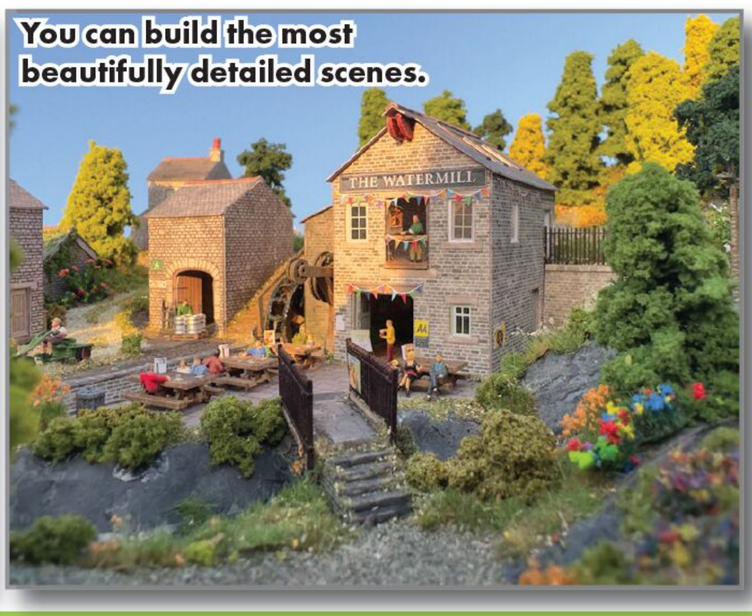

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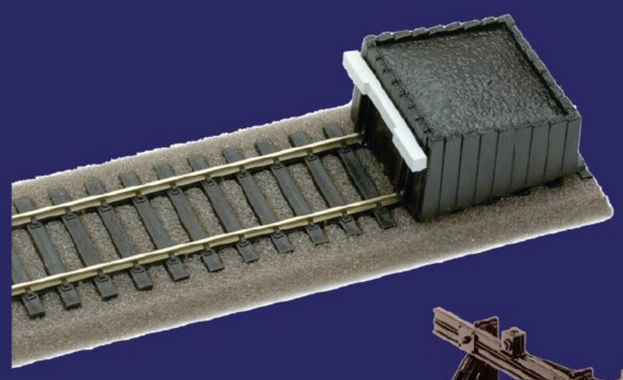

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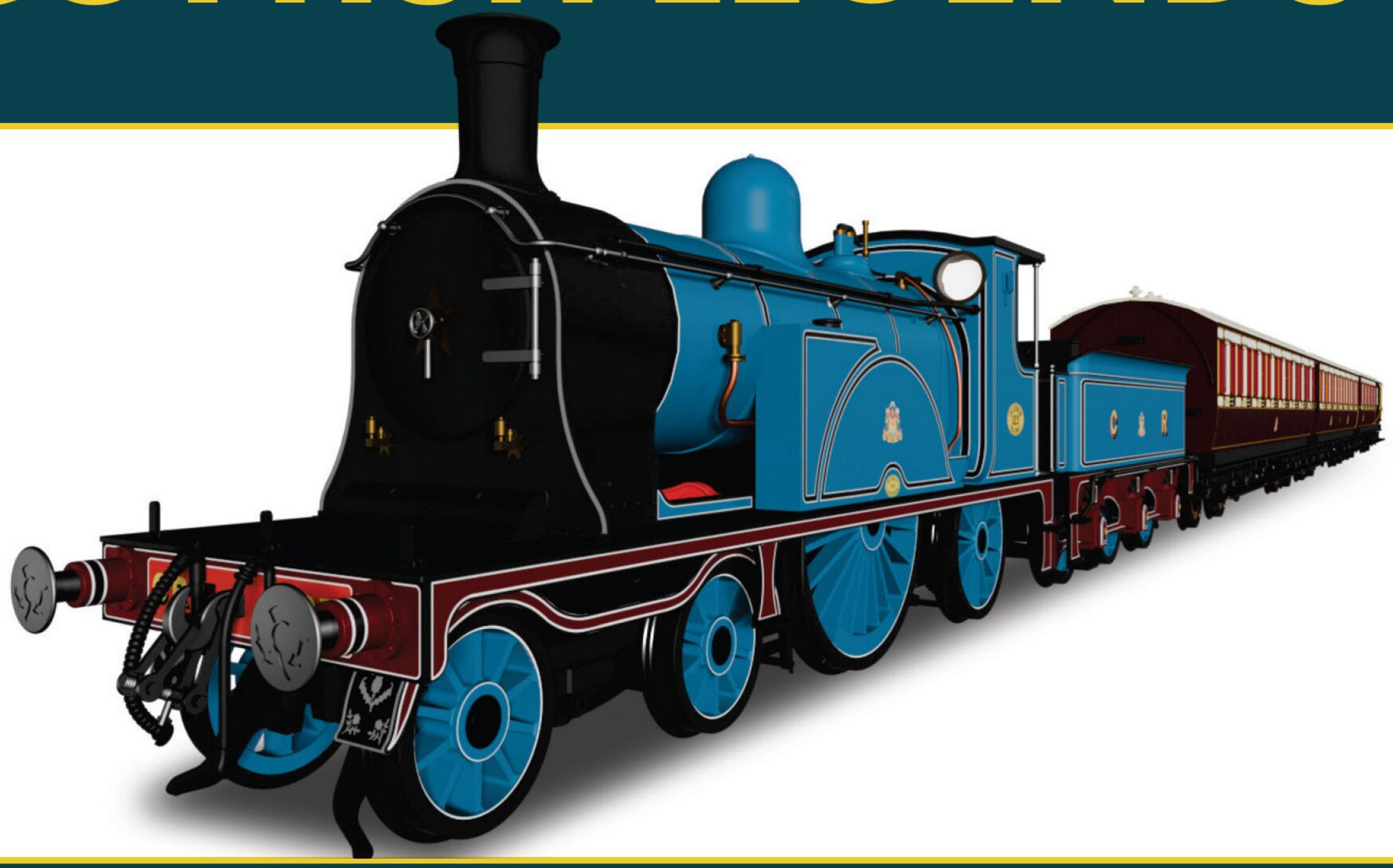

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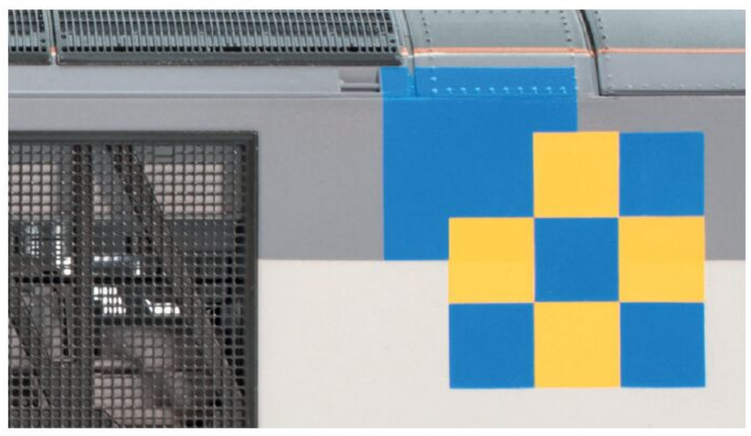

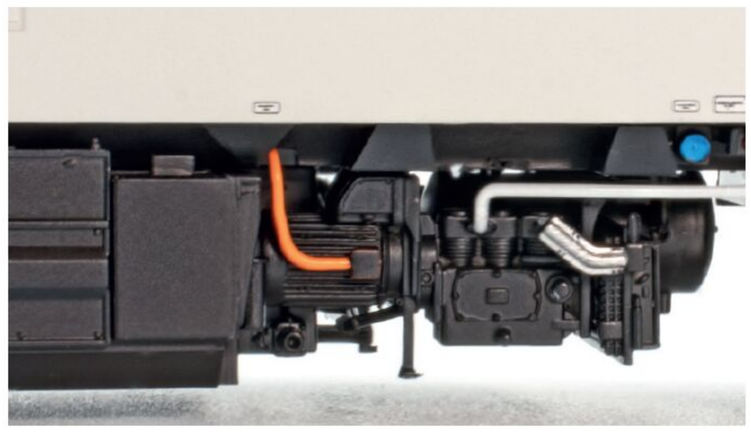

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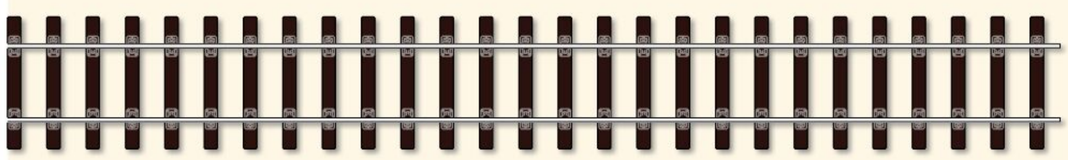

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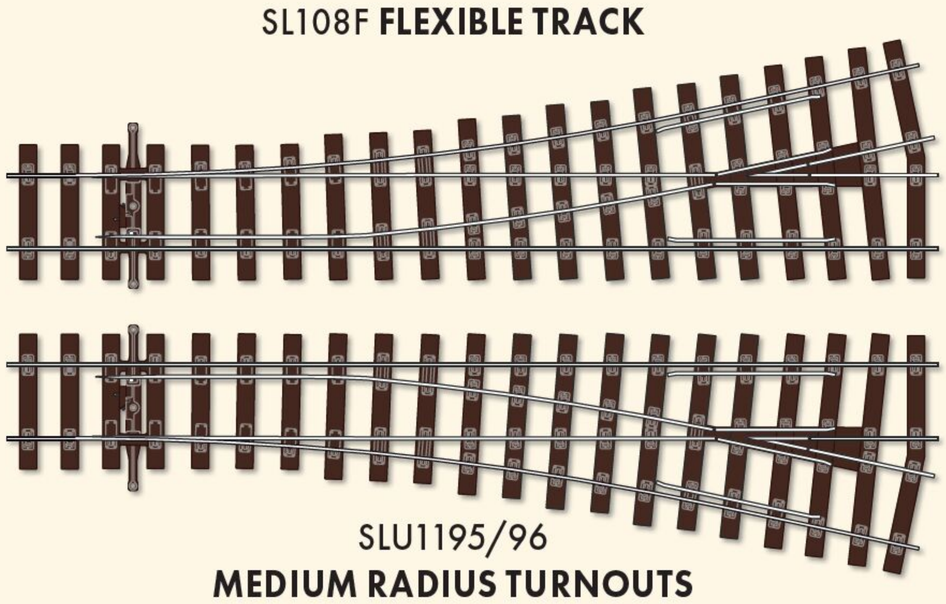

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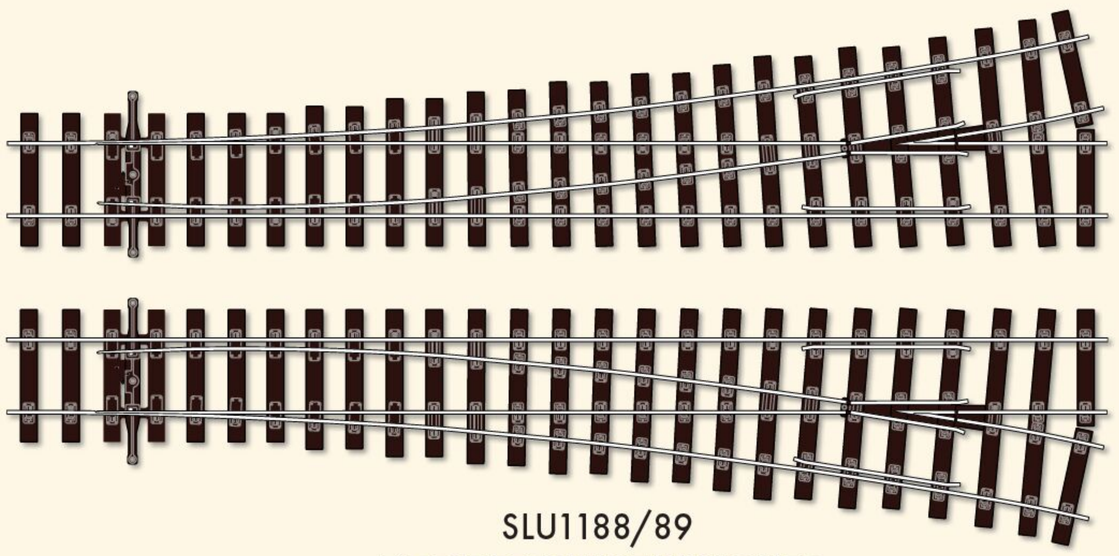

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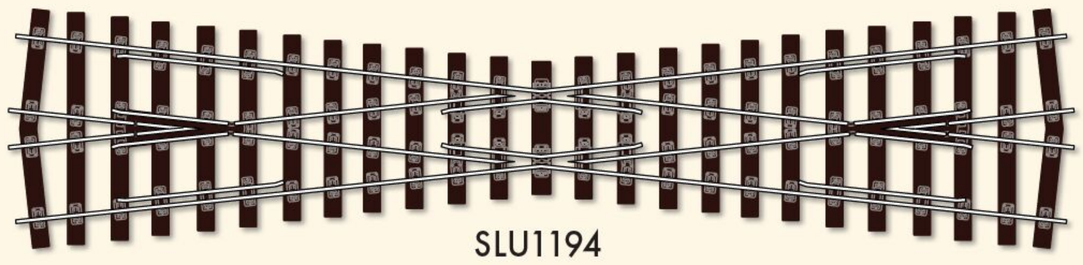

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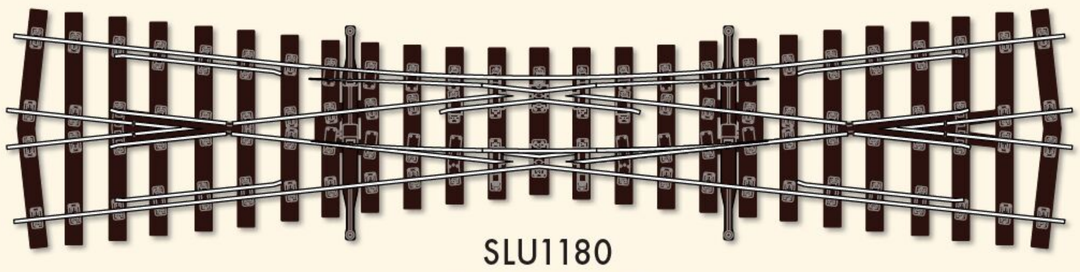

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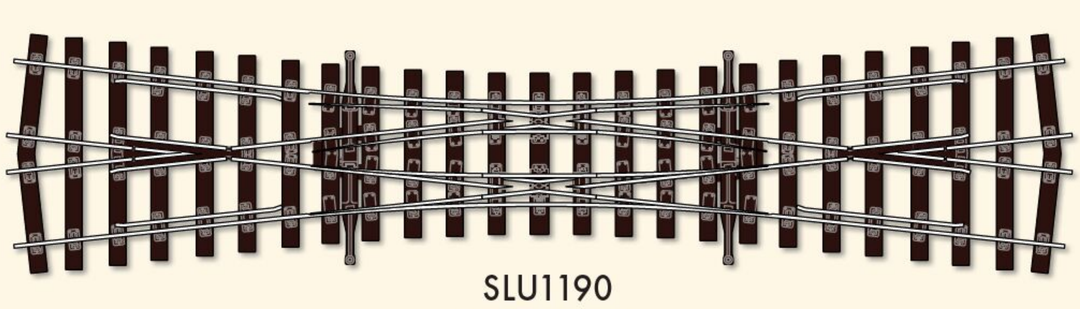

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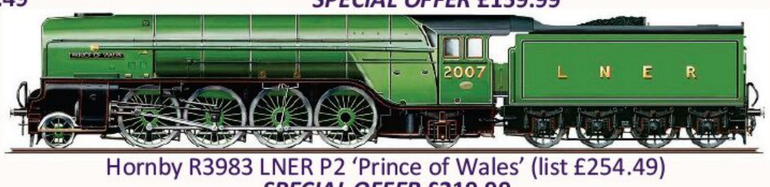

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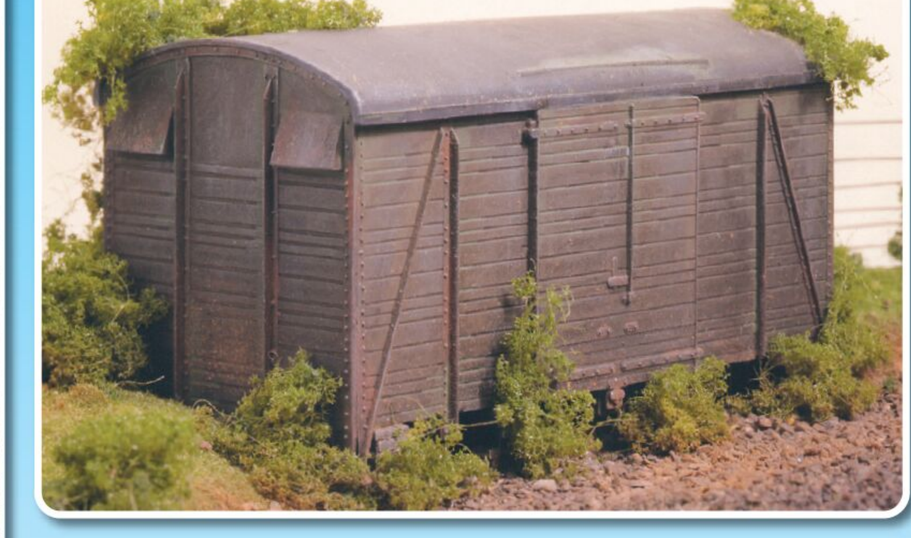

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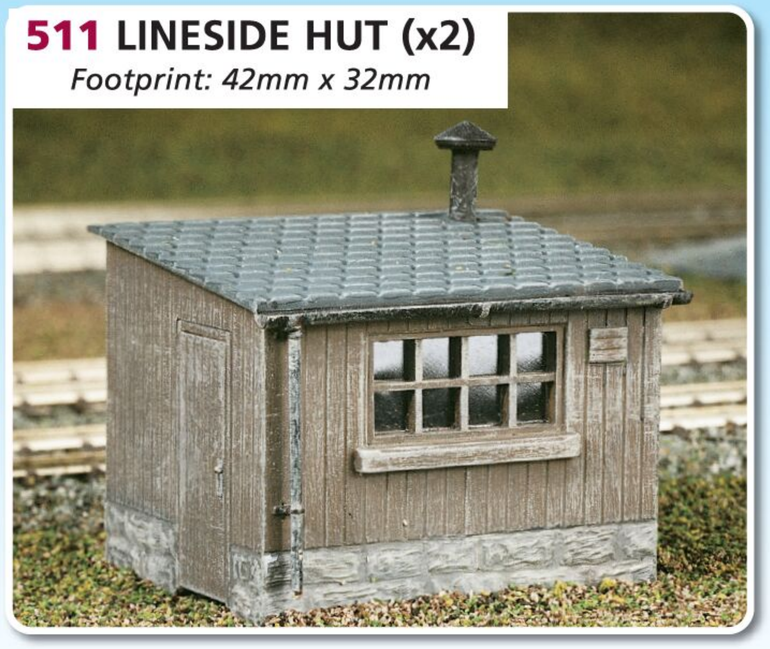

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Welcome

Marking milestones

Annerley*, which will be appearing at the 60th York Show. *Photo: Steve Flint

In this month's issue we are delighted to reveal the results of the latest Railway Modeller Cup competition. However, I won't spoil the surprise here – you will have to turn to p325 to find out which article (from all of those published in the January-December 2024 editions of RM) has been awarded the 72nd RM Cup.

Our thanks to everyone who took the time to enter: the voting entries that we receive provide us with useful feedback about what features you, our valued readers, enjoy the most. This helps us to ensure that we continue to bring you the very best coverage from right across the hobby – every month – and maintain our position as Britain's No.1 railway modelling magazine, as confirmed once again by the latest circulation figures published by the Audit Bureau of Circulation.

Our congratulations to the winner of the 2024 RM Cup, and also to the prize draw winners who share £1,000 worth of prizes. For those readers who didn't win on this occasion, look out for details of the next RM Cup competition and prize draw, which will be published later in the year.

In the meantime, look out in the May RM for full details of an exciting layout building competition that is being launched by Peco to tie in with the Railway 200 celebrations taking place this year. There will be prizes to be won and awards across a number of different categories. The competition will be a fantastic opportunity for individuals and groups to become actively involved in marking this historic anniversary in model form – don't miss it!

Displays and information about the Peco Rail 200 Model Layout Competition will be a key feature of the Peco stand at the upcoming York Show, which will be taking place at the city's racecourse over the Easter weekend of Saturday 19 – Monday 21 April. This will be the 60th occasion that the event has been held, which is a milestone deserving of its own celebration. To show our support for this long-established and independent model railway exhibition, we have a full preview of what there is to look forward to on p272. One of the layouts that will be in action is *Annerley*, an N gauge model by David Harrison. We present this 'what if' depiction of the British Railways 1960s era in Yorkshire as our Railway of the Month (overleaf), whilst on p280 Peter Fletcher reminisces about his long association with the York Show, which can be traced back 50 years and is another milestone that we feel is worthy of acknowledgement.

To finish on a more sombre note, the hobby has sadly lost a number of well-known figures in recent weeks: Markits proprietor Mark Arscott (see obituary on p332), model railway writer Chris Ellis, Heljan co-founder Jan Nannestad and Modern Motive Power kits proprietor David Parkins. For each of these individuals we express our sincere condolences to their family and friends.

Craig Tiley Editor

You can keep up to date between issues by visiting our new website at www.peco-uk.com and our Facebook page. You can also follow us on X (formerly Twitter): @RailwayModeller

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We welcome submissions on all aspects of railway modelling, be they about completed layouts, plans or suggestions; constructional articles; model making hints, tips and general advice; encouragement for beginners; prototype features; opinions and views; product news and Society & Club news. In the first instance please email us with a summary of your ideas and a few sample photographs, or send by post (on a USB memory stick, CD-R or as hard copy) to our headquarters address – see above.
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CONTINENTAL MODELLER

Published on the third Thursday of the preceding month.

Railway of the Month

Photography by Steve Flint

On the Yorkshire coast in N

Annerley

In reality, the Hull to Scarborough line leaves the coast at Bridlington and heads north to Filey. But **DAVID HARRISON** chose to imagine how the route would have looked, had it continued along the coast to Flamborough Head.

Every day when I walk my dogs from home, I look out to the magnificent white chalk cliffs of Flamborough Head. If I walk in the opposite direction, I see the Hull-Scarborough railway line where it comes close to the cliff tops as it approaches Bridlington from the north. It really does afford great views of trains, especially the rare appearance of a steam special. As the line ventures north towards Scarborough from Bridlington, it turns away from Flamborough and takes a short cut across the headland, passing through Bempton and Speeton before reaching Filey. I often imagine what the line would have been like had it continued on to the headland and run along the cliff edge out to Flamborough Head instead. This layout proposes that it did just that.

I have taken scenes from the coast between Bridlington and Flamborough, and I have created a pastiche of the coast showing trains running along the cliff top passing by a village, the architecture of which resembles Flamborough. (There was a station named Flamborough, but it was some two miles from the village, much closer to the village of Sewerby.)

The name Annerley is from the novel *Mary Anerley* by R D Blackmore. The novel tells of the exploits of smugglers along this particular part of the coast during the late 18th century. Mary Anerley is the eponymous heroine of the novel. I have deliberately altered the spelling because it appeared to be more balanced on the station nameboard.

The layout had to have recognisable scenes from the headland, so it includes the geographical features of the chalk cliffs, Danes Dyke, and one of the landings. The other features include the lighthouse, a village scene and a viaduct crossing Danes Dyke.

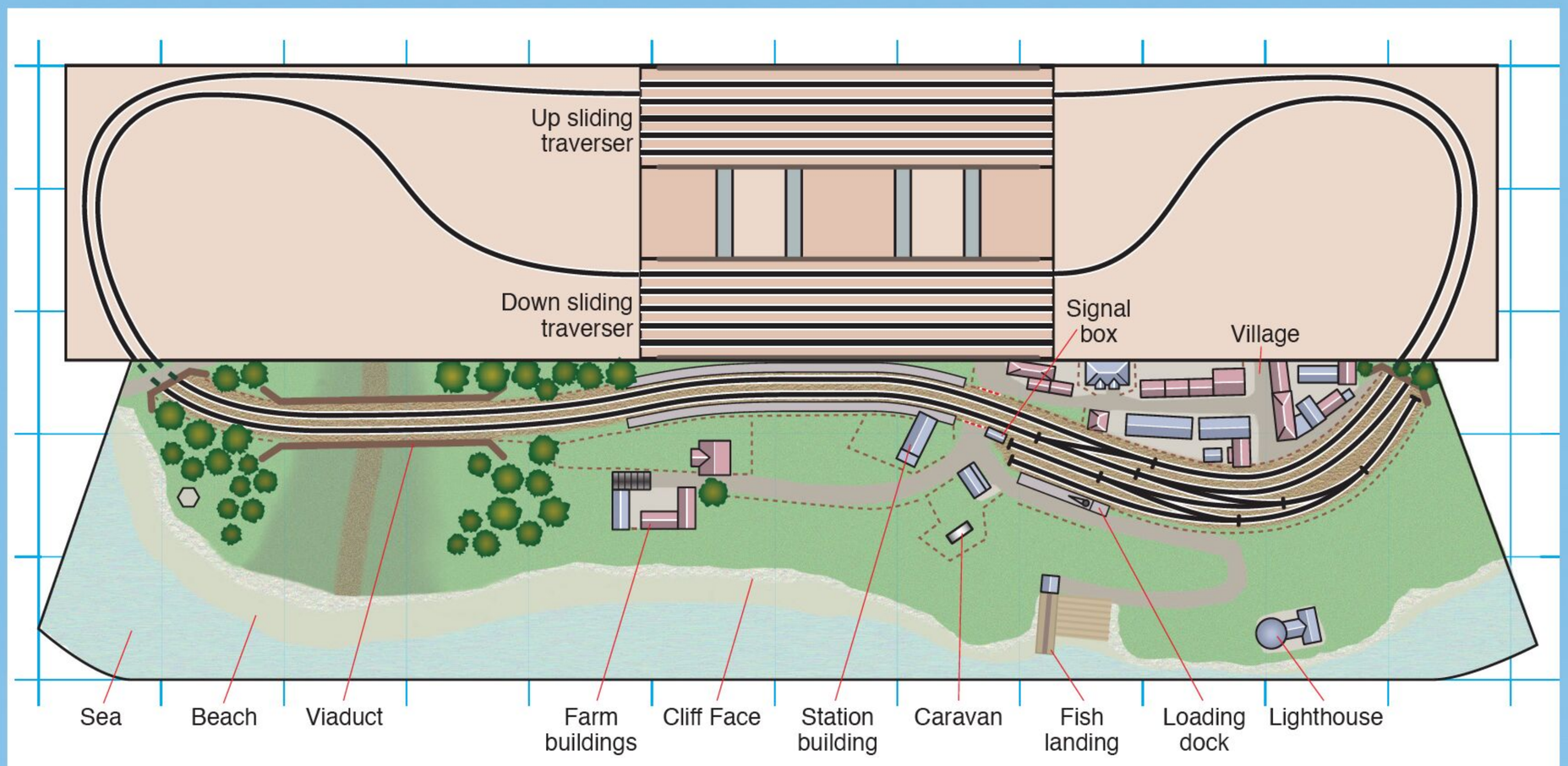
Planning

The layout was to be a double track continuous loop with a fiddle yard at the rear. It needed to be transportable in two cars. This meant the size of the baseboards was limited, and incorporating the height of the cliffs made planning and design a little awkward.

I worked out a plan using three regular boards (48cm x 106cm) which would have all the track on them. Attached to the front of these would be three narrower

Left
An English Electric Type 4 (Class 40) diesel crosses the viaduct over Danes Dyke with a summer Saturday excursion.

Right
A War Department Austerity 2-8-0 heads an engineering train past the village of Annerley.



Annerley Scenic section 3662mm x 780mm. Each grid square 300mm x 300mm.

Below
The buildings in the village are mostly scratch-built and based on structures in the real villages of Flamborough and Sewerby.

boards (30cm x 106cm) featuring the cliffs and coastline. There would be two curved corner boards to finish off the edges. The fiddle yard would be attached to the rear. The backscene would be detachable and would just slot into place when the layout is on display.

The baseboards are made from plywood frames and incorporate fold-down legs. As there is a considerable height difference between the track level and sea level, the boards were constructed using the open-top method to make it easier to position the viaduct and the cliffs. The boards are aligned using dowels and then clamped together using G clamps.

The track plan was altered several times before a final design was chosen. Originally the station was to be at the Scarborough end of the layout with a low-relief building, and the village was to be painted onto the backscene. The viaduct was to be at the Hull end, and the centre of the layout would contain scenery typical

Below
A Diesel Multiple Unit slows for the station, passing a B1 4-6-0 on a goods train.

Above
More English Electric power for another holiday excursion, this time a Type 3 (Class 37).

of the Yorkshire Wolds. However, plans changed, and after careful consideration and the rearrangement of buildings and track, the final plan emerged. The viaduct over Danes Dyke would remain at the Hull end. The station was moved to the centre of the layout, and the small goods yard would be at the Scarborough end along with a village, this time in 3D.

The desire to keep all the pointwork confined to one baseboard meant the goods yard turned out to be even smaller than originally planned. In the book *A History of the Hull and Scarborough Railway*, reference is made to the siding diagram at Bempton station: "No budget-conscious railway modeller would use two turnouts to provide just two-wagon standage as the North Eastern Railway has done." Well, the author is a railway modeller who did just that.

Once the track plan had been rearranged satisfactorily, it was wired for Digital Command Control operation, although the pointwork is operated by a more traditional analogue method, using momentary switches on a panel with a mimic diagram of the track plan.

All the trackwork is Peco code 55, and the points have Peco point motors attached under the baseboard. Once the track was laid and pinned down, the rail edges were painted with grime and rust coloured paint. It was then ballasted with very fine granite chippings, using a mixture of colours varying from light grey to dark brown. The ballast was brushed gently between the sleepers and then sprayed with water until it was damp.
A mixture of PVA and water with a squirt of washing-up liquid was then trickled along the track. Once the PVA had dried, the excess ballast was vacuumed up and any granite that had stuck to the side of the track was scraped off.

Railway structures

The first structure to be made was the viaduct. The positioning and the height of the viaduct would determine the height of the cliffs, which on this part of the coast are little more than 100' high. The viaduct was built using a Ratio kit and then modified to fit the scene. It is set towards the back of the layout, which gave the opportunity to model the receding cliffs and show the channel that flows into the sea. At the base of the cliffs, I have modelled the wave-cut platforms and the beach.

Originally, I had planned to model Bempton station, which is a few miles north of Bridlington, but the orientation didn't fit the location once the track plan had been finalised. However, I discovered that Nafferton station on the same line, but to the south of Bridlington,

"– The layout had to have recognisable scenes from the headland –"
David Harrison

was almost a mirror image of Bempton station and it would look better in the position it was to be located on the layout.

Nafferton station was duly photographed from as many angles as I could manage. Dimensions were obtained by counting bricks and comparing the findings to elevation drawings of Flamborough station published in *A History of the Hull and Scarborough Railway*. A shell was made using mounting card. This was covered with brick embossed plasticard with the window apertures cut out. The windows were mounted to the back of the plasticard before it was stuck to the card shell. The brickwork was painted in appropriate colours to get the weathered appearance of the building. The roof was constructed from sheets of Ratio roofing slates. A small canopy was added to the track side of the building; although there isn't a canopy at Nafferton station now, there is evidence in the brickwork that there was a

Below
Midland 4F 0-6-0s could be pressed into service for holiday trains on the Hull-Scarborough line.

Left
A Jubilee 4-6-0, with an excursion train formed of Stanier and BR Mk.I stock, crosses the viaduct over Danes Dyke…

canopy once upon a time. I used photographs of other stations on the line to get an idea of the kind of structure needed. A portico was added to the front that matched the structures at both Bempton and Nafferton stations.

The waiting room on the Down platform was made from a kit by Stoneybridge Structures. The kit is so typical of the small waiting rooms found on the Hull-Scarborough line that it was built and placed on the layout without any modification.

The level crossing uses gates from a Peco kit, modified with pieces of square styrene strip by Evergreen to make the gates more representative of those found on the line.

The signal box is again a Peco kit. The original windows were cut out and replaced with windows supplied by N Brass. This gave the box more of an NER appearance.

Non-railway structures and buildings

The lighthouse was made by using the body from the Langley lighthouse kit and fabricating a new lantern based on Flamborough lighthouse. The outbuildings around the base of the lighthouse are also based on those found at Flamborough.

The buildings in the village, with one or two exceptions, are scratch-built. The method employed was to build a shell in card and cover it with the appropriate embossed plasticard. All the buildings are based on real buildings that are located in the villages of Flamborough and Sewerby. Kestrel cottage kits were adapted to look like the traditional fishermen's cottages.

The farm buildings were made from a Kestrel kit with the farmhouse cut down in size. The outer walls were covered in thin ready-mixed plaster, and when this was dry, the chalk stone walling was scribed on using a pencil. The slate roofs supplied with the kit were not used. Instead, pantile roofs, more in keeping with the area modelled, were substituted. The pantiles were made from sheets produced by Redutex.

A number of trees on the layout were obtained from the Model Tree Shop, but some were made using armatures from Woodland Scenics and stretching the foliage material over the branches.

The chalk cliff face is perhaps the main physical feature of the layout. Apart from the cliffs on either side of Danes Dyke, the cliffs were made on separate boards which clip on to the front of the main baseboards. This was done to make the boards more manageable for transportation.

Vertical profiles of the cliffs were made from corrugated card and secured in position. The cliffs around Flamborough have deposits of boulder clay from the most recent Ice Age on top of them. The boulder clay is being eroded much more quickly than the cliffs themselves. This has led to a great deal of slumping and this, along with the sheer cliff face, had to be accounted

Below
…before passing the farm and running non-stop through the station. The farm buildings were made from a Kestrel kit.

for when forming the cliff profile. The gap between the profiled sections was then filled in using layers made from strips of corrugated card (the layers representing the strata of the chalk). The strips were of different lengths and placed quite unevenly on purpose to represent different sizes and chunks of rock. The corrugated card was stuck in place using wallpaper paste. Initially this made the card quite soggy, but as it dried out it left dips and more unevenness, which added to the overall effect. When the card had dried completely, it was hacked vertically in places to make the gullies. This section of coastline is renowned for its caves, arches and stacks. The caves were made using a knife to tunnel into the base of the cliff. Stacks were made by literally stacking small pieces of corrugated card on top of each other until the required height was attained. Arches were made in the same way and then linked to the cliff face.

The slumping effect was achieved by using plaster bandage stretched loosely over the top of the corrugated card that formed the profiles. When this was dry, it was coated with 'sloppy' plaster which slowly ran down, forming ripples and giving the impression of earth on the move. The cliff face was then given a rough wash of plaster using a small paintbrush. The brush strokes were horizontal so that the gaps between the layers of card were emphasised, giving the impression of strata. Any gaps or holes were left, making the cliff face more authentic. Afterwards, when the plaster was dry, it was painted in white matt emulsion paint. After the paint had dried, a weak wash of black poster paint was trickled down the front of the cliff face to create a more weathered appearance.

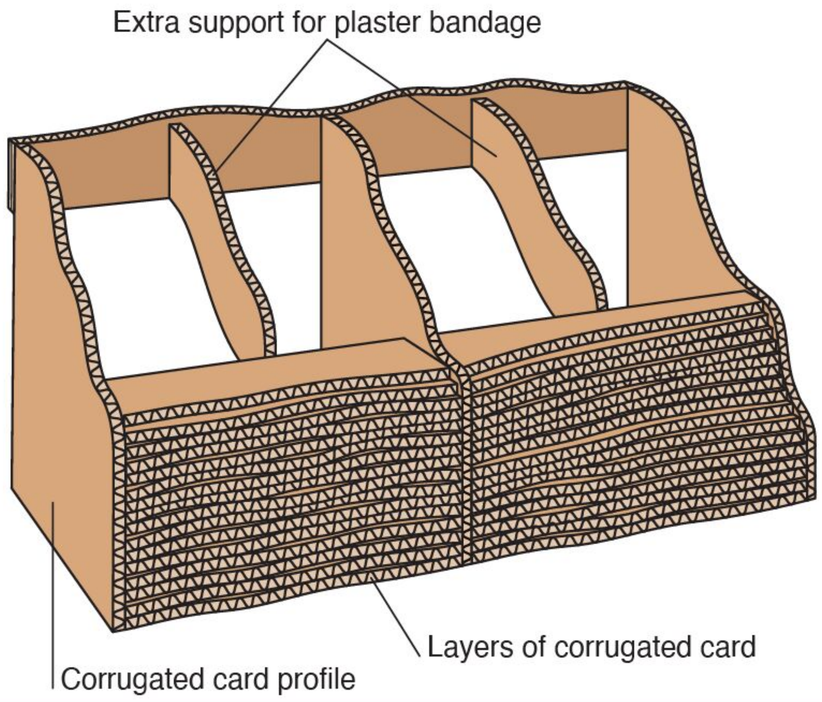
The plaster on the area prone to slumping was painted green, and then scatter material applied while the paint was wet. Once dry, it was coated with PVA glue and static grass applied, and a few bushes and tufts of grass were added.

Along the cliffs modelled, I have incorporated the remnants of World War II infrastructure, the vestiges of which are still extant today. Pillboxes are located on the cliff edges and anti-tank blocks can be seen at the foot of Danes Dyke.

Also modelled is one of the landings associated with Flamborough Head. In this case, the landing modelled is based on North Landing with the old lifeboat house and facilities for the fishing cobles. Although I have modelled North Landing, it is located physically on the layout closer to the position of South Landing.

The sea was made using Artex, stippled with a small brush and a palette knife to create the waves. It was then painted in appropriate colours and given several coats of clear gloss varnish, and a final coat of clear matt varnish.

Construction of the cliffs



Locomotives and rolling stock

I have set the scene in the early 1960s on a summer Saturday. At this time local services during the week were catered for with Diesel Multiple Units and they still provided the service on Saturdays, but on a summer Saturday there was an abundance of excursions and specials from West Yorkshire, Lancashire, the Midlands, London and Scotland. The trains were going to and from Scarborough and Butlin's Holiday Camp at Filey. The trains were hauled by B1s, B16s, 'Black Fives' and diesels of classes 37, 25, 40, 31 and 47; even 4Fs and Class 20s could be spotted.

Above
A pair of English Electric Type 1 (Class 20) diesels and a 'Black Five' 4-6-0 meet with holiday trains.

Right
The two English Electric Type 1s round the curve past the headland and lighthouse.

Below
The lighthouse was based on a Langley model, which was modified to represent the example at Flamborough Head.

I have tried to build a fleet of locomotives to be representative of the era, but B16s are not available in N gauge (unless anyone knows differently).

The trains hauled were usually of mixed stock and it was not unusual to see trains consisting of Mk.I, Gresley, Stanier and even non-corridor suburban coaches, and again, I have tried to build up stock that represents this mixture.

Freight trains rarely ran on summer Saturdays, but to add a little variety, I have included a couple in the running schedule, usually hauled by a War Department Austerity 2-8-0 or a B1.

Operation

The fiddle yard at the rear of the layout consists of two sliding traversers, one for the Up line and one for the Down line. Each line is operated independently. Trains are despatched in sequence from track one, usually completing one circuit of the layout, returning to the fiddle yard, and then the train standing on track two is dispatched and so on. The only trains that stop at the station are the local service trains. Occasionally a goods train will enter the small yard and pick up or drop off a wagon.

Local landscape

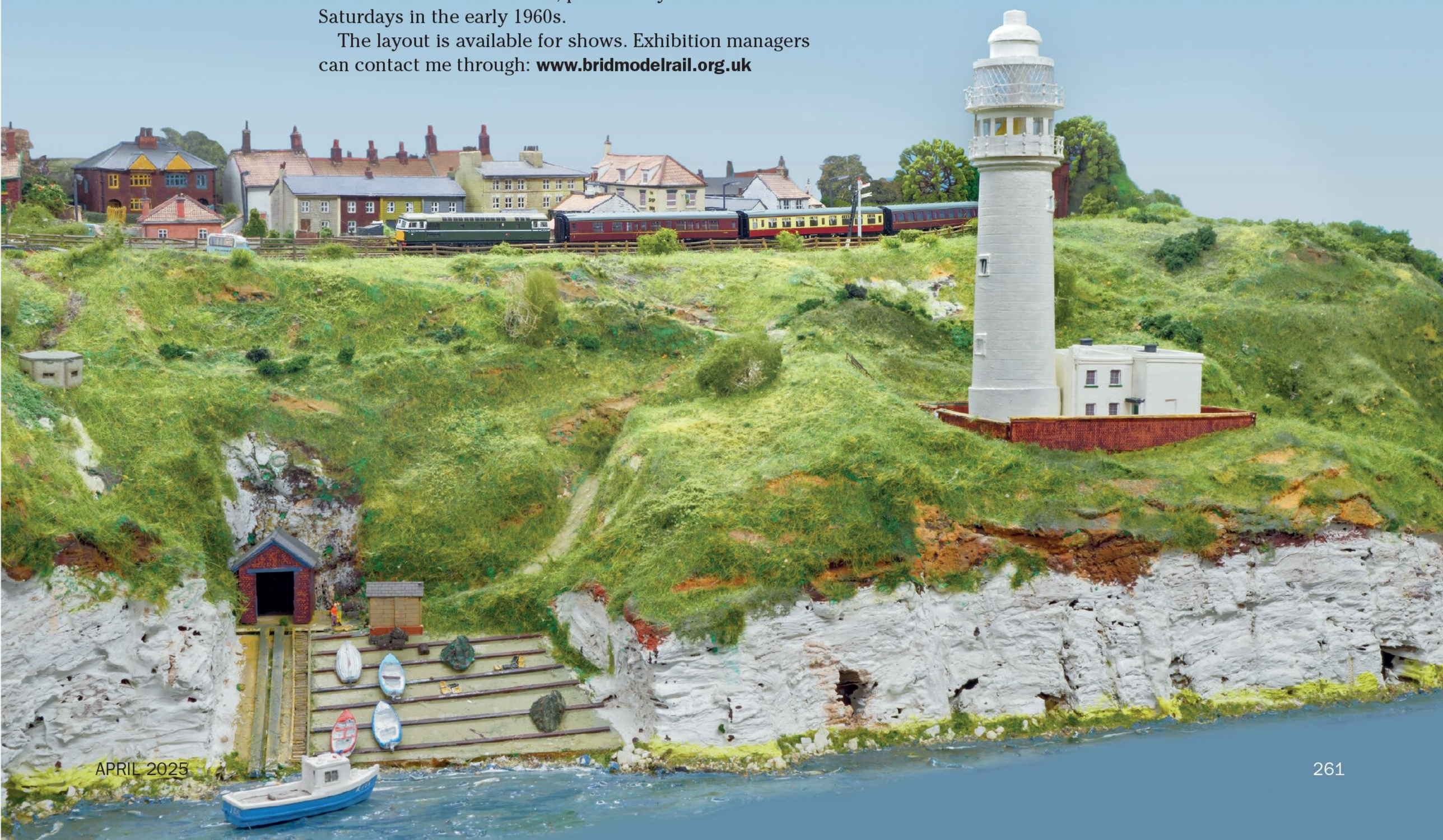
I have had a desire to build such a layout for quite a long time. I haven't had to travel too far to research the physical landscape and the buildings. As stated at the beginning, the layout is not meant to be an accurate portrayal of Flamborough Head, but was constructed to give an impression and to show the characteristics of the area, thus the features are very much compressed to fit the scene and running trains through such a land/seascape is a bonus.

Once again, I am indebted to Mike Brayshaw for his assistance at exhibitions and to fellow members of Bridlington Trainshed, who also provide assistance when necessary. Thanks also to Allen Ferguson, who provided information about which classes of locomotives ran on the line, particularly on summer Saturdays in the early 1960s.

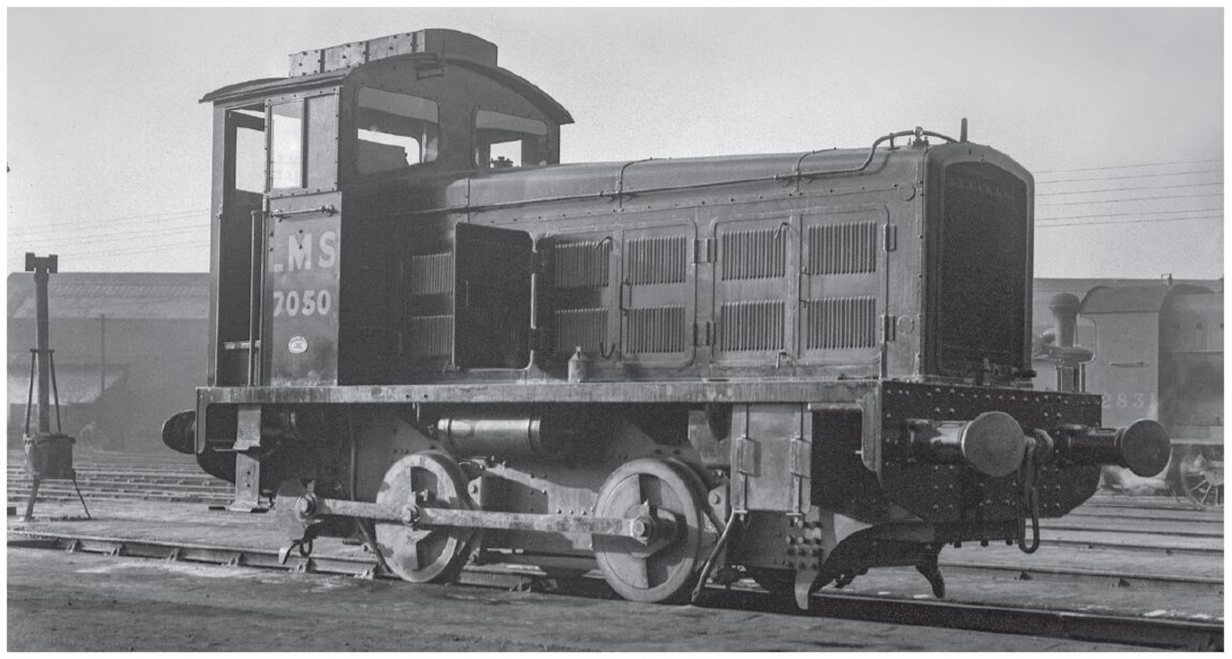
The layout is available for shows. Exhibition managers can contact me through: **www.bridmodelrail.org.uk**

See it at York

Annerley **will be at the York Model Railway Show taking place at York Racecourse over the Easter weekend on 19, 20 & 21 April 2025. For more details see preview on p272, Societies & Clubs on p334, or go to: www.yorkshow.org.uk**



LMS Drewry 0-4-0DM No.7050



MIKE EDGE *provides 4mm scale drawings and historical notes for a unique diesel-mechanical shunter built for the London Midland & Scottish Railway in 1934, available as a 4mm etched kit from Judith Edge.*

In the early 1930s, the LMS embarked on a programme of evaluating diesel locomotives for shunting work, and a number were ordered from outside builders. Most of these were experimental and involved a wide variety of power sources and transmissions. This small 25-ton 0-4-0 followed large diesel-electrics from Armstrong Whitworth and Hawthorn Leslie, and a series of 0-6-0s with mechanical transmission from Hunslet. Ordered from the Drewry Car Co. in 1934 as Works No.2047, it was built by English Electric (Works No.EE847) at its Dick Kerr works in Preston: Drewry never built any locomotives itself, all being contracted out to other firms.

When built, No.7400 (its original number, although never carried in traffic) had some unusual features, including an experimental Allen 160hp eight-cylinder engine and a Wilson pre-selector four-speed gearbox which gave speeds of 3, 5, 8.5 and 12 mph with easy gear changing. It was capable of hauling up to 400 tons on level track.

As built, it had an open-sided cab and some form of gas conditioning exhaust on the roof, but these were altered early in the locomotive's life to a conventional exhaust and a closed-in cab with doors. The running number was changed to 7050 when it was painted in LMS plain black livery, after running some trials around Preston in works grey as No.7400.

Most of its LMS career was spent at Agecroft depot, shunting in various locations around Salford, but in common with most of the LMS diesels it was loaned to the War Department in 1940, and spent most of the rest of its working life in military service.

In 1944 the Allen engine was replaced with a Gardner 150hp 6L3; this necessitated a change of gearbox as well since the Allen engine rotated anti-clockwise, although the final drive was retained, this work being done at Vulcan Foundry.

The LMS livery was always plain black with counter shaded block style straw coloured lettering (10") and numbers (7") on the cabside. Bufferbeams, and possibly coupling rods and cranks, were red.

After periods on loan, mostly to the Air Ministry, No.7050 was sold to the War Department in March 1943, initially becoming WD224, later No.70244, then WD846 and finally Army 240. During this time it carried a variety of liveries, finishing in plain green with yellow chevrons on the back of the cab and bufferbeams. For a time it carried the name *Rorke's Drift* as well.

A new final drive gearbox was required in 1961 to replace the original, which was worn out. After an appearance at the Stockton & Darlington 150 exhibition in 1975, it spent a couple of years on the Mid-Hants Railway before final withdrawal in 1979. No.7050's next home was the National Railway Museum in York, before going to the new Museum of Army Transport at Beverley in 1987. When that museum eventually closed, it came back to York where it was restored to its LMS livery.

Despite remaining a one-off design, 7050 must have been reasonably successful given its long working life, and the pre-selector gearbox was perpetuated in many subsequent Drewry locos, including the much better-known BR Class 04 0-6-0DMs.

Hudswell Clarke 0-4-0ST Works No.402 *Lord Mayor* at Shildon during the Rail 150 event on 24 August 1975, with No.7050 in the background wearing one of its military green liveries. *Photo: The Transport Treasury*

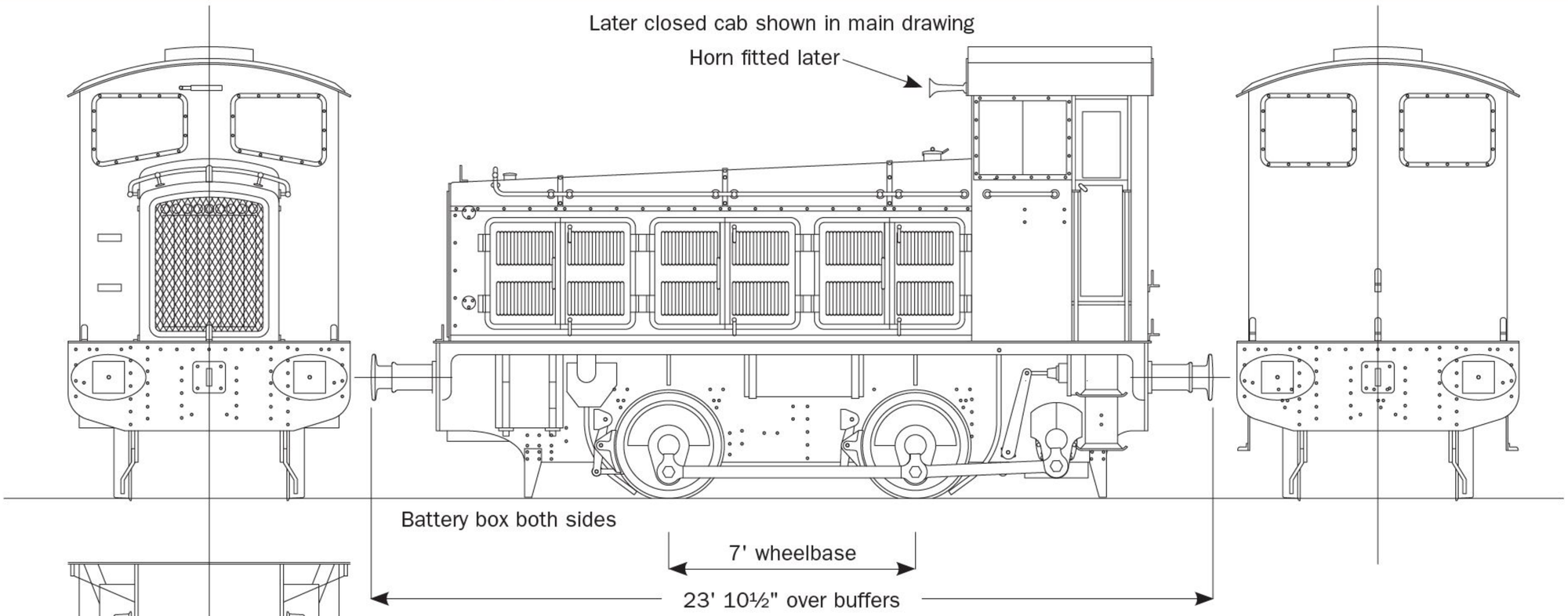
A 1930s view of No.7050 at its first home of Agecroft shed, with Lancashire & Yorkshire Railway 0-8-0 No.12831 behind. *Photo: Rail-Online*

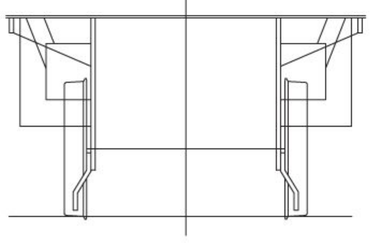
In model form

A kit for No.7050 in 4mm scale is available from Judith Edge, currently priced £60.00 + £6.00 postage. The kit is etched in .015" brass with resin moulded fittings and covers all the variations in the loco's long life. For more details email: **edgemd@aol.com**

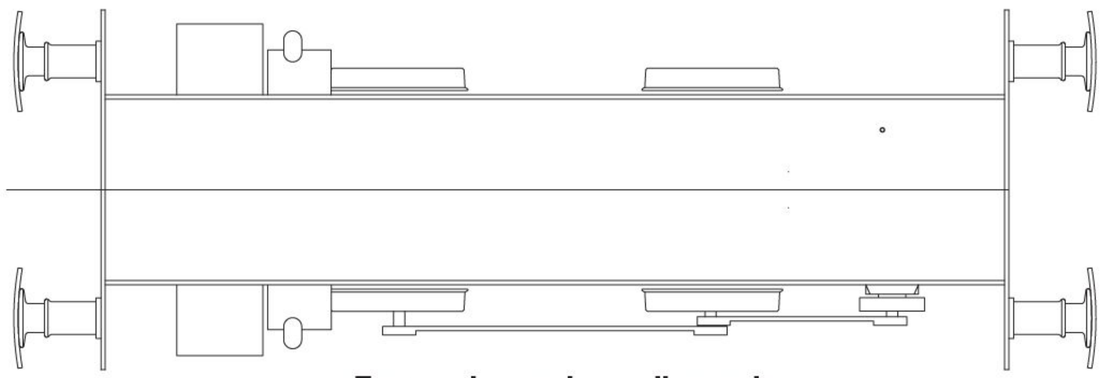
The 4mm Judith Edge model.

LMS 0-4-0DM No.7050 – drawings at 4mm scale

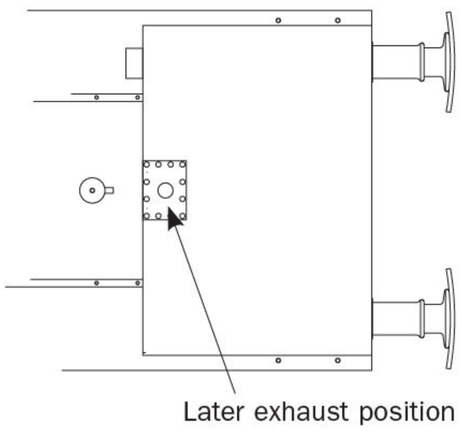


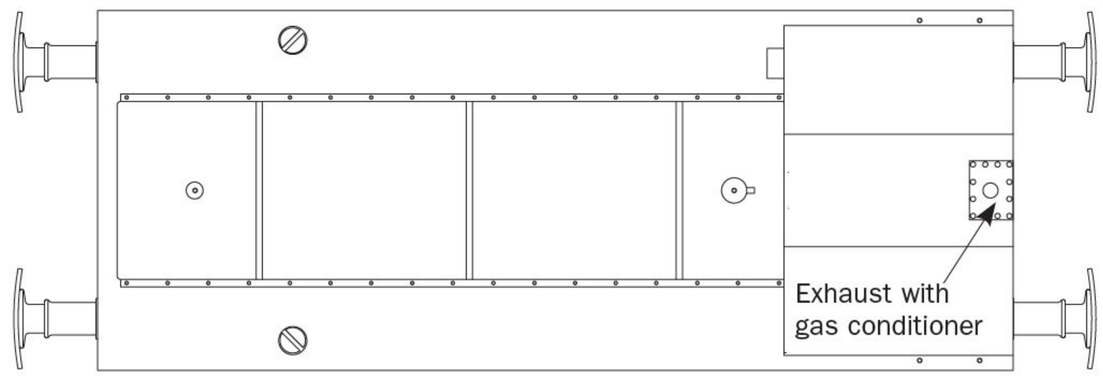


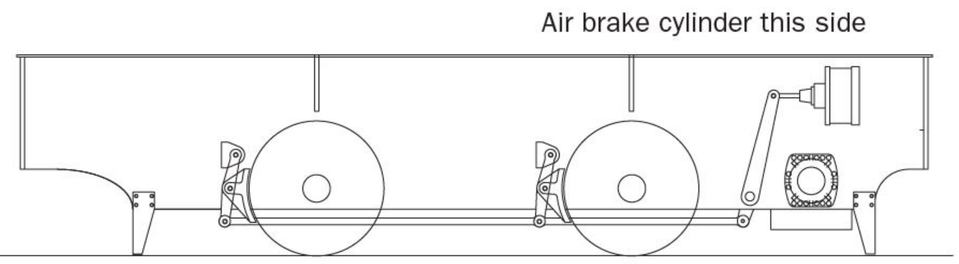
Cross section showing footplate support brackets, leading sandboxes and battery boxes



Frame plan and coupling rods







Brake and gearbox details

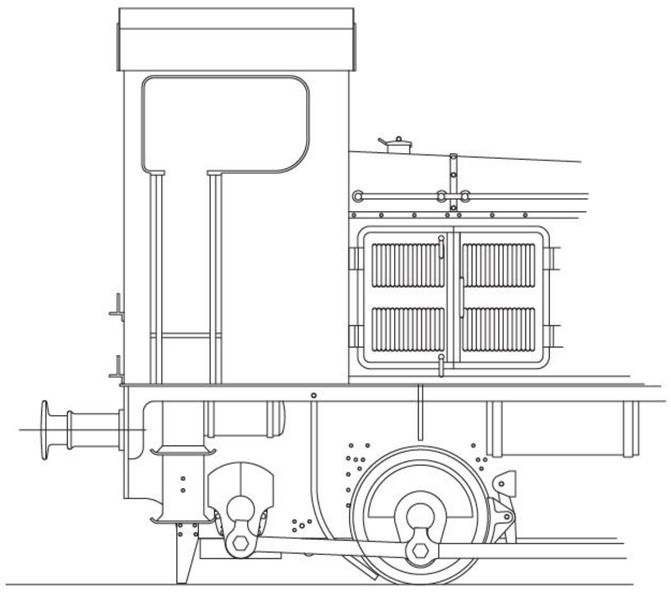
Notes on the drawings

The only drawing I was able to find was the LMS weight diagram: these give basic dimensions but are distinctly sketchy as far as details are concerned. However, there was an easy option to measure it up at the NRM, with some help from the museum staff. The main view shows No.7050 in its LMS configuration with the closed-in cab, and a part view shows the original open cab. Exact dates for this alteration and the removal of the equipment on the roof have been difficult to determine, but both were done before the sale to the WD. Originally there was an air whistle on the front of the cab, but at some time during its military career, it was fitted with a horn.

Somewhat unusually, the coupling rods were fitted outside the connecting rods from the cranks: this necessitated spacing washers on the leading crankpins, as shown in the frame plan view. In all views, actual wheel profile and frame spacing are shown. The disc wheels themselves are conveniently very similar to those fitted to the L&Y 'Pug' 0-4-0ST. Standard LMS buffers with oval heads were fitted.

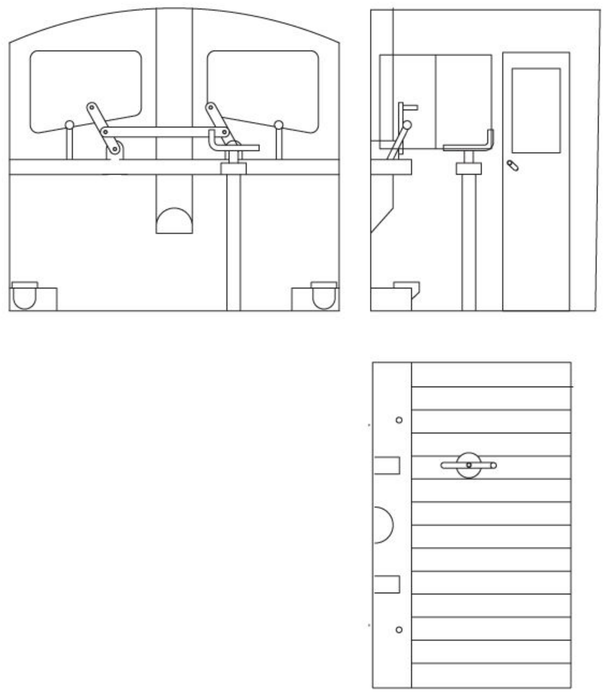
Inside the cab, the controls were arranged for No.7050 to be driven from either side, with the handbrake on the right. The vertical box structure carried the exhaust inside the cab at the back of the control shelf, initially into the box on the roof (presumably a form of exhaust gas conditioner), later direct to the outside. A cross section shows footplate support brackets, leading sandboxes and battery boxes.

Original open side cab



Small air reservoir this side Large air reservoir both sides

Cab interior details



Plan of the Month

Leominster

This N gauge layout, being built by the Marches Model Railway Group, is due to go on public display in April, in the town whose station it depicts. **PETER DENNIS** *tells the story so far.*

Photography by Ian Slater

In 2022 three of us, all Leominster residents, got together to form the Marches Model Railway Group. Amongst other things, we were contemplating an N gauge model of Leominster station. Now, if you know Leominster station, you will most likely be thinking, 'why would anyone want to build a model based on that?' However, the station we see today is but a tiny fraction of what it was during the first half of the 20th century.

So, with some research, and armed with R H Clark's track plan of circa 1914, a simple 1:600 scale model was made to give us an idea of what the layout might be like. This inspired us to proceed, with a view to the finished model being permanently housed somewhere within the town, to serve as a tourist attraction and as a facility that could be used in conjunction with local schools and dementia groups.

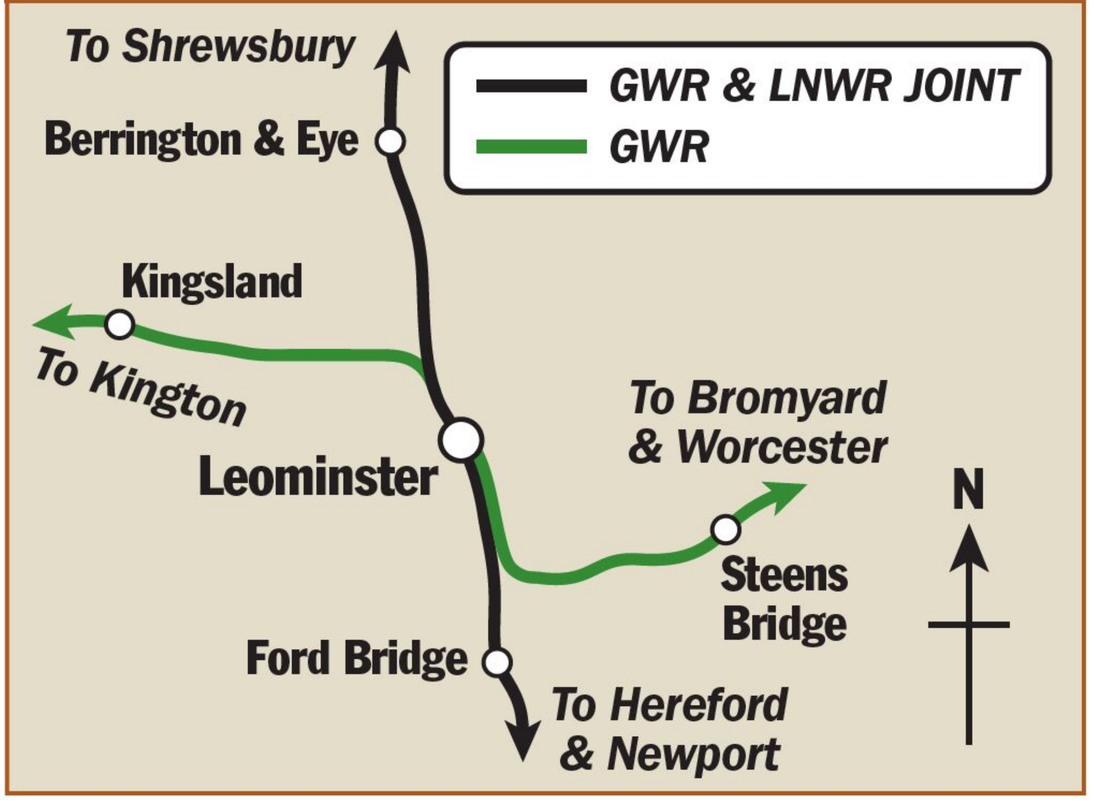
'1400' 0-4-2T No.1420 – now preserved at the South Devon Railway – at Leominster with a short goods train on 17 September 1964. ***Photo: Colour-Rail***

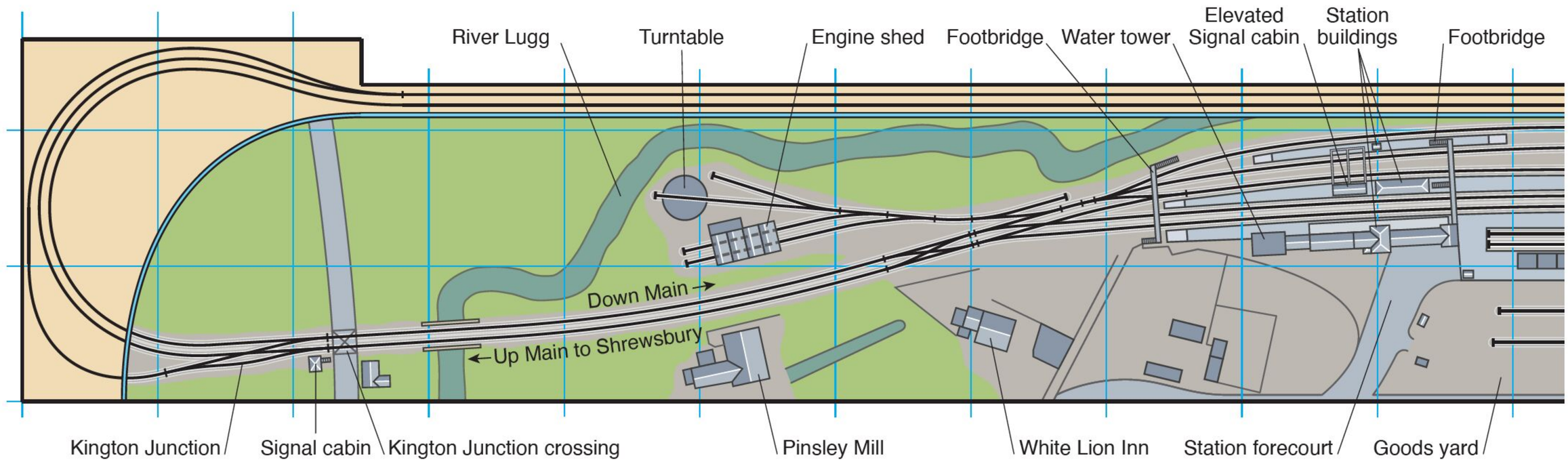
A brief history

The Shrewsbury & Hereford Railway passed through Leominster to the east of the town with a station that was opened in the early 1850s. Then it was only a single track line, but, by the turn of the century, this had been doubled with the Up main going to Shrewsbury and the Down main going to Hereford. Also, by then it was a joint London & North Western and Great Western line, and had become a junction station with branch lines to Bromyard and the Worcester direction to the east, and Kington and beyond to the west (see map).

There were five platform faces with the main station building on the Up side; a private siding serving Pinsley Mill; a 120' long goods shed; a five-bay cattle dock; an overhead crane spanning two tracks and travelling roughly 100 yards; and a two-road engine shed to

Location map





the south-east of the station. Following some alterations to the track layout in 1900/01, the shed was rebuilt to the north of the station. This was a Hereford sub-shed and now included a coaling stage and a 45' turntable. Also at that time, a massive 90-plus lever signal box was erected on a gantry structure high above the platforms, and there were a huge number of sidings either side of the main lines.

The whole thing was an impressive sight and a hive of daily activity, all of which was gone by the end of the 1960s, leaving Leominster station effectively little more than a halt! Today, although the main station building still stands, only a tiny part of it is used for railway activity, the rest being let out to other users or empty and left to decay, and therefore all the more reason for our model.

The layout

We wanted our model to include Kington Junction, which was north of the station and the engine shed, and just past a level crossing where the A49 north to Shrewsbury crosses the railway. This was known as Kington Junction Crossing and included a small signal box and gatekeeper's cottage, and this is where the scenic section begins at the left-hand end. To the right-hand end, we wanted to include the former A44 Worcester Road bridge and the South signal box, built in 1875 and still standing today. In N gauge, with a little condensing to the length of the sidings and the distance from the station to the level crossing, as well as allowing for 'return ends' to a fiddle yard behind the backscene, we ended up with a model just under 7m long.

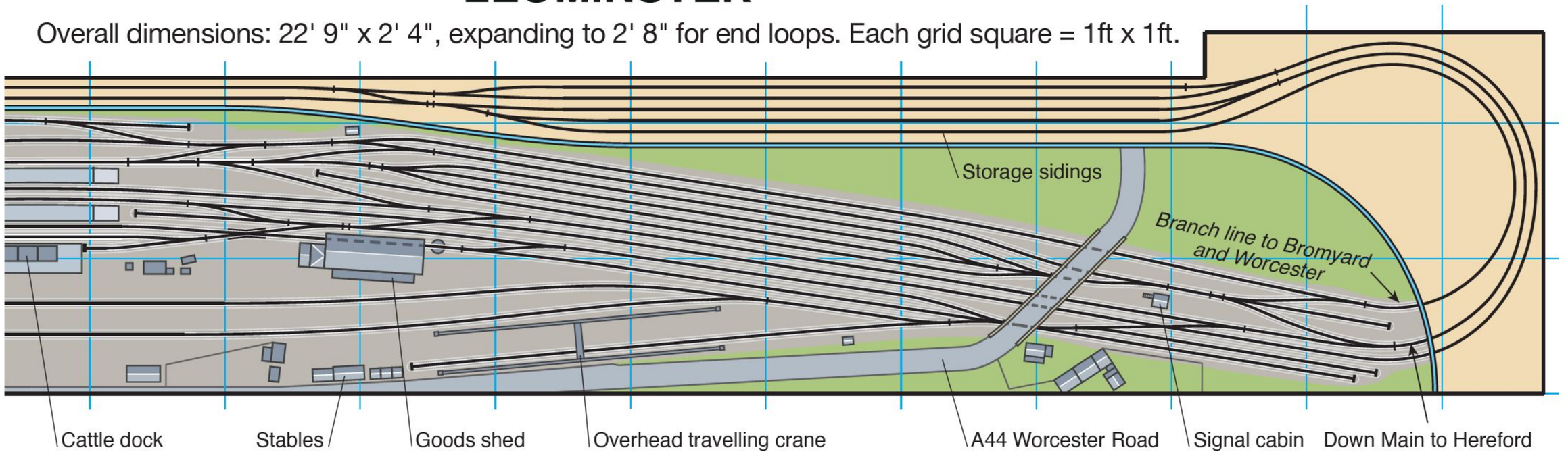
Although it was not intended for the exhibition circuit, we worked out how we could accommodate it all on six boards that pair up in three pairs: two end boards measuring 770mm long, two boards at 1220mm long and two slightly longer ones at 1485mm long, giving us a total model length of 6.95m. All the boards

Leominster station's most distinctive feature was the unusual construction of the signal box, supported on a gantry structure from the opposite platform, pictured in July 1960. ***Photo: The Transport Treasury***

The under-construction layout, with the extensive cattle dock prominent. Temporary buildings and foamboard platforms are in place.

The bridge at the south end of the large goods yard, carrying the A44 to Worcester over the railway.

LEOMINSTER



A good view of the huge goods yard and its shed at Leominster in 1964, as the crew of '2251' Class 'Collett Goods' 0-6-0 No.2242 pause in their work for a chat with a colleague. *Photo: Colour-Rail*

are constructed totally from 9mm MDF, to a box-frame design that keeps them rigid but not too heavy, and all were coated inside and out with white PVA glue. The boards are supported on A-frame trestles made from salvaged timber from old pallets.

The track has been laid on 3mm cork, except for the goods yard and engine shed areas where it is laid direct to the boards with the 3mm cork between the track, so that we can complete with ground cover more or less up to the tops of the rails. All the track is Peco code 55, except for the off-scene 'return ends' where Setrack has been used. All the track has been laid, just over 60m of it, plus 61 Electrofrog points and crossings, including two catch points made from small radius turnouts. The 45' turntable has been made from a modified Peco turntable kit, and is currently hand operated from the rear of the layout via an arrangement of Meccano parts and gears.

We have used droppers from virtually every length of rail, and these are connected to a bus which originates at the centre rear of the layout and radiates out in four directions. This has enabled us to divide the layout up into four sections that can be isolated, which proved invaluable when trying to find a fault following completion of the wiring. Electrically it is wired for Digital Command Control, but providing all other locomotives are removed from the track, we can run a train on dc. We intend to use SEEP point motors and, although none of these are fitted yet, the point motor pin holes were drilled in readiness as the track and points were laid.

For the time being, we have used 5mm foamboard just to give the outline of the platforms, and all the buildings we have done are simple 'flat' outlines as you will see from the pictures.

On show

There is a huge amount of work still to do, but we are having a short three-day exhibition in Leominster Library after Easter, from 24 to 26 April 2025, open all day Thursday & Friday and half day on Saturday. This is so that we can show progress so far and gauge public reaction to the project.

Our thanks go to: DayOne Publications, Ryelands Road, Leominster for allowing us to have the layout erected in their open-plan office; Leominster Building Supplies for all the timber used to make the six layout boards; Hereford Model Centre, from whom all the track and point motors have been purchased; John Trays of Craven Arms & District Railway Circle for sharing with us drawings he prepared of many of the railway buildings and structures; and Ian Slater for photographing the layout.

Stanier Jubilee 4-6-0 No.45563 *Australia* calls at Leominster in March 1963, towards the end of the infamous 'Big Freeze' that winter. *Photo: Mike Morant collection*

A pair of Collett 0-4-2Ts at Leominster shed on 24 July 1951. On the right is '5800' No.5807, while the digits '145' can be read on the '1400' to the left: it is probably No.1455, which was allocated to Leominster's parent shed of Hereford at this time. *Photo: The Transport Treasury*

Wheal Ponder

Layout photography by the author

Determined to succeed in bringing a layout project through to completion, **ANDREW YOUNG** *elected to set his sights on something small and manageable. This delightful narrow gauge cameo in 0-16.5 is the result, depicting an imagined china clay works in Cornwall.*

As a teenager, I forsook the OO train set of my youth and embraced narrow gauge modelling in 7mm scale. Over the following three decades, I built locomotives and rolling stock, and was even involved with the local group layout (*Ashbourne (Park Road)* – see RM April 2013). But I had yet to build a layout of my own. There was no shortage of space, or ideas, but there was always some stumbling block or other when it came to one of the more difficult aspects that I had not encountered before, resulting in several abandoned grand plans.

At the 7mm Narrow Gauge Association AGM and exhibition at Burton in 2022, I was looking at the layouts with my wife and young daughter, when we found our daughter captivated by a small cameo model that was on display. This prompted me to forget about grand plans for a while, to instead build something smaller and more manageable, which might get finished, with the aim of exhibiting at a future Association AGM and exhibition.

Wheal Ponder is born

The cameo concept is now well established within the hobby, but it was something that I was first introduced to with *Trerice*, a Scalefour layout by the late Iain Rice. What struck me about this particular model was how the same idea could work in 7mm scale narrow gauge: a down at heel narrow gauge line slowly being consumed by nature, which I would set in the china clay district near St Austell, Cornwall during the inter-war years.

My previous layout attempts had failed due to my poor carpentry skills, dodgy tracklaying and my own electrical incompetence. This time, a pair of Grainge & Hodder laser-cut baseboard kits with Peco track laid on top gave me a solid foundation, whilst a combination of online reference sources and the Peco 'Shows you How' layout wiring guides assisted me with the electrical side. I soon had a working layout.

▲ *Sir Jasper* is one of three Fletcher Jennings 0-4-0Ts on the layout, based on *Townsend Hook* and *William Finlay* of Betchworth Quarry.

Another of the layout's three Fletcher Jennings 0-4-0 tank locomotives approaches the station with two ex-Corris Railway coaches.

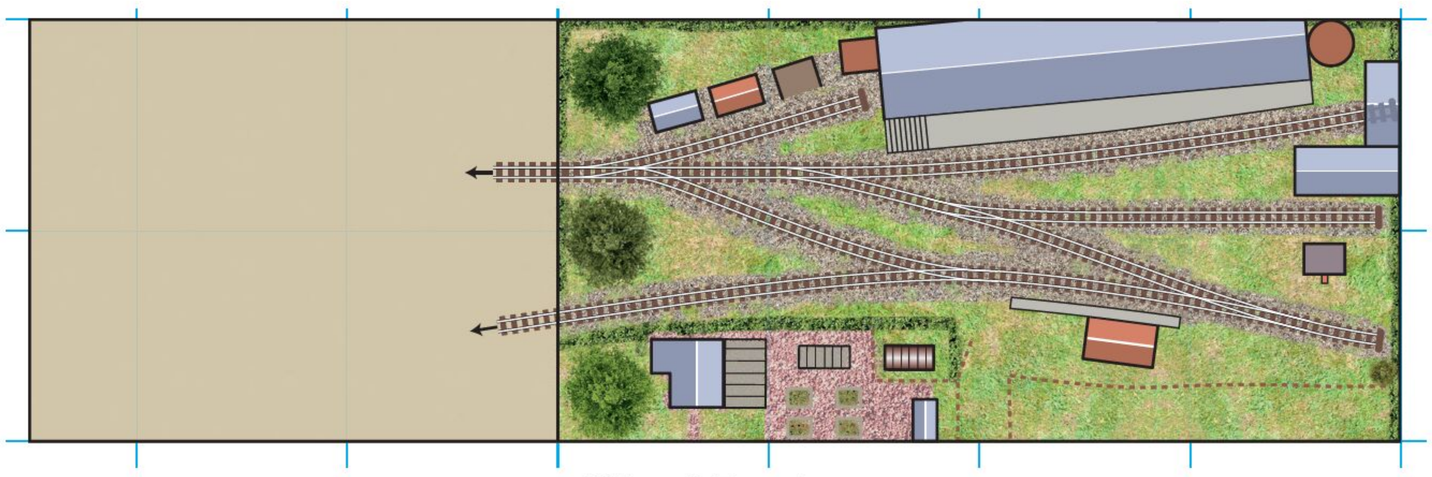
'Wheal' is a Cornish term meaning 'place of work', hence its use where mining or other industrial activity took place. My mind has a tendency to over-think and ponder many alternatives to that topic which it should be concentrating on – it was therefore natural to combine these two for the name of the layout!

Setting the scene

Wheal Ponder has a scenic area comprising a single 1,200mm x 600mm baseboard (or 4' x 2' in old money). The central focus of this scene is a small china clay works, with serious compromises in the length of the clay dry.

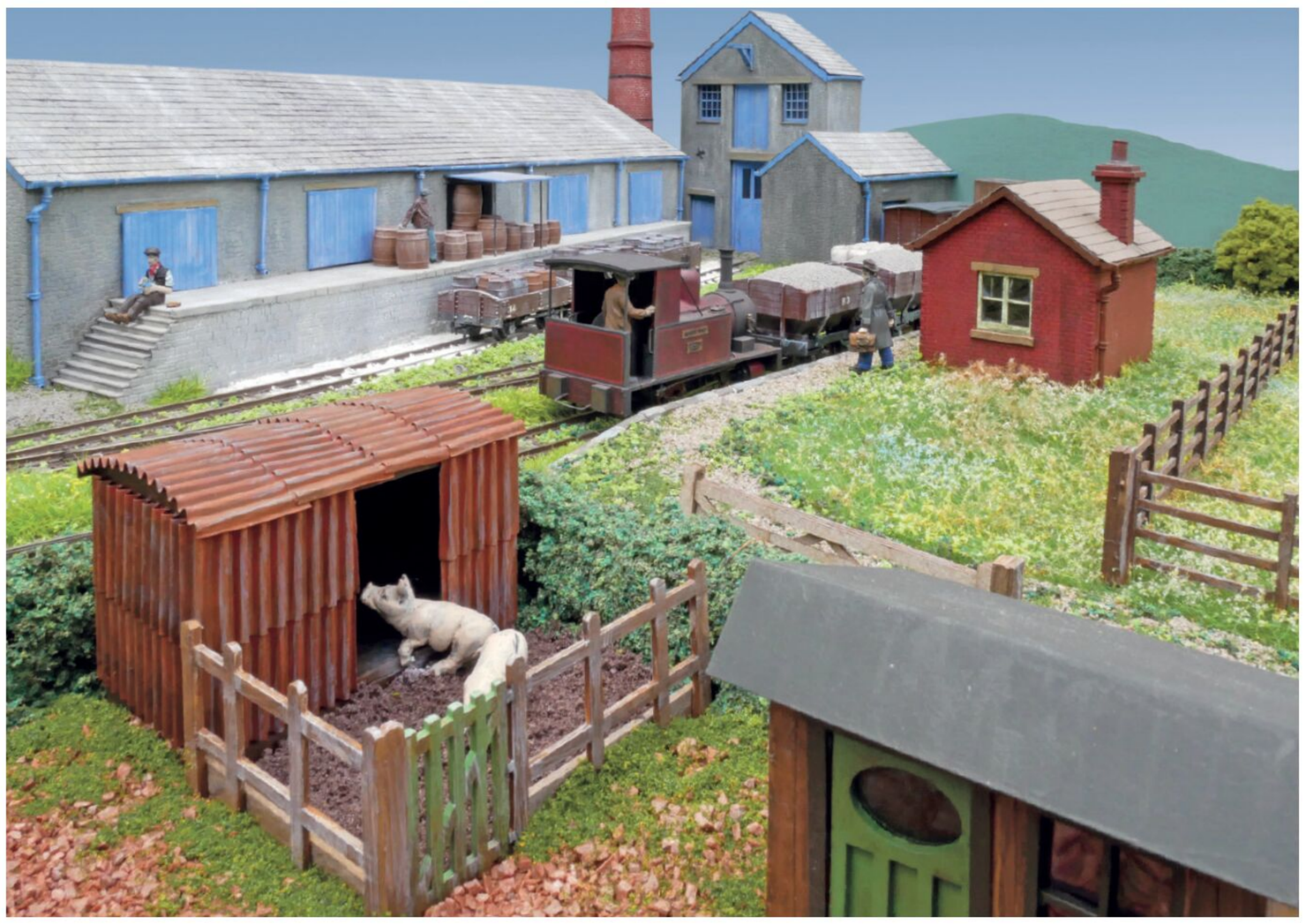
The main line (if you can call it that) enters the scene and soon splits into a loop and three sidings, one for coal inward to heat the clay drying process and two for the outgoing china clay. The main siding sees barrels of clay being loaded into open wagons, and the second serves a bagged clay store. Off the loop shoots a second line, leading off to a brick works and, eventually, to a granite quarry a couple of miles away, both off scene.

To the rear are an office-cum-bothy and the old stable, connecting the line to its horse-drawn origins, now used as a store. At



Wheal Ponder

Overall layout size 1950mm x 600mm. Each grid square = 600mm x 600mm.



A grounded van body has found a new use as a pigsty in the garden of the cottage. In the background, *Sir Jasper* shunts a goods train.

Diesel power is provided by this Ruston shunter, built by the author from a Wrightlines kit when he was a teenager.

the front is an attractive brick cottage with its kitchen garden and adjacent to that, a platform with its waiting room for the occasional passenger who might use the sporadic passenger service.

With the track laid and tested, a backscene and side panels were attached to the scenic board, enclosing the scene and setting my limits in solid plywood. The backscene was painted using household emulsion paint tester pots; the shade 'light rain' caught my eye as a suitably British shade for the sky. Whilst it will win no artistic awards, the backscene helps draw the eye into the layout, with the surrounds painted a muted dark green.

Buildings

The clay works buildings seemed the logical place to start, but also the trickiest in that they needed to look convincing whilst being un-prototypically small.

The collection of buildings used a mixture of kit- and scratch-built components to create the scene, an approach subsequently adopted throughout the rest of the layout. This group of buildings comprises a low-relief laser-cut wood building kit from Petite Properties and a chimney from Skytrex, alongside a linhay and bagged clay store scratch-built from foamboard.

The shells of these buildings were covered in embossed styrene, with the sheets scored and folded round the corners to match the stone patterns. Guttering and downpipes were applied from the Modelu range of 3D-printed accessories, some downpipes being useful in hiding joins in the embossed stonework. Roofs have been covered in laser-cut card slates, with different manufacturers' products being chosen to add some prototypical variety to the roofs.

These buildings also saw my first attempts at using acrylic paints, in an attempt to move away from the odour-producing enamels I used previously: I am now a firm believer in using acrylic paints and have started using them on rolling stock too.

We railway modellers can often be blinkered against other forms of modelling and I was no exception. But recently I have enjoyed seeing what other modelling disciplines have to offer, particularly the crossover between railways and the doll's house miniatures community. On *Wheal Ponder*, this has led to the cottage and kitchen garden scene that acts as a view blocker to draw the viewer's eye away from the fiddle yard exits. The cottage and sheds are again Petite Properties kits, finished in the same manner as the clay works buildings. The garden includes vegetable raised beds, a chicken coop and a grounded wagon body used as a pigsty. I particularly enjoyed adding the detail in this area and it is my wife's favourite part of the layout. Whilst the gardener enjoys a doze in the conservatory with his pot of tea, there are pigs, chickens, cats, a squirrel and even a hedgehog enjoying the peace and quiet in the garden amongst the abandoned tools. There is even a pair of wellies on the doormat if you look closely enough!

Once upon a time, it seemed that almost every 7mm scale layout included a Port Wynnstay shed on their layout: carrying on this tradition, there is one being used as an office-cum-bothy.

Scenery

Adding the scenery was probably the most daunting aspect of the build for me, this being a process of which I had no prior experience.

With such a small area to model, I treated myself to a few luxuries to speed the process along – one being trees purchased from Primo Models. I first saw these at an exhibition and was impressed. They are of a quality that would take me a large amount of time and materials to master. The other luxury was the purchase of static grass mats intended for military modellers (another benefit of a crossover between modelling genres) and static grass edging strips.

The track was ballasted with as fine a grade of ballast as I could find, followed by

Passenger accommodation is provided by a pair of Corris Railway coaches, built from Iconic Rail plastic kits.

finishing off with a variety of scatter materials of differing colours and textures. I slightly overdid the application of static grass between the rails and had to trim some of the vegetation to allow trains to run smoothly.

Stocktake

Just prior to starting *Wheal Ponder*, my most recent modelling project had been a trio of Fletcher Jennings 0-4-0 tank locomotives. The appearance of a 3D print of the Betchworth quarry examples, *Townsend Hook* and *William Finlay* (the latter now in the museum at Tywyn), resulted in my being involved in the upscaling of the model to 7mm scale using a modified Branchlines *Talyllyn* chassis kit. This evolved into a complete 3D print, added to which was a detail parts kit produced by EDM Models, this fitting on the Dapol OO gauge B4 chassis.

I now have three of these 0-4-0Ts: one runs on a kit chassis, the other two run on the B4 chassis, and all three have detail differences. *Wheal Ponder* has become an ideal home for

The intricately detailed cottage and kitchen garden scene: note the gardener snoozing in the conservatory!

A solitary passenger about to board one of the Corris coaches, at the simple platform with its waiting room.

the trio. For the nearby brickworks traffic, I resurrected a Ruston diesel (the first 7mm scale loco kit I built as a teenager) from a Wrightlines kit. I gave the paintwork some suitable weathering and it now happily growls its way around the layout. In addition, I am able to run some of the other locomotives I've built over the years, finally giving them space to turn a wheel rather than sitting in a drawer.

The layout was originally intended to be goods only, but then Iconic Rail brought out its excellent plastic kits for the stylish Corris carriages, and two were added to give *Wheal Ponder* a passenger service.

Wagons are all kit-built, from Chivers, Port Wynnstay and EDM Models. One of the main attractions of this particular plan was that the clay dry would be an ideal use for the plastic four-wheel open wagons and vans that Chivers produce, of which I have built several.

Operation

Being a 'down at heel' narrow gauge line, *Wheal Ponder* enjoys a basic service of passenger trains or goods trains serving the clay dry, with the occasional wagon of bricks from the brickworks. There are two isolating sections so that a loco can sit by the water column whilst the brickworks Ruston exchanges wagons. Trains to and from the granite quarry come and go, running round in the loop on their way. The fiddle yard comprises a flat deck with cassettes from Intentio Models – OO items suitably widened to suit 7mm scale narrow gauge.

Barrels of clay are loaded into open wagons by the clay works buildings, which were created from Petite Properties and Skytrex parts.

Less is more

With the final adhesive and paint dry just in time, *Wheal Ponder* made its debut public appearance at the 2024 7mm NGA AGM as planned.

Overall, I am happy with how it has turned out, with a great sense of achievement by overcoming the hurdles needed to actually finish a layout project. Whilst there are several things I would do differently if I were starting again, that is half the fun and helps drive me on to the next project.

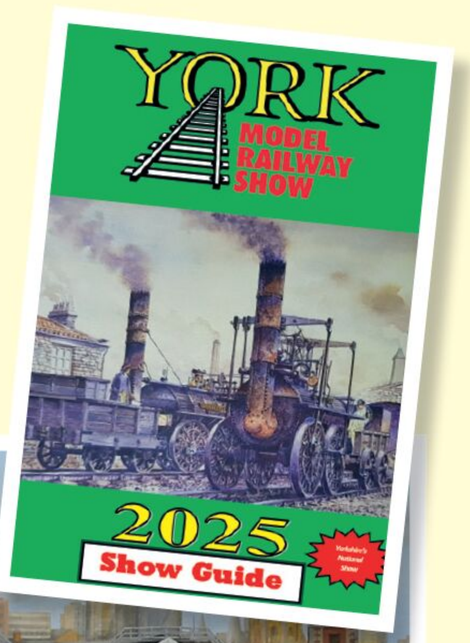
Static grass and scatter has been applied liberally, including between the rails.

The layout has proved to me that less is definitely more, and my ponderings over my next layout project are definitely more restrained than they were.

I have been lucky to receive a couple of exhibition invitations and I look forward to taking the layout out to shows when family, work and other commitments allow. The main benefit I enjoy is from operating at home. It takes moments to switch the layout and lighting on, and I can enjoy a brew or a beer whilst running a few trains. Sometimes it is just one or two trains in and out, whilst other times I find myself shunting trains for an hour or more – either way, it provides me with an excellent way to relax and unwind.

What to see at the 60th York Show

York Racecourse – 19, 20 & 21 April 2025



Being held for the 60th occasion this year is the York Model Railway Show – billed by the organisers as 'Yorkshire's National Show'! Although the event was first held in 1962, it is marking its 60th incarnation this year because of the enforced break between 2020 and 2022, during the pandemic.

While it may not be the exhibition's actual 60th anniversary, this year will still be very much a 'show of anniversaries'. As detailed in this issue's Talking Points (p280), Peter Fletcher is celebrating a 50-year association with the event, having first taken part in the 1975 show; this year, he will be displaying his EM gauge layout *Minimis*, which featured in the August 2023 issue of RAILWAY MODELLER.

Also marking 50 continuous years at the show, either as an exhibitor, trader or demonstrator, is Derek Mundy on Stand 43, where he will display his models of semaphore signals and rolling stock from Welsh railways. For the current Show Manager, John Shaw, it is 50 years since he first helped at the event, operating *Totnes* (RM January 1975), the OO gauge layout built by the late Mike Cook, the show's organiser from its founding until 2011.

The impressive main line station of *Scarlington* in N. *Photo: Tony Wright*

A Colas Rail Freight Class 60 on *Burnroyd Works*. *Photo: Derek Shore*

North Eastern Railway 0-6-0 No.1282 on *Blakey Rigg*. *Photo: Andy Morris*

Layout highlights

Minimis is one of two EM gauge layouts attending the show to mark the 70th anniversary of the EM Gauge Society, the other being *Swan Street Goods*, depicting a typical freight depot in Liverpool Docks.

Similarly, to celebrate 60 years of the 3mm Society, there is a trio of layouts in 3mm scale: *Modbury Torr* (featured in RM October 2014 and portraying a proposed extension to the Great Western Railway Yealmpton branch), *Uppingham* (recreating the former branch terminus in Rutland) and *Billton Goods* (a typical BR London Midland Region goods depot of the early 1950s).

Making its exhibition debut will be *Greenbooth* in OO gauge by Andy Cooper, depicting a fictional branch off the Rochdale to Bacup line in Lancashire; while it will be the last showing of

Barrowfleet by the Hull Miniature Railway Society, a 4mm scale model with a standard gauge BR line and narrow gauge industrial system set in the 1970s, and which has clocked up 1,000 hours at exhibitions. The event will also be a rare outing for *Brettel Road* in P4, built by Jim Smith-Wright, set in the Black Country in the late 1950s.

Other layouts on show include *Annerley* in N gauge (Railway of the Month in this issue – p254); *West Street* in OO (featured in RM June 2022); *Invermire* in O (RM May 2024); *Nafferton* in O (Railway of the Month, RM December 2019); *Whaplode* in O (RM March 2021); *Blakey Rigg* in S scale (RM December 2021); *Gallows Close Goods* in N (RM June 2024); *Tucking Mill* in 2mm scale (RM December 2014); *Scarborough North Bay Railway* in 4mm scale (RM January 2022); *Scarlington* in N (RM August 2020); and *Burnroyd Works* in OO (RM November 2018), by Chris Burnage who also built *Back 'ut Shed* and the Class 69 diesels featured in RM February 2025 and in this issue respectively.

Trade support

Among the many specialist trade and society stands will be leading ready-to-run manufacturer Bachmann Europe, and the event is supported by Peco, which will be present with a stand where the full range of publications (RAILWAY MODELLER, CONTINENTAL MODELLER, Shows You How guides, etc.) will be available to purchase, along with information and displays of forthcoming products.

Peco Products Ltd, along with Squires Model & Craft Tools, is supporting the show's Junior Modellers' area, where at selected times young family members can build a simple plastic kit to take away with them. Peco is supplying the kits, while Squires will provide the necessary tools.

The Junior Modellers' area can be found on the first mezzanine floor, which will

A pair of BR blue Class 26 diesels on *Invermire*. *Photo: Hessle MRG*

Gresley V2 2-6-2 No.60887 and North Eastern Railway-design J72 0-6-0T No. 69018 on *Nafferton*. *Photo: Paul Bason*

also house the demonstration stands, providing practical advice on subjects including locomotive and rolling stock construction, weathering, and how to model trees and grass.

Early bird discounted tickets

The adjacent panel provides details of ticket prices, both on the door and with the 'early bird' discount; the latter are available through the EventBrite box office (for which a link is provided on the show's website) until Good Friday, 18 April 2025. Holders of pre-paid tickets can bypass the queues for paying on the door.

Payment by cash or card is available on the door, and the last admissions will be 45 minutes before closing time. Available on the day will be full-colour show guides at £2.00 each, and step stools for small children to view the layouts can be hired for a returnable (cash only) deposit of £5.00.

Getting to the show

For visitors travelling to the event by car, the venue will be signposted with temporary event signing, which will avoid congestion in York city centre. If using a sat-nav, the address is York Racecourse, Racecourse Road, York YO23 1EX – but check the sat-nav is locating Racecourse Road as other parts of the racecourse use the same postcode.

Disabled parking will be marked close to the main entrance, but availability is subject to demand on the day, with the Saturday expected to be busiest.

For visitors arriving by train, York Pullman is expected to operate a half-hourly shuttle bus (Service 197) from York station to the venue on all three days, with the first bus from the station at 09:30 and the last at 15:00, while the last return services from the venue will be at 17:30 on Saturday & Sunday and 17:00 on Monday.

For more details of the event, see the entry in the Societies & Clubs pages or visit: **www.yorkshow.org.uk**

YORK MODEL RAILWAY SHOW

Key information – *at a glance*

Venue:
Knavesmire Stand, York Racecourse, Racecourse Road, York YO23 1EX

Dates:
19-21 April 2025

Opening times:
Saturday & Sunday 10:00-17:00
Monday 10:00-16:30

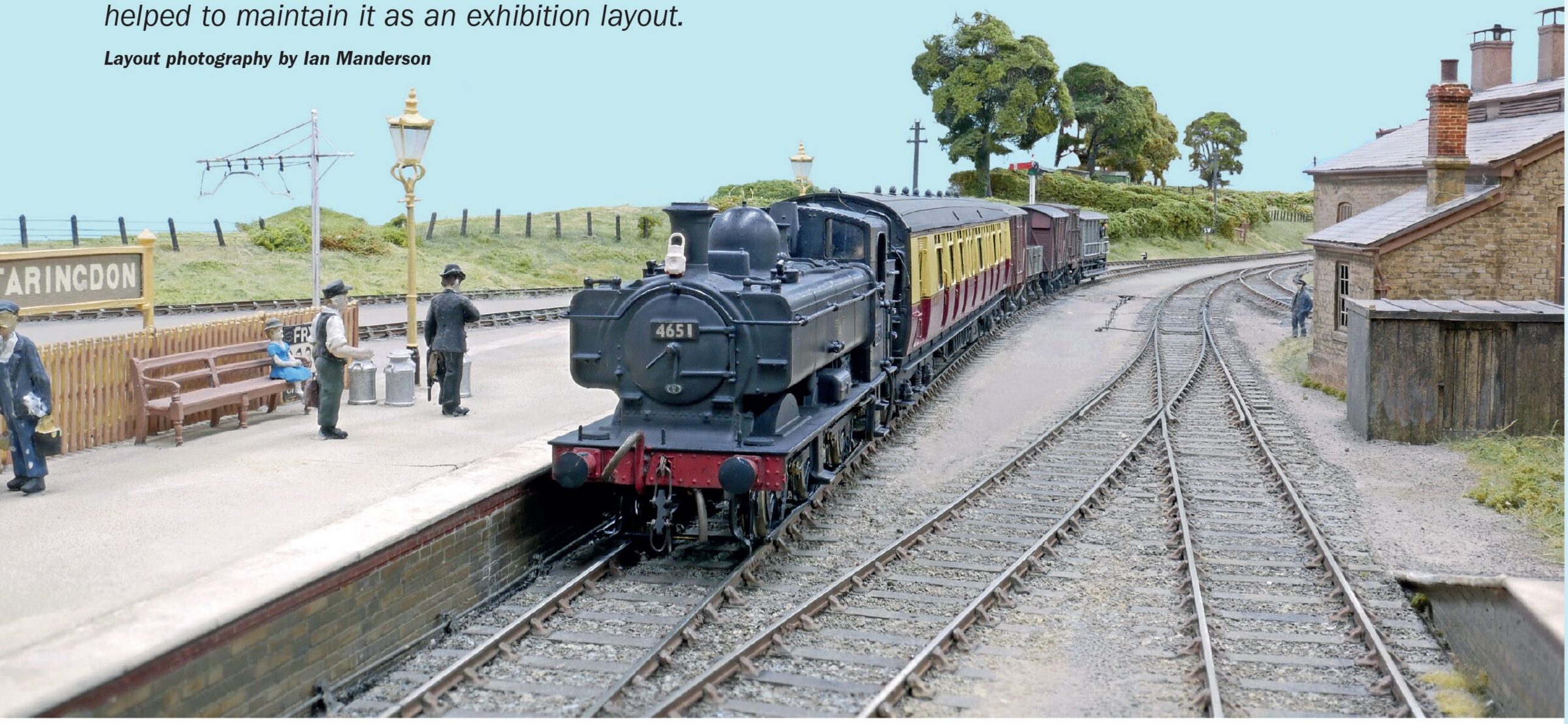
Single day admission prices:
Pre-paid with early bird discount:
Adults: **£14.00**
Children (5-15 years): **£2.00**
Family (2 adults and 3 children): **£30.00**
On the door:
Adults: **£15.00**
Children (5-15 years): **£2.00**
Family (2 adults and 3 children): **£32.00**
Children under 5 and carers looking after disabled persons: **Free**

Keep up to date:
Website: www.yorkshow.org.uk
Facebook:
www.facebook.com/YorkModRlyShow

Whatever happened to ...
Faringdon

In this second half of his reflections on the construction of his model of Faringdon station, **STEPHEN WILLIAMS** *describes some of the approaches he used and how ongoing developments have helped to maintain it as an exhibition layout.*

Layout photography by Ian Manderson



The layout is almost entirely hand-built and that process began at the outset with the construction of the trackwork, which was built from scratch using components supplied by the Scalefour Society.

Pre-punched, plywood sleepers formed the basis, each sleeper being fitted with small brass rivets to which bullhead rail was soldered, using track gauges to set the correct distance between the rails. Once the track was laid and ballasted, whitemetal cosmetic chairs were fixed around each of the rivets to provide the correct appearance.

Points were made in a similar fashion, but here the timbers were cut to length from plywood strips and drilled to take the rivets, using printed templates to set the correct positions. The V-crossings and switch blades were supplied by Martin Wynne (later of Templot fame), while the point rodding was assembled from etched components that were designed and sold by Colin Waite. The rodding is cosmetic, as the points (and the two signals) are operated by an under-board arrangement of wires in tubes, linked to the operators' side of the layout; the only

A mixed train, typical of the period, comes to a stand with a service from Uffington. The pannier tank was built by Rex Davidson and David Amias, and features a detailed Bachmann body on a Perseverance etched chassis. It is fitted with our standard combination of a Portescap motor and Ultrascale wheels. This image closely replicates a photo taken by Pat Garland in 1947 (see p279).

A fine overall view of the station, circa 1910. On the left is the engine shed with its water tower, whilst in the middle of the view, the small covered ground frame and the Up starting signal are prominent, with the station itself in the background. The branch train appears to have a six-wheel Siphon (for carriage of milk) attached at either end of the three-coach set. The substantial goods shed stands in a busy yard, which is being shunted by a '517' Class 0-4-2T (*right*).
Photo: Author's collection

Some of the houses that lined Station Road in the 1950s, and appear in the background of many of the photos taken of the station, are illustrated here. Each model is based on its real version, although with modern elements that post-date the railway removed, to create the correct period feel. Almost everything here is scratch-built, excepting the figures, the car and the spear fence.

sophistication is a clever arrangement, designed by Exactoscale, that uses a cam system to reduce the throw on the wire to a miniscule movement on the switch blades.

'Fiddly' does not truly describe some of the processes that all this work entailed – especially the rodding – but my memories are that it was not without its pleasures, as trackwork that really looked like a miniature version of the real thing gradually extended over the bare expanses of the baseboards. But it was time-consuming and this stage occupied more than two years.

Buildings – the Pendon way

Building the track presented a steep learning curve, whereas the modelling of the station buildings was much more straightforward, as I was able to deploy the skills that I had already acquired in making my first models for Pendon Museum. Each of the buildings was made using good quality, white card – of around 0.75mm thickness – as a basis; scribing the bonding patterns for the stonework into the surface; then using permanent watercolours to apply a base coat to represent the mortar lines, before painting each stone separately in appropriate shades of grey and buff.

Windows and doors were all cut from thinner card or heavy paper, using layering to build up depth and replicate the framing or panelling, with thin acetate for glazing. Once assembled into a shell, internal bracing (using Daler board) was added to provide rigidity, before completing the slate roofs. These were laid onto card bases using overlapping, half-cut strips of writing paper and painted *in situ* once the roof was complete. Guttering and downpipes were fashioned from metal section/rod and the

A glimpse into one of the gardens behind the houses on Station Road. These are entirely imagined, but are influenced in their detailing by my memories of gardens of the period that I knew. Crazy paving was fashionable at the time, possibly as a way of reusing debris from wartime bomb damage. It is clearly a warm day as the goldfish in the pond are not moving much!

'4500' 2-6-2T No.4561 propels vans into the goods shed. On the nearest siding, two empty coal wagons await collection. The Thornycroft lorry is a detailed version of the Cooper Craft plastic kit, but the Great Western Railway six-ton yard crane is scratch-built from nickel silver sheet, brass section and odds and ends from the 'scrap' box.

completed buildings weathered with blends of watercolour paint applied by dry-brushing to build up the required effects.

The buildings of the town scene are much later additions and here some quicker techniques were used (including embossed plasticard for walls, and laser-cut tiles and slates for roofing), but still using card shells as a basis to each building and with details such as windows and doors made in precisely the same way.

An overview of the main area of the station, looking towards Station Road, with a '5101' 2-6-2T waiting to depart with a local service to Didcot. Neither the 'B' set nor the engine would have been seen at Faringdon in real life, but like our '4500' engine, it adds variety for shows. I built the 'B' set from Comet Models kits, whilst the engine was built by Guy Williams.

A detailed landscape

The scenery also reveals the influence of Pendon. The basic landscape was formed using polystyrene blocks that were shaped, covered with a cotton scrim and plastered, to provide a base surface that I sealed with grey emulsion. Grass and hedgerows were laid directly onto this surface, using wads of old-fashioned carpet underlay that was bleached, glued to the surface with PVA, and then teased out and trimmed to length before colouring. This was achieved using blends of thinned Humbrol enamels that were drifted onto the grass using an airbrush, to maintain the fibrous appearance. Any bare earth was modelled with a mix of plaster and fine sawdust, coloured with Humbrol No.29.

Hedgerows were formed from rubberised horsehair, sprayed with a matt lacquer and then dusted with Woodland Scenics foliage materials. Trees were made from bundles of thin steel cables that were largely unwound and trimmed to form a basic shape, before coating with hot glue from a gun. The glue was immediately dusted with fine sand to provide some texture and, when set, sprayed a grey/green colour with matt enamels.

‘2251’ 0-6-0 No.2221 drifts into Faringdon with a short branch goods. For many years it was common practice for the engine on the regular pick-up goods that ran between Didcot and Swindon to work any wagons destined for Faringdon down the branch. So, the arrival of one of these smart little engines was not beyond the bounds of possibility. The model is constructed from an etched kit designed by Martin Finney.

The skeleton was then dressed with pieces of Woodlands Scenic foliage matting, teased out to provide a fairly delicate canopy and secured with more matt lacquer.

Detailing the landscape with weeds, wild flowers and vegetables in the allotments was a labour of love. Lineside weeds like rosebay willowherb were modelled with bristles from an old brush, drawn through a small pool of PVA one at a time, sprinkled with scatter material and then touched in with spots of mauve enamel to suggest the flowers. Nettles were made in an identical fashion, but using slightly darker scatter. Tiny pieces of foliage material suggest patches of ground weeds.

Vegetables such as potatoes were represented simply by lines of Woodland Scenics foliage clumps, but plants with a defining appearance, such as cauliflowers or cabbages, were shaped individually, using small pieces of painted tissue paper formed into a small ball to make the heart, to which individual leaves, cut to shape with a very sharp scalpel, were then added. Onions were represented by a tiny bead of Milliput, painted beige (to form the bulb), and with strands of plumber’s hemp glued to each bulb for the leaves.

Ringing the changes

Part of the longevity of *Faringdon* as a working exhibit stems from the care with which the track, buildings and scenery were constructed and the durability of the materials used. But it is also a product of several changes in identity that the model has witnessed, which have helped to refresh the layout.

For the first 15 years of its life, the layout presented the line as it might have appeared in the years between 1918 and the Grouping in 1923. However, in a moment of madness that I soon regretted, and after just six public appearances, the layout was sold. But sometimes fate smiles and eight years later, I got it back.

By then, my interests had shifted to British Railways in the 1950s and since the original stock was not returned with the layout, it forced *Faringdon* into a change of period. This was most evident in the appearance of the trains, but I also resorted to some selective recolouring of buildings and fittings in BR (WR) corporate colours, to suggest a time of transition. A painter is seen at work on the platform attending to this task.

In this form, the layout was still arranged exactly as when first constructed, but by now I was becoming acutely aware of a

In the last years of passenger services, Faringdon trains were regularly hauled by ‘8750’ 0-6-0PT No.4651, seen here taking water at the small engine shed. The real shed closed in 1933 but the building survived until the late 1970s. For many years it was used for loading milk into rail tankers, so some modeller’s licence has been deployed to retain it as a working engine shed.

The fireman of '5101' 2-6-2T No.5172 checks the train, as it starts on an 'all stations' service to Didcot. In the late 1930s, the second morning departure from Faringdon did actually work through to Didcot, where it then formed part of a local service from Didcot to Swindon, with the Faringdon coaches then forming a late afternoon train from Swindon back to Faringdon.

major deficiency in its design. In my enthusiasm to create a spacious feel, I had pressed the station area to the full width of the baseboards. However, the real Faringdon station was set within an urban environment, yet there was nothing on the layout to suggest this association. So, the decision was taken to construct a 2' x 3' scenic extension to incorporate part of Station Road, the station approach, and some of the suburban houses that provided the backdrop in the real setting. The effect was transformative and the detail that is incorporated in the houses and, especially, their gardens, provides a real source of interest.

Layout operation

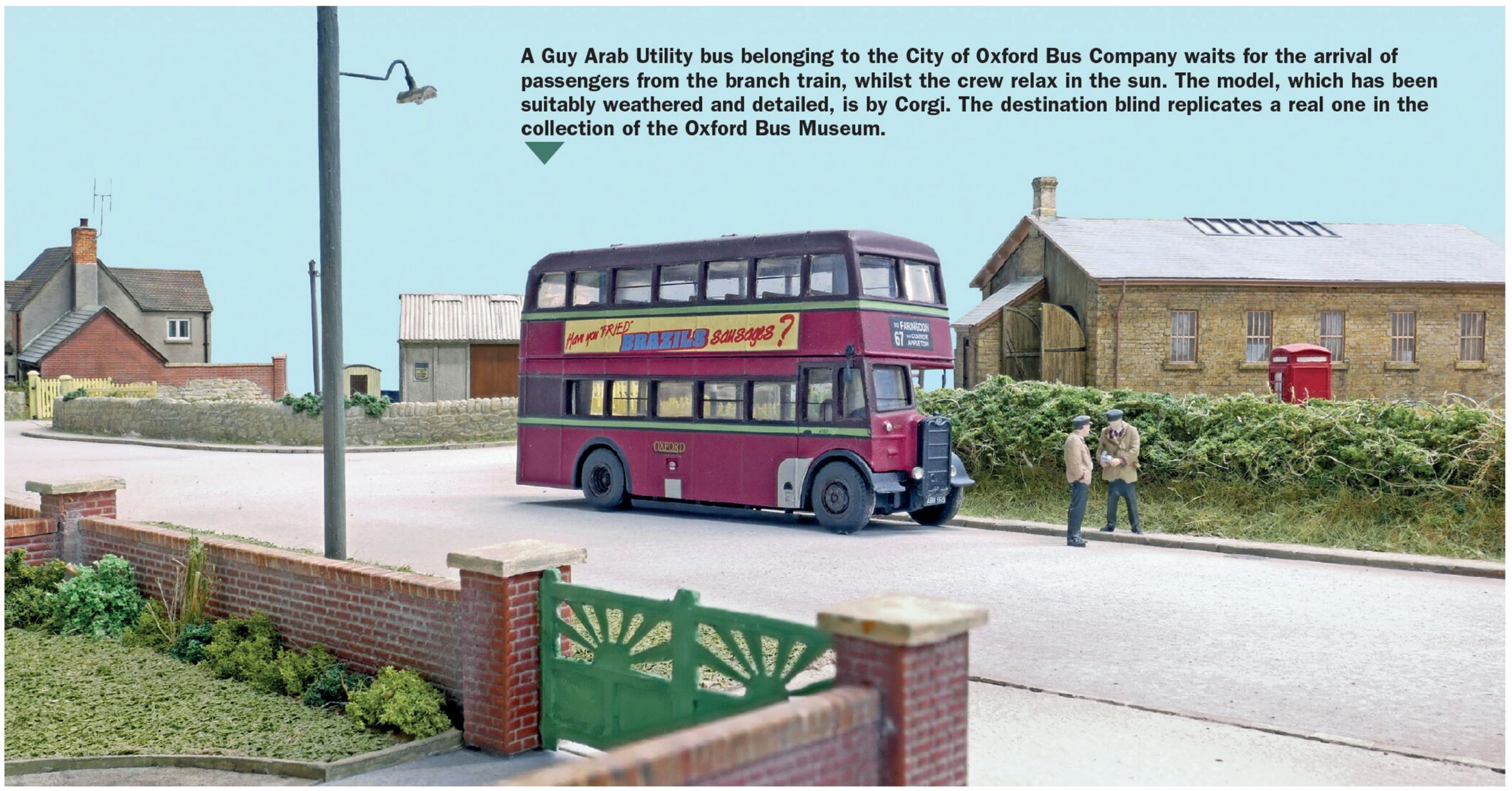
In all its different guises, the operation of the layout has been based around actual services that were seen on the line, but where the limitations of the real pattern fell short of what was needed to entertain the public, trains that were typical of branch line practice, but were not actually seen on the Faringdon line, have been added. We have also extended the time frame of the model past the date on which the passenger service was actually withdrawn, to try to tell a more interesting 'story'.

In its present form, the mainstay of the branch service is a model of '8750' 0-6-0PT No.4651, constructed with a Perseverance chassis and a detailed Bachmann body. This was the last engine to work passenger services on the real line, where it hauled a former 70' slip coach, which I have modelled from a much-modified, etched kit designed by Haye Developments.

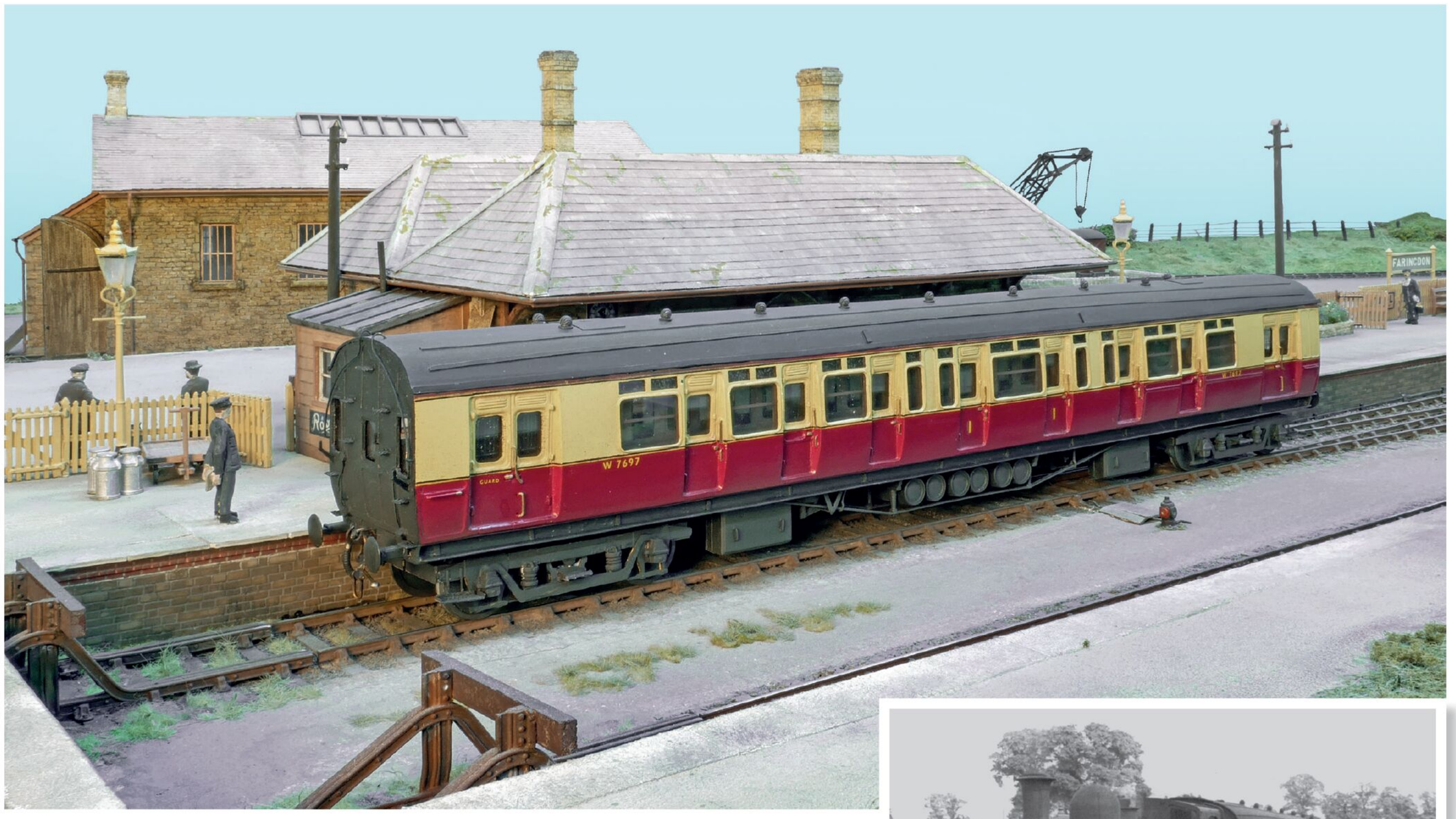
Amongst the additional services that we have imagined is a regular connection to Didcot that deploys a 'B' set constructed from Comet Models kits, as well as a short goods train that comprises wagons detached from the Swindon to Didcot local freight (known by railwaymen as 'The Fly') and worked down the branch by that train's engine.

These added services bring larger engines onto the line, including a Collett '2251' 0-6-0 and a pair of Prairie tanks: a '4500' small Prairie and a '5101' large Prairie. The '2251' and '4500' are both etched kits, but the '5101' is a rather special model, being a gift to me from Guy Williams. It features a detailed Airfix body running on an etched chassis designed by Kemilway.

Most of the freight stock is constructed from good-quality plastic kits or from re-wheeled models from manufacturers such as Bachmann, and everything that runs on the layout is compensated or sprung. This provides very reliable running.



A Guy Arab Utility bus belonging to the City of Oxford Bus Company waits for the arrival of passengers from the branch train, whilst the crew relax in the sun. The model, which has been suitably weathered and detailed, is by Corgi. The destination blind replicates a real one in the collection of the Oxford Bus Museum.



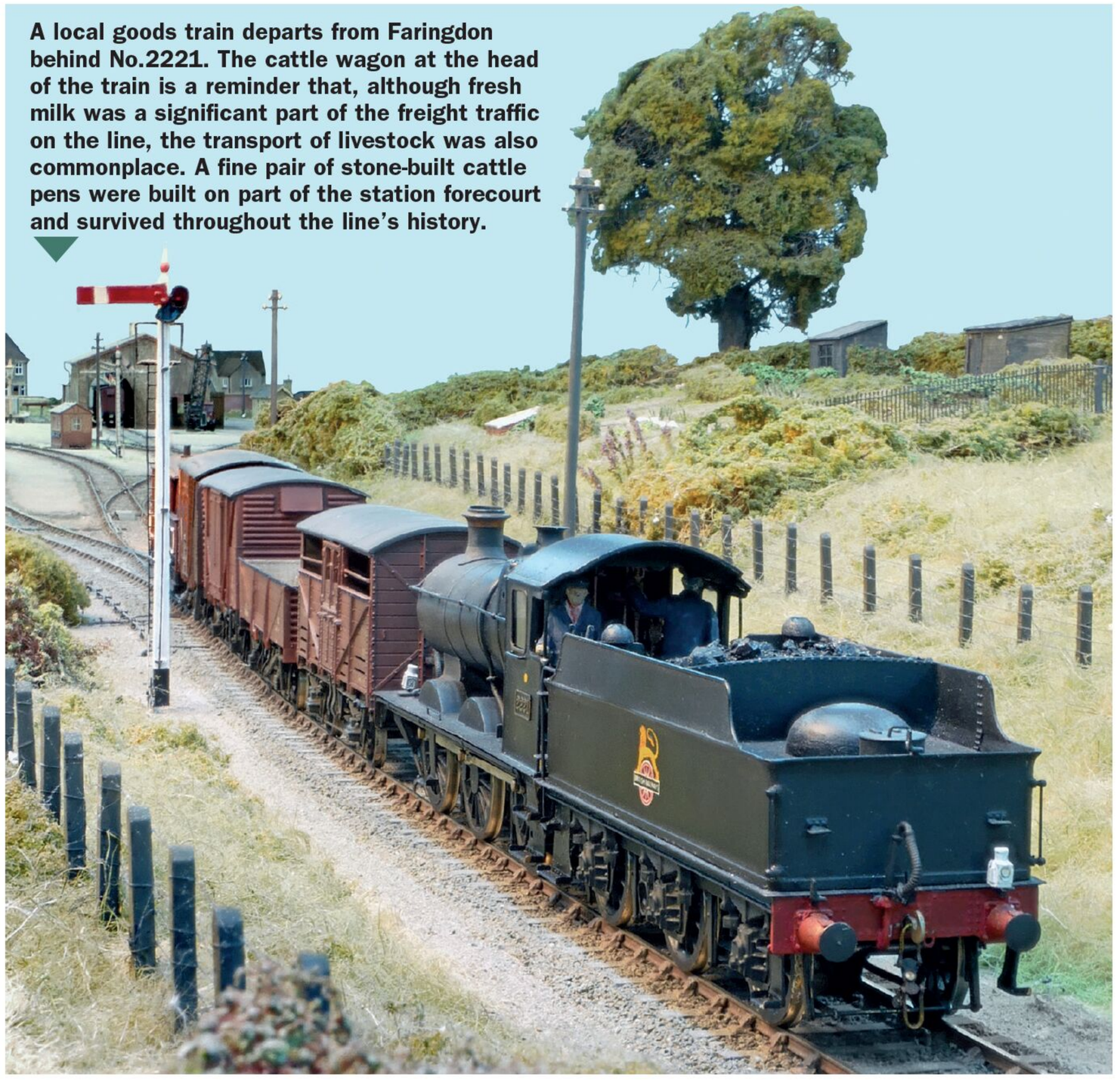
A portrait of my model of the Faringdon branch coach from the last years of the passenger service. Based on a much-modified etched kit designed by Haye Developments, it is a former GWR Double-ended Slip (Diagram F.13) that was downgraded to branch duties at the end of its working life. Most of the slip apparatus had been removed, but the redundant vacuum reservoir tanks were still in place.

A typical train in the latter days of the branch, and one that is often replicated on the layout. The '8750' 0-6-0PT – No. 4651 – has just arrived from Uffington with a mixed train, comprising the branch coach (a former 70' slip coach of the 'Concertina' design) and an assortment of wagons. ***Photo: P J Garland/Author's collection***

The train service we run at exhibitions is, of course, quite unrealistic in its intensity, but movement is often essential to holding the public's attention at shows. It is partly for this reason that we have never worked to a timetable, nor even to a set sequence. Instead, we rely on the imagination of the fiddle yard operator to compose sequences and formations of trains. The real Faringdon saw quite a lot of mixed trains, which on the model allows all kinds of tail traffic to be attached and often creates interesting shunting moves for the panel operator to work out. Similarly, the operator can never be quite sure what might arrive behind the engine that is working 'The Fly'. It is all part of the fun but, whatever the task at hand, we do try to ensure that the movements on the layout reflect the way that the real branch would have been worked.

Future directions?

Formally, the layout now belongs to a very old friend – Rex Davidson – but we share the tasks of maintaining it and taking it to shows. We hope that the invitations will continue to come and that we will be able to keep exhibiting it until at least its 50th anniversary. But as we are both well into our seventies, that ambition perhaps depends upon the van hire companies! Whatever the future holds, the journey thus far with *Faringdon* has been hugely rewarding.



A local goods train departs from Faringdon behind No.2221. The cattle wagon at the head of the train is a reminder that, although fresh milk was a significant part of the freight traffic on the line, the transport of livestock was also commonplace. A fine pair of stone-built cattle pens were built on part of the station forecourt and survived throughout the line's history.

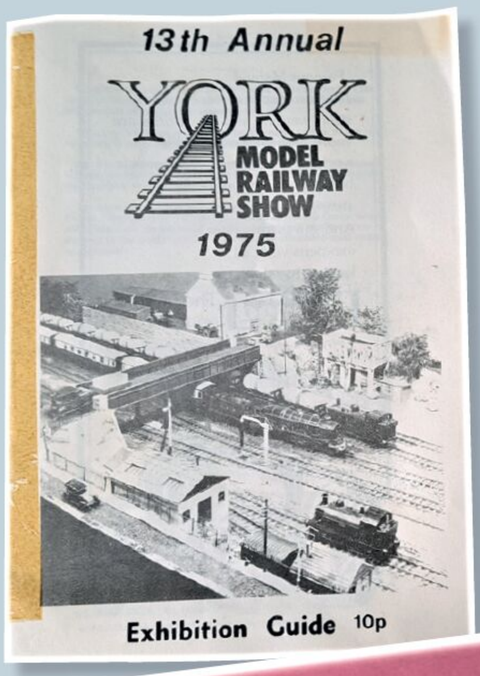
The York Model Railway Show – one modeller's 50-year association

Peter Fletcher is one of a small number of individuals whose continuing association with this long-established annual event goes all the way back to 1975. In the run-up to this year's York Show, where he will be exhibiting his EM gauge model *Minimis*, Peter recalls the various layouts that he has built and displayed at the event over the past half century.

> **"– the York Show always offered good humour and camaraderie –"**
>
> Peter Fletcher

My association with the York Model Railway Show began almost by accident. The late Mike Cook, founder and manager of the show, was always keen to encourage young people into the hobby and, after a visit to the railway club at the school where I was a teacher, invited us to take part in the Easter 1975 show. In his book *The Show that never ends*, Mike notes: "Also present [in 1975]… for the first of almost two decades of appearances, the Archbishop's Railway Circle which originated at the local Archbishop Holgate's Grammar School."

We found ourselves in the historic setting of the Assembly Rooms in York amongst some of the finest railway modellers of that time.



Peter's copy of the show guide, and exhibitor's pass, from the 1975 event.

I drew inspiration from a superb yet simple EM gauge layout, *Saughtree*, by Ian Futers, based on the Border Counties line (RM September 1976). Two N gauge layouts with Scottish themes followed: in 1979 *Kenmore* (RM October 1981) and the following year *Glen Doran* (RM October 1980), when Ian's seminal 4mm layout *Lochside* (RM August & September 1980) also appeared. His penchant for compact Scottish layouts, with just two or three points and simple track plans, had clearly planted a seed.

The Assembly Rooms, with rows of substantial pillars, did not assist comfortable viewing or circulation for visitors, although the additional use of the nearby De Grey Rooms offered some relief. Despite the challenges for exhibitors and visitors, however, the York Show always offered good humour and camaraderie to supplement Mike Cook's prime objective – "the enjoyment of excellent modelling".

Scottish interests… and smaller layouts

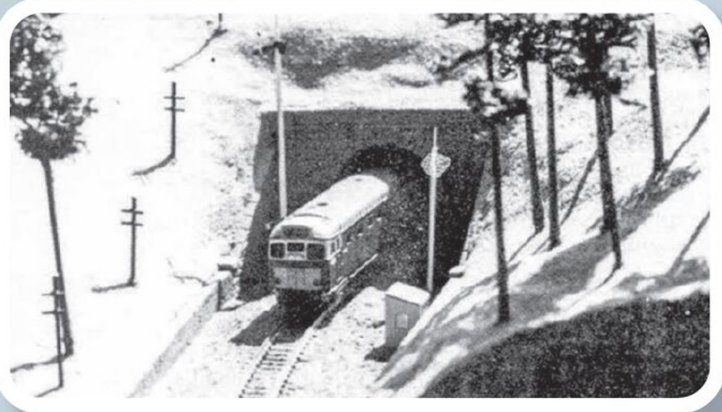
A switch to EM gauge produced *Lawers*, a fictitious extension of the Killin branch, which appeared at York in 1982 (RM September 1982) and encouraged further EM ventures. I had developed a keen interest in Scottish railways and, about this time, kits of former Highland Railway locomotives began to appear. I acquired a wide range, although it took many years before a pre-Grouping Highland layout appeared because I soon discovered that promotion at work inevitably results in less time for railway modelling. Nevertheless, *Glenmore* appeared at York in 1985 and 1986, depicting a steam loco shed based on the ex-Highland shed at Aviemore, and planned for use on a future Highland layout.

In 1994, after the show left the city centre for the more spacious surroundings of York Racecourse, it appeared again alongside *Nearly Whitby*, a model by Paul Cope, another alumnus of Archbishop Holgate's School, who has often assisted me in running my layouts and has also shown other examples of his work at York including *Fryupdale*, *The Gilling Railway* and *Egypt Brewery*.

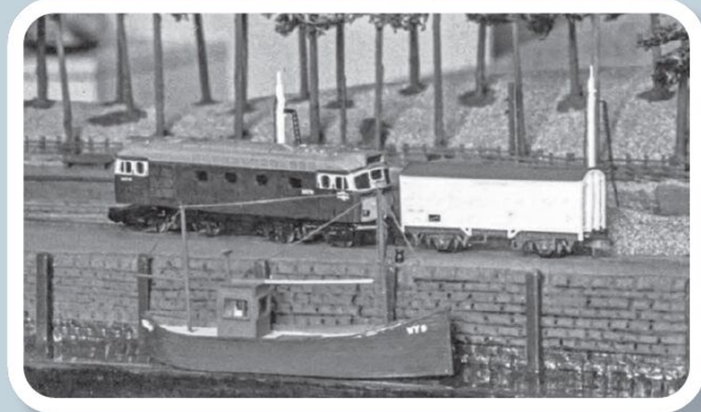
My Highland plans came to fruition when *Ardbealach* appeared at the 1998 York Show (RM August 1998). Based on the Far North line and set circa 1920, it had nine points and working signals but, with three baseboards and two fiddle yards, it proved to be too large for regular operation at home. It was sold to create space for a much smaller scheme based on an imaginary extension of the Easingwold Railway in North Yorkshire.

Fate intervened, however, and a new job requiring regular periods working away from home occurred just after I had built the

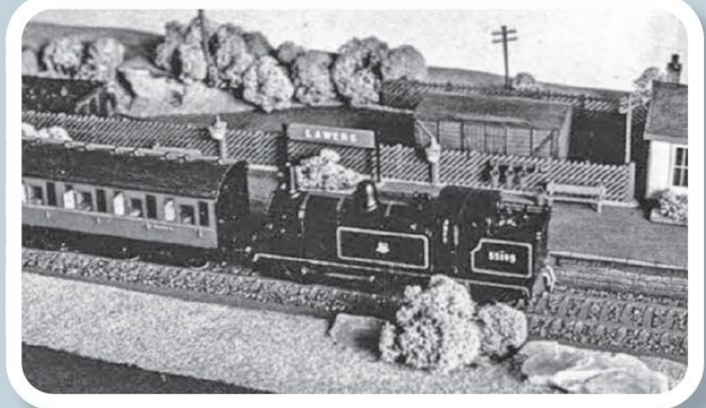
Easingwold East* (EM) attended the 50th York Show in 2012, before appearing in that year's August issue. *Photo: Steve Flint/RM Archive



1979 was the first year that Peter exhibited at York, with *Kenmore* in N.



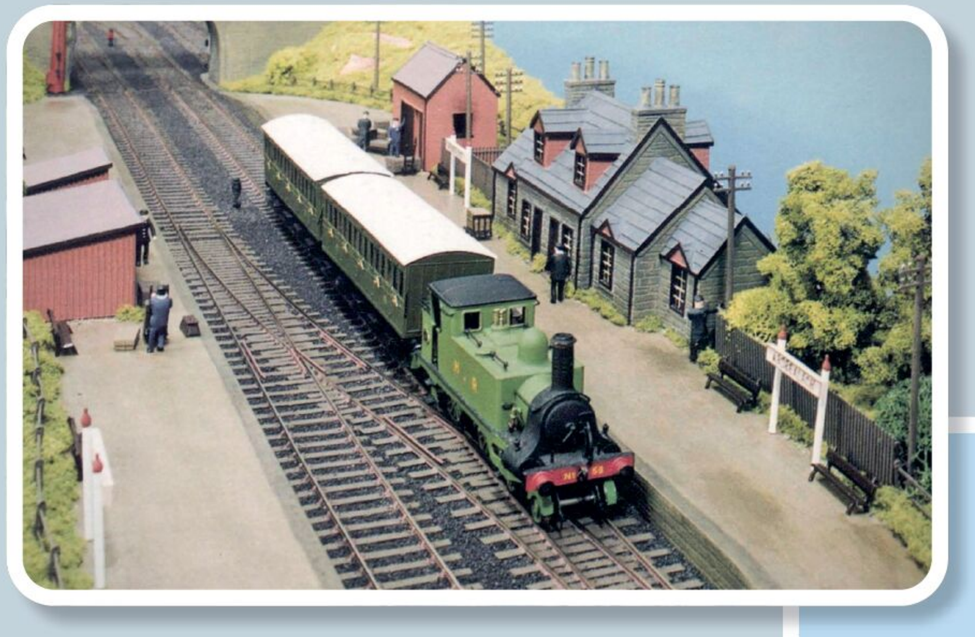
This was followed by *Glen Doran* in 1980 (see RM October for that year).



A switch to EM saw *Lawers* attend in 1982. *Photos: RM Archive*

baseboards. Mike Cook proved to be the catalyst to getting the layout completed. He was keen to invite exhibitors from earlier years to the 50th York Show in 2012 and *Easingwold East* duly appeared (RM August 2012), although sadly Mike died shortly before the show took place.

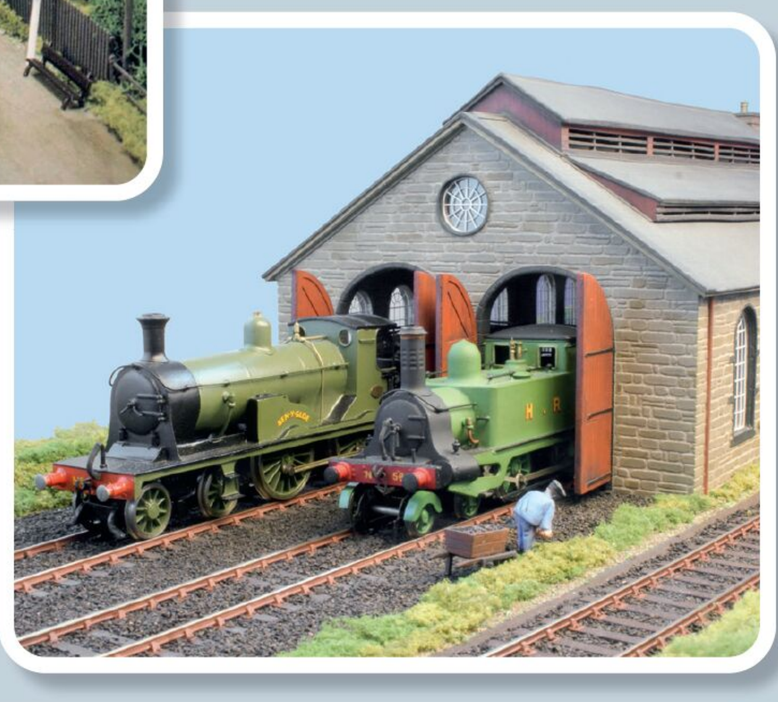
My interest was now in small layouts, which can test and develop the modelling skills of their builder(s) just as much as a large one whilst still providing a realistic scene. *Easingwold East* was sold to be replaced by two small layouts that use a common sector plate. *Hudson Street* (RM February 2016) is based on the old York station and debuted at the 2015 York Show. *Crioch* followed in 2017 (RM March 2018); this layout permits end-to-end running of some of my Highland Railway stock, with an accurate model of Tain engine shed as the centrepiece (RM, July 2019).



Looking ahead to this year's event

The 60th York Show at Easter 2025, a mere half century since that initial invitation to exhibit at York, will include a compact layout with no points at all. *Minimis* (RM August 2023) is intended to encourage others to build a layout at home – even when space and storage are at a premium.

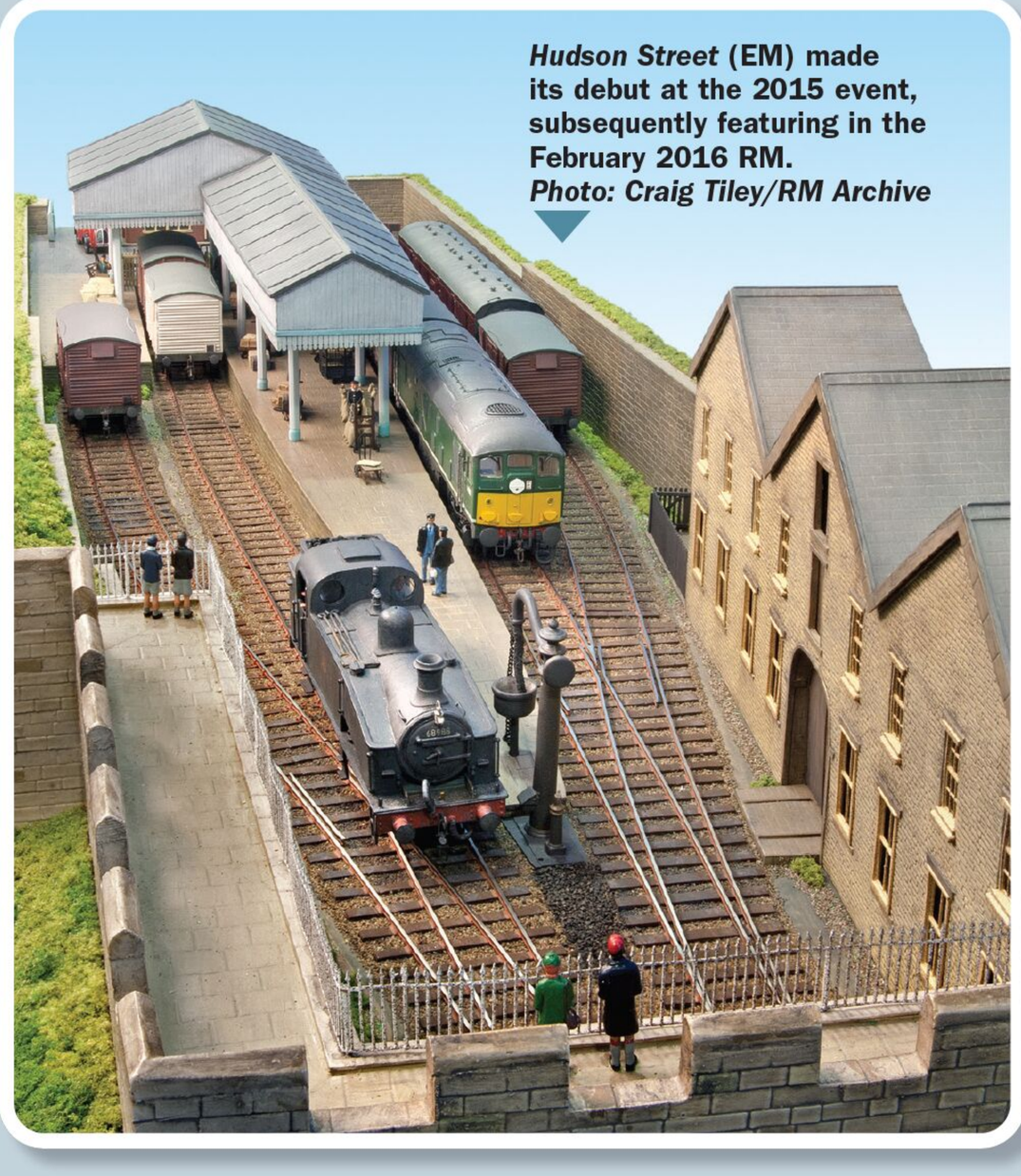
For me, the York Show has so often provided the gentle nudge to plan and build something new that might contribute to the aforementioned purpose of the event that Mike Cook defined. For someone who, in 1975, had few skills or experience in such matters, it has been a pleasure and a privilege to be offered so many opportunities to participate in this annual exhibition.



Ardbealach* (EM) went to York in 1998. It used a shed from Peter's previous layout, *Glenmore*. *Photo: RM Archive

The 2017 show featured *Crioch*. *Photo: Steve Flint/ RM Archive*

Peter's latest EM gauge model, *Minimis*, will be in action at this year's York Show. This compact model was described in the August 2023 edition of RAILWAY MODELLER. *Photo by the author*



Hudson Street* (EM) made its debut at the 2015 event, subsequently featuring in the February 2016 RM. *Photo: Craig Tiley/RM Archive

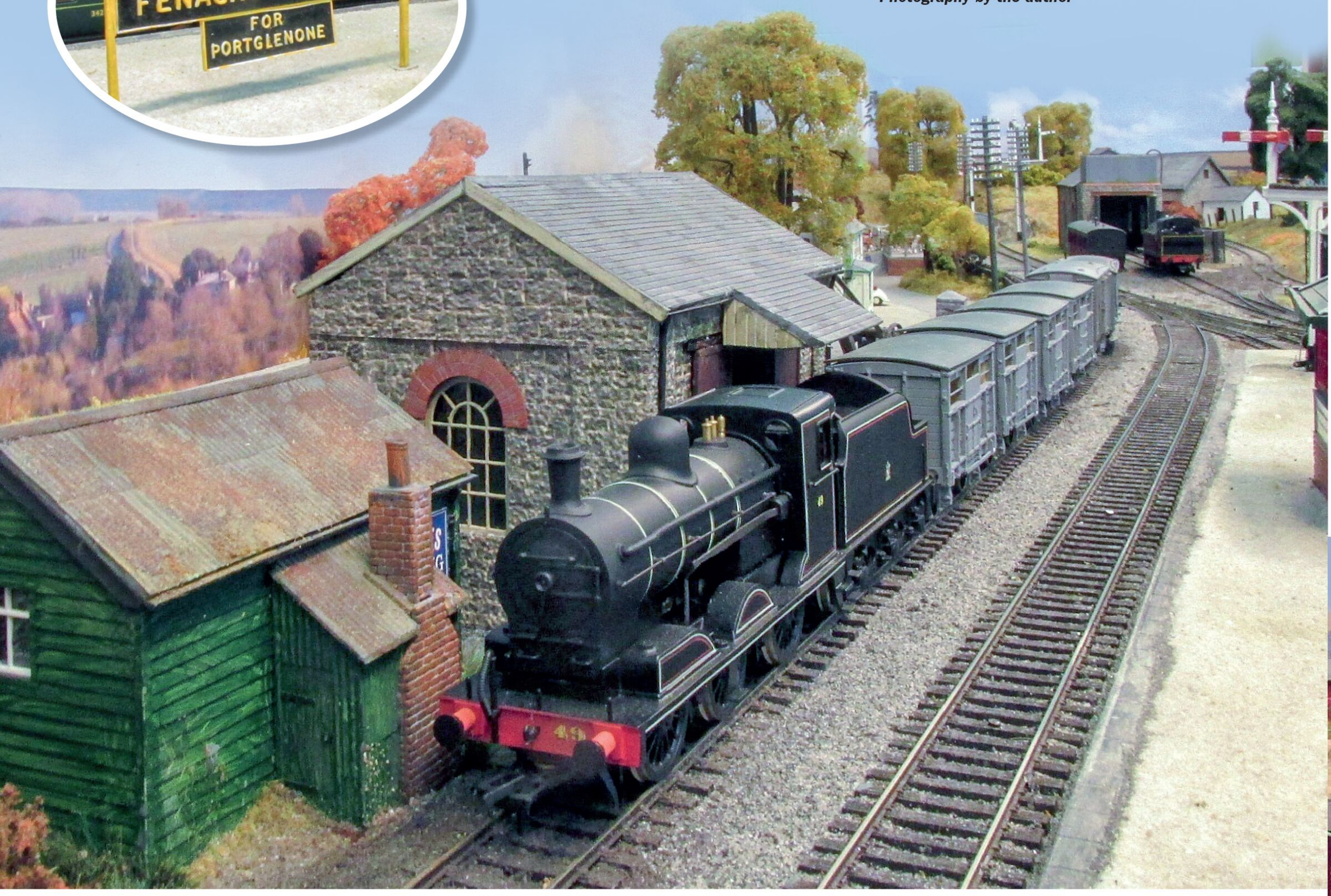
The York Model Railway Show

The 60th York Model Railway Show will be taking place at the Knavesmire Stand, York Racecourse (YO23 1EX) on the Saturday, Sunday and Monday of Easter weekend – 19-21 April. For further details, including opening times and admission prices, refer to our event preview on p272, the listing in Societies & Clubs, or head online to: **www.yorkshow.org.uk**

Fenaghy Junction

COLM FLANAGAN *describes the latest 4mm scale Northern Irish layout which he and a group of friends have created, this time based on a line that was proposed but never built.*

Photography by the author



▲ Ex-GNR(I) UG Class 0-6-0 No.49 shunts cattle wagons out of the cattle dock.

After building and operating two exhibition layouts (*Killagan*, featured in the August 2011 RAILWAY MODELLER, and *Bleach Green*, which appeared in RM September 2016), our small group of three mulled over where to model next. Another big layout – *Bleach Green* was 26' long – was not on, for very sound practical reasons. It had been housed in commercial premises, but the owners needed the space, and the layout was too big to be stored in a shed or at any of our homes.

Ken Gillen favoured a mini layout, as he'd always wanted to have a go at one. I was less enthused, and felt we needed something a bit bigger: I like to see trains running, if not at high speed, then certainly at moderate speeds – which, I think, really means a layout with a continuous run. Ken had a shed of approximately 13' long, and we had to have room to get at the layout, so eventually the frontage agreed would be 10' 6", or 3.2 metres.

The next question was, where to set it? We wanted to stay in Northern Ireland. Both our previous layouts had been based on actual places there, during the Ulster Transport Authority era (1948-1967). We agreed that we would like to stick with the UTA, if for no other reason than that we have a large collection of stock from that era and still find it enjoyable. Modern Irish railways have a growing manufacturer base to stimulate interest, and there is a growing number of excellent layouts set in the present day and recent past, but we think it unlikely that the old UTA and 'pre-Nationalisation' companies in Northern Ireland are ever likely to attract any such interest.

We spent some time poring over track diagrams which might serve on a layout approximately 10' long and 6' wide (the maximum length of the main boards was guided by the size of Ken's estate car). Nothing 'real' really fitted – most were either too big or too uninteresting in terms of operation and scenery.

The next step was to consider a 'might-have-been' approach, something I tend to do with my own layouts, since as long ago as 1971. One project seemed to work for us.

The back story

The actual history goes as follows: in 1879 a proposal was made to construct a railway about eight miles long to connect Ballymena, the county town of Antrim, and the small settlement of Portglenone on the banks of the River Bann, which runs north from Lough Neagh to the Atlantic seaboard near Portrush. Sadly, this project failed and the line was never built: the railway company had no interest and later, after a considerable time, put on a connecting bus service.

So, what if this branch had been built? The premise for *Fenaghy Junction* grew from this. Probably a local company would have been formed, and asked the Belfast & Northern Counties Railway (as it was then) to run it. In this fictional world, the branch survived through the Midland Railway and London Midland & Scottish Railway (Northern Counties Committee) years, then the UTA until about 1964/5 when it was finally closed.

Just to the north-west of Ballymena, some 30 miles north of Belfast, the railway to Londonderry passed the townland of Fenaghy, and we took this for the name of our junction. We would try to give the layout an LMS (NCC) atmosphere with typical buildings in a fairly rural setting. An engine shed, goods shed, and quayside were all items to allow different operations. The quayside stretched the actual map of the area, but in theory it is a canal connecting to the River Bann about two miles away.

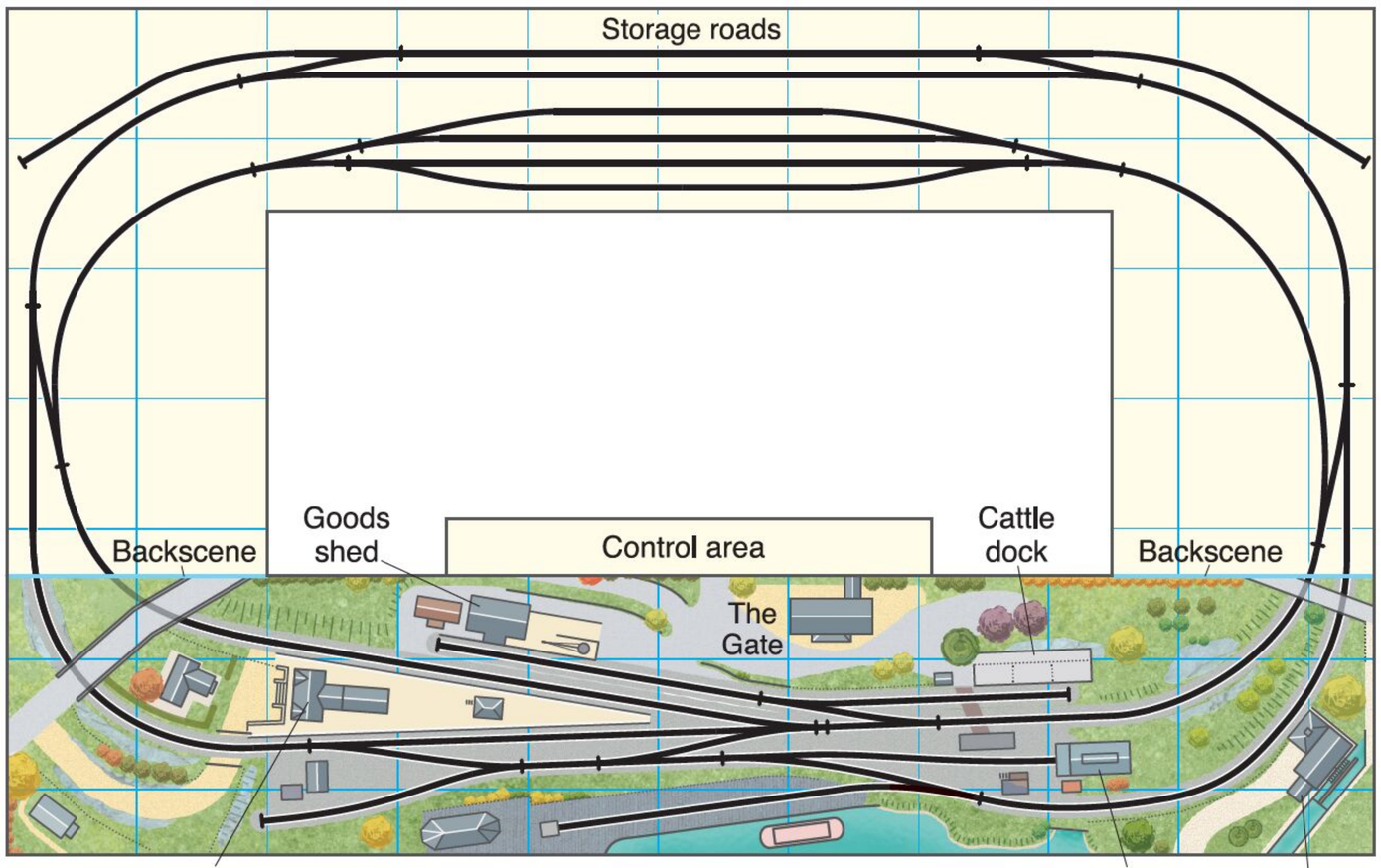
UTA railcar No.4 is signalled away with a branch line service to Portglenone. It was scratch-built using LMS coach parts.

Construction

The track plan is fairly compact, based on a three-way point, a rarity on Irish railways, but which allows it to fit the space available. With its loop, it means that trains can reverse here when travelling as shuttles on the branch. Also, for interest at exhibitions, we like being able to run two trains at once. In fact the plan was for two circles: one is a main line, while in one direction the outer circle is the Portglenone branch, in the other it's a long siding to an offstage industrial area which has some workers' trains.

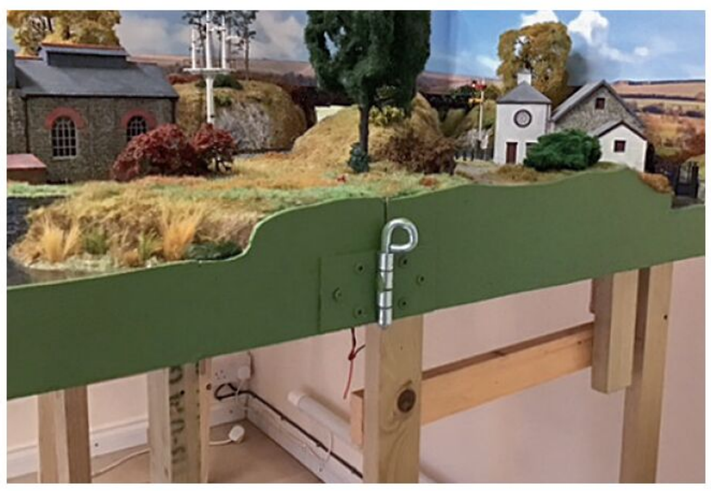
At the back, six loops were provided for main line trains of up to five coaches, and a couple of turn-back sidings were created for UTA railcars, which are regular performers on this railway. On a small but quite busy layout, you can really see why British Railways and the UTA liked them so much: they saved time and money, and, ultimately, eliminated run-round loops at many stations.

A 'Jeep' – one of the LMS (NCC) Class WT 2-6-4 tank engines – on a main line train for Belfast. The junction signal is an old Hornby Dublo item.



FENAGHY JUNCTION

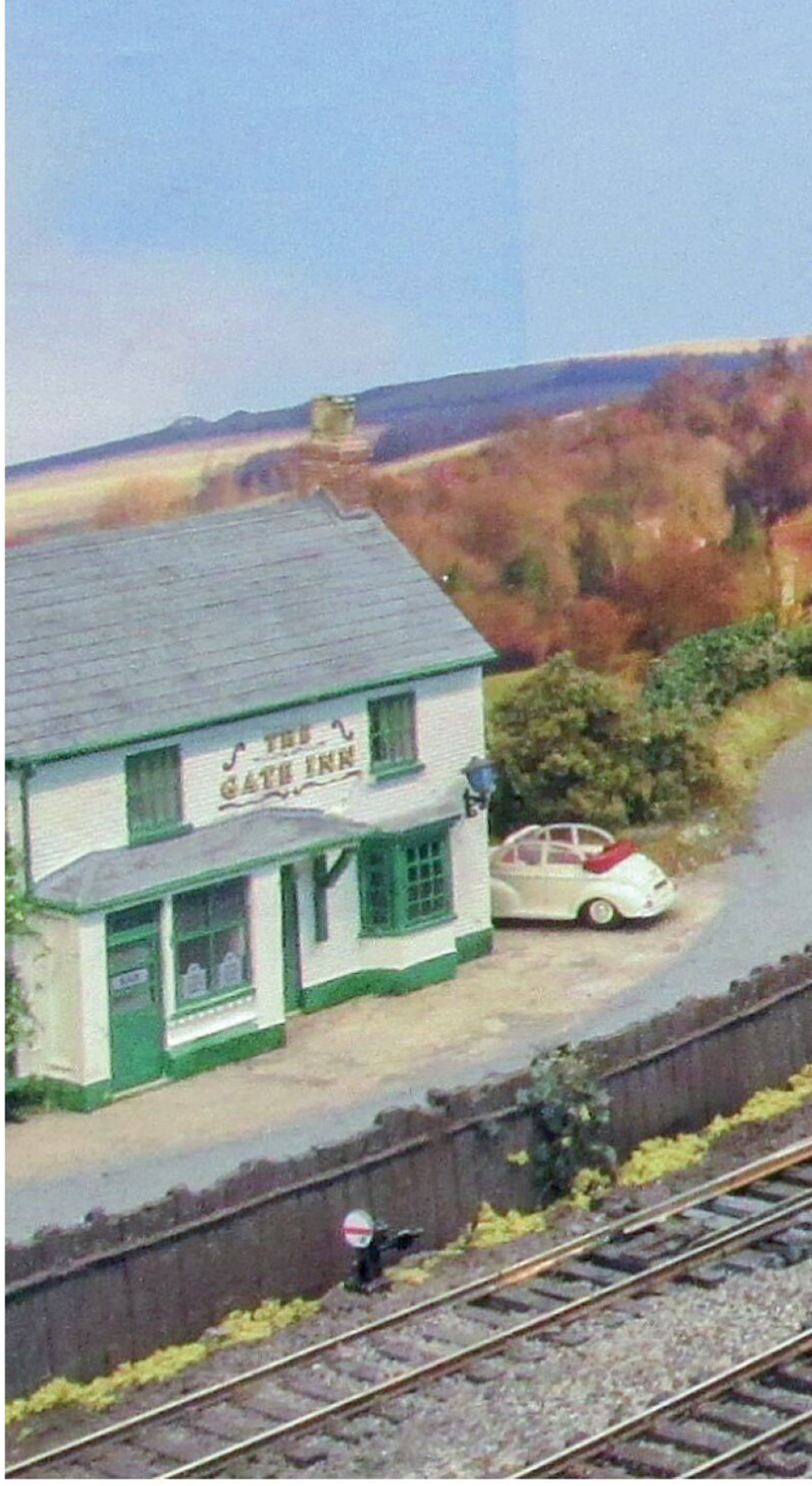
Overall size: 10' 6" x 6' 6". Each grid square: 1ft x 1ft.



The baseboards are held together by the simple method of 'theatre hinges', with the pins dropping into place.

From the outset, we decided on a lighting rig. There's no doubt that good lighting really shows a model railway off. However, it does take up a bit more space in the vehicles. We really need two cars, because the other thing I was keen on was a means of easing the strain on the arms and fingers while hauling invariably heavy boards. So, a porter's-type trolley eases the strain in the sometimes quite significant distance from vehicle to show space. These things become much more important as you age…

To keep the boards to a reasonable weight, Ken used 9mm marine plywood, which is rigid enough and lighter than cheaper alternatives. There are five boards altogether: the scenic board, 6' 6"/2m long across the front, then two side boards and two rear, all held together by 'theatre hinges', where a special pin is dropped into



A fine autumn day allows the roof to be lowered on the Morris Minor convertible outside the Gate Inn.

Class V1 0-6-0 No.15 in the main line platform, with a GNR(I) railcar (actually a Heljan/Rails North Eastern Railway model!) on the branch.

the two separate holders. No other alignment is needed. The smaller boards are held together for travel; the legs fold up for transit.

Scenics and structures

Scenery was mainly Ken's work, and indeed *Fenaghy Junction* was largely built during the various lockdowns of 2020-1. One scenic aspect is worth mentioning: rather than having trains simply going through a hole in the backscene into an obviously bare fiddle yard, Ken has extended the scenery for about a foot on each line, on both sides. This creates a scenic illusion if you're looking at eye level: the tracks really do seem to be running 'somewhere'! Much of the scenery is made of crumpled newspaper covered by hanging basket liner, with various scatters added. The rock outcrops are Noch Wrinkle Rocks, simple to work with and very realistic. Trackwork is Peco code 75 with live frogs on the scenic board, the rest a mixture of Hornby and Peco code 100. The minimum radius is 22" on some of the curves in the fiddle yard.

The station buildings and signal box were scratch-built, based on actual NCC structures, and the goods and engine sheds are slightly modified Wills kits.

Rolling stock

The stock is mostly LMS or BR ready-to-run models heavily disguised, though some, like the ex-NCC railcars which play a great part in branch operations, are virtually built from scratch. These railcars use panels from the 57' Mainline/Bachmann LMS coaches, the rest from plasticard, and Black Beetle power bogies. The third, UTA No.5, is a heavily chopped Lima Great Western railcar.

Most of the other types from the UTA era are basically ready-to-run coaches with a cab at one end, and underfloor diesel engine (Black Beetle again) – just like the real thing! Most of the coaches are also based on R-T-R

▲ **The station buildings and signal box have been scratch-built and are based on real LMS (NCC) structures.**

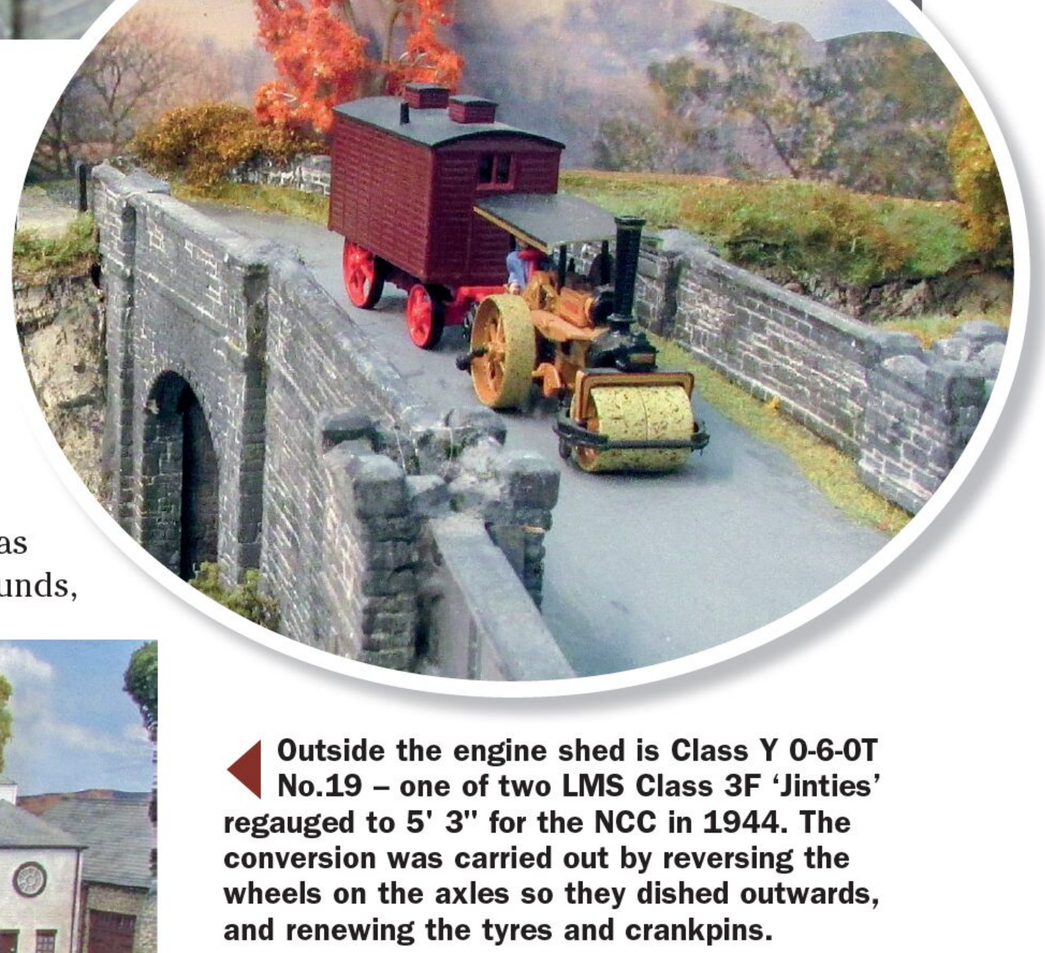
▲ **The branch line starting signal, with the station master's house in the background.**

The scenery continues into the fiddle yard, meaning that from angles such as this, the transition is not obvious.

In UTA days, ex-Belfast & County Down Railway 4-4-2T No.215 – a modified Bachmann L&Y loco – approaches the station.

chassis and sides with a brass overlay (thanks to Allen Doherty for those); the differences between the Irish coaches and their English cousins may be small but they are worth the work. Recently a rather unusual 'Great Northern Railway' railcar has put in an appearance – it's not accurate but it looks very appropriate at Fenaghy!

Steam locomotives are mainly types which operated in Northern Ireland: again, they mostly run on Hornby chassis, with heavily modified bodywork. Occasionally there's an interloper from another part of the island or another era, and even some models of UTA locomotives that might have been – we're not purists. The Hornby Peckett 0-4-0STs are in evidence on the branch and very pretty they look too, trundling a few wagons here and there, between the goods shed, quayside, and destinations off the board.



A steam roller rattles across the bridge over the railway, towing a living van.

Future plans?

Sometimes we get asked, "What next?", and to be fair, we don't know. We think *Fenaghy Junction* has a reasonable life doing the local rounds, and we haven't yet explored any further excursions farther afield. The layout is interesting to operate, and the public seem satisfied for the moment. Who knows the future?

Outside the engine shed is Class Y 0-6-0T No.19 – one of two LMS Class 3F 'Jinties' regauged to 5' 3" for the NCC in 1944. The conversion was carried out by reversing the wheels on the axles so they dished outwards, and renewing the tyres and crankpins.

See it at Bangor

The layout is booked to attend the North Down Model Railway Society exhibition in Bangor (Northern Ireland) on 12 & 13 April. For further details, see Societies & Clubs.

Modelling Class 69s in OO

With the arrival of the first ready-to-run Class 69 in OO scheduled for later this year, courtesy of Bachmann Europe plc, **CHRIS BURNAGE** *explains how, prior to this model being announced, he went to extraordinary lengths to assemble a fleet of these locomotives.*

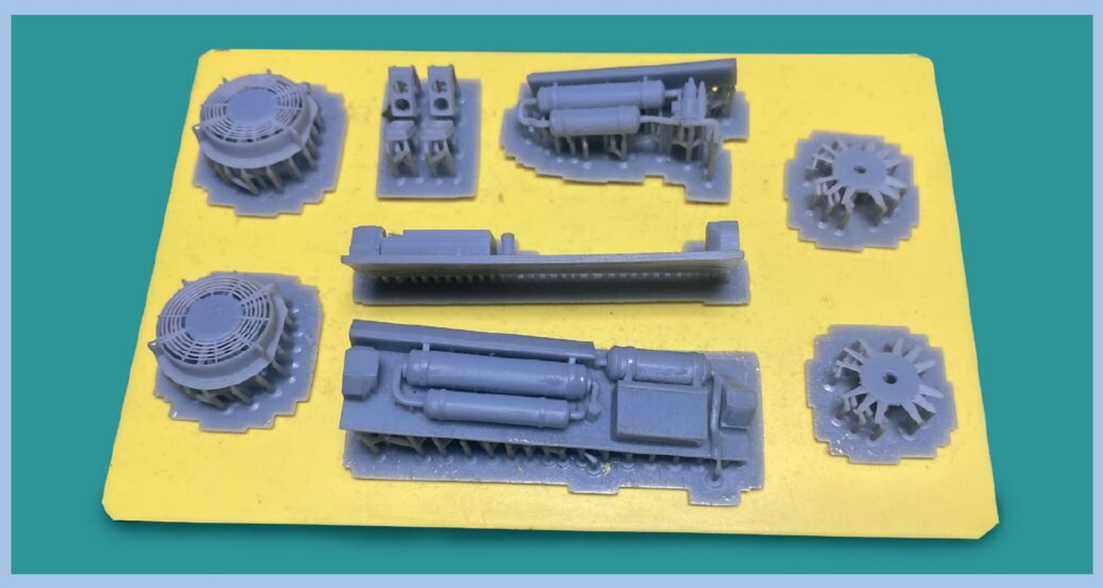
Model photography by the author

The February issue of RAILWAY MODELLER included an article about my compact modern Traction Maintenance Depot layout *Back 'ut Shed*, a signature feature of which is its fleet of GB Railfreight Class 69 diesel locomotives.

The models for this layout were created before Bachmann announced its intention to develop ready-to-run versions of these prototypes in OO and N *[Ed. See News, RM August 2021]*. My fleet of Class 69s numbers seven in total, all of which have been created by combining a Hornby Class 56 with parts from a donor Bachmann Class 66 body. The accompanying step-by-step photos show the process, although it should be noted that the images show different examples from my fleet to illustrate the various stages of construction.

As you will see, it wasn't a project for the faint-hearted, but for the most part only basic tools and materials were required, such as a scalpel, various small files, a pen drill and Milliput. In addition, some 3D-printed parts were specially produced for me by Chris Mead, a fellow member of Wakefield Railway Modellers Society.

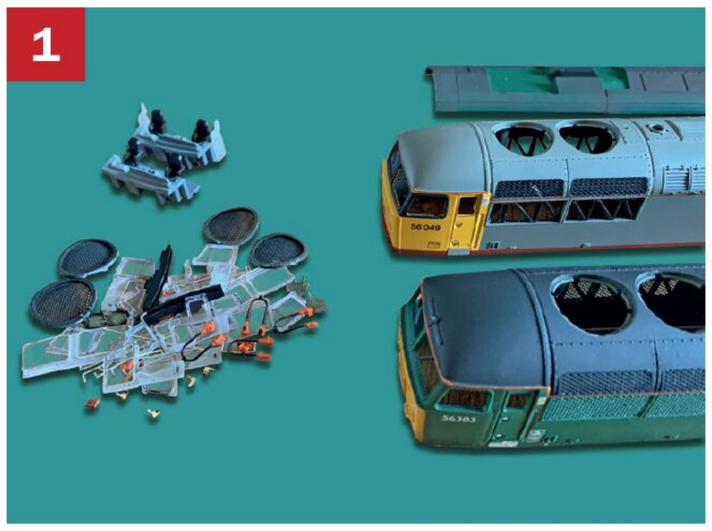
The author's completed model of GBRf 69 009 *Western Consort* in BR-style maroon. The real locomotive was outshopped in February 2024.



As well as combining parts from a Hornby Class 56 with a Bachmann Class 66, a number of 3D parts were also produced, as shown here.

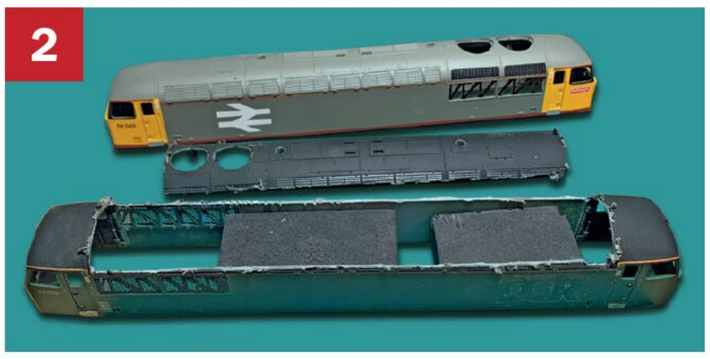
Five of the author's fleet of seven Class 69 models. To date, 12 full-size examples have been completed for use by GBRf.

1



The first task is to strip down the Hornby Class 56. With the chassis first detached from the body, the glazing, cab interiors, lights, nose end fittings, roof fans, and side and nose handrails are all removed, leaving essentially a bare shell. Note that holes have been drilled out at this stage using a 1mm bit for locating the cabside handrails. The process is repeated for the Bachmann Class 66, with care taken when removing the roof silencer and grille mesh as these will be required later, as will the nose end multiple working socket boxes.

2

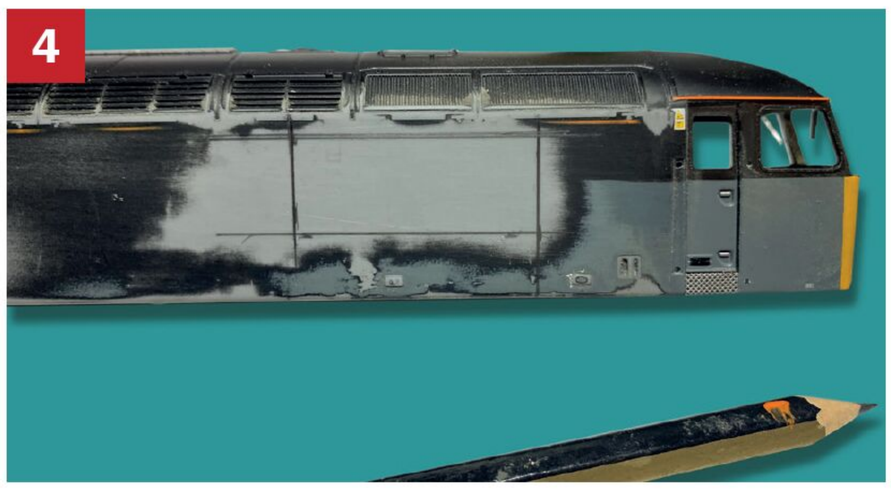


Next, the central roof section on the Class 56 body, between the cab ends, is removed, leaving c.1-2mm of material around the inside aperture to file back later. To remove the waste section of roof, I chain-drilled a series of small holes, then used a cutting disc and sharp scalpel to cut through the drilled holes. (My tip here is to insert a block of firm neoprene sponge inside the body to provide support whilst cutting, as shown here.)

3

The main roof section of the Class 66 is then extracted, this being achieved by first making cuts across the body behind each cab roof seam line, and then chain-drilling holes along each side of the body at least 4mm below the cantrail line, cutting through these drilled holes as before.

4



An aperture then needs to be created on the right-hand side of the Class 56 body at the No.2 end, for a new side grille. The opening needs to be 31.5mm wide x 13mm high, with the lower edge 9mm up from the base of the body and the right-hand side 19mm back from the cab door.

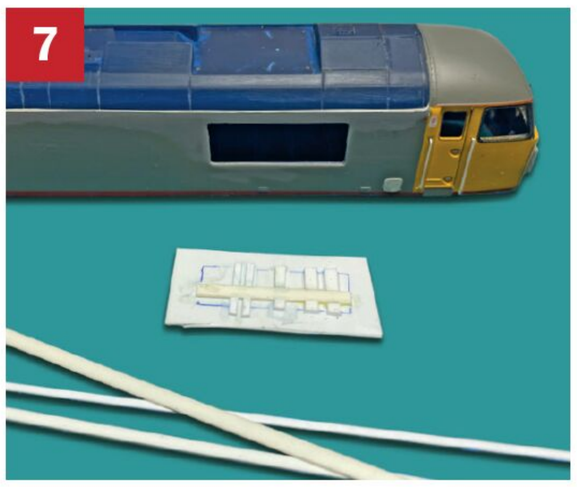
5

A set of four 4mm square plasticard plates, 0.5mm thick, are fabricated. (On the real machines these cover electric box opening sockets located behind each cab door.)

6

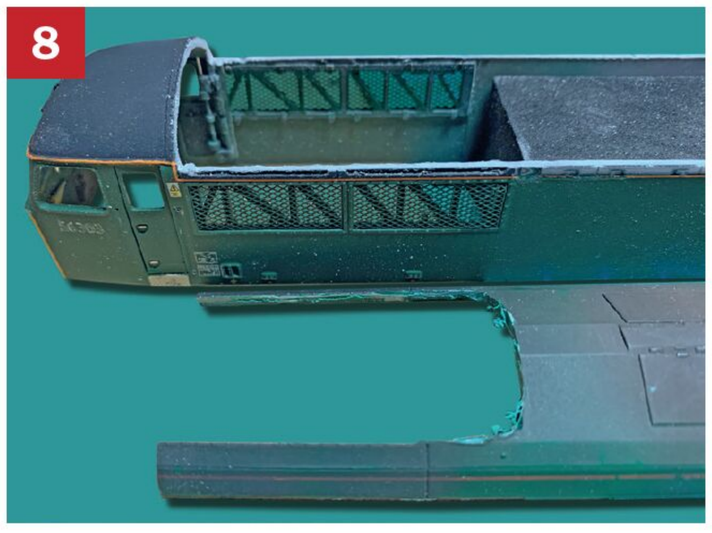
With both front ends of the Class 56 filed flush, the light recesses can be drilled out for the central high-intensity headlight and side lights, using a 2mm bit, with any remaining holes hidden with filler.

7



To create the parts that will be visible directly behind the new bodyside grille, and to give the impression of depth, a piece of plasticard 1mm thick is cut. This is sized slightly larger than the aperture (by 5mm on each side). Strips of 1mm thick styrene are then added to create the representation of internal detail that is visible in the photo – note how these extend across the aperture to provide a means of fixing this part to the inside of the body. However, it isn't fixed at this stage, instead being put to one side until the model is fully painted.

8

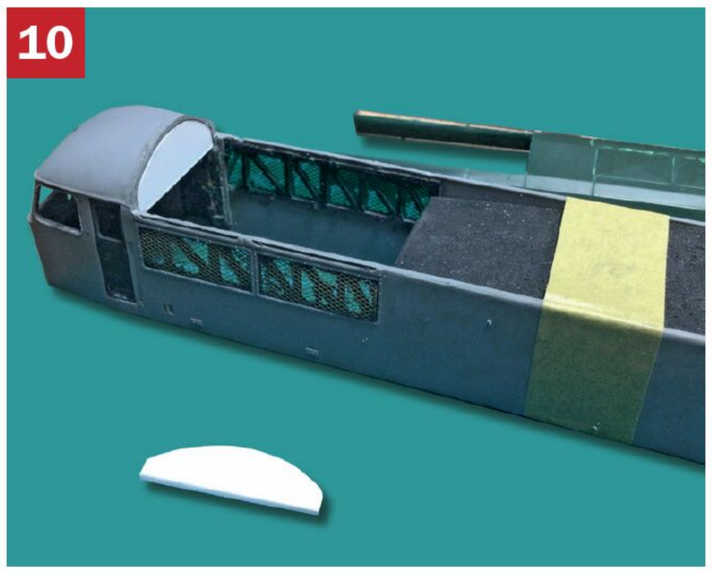


Here, the Class 66 roof grille panels have been cut away (these were underneath the metal grille overlay on the original model), with the resultant opening cut back further to a length of c.47mm. This leaves two delicate prongs as illustrated, which are vulnerable to damage, so care needs to be taken when handling.

9

A scribing tool is then used to give the appearance of more roof panels evident on the real locomotives. Reference to a selection of clear prototype photos is essential when carrying out this stage.

10



A piece of styrene 1.5mm thick is cut to shape for the back of the cab at the No.1 end of the Class 56 body. Filler is used for any gaps, sanded smooth once this has hardened.

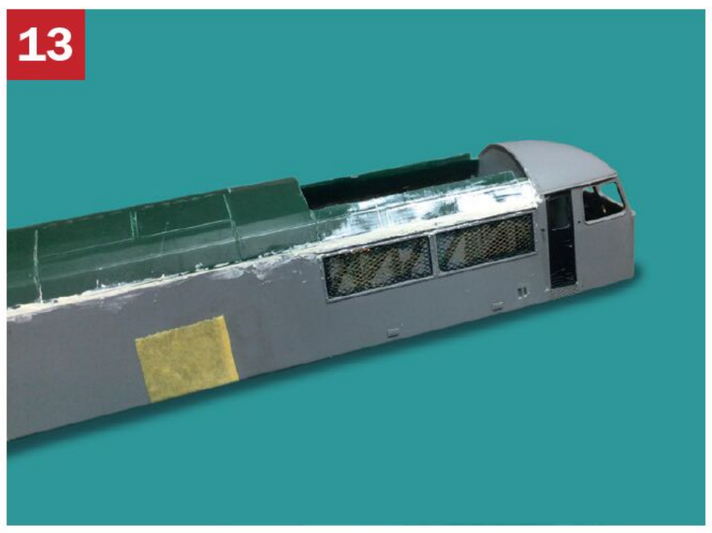
11

Similarly, a piece of styrene is cut to shape to fill the void on the Class 66 roof. Again, filler is used to remove any resultant gaps.

12

The Class 66 roof section is next located onto the Class 56 body, making sure it's a good fit all round. To achieve this, the joining edges of the two parts need to be completely smooth. A strong superglue or Plastic Weld can be used to cement the parts together.

13



Once dry, fine grade Milliput is used along the joins as required, with great care taken to ensure that the mesh of the side grilles does not become contaminated with filler.

14

Once the Milliput has completely hardened, a scraper tool is used to remove the excess filler, with fine sandpaper or sanding pads then used to create a smooth finish.

15

Take the etched brass Class 66 roof grille put aside in step 1, cut it in half, and then cut one of these pieces to measure 33mm x 15mm, which is just enough to sit over the opening created in step 4. Glue it carefully in position.

16

The next task is to create the housing within the roof space for the new Class 69 roof fans.
To start, a section of 1.5mm thick plasticard, measuring 47mm x 28mm, is glued in place as shown.

17

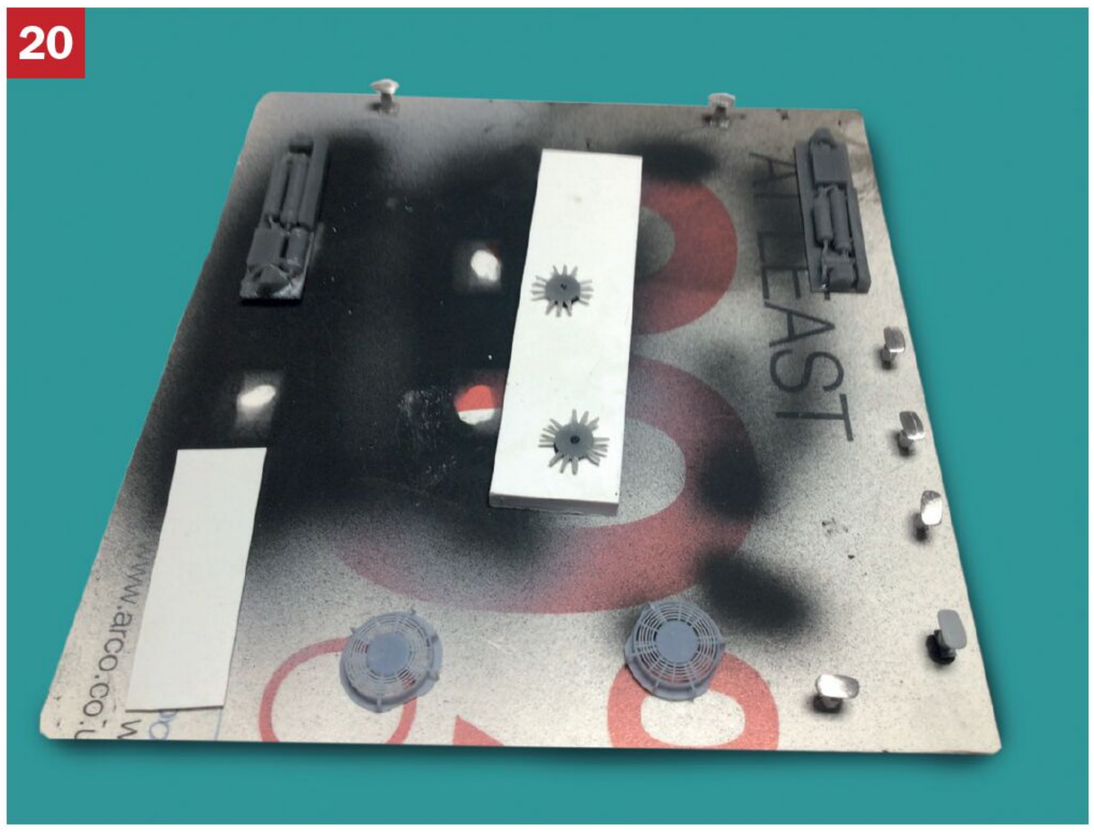
The framing for the housing was fabricated from plasticard and strip, and fitted next. The parts comprise two 42mm lengths of 2mm square strip; one 20.5mm length of 2mm square strip; one 25mm length of 3mm x 2mm section; and a 26.5mm length of 2mm square L-section strip – all fitted as illustrated in the photo. Some fettling and filing of the parts is needed, whilst the ends of the length of L-section need to be chamfered to match the roof profile. The parts are glued in place using Plastic Weld, with filler used once more to remove any gaps, sanded smooth.

18

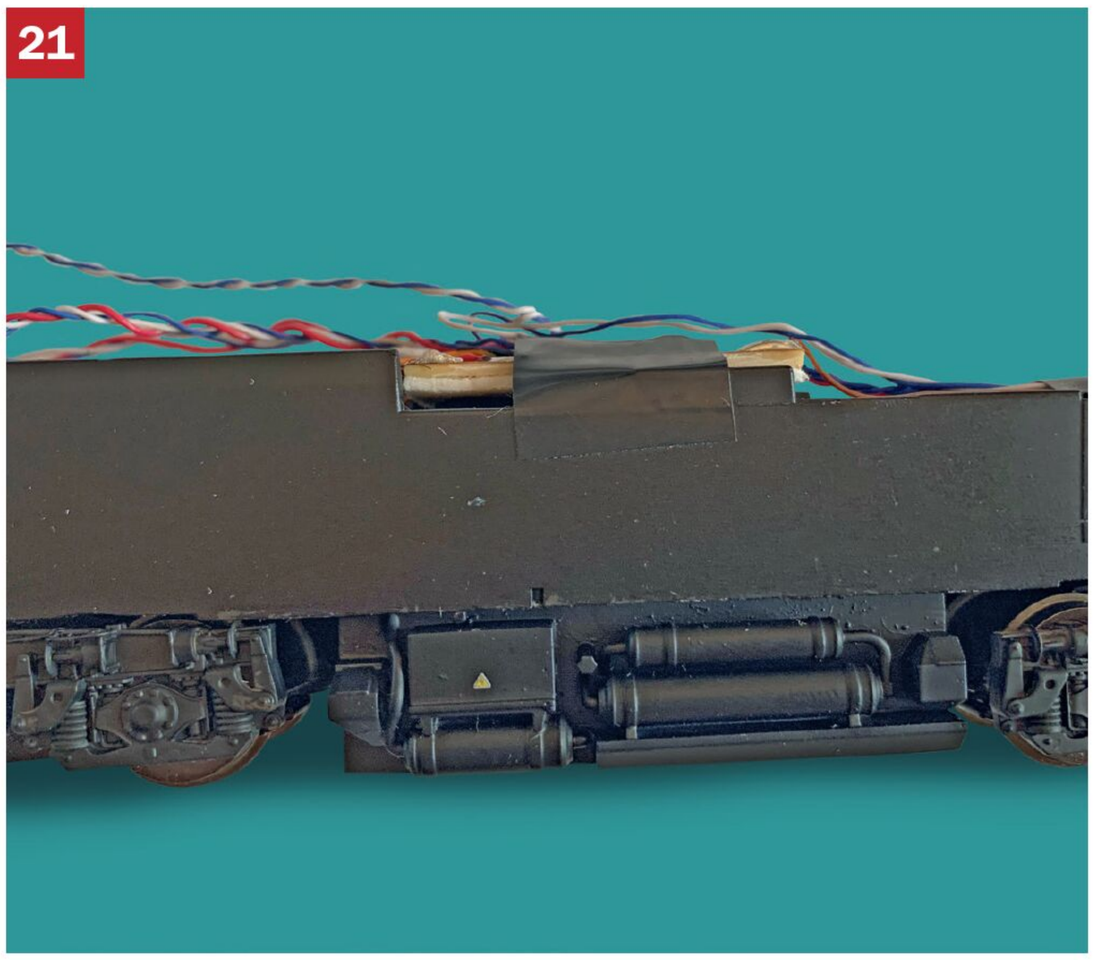
To create the triangular corner pieces on the new roof fan housing, a pack of Wills ref.SSMP199 Corner Fillets is used, cut and filed to suit.

19

Attention now turns to the cab fronts. For the high-intensity headlight housing, I cut a 3.5mm square from 0.5mm thick styrene sheet and then drilled a 2mm hole in the centre. I used the smooth part of a 2mm bit shaft to align this housing with the hole in the cab front, and ran Plastic Weld around the edges. The 3D-printed WIPAC light clusters can be aligned the same way, with socket detail (saved earlier from the Class 66) mounted centrally underneath each cluster.

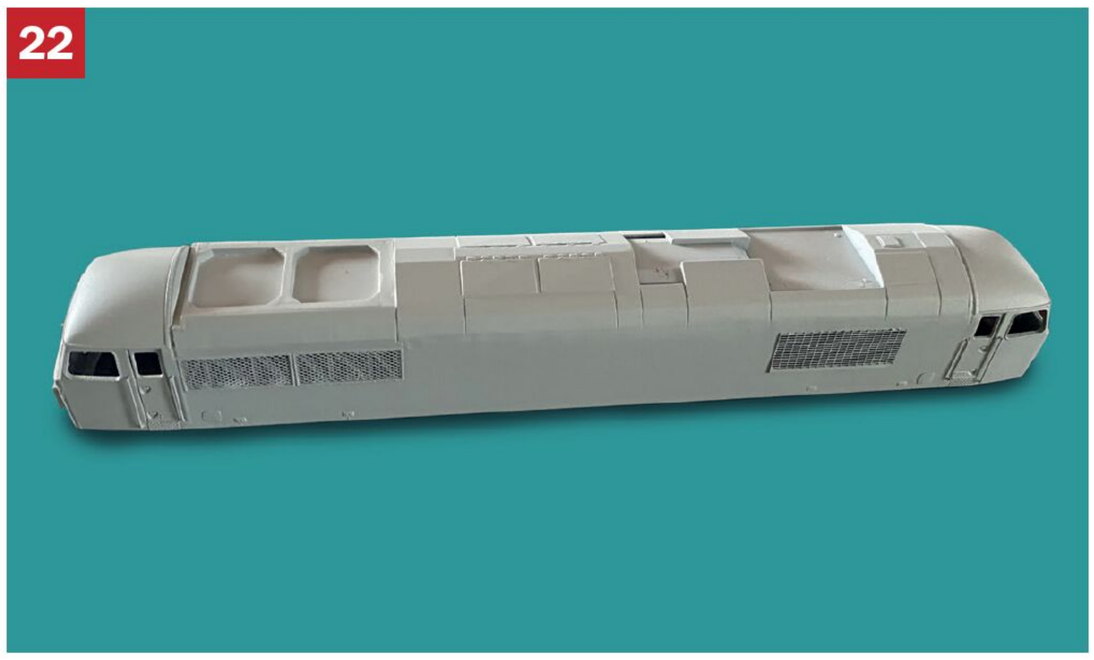


The 3D-printed parts are painted before fitting. The fan blades will be painted silver, with the circular fan cover then being painted to suit – the colour varying depending on which member of the Class 69 fleet is being modelled. (These items will be glued in place after the rest of the model has been painted.) A tip is to paint black the part of the roof underneath where the fans sit, to give depth and make the fans stand out. Together with the 3D-printed underframe furniture, also visible in this picture are the whitemetal buffers, these being Class 60 accessories from the Shawplan range, which seemed to be the best match with the edges filed a little.



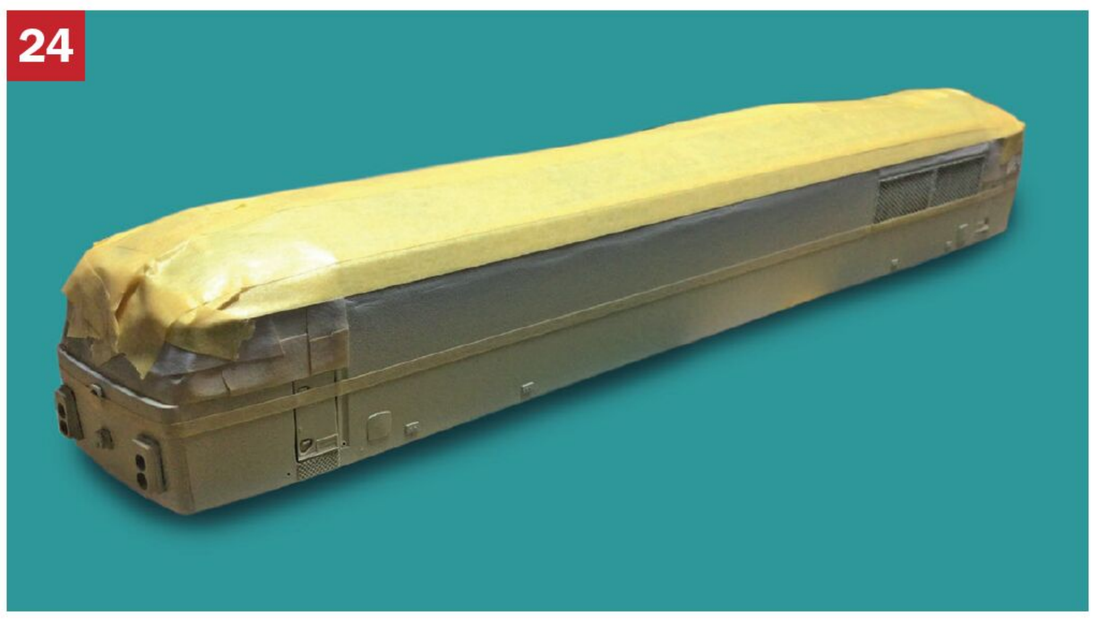
The final task is to fit the 3D-printed underframe parts in place on the Class 56 Hornby chassis. This requires the removal first of the original plastic fuel box and cylinders. It may be necessary to use some 1mm plasticard to level up the recess on the metal chassis, before gluing the 3D-printed parts in place.

Painting and finishing

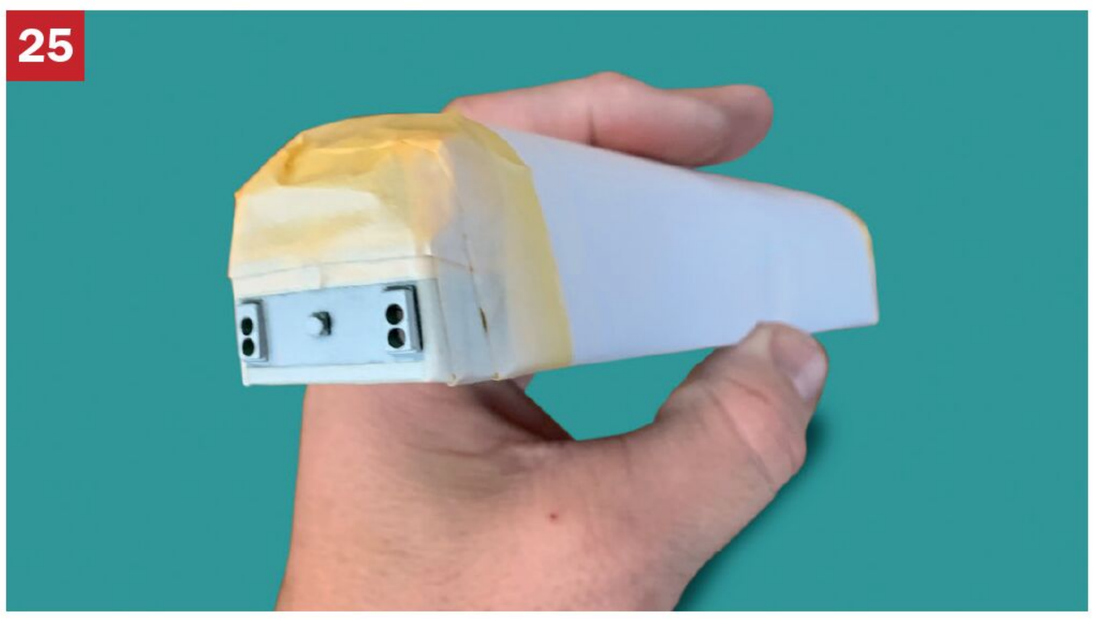


Illustrated here is the painting process for 69 005 in GBRf BR green livery. To prime models I use Tamiya grey Fine Surface Primer – this shows up any imperfections that need to be addressed with further filling and sanding.

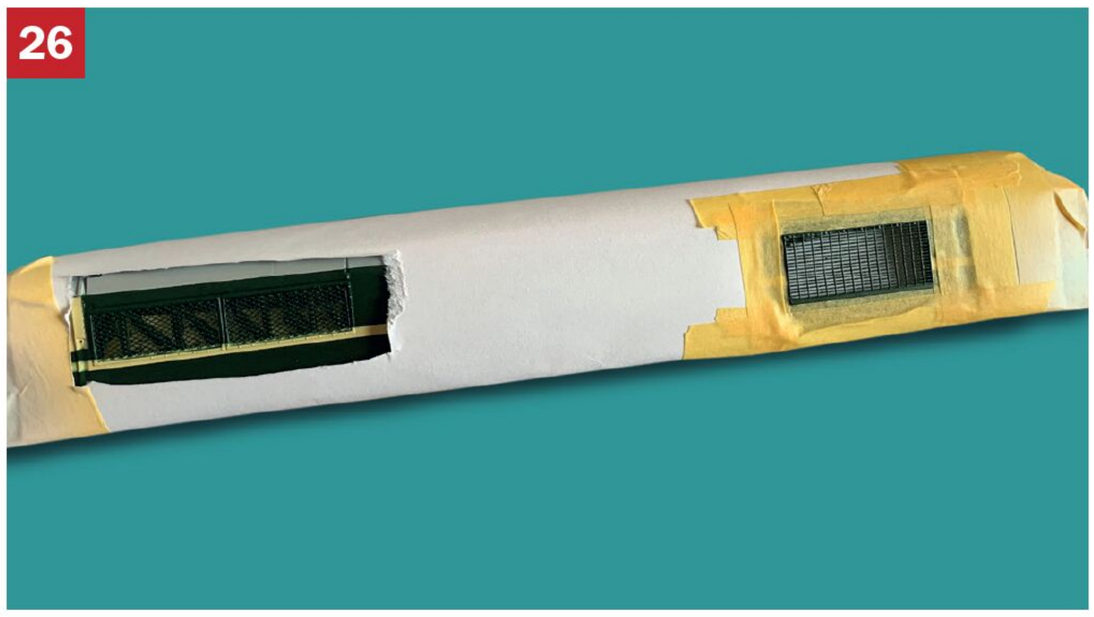
The next stage is to spray BR cream around the cab windows and along the centre parts of the body sides. (Railmatch paints were used for the BR colours.)



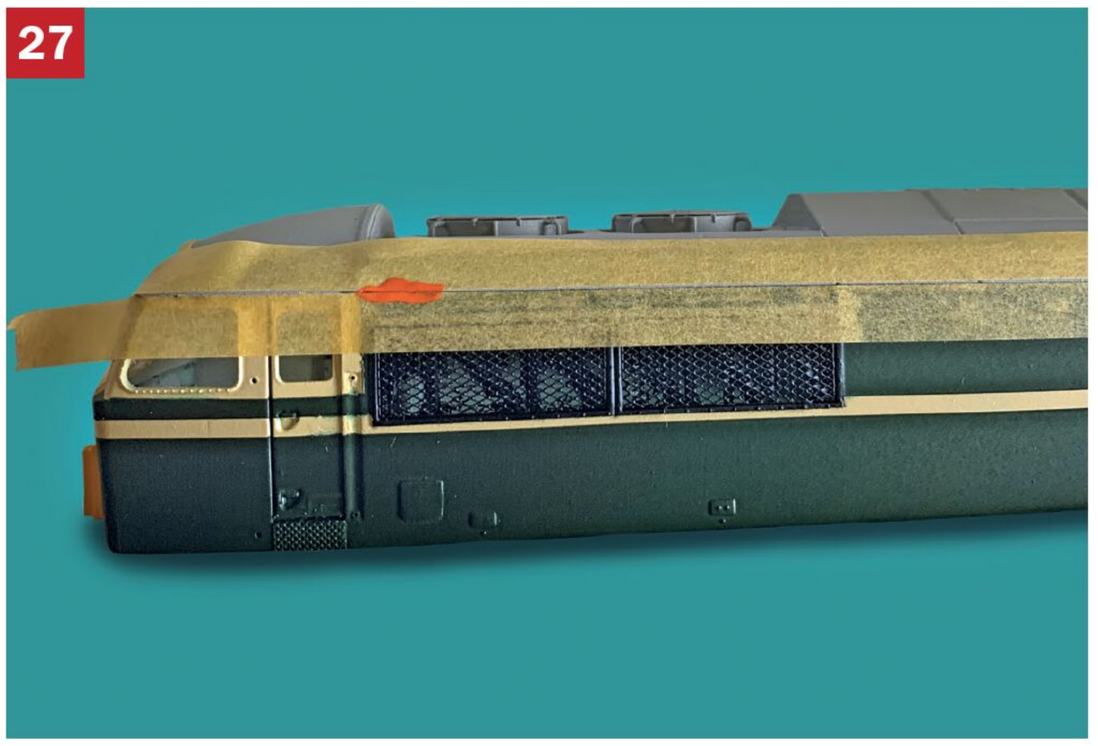
With the roof sprayed a light grey, this was then masked off together with the cab windows, with 2mm strips of masking tape used to cover the cream stripe that runs around the middle of the sides and cab fronts. The bodysides and nose ends are then ready to receive a coat of BR green.



Next, the sections for the warning panels on each cab front are masked off, with a coat of yellow then applied. A sheet of paper has been used to protect the rest of the body from overspray.



The side grilles are next sprayed black. My trick is to use another sheet of A4 paper to mask the whole model, marking out where the grilles are and then roughly cutting away these sections (as shown on the left), then masking up to the edges of the grille (as shown on the right). This uses less masking tape and reduces the chance of paint peel, which can occur when using masking tape.



The fine cantrail stripe around the roofline is then masked off, with the orange applied by hand.

I apply a coat of gloss varnish to set the numbers and lettering (obtainable from Railtec Transfers), and then two coats of satin varnish afterwards to seal them. (I allow at least eight hours between coats when using enamels.) Following this, final assembly of the model can take place.

▲ The completed model, with all roof detailing in place and glazing reinstated in the cabs. For comparison, a view of the full-size version is published in the accompanying panel below.

Prototype information

In 2018, the rail freight operator GB Railfreight (GBRf) purchased a total of 16 Class 56 Co-Co locomotives (in various conditions) from UK Rail Leasing.

A number of these locomotives (built between 1976 and 1984) were then subjected to an extensive rebuilding programme, undertaken by Electro-Motive Diesels at this company's Longport UK premises. This entailed removing the Ruston-Paxman RK3 engine and Brush control equipment, replacing these with new EMD 710 power units (with cleaner emissions) and electronic controls. The rebuilt locomotives were given the new designation of Class 69.

▲ 69 002 *Bob Tiller CM & EE* arrives at Harmans Cross during a Swanage Railway gala event on 10 May 2024.

◀ 69 005 *Eastleigh* leads 69 006 out of Whiteball Tunnel with the 'Mazey Day Special' railtour on 24 June 2023.

Both photos: Steve Haynes

The power units and control systems of these rebuilt locomotives are near-identical to the ubiquitous Class 66, whilst offering a similar performance capability. (The Class 69 project was initiated by GBRf as a result of its inability to procure further new Class 66 locomotives.)

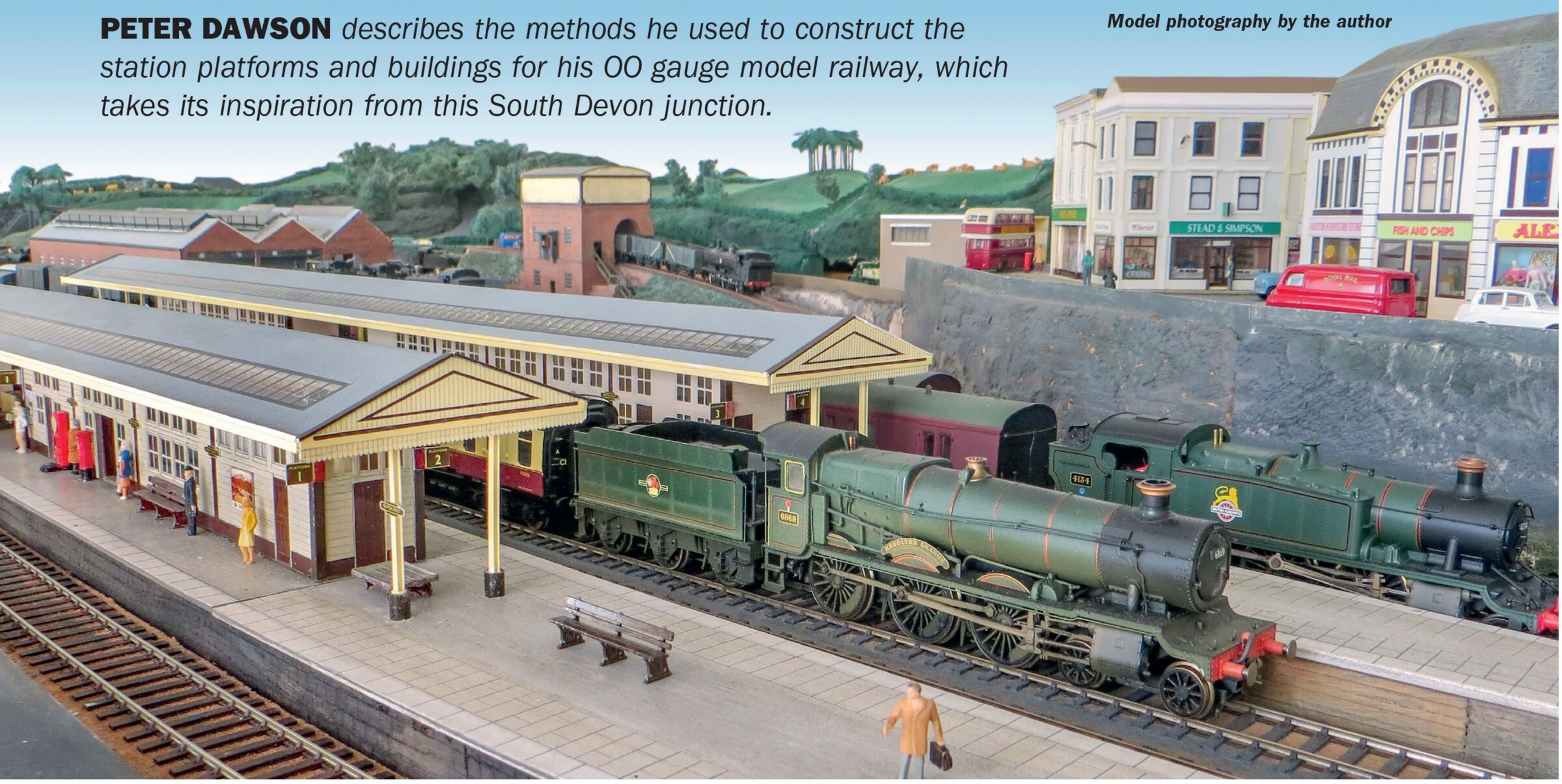
The first Class 69 was completed in February 2021, with 12 examples entering traffic to date (69 001-12), these having been outshopped in a variety of colourful liveries, many inspired by 'heritage' BR guises.

Modelling a GWR station in 4mm

Shades of Newton Abbot

PETER DAWSON *describes the methods he used to construct the station platforms and buildings for his OO gauge model railway, which takes its inspiration from this South Devon junction.*

Model photography by the author



No.6869 *Resolven Grange* prepares to depart Newton About with a passenger service, whilst '5101' 2-6-2T No.4134 is seen alongside.

My layout is based loosely upon Newton Abbot in South Devon. I first visited the town in 1955, aged 12, and the thrill of seeing so many shiny green locomotives never left me, and was the reason I chose to model the area.

Newton Abbot (83A) was the Motive Power Depot adjacent to the station, whereas the Newton Abbot Division stretched from Taunton to Penzance. With that in mind, I was able to model buildings or features, not just in the town, but round and about the area. Hence the name I chose – *Newton About*!

Much of the station of the 1950s still remains, including the impressive main station building and elaborate footbridge, but in my limited space they'd dominate the railway. A scaled-down version was chosen, so with camera in hand I collected many images of the things I could copy.

Platforms

Most of the trackwork on my layout was already in place so, to add a station, I needed plans of the two 'island' platforms, both of which would have to follow the curves of the four tracks. To produce drawings of the platform outlines, I pinned paper to the baseboard between tracks 1 & 2, and 3 & 4. I then attached a pencil to the corner of my longest carriage (to gauge the clearance required) and pushed this along the designated areas (see photo 1). This produced outlines for cutting out my 15mm block board platform bases.

The station straddles two separate baseboards and for that reason I wanted each platform, its buildings and roof to be a complete unit, with no unsightly splits. They needed to be located accurately between two tracks but easily removable for transporting the layout. Both are therefore held in place with four 6mm wing nuts, recessed into the block board top face (photo 2) and four bolts below ground. The method has proved to be successful and adds structural stability to the layout.

Platform surfacing

The top surface of the platform needed to overhang the base, but have clearance for passing trains. I repeated the procedure illustrated in photo 1, but this time used a ballpoint pen strapped slightly closer to the carriage and used the new

1

A pencil attached to the end of a Mk.I coach was used to mark the clearances required for the platform edges.

2

Bolts and recessed wing nuts hold the platforms *in situ*.

15mm deep timber was used for the platform bases, with this view showing the 3mm foamboard surfaces prior to the ramp being surfaced.

outline to cut out the surface piece from 3mm foamboard.

With the wooden base *in situ,* the surface layer was positioned temporarily and weighted firmly down. A variety of locos and rolling stock were sent along each track to check clearances along the curved platform edges. I then half inserted a few panel pins as location guides in areas that would later be hidden, and re-checked for clearances. Next, the surface layer with locating panel pins was lifted, and then glued and replaced. Once the glue had hardened the pins were removed. After a slight rub with a smooth file along the contact areas, all traffic could then run through the new station.

Photo 3 shows the platform overhang prior to surfacing the ramp. The edges of the base had earlier been painted roughly in matt black, and then scored with a scriber and ruler to imitate stonework. Paved edging stones appear to have been standard practice on most stations, but central areas between the edges in various pictures show alternate slabs, concrete or sometimes asphalt. Marking out the edges of the stones along the platform was carried out with a joiner's marking gauge and scriber. All lines at right angles were marked with an engineer's square. Once finished, I wiped the entire surface with thinned-down black paint, waited until this was nearly dry and then washed the surface lightly. The effect can be seen in photo 4.

Paving slabs were scribed into the surface and weathered.

A view showing part of the real Newton Abbot station, these buildings providing the inspiration for those constructed for *Newton About*.

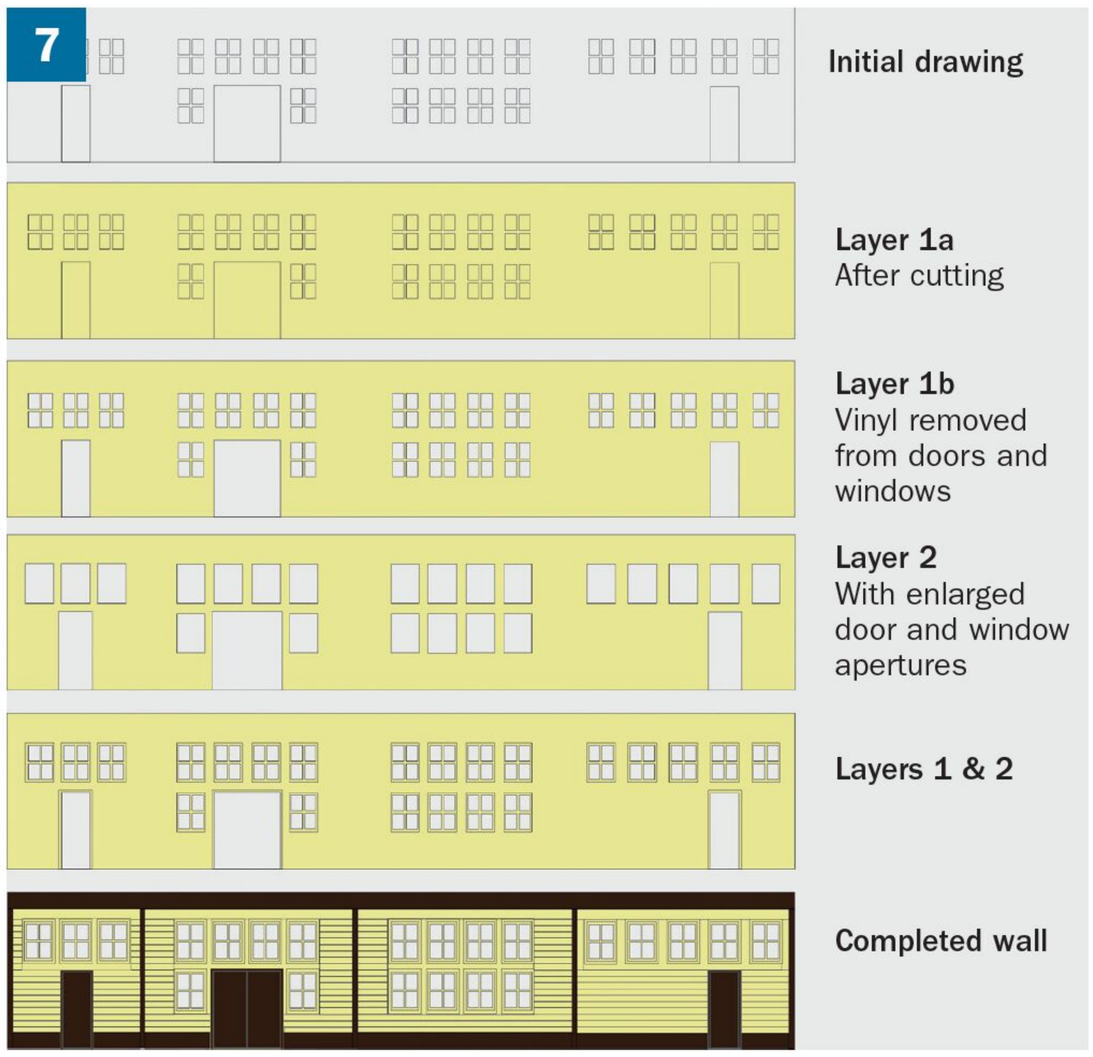
Platform structures

All the Newton Abbot buildings were very similar in design, so I will describe the construction of just one. Space restriction forced me to reduce the length by omitting one group of windows. The real building, now facing a car park, is shown in photo 5, and this can be compared with my model in photo 6. I've no idea what is behind the doors, but the double door gave a larger opening to show the interior. On my model it is the parcels office; next door is the snack bar.

All the walls are made from 1mm clear acrylic sheet,

A close-up view of one of the completed platform structures on the model, which can be compared to the prototype view above.

The station on *Newton About* comprises four platforms. Behind can be seen the engine shed, coaling tower and town scene.



The sides and ends for the buildings were built up using laminated layers of vinyl, overlaid on a base of 1mm clear acrylic sheet.

covered in paper-backed self-adhesive vinyl. I'm a retired sign maker and therefore quite used to cutting letters out of vinyl, so the following would be a breeze. The GWR colour would have been cream, so I chose a cream vinyl. From my photographs and measurements, I created my initial drawing on computer using Coreldraw 10 (but other graphic software could be used).

The initial drawing and corresponding vinyl components are shown together in photo 7. Note that the window 'frames' are not shown in Layer 1a, only the glass panes. I then added a rectangle central to every window and door but 2mm larger before deleting the windows and doors. This produced the outer edges of the window and door frames (Layer 2).

All the components were cut on my 'vinyl cutter'. Very briefly, a computer instructs a knife to cut a required shape into the vinyl without cutting through into the paper backing (Layer 1a). At this stage the window 'glass area' is still present but can be peeled away as in Layer 1b.

I then covered the vinyl with a piece of sticky paper larger than the design, removed the paper backing and carefully applied the vinyl to a sheet of clear acrylic larger than the required size. (Cutting to size later allows for easier handling.)

Internal detailing was added in positions where this would be seen through the windows.

A further close-up view of the completed station structures, this time showing the detail in the recessed window frames.

Now the tricky bit. Layer 2, complete with backing paper, was placed exactly onto Layer 1 and covered with a large piece of sticky paper as earlier. This was to hold the new layer in place whilst one edge of the paper was lifted as a hinge. I removed the backing paper, and from one end I slowly lowered Layer 2 onto Layer 1, rubbing firmly as I went along.

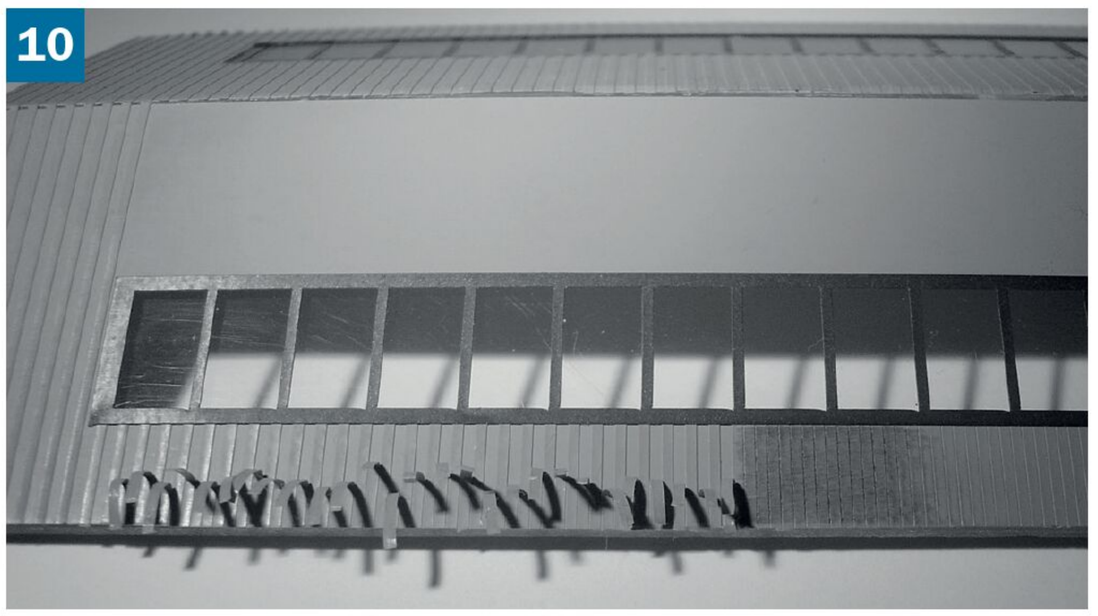
The graphic of Layers 1 & 2 shows a frame around the glass panes, these being recessed very slightly by the thickness of Layer 2. (Adding a second Layer 2 would have added more depth still.) A further vinyl layer cut as stripes created a plank effect to the building. Adding the brown strips to simulate the steel girders highlights the front wall. Next I cut the clear acrylic sheet down to size, cut out the door openings and then repeated all of the above procedures for the rear and end walls.

A base and three internal walls were cut from 1mm styrene sheet and glued into place. Internal detailing was then added in viewable positions (photo 8). The detail in the recessed window frames is shown in photo 9.

Roofs and canopies

The roof and canopy structures were the next items to be constructed, using a similar method to the buildings. For each platform I cut two identical strips of 1mm thick clear acrylic sheet measuring 780mm x 45mm. Two end triangles with an apex angle of 140° were cut from 0.5mm opaque acrylic sheet and then glued into the ends of the above two strips, which in turn were glued together along the inside of the ridge.

The frames for the skylights were cut from grey vinyl and then applied to both of the roof panels. Next, I covered the remaining areas of roof with plain grey vinyl, lightly sanded with fine emery to remove any shine. To create the corrugated roof effect, I drew and cut numerous parallel lines 1mm apart, then affixed a sufficient number to cover the area that surrounds the glazing. Peeling away alternate strips produced



Parallel lines spaced 1mm apart were cut into the vinyl surface, with alternate strips then peeled away to create the corrugated metal effect.

The roof for one of the buildings is seen here, placed askew, with two longitudinal strips providing mounting points for the canopy structure.

The etched trusses are used to align the canopy with the roof.

The building roof was glued to the canopy underside.

The roof, seen here in position, was not attached to the structure, but was designed to be a tight fit within the walls and ends.

The inverted canopy, with the building roofs now attached. This provided a means of installing lighting and retaining access to the interiors.

the corrugated roof seen in photo 10.

To add strength to the structure, a strip of styrene the length of the roof and the width of the platform building was glued centrally between the skylights (photo 11).

The ceiling for each building, also visible in Photo 11, was made from 1mm styrene sheet. A good tight, but removable, fit was required as this would hold the entire roof and canopy structure firmly in place. Two additional strips of styrene can be seen along the top side edges to provide fixing points for the canopy. The ceiling assembly was then pressed into the building until the top face was level with the wall top (photo 12). Accurate alignment was assured by inverting the building and pressing it between the two etched brass canopy trusses (photo 13) and then gluing the 'strip ends only' to the underside of the canopy structure (photo 14). It was important not to allow the liquid solvent to touch the ceiling panel, hence the two 'strip ends' just mentioned. Once the glue had dried, I lifted the building carefully away from the roof structure and then applied the glue to the full length of the strips.

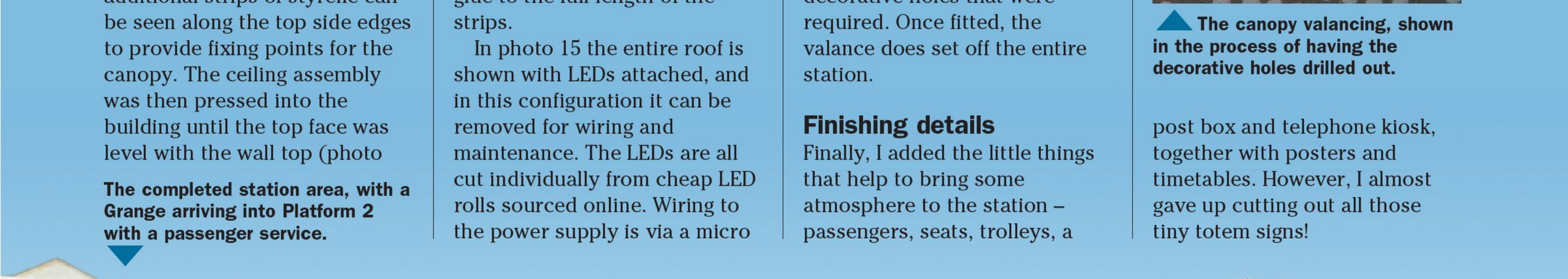
In photo 15 the entire roof is shown with LEDs attached, and in this configuration it can be removed for wiring and maintenance. The LEDs are all cut individually from cheap LED rolls sourced online. Wiring to the power supply is via a micro power plug and socket situated in the Gents toilet. Any fault and the roof can be simply lifted clear and disconnected.

The roof ends needed a gable end valance and so these were made from 1mm styrene sheet. The vinyl cutter was used again, this time to scratch the vertical lines and mark out the lower edge, the 'V' shapes being finished by hand. I placed one end panel on top of a second panel (photo 16) to provide a guide for drilling the series of decorative holes that were required. Once fitted, the valance does set off the entire station.

Finishing details

Finally, I added the little things that help to bring some atmosphere to the station – passengers, seats, trolleys, a post box and telephone kiosk, together with posters and timetables. However, I almost gave up cutting out all those tiny totem signs!

The canopy valancing, shown in the process of having the decorative holes drilled out.



The completed station area, with a Grange arriving into Platform 2 with a passenger service.

Five Mile House

Having had an interest in the local railways in his home county of Lincolnshire from a young age, **SEAN TYLER** *has modelled one of the stations on the Lincoln to Boston line, with the assistance of a group of friends.*

Photography by Paul Bason

Having been brought up in the village of Fiskerton, I have always had an interest in the village station. It was gone long before I was born, but people from the village would often talk about the station where fishermen would turn up from all over the country to go fishing in the River Witham, which ran alongside the railway all the way from Lincoln to Boston. I got into model railways the day my dad brought home some track and a couple of locomotives, and set up a layout. That was it – I was hooked from the word go.

Myself and the family would often go to the North Yorkshire Moors Railway when on holiday, and of course for a six-year-old boy, the big famous A4 *Sir Nigel Gresley* was an amazing sight. My love for the London & North Eastern Railway developed as I got more into the hobby, and watching other amazing LNER layouts, I knew that I wanted to model a small station on an LNER line. The project was just a dream until I managed to get the space to build the layout, and had the time to do all the research needed to do it justice.

A brief history

I wanted to build a nice small station that would be simple to operate, but also make sure there was enough interest in operating the layout so we wouldn't get bored with it very quickly. After doing the research into a couple of small LNER stations, I made the obvious choice: why not model the station that once served my village of Fiskerton?

Five Mile House station, situated five miles from Lincoln, opened on 17 October 1848 and was on the main route north for a brief time. It was named after the local pub, which the boatmen used as a hotel. The station closed just two years after opening due to a lack of footfall: it was only reopened because the local farmer requested it, and to have sidings put in so he could get his animals and produce to market.

All the station buildings were destroyed by a fire in 1919, and only the signal box, platforms, cattle dock and loading gauge were rebuilt. Traffic included coal and sugar beet from the local factory. The station closed to passengers on 15 September 1958, but anglers' specials continued to stop on

Under the watchful eye of the signalman, a Down empty coal train passes the station with Gresley O2 2-8-0 No.3962 in charge.

K3 2-6-0 No.2934 calls at the station with a stopping train formed of a Gresley 'Quad-Art' suburban set.

summer weekends until 6 September 1964. The last person to use the station was the late Queen Elizabeth II on 14 November 1980.

Design and baseboards

We tried to make the baseboards light, so they would be easy to handle and carry when going to exhibitions. The scenic section of the layout sits on three boards in total. Two are 5' long by 3' wide, and made up of 2" x 2" battens and 9mm ply for the tops, whilst the remaining board is 8' long using the same size battens and the same thickness of ply. We used polystyrene strips at 2" tall with a very thin sheet of ply on top to form a raised trackbed, which also gave us the river bank.

The track is Peco code 100 with Peco Insulfrog points. The point motors are DCC Concepts, which give us the realistic slow motion of the point blades. The layout is equipped for Digital Command Control; we use NCE Powercab to control the layout, but have separate control boxes for the points and signals. The fiddle yard can hold up to 14 trains, which gives us a lot of different items of rolling stock to run.

Scenery

Once we were happy with the tracklaying, and of course had tested it to make sure all the stock ran faultlessly, we started the scenery. The first job was to study the

N7 0-6-2T No.8011 heads a short train from the Morrell's canning factory in Bardney.

Gresley B17 4-6-0 No.2800 *Sandringham* calls at the station with a 'Parliamentary' stopping train from Boston, which will terminate at Lincoln.

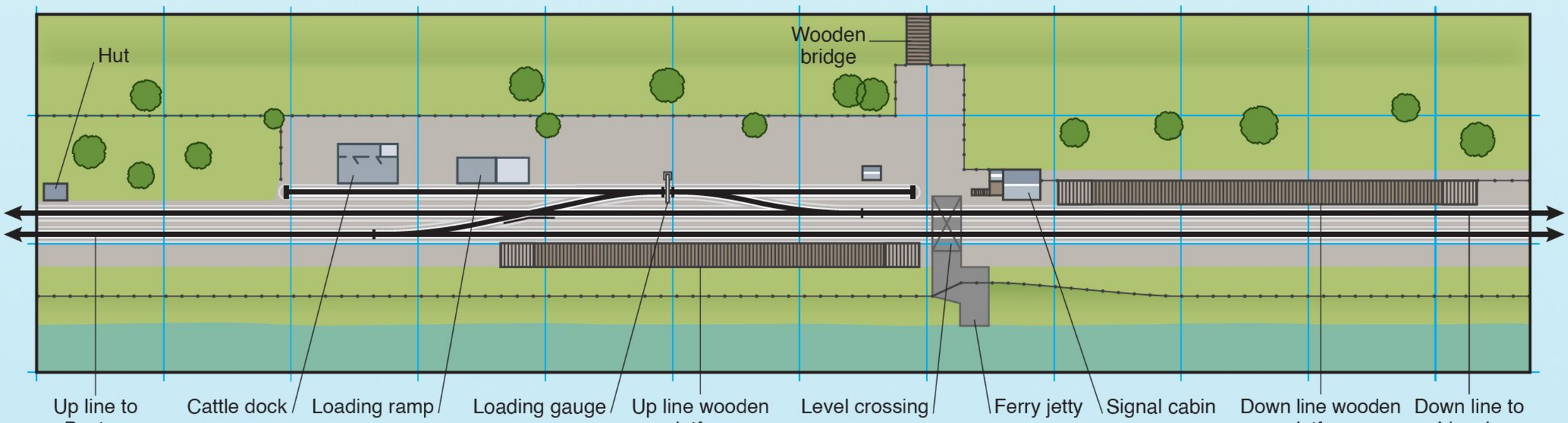
images we had of the station, but also to look at the landscape around the railway, as we had to make the River Witham. We marked out the positions of all the buildings and then started shaping the land, using sculpture mould to make all the dips and shapes of how the land lies. Once it was dry, we painted the land in a dark brown, then built up the grass areas using a whole range of different lengths of static grass from WWS. Luckily, we had trees left over from an old layout, so we reused them as we thought

GCR J11 0-6-0 No.5954 works through the station with a freight train conveying items of agricultural equipment.

Diversions off the East Coast Main Line, with A4 No.4498 *Sir Nigel Gresley* on an express meeting V2 No.4771 *Green Arrow* on a fast fish train.

FIVE MILE HOUSE

Scenic dimensions: 11' 9" x 2' 9". Each grid square = 1ft x 1ft.



they are suitable for the area. The lineside fencing is also from WWS, painted a mucky brown colour. We painted the river bed using a range of different tones of greens and browns, then poured a clear resin over it to create the river.

The different horses and carts that you see are made from Langley models, which I believe work well in the period when the layout is set.

Buildings and signals

When looking into making the signals, I wanted them fully working to create a real railway in model form. I asked my very good friend Mark Seward to make them for me, and he happily agreed. Of course, when looking at the photos, we could see that they were Great Northern Railway somersault signals and the ground signals were Saxby & Farmer, so it was a bit more difficult to build them and get them working, but I'm pleased to say that he did.

When it came to making the buildings, we used different types of kits, but another friend of mine made the signal box from a couple of cereal boxes, and we built the loading dock from leftover bits of the platforms. The cattle dock was built by my granddad, so it was important to me that we included this on the layout, as he also got me into the model railway world. The chain ferry was scratch-built from wood and painted with wood stain.

Rolling stock

Being a 1930s LNER layout, a fair amount of stock has been built over the years, and we run a whole range of different workings from fish trains to stopping passenger trains. The running sequence is completed by 14

▲ **Apple green K3 No.1935 hauls main line corridor stock forming a York to Skegness passenger working.**

▲ **A stopping train arrives to drop off visiting fishermen, while a narrowboat belonging to Fellows Morton & Clayton Ltd chugs past on the river.**

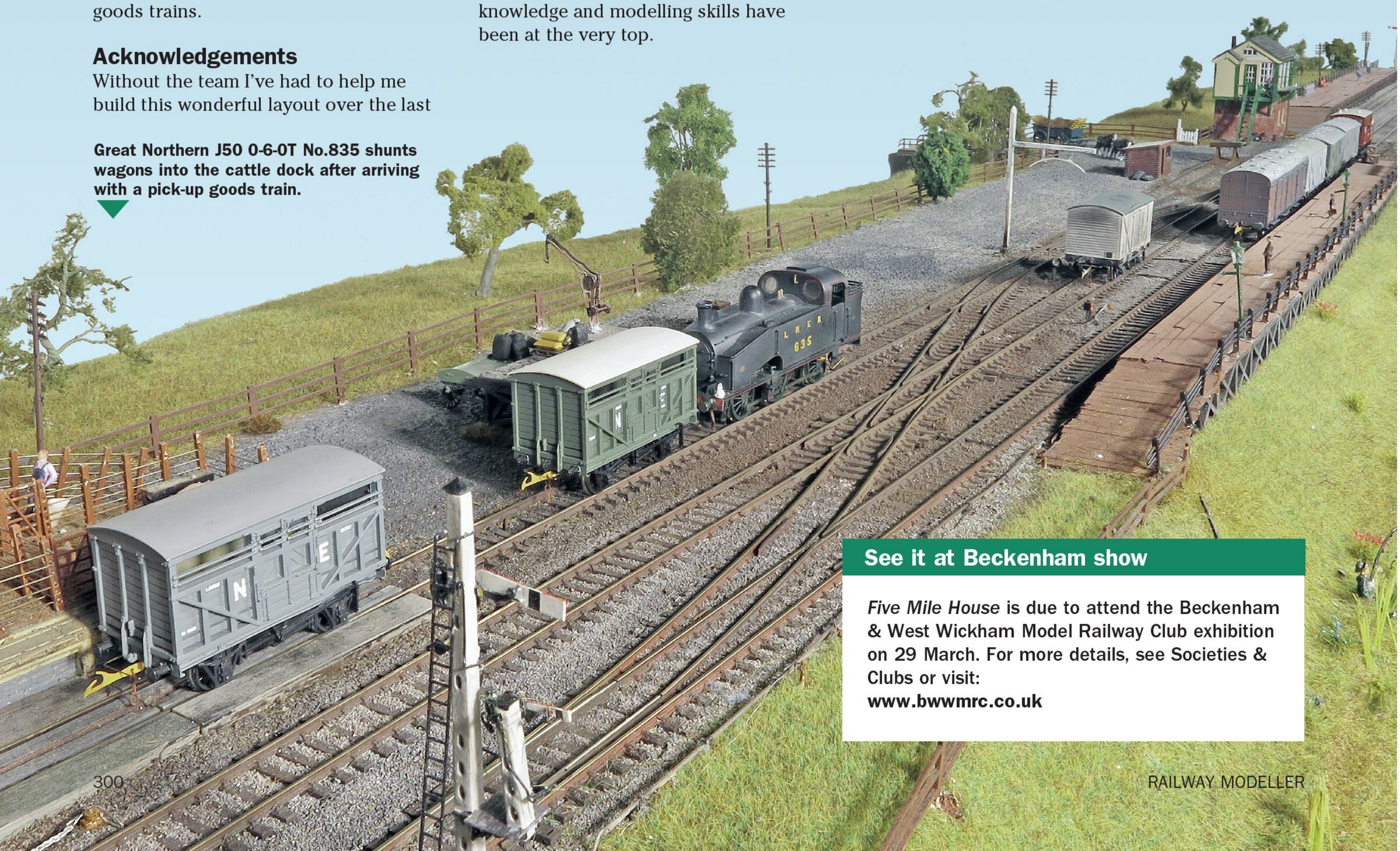
▲ **Left to right: Clive Tebb, Sean Tyler, Allen Fullen and Nigel Johnson.**

different trains hauled by a variety of locos from that time, including K3s and an A4 on a diversion. Some locos are kit-built, though not by me. The fiddle yard holds five passenger trains and nine goods trains.

Acknowledgements

Without the team I've had to help me build this wonderful layout over the last couple of years, it wouldn't have been possible. My thanks to Allen Fullen, Peter Brinded, Fred Hempsill, Simon Smith, Mark Seward, Clive Tebb and Nigel Johnson: their range of knowledge and modelling skills have been at the very top.

Great Northern J50 0-6-0T No.835 shunts wagons into the cattle dock after arriving with a pick-up goods train. ▼



See it at Beckenham show

Five Mile House is due to attend the Beckenham & West Wickham Model Railway Club exhibition on 29 March. For more details, see Societies & Clubs or visit:
www.bwwmrc.co.uk

RAILWAY MODELLING *Explored*

Projects, hints and tips for beginners from Railway Modeller readers and staff

THIS MONTH • **An OO and OO9 layout** • **O gauge Toad kit** • **Traction tyres**

Mortimer Town

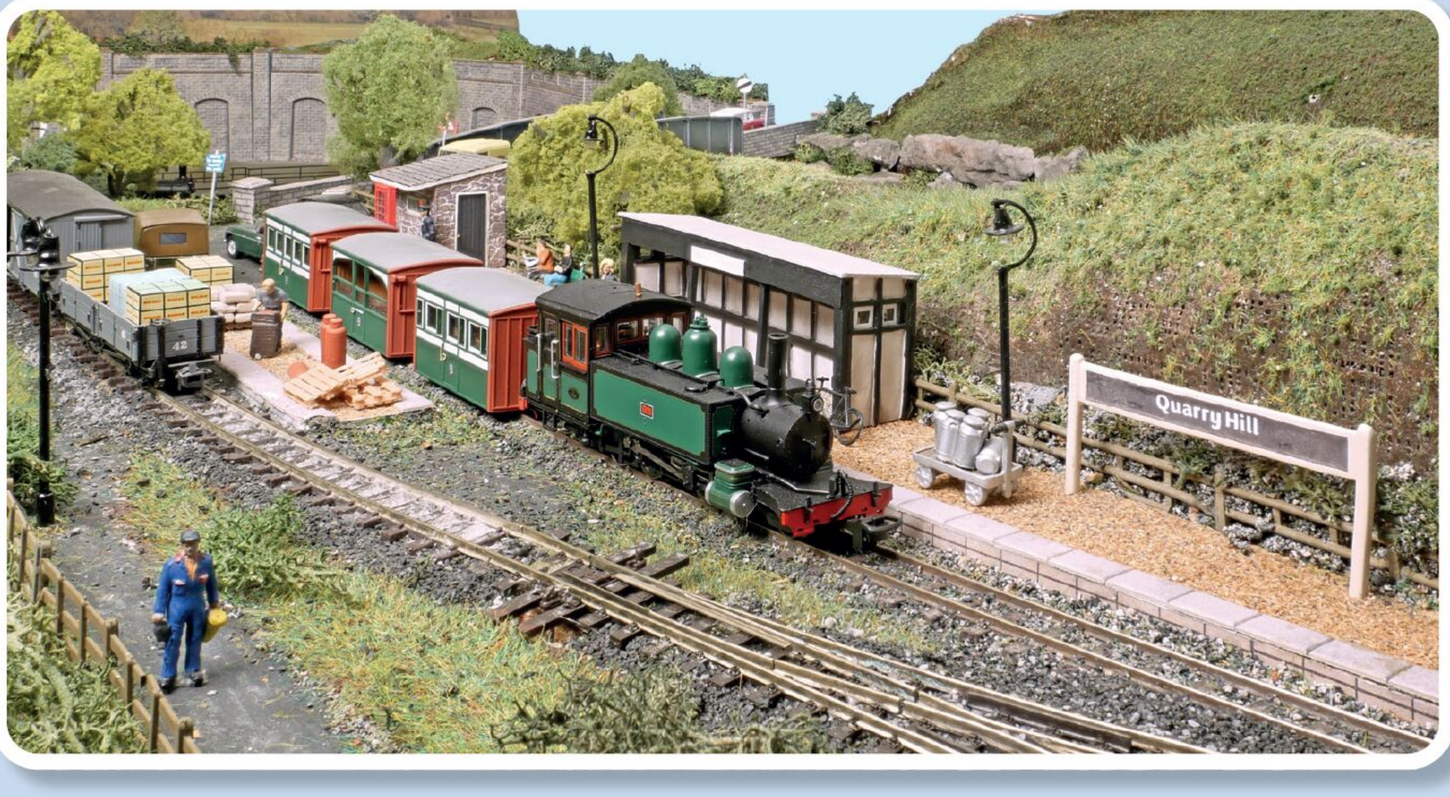
As well as his layout combining OO main line operations from different eras with an OO9 narrow gauge feeder line, **KEN WALSH** *has incorporated lighting and sound to great effect.*

Photography by Ian Manderson

Currently there are two model railways in my life. The first is a narrow gauge garden railway in SM32 that predominantly runs live steam locomotives. The second is an OO gauge indoor layout called *Mortimer Town* on which all sorts of trains run, and which incorporates an OO9 narrow gauge line for added interest.

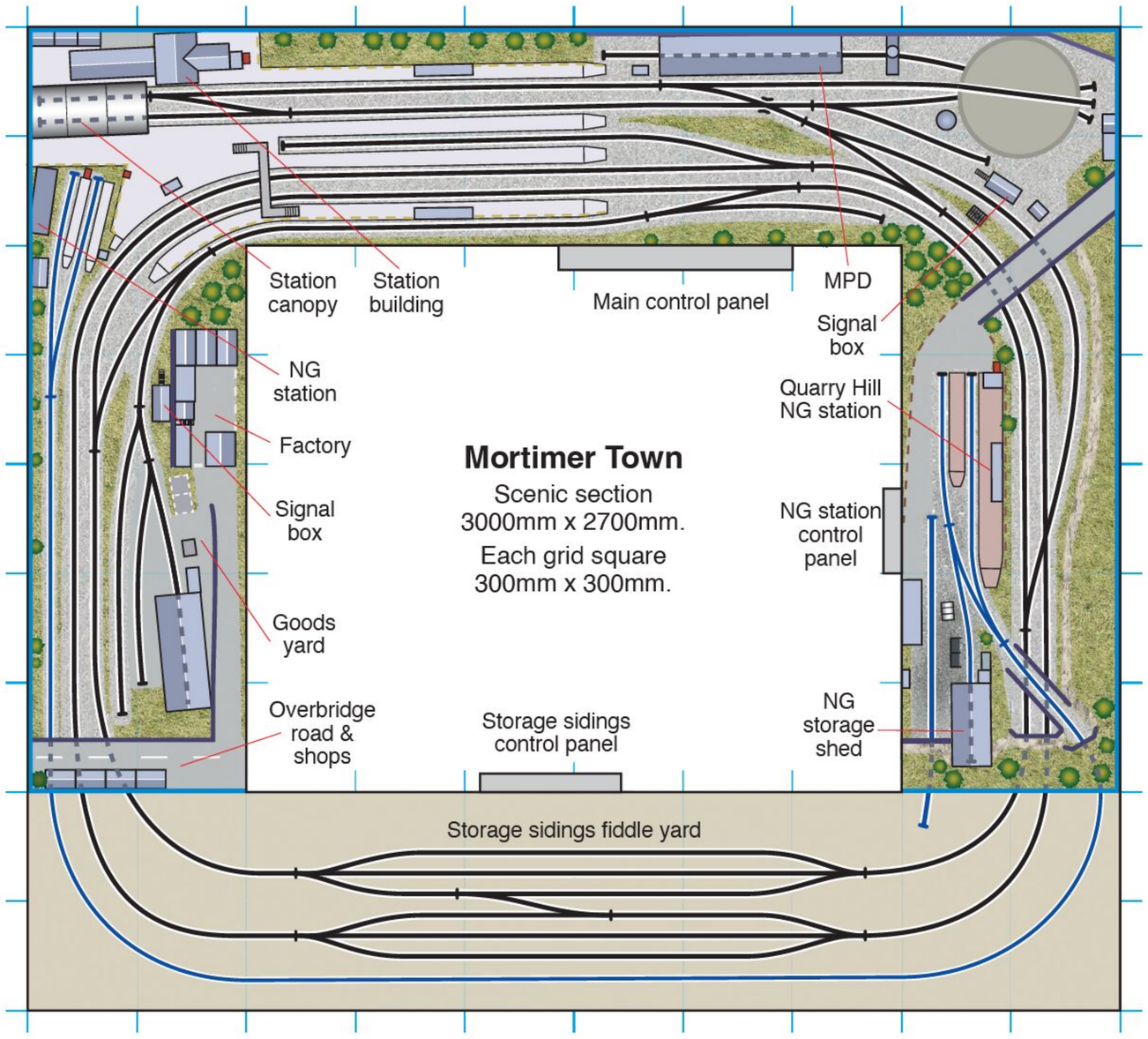
In many respects they are complementary, in that the garden railway occupies most of my railway modelling time in the good weather, while I can seek refuge in the darker months indoors working on the OO layout. This article is about the latter.

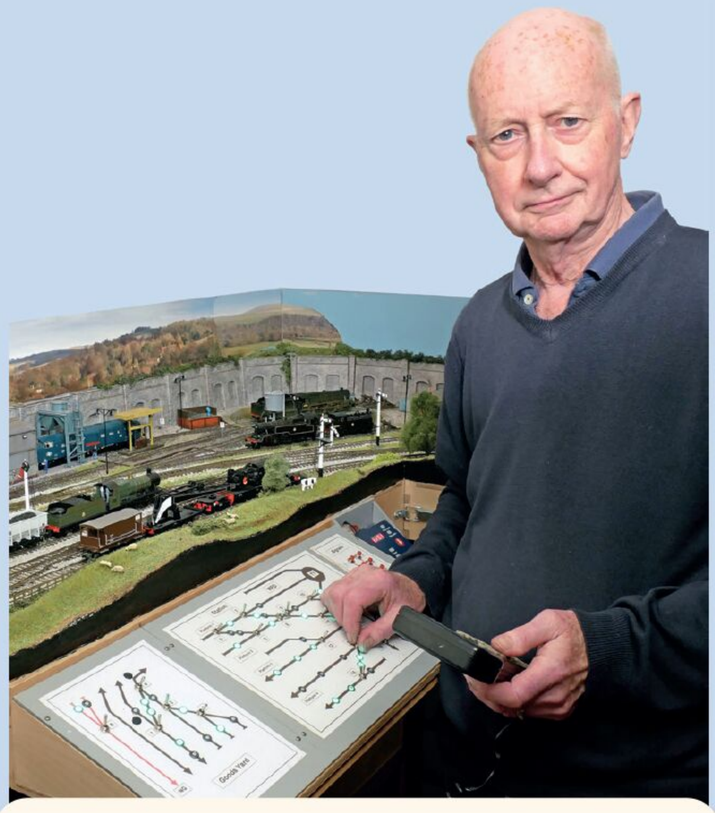
I hadn't really completed much in terms of OO modelling until a house move around 10 years ago gave me a little space to play with. This culminated in an end-to-end, terminus station to fiddle yard layout that took a



▲ Collett '7800' Class No.7824 *Iford Manor* approaches the through platforms at Mortimer Town station with a train of Mk.I coaches, while a Class 121 'bubble car' heads into the bay platform.

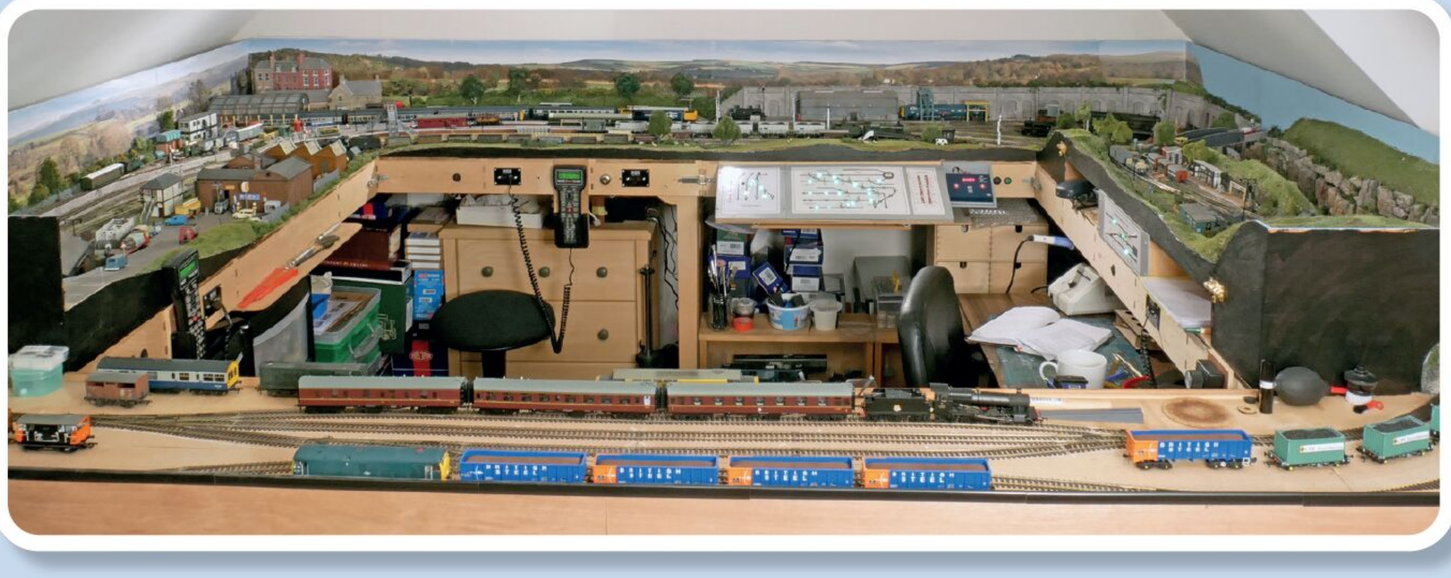
◀ A quiet afternoon at Quarry Hill station, with Lynton & Barnstaple Baldwin *Lyn* standing in the platform with a rake of 'Bug Boxes' ready for departure to Mortimer Town.





“ – to me, DCC has transformed the hobby, adding the dimensions of sound and lighting to locomotives and rolling stock, as well as improved operational possibilities, such as double heading – ”

Ken Walsh



An overall view of the layout.

couple of years to reach a reasonable stage of completion. However, the main incentive to build a layout in the first place was when I fully appreciated the opportunities presented by Digital Command Control and, in particular, the availability of sound and lights in locos, as well as the operational ease. A later pull factor was the decision by Heljan to provide models of various BR railbuses – I’ve always had a soft spot for these and first generation Diesel Multiple Units.

Having learned a lot from this first build, I decided to salvage what I could and use this in a new, much bigger endeavour with a continuous run. This became *Mortimer Town*.

Layout rationale

I have wide-ranging tastes in railways encompassing all forms of motive power (the

In the motive power depot, ‘Black Five’ No.45010 stands on the turntable while BR Standard Class 3MT No.82001, right, takes on water and J72 tank No.68733, left, stands awaiting its next turn of duty.

An overview of the goods yard and bridge with a Class 08 on shunting duties, while Lynton & Barnstaple Baldwin *Lyn* trundles towards Mortimer Town narrow gauge station with a single coach.

Twilight falls on Mortimer Town station as a large logo BR liveried Class 37 and Mk.IIf coaches await departure, and Class 117 and 121 DMUs occupy the other platforms.

Stanier 'Black Fives', DMUs, and HSTs being particular favourites), different locations (though I was brought up on Merseyside, living close to Bank Hall motive power depot) and different time periods (including early BR and the 1970s BR blue era). So my layout needed to have the freedom to run all sorts of trains, mixing and matching just as I wanted, and I suspect many layouts that are not intended for the exhibition circuit are of this sort.

Furthermore, there were certain other things I wanted to be incorporated in the layout to keep me happy and, importantly, interested. First, there needed to be a continuous run so I would be able to 'watch the trains go by', while at the same time there needed to be some shunting interest. A major station was required – in the event, I ended up with a combined terminus and through station.

A motive power depot with turntable was high on my priorities – I just like them but they can also be quite space-saving. Later in the planning stage I decided that incorporating an OO9 line would be a good idea, with a small station close to the main line one (such as you find at Aberystwyth or Blaenau Ffestiniog) and then climbing to a higher-level halt. Maybe I tried to pack too much into the space available but, on reflection, it has all come together reasonably well.

Construction essentials

The layout is built across six baseboards, each measuring 150cm x 60cm and giving overall dimensions of 300cm x 270cm. Like most indoor layouts, the size was dictated by the dimensions of the room available, though I am fortunate in having a dedicated space at the top of the house that is warm and well lit.

The baseboards are quite substantial, with 8mm plywood tops and sides, along with 5mm ply internal supports, all on removable legs set at a height of 1m. The layout was never intended to be portable in the sense of taking it out of the house for exhibitions, though it was designed to be broken down into the six individual boards should a move be necessary. For that reason, there are locating dowels, straps and rail gaps at the baseboard joints, along with plugs and sockets for the electrics on each board.

Part of the OO9 section sits on a raised area overlooking a cutting for the main line, with a long incline to reach it situated at the rear of the storage yard section. This is removable to allow access to the electrics underneath.

Track and pointwork is Peco Streamline code 75 for the main line and code 80 for the

such as double heading. Sound, in particular, drew me back into OO gauge when it first appeared in commercial models.

I wanted to use operational signals as much as possible and the Dapol models are used throughout, with the latest servo-controlled ones proving particularly effective. I also wanted to illuminate the layout to take advantage of the excellent lighting now possible in motive power and rolling stock, and so all sections of the layout have appropriate lighting in buildings, on platforms, in yards, etc. This also provides an extra running dimension, though it is quite a fiddly job and it helps if you like working on the layout electrics, as I do.

Scenic details

The focus of the layout is Mortimer Town station, which combines two terminus platforms, two through platforms and one bay road. A key consideration was to have transitional curves on the through section, which was necessary where platforms are concerned. However, the raised OO9 section and cutting for the main line was the most involved scenic section, with rocks being created from moulds and hills formed from the conventional method of cardboard formers filled with paper and covered with Mod Roc.

Track was first given a wash of Sleeper Grime before ballasting and, on the latter, I'm a great advocate of the product Ballast Magic from Deluxe Materials, mixed with the fine grey granules available from various sources. The sidings in the MPD area are ballasted with a darker mix to replicate the outflows from locos which have been in for servicing, such as ash and coal residue.

The buildings and accessories are mainly from proprietary sources such as Bachmann

A BR blue Deltic diesel is stabled for servicing at the motive power depot.

Viewed from up on the factory roof, it is a busy time at Mortimer Town narrow gauge station with ex-Penrhyn Quarry Railway Hunslet *Blanche* departing with a mixed freight and ex-Lynton & Barnstaple Baldwin *Lyn* awaiting duty in the other platform.

OO9 section, with DCC Concepts Cobalt Analog IP point motors used to operate the point tiebars.

The layout is wired for DCC with NCE handheld controllers. I prefer to have tactile layout controls, and so there are three mimic boards with illuminated track plans and point switches: one for the main line, one for the storage sidings and another for the OO9 elevated area. To me, DCC has transformed the hobby, adding the dimensions of sound and lighting to locomotives and rolling stock, as well as improved operational possibilities,

A Ffestiniog Railway Double Fairlie with a short rake of 'Bug Box' four-wheelers crosses the narrow gauge bridge over the main line rock cutting on its approach to Quarry Hill station, while a standard gauge train of coal hoppers passes beneath.

company. This was then wired underneath, running off a 9V power source common across the layout.

Printed papers of paving slabs were also put to good use in the hardstanding areas around the loco shed and goods shed. I like forming cameo scenes such as the filling station, or the high street of retail premises on the overbridge – these bring the layout to life and the lighting adds a new dimension.

Locomotives and rolling stock

As already mentioned, anything goes on this layout, and I like taking advantage of the excellent range of proprietary models now available and the ever-improving quality.

However, I'm not averse to keeping to some boundaries – such as having just a selection of BR 1950s/1960s steam power with appropriate rolling stock (such as maroon Mk.I coaches) or the blue period of the 1970s with HSTs, DMUs, Class 25, 27 and 55 locos, and blue & grey Mk.II coaches plus goods trains of various compositions. This *laissez-faire* policy also extends to the OO9 section of the layout, though most of the engines and stock are of either Ffestiniog or Lynton & Barnstaple outline. The quality of OO9 ready-to-run models is now so good, I feel that it justifies having even just a small narrow gauge section.

Moving forward

Mortimer Town is my second proper layout in OO gauge and has taken about three years to reach its current state – which is 'finished', though not quite! Small details will be added, and it may be difficult to resist acquiring some new locos and rolling stock.

However, the layout will continue to give running interest for some time while I start considering my next indoor project, probably a model of an actual prototype location – but in O gauge this time. This is one of the key values of railway modelling: the ability to develop skills and move on to different projects.

Scenecraft and Metcalfe Models, but with some adaptation. I scratch-built all the platforms using mounting board covered with printed paving/brick sheets and with edges painted. All were then fitted with LED lighting, mostly from the Train Save

Steam power rules on this particular day, as an ex-LMS Fowler 4F and train of coal wagons runs by on the station bypass line, while an ex-GWR Class '4300' Mogul trundles through the station with coal-laden hopper wagons.

A Fowler 4F passes by with a train of coal wagons on the main line as Hunslet 2-4-0STT *Blanche* heads along the narrow gauge line with a mixed freight.

The uncommon Toad

In last month's Talking Points feature it was suggested that there has been no better time to take up O gauge modelling. For those who are keen to get a feel for the larger scale, constructing an item of rolling stock can serve as an ideal starting point, as **CHRIS FORD** *demonstrates here with a brake van kit from the Peco stable.*

▲ **The completed model, finished in GWR grey livery.**

Photography by the author

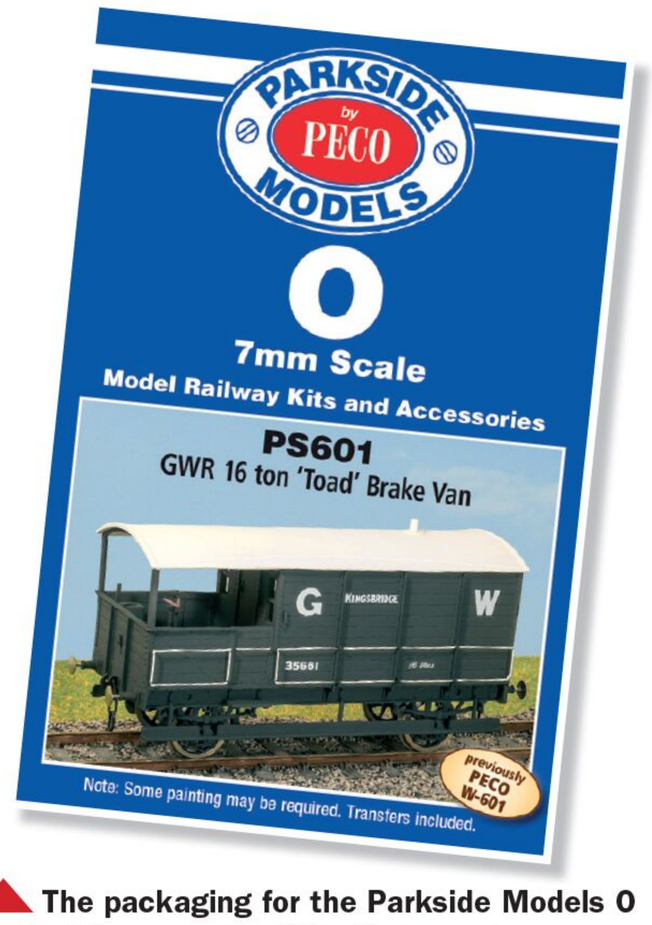
The standard Great Western Railway single balcony Toad brake van will be familiar to many modellers. In model form it has been produced in kit and ready-to-run versions in all three of the major scales, but most of these have one thing in common – they are of the later versions of the vehicle (generally Diagram AA19 onwards) rated at 20 tons and with a wheelbase of 16'.

In the Parkside Models (by Peco) O gauge range, the ref.PS44 kit follows this trend, but there is a shorter (and for the small layout, far more useful) item that also exists in the manufacturer's 7mm range, this covering the shorter-wheelbase Diagram AA3 16-ton design (ref.PS601).

The GWR built brake vans from 1865 right through to the 1940s and the Diagram AA3 type falls roughly in the middle of this timeline. As usual, there is no logical linear route through building dates and, in fact, the AA3 doesn't, as you might think, fall neatly between AA2 and AA4. In fact, several older vans were later added into the diagram group mainly because they fitted into the general size and weight category.

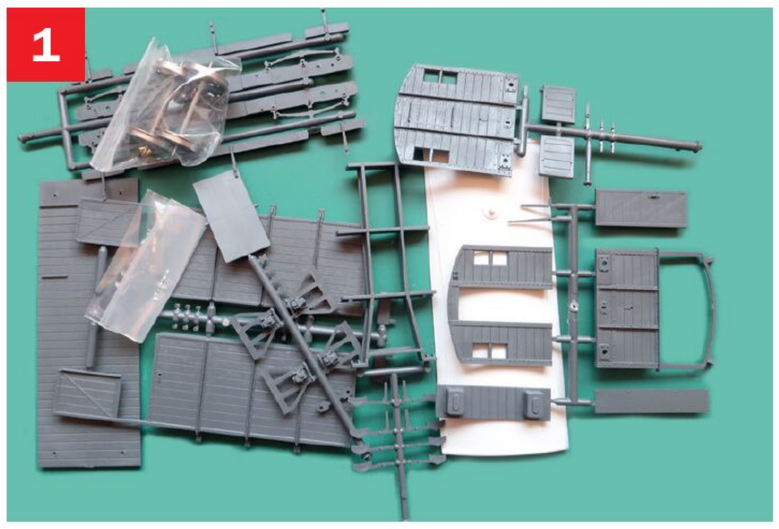
The Parkside van represents what might be termed as the largest group within the AA3 diagram, built from 1888-1901. Some of these lasted until Nationalisation, but most were scrapped at this point or before. There is, however, at least one in preservation (at Didcot Railway Centre).

The Peco kit is of plastic construction and should present few challenges to modellers who are already familiar with OO gauge rolling stock construction, with only a minimum selection of tools required. In short, if you can build an Airfix kit, then you can build this! The instructions are in numbered form with an exploded diagram, though I am notorious for changing the order of construction and these deviations are detailed in the accompanying steps.



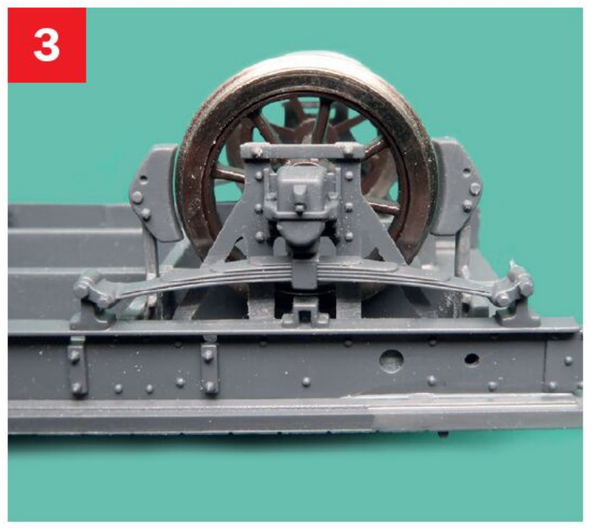
▲ **The packaging for the Parkside Models O gauge kit, now part of the Peco range.**

Constructing the kit



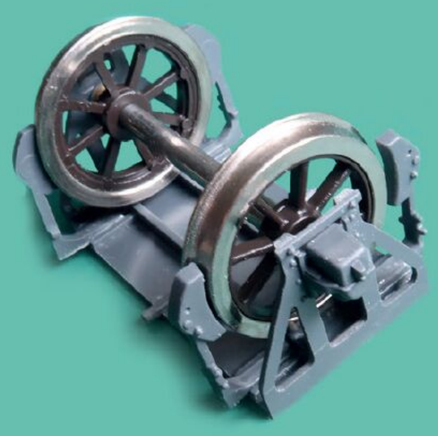
1 **The kit comprises a set of plastic parts, along with packets containing wheels, bearings and buffers. There is also a coil of brass wire for the handrails. Usefully, the plastic parts are moulded in colours that are fairly close to that of the intended GWR livery.**

2 **My personal goal for any kit-built vehicle is to get the underframe up and running before the body is tackled; there is no point in having a stunning upper section if the chassis is twisted and derails. Here the fixed W-irons are fitted using liquid solvent. Note that my first deviation from the instructions was to add the bearings before these were fitted and not after. The second was to leave the footsteps until the very end of the build.**



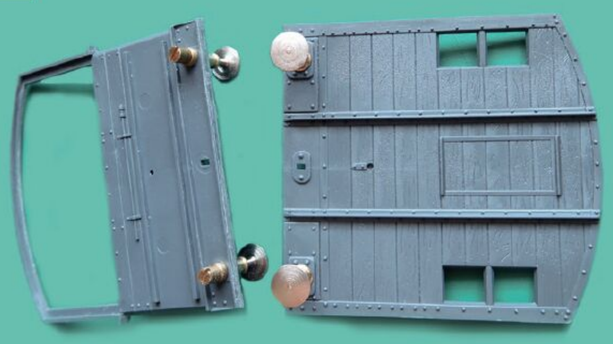
3 **Here the wheelset has been added along with the second W-iron, making sure that the axle was parallel to the end of the floor and level. The brake shoes have also been added here. These needed a little reduction in height to match the centre of the tyre, and even now they could be a little closer.**

4



The second wheelset is mounted in a rocking W-iron assembly. This was constructed in a similar manner to the fixed end, and again the brakes needed to be adjusted to get them somewhere near to the centre of the tyre. This was simply a case of reducing the 'foot' until all was well. The assembly was mounted in the small plastic pivots, taking care not to get solvent into the plastic bearing.

5



With the basic chassis built – and tested through a crossover of track – I was happy to tackle the bodywork. I started with the ends and added the buffers. I'm not a great fan of sprung buffers in any scale as you can't scale the mass and weight of a vehicle. These are intended to work via a length of spring steel against the inside of the coupling hook, but as the plan was to go with an auto-coupling, I fixed them solid with some gel superglue.

6

The ends were fixed in place with solvent, with a steel square used to make sure that they sat true. I then started some initial painting. The thought behind this was that it was easier to do it while the balcony was open, rather than try to waggle a paintbrush through the doorways. A base coat of Humbrol No.29 (Earth) acrylic went on first, while a slightly thinned-down application of Humbrol No.64 (Pale Grey) accentuated the planking while the brown was still wet.

7

The handrails are the most time-consuming part of the build. Slow and patient was the key here. The instructions advise putting these on once the body is built. However, I took what I considered to be the easier route of fitting them while the sides were flat. The wire is soft brass and comes coiled, though some modellers may wish to replace this with harder straight section wire for a crisper finish. Note that I lost one of the handrail supports and had to make a replacement from plastic strip.

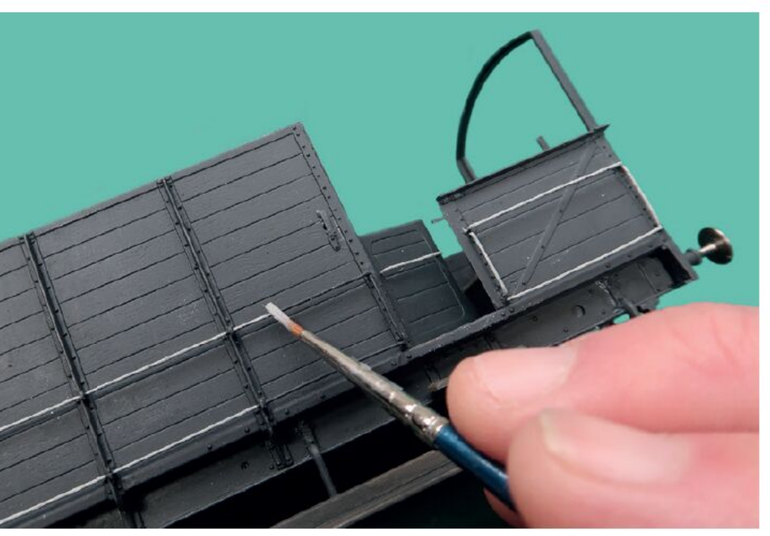
8

Both the full end and the inner end with the door were painted; Humbrol No.243 was chosen as a close match for GWR dark grey. When these were fully dry, the glazing parts were cut and then fixed *in situ* with a tiny amount of UHU (applied with a wooden cocktail stick). There may be better adhesives for this, but old habits die hard.

9

After the balcony details were added and painted, the inner end was fitted, followed by the finished sides. The van needed a little weight, so a strip of redundant lead flashing was fixed to the floor with UHU, followed by a 'belt and braces' addition of some lengths of waste sprue. (I didn't want the lead weight becoming loose and rattling around inside once the roof was fixed.)

10



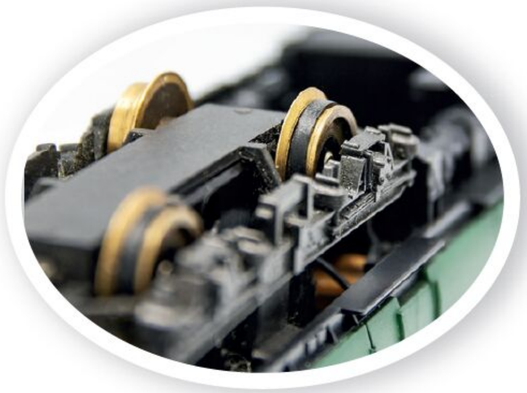
The entire van was then given a couple of light coats of Humbrol No.243. Once fully dry, the handrails were picked out in light grey. (Brilliant white would have been too bright and, in reality, weathered down quite quickly.)

11

The roof was also painted a pale grey (rather than white) and attached, with the transfers then added and sealed with Humbrol matt varnish. Finally, the whole van was given a light coat of weathering using dry-brushed acrylics.

Replacing traction tyres in 00

TOBY JENNINGS *shows how to fit a new set of traction tyres to a Lima Class 117 Diesel Multiple Unit.*



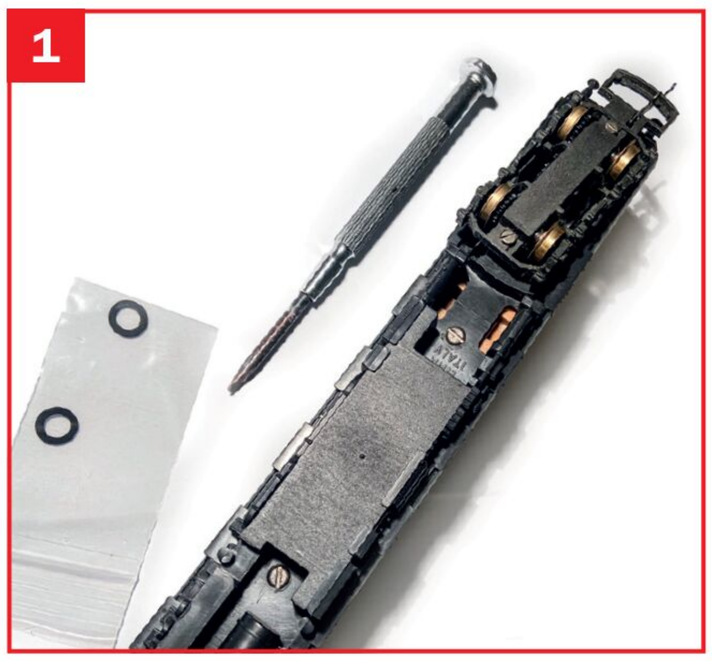
▲ **The Class 117 DMU, formed of W51340 (ref.L205139) and W51342 (ref.205137).**

Back in the late 1990s and very early 2000s, the go-to manufacturer for diesel locomotives was the Italian firm Lima – and while these models have long since been surpassed by super-detailed offerings from other companies, they still have much to commend them for beginners in the hobby. Generally accurate and capturing their prototypes fairly well – their tooling now forms the basis of many items in the Hornby RailRoad range – they can, like RailRoad items, still be made to look quite good with some extra detailing. They can also be picked up at affordable prices on the second-hand market, and while their mechanisms can be very noisy, they are rugged and reliable.

The Class 117 Diesel Multiple Unit on these pages is a case in point. Dating from 1980, and therefore at least second-hand when I acquired it in the early 2000s, it formed the last passenger train on my last layout on 5 October 2007, and had been in storage ever since. Yet, on being exhumed, it still worked, and once its wheels had been cleaned thoroughly, it proved a much better performer than I remembered or had expected – yes, typically for this manufacturer, the motor sounded as though it was full of track ballast, but the actual running was remarkably smooth for its age.

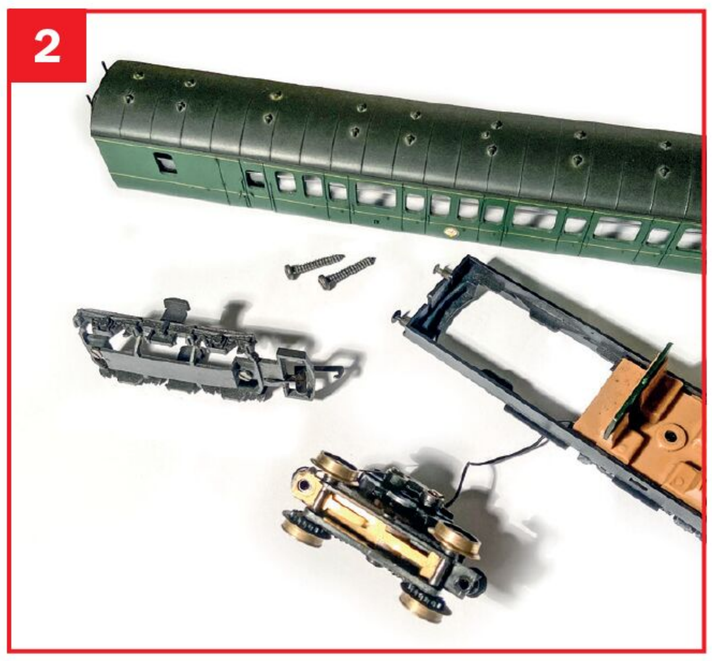
One maintenance requirement to note on Lima models concerns the rubber traction tyres on the motor bogie: these are consumable items that will eventually need replacing, and somewhere along the line, this DMU had lost them altogether. Fortunately, they are still readily available as spare parts; mine were obtained from a stall at the recent Warley at Statfold exhibition, but other suppliers include Peter's Spares and Cheltenham Model Centre. The tyres come in two sizes, so be sure to buy the correct size; the Class 117 requires the smaller type.

1



▲ **The bodies of most Lima diesels are attached to the chassis by simple clips above the bogies, but the Class 117 is fastened by two screws on the underside of the chassis.**

2



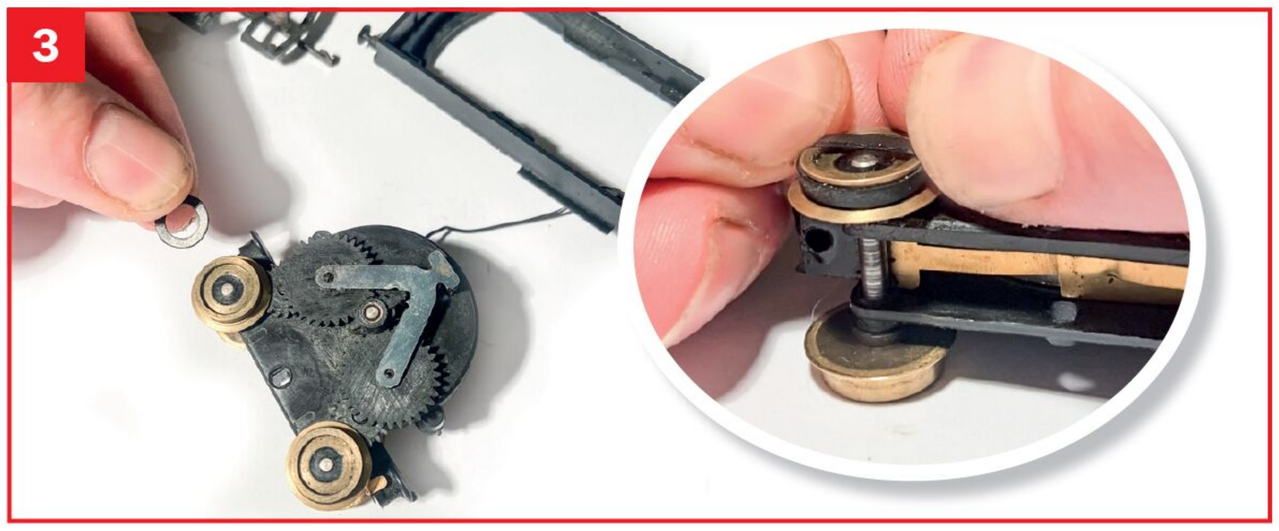
▲ **The motor bogie simply unclips from its slot in the chassis, then to access the wheels, the bogie frame needs to be removed; this is also held in place by two screws.**

Suppliers

Peter's Spares
01642 909794
www.petersspares.com

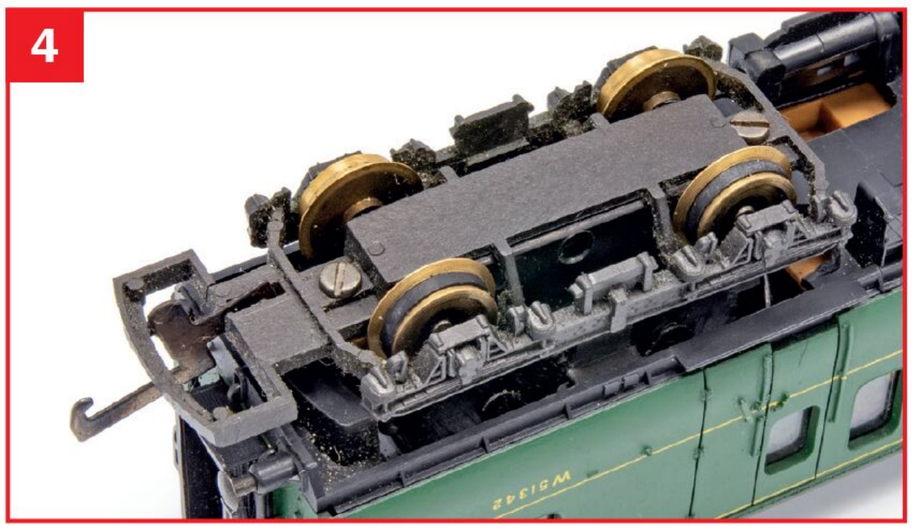
Cheltenham Model Centre
01242 523117
www.cheltenhammodelcentre.com

3



▲ **The rubber traction tyres can then be stretched over the wheels, slotting between the tyre and a lip on the outer edge to keep them in place. Note also the pick-up wire running from the other bogie…**

4



▲ **…which is one part of the Lima motor bogie that does *not* seem to be very robust: the soldered connection is easily broken, so take care when reassembling the chassis.**

Comment

Observations and opinions on railway modelling

Luke Harris

School students' show success

"On the weekend of 25 & 26 January 2025, members of the Wilmington Grammar School for Boys Model Railway Club displayed their layout at the Erith Model Railway Society Exhibition: this represented the culmination of 16 months hard work.

It was following the success of our school's 'Steam Week' in July 2023 (as reported in the October 2023 RM), that we decided to form our own regular model railway club, where students (and teachers) could meet at lunchtimes and after school to create a model railway, with the intention of showing it at exhibitions.

The result of this was the OO gauge layout *Aberilmington*. The 'Aber' part of the name refers to the fact that both Paul Clark (my colleague and the joint coordinator of the project) and I are graduates from Aberystwyth University, and also that the layout has a waterside setting ('aber' means estuary in Welsh). The second part of the name is taken from that of our school. The layout consists of three scenic modules, each 160cm long and 52cm wide. These were built to fit inside our school minibus, our only real means of transportation. There are plans for two more modules to be built, hopefully by the end of this academic year. There are also fiddle yards at either end.

The centrepiece of the first two scenic modules is a viaduct, built from Metcalfe Models card kits (kindly donated by the manufacturer). The decision to lay the track on a relatively narrow piece of wood, some 15cm above the baseboard level, posed many challenges during construction, which members of the club worked hard to resolve.

Another challenge was making the inter-board connections for the track and electronics. This led to some ingenious problem-solving taking place and the students developing a whole range of skills in order to ensure that the boards matched up and worked successfully. Studying other layouts at the recent exhibition certainly gave us plenty of ideas for the connectivity and wiring of our existing and future modules.

Work on the third scenic module, which incorporates a quarry scene, only started just over two months before our maiden exhibition. On reflection, perhaps this wasn't the best idea, but through dedication and teamwork, we produced something we are incredibly proud of.

Presenting all weekend at the Erith Exhibition was a really fulfilling experience for everyone involved. It was fantastic to speak to so many members of the public, along with many of those who were exhibiting their own layout. There was real excitement and interest in the fact that young people had become involved in the hobby. We were even filmed by YouTuber Dawn Quest and also received invitations to other exhibitions in the South East.

...through dedication and teamwork, we produced something we are incredibly proud of...

The building of our layout has been a great experience. We've seen some students become involved in the club, not because of a particular interest in model railways, but because of their interest in the skills it requires, such as woodwork and electronics. However, the demands of building the layout in just a couple of lunchtimes a week (these each lasting 50 minutes) and 75 minutes once a week after school, meant that everyone became involved in the modelling aspects, which the students have really enjoyed.

As we've mentioned previously, almost all aspects of our layout have been created using donated items; excluding a kind donation from our school's Parents Association, we've been totally reliant on donations from companies such as Rapido Trains UK, Gaugemaster and Bachmann, along with help from Trainsporters, which has enabled us to protect our locomotives. The three times we've been mentioned in RAILWAY MODELLER have also brought about many generous donations from readers: thank you once again.

We've also been hearing from a student at St John's School in Marlborough, who is part of a model railway club at his school – it's fantastic to think that there are other schools who are encouraging young railway modellers as well.

This is by no means the end of our journey. As mentioned, we've still got to build two more modules, which will depict an urban setting with a terminus. We also have plans to develop our N gauge layout, which we began last year. In addition, through the kindness of RM reader Tom Reeds, we have our first OO9 locomotive and there is now excitement about building a micro layout for this.

Looking further ahead, for the third year running, this July will see a group of Year 7 students (aged 11-12 years old) building a large layout as part of our 'Steam Week', many of whom will have no prior experience.

With future projects planned, together with the prospect of attending exhibitions, there is plenty to ensure the model railway club continues to thrive in the months and years ahead, with the continuing aim of encouraging more students to become involved in the hobby."

Luke Harris** is the Joint Coordinator of WGSB Model Rail Club, and Head of History and Politics at the school. For offers of donations, Luke can be contacted by email at: **lharris@wgsb.co.uk

Pictured (from left to right) in front of their OO layout *Aberilmington*: Paul Clark (Joint Coordinator of WGSB Model Rail Club, Teacher of Geography), Jake, Nathaniel, Richard Kinderman (Parental Volunteer), Ben, Joe, Riegardt, Luke Harris (Joint Coordinator of WGSB Model Rail Club, Head of History and Politics). Also involved, but not present for the photo, are Oscar and Matthew.
Photo: Jake Shering

Readers' Letters

We can only consider for publication letters which are accompanied by the writer's full name and address (although we do not publish the latter except in the case of appeals). This also applies to all correspondence received via electronic means including email to: **editorial@railwaymodeller.co.uk**

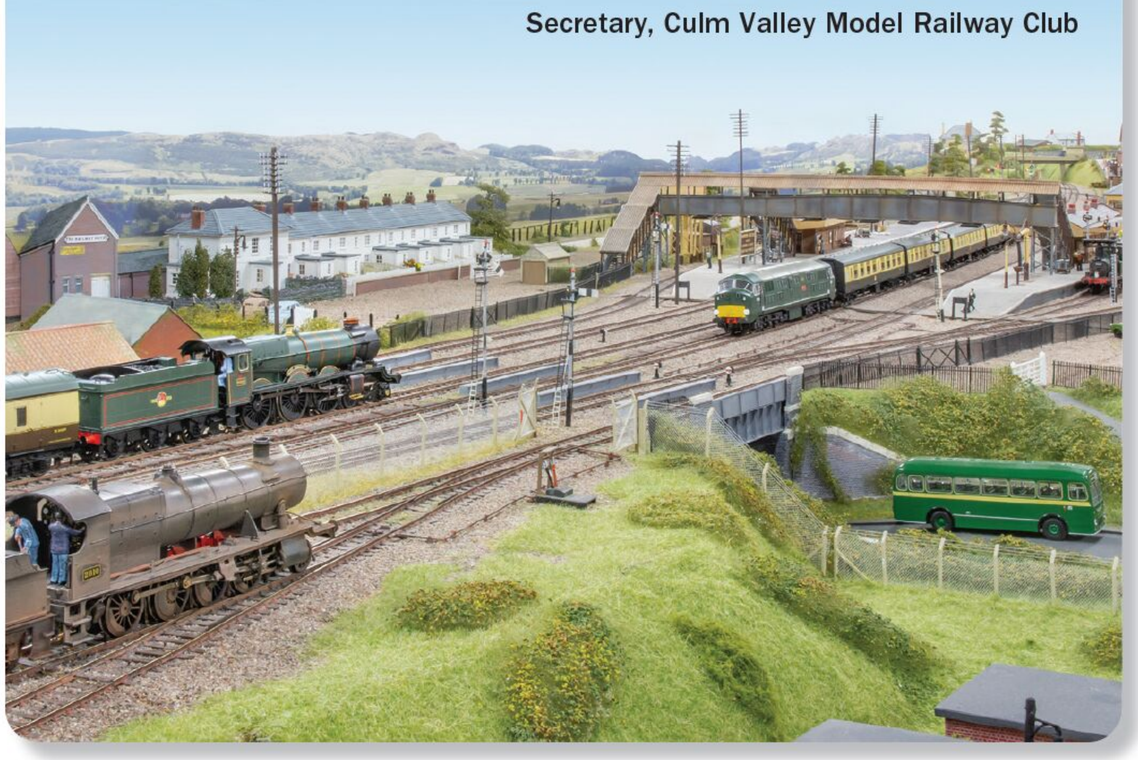
Correspondence for forwarding to any of our contributors must be addressed to them c/o RAILWAY MODELLER, Underleys, Beer, Seaton, Devon EX12 3NA.

All correspondence published here represents the opinions of the authors only and not RAILWAY MODELLER.

Tiverton Junction layout proves a popular attraction

Since RAILWAY MODELLER featured our club layout *Tiverton Junction* as Railway of the Month in the January 2024 edition, we have been getting visitors from far and wide. A couple drove down from Gloucester, a 200-mile round trip, just to see the layout and drive home again. Another couple delayed their week in Cornwall by one day in order to see the layout on their way down from London! We average anywhere from 60 to over 100 visitors on each Sunday opening. We have also increased our club membership since the publication of the article.

PETER FOSBERRY
Secretary, Culm Valley Model Railway Club



Feedback on Hornby 'Five'

I am a subscriber to RAILWAY MODELLER and read with interest the reviews of new products. I have recently taken delivery of the Hornby ref.R30225SS 'Black Five' with smoke unit and interchangeable lamps. The lamps are, in my personal opinion, still awkward to change and I hope Hornby will improve this on future models.

The locomotive has excellent detail, but I would question the positioning of the lamp brackets. Hornby has placed the top lamp bracket to the right of the smokebox. When locos carried this bracket in this position, the bottom middle bracket on the bufferbeam was moved to the right (as you look at the loco from the front). This, I presume, was so that signalmen could clearly see at night that this was a Class 8 through freight train.

I feel it is unfortunate that the lamp brackets have been positioned where they have on what is otherwise an excellent model.

CLIVE WHITAKER

Heaviest weathering

Here is a very dirty Class 66 that would be a challenge to weather in model form. It is 66 718 hauling loaded stone wagons from Hindlow to Small Heath Lafarge on 27 January 2025, about to pass under Hall Lane Bridge in Baguley, Manchester.

GREG MAPE

Running a hybrid 12V dc & DCC system – an update

Further to my previous Talking Points articles in July 2023 and January 2025, I now find running trains without sound disappointingly quiet and somewhat less enjoyable – except when running both dc and Digital Command Control together on different track circuits; then it's not so quiet. Having 20 locomotives with sound but another 20 without, it is too expensive to have them all fitted for sound, so we have to compromise. In any case, more than 20 locos on the layout at any one time is operationally too many.

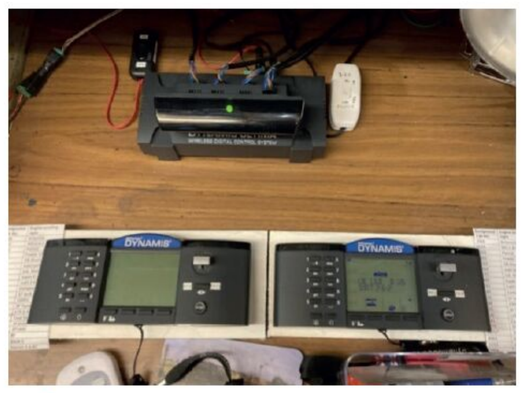
Recently, I have been experimenting with combinations of track cleaners. This is so I can discard the 'chip damaging' electronic track cleaning units previously wired in-line for each of my four Gaugemaster dc HH controllers, as shown in my first article in July 2023. The photo below shows the track cleaners I have been using, which include the Dapol track cleaner, Tri-ang R344 track cleaning vehicle and Centerline Products D36 Rail cleaning wagon.

I ring the changes sometimes, coupling several together, and use De Luxe Track Magic solution as appropriate. This seems to be working well. I have fitted the Dapol Track Cleaning unit with a £10 plug chip so it can run on DCC. So, using my dual Bachmann DCC controllers (pictured), I can independently control the hauling loco and the cleaning unit's motor speeds.

All in all, the layout continues to entertain, being run several times a week most weeks. So, once more I can recommend bringing DCC on board for all model railways originally conceived and built for dc only, by making some minor wiring changes.

OWEN EDIS

Track cleaning wagons in action.



Bachmann DCC controllers.

The 'Jones Goods' at Largs – in colour

Attached is a slide image from my collection which might be of interest. It hits the bullseye for the contents in the last RM: Highland Railway 'Jones Goods' No.103 with Great North of Scotland Railway 4-4-0 No.49 *Gordon Highlander* at Largs, on one of the 1959 Scottish Industries Exhibition specials.

I was given the slide over 60 years ago by the well-known Scottish railway photographer, Roy M B Crombie. Many of his images are in George C O'Hara's two books, *BR Steam in Scotland* and *BR Diesel Traction in Scotland*, with the credit 'Roy M B Crombie SRPS'. Being an original Crombie slide which was given to me personally, it will never have been published before and does not form part of the Scottish Railway Preservation Society collection.

ALISDAIR MACDONALD

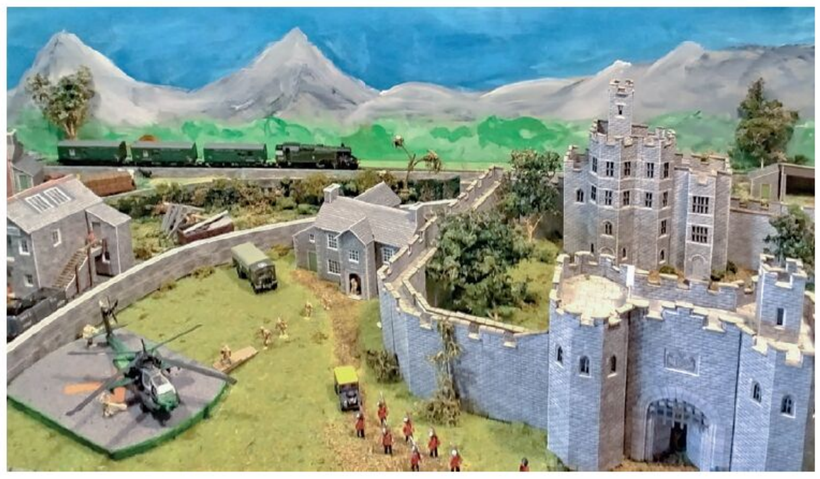
In memory of John Parry

Further to the motorised van article in the March RAILWAY MODELLER, it should be noted that the author, John Parry, sadly passed away in November 2023.

Judith, John's widow, has kindly donated the van to Warley Model Railway Club for use on our O gauge layout *Oldbury (Pearsall Street)*, to run on the brewery section for which the van was intended. There is a lot of John's work on this layout, which stands as a testimony to his modelling skills. We hope to exhibit and debut the layout at next year's Warley at Statfold show.

PAUL JONES
Warley Model Railway Club

[Ed. John's article was one that we had retained on file and, unfortunately, we were not aware of his passing prior to publication. Belatedly, we express our condolences to Judith.]



Joining the hobby at 86

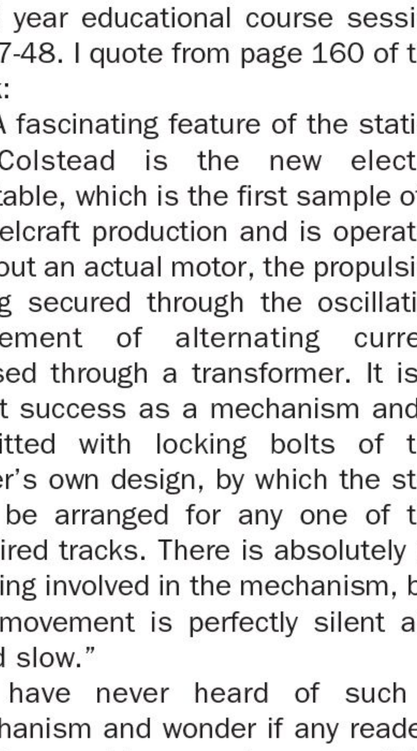
This is my first effort at railway modelling: at 86 I've finally got my own train set! Needless to say, it has given me many hours of pleasure.

Having only a small area to use – approximately 4' x 2' – N gauge seemed the appropriate medium. This may encourage others who may have just a limited space to have a go.

My local dealer, John Dutfield, gave me much encouragement. I started with a boxed train, 'A Day at the Races' set, so the layout includes stables. I'm adding some more rail to give it a double oval.

ROY FARR

A model turntable without a motor or gears?



I have recently acquired an original third edition of the late Reverend Edward Beal's *Railway Modelling in Miniature*, awarded to a T R Gabbat as first prize by the S&T Engineers Department BR (NER) in respect of the third year educational course session 1947-48. I quote from page 160 of the work:

"A fascinating feature of the station at Colstead is the new electric turntable, which is the first sample of a Modelcraft production and is operated without an actual motor, the propulsion being secured through the oscillating movement of alternating current passed through a transformer. It is a great success as a mechanism and it is fitted with locking bolts of the writer's own design, by which the stop can be arranged for any one of the required tracks. There is absolutely no gearing involved in the mechanism, but the movement is perfectly silent and dead slow."

I have never heard of such a mechanism and wonder if any readers of RAILWAY MODELLER know anything about it, and/or if any such device is still made.

IAN GREENSHIELDS

Coming down off the (slate) fence

In Chris Ford's last piece on Making a Start in 009 (RM March 2025) he comments that the purists might point out that slate fences were more of a Mid-Wales feature. However, there is at least one North Wales example, namely the Penrhyn Quarry Railway, where the fences can still be seen in places along the footpath that follows the route up from Port Penrhyn.

I do have a very slight quibble with Chris's fences, which is that they do appear a bit too even along the top. I too modelled a slate fence on my 009 Welsh slate layout. Mine was made out of layers of cardboard, also with cotton, but I made the tops less even (see attached photograph) which I feel gives a better impression, although perhaps a little too uneven for the purists!

PHIL LUNDBERG

A youngster's own N gauge layout

Having read many articles regarding encouraging youngsters into the railway modelling world, I would share my experience with my grandson Mason. From being an infant watching Grandad's trains in the shed, he progressed to driving and suggesting things for my traditional OO gauge layout as he got older and avidly read RAILWAY MODELLER. Rather than change my layout, we built an N gauge track indoors, giving Mason the freedom to develop his own layout to what he imagined. It has Star Wars, farms, town, airport, zoo and Wild West areas; he loves it, and keeps adding new areas. The key is that he enjoys it and as he gets older it will give him the inspiration to build bigger and better.

JEFFREY MAIR

Totem A correction

Our news item in the March issue, regarding the planned Great Western Railway Totem A wagon in OO gauge by Oxford Rail, described this wagon in the plural; however, only one was ever built, No.41910 in 1899.

Snippets...

Well done to Salisbury shop

May I, through your letters page, congratulate Oz (Clive Osbaldeston) on his shop and Peco stockist Salisbury Model Centre being named Hornby Hobbies model shop of the year. It is always a pleasure to look around the shop, and I often spend a fortune having entered to buy just one item!

RICHARD JOHNS

Faringdon coach

Looking at Stephen Williams's marvellous layout of Faringdon (RM March 2025), I noticed a very unusual 'blood & custard' coach used for local services. Can anyone shed any light on this type of carriage?

IAN WATTS

[Ed. It is a Great Western Railway Diagram F.13 double-ended slip coach of the 'Concertina' design, so named because of its inset doors. Another picture of it appears in the second half of the Faringdon article, on page 279 of this issue.]

More on the behaviour of loose-coupled wagons...

John Rodway's letter in the March RAILWAY MODELLER, about additional braking power and replicating the gentle behaviour of wagons braking, brings back memories of a visit to Manchester Victoria in about 1963.

I arrived at the through platform at the same time as a westbound English Electric Type 4 diesel with a loose-coupled mineral train with all the couplings closed up from braking down the bank. The signal must have cleared, as the driver opened up the loco and the couplings started to open. Then for some reason, the driver hit the brakes, resulting in the couplings closing up through the train. At this point I retired to a safe distance, because the wagons were seriously bucking about and I thought they'd be joining me on the platform. If the guard had been stood up, he'd have been on the floor of his van, and I'll bet he gave the driver an earful at journey's end. To be fair to John, I'd never seen anything like it with steam traction.

DAVID MANN

Collett '5600' Class 0-6-2T

New from Minerva in 0

It was reported in our June 2023 issue that Minerva Model Railways was to produce the first O gauge ready-to-run model of the Great Western Railway Collett '5600' Class 0-6-2T.

Available Digital Command Control ready, DCC fitted or DCC sound-fitted, five un-numbered versions form the initial release: GWR green with 'GREAT WESTERN' lettering (as per our loaned sample); GWR green without lettering – allowing for the 'shirtbutton' logo or the later 'GWR' identification; BR plain black with early crests or late emblems; and BR lined green with late crests. Numberplates are not included, but a special deal, in partnership with the retailer Light Railway Stores, has been secured for Minerva customers to obtain a 50% discount on the purchase of custom etched GWR or BR period plates of their choice.

Our sample in detail

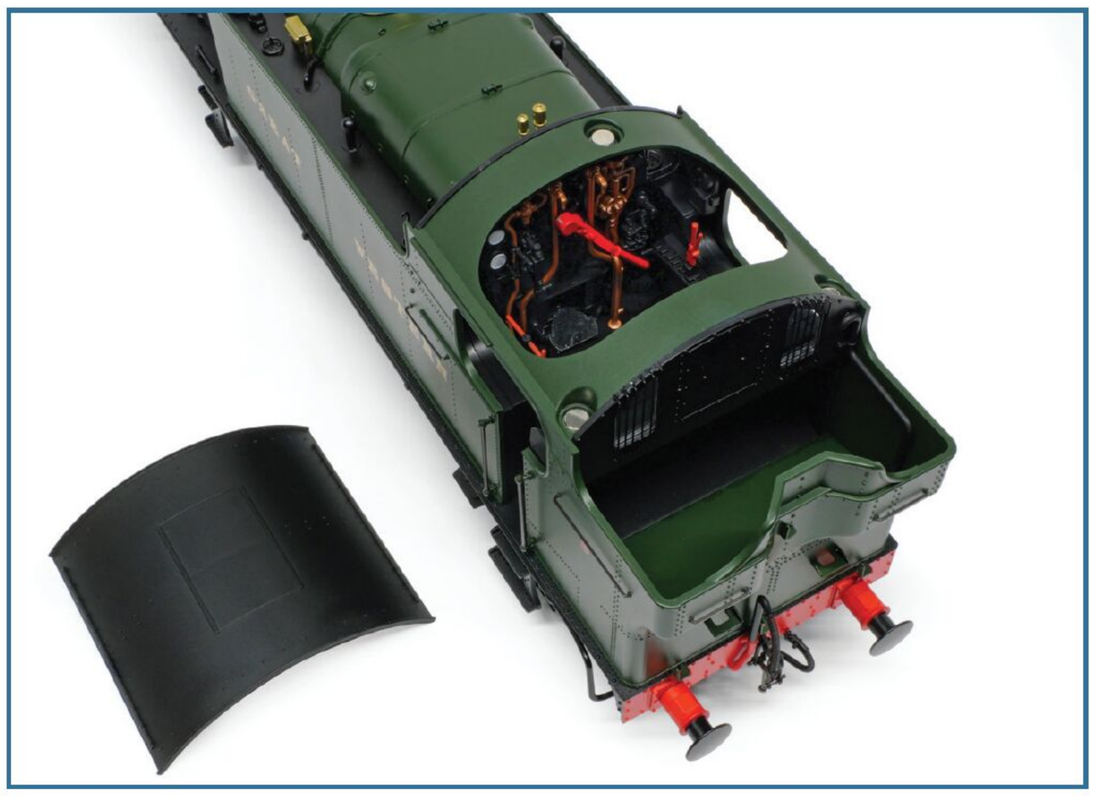
Construction of the '5600' comprises a die-cast running plate, chassis and wheels, with superstructure parts moulded in plastic. Other metal fittings include the majority of the lamp brackets, handrails, sanding gear rodding, and sprung buffer heads. Coupling hooks are also sprung, complete with fine renditions of the screw-link couplings (non-functional). The green paintwork exhibits a pleasing satin finish, with gold leaf 'GREAT WESTERN' lettering – complete with red & black shading – applied crisply to the side tanks.

The distinctive forward-heavy look of the prototype has been captured faithfully, complete with the gap under the boiler and a decorative rendition of the inside motion. The fit of the squat copper cap chimney – correctly without capuchon – is commendably flush, though the cap lacks the copper finish of the prototype. The tank tops bristle with a wealth of separate fittings, including fillers, lifting eyelets, oil boxes and fire iron bracket.

The tooling caters for the majority of the class during most of their lives, with the base models sporting many of the modifications received in traffic, including: recessed bunker with raised fender; cabside shutter rails; smokebox door-mounted top lamp iron; and repositioned front steps alongside the front coupled wheelsets. Optional details to finish your model are supplied in an extensive accessory pack, and cover the chief variables: tall safety valve bonnets on Swindon-built locos and short bonnets on the last 50 examples constructed by Armstrong Whitworth (though these were swapped around as boilers were changed); toolbox (located against the smokebox saddle on the right-hand side); the aforementioned cabside shutters; whistle shield; and Automatic Train Control box. The tall Swindon bonnet has been fitted for photography, this being a simple push fit.

▲ The detail parts pack includes both types of safety valve bonnet.

An odd design choice is the coupled wheel balance weights. Those on the centre driving wheels appear to draw inspiration from the early style fitted to the class – though the shape of these, in the eyes of the reviewer, is also slightly off. The weights fitted to the outer wheels also appear to be a less common type: studying various images of the class throughout their service careers, we have been unable to verify a prototype for this particular combination. Etched examples of the large balance weights – a later modification that was most common on the class – are provided as part of the accessory bag. Whilst the weights on the outer wheels can indeed be covered by their larger etched counterparts, the different position of the larger weights in relation to the crankpins on the centre wheels negates the fitting of these details. As the existing weights are formed as part of the wheel casting, it is difficult to see how these can be altered.



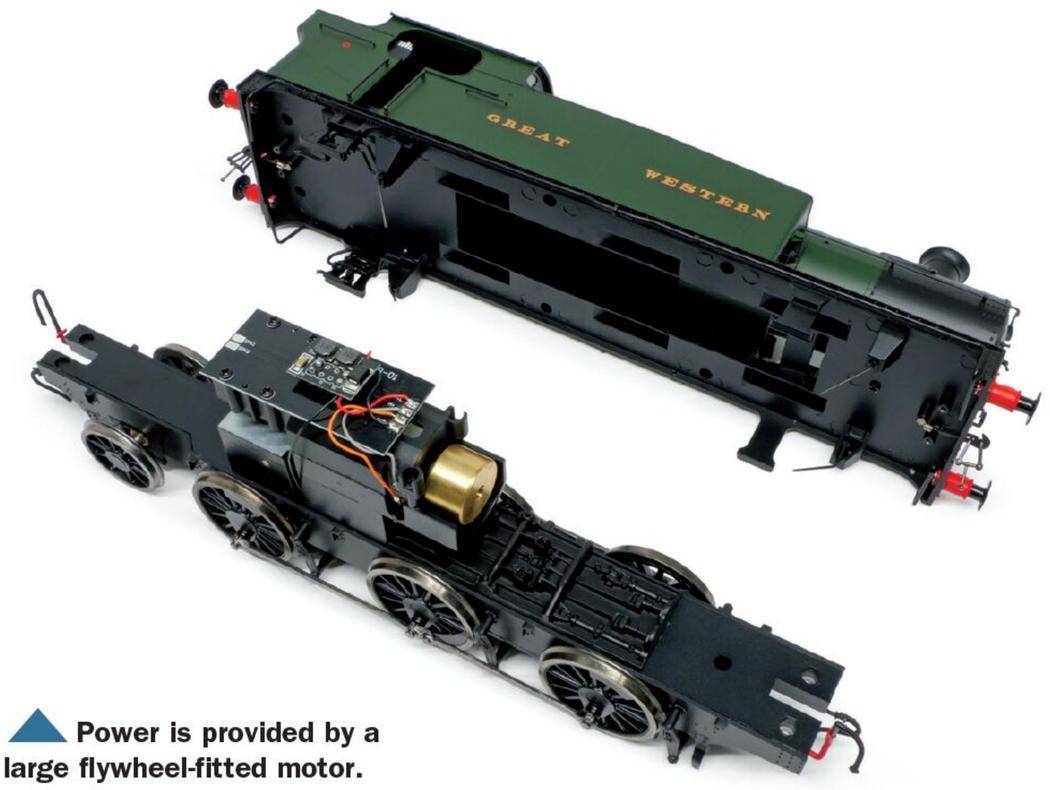
The cab roof is held in place by magnets, and can be removed to view the interior.

The cab detail is very impressive, and can be fully appreciated courtesy of the removable cab roof (held in place by three strong magnets). The majority of fittings – including controls and associated pipework – are separately fitted; these being either moulded in a copper-coloured plastic or picked out in red. The firehole door – complete with etched flap – is posed in the open position, though no firebox glow feature is present. Cab glazing is commendably flush, with the rear windows adorned with fine metal wire coal rails – each of which has been fitted individually! The bunker itself is empty, allowing the purchaser to add as much or as little coal as required.

Mechanism

Tipping the scales at a hefty 1,177g, the '5600' is powered by a large flywheel-equipped motor, driving the rear coupled axle through a 40:1 ratio gearbox. Current is collected via wiper pick-ups from all coupled wheels – all of which feature brass bearings – with performance under 12V dc operation being smooth and quiet straight from the box. An eight-pin decoder interface sits atop the motor housing, complemented by a pair of factory-fitted 15mm x 11mm 'sugar cube' speakers situated in a small enclosure below the printed circuit board.

Access to the mechanism and decoder is achieved by removing four screws between the frames – two at the front under the smokebox, with the second pair located under the bunker; it's worth noting that the vacuum and steam heat pipes are attached to the chassis, so care is needed when lifting the body away.



Power is provided by a large flywheel-fitted motor.

On balance...

Overall, Minerva has delivered an impressive model of these characterful Collett coal-hauling tanks – with plenty of scope for customisation, depending on the modeller's personal preference. The firm's next 7mm scale ready-to-run locomotive project tackles the austere US Army Transportation Corps S100 0-6-0T – better known to British enthusiasts as the Southern Railway USA Class. We await this model with great interest.

PROTOTYPE VIEW GWR '5600' 0-6-2T

'5600' 0-6-2T No.6609 at Radyr shed, near Cardiff, in 1935.
Photo: Rail-Online

Prototype information

The '5600' class was Charles Collett's solution to replace the many ageing 0-6-2 tanks that were inherited by the Great Western Railway from Welsh railway companies following the 1923 Grouping. Numbering 200 examples – the first of which was completed in 1924 – the class has the distinction of being one of the few GWR locomotive designs to be constructed in quantity by outside contractors, with the final 50 examples delivered by Armstrong Whitworth of Scotswood, Newcastle-on-Tyne, during 1928.

The class became a familiar sight on South Wales coal traffic, with locomotives typically facing chimney-first up the valleys, returning bunker-first – the higher speeds achieved during the descent necessitating the adoption of the 0-6-2T wheel arrangement for additional stability. Although principally associated with these duties, the locomotives could be found on all manner of workings, including local passenger, parcels and general goods trains, and in other areas of the GWR network.

All lasted into BR days, with the last survivors seeing out the end of steam on the Western Region. Nine examples remain in preservation.

The bunker is of the later design with recess and fender.

Sample loaned by

MINERVA MODEL RAILWAYS
PO Box 244, Penarth CF64 9FJ
Tel: 02920 531246
www.minervamodelrailways.co.uk

PRICES
£360.00 (DCC ready)
£415.00 (DCC fitted)
£495.00 (DCC sound-fitted)

GWR ‘B’ set coaches from Rapido Trains UK

It was first revealed in our January 2023 issue that Rapido Trains UK was to develop ready-to-run models of Great Western Railway ‘B’ set coaches from all-new tooling in 00.

Produced to Diagram E140, a total of 41 pairs of these coaches were constructed from 1930 for suburban and branch line duties in the West of England. Each close-coupled fixed set comprised a pair of non-corridor Brake Composites – each sporting a guard’s compartment, a single First Class compartment and five Third Class compartments, riding on 7’ wheelbase bogies. The vehicles were longer and wider than their predecessors, necessitating recessed guard’s doors and passenger door fittings.

No fewer than 10 twin packs, presented in eight GWR/BR colour schemes, form the initial releases. Many of the prototypes were allocated to specific routes, with a number of the packs reflecting this: the ‘shirtbutton’-liveried coaches branded ‘BODMIN BRANCH NO.2’, a GWR post-war lined set marked ‘KINGHAM BRANCH’, a GWR wartime brown set finished as ‘KINGSBRIDGE BRANCH NO.2’ and one of the crimson sets as ‘BRISTOL DIVISION NO.49’. An additional set in GWR ‘shirtbutton’ livery without allocation markings has been produced exclusively for the Coleford-based (Forest of Dean) retailer Derails.

Our samples in detail

For review we received samples of ref.946005 featuring W6989W & W6990W in BR lined maroon (without allocation markings) and Derails exclusive ref.946007 presented as Nos.6381 & 6382 in GWR chocolate & cream with ‘shirtbutton’. Both liveries are finished finely, with the smooth satin paintwork giving the coach bodies a convincing metallic appearance. Lining, numbers and lettering where applicable are also well applied, with door fittings picked out neatly in brass. However, our unbranded Derails exclusive still sports a ‘BODMIN BRANCH TRAIN 2’ allocation on the solebar.

The models comprise largely plastic mouldings detailed with separately fitted plastic and etched metal components, including lamp irons and metal wire handrails. Lighting control cables and passenger communication gear are moulded in relief – with the exceptions of the ‘tell-tales’ which are separate fittings and picked out neatly in red. The distinctive recessed grab handles and door latches are also reproduced finely as separate parts. Rectangular buffer shanks on the outer ends and short round buffers between vehicles have been captured faithfully, with buffer heads formed from plastic, but sprung.

Removable roofs afford access to the coach interiors; the roofs being held firmly in place by 12 clips (six each side). Each compartment boasts detailed renditions of the padded seating (suitably decorated dependent on class), and separately fitted etched metal luggage racks. Particularly worthy of note are the finely printed representations of period framed artworks and mirrors which adorn the walls!

The guard’s compartments are also well furnished – featuring planked wooden floors, a corner unit/desk with wall-mounted pigeon hole shelving, vacuum brake valve (complete with gauge) and handbrake column. One observation is that the printed renditions of vertical brake van door window bars are the wrong style for this particular diagram – these in reality being closely spaced horizontal bars.

The distinctive 7' bogies are bristling with fine detail, featuring full-relief representations of the leaf and coil springs, axlebox covers, rivet detail and brake shoes (which are in line with the wheel treads). The only detraction is

The coaches feature interior lighting.

Alternative glazing pieces with half-open droplights.

Stirling Single with Sturrock tender from Rapido Trains UK

In the August 2018 issue, we reviewed a sample of the 00 gauge Great Northern Railway Stirling Single (with large tender) commissioned from the Canadian model railway manufacturer, Rapido Trains Inc, by the retailer Locomotion Models. Now, two new versions of the Stirling Single have been produced, this time under the British arm of the manufacturer, Rapido Trains UK. One version, which is exclusive to Locomotion Models (ref.947002), is a re-run of the locomotive with large tender (pictured, left). The other version (ref.947001) has been released by Rapido Trains UK as part of its range of models (available direct and from stockists), and portrays the locomotive with the smaller, Sturrock-pattern tender (pictured, right). This is the first time the model has been available with this tender, this vehicle being developed from brand new tooling.

As per the initial release, the construction of the model makes extensive use of die-cast metal. This includes, but is not limited to, the boiler, cab, running plate, chassis block and tender bodies – the Sturrock tender example tipping the scale at 250g, and the re-released Locomotion Models version (paired with its restored 3500-gallon tender) weighing in at 264g.

Drive from the motor – ensconced in the boiler/firebox area – is to the rear two axles (the large driving wheels and trailing wheelset), with current collected from these wheels, together with those on the tender; the locomotive and tender are electrically connected via a sturdy eight-pin push-fit coupling. Both tender types are equipped with a 21-pin decoder interface, with dual factory-fitted 15mm x 11mm ‘sugar cube’ speakers sited below the printed circuit

the fine bogie tiebars, which have been fitted upside down; these fittings appear to be held lightly in place by a small amount of glue, so breaking this bond allows for the orientation to be corrected if desired.

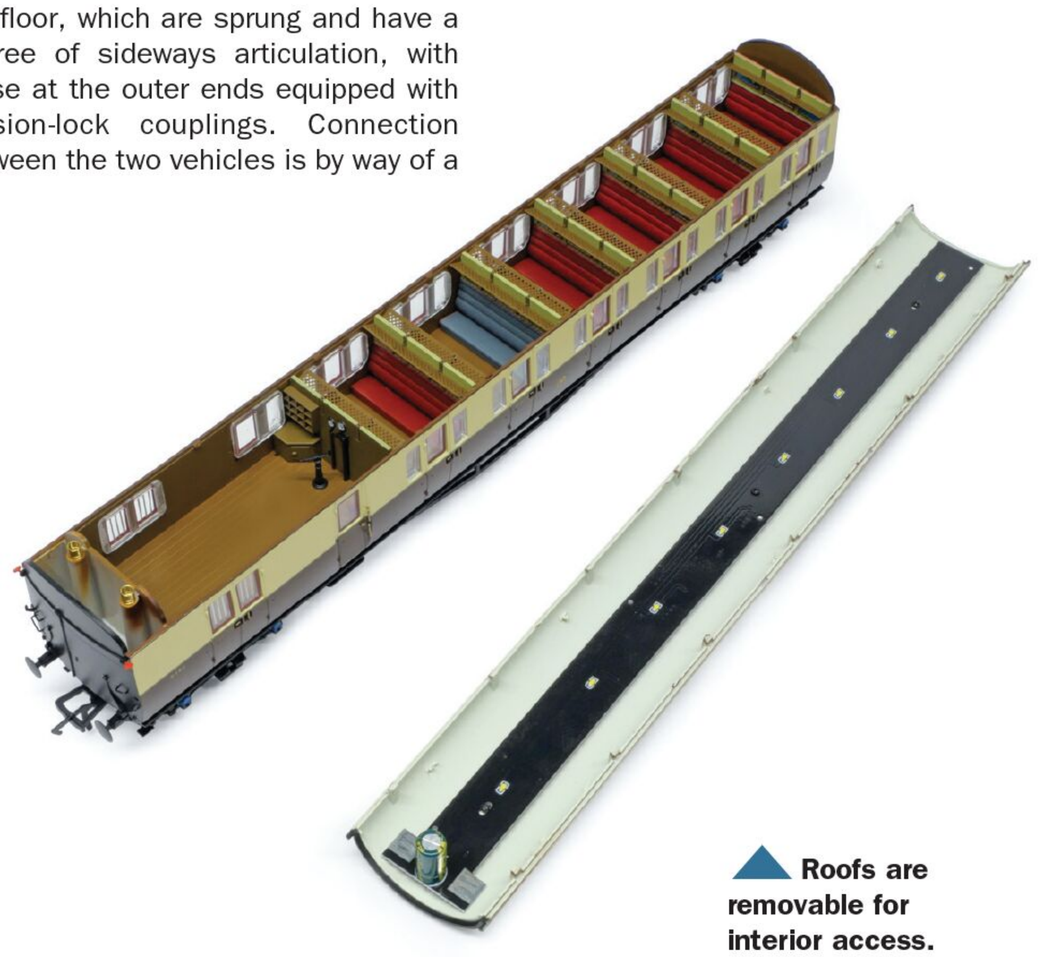
The level of underframe detail is also impressive, with fine depictions of the truss rodding, dynamo, cabinets and brake gear. The brake pull rods exhibit a commendable level of delicacy, these details aligning perfectly with those on the bogies – allowing the latter to pivot freely and negotiate second radius curves, whilst making for a convincing 'unbroken' appearance when parked on straight track.

The coupling pockets are mounted in brackets attached to the underside of the floor, which are sprung and have a degree of sideways articulation, with those at the outer ends equipped with tension-lock couplings. Connection between the two vehicles is by way of a close-coupling 'tommy bar' supplied as part of the accompanying accessory bag, along with decorative screw-link couplings, safety chains with hooks/loops, and headstock pipework.

Two additional poly bags contain a plethora of alternative glazing pieces, these being moulded with the compartment droplights in a half-open position.

The metal wheelsets, with pin-point axle ends, are mounted in current collection strips formed into the bogies, powering LED strips: these illuminate when power is applied to the track under 12V dc operation or constantly when using digital control. Current is transferred to the light bar by means of two pick-up springs which are located at the guard's compartment end of each vehicle; extreme care must be taken when removing the roof, as the springs have a tendency to leap out.

Each coach is equipped with a stay-alive system, keeping the lighting operational when power is interrupted. A magnetic switch located within the roof above the First Class compartment enables the interior lighting to be extinguished if desired; this function can be operated via the supplied magnetic wand tool, which is to be waved over the roof.



▲ **Roofs are removable for interior access.**

B-eautiful!

GWR and Western Region enthusiasts are sure to be pleased with this latest offering, complementing the firm's forthcoming GWR Churchward '4400' small Prairie 2-6-2Ts.

At the time of writing, Rapido Trains UK had delivered its allocation of these models to customers who placed pre-orders. However, remaining stocks are available from its network of official retailers (see the firm's website for a list of stockists), including limited numbers of the Derails exclusive – available directly from the retailer.

Samples supplied by

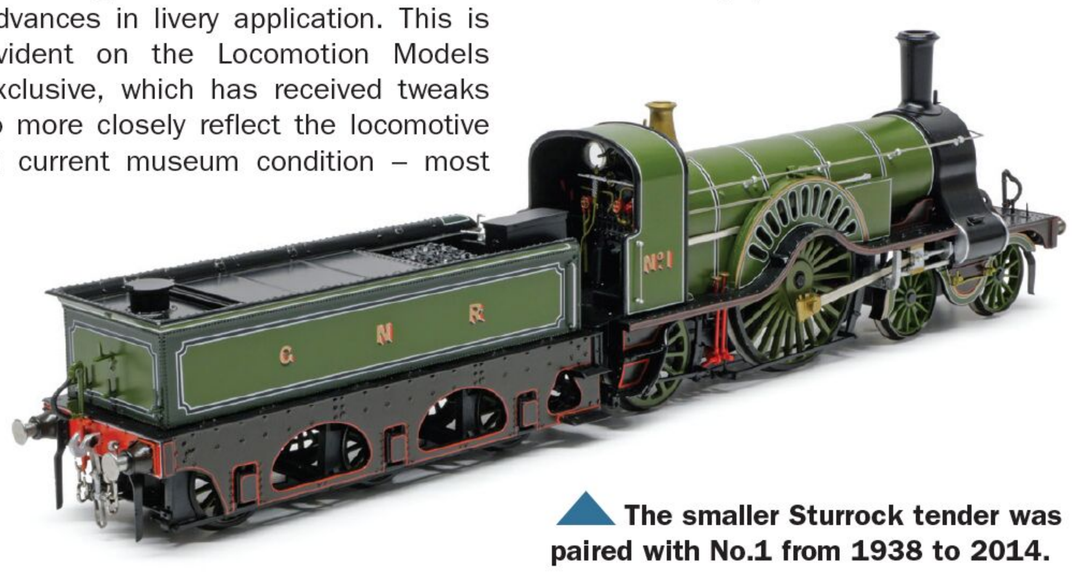
RAPIDO TRAINS UK,
Unit 3, Clinton Business Centre, Lodge Road, Staplehurst, Kent TN12 0QF.
www.rapidotrains.co.uk

DERAILS
Unit 4, Unicorn House, Market Place,
Coleford, Gloucestershire GL16 8AA.
Tel: 01594 835935
www.derails.co.uk

PRICE
£169.95 each

board. Models are available Digital Command Control ready or DCC sound-fitted.

Aside from the new tender tooling, the Single benefits from recent advances in livery application. This is evident on the Locomotion Models exclusive, which has received tweaks to more closely reflect the locomotive in current museum condition – most notably thicker black lining on the black & white boiler bands, and finer printed decoration on the running plate. Note the polished wheel centres, these details being painted black on the standard release in keeping with its 1938/early preservation condition.



▲ **The smaller Sturrock tender was paired with No.1 from 1938 to 2014.**

Separate details supplied for the modeller to fit include fine metal hook & loop safety chains, decorative screw-link couplings, front and rear vacuum pipe stanchions and tender toolbox (Sturrock tender only). Full renditions of the decorative bogie splashers (complete with drain cock detail) are also provided; these attach directly to the undersides of the cylinders by means of four screws (two per splasher), with six provided in a separate poly bag. Unfortunately, the latter were absent from our Sturrock tender sample, these being borrowed from the Locomotion model to attach the splashers for photography.

The return of this popular model is certainly a welcome one – especially to those who missed out first time around. With regard to suitable coaching stock, Rapido has also penned a suite of its forthcoming Evolution generic pre-Grouping bogie carriages in Great Northern teak.

Samples supplied by

RAPIDO TRAINS UK (see above)

LOCOMOTION MODELS
Locomotion, Shildon DL4 2RE.
www.locomotionmodels.com

PRICES
DCC ready – £249.95
DCC fitted – £349.95

British Rail Mk.IIc stock from Accurascale

Left to right: the Mk.IIc BSO, CK and TSO(T), and (below) the TSO in Regional Railways livery.

Following our review of its British Rail Mk.IIb coaches in our June 2024 issue, Accurascale has received stocks of its missing link in the Mk.II story in OO – Mk.IIc stock, plans for which were announced in our April 2021 issue.

Available in BR blue & grey, Network SouthEast, InterCity, ScotRail, Regional Railways and West Coast Railways maroon liveries, the tooling covers all nine designs: Tourist Second Open (TSO); First Corridor (FK); First Open (FO); Brake First Corridor (BFK); Brake Second Open (BSO); SK and SO (declassified from First in the 1980s); Composite Corridor (CK – converted from FKs for the Scottish Region) and a mini buffet with trolley space, known as TSO(T).

For review we received three models, sporting corporate blue & grey livery with Inter-City and ScotRail branding: TSO(T) E6522 (ref.ACC2690), BSO No.9446 (ref.ACC2693) and CK (ex FK) SC7551 (ref.ACC2694), as well as a single TSO – No.5554 (ref.ACC2700) in Regional Railways guise.

The Accurascale tooling suite is said to focus exclusively on the final 150 vehicles built at Litchurch Lane, Derby, between 1969 and 1970, which were outshopped with small 'air con'-style toilet windows. However, there is a joker in the pack in the form of our Regional Railways TSO: this model depicts one of the initial 100 vehicles, and correctly features the early full-height toilet windows and GM-style roof vents! This suggests that Accurascale has also taken early variants of this sub-class into account as potential future releases.

Construction and detail largely mirrors that of the Mk.IIb, comprising mainly plastic mouldings detailed with separately fitted plastic and etched metal parts. A distinctive feature of the Mk.IIc fleet is the large rectangular roof access panel – which was intended for the retrofitting of air-conditioning, although these units were never fitted – this detail being formed as part of the body moulding with separately fitted grab handles.

Metal wheelsets with pin-point metal axles are mounted in current collection strips formed into the bogies, powering roof-mounted LED strips; these interior lights illuminate when power is applied to the track under 12V dc operation, or constantly when using digital control, and can be switched on or off by waving the supplied magnetic wand tool over the centre portion of each roof. Glazing is commendably flush with a light smoke tint; each pane (with the exception of the modesty glass of the toilet cubicle) is adorned with crisp renditions of the 'NO SMOKING' labels. Interiors are well furnished with period fittings, most notably the TSO(T) with its mini buffet counter and window signage.

The Mk.IIc is a welcome addition to the growing Accurascale Mk.II range. Time will tell if there is another chapter to this story – with further examples of the foreshadowed early style of this sub-class.

Steam-era suburbans too

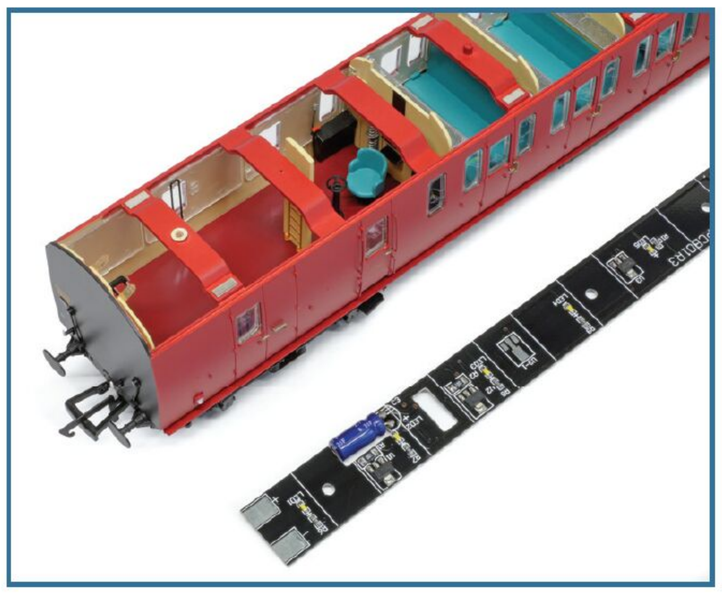
Also received were two examples of the firm's latest suite of British Railways Mk.I suburban coaches – samples of which were reviewed in full in our December 2024 issue – representing non-gangwayed stock built on 56' 11" underframes between 1954 and 1956.

Presented in BR crimson, our samples depict Brake Third (BT) E43113 (ref.ACC2347-E43113) and Brake Second (BS) M43361 (ref. ACC2353-M43361). Each model is supplied in a sturdy card box, complete with an information booklet providing a comprehensive history of the real vehicles, a magnetic wand tool (for controlling the interior lighting) and an accessory pack – comprising headstock pipework, screw-link couplings and semi-permanent NEM drawbars formed of clear plastic.

Magnetic roofs provide access to the coach interiors, though the LED light bar needs to be removed; this being held in place by two screws. Removal of the roof is made more straightforward by the BT and BS not being equipped with water feed pipes.

The level of interior decoration within the passenger compartments of each vehicle mirrors that of our previous samples, with era-appropriate colours and fittings. Worthy of note is the guard's compartment, which is fully furnished with fine renditions of the vacuum brake valve (complete with gauge), handbrake wheel, guard's chair, steam heating element (also equipped with gauge) and emergency escape ladder.

Examples in BR lined and un-lined maroon are set to follow later this year.



Samples supplied by

ACCURASCALE Ltd,
60 Windsor Avenue,
London SW19 2RR.
www.accurascale.co.uk

PRICES
BR Mk.IIc stock – £74.94 each
BR Mk.I suburban stock – £74.95 each

New products from the PECO group of companies

All-new BR 1/051 ‘clay hood’ wagons in N

The Peco N gauge range has been bolstered with models from all-new tooling of one of British Rail’s most distinctive specialist wagons: the BR 1/051 ‘clay hood’ wagon.

875 of these wagons were built by BR between 1954 and 1960 to service the kaolin (china clay) industry centred in Cornwall and South Devon. Equipped with tarpaulin sheets, these wooden-bodied wagons remained a staple of china and ball clay traffic in the South West until 1988, when they were replaced by the air-braked CDA hopper wagons. The models represent the wagons after 1975, when the original flat hoods were replaced by the familiar blue ‘pent’ hoods, following the fitting of a tarpaulin bar.

Predominantly assembled from injection-moulded plastic, the wagons (complete with hoods) tip the scales at just 6g each, though additional weight can be added to the interior if desired. Though a separate fitting, the hood has been designed as an integral part of the assembly, resulting in a prototypically ‘thin’ looking tarpaulin with an impression of it stretched over the implied ironwork of the wagon body beneath. This is complemented by fine depictions of the tie ropes, which are formed as part of the body moulding.

The chassis on this model is representative of the standard BR steel-framed 9' wheelbase design with Morton pattern brake gear, tiebars and vacuum cylinder, with the solebar detail formed as part of the body tooling. The three-hole disc wheelsets comprise plastic centres and pin-point axles, with metal tyres, while Peco detachable ELC couplings are fitted as standard – mounted in pockets which are part of the chassis moulding.

Application of the various BR bauxite Total Operations Processing System colour schemes is to a high standard, with excellent printing of the numbering, lettering and data markings – which have been applied using UV printing – extending to small lettering to the left of the centre doors denoting if the wagon is for china or ball clay traffic. Naturally, the overall pristine finish of each colour scheme would benefit from a spot of weathering, to replicate the true look of these wagons in service.

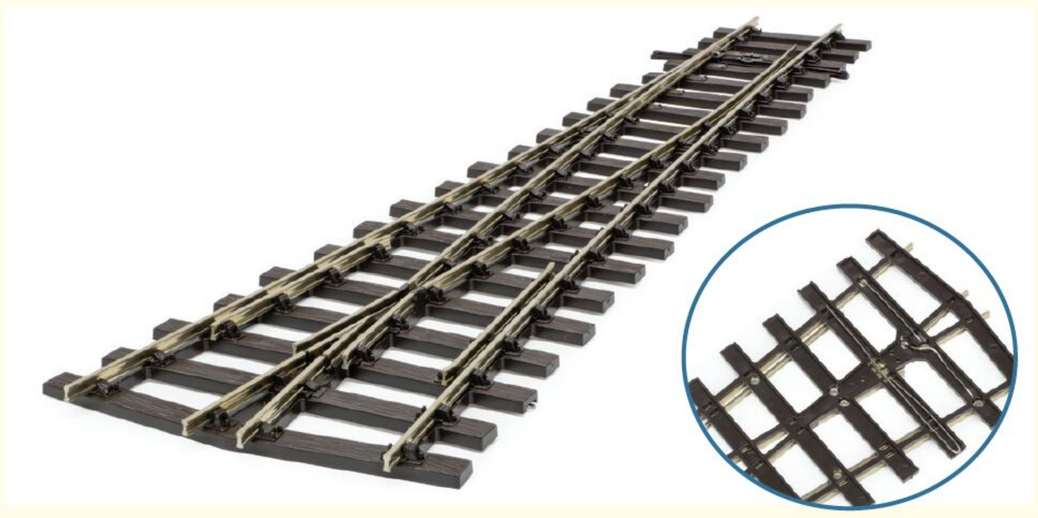
It is hoped that in due course, further running numbers will be made available, allowing for prototypical bulk trains to be formed.

Samples supplied by

PECO
Underleys, Beer, Seaton,
Devon EX12 3NA
www.peco-uk.com

PRICE £22.50 each

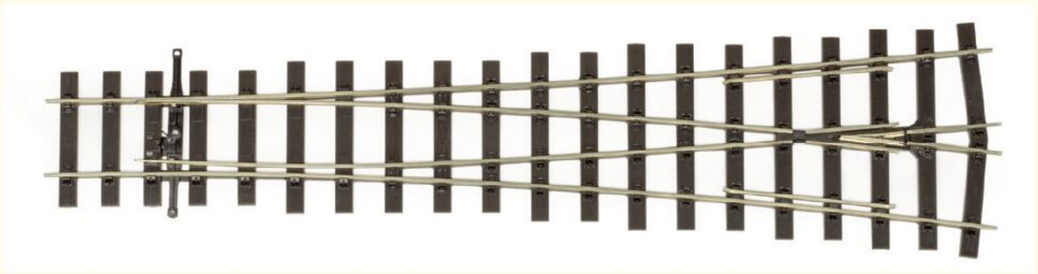
Large radius bullhead Y-point new in 00



Peco continues to expand its popular range of 00 gauge code 75 Streamline bullhead rail trackwork, with the delivery to stockists of its new (ref.SLU1198) large radius bullhead Y-point.

The geometry mirrors that of the flat-bottom rail code 75 and code 100 counterparts in the Peco range. The two-way points measure 220mm in length with a 12° frog angle, which facilitates the straightforward swapping of items for modellers wishing to substitute bullhead points for flat-bottom versions.

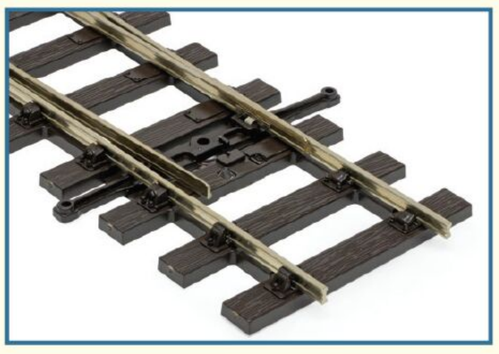
The points are supplied in Unifrog format: modellers can choose at the time of installation whether to use the items as supplied with insulated frogs, or power the frogs and employ a means of switching their polarity (see RM November 2017 for further details about Unifrog). Each frog is pre-wired with an integral connecting wire, which can be connected to an auxiliary switch – such as the Peco PL-13 Accessory Switch or TwistLock turnout microswitch (ref.PL-1005) – to change the frog polarity in tandem with the setting of the route.



Assembled largely by hand here in Devon, the points incorporate hingeless switch blades (like their full-size counterparts) while sleeper spacing matches that of the previous bullhead items. The dead frog section measures 24.5mm in length, which, as mentioned in previous reviews of bullhead slips and points, might prove tricky for locomotives with very short wheelbases (without stay-alive capacitors) if the points are installed in as-supplied Insulfrog mode; installation in live frog mode (with accompanying polarity switches) will avoid this potential situation.

The arrangement of the moulded sleepers around the tiebar area of the point does not include spigot holes to allow for the direct attaching of a PL-10 solenoid point motor to the underside; however, the points can be used in conjunction with the manufacturer’s range of under baseboard mounted systems, such as the extended-pin PL-10E (with the PL-9 mounting plate) and TwistLock ref.PL-1000 point motor. (Further details on how to install the TwistLock system can be found in the February 2020 RAILWAY MODELLER).

Over the years, the Peco Streamline bullhead range has developed to offer modellers a comprehensive array of authentic trackwork in 00; the Y-point joins the firm’s previously released suite of large and medium radius left and right points, diamond crossing, double and single slips,



flexible track, fishplates, and buffer stop. The manufacturer has also confirmed the development of small radius, curved and asymmetrical three-way points.

Sample supplied by

PECO
Underleys, Beer, Seaton,
Devon
EX12 3NA
www.peco-uk.com

PRICE
Ref.SLU1198 Bullhead Large Radius Y-turnout – £46.00 each

K-type Pullmans for Ellis Clark Trains by Darstaed

Ellis Clark Trains has received stocks of its all-new ready-to-run finescale K-type Pullman cars in 7mm scale, produced exclusively in conjunction with the manufacturer Darstaed – plans for which were first announced in the news pages of our November 2021 issue.

The 'all steel K-type cars' (as they were officially known) were introduced by the London & North Eastern Railway in 1928. A total of 33 examples – encompassing Brake Thirds, Parlour Firsts and Parlour Thirds, Kitchen Firsts, and Kitchen Thirds – were built, with the first allocated to the company's flagship 'Queen of Scots' service, and examples seeing operation with the Southern Railway 'Bournemouth Belle' and the short-lived (only from 1929-30) Great Western Railway 'Torquay Pullman Limited'.

New construction methods using galvanised steel in the K-type cars heralded a new era in both durability and passenger comfort, allowing for faster long-distance schedules for the luxury Pullman services. They remained in operation on BR Eastern Region into the 1960s, and today 11 of the original 33 cars survive in preservation.

A total of 37 versions have been produced, covering all 33 named and numbered vehicles, together with a selection of un-named/un-numbered models – priced at £399.99 each. Several coach packs are also available, which include two 'Queen of Scots' rakes (10 coaches at £3,750.00 or six in 1957 condition, which are priced at £2,250.00), the 'Yorkshire Pullman' (eight coaches at £3,000.00), two 'Bournemouth Belle' sets (five coaches at £1,875.00 or four at £1,500.00), 'Ocean Liner Express' (three coaches at £1,125.00 or two at £798.00), and 'Keighley & Worth Valley' preservation pack (two coaches, also £798.00).

Our samples in detail

Received for review were Kitchen First *Ione* (ref.D25-01F), Parlour Third Car No.75 (ref.D25-04B), and Brake Third Car No.79 (ref.D25-05C). Each car is finished in the Pullman 'New Standard' umber & cream/ivory white colour scheme – a livery initially applied from 1929 until World War II, and reinstated from 1945, though with a few subtle detail differences. Following reference to the illustrated book *Pullman Profile No 3, The All-Steel 'K-Type' Cars* by Antony M Ford, it appears that the models resemble the vehicles in their post-war condition, suitable for BR-era trains such as the 'Yorkshire Pullman', with Car No.79 sporting a BR-style tail lamp.

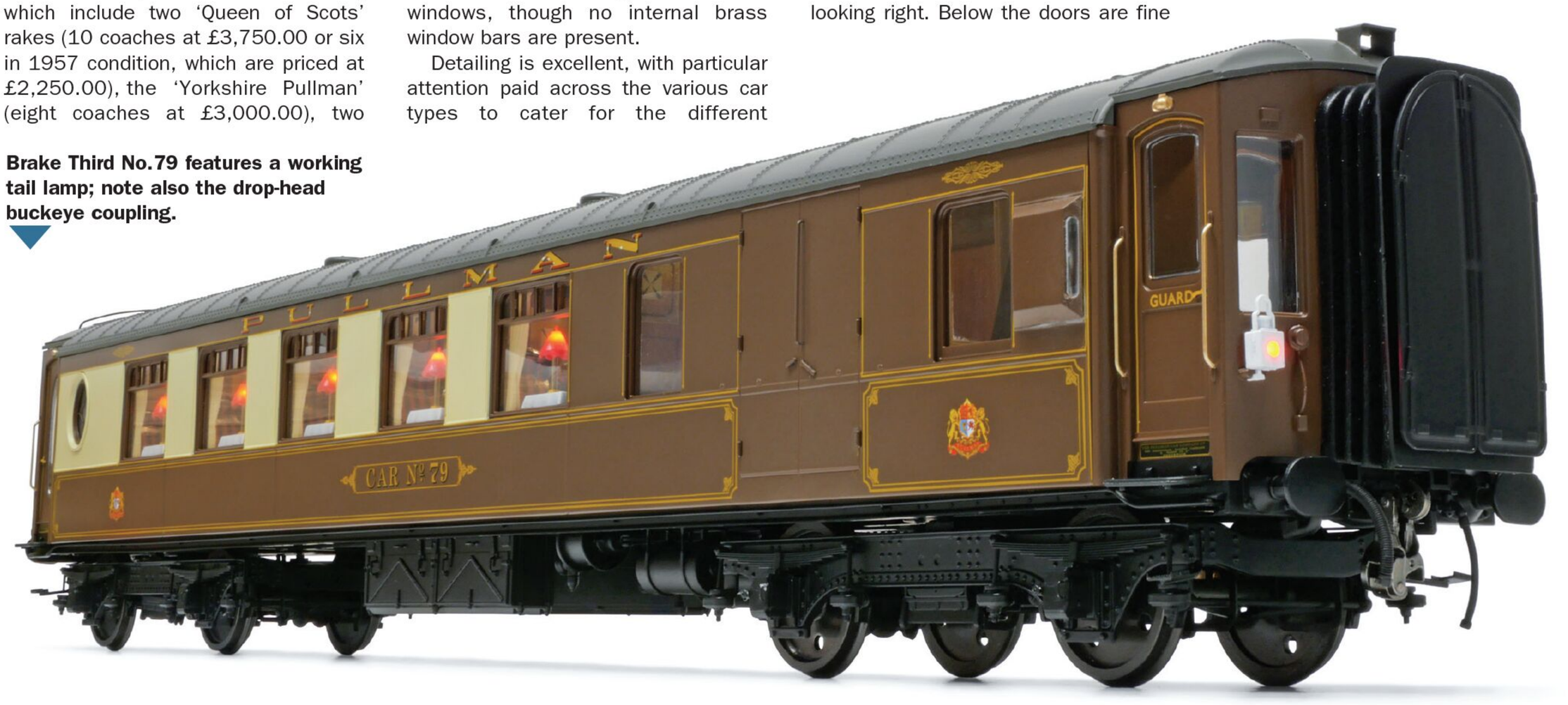
Construction of the models is predominantly metal – with brass used for the body sides and die-cast utilised for much of the underframes and bogies (detailed with separately fitted plastic and etched metal parts). The car ends – also separately moulded in plastic – capture the distinctive body shape and looks of the prototypes with their trademark large oval door windows, though no internal brass window bars are present.

Detailing is excellent, with particular attention paid across the various car types to cater for the different arrangements of roof and underframe furniture. Handrails and the water filler pipes on the ends are fitted separately (all formed from fine metal wire), as are the brass door handles. Vacuum and steam heat pipes are provided for the modeller to fit, along with optional corridor end covers.

The coaches feature full interior lighting, with working ceiling and table lamps, the latter modelled on the Pullman Type A lamp.

The paintwork and ornate decoration (including lining, lettering and Pullman coat of arms/scrolls) are exquisite, with the shades of umber & cream looking right. Below the doors are fine renditions of the cast 'THE PULLMAN CAR COMPANY LTD' maker's plates which read 'THE BIRMINGHAM RAILWAY CARRIAGE & WAGON CO LTD SMETHWICK'. A nice touch are the carriage roof boards which are available separately from Ellis Clark Trains (examples of 'The Yorkshire Pullman' were provided with our samples) which can be tacked into mounting points atop the cantrails.

Brake Third No.79 features a working tail lamp; note also the drop-head buckeye coupling.



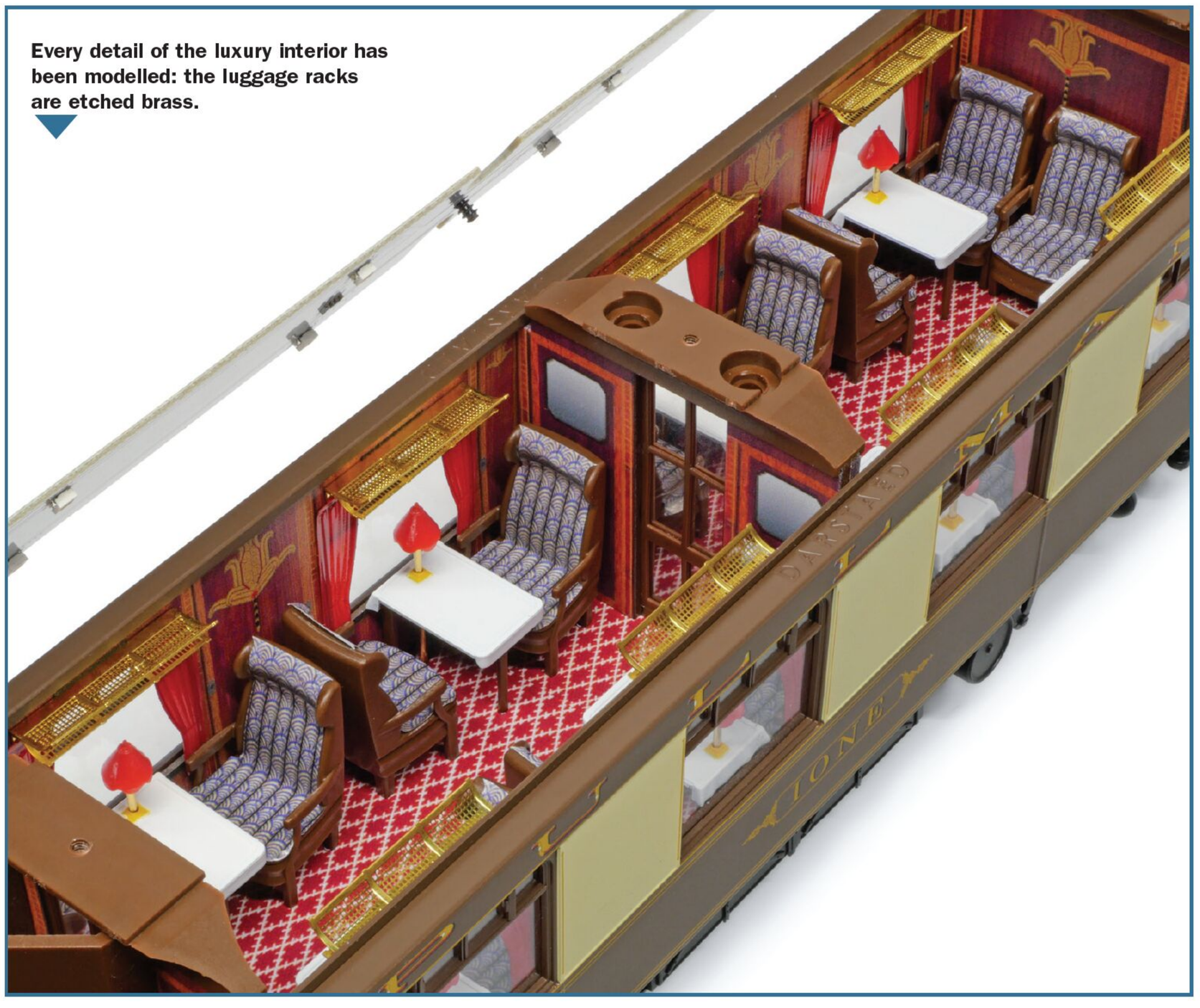
The ornate Pullman colour scheme is well replicated, including the coat of arms (inset). Appropriate roof boards are available separately.

However, it is the interior decor which is the real show-stopper – embodying the sleek Art Deco design while retaining signature elements of stately Pullman styling. Each interior design was bespoke, with different marquetry motifs, decorative wood veneers, upholstery and carpets – something replicated on each model, making them truly unique. There are finely moulded recreations of the seating and table arrangements – complete with renditions of the white tablecloths, glazed car partitions and separately fitted etched brass luggage racks. Also provided is an optional sticker sheet depicting the tableware.

To show all this off to the best advantage, lighting is included, in the form of working table and ceiling lights; the former appearing to be modelled on the Pullman Type A lamp with a red shade. Current is collected from the wheels via wiper pick-ups, with an on/off switch located on one of the bogies. The BR tail lamp fitted to Car No.79 also illuminates when power is applied.

Fixed Kadee buckeye couplings are fitted as standard, with the exception of the brake vehicle – which is equipped with a single posable drop-head buckeye at the baggage end for attaching to the locomotive. (Additional drop-head buckeyes are available separately.) Gangway connections are simple but effective; with these pressing tightly together when coupled, the models are able to negotiate Peco second radius (40½") curves. With the cars weighing in at just shy of 1,000g each, axles running in roller ball bearings help to reduce resistance. Even so, a suitably impressive and powerful locomotive will be needed to shift an entire rake.

Every detail of the luxury interior has been modelled: the luggage racks are etched brass.



Opulence in O

These models certainly capture what many would consider the pinnacle of luxury rail travel. The sight and sound of a full 10-car formation behind suitable motive power will be sure to turn heads.

Samples loaned by

ELLIS CLARK TRAINS,
Unit 2 Toller Court,
Shortbank Road, Skipton,
North Yorkshire BD23 2HG
www.ellisclarktrains.co.uk

PRICE
See text

General Motors Class 66 with sound from Hornby

TT:120

Hot on the heels of our review of the all-new General Motors Class 66 in TT:120 (RM March 2025), Hornby has received stocks of the Digital Command Control sound-fitted versions, equipped with the firm's HM7000 TXS (Triplex Sound) Bluetooth® digital control and sound system.

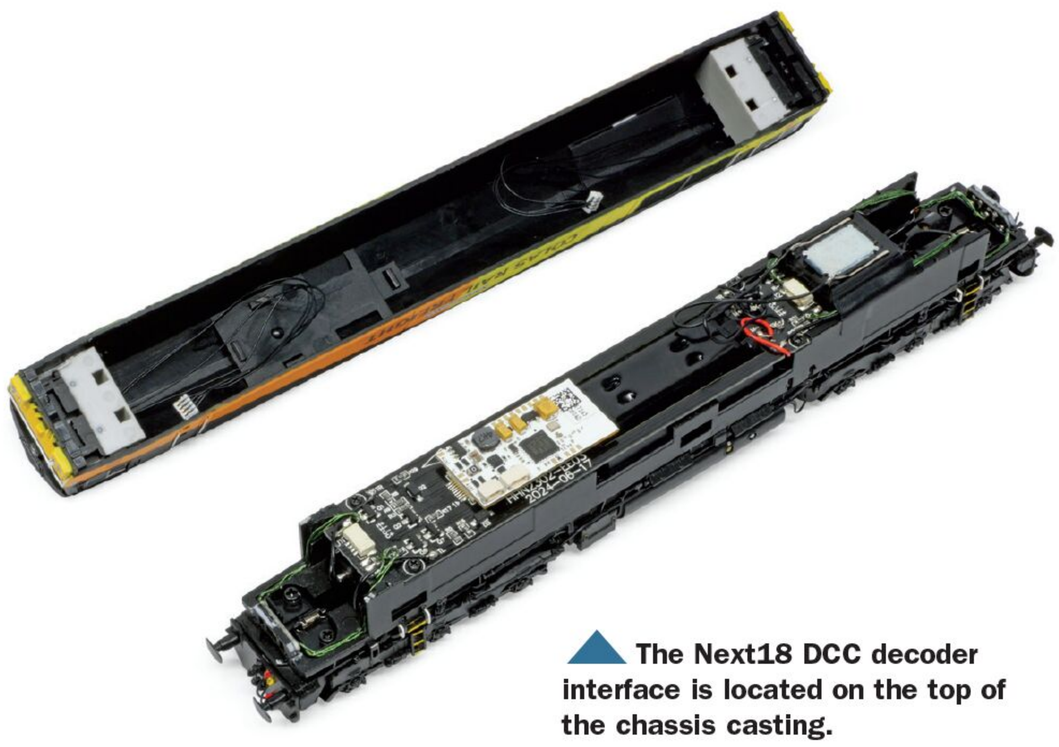
Our sample in detail

For review we received a sample of ref.TT3019TXSM, presented in Colas Rail Freight orange, yellow & black as 66 850 *David Maidment OBE*. Delivered into Newport Docks in April 2004, the locomotive went into service with Freightliner, before being transferred to operations with Colas in June 2011. It received its name during the National Track Plant Exhibition held at Long Marston in August 2013, honouring the founder of the Railway Children charity – with the commemorative plates unveiled by David Maidment himself.

The model, to all intents and purposes, depicts the locomotive following its naming ceremony. The cabsides sport the classic orange hard hat logo of the Colas Group, which has since been superseded by the Colas Rail yellow diamond graphic adopted by the company from September 2018 – the locomotive gaining these at some point after this date. The bodysides are adorned with printed renditions of the cast *David Maidment OBE* nameplates, with etched versions also provided for the user to fit.

The bold Colas orange, yellow & black livery has been completed to a high standard, complete with crisp renditions of the overhead warning flashes, data markings, and operator branding – extending to small printed details such as the fully legible 'FUEL' markings located above the fuel tanks. Separation between the main body colours is excellent for the most part, with only some minor fuzziness observed – mostly between the yellow and black shades on the bodyside. This is complemented by a fine orange cantrail stripe around the circumference of the roofline.

Separately fitted components – such as the lamp irons and fine wire grabrails – are picked out neatly in white, whilst the lighting lenses and window frames are finished in aluminium silver. As with our previous 66 sample, both ends are supplied factory-fitted with cut-out versions of the striker plates, providing access for the self-centring NEM pockets, equipped with European-style couplings. These can be swapped for fully furnished versions of each bufferbeam assembly – complete with pipework, buckeye couplings (moulded in the stowed position) and full renditions of the striker plates. These have been fitted to the No.1 cab end for photography.



▲ The Next18 DCC decoder interface is located on the top of the chassis casting.

Sound performance

Mechanically, the model is identical to our previous sample, featuring a centrally mounted, flywheel-fitted five-pole motor that provides power to both bogies, with all axle drive and power collected from all wheels through wiper pick-ups – the axles running in brass bearings. A Next18 decoder interface is located atop the chassis casting, which is accessed by removing the locomotive bodyshell.

The factory-fitted HM7000 Bluetooth TXS Triplex Sound decoder incorporates no fewer than 28 control, lighting and sound functions, with sounds emitted through a 15mm x 11mm 'sugar cube' speaker located inboard of the cab at the No.2 end; the characteristic 'ying' of the EMD 12N710 power unit has been captured commendably.

Lighting functions include day and night modes (toggled using function F24), cab interior lighting (F23), and switchable red marker lights (F22) which can be extinguished when heading a train. Control functions include shunting (F25) and creep (F26) modes, with function F4 utilised for braking.

Sample supplied by

HORNBY HOBBIES Ltd
Westwood, Margate, Kent
CT9 4JX
www.hornby.com

PRICE
Ref.TT3019TXSM – £214.99

Class 08 in BR green from Hornby

TT:120

Also received from Hornby, and illustrated here, is the latest variant of the firm's popular TT:120 scale Class 08 diesel shunter – presented as D3986 in BR green with yellow wasp stripes (ref.TT3028M).

The real machine – a Derby-built example – entered service in August 1960. Initially allocated to the Western Region, it gained its Total Operations Processing System number in February 1974. It was transferred to English Welsh & Scottish Railway stock with the onset of Privatisation, and later purchased by Harry Needle Railroad Company in 2000 – receiving the name *Molly*. As of 2022, the locomotive is on lease to GB Railfreight, sporting that operator's blue & orange livery; the locomotive in this colour scheme having also been produced by Hornby (ref.TT3003M).

On an interesting side note, this example in particular seems to be very popular with manufacturers, forming the subject of models from two firms, across three gauges (N, TT:120, and 00), in no fewer than three of its liveries – with all three catered for in some of the aforementioned scales!

Construction of the model mirrors that of the initial release which was reviewed in full in our September 2023 issue, comprising a cast metal chassis equipped with a flywheel-fitted three-pole motor and six-pin decoder interface – compatible with the firm's HM7000-6 Bluetooth® DCC decoder (ref.R7321). Moulded plastic is utilised for the body parts, with separately fitted plastic detail parts, including handrails (with the exception of those on the cab, which are moulded), pipework and turned metal buffers (not sprung). In difference to our previous BR blue samples, D3986 was one of the class to be fitted with radiator ladders, which like the handrails are formed from a durable fine plastic. Details supplied for the modeller to fit include vacuum and air pipes, air reservoirs and decorative screw-link couplings.

The livery has been applied to a high standard throughout, with clean separation between the main body colours. The rendition of the BR green has a rich and clean satin finish, giving the model a pleasing metallic look. The wasp stripes have been well executed, with minimal paint bleed. Side rods are picked out in red, grabrails, ladders and lamp irons in white, and the pipe runs and electrical conduits (the majority of which are separate fittings) finished in their appropriate colours. The BR late crests have been applied crisply, as have the multitude of finely printed details, including overhead warning flashes and fuel gauge (complete with dial). Also worthy of note are the cabside builder's plates, which read 'BUILT 1960 DERBY'.

If the first batch of shunters is anything to go by, this latest variant is sure to prove popular!

Sample supplied by

HORNBY HOBBIES Ltd
Westwood, Margate, Kent
CT9 4JX
www.hornby.com

PRICE
Ref.TT3028M – £149.99

Inter-City 125 Digital Sound Train Set from Hornby

TT:120

Hornby has expanded its range of TT:120 starter sets with the arrival of the Inter-City 125 High Speed Train set. Two versions of the set were added as part of the manufacturer's 2024 TT:120 announcements (see news, May 2024), available either in 12V dc analogue format (ref.TT1004M) or with the firm's HM7000 Digital Command Control and TXS Triplex Sound system (ref.TT1004TXSM), with a sample of the latter having been received for review.

The set comprises a pair of TXS Triplex Sound equipped British Rail Class 43 power cars – presented as E43062 and E43063 (unit 254 004); two Mk.III Trailer Seconds, E42064 and E42065; a third radius (353mm) starter oval with siding (including left-hand point and buffer stop); wall plug transformer and 15V power supply adapter, plus power connecting track and railing ramp. The models, track and accessories are all supplied in sturdy cardboard trays, presented in a lavishly illustrated card box.

HM7000 system & trackwork

Unlike a conventional DCC starter set – which would ordinarily include a central 'command station' such as a Hornby Select – the HM7000 system effectively turns your smart handheld device (such as a smartphone or tablet) into a controller, transmitting commands from the HM DCC app to the decoders via Bluetooth connectivity.

Downloading the HM DCC app onto your chosen device is achieved by either scanning the provided QR codes (located on the box or covering printed literature) with a compatible Android or iOS device, or by searching 'HM DCC' in the app store. (Further information on the HM7000 system, including initial set-up and control, can be found in our September 2023 issue.)

The supplied track comprises a starter oval with curves of third radius (353mm) and siding (ref.TT8030 Track Pack 1), which when assembled has a footprint of around 1250 x 900mm (roughly 4' x 3'). Further track extension packs are available separately, and allow for the creation of a double oval circuit with multiple sidings – with an overall footprint of 1371 x 914mm.

The sectional track simulates wooden sleepers and uses code 80 nickel silver flat-bottom rail, while the points feature insulated frogs. All sections are sturdy to handle and easy to connect together – ideal for those starting out in the hobby or scale. Power is supplied to the rails through the power connecting track section directly from the wall plug transformer via a 15V power supply adapter.

Upon assembling the circuit, it was observed that the curved sections did not sit level on a flat work surface. However, pinning the track parts to a baseboard should resolve this.

Power cars & Mk.III trailers

The British Rail Class 43 power cars and accompanying Mk.III trailers are – in almost every respect – identical to those reviewed in the pages of our June 2024 issue, right down to the running numbers of each vehicle. This is an odd decision, as it means that modellers wishing to acquire a second HST formation will not have the option of alternative numbers. It is made all the more puzzling by the fact that the recommended retail price for this 'all in' sound-fitted train set (including track, re-railer, power adapters and two trailers) is a whole £10.00 *less* than the stand-alone sound-fitted power cars (ref.TT3021TXSM), the RRP for the Mk.III trailers being £41.99 each!

The power cars are supplied as a powered and dummy pairing, with both units factory-equipped with their own individual Next18 HM7000 Bluetooth TXS Triplex Sound decoder. Each decoder – incorporating no fewer than 28 control, lighting and sound functions – comes pre-loaded with the correct Paxman Valenta engine sound profiles; sounds being emitted through a 15mm x 11mm 'sugar cube' speaker located next to the fan assemblies.

Set-up and operation

With the tracks powered, both the motorised and dummy unit were placed on the rails ready for pairing with the HM DCC app. On the whole, we found this process relatively straightforward; upon opening the application, a prompt appears to 'Link Device'. After tapping the 'Start Scan' option and waiting for the scan to complete, both decoders were listed under the 'Scan Results' section. Tapping on each decoder allows the device linking process to be completed; this was followed by a prompt to update the decoder during this process – this can take a few minutes to complete. After the update is finished, the decoder is 'power-cycled' by removing the unit from the track for five seconds. At this point, the app provides the user with the option to personalise and adjust the setting of the model.

On test, we found the pre-loaded sound profile to be a faithful recreation of these iconic machines, with the characteristic 'scream' of the Valenta engine captured very well. Control is achieved by means of the main slider, the powered unit responding to inputs taking into account acceleration and deceleration rates in the 'Locomotive Settings' menu, with the direction of travel governed by the two arrows below. Lighting, sound and braking functions can be selected individually under the 'Function Control' menu.

However, it soon became apparent that there is a fundamental flaw in the HM7000 system, in that it is currently unable to support running two devices in a train formation – a function critical to the prototypical operation of an HST! This is because each TXS decoder has a unique MAC (Media Access Control) address. This results in the user having to toggle between devices, changing lighting and sound functions manually on each unit, prior to starting, stopping or changing direction – which can get very confusing, especially if the train is in motion. (This issue never arose in our introduction to the HM7000 system – which also featured an HST – as we only retrofitted one power car).

Despite its shortcomings, this set represents excellent value for money and is an ideal starting point for those looking to start out in the scale.

Sample supplied by

HORNBY HOBBIES Ltd
Westwood, Margate, Kent
CT9 4JX
www.hornby.com

PRICE
Ref.TT1004TXSM Inter-City 125 High Speed Digital Train Set (With Sound) – £339.99

New crew packs from Modelu

TT:120

Modelu – manufacturer of 3D-printed figures and accessories in scales from 1:148 (N gauge) through to 1:48 (Gauge 0) – has released a number of locomotive crews in TT:120 scale.

First up is a trio of British Rail Class 08 crews – each comprising a driver, secondman/shunter, shunter's pole and lamp. Priced at £7.95 each, these cover the periods of British Railways 1948-1968 (ref.11242); British Rail 1968-1996 (ref.10223); and post-Privatisation, 1996-present day (ref.10224).

Also new to the scale is the British Rail Class 43 High Speed Train crew pack – intended for the recently released TT:120 power cars from Hornby (see reviews, June 2024 and above). Starting at £7.95 (ref.10233), these figures can be further complemented by one of a number of period seated passenger multi-packs (see reviews, September 2024), which can be custom ordered in the scale to populate the accompanying Mk.III trailers.

All figures and accessories are supplied unpainted in a grey-coloured material and require painting. The full range of Modelu 3D-printed figures and accessories can be seen on the firm's website, together with details of how to order. A custom scanning service is also available by prior arrangement.

Samples supplied by

MODELU,
40 Hounds Road, Chipping Sodbury BS37 6EE.
www.modelu3d.co.uk

PRICES
See text

New BR Mk.I coaches from Bachmann

00

Left to right: the Restaurant Buffet in maroon, First Open in crimson & cream, and the Brake Second Open in Western Region chocolate & cream.

Bachmann Europe plc has received stocks of its suite of new British Railways Mk.I coaches in 00, depicting variants not previously offered as part of the Branchline range – the Brake Second Open (BSO), First Open (FO) and Restaurant Buffet (RB).

The Diagram 183 BSOs were built from 1955, with 163 completed by 1960, then an additional 18 were built in 1963 with an internal door splitting the bays in two to create a no-smoking area. Originally they had seating for 31 passengers, along with a toilet, guard's compartment and luggage area. In 1980-81 BR converted 18 BSOs into BSOT Micro-Buffets, with the toilet made into a store and a bay of seating removed to make room for a counter into which a buffet trolley could be slotted.

128 Diagram 73 FO coaches were built by Doncaster, York, Birmingham Railway Carriage & Wagon (BRC&W), Wolverton and Swindon from 1953-63. Delivered to all BR regions except the Southern, they provided 42 first class seats along with toilets at both ends of the vehicle.

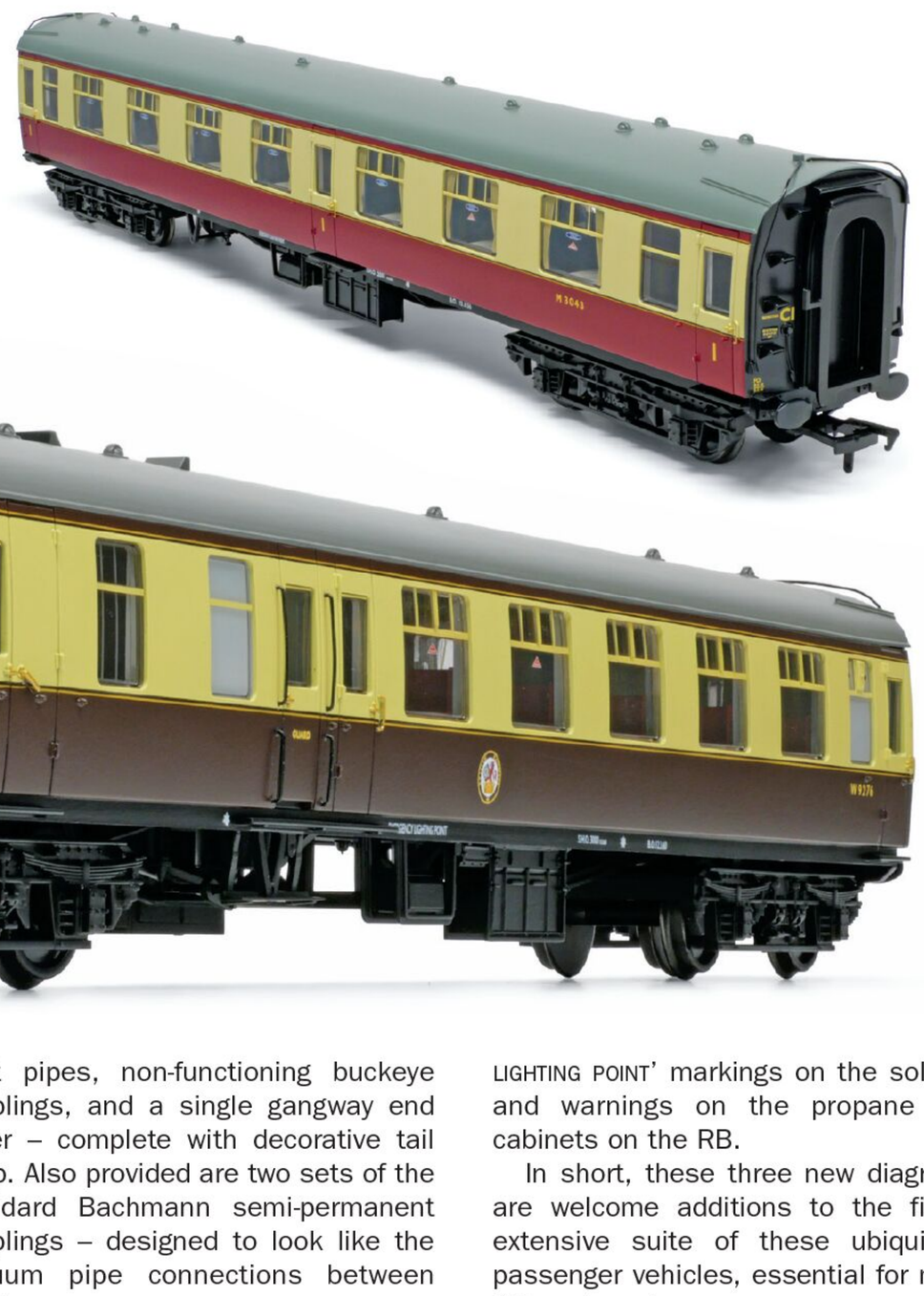
Also numbering 128, the Diagram 24 RBs were built in 1960-62 by Pressed Steel and BRC&W. They were equipped with both a kitchen and pantry, along with a service bar and seating for 23 passengers.

Received for review and illustrated here are samples of BSO W9276 in BR Western Region chocolate & cream (ref.39-802), FO M3043 in crimson & cream (ref.39-825A), and RB SC1658 in maroon (ref.39-850).

Predominantly injection-moulded assemblies, the models tip the scales at 168g-170g. Details such as the grabrails and water feed pipes are produced as separate metal wire fittings, while renditions of the lighting control cables, door handrails and handles, and passenger communication gear, are formed as part of the moulding. Buffer heads are plastic and not sprung.

The tooling caters for a number of period-appropriate details, which the vehicles received or lost during their service careers, such as end steps and roof periscopes (BSO only), along with several bogie types (BR1, BR2, Commonwealth, B4 and B5). Our BSO features BR1 bogies, end steps and roof periscopes; the FO incorporates BR1 bogies with end steps; and the RB rides on Commonwealth bogies.

The window ventilators – which are part of the glazing moulding – exhibit a particularly high level of finesse, giving the impression of separately fitted parts. This level of detail continues on the droplights, with representations of the catches. The glazing affords a clear view of the coach interiors, which include decorated depictions of the various seating arrangements, fine mesh fitted to the luggage area of the BSO, and the counter and shelves in the RB. Other details to note include fine printing of the 'FIRST CLASS' and 'NO SMOKING' labels, and renditions of the curtains in the windows of the FO and seating section of the RB.



Metal wheelsets with pin-point axle ends are mounted in current collection strips formed into the bogies, which facilitate the option for lighting; the models as supplied are not illuminated. The NEM pockets which house the slimline tension-lock couplings are mounted in brackets attached to the underside of the floor, which are sprung and have a degree of sideways articulation.

Details supplied separately for the user to fit include vacuum and steam heat pipes, non-functioning buckeye couplings, and a single gangway end cover – complete with decorative tail lamp. Also provided are two sets of the standard Bachmann semi-permanent couplings – designed to look like the vacuum pipe connections between coaches.

Livery application across all the models has been completed to a high standard, with a distinct richness to each, and clean separation between colours. The two styles of black & yellow lining which adorn the sides of each vehicle are applied straight and true, while the application of the lettering and running numbers is clean and crisp – extending to the 'EMERGENCY LIGHTING POINT' markings on the solebar and warnings on the propane gas cabinets on the RB.

In short, these three new diagrams are welcome additions to the firm's extensive suite of these ubiquitous passenger vehicles, essential for most BR-era layouts.

Samples supplied by

BACHMANN EUROPE plc,
Moat Way, Barwell,
Leicestershire LE9 8EY.
www.bachmann.co.uk

PRICE
£67.95 each

O&K JYA bogie aggregate wagons from Cavalex

00

Cavalex Models has received stocks of its Orenstein & Koppel Foster Yeoman PHA/JYA bogie aggregate wagons in 00, produced exclusively for the online retailer Ultimate Model Railways.

Built at O&K's Dortmund works in Germany and introduced in 1988, the 61 wagons were designed to meet the needs of Foster Yeoman's expanding Torr Works quarry, running from its Merehead stone terminal. The fleet operate in semi-permanent rakes, featuring 'outer' wagons fitted with conventional drawgear at one end and 'inner' wagons equipped with auto-couplers. Initially designated PHA under the Total Operations Processing System, in 1990 this was changed to JYA – though it took some time to appear on all wagons. Although designed for a 20-year lifespan, they proved very successful and are still in service today.

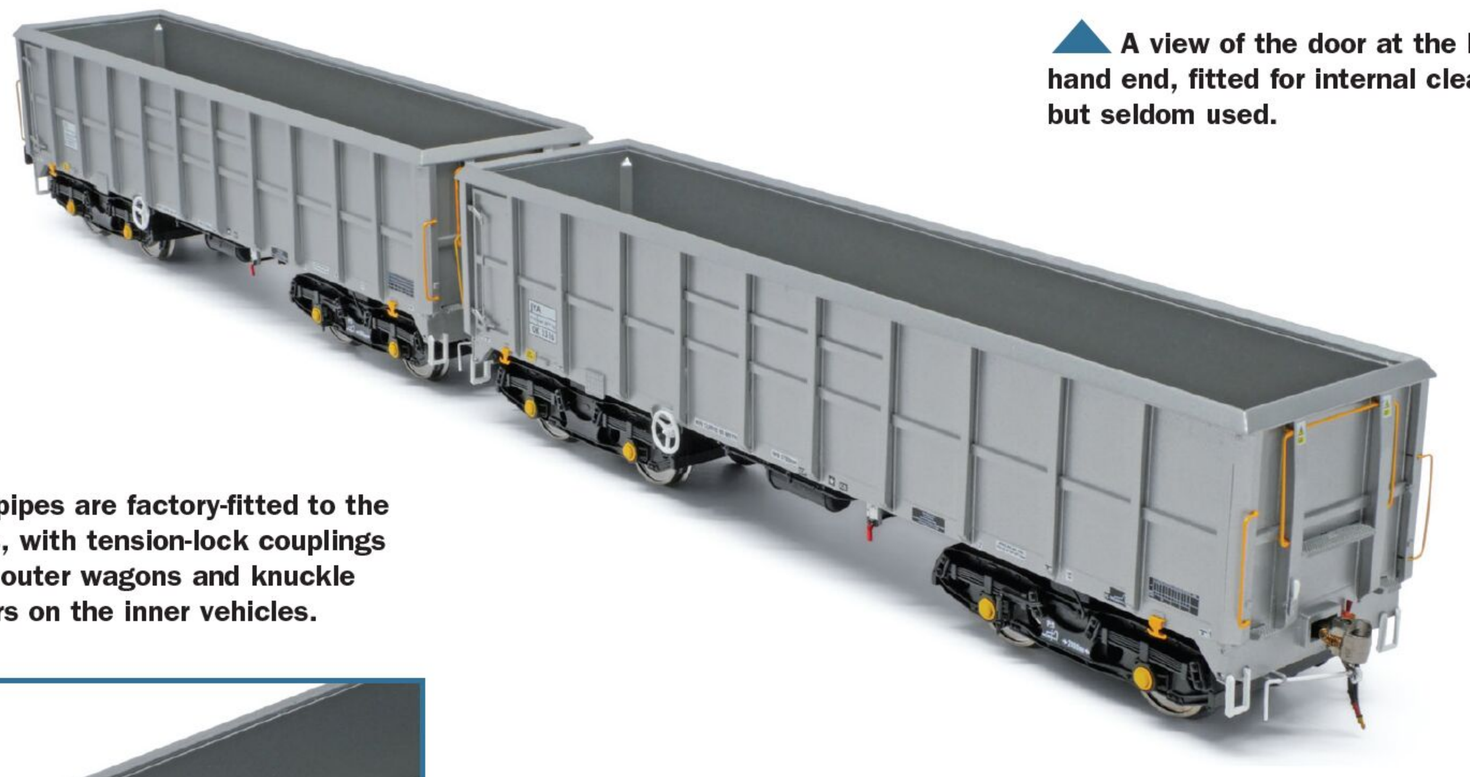
Offered as a pack of five (comprising two outer and three inner wagons), a twin pack (outer only) or singular (inner), three liveries have been produced: PHAs with original Foster Yeoman branding, with the word 'Yeoman' and the firm's 'y' logo printed on separate plates; JYAs with revised branding applied from around 1997 featuring 'Yeoman' and the 'y' logo on one plate; and the most recent guise with the plates removed. Examples of both an 'outer' and 'inner' wagon, finished in the latter unbranded grey/silver, are illustrated here.

Weighing 78g each, the wagons consist largely of injection-moulded plastic – decorated with various separately fitted details formed from metal wire and etched metal parts – atop a die-cast metal underframe. Buffers are plastic, but sprung.

The box bodies have been captured well: the defined body strengthening ribs and chamfered top are moulded finely with crisp strengthening ribs and lip. Body details include separately fitted fine wire grabrails, lamp irons (outer vehicles only), brake wheels, lashing points, and etched mesh end steps/platforms.

Distinctive features of the wagons are the side doors located at the left-hand end on each side – intended to provide access to the interior for cleaning, but rarely used in practice. Externally, these details are well represented – the doors formed crisply as part of the body moulding, with the locking mechanisms produced as separate plastic fittings. However, with the exception of a gap in the internal strengtheners, no representation of the doors is present on the inside of the wagon.

A view of the door at the left-hand end, fitted for internal cleaning but seldom used.



Brake pipes are factory-fitted to the models, with tension-lock couplings on the outer wagons and knuckle couplers on the inner vehicles.

Particularly impressive is the underframe detail, which includes full renditions of the brake systems. The bogies run on metal wheelsets which are free-rolling; the manufacturer specifies that these can be swapped for P4 or EM versions using 26mm axles without the need for modification.

Tension-lock couplings are provided on one end of the outer wagons – mounted in NEM pockets which are formed as part of the bogie moulding – with sprung knuckle couplers fitted on the inner wagons, as per the prototypes, and complete with fine depictions of the uncoupling bars. Each vehicle is supplied with factory-fitted bufferbeam pipework (one yellow air pipe and one red air brake pipe). However, the presence of these details on the outer ends impedes the free rotation of the bogies, due to the tension-lock couplings.

Application of the plethora of data panels and markings is top-notch; all of these are fully legible under magnification. The overall metallic grey/silver paintwork would certainly benefit from some generous weathering treatment to match the in-service look of the prototypes.

All versions are available direct from Ultimate Model Railways. For more details and to order, visit: **https://ultimatemodelrailways.com/**

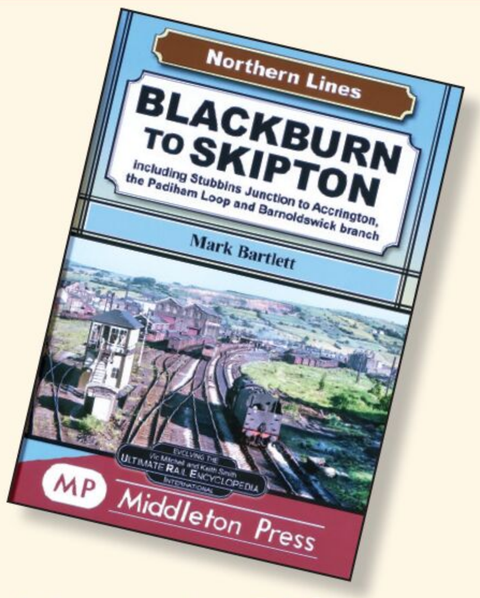
Full underframe detail is included, and the bogies are suitable for EM gauge or P4 wheelsets.

Samples loaned by

CAVALEX MODELS LIMITED,
2 Hazel Avenue,
Black Notley, Braintree,
Essex CM77 8GD
www.cavalexmodels.com

PRICES
£249.99 per five-pack (two outer, three inner)
£99.99 per twin-pack (outer)
£49.99 per single (inner)

Book Reviews



Blackburn to Skipton

Including Stubbins Junction to Accrington, the Padiham Loop and Barnoldswick branch

Mark Bartlett

The Middleton Press series surely needs little introduction, but for new readers, it is a long and well-respected series of photo album books in a handy format giving an overview of a line or lines. Most of the British Isles have now been covered, as have several overseas subjects. The format is a simple one: a short introduction followed by 90-plus pages of monochrome photos, usually presented with two per page, which travel along the line in question with medium-length captions.

This volume doesn't stray from the format and easily lives up to the standard set by the series. This is the second volume describing lines emanating from Blackburn, this time heading north east toward Skipton.

The introduction text runs to three pages and is accompanied by a Railway Clearing House map, to set the scene and to outline the lines covered. The volume is split into seven geographical sections commencing with Blackburn to Accrington. The former is only dealt with briefly, concentrating on the King Street goods depot and TMD before heading east. The two intermediate stations are covered until reaching Accrington, where we swing southward to Stubbins Junction, again covering the intermediate points. The book then returns to Accrington and the initial NE direction. We then continue through three more sections until Skipton is reached, the second section covering the Barnoldswick branch. Most of the intermediate stations are only given four or five photos, but this does leave room for lesser subjects such as power stations and quarries en route, underlining the industrial heritage of the area.

This is another fine volume from this renowned publisher and is an excellent introduction to the area. There is a real sense of industrial history and, although the subject does not go into fine detail, there is plenty to get your teeth into and as with all the Middleton Press books, it will certainly act as encouragement to dig in and find other information. The photos are well reproduced, even allowing for the age of some of them, ranging from the late 19th century through to the present day. The captions, while not lengthy, are concise and full of just enough information to inspire. They are supported fully with gradient profile diagrams, reproductions of Ordnance Survey maps showing track layouts, and a selection of timetables and other ephemera. All in all, a cracking new volume in the series.

CF

Middleton Press
126a Camelsdale Road, Haslemere, West Sussex GU27 3RJ
www.middletonpress.co.uk

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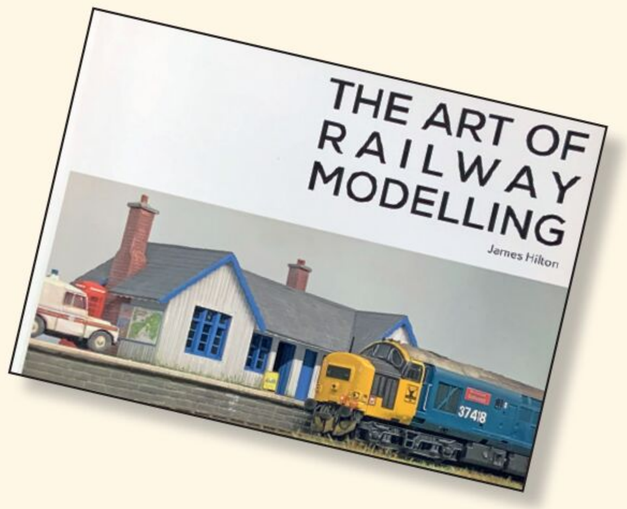
ISBN 978 1 910356 85 2

The art of railway modelling

James Hilton



This is a quite different book. It is not a standard type of railway modelling publication in that it does not set out to be instructional, nor does it lean toward any scale or prototype. Rather, the intent is to gently cajole the reader into thinking in a different way to the accepted norms of approaching a model railway. In some ways it leans heavily on the mid-1990s writings of the late Iain Rice, with a degree of challenge to think outside the box… literally in some cases.

After a short introduction, we enter the first of a set of case studies which appear throughout. These are accompanied by close-up and low-level shots of finished models and layouts. This does set the vibe, as this approach runs throughout the book. The immediate thing that you will notice, and as the title suggests, is a reference to art, both in language and presentation, and the author is keen to stress that this is very high on the list of desired parameters, with selective compression and composition of a scene forming much of the drive behind many of the designs. At first glance, the book seems disjointed, as it hops around between subjects (both British and North American) but this overriding design approach does successfully hold the whole thing together.

The volume wraps up with a series of design ideas (and I will stress that these are not track plans in the traditional sense), which take slices of the prototype and suggest how these may be developed into small layouts, using the concepts discussed earlier in the book. These are presented in the form of perspective sketches, possible 2D plans and a handful of prototype photos. Note that even though some of these use main line subjects, the resulting ideas use the Iain Rice 'bitsa-station' concept, modelling the part that is the most interesting and which can be adapted for a small area.

This is a very interesting book, which poses many questions within the text and is designed to challenge the reader. The designs in the later half are very buildable and will appeal to the modeller who is both short of domestic space and enjoys detailed work.

CF

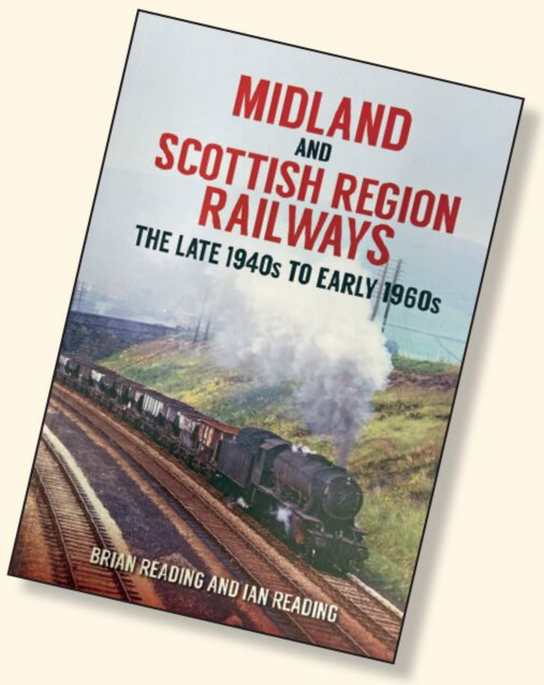
Wild Swan Books Ltd
4 Tollbridge Studios, Tollbridge Road, Bath BA1 7DE
www.wildswanbooks.co.uk

280mm x 210mm, 103pp
Softback, £18.50
ISBN 9781912 038558

Midland and Scottish Region Railways

The late 1940s to early 1960s

Brian and Ian Reading



It's amazing how, even nearly six decades after the end of steam on British Railways, there still seems to be more than enough material out there to create new photographic albums. At first glance, this one might not appear to be a particularly remarkable example of the genre, despite being of good overall quality – but on closer inspection, it does offer quite a bit that's different from the norm.

Like most of these books, it takes the form of a photographic 'journey' around, in this case, the London Midland Region and Scottish Region of BR – as well as a few other areas, but usually still with ex-London Midland & Scottish Railway locomotives in attendance. It takes in many of the classic locations that you would expect – Tring and Shap on the West Coast Main Line, the North Wales coast, the Somerset & Dorset and the Lickey Incline – and does a good job of it.

But it also diverges into many areas off the beaten track, such as Market Harborough, Stamford with the last push-pull steam services on BR, a tour of minor Scottish Region sheds, and Oswestry after its transfer to the LM Region. Perhaps most interesting of all is a series of pictures of March shed, which was well into Eastern Region territory, yet hosted LMS engines daily, working in with freight for the nearby Whitemoor marshalling yard. This little corner of the Fens is the sort of out-of-the-way location that many modellers would probably never even consider – yet if you're an LMS enthusiast with a liking for Eastern Region motive power as well, or vice-versa, it could be just the thing.

The pictures themselves contain plenty of interesting subject matter, too: a Matisa tamper being turned at Chinley in 1965 (how often do you see steam-era track plant photographed?); a 'Peak' diesel with two brake tenders piloting a War Department 2-8-0; and the ex-Lancashire & Yorkshire Railway Electric Multiple Units at work around Bury.

Captions are brief but informative, with some history of either the locomotive or location pictured, and there is a concise but fairly thorough introduction to LMS history – though one detail in the latter does suggest a little lack of research. Mentioning the arrival of William Stanier as Chief Mechanical Engineer, and the turning out of his first Mogul, No.13245, with a Great Western-style safety valve bonnet, it states: "We can only speculate at Stanier's reaction." It has been well documented, many times, that Stanier was not pleased and ordered its immediate removal.

The photos, mainly black & white but with a smattering of colour, are generally very well reproduced – there are only a handful of cases otherwise, where the original colour images don't appear to have been of especially high quality in the first place – and many of the monochrome shots, in particular, are truly excellent. With this, and a good deal of material out of the ordinary, this is definitely worth a look for any LMR fan.

TJ

Amberley Publishing
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www.amberley-books.com

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Beer, Devon, EX12 3NA
Email: newsdesk@railwaymodeller.co.uk

Grantham wins 2024 RM Cup Competition

We are delighted to announce the winner of the 2024 RAILWAY MODELLER Cup competition: the OO gauge LNER era layout, *Grantham*.

Built by Graham Nicholas and featured as Railway of the Month in the April 2024 issue, this stunning layout depicts the East Coast Main Line station in the 'streamliner years' of the 1930s and has been a firm favourite at exhibitions since it made its debut on the circuit in 2015.

A noteworthy point about *Grantham* – which was our winner by a considerable margin – is that it was built using code 100 track. Also, like the 2023 winner, *York*, it represents a Big Four era LNER location on the ECML, albeit in OO whereas *York* was in 2mm. Also of interest is the fact that the RM Cup-winning articles for the last three years have all been from April editions of the magazine!

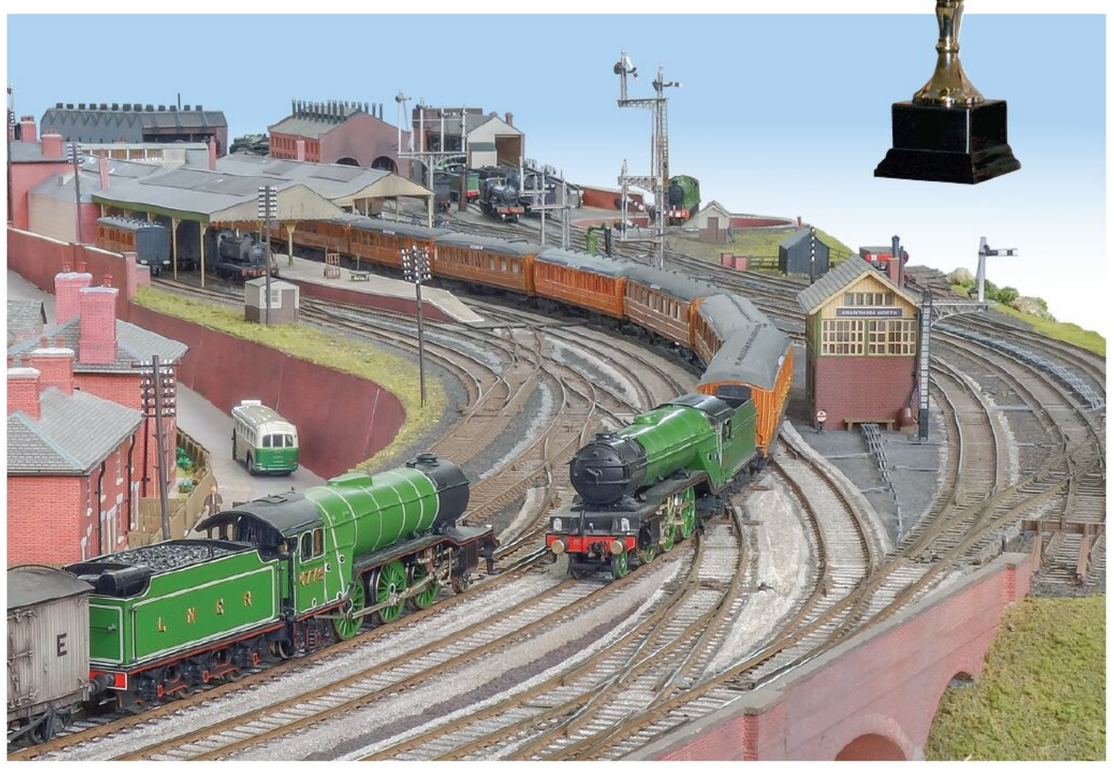
In second place this time around is *Bournemouth West*, the near-to-scale 4mm model of the former Somerset & Dorset Joint Railway terminus that featured in the October 2024 issue. The layout was originally constructed by a group of Bournemouth-based modellers led by Roger Sunderland, but was recently acquired by Kevin Babey and rejuvenated by members of Salisbury & South Wilts Railway Society (of which Kevin is Chairman).

Third place goes to *South Pelaw*, an EM gauge exhibition layout depicting the famous Tyne Dock to Consett line and its iron ore trains in the BR steam era. It featured as Railway of the Month in the July 2024 RM issue.

An OO gauge model based on the locomotive headquarters of the preserved Mid-Hants Railway, *Ropley* (Railway of the Month in the May 2024 issue), is in fourth place. The layout faithfully represents many of the smaller details that can be seen at heritage railway sites across the UK.

The 30' x 12' exhibition standard OO gauge layout *Tiverton Junction*, built by the Culm Valley Model Railway Club, just a few miles from the site of the erstwhile GWR prototype, has featured in fifth place. Now open to the public twice a month, it featured as Railway of the Month in the January 2024 issue.

The rest of the top 10, in order, are: *Somerset & Dorset* (O gauge in the garden, ROM August); *Eastfield* (O gauge 1980s Glasgow diesel depot, ROM March); *Deadman's Lane* (Derby 21st century main line and train testing depot in OO, ROM June); *Templecombe Lower* (important hub of the Somerset & Dorset Joint Railway, ROM December); and *Rowington for Shrewley* (pre-Grouping GWR main line station, ROM November).



In the readers' prize draw, the winner of the first prize is Jon Lee from the West Midlands, who will receive £400 worth of vouchers to be spent at any Peco stockist. The second prize (£200 worth of vouchers) goes to Stacey Ross from Warwickshire, and the third prize (£85 worth of vouchers) to Andrew Small of Staffordshire.

Seven readers will receive a year's subscription to RM: Graham Thompson of North Yorkshire, Tim Stevens of Peterborough, Ed Lacey from Cheshire, Alan James Whitmore of Gloucester, J Muir from Liverpool, Francis Harvey from Greater Manchester and Bob Field of Kent.

Well done to all concerned, and our thanks to everyone who entered; the feedback is most helpful. Details and the entry form for the 2025 competition will be published in the January 2026 issue.

Rapido announces Hawksworth County 4-6-0 in OO

Rapido Trains UK has revealed that it is developing ready-to-run OO gauge models of the Great Western Railway County 4-6-0.

Representing the last design of two-cylinder 4-6-0 to be developed by the GWR, the Hawksworth machine followed the same designer's Modified Hall in its use of plate frames and separate cylinder castings, and a hopper ashpan was added. The design used a No.15 boiler with a 280psi working pressure (reduced to 250psi in BR days).

Between 1945 and 1947, the GWR built 30 '1000' Class locomotives at Swindon Works; they would eventually all be named after English or Welsh counties.

The entire class was withdrawn between 1962 and 1964, in line with the displacement of steam on the Western Region by diesel traction. None survived into preservation, but a new-build is currently under construction at Didcot.

The Rapido model will cater for detail variations across the working lives of the locomotives, including single or double chimneys and the presence – as appropriate – of speedometer drives, smokebox numberplates and nameplates, plus other fittings.

The specification is set to include factory-installed speakers, an ESU 21-pin decoder socket, a factory-fitted MoPower stay-alive capacitor, tender pick-ups, and firebox flicker with a fire draw effect.

The project is at the tooling stage and 10 livery versions are planned, covering GWR lined green, BR lined black and BR lined green schemes. Prices are £249.95 (DCC ready) and £364.95 (DCC sound-fitted).

GCR 15-ton six-wheel brake van

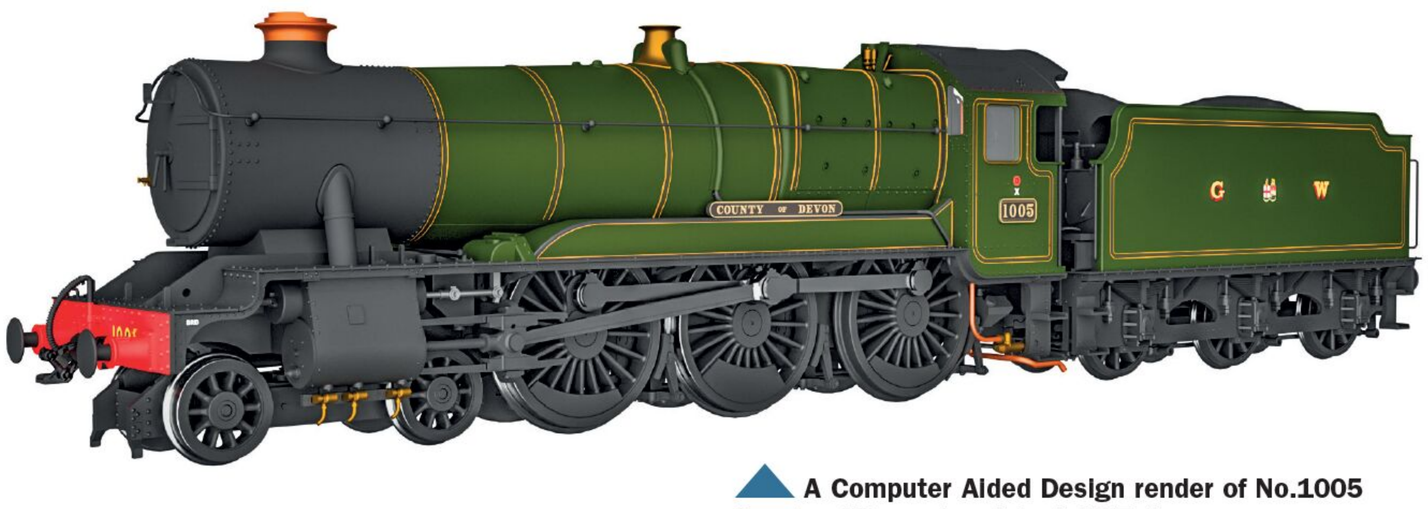
The manufacturer has also revealed that it is developing its first OO gauge model of a Great Central Railway prototype – the 15-ton six-wheel brake van. Built over a 20-year period, examples of these could be seen across the GCR network from as early as 1903, whilst 10 which were provided to the Cheshire Lines Committee in 1915 expanded their field of operation to the North West of England and Wales.

Many survived until after Nationalisation, with BR examples being used as ballast brakes and engineering vehicles – some even passed to the ownership of the National Coal Board.

The first diagram of GCR brake van to be produced ready-to-run in OO gauge, the project is currently at the tooling stage, with 16 versions available (priced £46.95 each) covering GCR, LNER, BR and NCB liveries.

Orders for the County and GCR brake van can be placed directly with Rapido Trains (via its website) or from the manufacturer's stockists.

www.rapidotrains.co.uk



A Computer Aided Design render of No.1005 *County of Devon* in original GWR livery.

CAD render of the Great Central Railway six-wheel brake van in GCR grey.

Model Rail Scotland

More than 16,000 visitors flock to Model Rail Scotland 2025

Photography by Craig Tiley

***Ell Wood* was a much-deserved winner of the award for best guest layout. Look out for a full feature on this spectacular N gauge model in a future RM.**

Cementing its place as the premier independent model railway exhibition in the United Kingdom, this year's Model Rail Scotland event attracted in excess of 16,000 visitors, with advance ticket sales 20% up on the 2024 exhibition.

Organised by the Association of Model Railway Societies in Scotland (AMRSS), the three-day event took place at the Scottish Event Campus in Glasgow on 21-23 February.

Visitors were treated to layouts covering all the popular scales and gauges (of British and overseas outline), with support from a wide variety of retailers, together with expert-led modelling demonstrations and a number of interactive displays. The event was supported by several of the hobby's leading manufacturers: Peco, Accurascale, Bachmann, Heljan, Hornby and Kato.

The overwhelmingly positive feedback received from visitors and exhibitors, together with the record-breaking attendance figures, led the organisers to describe this year's event as one of the best in the show's history.

Chairman of AMRSS, Colin Mather, expressed his delight at the event's success:

"We are absolutely thrilled with the turnout and the incredible feedback. The passion for model railways is stronger than ever, and the 20% increase in [advance] ticket sales demonstrates the excitement surrounding the hobby. We're proud to have delivered an event that celebrates innovation, creativity, and the fantastic community that makes this hobby so special."

John Robertson, one of the exhibitors from Glasgow, commented:

"This year's event has been phenomenal. The level of detail in the layouts was outstanding, and the enthusiasm from visitors was unmatched. It's great to see so many people – young and old – engaging with the hobby."

Visitors travelled from all over the UK and overseas, with attendees from Germany, the Netherlands, and beyond, further highlighting the international appeal of Model Rail Scotland.

London-based visitor Susan Carter added: "I've been to model railway exhibitions across the UK, but Model Rail Scotland always delivers something special. The atmosphere, the range of layouts, and the friendly exhibitors make it a must-visit every year."

A key feature of the Peco stand at this year's show was a new layout constructed using 00 gauge Setrack. Also including a section of 009 narrow gauge track, the layout attracted the attention of many of the event's younger visitors, including Ben Brock (*left*) and Arthur Ellis-Hobbs (*right*).

Looking ahead to 2026

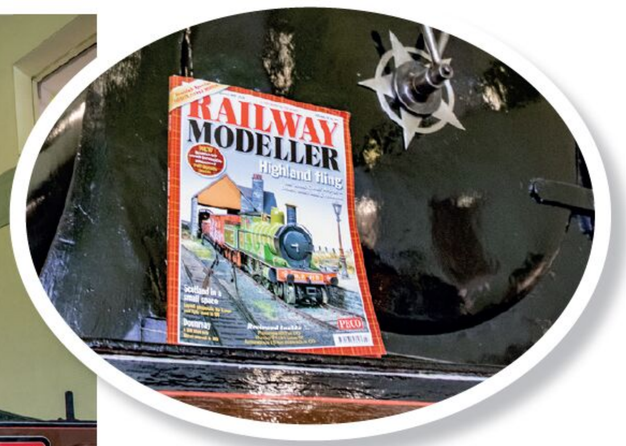
Model Rail Scotland 2026 is already in the planning stages. However, due to venue availability, and for one year only, next year's event will take place one month later than usual – on 27-29 March 2026. (This is because of another event taking place that requires full use of the SEC complex.) Further details about next year's event, which will be celebrating 60 years of Model Rail Scotland, will be available over the coming months at: **www.modelrail-scotland.co.uk**

Yeovil Model Railway Group's 0 gauge layout *The Summit* (RM April 2016) drew the crowds.

Also displayed on the Peco stand were samples of new products being developed by the manufacturer.

The contribution to the hobby made by the late Kato founder, Yuki Kato, was recognised by the National Model Railroad Association. NMRA-BR President Gordy Robinson (*left*) is seen presenting the award to Kato President (and son of Yuki) Hiroshi Kato.

10-year old Calum was one of many young visitors who made their own Mini Diorama on the Kato stand, this interactive modelmaking initiative proving to be a huge hit throughout the weekend.



With the Glasgow Riverside Museum being situated less than a mile from the SEC, RM Editor Craig Tiley couldn't resist taking the opportunity to unite a copy of the March issue, which profiled the Highland Railway 'Jones Goods' 4-6-0s, with the sole survivor (No.103).

Rapido Trains UK displayed engineering samples of its Midland '483' Class 4-4-0 models in 00, as first announced in our November 2024 issue.

Hornby showed an engineering sample for its GWR Saint Class 4-6-0 in 00, this model having been announced in the March RM.

Industrial revolution in 00

Revolution Trains used Model Rail Scotland as the platform to announce its plans for models of the Hunslet 0-6-0DH industrial shunter in 00.

More than 50 of these locomotives were built between 1965 and 1989 for a variety of industrial customers, and many continue in use today either in private sidings or on preserved railways.

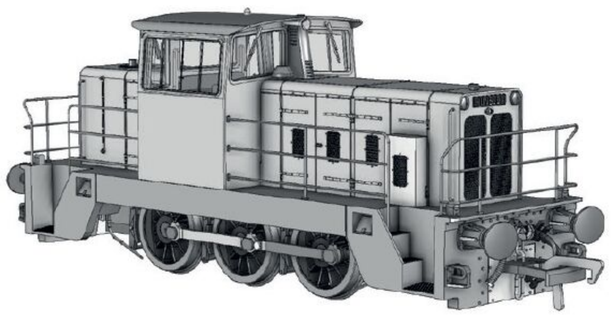
The biggest user was the National Coal Board (British Coal), but other operators have included British Steel, BP, Total, Esso, Central Electricity Generating Board, Lafarge Aggregates, Workington Docks, Caledonian Paper and BNFL at Sellafield. Spot hire locos owned by Harry Needle and RMS Locotec have also worked in a wide variety of locations.

Over the years both 50-ton and 55-ton versions have been built with variations in footplate equipment boxes, lighting, engine air breathers, handrails and sandboxes. The tooling suite will allow for most of these to be accommodated. Models will be offered with or without flashing roof lamps according to the prototype.

In the first tranche of models Revolution is offering NCB No.503 in two-tone green livery (without roof beacon), Harry Needle No.29 in grey & orange livery, British Steel No.403 in yellow livery and *Redwing* in Esso red livery (the latter three with roof beacon).

The model is being produced with the full support of the Hunslet Locomotive Company in Leeds, and the order book is expected to open in Q2 2025, with products shipping to customers in early 2026.

The firm's Mike Hale said: "Having helped to develop a successful 1:148 scale model of this appealing loco for the N Gauge Society, we are often asked to upscale it to 00, and now seems the right time."



A render from CAD artwork for the forthcoming Revolution Trains Hunslet 0-6-0DH in 00. *Image: Revolution Trains*

Model Rail Scotland 2025 layout awards

As is customary for Model Rail Scotland, a number of award presentations were made by the organisers during the Saturday of the event.

These included the inauguration of 'The Jim Grieve Memorial Trophy', to acknowledge the sterling work carried out by the late Jim Grieve during his tenure as Publicity Manager for Model Rail Scotland. Jim was a member of Clyde Model Railway Club and therefore, appropriately, the club's current Chairman, David Lambie, was in attendance for the presentation of this award.

Jim Grieve Memorial Trophy

From left to right: Craig and Lewis Charity receive the inaugural 'Jim Grieve Memorial Trophy' for *Wolfstatt* (HO) from Clyde MRC Chairman David Lambie and AMRSS Ltd Chairman Colin Mather.

Best guest layout 1st

Awarded by Colin Mather to Eric Farragher for his N gauge layout *Ell Wood*.

Best guest layout 2nd

Awarded by Ian Porteous (Exhibition Manager) and Colin Mather to Peter Kirmond (centre) for his 2mm layout *York*.

Best guest layout 3rd

Awarded by Ian Porteous and Colin Mather to Ed Pickup (Yeovil Model Railway Group) for the O gauge layout *The Summit*.

Association layout 1st

Awarded by Colin Mather to Tom Young and Tom Mucklow (G Scale Scotland) for *German Main Line In your Garden*.

Association layout 2nd

Awarded by Ian Porteous and Colin Mather to Stephen Johnston (Scottish Diesel & Electric Group) for the O gauge layout *Dalnotter Riverside*.

Association layout 3rd

Awarded by Ian Porteous and Colin Mather to Alan Anderson (Perth Model Rail Group) for the N gauge layout *Calla Fountain Crossing*.

Bachmann shows progress with GBRf Class 69s in 00

69 001 *Mayflower* in GB Railfreight livery with UK and US flags.

BR blue Class 74s E6101 (pristine) and 74 009 (weathered).

Bulleid BCK S6718 in BR (ex-SR) Malachite green.

Bachmann Europe plc has unveiled the latest samples of its forthcoming Class 69 locomotives in OO, plans for which were first announced in the news pages of our August 2021 issue. Examples of the real locomotives were introduced in 2020 by GB Railfreight, these being rebuilt from former British Rail Class 56s (see p291).

The Bachmann models have been produced under an exclusive agreement with GBRf and reflect detail differences depending on whether the donor locomotives were constructed by BR Engineering Limited Crewe, BREL Doncaster or Electroputere of Romania.

The mechanism comprises a five-pole, twin-shaft motor with two flywheels providing drive to both bogies, which have electrical pick-up from all wheels, all-axle drive and separate metal bearings fitted to each axle. The locos have a close coupling mechanism fitted at both ends. In Sound Fitted Deluxe models only, the auto-release couplings give Digital Command Control operated, hands-free uncoupling with the press of a function button, and these versions also have rotating radiator fans driven by an independent motor and gearbox.

The models' directional lighting can be switched on and off at either end on both DCC and dc control, and with DCC control, the cab lighting is assigned to two DCC functions for separate switching of each.

The DCC Sound Fitted and Sound Fitted Deluxe models operate on both DCC and dc control as supplied – on dc control, an authentic engine start-up sequence and running sounds are produced when power is applied.

The livery versions being produced are: 69 001 *Mayflower* in GBRf dark blue & orange livery with UK and USA flags on its sides; 69 002 *Bob Tiller CM&EE* in GBRf 'retro' BR blue & yellow large logo livery; 69 003 *The Railway Observer* in GBRf dark blue & orange; and 69 005 *Eastleigh* in GBRf 'retro' BR green with late crest.

DCC ready locomotives are priced at £249.95, whilst the DCC Sound Fitted models have an RRP of £359.95 and the DCC Sound Fitted Deluxe versions have an RRP of £389.95. Arrival of all models is currently expected in October or November 2025.

New tooling for BR Class 74 electro-diesels in 00

Ahead of its Spring British Railway Announcements, Bachmann Europe plc revealed new tooling projects for its EFE Rail range with OO gauge models of the BR Class 74 electro-diesels, a class of 10 locos that were rebuilt from Class 71s in 1967 and which have never appeared in ready-to-run form before.

The fitting of diesel engines during the conversion made the Class 74 a much more versatile machine, able to access lines off the electrified third-rail network. However, reliability of these engines was an issue and all of the Class 74s were withdrawn between 1976 and 1977, with the last example being scrapped in 1981.

The EFE Rail models will be powered by a coreless motor, with power provided to every axle and electrical collection from every wheel. DCC provision will come by way of a 21-pin decoder socket and there will be space for a speaker to be fitted. There will be cab lighting available to both dc and DCC users, along with illuminated and interchangeable route blinds.

Other detailing will include sprung buffers, etched metal grilles, separate metal handrails and cab end cables and bufferbeam pipework. Cab interior detailing will include seats, control desk, controls and dials.

All of the five announced versions will wear BR blue with full yellow ends, but two will carry pre-TOPS numbers – E6101 and E6104 (ref.E82006 & E82007 respectively) – and the other three will carry the numbers 74 007, 74 010 and 74 009 (ref.E82008, E82009 & E82010 respectively). While the first two will have a pristine finish, 74 009 will be weathered.

At the time of writing, delivery of these models is expected in August or September 2025 and the anticipated price is £214.95.

Additions to Bulleid and BR Mk.I coaches in 00

Also before the Spring Announcements, Bachmann revealed that it will be adding to its Branchline range of new tooling Southern Railway Bulleid coaches in OO with a Diagram 2406 Brake Composite Corridor (BCK) and a Diagram 2017 Third Open (TO).

Liveries in which the BCK vehicles will appear are S6718 & S6736 in BR (ex-SR) Malachite green (ref.34-760 & ref.34-760A); S6735 in BR crimson & cream (ref.34-763); S6739S in BR (SR) green (ref.34-761A); and W6715W in BR maroon (ref.34-762), with all of these having representations of 10" window vents.

The TO versions will be: S1478 in BR crimson & cream (ref.34-825); S1472S & S1496S in BR (SR) green as Second Opens (ref.34-760 & ref.34-760A respectively); and E1469S & Sc1500S in BR maroon as Second Opens, with these versions having the later 15" window vents.

In addition, a further three Bulleid coaches – Composite Corridor S5762S (ref.34-752) and Brake Second Semi-Opens S4323S & S4324S (ref.34-726A & ref.34-726B respectively), all with the 10" window vents – will be produced in the BR (SR) green livery in order to represent an authentic three-coach set, No.781, the number also carried on the brake ends.

The RRP for all these Bulleid carriages will be £74.95 per coach.

Also to be released are further versions of the BR Mk.I First Open (FO) and Brake Second Open (BSO) types (as reviewed on p322), along with the first appearance of the Restaurant Buffet Refurbished (RBR), in new liveries including BR InterCity Charter ('Swallow'), with some vehicles having white roofs and others black, and West Highland Line green & cream as used in the 1980s. The RRP for these carriages will be £67.95 with delivery expected in September or October 2025.

Class 450 EMU in South Western livery.

Sound-fitted Class 350 & 450 Electric Multiple Units in 00

For modellers of the modern scene, the Spring Announcements revealed that the Class 450 (reviewed in the September 2017 RM issue) and Class 350 (reviewed February 2012) 'Desiro' EMUs will be

Three-plank wagon in LSWR brown.

returning to the Bachmann Branchline range, and will be available as Sound Fitted models for the first time. As well as four-car units in the liveries of the current operators, London Northwestern Railway (ref.31-034 for the standard version and ref.31-034SF for the Sound Fitted model) and South Western Railway (ref.31-042 for standard and ref.31-042SF for Sound Fitted), there will be a four-car Class 350 in TransPennine Express colours (ref.31-033 for standard and ref.31-033SF for Sound Fitted).

The standard models will have an RRP of £499.95 and the Sound Fitted versions an RRP of £599.95, and delivery is expected in August or September 2025.

New OO gauge wagons

New additions to the OO gauge wagons range include three-plank wagons in Midland Railway medium grey, London & South Western Railway brown, Great Western Railway dark grey, Great Central Railway medium grey and BR Departmental bauxite liveries.

Also added to the range are a number of five-plank wagons, including a Tarslag (1923) Ltd of Stockton wagon (discussed in the 'Railway Celebrations' section below), whilst for modellers of the diesel era, there are eight new livery versions of BR long wheelbase four-wheel vehicles, covering VAB, VAA and VDA designs.

'Railway Celebrations' branded models

To coincide with this year's Railway 200 celebrations of the bicentenary of the opening of the Stockton & Darlington Railway in 1825, Bachmann has revealed 'Railway Celebrations' packaging and branding in silver & purple for models of locos and stock that took part in past celebrations of this milestone.

The first OO gauge models to be packaged in this way, are ex-LNWR Class G2 0-8-0 tender locomotive No.9446 in LMS unlined black (ref.31-483 for the standard version & ref.31-483SF for Sound Fitted), which participated in the 1925 centenary of the S&DR, and '5700' 0-6-0 pannier tank No.7752 (ref.32-215A), which was part of the 1975 cavalcade at Shildon on the 150th anniversary.

The G2 is expected to arrive in April or May, and will have an RRP of £189.95 for the standard model and £299.95 for the Sound Fitted version. The GWR '5700' is also due in April or May with an RRP of £124.95.

Also in the 'Railway Celebrations' collection is a five-plank wagon in the grey livery with white lettering of 'Tarslag 1923 Limited of Stockton' (ref.37-026C); and an LNER three-plank wagon in grey with white 'NE' lettering (ref.37-944). Both wagons are expected in June or July and the five-plank wagon has an RRP of £26.95, while the three-plank wagon has an RRP of £23.95.

Hudswell Clarke 0-6-0STs added to EFE Rail O range

In O gauge, Bachmann has teamed up with Australian manufacturer Ixion Model Railways to reintroduce the latter's 7mm scale Hudswell Clarke 0-6-0ST as part of its own EFE Rail range.

The models represent examples built by Hudswell Clarke in the 1920s and 1930s. Four versions will be available from Bachmann stockists: No.1700 *Wissington* in the green livery in which it operated with the British Sugar Corporation and is now preserved at the North Norfolk Railway (ref.E85705); No.1539 *Derek Crouch* in maroon livery as now to be seen at the Nene Valley Railway (ref.E85706); No.78 of M.S.C. (Manchester Ship Canal) in grey, lined white and black (ref.E85707); and a version in lined light blue (ref.E85708). All of the models will be supplied with etched but unpainted name, number and works plates.

O gauge Hudswell Clarke 0-6-0ST in Manchester Ship Canal grey.

Other features of the models include a five-pole motor, sprung buffers and an eight-pin decoder socket, and they are ready to accept a speaker. The RRP is £299.95.

New locomotive releases in N

In the Graham Farish N gauge range, there will be new versions of the Collett '6400' 0-6-0PT, with No.6406 in BR black with early emblem (ref:371-986B), and No.6413 in a weathered version of the same livery (ref:371-986C); No.6408 in BR lined green with late crest (ref.371-987A), and No.6416 in the same guise with weathering (ref.371-987B); and No.6412 as preserved in GWR green with 'shirtbutton' emblem (ref.371-990).

The RRP for these locomotives in 'pristine' livery will be £119.95, and for weathered versions it will be £124.95, with anticipated delivery in June or July 2025.

For diesel outline modellers, the first of several new BR Class 47 models have been revealed, beginning with three Sectorisation era livery versions available as both standard and Sound Fitted models: 47 712 *Lady Diana Spencer* in BR ScotRail livery (ref.372-245A for the standard model and ref.372-245ASF for the Sound Fitted version) is modelled on one of 16 47/7s fitted with push-pull equipment for operating in Scotland; 47 555 *The Commonwealth Spirit* in BR Railfreight Distribution European livery with blue roof that the prototype carried from 1995 (ref.372-263 for standard and ref.372-263SF for Sound Fitted); and 47 849 in BR InterCity ('Swallow') livery (ref.372-266 for standard and ref.372-266SF for Sound Fitted).

Delivery of these models is expected in either July or August, and the RRPs will be £179.95 for standard models and £289.95 for Sound Fitted versions.

Rolling stock additions in N

Amongst the various rolling stock models that have been announced are new livery versions of the firm's VGA vans and BR Mk.I NBA Brake Gangwayed 'Super BG' vehicles. These are expected in June or July and will have an RRP of £42.95.

New Scenecraft additions

In the Scenecraft structures range, new additions in 4mm scale include a model of a 25-ton Goliath steam gantry crane (ref.44-0172) and an equally large and impressive model of March East Junction signal box with brick base and either grey & black (ref.44-1011A) or green & cream (ref.44-1011) woodwork. Other new Scenecraft accessories in OO include a modern platform Passenger Information Screen (ref.44-578); Coal Loads for four-wheel wagons (pack of four ref.44-551); Security Fences (pack of 10 ref.44-505); Large Aggregate Bags (pack of 10 ref.44-532); Metal Beer Kegs (pack of 10 ref.44-520); Metal Fencing (five lengths ref.44-562); and 6' Victorian Wall Section (four lengths ref.44-565).

Additions to the Scenecraft buildings range for N gauge modellers include a Covered Metal Footbridge, with latticework bridge section, in blue & cream (ref.42-020B) or red & cream (ref.42-020R); a Stone Waiting Room with central opening and wood framing in either blue or red (refs.42-0096B & 42-0096R respectively); a brick GCR Mess Room with door, bargeboards and window frames in red (ref.42-0185R) or green (ref.42-0185G); and a road vehicle weighbridge with brick weighing hut with white window framing and a door in either red (ref.42-080R) or green (ref.42-080G).

www.bachmann.co.uk

GWR green pannier tank No.7752.

Tarslag Ltd of Stockton wagon.

LNWR 'Super D' 0-8-0 No.9446 in LMS black.

N gauge 47 555 *The Commonwealth Spirit* in Railfreight Distribution livery.

25-ton Goliath steam gantry crane.

March East Junction signal box.

Blue & cream footbridge in N.

Hornby reveals three liveries for its new BR Class 37s in TT:120

Hornby has revealed some new diesel era additions to its TT:120 range, including BR Class 37s in three liveries.

The trio comprises BR Type 3 D6700 (DCC Ready ref.TT3036M) – the first of the type to be built and now part of the National Collection, but currently on loan to the Great Central Railway in Leicestershire – in BR green with late crest; 37 408 *Loch Rannoch* (DCC Ready ref.TT3035M) in BR large logo blue livery with yellow cab sections as one of 25 of the class that went north to work passenger trains in Scotland, with this particular loco acquiring its name and white 'Scottie Dog' motif at Eastfield Depot, Glasgow, in 1986; and 37 704 (DCC Ready ref.TT3037M) in the Sectorisation era EWS maroon & yellow it carried from 1996 until withdrawal in October 2003 and scrapping in June 2009.

Each of these livery versions will be available as DCC Ready models, under the maker's reference numbers indicated above, at an RRP of £159.99, while two will also be available as DCC Sound Fitted models under ref.TT3035TXSM for 37 408 and ref.TT3037TXSM for 37 704, each with an RRP of £214.99.

TT:120 KFA intermodal container wagons

Also revealed by Hornby are tooling samples of its forthcoming KFA intermodal wagons. The prototypes were produced using bogies and components reclaimed from redundant wagons, such as TEA tankers, and were built in Finland in the late 1980s for Tiphook Rail. At just over 60' long, the KFA is able to accommodate a mix of different shipping containers from the standardised range, either three 20' containers, or a 40' plus 20' container.

In total, 240 of these bogie flat wagons were produced and, as well as intermodal work, have also been used for transporting waste material, military equipment and on rail infrastructure trains, for which some are still in use today. As well as Tiphook Rail, the wagons have also been operated by Touax and Network Rail.

Hornby is to release three versions initially priced £54.99 each. The wagons have moulded plastic buffers and NEM tension-lock couplings, and the minimum curve they can negotiate is second radius.

www.hornby.com

▲ **Class 37 livery renders.**

▲ **Tooling samples for the KFA and containers.**

▲ **The KFA shown loaded with containers.**

First Accurascale train pack features Longmoor Austerity and coaches

Accurascale has revealed it is to produce its first train pack, consisting of a Hunslet Austerity 0-6-0ST and two BR 57' Mk.I suburban coaches in Longmoor Military Railway Oxford Blue livery. The train pack will be the latest in the Accurascale Exclusives range.

Starting as the Woolmer Instructional Railway in 1909, for 60 years, until closure in 1969, the British Army operated the Longmoor Military Railway in Hampshire to help train soldiers in how to operate a strategic rail supply system. Over time the LMR became very popular with enthusiasts, so in the 1960s open days and special trains were operated using ex-BR Mk.I non-gangway compartment stock, with many coaches repainted in Oxford Blue.

The Austerity 0-6-0ST to be represented in the pack, Hunslet No.3796, was built in 1953 and entered military railway service in 1955. On the LMR it twice had appearances in the movies: in 1966 painted black and numbered 68011 to represent a BR J94 in the comedy *The Great St Trinian's Train Robbery*, with its legendary train chase sequence; and in 1968, painted in LMR Oxford Blue, but with 'GWR' lettering, and with matching coaches, in the musical film *Chitty Chitty Bang Bang*. In 1968 the loco received the name *Major General Errol Lonsdale*, then chief of Army transport.

After the LMR's closure, the locomotive spent time at the Kent & East Sussex, Mid-Hants and South Devon railways, latterly painted black, but is now at the Stoomcentrum in Maldegem, Belgium, in WD green.

The Accurascale pack (ref. ACC3175) will comprise two ex-BR Mk.I suburban coaches together with one of the manufacturer's forthcoming Hunslet Austerity tank locomotives (see RM January 2025 news item) in special presentation packaging. Including details such as 'distressed' coach roof printing, etched nameplates and running numbers that will never be reproduced outside this set, the DCC Ready version will be priced £299.95 and the DCC Sound Fitted version will be priced £399.95, with delivery expected in the second quarter of 2026.

www.accurascale.com

Bachmann USA reveals sample of Corris and Talyllyn loco No.3 in 009

Bachmann USA has revealed first samples of its new tooling OO9 models of former Corris Railway loco No.3, named *Sir Haydn* by the Talyllyn Railway.

The prototype was one of three saddle tanks built (originally as 0-4-0s) for the 2' 3" gauge Corris Railway in 1878 by Hughes's Locomotive & Tramway Engine Works (later known as the Falcon Works) of Loughborough. These locomotives were subsequently equipped with a very small rear pony truck in 1883-1900 to become 0-4-2STs. Following acquisition of the CR by the GWR in 1930 – more because the Great Western wanted control of the bus services run by the previous owner, Bristol-based Imperial Tramways – Nos.1 & 2 were scrapped to leave No.3 as the sole survivor of the trio, and it then ran alongside Kerr Stuart 0-4-2ST No.4

(acquired in 1921) up until the line's closure in 1948.

Thanks to some tarpaulins and a sympathetic Machynlleth stationmaster, both Nos.3 & 4 escaped scrapping to be bought by the newly formed Talyllyn Railway Preservation Society in 1951, the TR also being of 2' 3" gauge. No.3 was named after Sir Henry Haydn Jones, the local Liberal MP who owned both the Talyllyn Railway and the Bryn Eglwys slate quarry from 1911 until his death in 1950.

In more recent years a section of the Corris Railway has been relaid and replicas of both Kerr Stuart No.4 and Hughes No.3 have been built to run on it, the latter as No.10.

The Bachmann models of Corris and Talyllyn No.3 will be produced in both CR red, lined yellow (ref.59105) and TR green, lined yellow & black (ref.59106) liveries and will incorporate die-cast metal construction, international hook and loop couplings and blackened machined metal wheels.

Also in its 'HOn30' (American parlance for OO9) narrow gauge range, Bachmann USA has announced it will be producing models of Ffestiniog Railway five-plank coal wagon No.22 with versions bearing both its original oval number plate and the number 26 it carried for several years up until 2024. Like the prototype, now part of the FR heritage waggons fleet, these models will carry red livery with black ironwork.

https://shop.bachmanntrains.com

The latest news from the PECO group of companies

More 'Beginner's guide to DCC' courses

The 'Beginner's guide to DCC', the one-day course at Peco designed to dispel myths surrounding Digital Command Control, proved very popular again in 2024 so more dates are planned for 2025.

The next course will be on Monday 7 April between 10:00 and 16:00, with others planned for Tuesday 6 May and Monday 9 June, with further dates in July and August.

The course fee (£65.00) includes complimentary tea or coffee through the day, and lunch. In addition, participants will be entitled to a discount in the Pecorama model shop.

The course combines theory and practical sessions covering all the main aspects of Digital Command Control. There will be opportunities to install a locomotive decoder and connect stationary accessories.

The approach is flexible and there will be plenty of opportunities for questions.

Although DCC is now part of the mainstream model railway hobby, it can seem very complicated to new entrants. However, Peco has a long tradition of providing support and advice for the hobby and these courses build on that. As the company has no vested commercial interest in any brand or system, the advice is completely impartial and based upon practical experience.

If you are interested in taking part, e-mail julia.boswell@peco.co for further information, or write to Peco, Beer, Devon, EX12 3NA.
www.pecorama.co.uk

Heljan releases Class 153 engineering prototype images

Heljan has released images revealing that the first engineering prototype of its new OO gauge single-car Class 153 'Sprinter' has arrived with its team for assessment. Plans for these models were announced in the October 2024 RM.

Although the images show an initial engineering prototype and so may not be representative of the final product, Heljan states that it hopes they give modellers a good impression of what they can expect when the Class 153 model arrives.

Features of the models will include: magnetic BSI auto couplers; original or revised headlight units with switchable day or night mode; separately switchable door locking and door button lights; original or revised end gangway doors; optional easy-fit obstacle deflectors; and a fully detailed interior with separate seats, tables, luggage racks and toilet.

The cab interior will also be fully detailed and other aspects of the model include: all-wheel pick-up and drive; 21-pin DCC interface; separately switchable interior, cab and tail lights in both dc and DCC mode; factory fitted speakers and DCC Ready or Factory Fitted Sound options, including route specific announcements matched to the destination blinds; open and closed hopper windows; separately fitted wipers, NRN radio pods, gangways, underframe equipment and footsteps; and detailed P3-10/BT38 bogies.

Heljan has advised that rivet head detailing will be added to the model once its team has approved the other elements.

Batch 1 livery versions announced so far include: Regional Railways, East Midlands Trains, Northern, Transport for Wales, GWR and London Midland.

The manufacturer is also working on an all-new two-car 'Super Sprinter' with similar specifications.
www.heljan.co.uk

An engineering sample for the Heljan Class 153 in 00.

Rails receives samples of exclusive BR Class 28 Co-Bos

Following the announcement in the June 2024 RM issue that Rails of Sheffield had teamed up with Heljan to produce a re-run of its OO gauge BR Class 28 Co-Bo loco, as first reviewed in the RM September 2011 issue, Rails has received a full suite of decorated samples.

These comprise DCC Ready and DCC Sound Fitted versions of D5719 in all-over BR green; D5703 in BR green with small yellow end panels; D5704 in weathered BR green with small yellow end panels; D5707 in BR green with full yellow ends; and D5701 in BR blue with full yellow ends.

The models are priced at £199.95 for DCC Ready versions and £329.95 for DCC Sound versions. For further details, refer to the retailer's website:
www.railsofsheffield.com

Decorated samples of the Rails exclusive Class 28s in 00.

40 layouts plus heritage displays to feature at Ashford rail festival

Visitors to the third Ashford Festival of Railway Modelling over the weekend of 12 & 13 April will enjoy 40 model railways in nine different scales and gauges, many coming to the South East for the first time.

From the BR blue era in the North West captured in *St Seeb* to the Great Western Railway seaside terminus of *St Johns* and the wooded countryside of *Artist's Valley*, there will be a wide range of layouts to inspire and entertain.

Local interest will be catered for by layouts *Lydd on Sea, Oxley Heath, Hops Farm* and *Holmeshurst*. In an exhibition first, Gordon and Maggie Gravett's masterpieces *Pempoul* and *Arun Quay* (RM April 2019, pictured) will be exhibited together for the first time, the former having been in storage since the time of the Covid pandemic.

There will be five brand new layouts not exhibited before, and another first outing in the South East for *Brick Coast Main Line*, the UK's largest portable Lego Railway. Trade and society stands will be in attendance selling a range of new and second-hand items and raising funds for their heritage projects.

The festival weekend is complemented by a free exhibition celebrating the legacy of 135 years of locomotive and rolling stock construction in Ashford, as part of the national programme of events to celebrate 200 years of railways in the UK. Researched and presented by AIMREC in conjunction with Ashford Borough Museum and Tales from the Tracks, with support from the Kent Community Foundation and the Frank Brake Trust, the Ashford's Railway Legacy exhibition tells the story of the surviving 11 locomotives and items of rolling stock that were made in Ashford Works and where they can be found today, along with Ashford-designed types built elsewhere.

The festival and exhibition are being organised by Ashford International Model Railway Education Centre (AIMREC) and will take place in Ashford Town Centre. Layouts are located in two adjacent venues: Ashford College and the Elwick Club.

Tickets, priced £12.50 for adults and £2.50 for children, are valid for both venues on both days.

***Arun Quay* by Gordon & Maggie Gravett.**

Ashford's Railway Legacy is open Monday to Saturday in Ashford's Gateway Plus. For further details and for advance ticket purchases see the AIMREC website:
www.aimrec.co.uk

Shop News

Rails of Sheffield to open second store in city's railway station

Model retailer Rails of Sheffield has announced that it is to open a second store to its large Chesterfield Road premises – in the South Yorkshire city's main Victorian railway station buildings.

The Rails team say the new shop will offer model railway equipment, railwayana and rail-themed merchandise. From train sets to entry-level model items, the products on sale will cater to both rail enthusiasts and families. The shop will also sell limited-edition models and wagons featuring partnerships with local brands such as Henderson's Relish, Seabrook Crisps and James May's Gin.

In addition, the new shop will offer travel packs filled with railway-themed items aimed at keeping youngsters entertained on their train journey, and will be fitted out in a similar house style to the main Chesterfield Road store.

Rails of Sheffield was launched in 1970 by Hedley Barber operating from the back of a grocery shop. Since then, it has grown to employ more than 60 people and to have an extensive mail order business, with Hedley's son and grandchildren now running the business.

www.railsofsheffield.com

Bingham Model Railway Club 40th anniversary

Bingham Model Railway Club is preparing to celebrate a landmark occasion as the 18th Annual Club Exhibition, the South Notts Show, taking place on 5 & 6 April 2025 in Cotgrave, will mark the club's 40th anniversary.

The exhibition will be the 16th held at Cotgrave Welfare, in the town's Woodview (postcode NG12 3PJ), and will feature at least 10 layouts in various scales. This year's headline layout will be *Splott* in P4.

The initial meeting to form the club was held in December 1984 and regular weekly meetings commenced from March 1985 in Bingham Church Hall. The club still has a member who attended the initial meeting. The first club layout was based on Basford Central on the Great Central main line to the north of Nottingham city centre. This having proved, perhaps, a bit overambitious, the second club layout was *Copse Crossing*, created for people to watch trains passing. This layout appeared at numerous national exhibitions, even winning the 'Quaich' for most prototypical running at the Glasgow show.

Sadly, the group's third clubroom, housed in a barn, ended with a fire in 2008 and three layouts were lost. BMRC now has a clubroom at Cotgrave Welfare that was offered to the club when members were required to vacate premises at RAF Newton at quite short notice. The club members say they are most grateful to the Welfare management for offering a secure tenancy, as a result of which the membership has grown to 36. This means that the club has regular sessions taking place on Monday afternoons, Tuesday mornings and Thursday evenings, with the room also being available whenever the Welfare premises is open.

The majority of the modelling done by members is in 4mm scale but to three gauges: OO, 9mm (OO9) and EM. There are also a 7mm and two N gauge layouts. Further details can be found at:

www.bingham-model-rail.co.uk

TMC creates point motor and layout control accessories

The Model Centre (TMC) has introduced a new solenoid point motor and a new DCC solenoid motor accessory decoder for model railways. Units can be used simultaneously, or in the case of the accessory decoder, with other compatible solenoid motors.

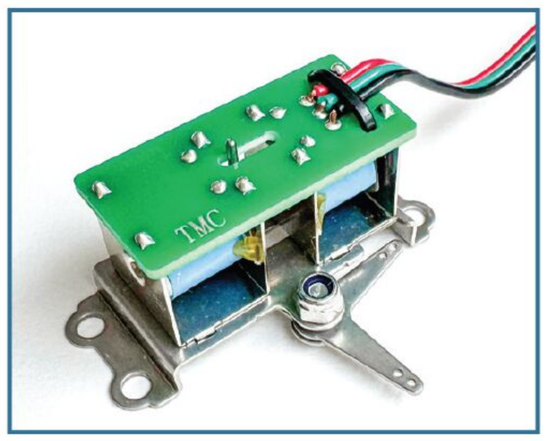
The solenoid point motor is a continuation of the Hattons ref.HAT-PM-01 solenoid motor design, developed for the now defunct retailer by model railway electronic and systems specialist DCC Concepts. Both items are available to purchase individually as single units, or in triple packs.

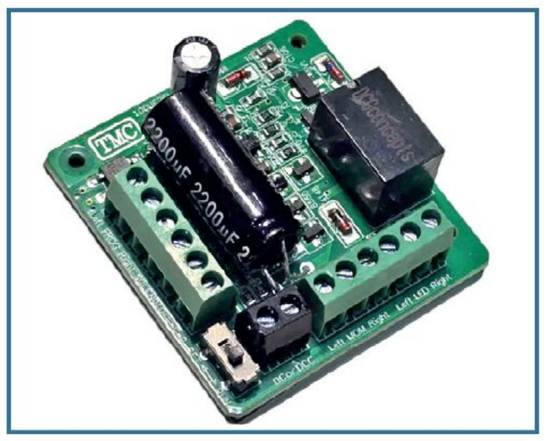
The point motor can be mounted above or below baseboard tops and can be used to power N, TT:120, OO, OO9 and O gauge points. Alternatively, it can be used to power signals too. Units are supplied pre-wired with a 140mm-long pre-tinned cable ribbon for linking to a screw-terminal block such as the solenoid accessory decoder, or for soldering to existing layout wiring.

New TMC DCC accessory decoder

The ref.TMC-DEC.1 DCC accessory decoder features screw-terminal connections and gives control of the ref. TMC-TPM.1 solenoid point motor under DCC (or any similar 16V ac solenoid point motor).

For use with points, frog power control is provided, while for feedback to control panels, outputs for LED connections are provided too. The unit incorporates a CDU to fire the solenoid motor, so no additional power is needed. The ref.TMC-DEC.1 is also available as a three-pack as ref.TMC-DEC.3.





Prices of the new units are: ref.TMC-TPM.1 Solenoid Point Motor: £7.50; ref.TMC-TPM.3 Solenoid Point Motor (three-pack): £21.50; ref.TMC-DEC.1 TMC Solenoid Decoder Board: £12.49; ref.TMC-DEC.3 TMC Solenoid Decoder Board (three-pack): £35.50.

www.themodelcentre.com

Mark Arscott 17 January 1947 – 4 February 2025

Mark Arscott was born in Watford on 17 January 1947 and grew up in Bushey.

In his youth his two hobbies were farming and trains. He spent many hours visiting loco sheds and recording numbers, even on holidays to Scotland.

After leaving school in Bushey, he attended Oaklands College where he studied for an agricultural degree. Following that, he set off for Australia in 1969 to the west of Perth for farming, which was very different to what he was used to in the UK. He then moved to Cockatoo Island near Derby and gained employment at a Broken Hill Proprietary iron ore mine for about a year.

He subsequently took a train all the way from Perth to Melbourne, a journey that took four days, and set up home in St Kilda's. Mark later became a steward on the Tasmania ferry and he was also a bartender at the RSL – Returned and Services League of Australia.

Whilst in Australia he found time to view the country's railways.

He then joined the ACT shipping company, a container ship travelling to Rotterdam and other ports. Later, Mark made the decision to return to the UK to begin radio officer training. In 1975 he commenced work for various companies, sailing all over the world.Whilst sailing, Mark still managed to continue his railway hobby, building models in his spare time.

Mark met his wife Anne in Halifax, Canada through friends, and they settled back in the UK.

He then joined the National Shipping Company of Saudi Arabia and took to the seas again, travelling to the US, the Gulf, Korea and Japan.

Mark's next working role was for BT and in his spare time he volunteered with the Merchant Navy Locomotive Preservation Society, at its bases in Hereford, Marylebone and Southall. As a couple, Mark and Anne would often head off for the weekend to help with work on the locomotive: he was always covered in coal dust and Anne helped with making the teas and polishing the engine and tender.

Mark showed a great interest in producing and marketing die-cast model railway wheels and, after leaving BT, he concentrated on those and other products whilst associated with Romford Models. His own modelling then took a back seat as he developed products for others. He was very proud to set up his own business under the Markits banner, producing his own range of wheels and other products. He was always thinking of new items and increasing his knowledge and spent many hours doing so, even on holidays.

Tony Wright writes:

That the hobby owes Mark an enormous debt of gratitude is beyond doubt. Under his Markits banner, he took on and expanded the Romford range of driving and carrying wheels, mostly in OO but with provisions for EM. Locomotive builders like me will be forever grateful for his supply of accurate, concentric, robust and reliable driving wheels, axles and crankpins. Indeed, on a personal level, I've built around 500 locos using Romford/Markits wheels. I wouldn't have achieved anything near that figure without his products.

Speaking of products, the Markits name was also synonymous with scores of finescale fittings, including handrail pillars, safety valves, whistles, chimneys, domes, Westinghouse pumps, AWS equipment, screw couplings, crossheads, slidebars, lubricators, gears, gearboxes and many more accurately-machined parts. Truly, a one-stop for 4mm loco builders (and others). He also supplied other manufacturers.

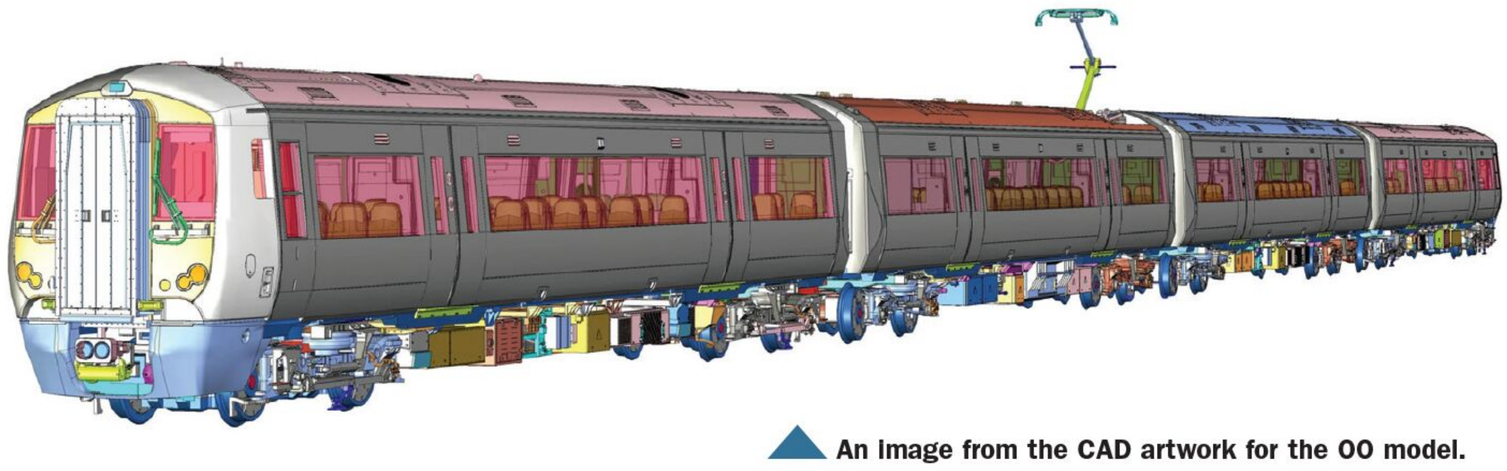
I knew him as a good friend, and I'll miss our long phone conversations; conversations full of humour. He was always willing to help (including several manufacturers), and his knowledge of prototype matters (particularly his beloved Bulleid Pacifics) was enormous. The Hornby Bulleid Merchant Navy Pacific model, which revolutionised the manufacturer's ready-to-run range when released at the turn of the century, owes much to his diligent research.

His legacy, particularly to those who actually build things in this hobby, is beyond measure, and is apparent in the number of kit-built locos running successfully on his wheels.

RIP my friend. My condolences to his family and friends.

[Ed. Our thanks to Mark's widow, Anne, together with Simon Kohler and Tony Wright for their assistance with preparing this obituary. We wish to express our sympathies to Anne following her loss.]

Accurascale and Rails team up with four-car Electrostar EMUs in 00



An image from the CAD artwork for the 00 model.

Artwork for the South Eastern white & blue version.

Following a previous partnership developing an OO gauge Class 89, Accurascale and Rails of Sheffield have again teamed up to produce variants of the four-car Electrostar EMUs. With the first tooling suite comprising Class 375, Class 377, Class 379 and Class 387 units, and given the number of detail differences needed, the manufacturer says it is its biggest project to date in terms of tooling and cost.

The most technologically complex dual-power versions, namely the 375/6s, the 377/2s and 377/5s, the 379s and the 387/1s and 387/2s, will form the basis of the project, and should these be successful, other Electrostar variants will then be modelled at a later date.

Livery versions include South Eastern white & blue, South Eastern dark blue with light blue doors, First Capital Connect dark blue with pink doors, and Southern white & green. The models will feature DCC operating pantographs, operating CDL lights, and motors driving the leading and trailing axles of the DMCOs, which also have working magnetic front mounted Tightlock, or Dellner couplings (depending on variant).

Each sound-fitted unit will have a speaker mounted in every car to give a full surround sound experience of the real trains. There will also be full interior lighting, with each car having a power bank of capacitors for flicker free lighting.

The manufacturer and retailer are now inviting expressions of interest from potential customers. The models will be available exclusively via the Accurascale and Rails of Sheffield websites, and the Rails of Sheffield shop. Total price is £499.95 for silent dc/DCC Fitted four-car units, and £599.95 DCC Sound Fitted, with £50 reservation fees deducted from this total amount should the project go ahead. The balance will be taken once the models arrive in stock.

www.accurascale.com
www.railsofsheffield.com

Modelu figures pack to help raise funds for SVR embankment repairs

Modelu has announced that it is producing a new set of 3D-printed figures to help raise money for the Severn Valley Railway to carry out emergency repairs to a section of its running line.

Recently, after heavy rain on 29 January, a section of embankment and bridge collapsed near the village of Eardington, resulting in the line between Hampton Loade and Bridgnorth being completely impassable. The railway is now working towards finding an engineering solution.

At the time of writing, over 1,400 people have made donations, helping to raise £75,000 towards the repair costs, but more money is needed.

Modelu says that 50% of sales of its special pack of figures will be donated to the Severn Valley Resilience Fund, and they will be available for the next six months. The figures are available in a variety of scales for layouts in gauges from O to N at a price of £24.95.

The manufacturer adds that it is very grateful to volunteers from the Severn Valley who have been an enormous help to Modelu over the last 10 years.

The pack features laser scans of current and retired members of the SVR team.

For further details see:

www.modelu3d.co.uk
www.svr.co.uk

Stonham Barns Park to host third model show

Suffolk attraction Stonham Barns Park, at Stonham Aspal, near Stowmarket and Ipswich, will be hosting its third model railway show on Sunday 23 March.

The event will host around 16 layouts in a variety of scales and gauges as well as displays by expert demonstrators and a range of sales stands. There will also be food and drink available on site.

The price of entry for adults is £7.50 but entry is free for under-12s. In addition, visitors can bring a tent, caravan or motorhome and stay on the Stonham Barns Park campsite (visit website page www.stonhambarns.co.uk/tents-caravans-and-motorhomes/).

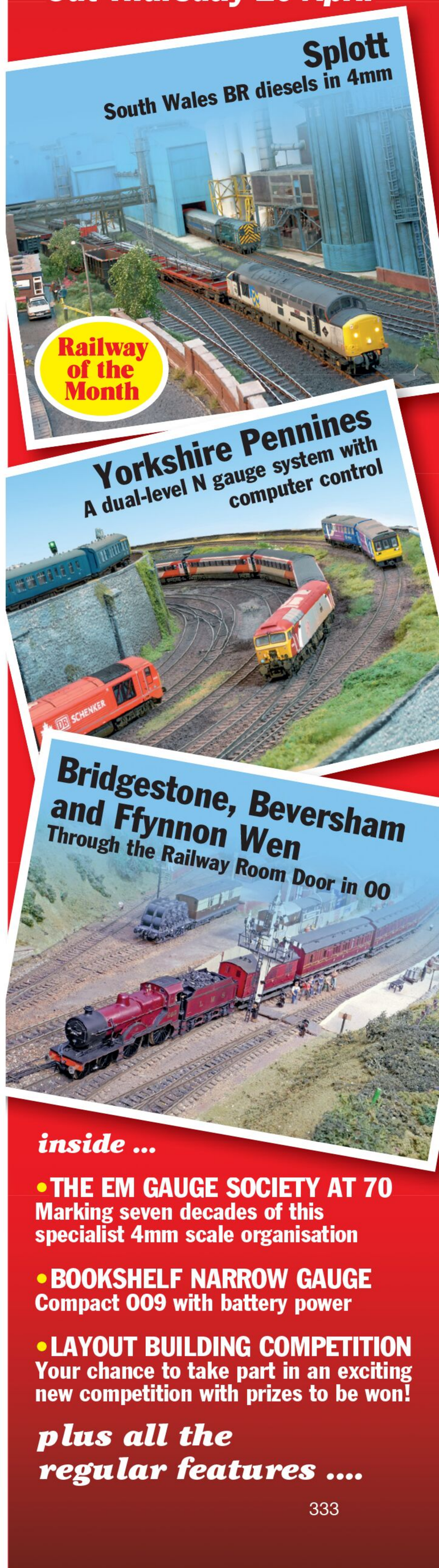
The Eastern Counties Bus Preservation Group will run a free shuttle service from Stowmarket railway station to the venue via Stowupland, Earl Stonham and Stonham Aspal. Updates on this service can be found at www.easterncountiesbusgroup.co.uk

There will also be a collection/drop service from the Mid Suffolk Light Railway Museum at Wetheringsett, and the Top Field Light Railway, based at Reepham, will be exhibiting a portable railway with miniature engines hauling trains throughout the day.

For details email events@stonhambarns.co.uk or call 01449 711 111.

Coming next month

May 2025 – Out Thursday 10 April



Societies & Clubs

The following announcements are included in good faith from information provided by the organisers. As cancellations are sometimes inevitable, anyone travelling to a listed live event should contact the organiser first. The publishers cannot accept any responsibility for cancellations or errors. RAILWAY MODELLER is published on the second Thursday of the preceding month, and notifications sent via email to **clubs@railwaymodeller.co.uk** are required six weeks prior to publication date. Entries must include the organiser's email or website and/or a telephone number.

JUNE 2025 issue deadline: APRIL 1st

LIVE EVENTS

Saturday 15 March
LEICESTER, Leicestershire
Organiser: Train Collectors Society.
Venue: Trinity Methodist Church Hall, Narborough Road, Leicester LE3 2RD.
Open: 1030-1600 (see also 0930 early bird admission details below).
Admission: adults £5.00, acpd U16s free. Early bird admission from 0930: £10.00.
Amenities: venue has easy access by car from M1 Jct 21, which is 3 miles away, and there is free on-street parking. There is also good public transport from the city centre. The show is all on one floor, with a ramp into the building, and there is a disabled toilet. Cafeteria with hot and cold food.
Features: there will be around 10 vintage toy train displays in various gauges in operation and around 10 traders plus a club 'bring and buy' stall.
Contact: Bryan Pentland, 07801 818764.
Email: bryanpentland@hotmail.co.uk
Website: www.traincollector.co.uk

Saturday 15 March
TADWORTH, Surrey
Event: Tadworth Spring Model Railway Exhibition.
Organiser: North Downs Model Railway Circle.
Venue: The Good Shepherd Church Hall, Station Approach Road, Tadworth, Surrey KT20 5AE.
Open: 1000-1700
Admission: adults £6.00, U16s £3.00, senior citizen/disabled £5.00. All profits go to Good Shepherd Church.
Amenities: free parking, refreshments.
Features: 29 British and Continental layouts in most major scales, plus trade support.
Contact: Stuart Robinson, 07758 458827.
Email: stuart.robinson27@ntlworld.com
Website:
www.ndmrc.info/Home/Tadworth.htm

Saturday 15 & Sunday 16 March
THE LONDON FESTIVAL OF RAILWAY MODELLING
ALEXANDRA PALACE, North London
Organiser: The Model Railway Club.
Venue: Alexandra Palace, Alexandra Palace Way, London N22 7AY.
Open: Saturday 1000-1700
Sunday 1000-1630
(0930 early entry for advance ticket holders)
Admission: adults £16.00 in advance, £17.00 on the day; children (5-16) £8.00, family (2+2) £40.00. Advance payments close at 0830 on the day of the show; card payments (Visa or Mastercard only) preferred on the door. Pre-book tickets via www.eventbrite.co.uk/e/the-london-festival-of-railway-modelling-2025-tickets-1070409687189?aff=londonrmweb2025
Amenities: free shuttle bus will run between Alexandra Palace railway station, Wood Green tube station and the venue, with the last bus departing the venue at 1715 each day – when exiting the tube station, the bus stop is just down the road opposite (Station Road). There are dedicated disabled accessible bays in the Grove Car Park (250 yards walk uphill) and the East Car Park at the Ice Rink end of the building. A drop-off point is available outside the Palm Court Entrance via the west slip road where staff will assist with directions. A companion's ticket scheme is available for visitors who require a full-time companion – supporting documents will need to be emailed prior to the show to:
access.mailbox@alexandrapalace.com
Features: 35-plus layouts, plus demos, The Model Railway Club sales stand and around 70 other trade & society stands.
Website: www.themodelrailwayclub.org/events/london-festival-of-railway-modelling/

Saturday 15 & Sunday 16 March
EAST GRINSTEAD, West Sussex
Event: 85th Anniversary Model Railway Exhibition.
Organiser: East Grinstead Model Railway Club.
Venue: Sackville School, Lewes Road, East Grinstead, West Sussex RH19 3TY.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £7.00, concessions (over 60s) £5.00, U16s free.
Amenities: free on-road parking. Venue has wheelchair access. Refreshments available.
Features: layouts in various gauges plus sales stands.
Contact: Malcolm Bonnell, 01342 346172.
Email: exhibitions@egmrc.org.uk
Website: www.egmrc.org.uk
Facebook: www.facebook.com/p/East-Grinstead-Model-Railway-Club-100091835650455/

Saturday 22 March
DRIFFIELD, East Yorkshire
Event: Yorkshire Wolds Railway Model Railway Show.
Organiser: Yorkshire Wolds Railway.
Venue: The Rix Pavilion, Driffield Showground, Kelleythorpe, Driffield YO25 9DN.
Open: 1000-1600
Admission: adults £10.00, YWR members and U16s free.
Amenities: free car parking, disabled access to main hall, hot refreshments.
Features: selection of layouts in various gauges plus trade support.
Contact: 01377 338053.
Website: www.yorkshirewoldsrailway.org.uk

Saturday 22 March
LONGBRIDGE, Birmingham
Event: European & Narrow Gauge Exhibition.
Organiser: Bournville Model Railway Club.
Venue: The Austin Sports & Social Club, 30 Tessall Lane, Longbridge, Birmingham B31 2SF.
Open: 1000-1630
Admission: adults £5.00, family £9.00, U16s free with accompanying adult.
Amenities: ample free parking with local bus & train services within 5 mins walk. Hot & cold food available until 1400 and a licenced bar from 1200.
Features: this new event is a collaboration between Bournville Model Railway Club and the European Railways Association, with layouts showcasing European and narrow gauge modelling. One hall will have the narrow gauge layouts and the other the European layouts, and there will be associated traders and European railway societies present in each hall.
Email: Assistant Exhibition Manager Piers Milne at piersmilne@btinternet.com
Website: www.bournvillemrc.co.uk.websitebuilder.prositehosting.co.uk
Facebook: www.facebook.com/bournvillemodelrailwayclub/

Saturday 22 March
NEWTON AYCLIFFE, County Durham
Event: Rotary Great Aycliffe 15th Annual Model Railway Exhibition.
Organiser: Rotary Club of Great Aycliffe in conjunction with NAYC & Shildon Model Railway Club.
Venue: The Newton Aycliffe Youth and Community Centre, Burn Lane, Newton Aycliffe, County Durham DL5 4HT (opposite Tesco store).
Open: 1000-1700
Admission: adults £5.00, concess £4.00, acpd children & wheelchair users free.
Amenities: free car parking. Full disabled access. Refreshments. Event is benefiting chosen charities Parkinson's UK & 'Five Acres' Community Garden CIC.
Features: 20 layouts in a variety of gauges from N to 1, including *Butcombe Brewery, Chop It Up Lumber Co* (Gn15); *Grendale, High Grange, Londonderry Sidings, Woodside* (O); *Fryupdale Brewery* (EM); *East Glasson Port Authority, Falcon Park, Hawes, Pike Lane, Short Street Sidings* (OO); *Woodside Ferry* (OO9); *Megsdorf* (HO); *Cold Comfort Shed, Nazareth Portland Cement, Matlock Road, Roseberry Topping, Upper Cwmtwych* (N); *Dorlington, Ravenscar Pier* (various gauges); plus 10 trade stands and preservation society stands.
Contact: Dave Scott, 07773 275428.
Email: dave.scott107@gmail.com

Saturday 22 & Sunday 23 March
WIMBORNE MINSTER, Dorset
Event: Railex 2025.
Organiser: Wimborne Railway Society.
Venue: The Allendale Community Centre, Hanham Road, Wimborne Minster BH21 1AS.
Open: both days 1030-1630
Admission: adults £8.00, U15s free, family £10.00.
Amenities: Wimborne Railway Society is celebrating its Golden Jubilee at the Allendale Community Centre, which is also celebrating its own 50th birthday in 2025. There is ample parking adjacent to the venue and Wimborne is served by a number of bus routes from other parts of Dorset. The venue has ramped access and accessible toilets for those with mobility issues. Refreshments will be available in a café located at the venue.
Features: around 9 layouts in gauges 0 to N, including *Shottesford Mill, Printers Yard* (O); *Gretton & Wenlock* (O-16.5); *Bournemouth Central, Wimborne* [WRS club layout as featured in RAILWAY MODELLER April 2017 issue] (OO); *Karlisle* (N) plus trade support.
Website: www.wimrail.org.uk
Facebook: www.facebook.com/wimbornerailwaysociety/

Sunday 23 March
HEATH PARK, Cardiff
Organiser: Cardiff Model Engineering Society.
Venue: Heath Park Miniature Railway, King George V Drive East, Cardiff CF14 4AW.
Open: 1300-1700.
Admission: £2.80 (card payment only), children aged 3 & under free (must be accompanied on rides). No dogs except service dogs.
Amenities: refreshments, gift shop.
Features: miniature railways (steam and electric trams), model and garden railways.
Website: www.heathparkminiaturerailway.co.uk

Sunday 23 March
UFFCULME, Devon
Organiser: Culm Valley Model Railway Club.
Venue: Old Well Garden Centre, Waterloo Cross, Uffculme, Cullompton EX15 3ES.
Open: 1000-1600
Admission: Free but donations welcome.
Amenities: garden centre with parking located close to Junction 27 of M5 just off A38. 'Railway Room' is adjacent to top car park.
Features: *Tiverton Junction* (30' long OO gauge model) and *Soldor*, home to a little blue engine, driven by visitors. Club layouts.
Website: www.cvmrc.weebly.com/tiverton-junction.html

Saturday 29 March
FOREST HILL, South East London
Event: BWWMRC Model Railway Show.
Organiser: Beckenham & West Wickham Model Railway Club, sponsored by Invicta Model Rail, Kent Garden Railways & Heritage In Motion.
Venue: Forest Hill Boys School, Dacres Road, Forest Hill, London SE23 2XN.
Open: 1000-1630
Admission: adults £10.00, acpd U16s free. (Card payments available on the day.) Save £2.00 by purchasing tickets in advance via the club website (see below).
Amenities: free on-street parking. Bus No.75 stops at Dacres Road, about 100 yards from the school entrance, and venue is 15 mins walk from Forest Hill & Sydenham stations, which are also served by nine bus routes giving local connections. Venue is fully accessible to hand-powered wheelchairs. Refreshments available.
Features: up to 20 layouts, including: *LB&L* (G); *Cromer, Slough Trading Estates Sidings* (O); *Bowaters Paper Mill* (O-16.5); *Bradley Park, Five Ash Down, Five Mile House, Giffard Lane, Ramsgate Harbour 88, Staple & Ash, Tri-Any Rovexx, Tri-ang, Weaver Hill* (OO); *Ambersworth* (OO9); *Cyon Valley, Japan in Bloom, White Meadow Quarry* (N); *Holly Park* (Dublo 3 Rail); *Lego layout* plus demonstrations and trade support.
Website: www.bwwmrc.co.uk
Facebook: www.facebook.com/Beckenhamandwestwickhammrc/

Saturday 29 March
HURSTPIERPOINT, West Sussex
Event: Members' Day Exhibition.
Organiser: Sussex Downs OO9 Group.
Venue: Court Bushes Community Hub, Willow Way, Hurstpierpoint, West Sussex BN6 9TH.
Open: 1000-1630
Admission: adults £5.00, children (5-15) £2.00, under 5s free.
Amenities: free parking, light refreshments.
Features: at least 7 narrow gauge layouts belonging to club members and friends, including *Much Ditheryn* (new group layout), *Hexworthy, The Old Quarry, Ghum & Wickhambraux Road* and others, supported by an OO9 Society sales stand.
Email:
sussexdowns009@elmgate-models.co.uk
Website: www.sussexdowns009.wordpress.com/about/

Saturday 29 March
TAMWORTH, Staffordshire
Event: Dosthill Model Railway Show 2025.
Organiser: DBC Club for Young People supported by Trent Valley Model Railway Society.
Venue: DBC Club for Young People, Cadogan Road, Dosthill, Tamworth B77 1PQ.
Open: 1000-1630
Admission: adults & concessions £5.00, acpd children £2.00, family (2+2) £12.00.
Amenities: parking and hot & cold refreshments available.
Features: around 12 layouts plus traders and a Train Club for under 5s with trains and track set up ready for them to play with (must be supervised).
Contact: Peter Garton, 07740 656665.
Email: peter_garton@yahoo.co.uk
Website: www.tvmrs.org.uk

Saturday 29 March
TAVISTOCK, Devon
Event: Tavistock Model Railway Exhibition
Organiser: North Road Railway Club.
Venue: Tavistock Methodist Church, Chapel Street, Tavistock, Devon PL19 8DX.
Open: 1000-1600
Admission: adults £4.00, children £2.00.
Amenities: the exhibition will be held in two halls at ground and lower ground floor level with disabled access to each. The venue is adjacent to Tavistock bus station and a short walk from the town centre and car parks.

Features: layouts in the popular scales and gauges. Traders selling model railways and books.
Contact: Mervyn Kendall, 07759 797323.

Saturday 29 & Sunday 30 March
HOWDEN, East Yorkshire
Event: Howden Model Railway Show.
Organiser: Carlton Railway Society.
Venue: Derwent Road, Howden DN14 7AL.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: to be confirmed.
Amenities: car parking and refreshments available. Howden railway station is around a mile from the venue.
Features: many layouts in various gauges plus technical presentations and lectures throughout both days.
Contact: 01405 762476.
Email: chrisandlesley948@btinternet.com
Website: www.ukmodelshops.co.uk/events/exhibitions
Facebook: www.facebook.com/carltonrailwaysociety/?locale=en_GB

Saturday 29 & Sunday 30 March
NAILSEA, North Somerset
Event: Nailsea Model Railway Exhibition.
Organiser: Nailsea & District Model Railway Club, supporting Children's Hospice South West.
Venue: Nailsea School, Mizzymead Road, Nailsea BS48 2LE.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £8.00, children £2.00. family £18.00.
Amenities: parking and disabled access.
Features: layouts in various scales and gauges plus demos and trade & society stands.
Website: www.nailsea-district-mrc.co.uk

Saturday 5 April
BEER, Devon
Organiser: Pecorama.
Venue: Gallery Lecture Theatre, Pecorama, Underleys, Beer, Devon EX12 3NA.
Open: 1000-1600
Admission: included in Pecorama entry prices – see website for details.
Amenities: parking, refreshments, disabled access (hilly site, unsuitable for three-wheel scooters).
Features: visitors are invited to help operate *The Andeer Line* (HOm) digitally controlled modular Swiss layout using smartphones and tablets (provided) – instructions given.
Website: www.pecorama.co.uk

Saturday 5 April
HILLINGDON, London
Event: Test Track Open Day.
Organiser: Hillingdon Railway Modellers.
Venue: Yiewsley Baptist Church Hall (side entrance), 74 Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF.
Open: 1000-1500
Admission: £6.00 entry.
Amenities: nearest rail station is West Drayton (12 minutes walk) or take local bus services 222, 350, U1, U3 & U5. Refreshments will be available all day
Features: take along your O, OO or N gauge locos and trains to run on the club's three test tracks – dc and DCC are available, but sorry, no live steam. Test Track Open Day is not an exhibition, but a chance to meet fellow modellers and try out your models. Expert help is on hand from knowledgeable club members if you have any problems with your models, and the club welcomes new members should you wish to join.
Contact: Peter, 020 8368 4090.
Website:
www.hillingdonrailwaymodellers.co.uk

Saturday 5 April
IPSWICH, Suffolk
Event: Club Open Day.
Organiser: Ipswich Railway Modellers Assoc.
Venue: Ipswich Railway Modellers Association, Welton House, 40a Norfolk Road, Ipswich IP4 2HB.
Open: 1000-1500
Admission: free.
Amenities: parking on site is limited to disabled badge holders only. Refreshments will be available.
Features: visitors be able to walk around and view IRMA's many layouts in N, OO and O, and its three new layouts under development. There will be an opportunity to learn more about club membership or choose an item from a plentiful supply of pre-owned items.
Email: ipswichrma@gmail.com
Website: www.irma.org.uk
Facebook: www.facebook.com/IpswichRailwayModellersAssociation/

Saturday 5 April
LEICESTER, Leicestershire
Event: Railway Gala Day With Model Railways.
Organiser: Leicester Museums Technology Association.
Venue: The Abbey Pumping Station Museum, Corporation Rd, Leicester LE4 5PX.
Open: 1100-1630
Admission: entry is free with a small charge for rides on the 2' gauge railway.
Amenities: car parking is at the National Space Centre next door, which is Pay & Display. Light refreshments available.
Features: a selection of model railways. Trains on the 2' gauge line will be steam hauled by resident Bagnall locomotive *Leonard*. Abbey Pumping Station museum comprises collections of industrial, technological and scientific items relating to Leicester, including locally made beam engines.
Contact: Abbey Pumping Station, 0116 299 5111 (can be used to pre-book tickets).
Email: museums@leicester.gov.uk
Websites: www.abbeypumpingstation.org
www.leicestermuseums.org/abbey-pumping-station/

Saturday 5 April
NEWGOG – THE SOUTH WALES O GAUGE SHOW
NEWPORT, Gwent
Organiser: Fred Lewis supported by the Gauge O Guild.
Venue: Lysaght Institute, Orb Road, Newport NP19 0RA.
Open: 1000-1630
Admission: adults £8.00, OAPs, juniors & concessions £6.00.
Amenities: venue has easy access from the M4, Newport railway station and bus routes. There is ample parking plus disabled access and facilities. Refreshments available.
Features: visiting layouts plus demonstrators, trade stands, a bring & buy stall and a charity raffle.
Contact: Fred Lewis, 07896 967526.
Email: driverlewis2004@yahoo.co.uk
Website: www.newgog.wordpress.com
Facebook: www.facebook.com/p/The-South-Wales-0-Gauge-Show-100063653164102/

Saturday 5 April
SHILLINGSTONE, Dorset
Event: Model Railway Show.
Organiser: North Dorset Railway.
Venue: North Dorset Railway, Shillingstone Station, Station Road, Shillingstone, Blandford Forum, Dorset DT11 0SA.
Open: 1000-1600
Admission: programme on the day by donation, U16s free.
Amenities: some car parking is available at the station (including spaces for disabled visitors) but many visitors arrive after a walk or cycle ride along the North Dorset Trailway next to the station. Refreshments available. Site also has static exhibits of wagons and locomotives, some being restored, refurbished station buildings, a museum, cinema wagon, souvenir and book shop.
Features: a small model railway show with 9 layouts in various gauges (note no traders) displayed in wagons and coaches, plus the former Somerset & Dorset Railway heritage station's open day.
Contact: 01258 860696.
Email: info@northdorsetrailway.co.uk
Website: www.northdorsetrailway.co.uk
Facebook: www.facebook.com/ShillingstoneStation/

Saturday 5 & Sunday 6 April
CHELTENHAM, Gloucestershire
Event: Spring Model Railway Exhibition.
Organiser: Cheltenham Great Western Modellers Group.
Venue: St Margaret's Hall, Coniston Road, Off Windermere Road, Hatherley, Cheltenham, Glos GL51 3NU.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £6.00, children £2.50, family (2+2) £12.00. Cash payments only – raising funds for the James Hopkins Trust.
Amenities: bus route D runs from the town centre and Cheltenham Spa railway station to Windermere Road. Venue has access for the disabled. Refreshments available.
Features: layouts including: *Hanbig Sidings*, *Plaxtol Road* (O); *Bunkers Lane* (O9); *Avebury, Factory Halt, Kings Lane, Malton Park Crossing, Pirton Sidings, Portishead TMD, Thomas (drive yourself)* (OO); *Welford Coppice* (OO & O09); *American Roundhouse* (HO); *Farmers Drove, St Wick, Titfield* (N). Plus displays, modelling demonstrations and trade stands.
Contact: 01242 517788.
Website: www.cheltmodrail.org.uk
Facebook: www.facebook.com/p/Cheltenham-Great-Western-Modellers-Group-100067525716491/

Saturday 5 & Sunday 6 April
COTGRAVE, Nottinghamshire
Event: South Notts Model Railway Show.
Organiser: Bingham Model Railway Club.
Venue: Cotgrave Welfare, Woodview, Cotgrave, Nottinghamshire NG12 3PJ.
Open: Saturday 1000-1630
Sunday 1000-1600
Admission: adults £5.00, acpd U16s & persons unable to climb stairs free.
Amenities: see website for details on parking. Refreshments available.
Features: approximately 10 layouts plus trade support.
Website: www.bingham-model-rail.co.uk

Saturday 5 & Sunday 6 April
MACCLESFIELD, Cheshire
Event: Macclesfield Model Railway Exhibition.
Organiser: Macclesfield Model Railway Group.
Venue: Tytherington School, Manchester Road, Macclesfield SK10 2EE.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £10.00, acpd children free. All major credit cards accepted.
Amenities: venue has free parking. A free vintage bus service will be in operation linking Macclesfield rail and bus stations with the exhibition venue – see website for timetable. Venue has level access and is wheelchair friendly. Excellent catering available – anything from a coffee and a snack to a full Sunday lunch.
Features: a wide selection of layouts and traders. It is planned to have a vintage (possibly veteran) car and a vintage fire engine on view.
Contact: 07796 457978 or 07761 122126.
Email: queries@macclesfieldmrg.org.uk
Website: www.macclesfieldmrg.org.uk
Facebook: www.facebook.com/macclesfieldmrg/?locale=en_GB

Saturday 5 & Sunday 6 April
ORPINGTON, Kent
Event: Pratts Bottom Model Railway Exhibition 2025.
Organiser: Orpington and District Model Railway Society.
Venue: Pratts Bottom Village Hall, Norsted Lane, Pratts Bottom, Orpington, Kent BR6 7PQ.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £6.00, children £2.00.
Amenities: free parking. Refreshments available.
Features: club and visiting layouts in N, OO & O gauge. Plus loco repair workshop, demonstrations and club & trade stands.
Email: exhibitions-mbox@odmrs.uk
Website: www.odmrs.uk
Facebook: www.facebook.com/OrpingtonandDistrictModelRailwaySociety/

Saturday 12 April
BASSINGBOURN, Cambridgeshire
Organiser: Royston & District Model Railway Club.
Venue: Bassingbourn Village College, Bassingbourn, nr Royston SG8 5NG.
Open: 1030-1600
Admission: adults £5.00, acpd children free.
Amenities: venue is close to the A1198, A505, A1 & M11. Car parking is free in the Brook Road car park at the adjacent Village Sports Centre (sat-nav SG8 5NP). Overflow parking on the adjacent North End and South End roads – please don't park in Brook Road itself. The visitor entrance to the exhibition is via the car park and not the front entrance. Preserved classic Eastern Counties coach No.RE896 will be providing a shuttle service between Royston and the exhibition. Catering will comprise home-made items.
Features: up to 20 layouts in assorted scales, including *Ambleton Vale, Brenlyn, Cato Inferno, Cromer, Daisy Lane TMD, Hobbs Warren, Holcombe Beach, Little Colne, Marklin Gauge 1 Layout, Ousewell St Judge, PenPoll Quay, Plug Street, Providence Colliery, Putnoe Halt, Rails Thru Histon, Scarborough North Bay Railway, The Blitz Walworth Green, Tollesbury Quay, Zeedjk,* plus demonstrations and trade & society stands.
Website: www.roystondmrc.co.uk
Facebook: www.facebook.com/Roystondmrc/

Saturday 12 April
EWELL, Epsom, Surrey
Event: Epsom & Ewell MRC Open Day.
Organiser: Epsom & Ewell Model Railway Club.
Venue: Ruxley Church, Ruxley Lane, West Ewell KT19 0AF.
Open: 1000-1700
Admission: free – donations welcomed.
Amenities: venue has limited on-site parking and bus route 418 (Kingston-Epsom) passes the door. Refreshments available.
Features: open day with 9 club and members' layouts in various scales on view, plus demonstrations, a limited number of trade stands & a second-hand stall.
Email: secretary@eemrc.org.uk
Website: www.eemrc.org.uk
Facebook: www.facebook.com/EEMRC/

Saturday 12 April
HEYWOOD, Lancashire
Event: Open Day.
Organiser: Heywood Model Railway Group.
Venue: Unit 4, River Street, Heywood, Lancashire OL10 4AB.
Open: 1000-1600
Admission: £3.00 per adult, acpd children free. Donations welcome.
Amenities: free parking, wheelchair access. Refreshments available.
Features: open day for club test tracks in N, O09, OO and O gauge. Run your own locos. Plus club shop.
Contact: Phil Evans by emailing: phil_evans@sky.com
Website: https://www.hmrg.net/

Saturday 12 April
HIGH WYCOMBE, Buckinghamshire
Event: High Wycombe MRX25 – Spring Exhibition.
Organiser: High Wycombe & District Model Railway Society.
Venue: Cressex Community Centre, 203 Cressex Road, High Wycombe HP12 4PZ.
Open: 1000-1630
Admission: adults £5.00, children 6-16 £1.00, U6s free.
Amenities: disabled parking on-site is subject to availability. There is free on-street parking nearby. The venue has disabled facilities. Hot and cold drinks and snacks will be available to buy – HWMRS events are

famous for cakes.
Features: 10 layouts including: *Giffard Lane, Leatown, Mothecombe* (OO); *Bryn Y Brenin Mawr* (OO & OO9); *Blea, Little Himalayan Railway* (OO9); *Northfield Harbour* [USA], *Klein Schmalitz* [German] (HO); *Braemuir Harbour, Kinlochlaggen, Cynon Valley* + *Potteries* (N). Plus trade support from Transport Treasury, AGR Model Railway Store and JB's Model World.
Website: www.hwdmrs.org.uk/exhibition/
Facebook: www.facebook.com/hwdmrs/

Saturday 12 April
MORECAMBE, Lancashire
Event: Morecambe & Heysham MRC Open Day.
Organiser: Morecambe & Heysham Model Railway Club.
Venue: 9 Morecambe Street West, Morecambe, Lancashire. LA4 5HE.
Open: 1000-1600 (last admission 1530).
Admission: adults £3.00, children free.
Amenities: venue has a disabled accessible toilet. There is a kitchen serving drinks, cake and biscuits.
Features: upstairs there is a large 7mm scale layout. There is also a dc layout in OO and, in the Lancaster Room, a DCC & dc layout. Downstairs there is an N gauge layout and a 7mm narrow gauge layout. It has taken many months to build new layouts and while they are all up and running there is still a lot of work to do from a small but growing band of dedicated members.
Contact: Gerry Blaikie, 01524 425523.
Facebook: https://www.facebook.com/people/Morecambe-Heysham-Model-Railway-Club/61570171563235/?_rdr

Saturday 12 April
NORWICH, Norfolk
Event: Norwich Model Railway Exhibition 2025.
Organiser: Norwich Railway Heritage & Model Society.
Venue: Hellesdon High School, Middletons Lane, Norwich NR6 5SB.
Open: 1000-1600
Admission: adults £6.00, acpd U16s free (cash or cards accepted).
Amenities: venue has free parking and disabled access.
Features: at least 17 working layouts in gauges SM32 to N including: *Gare de Brindille* (SM32); *Longstone* (Gn15); *Two Sisters' Farm* (Gauge 1); *Crowes Loke, Docklands, Margaret's Mill* (O); *Pye Rigg Works* (O9); *Whitely* (EM); *All Cars Stop Here, Bastwick Wood Sidings, Brooklands Park, Buxton, Dizzyworld, Flucks Yard, Framplington, Hawkins Tower, Padlam Junction* (OO); *Klapping* (HO); *Braughing & Standon, Buxton, Hayling Island, Herrington, Tremelyn* (N); *Thomas & Friends*. Plus a selection of traders and demonstrators and society stands.
Email: nmrc.exhibition.manager@gmail.com
Website: www.norhams.org.uk/wordpress/exhibition/

Saturday 12 April
NORTH WEST NARROW GAUGE & 009 SOCIETY 2025 AGM
RAINHILL, Merseyside
Organiser: Merseyside & South West Lancs NG Group.
Venue: Rainhill Village Hall, Dane Court, Rainhill, Merseyside L35 4LV.
Open: 1030-1630
Admission: adults £10.00 (cash only on the door with no concessions), acpd U15s free.
Amenities: venue has car parking and is wheelchair-friendly. Rainhill station is just a few minutes walk from the hall. Light refreshments available.
Features: around 20 narrow gauge layouts plus trade & society stands. OO9 Society AGM at 2pm in the Teak Room.
Contact: Stan Williams at email address below.
Email: johnwilliams509@btinternet.com
Website: www.009society.com/news/exhibitions-events/

Saturday 12 April
STONELEIGH PARK, Warwickshire
Event: The National Garden Railway Show.
Organiser: The Association of 16mm Narrow Gauge Modellers.
Venue: National Agricultural Centre, Stoneleigh Park, Kenilworth CV8 2LH.
Open: 0930-1700
Admission: tickets booked in advance £18.00, accompanied under-18s free. Online advance ticket sales stop at 0900 on 10 April but tickets will also be available on the gate – cash accepted, card payment subject to availability of connection. Printed tickets will make entry quicker as electronic tickets will need to be manually verified.
Amenities: free parking for over 2000 vehicles, vintage shuttle bus (pre-booked tickets) from Coventry station. Café and food & drink outlets. Note, no cash machine. Prize draw and Model of the Year competition.
Features: layouts, most with live steam, some new to the public and others which have not exhibited for many years, including *Aylesbury Loop*, *Blackgang*, *Chalkwood*, *Gadhill*, Garden Rail's Garden Railway, Isle of Man Railway Group, *Johnston Harbour*, *Llantaliog Valley Railway*, Modular 16mm Layout, *Morton Yard*, *Somersbury* (O Gauge live steam), *Paddington's Peruvian Preserves*, *Pentre*, *Rhydypenderyn*, *Rhydyrgwernen*, *Stately Manor*, The Hampshire Area Group Modular Layout, *The Slate Line*, 16mm Military Narrow Gauge Modellers, 7/8ths scale modellers. Over 60 exhibitors incl. manufacturers and suppliers.
Website:
www.nationalgardenrailwayshow.org.uk

Saturday 12 April
WELWYN GARDEN CITY, Hertfordshire
Event: De Havilland Model Railway Exhibition.
Organiser: De Havilland Model Railway Society.
Venue: Ludwick Way Methodist Church, Ludwick Way, Welwyn Garden City AL7 3PN.
Open: 1000-1700
Admission: adults £6.00, children £2.00, U5s free.
Amenities: free parking. Venue has two floors but all exhibits are accessible to those with limited mobility. Refreshments available.
Features: over a dozen layouts in various gauges, including the club layout *Havil Junction* plus its *Shabbey Road* Underground Ernie layout for children and adults. Plus support from local traders and societies.
Contact: 07989 688750.
Website: www.dhmrs.co.uk
Facebook: www.facebook.com/ModelrailwayWGC/

Saturday 12 & Sunday 13 April
ASHFORD FESTIVAL OF RAILWAY MODELLING
ASHFORD, Kent
Organiser: Ashford International Model Railway Education Centre.
Venues: Ashford College, Elwick Road, Ashford TN23 1NN & The Elwick Club, Church Road, Ashford TN23 1RD.
Open: Saturday 1000-1700
Sunday 0930-1600
(On Sunday 0930-1030 is a quiet hour for carers and visitors needing accessibility and disability support.)
Admission: adults £12.50, U16s £2.50, carers supporting paying visitors with disabilities free (tickets can be purchased in advance via website www.aimrec.co.uk or from Made in Ashford. Visitors will be supplied with a wrist band allowing access to all festival venues).
Amenities: for details of Ashford car parks and their fees, see map on event website. Ashford railway station is 300m from the Ashford College exhibition venue and 500m from Elwick Club venue. Refreshments will be available at the College venue and there will be a Beer Festival with food and music taking place at The Coachworks, Dover Place, Ashford TN23 1HU as part of the festival.
Features: layouts including: *Pempoul* (1:50 scale); *Arun Quay, Holmeshurst* (O); *Artists Valley, Halden Lane/Shaw Lane Junction, London Road Sidings, Lydd on Sea, Milepost 31, Oxley Heath, St Seeb, Swanage, Westhouses* (OO); *Kineley Halt, Somewhere in France 3, SylvaSpring Railway* (OO9); *Hops Farm* (OO6.5); *Spring Bank* (TT); *Bank (W&C Line), Broadford, Flatlands, Glenshiel, Joganji River, Lavender Lane, Mount Kato Tramway, Tanners Hill* (N); *Four Feathers Falls* (OOO); *Brick Coast Main Line* (Lego Railway Train Club), *Lego Classic 12v Railway* (L). Plus many trade and society stands. In addition, as part of the festival Ashford Museum & Annexe (TN23 1QG) will be holding a Local Heritage & Railway History event; Gateway Plus (TN23 1AS) will be hosting Ashford's Railway Legacy Exhibition to mark Railway 200 (closed on Sunday); and Made in Ashford/Craftship (TN24 8RY) will be hosting children's activities.
Contact: 01233 333877.
Email: friends@aimrec.co.uk
Website: www.aimrec.co.uk/events
Facebook: www.facebook.com/AshfordInternationalModelRailwayExhibitionCentre/

Saturday 12 & Sunday 13 April
BANGOR, Co. Down, Northern Ireland
Event: North Down Model Railway Society Annual Model Exhibition.
Organiser: North Down Model Railway Society.
Venue: Bangor Grammar School, 84 Gransha Road, Bangor, Co. Down BT19 7QU.
Open: Saturday 1000-1700
Sunday 1200-1700
Admission: adults £7.00, children £4.00, family (2+2) £18.00.
Amenities: venue has free car parking and is wheelchair-friendly. Hot food café available.
Features: 20 model railway layouts and 11 trade stands, including model vehicle, boat and plane displays. Plus activities for children including model painting.
Contact: 00447522342565.
Email: secretary@ndmrs.org.uk
Website: www.ndmrs.org.uk
Facebook: www.facebook.com/NorthDownModelRailwaySociety

Saturday 12 & Sunday 13 April
LOTHIANS MODEL RAILWAY SHOW 2025
EDINBURGH, City of Edinburgh
Organiser: Pentland MRG.
Venue: Heriot-Watt University Students Union, Riccarton, Edinburgh EH14 4AS.
Open: both days 1000-1630
(There will be opening 30mins ahead of these times for wheelchair users and individuals with sensory conditions to allow them to view the show in a quieter environment).
Admission: adults £6.00, acpd U16s free.
Amenities: new larger venue with free parking and there is a regular bus service from city centre. Venue also has full disabled access. Refreshments available.
Features: 16 working layouts including: *Compact OO Demonstration Layout, Cartom, Gresty Bridge, Haigh Junction, Micro Cement, Shunting Puzzle, Swindon TMD, Woodside Junction* (OO); *Glendhar* (OO9); *Port Kembla, Ribbingfall Yard* (HO); *Handegg* (HOm); *Dragonby, Glenralf, Longtown* (N); *Lego layout*. Plus a demonstration table and trade & society stands.
Email: pmrgsecretary@gmail.com
Website: www.lothianmodelrail.co.uk

Saturday 12 & Sunday 13 April
RAIL ROAD 2025 – MODEL RAILWAY & TRANSPORT SHOW
HOLLINGWORTH, Greater Manchester
Organiser: Tame Valley Model Railway Club in association with Tame Valley Scout Council.
Venue: Longdendale High School, Spring Street, Hollingworth, Hyde SK14 8LW.
Open: Saturday 1000-1730
Sunday 1000-1630
Admission: adults £6.00, concessions £5.00, acpd U14s free, family £12.00. All funds raised go to the Scouts.
Amenities: refreshments available.
Features: over 30 layouts in scales from LGB to Z, both static and working plus model road transport displays and trade support with over 20 stands. Outside there will be live steam, 5" gauge ride-on train, and vintage and veteran motorcycles and other vehicles, military vehicles and displays by the emergency services.
Contact: Tom Lowther, exhibition manager, 0161 3385097(evenings), 07719 259638.
Email: superscout@sky.com
Facebook: www.facebook.com/tamevalley-scoutsrailroad/?locale=en_GB

Saturday 12 & Sunday 13 April
POOL, West Cornwall
Event: The Great Cornish Model Show
Organiser: Helston & Falmouth Model Railway Club.
Venue: Pool Academy, Church Road, Pool, Cornwall TR15 3PZ.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £8.00, U16s £5.00, family £15.00, U5s free.
Amenities: free parking, easy access, hot food and refreshments available all day.
Features: a celebration of modelmaking in Cornwall including: around 15 working model railway layouts; model aircraft – radio controlled and miniature; model boats and ships; radio controlled trucks and cars; military modelling; model engineers; miniature figure painting; paper modelling; plastic kit modelling; wargamers; miniature roomsets and doll's houses; modelling demonstrations; plus full trade support.
Email: chairman@hfmrc.uk
Website: www.hfmrc.uk
Facebook: www.facebook.com/hfmrc/

Sunday 13 April
UFFCULME, Devon
Organiser: Culm Valley Model Railway Club.
Venue: Old Well Garden Centre, Waterloo Cross, Uffculme, Cullompton EX15 3ES.
Open: 1000-1600
Admission: Free but donations welcome.
Amenities: garden centre with parking located close to Junct 27 of M5 just off A38. 'Railway Room' is adjacent to top car park.
Features: *Tiverton Junction* (30' long OO gauge model) and *Soldor*, home to a little blue engine, driven by visitors. Club layouts.
Website: www.cvmrc.weebly.com/tiverton-junction.html

Saturday 19 April
ILFRACOMBE, North Devon
Event: Ilfracombe Model Railway Exhibition.
Organiser: Ilfracombe Model Railway Society.
Venue: The Landmark Pavilion/Theatre, Seafront, Wilder Road, Ilfracombe EX34 9BZ.
Open: 1000-1600
Admission: adults £5.00, children £2.00, family £8.00.
Amenities: car parks are located nearby (pay & display). Venue has level access. Refreshments available.
Features: layouts in gauges OO, OO9, N and more. Plus trade stand and second-hand stall.
Contact: David Watts, 01271 864677.
Email: dw312@btinternet.com

Saturday 19 April
MAIDENHEAD, Berkshire
Event: Model Railway Exhibition
Organiser: Berkshire Area Group – N Gauge Society.
Venue: Woodlands Park Village Centre, Manifold Way, White Waltham, Maidenhead SL6 3GW.
Open: 1000-1600
Admission: adults £7.00, children £4.00, family £12.00.
Amenities: free parking and wheelchair access. There will be an overflow car park if the show gets busy. Maidenhead railway station is four miles away via bus route No.7. Refreshments available.
Features: layouts including: Children's Brio, *Leigh St George*, *Oak Grove Central*, *Paddock Hill*, *Tremierten*, *Veja Megrtra* [Swiss], *White Meadow Quarry*, *Whitmoor*, *Wokingham*. Plus trade support and second-hand stall.
Email: bagladdies@weeblies.com
Website: www.bagladdies.weebly.com/2025-exhibition.html
Facebook: www.facebook.com/Bagladdies/

Saturday 19 & Sunday 20 April
GAINSBOROUGH, Lincolnshire
Organiser: Gainsborough MRS.

Venue: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE.
Open: 1330-1730 (last admission 1630).
Admission: adults £5.00, children £4.00, family (2+2) £15.00.
Amenities: limited accessibility for disabled.
Features: Easter weekend open days with O gauge East Coast Main Line layout in operation. An opportunity to see how the London & North Eastern Railway was actually run in the heyday of steam, with dozens of trains, formed from over 180 locomotives and over 400 items of rolling stock running on a total of over half a mile of track.
Contact: B Hodgkinson, 07943 182520.
Email: gmrscontact@gmail.com
Website: www.gainsboroughmodelrailway.co.uk

Saturday 19 & Sunday 20 April

LYMINGTON, Hampshire
Event: Lymington Model Railway Exhibition.
Organiser: The Lymington Community Association.
Venue: Lymington Community Centre, New Street, Lymington SO41 9BQ.
Open: both days 1000-1600
Admission: adults £7.00, children 5-16 £1.00, U5s free.
Amenities: the community association is a registered charity and the event is being held to raise vital funds for the Community Centre, which is the venue for a variety of different activities, including a pre-school, classes, a cinema, café, bar, hireable rooms and lots more. The Centre's car park is reserved for permit holders only but there is a public car park adjacent (behind Tesco) and further parking in Emsworth Road. The centre has disabled access and a lift to the upper floor.
Features: layouts in various scales.
Email: lymingtonmre@gmail.com

Saturday 19 – Monday 21 April

60TH YORK MODEL RAILWAY SHOW
YORK, North Yorkshire
Organiser: YMRS.
Venue: Knavesmire Stand, York Racecourse, Racecourse Road, York YO23 1EX.
Open: Easter Saturday & Sunday 1000-1700
Easter Monday 1000-1630
Admission: pre-paid with early bird discount via Eventbrite website (open until Good Friday 18 April) or by scanning QR code on the show website & flyers: adults £14.00, children aged 5-15 £2.00, family (2+3) £30.00, U5s free, carer looking after disabled person free. On the door prices: adults £15.00, children £2.00, family (2+3) £32.00, U5s free, carer looking after disabled person free.
Available on the day only are a full colour show guide priced £2.00 and small child step stools for a returnable deposit of £5.00 (latter is cash only).
Amenities: venue is signposted from A64 York Outer Ring Road and there is parking for over 800 cars (ground conditions permitting). Set sat-navs to 'York Racecourse, Racecourse Road, York YO23 1EX' but check your sat-nav is locating Racecourse Rd. For visitors arriving in York by train or park and ride bus, York Pullman will be running a 30-min frequency Service 197 Show Link Bus from the railway station as a commercial operation independent of YMRS (free travel passes not valid but payment can be made by cash or card). The first bus from the railway station will be at 0930, with the last running up to the Racecourse at 1500. The last return service to the station will be at 1730 on Saturday and Sunday and at 1700 on Monday. Note traffic may alter timings. Full refreshment service & licensed bar.
Features: layouts including: *Penrhyn Quarries* (10mm scale O-16.5); *Hyde Lane, Invermire, Laramie Engine Terminal, Nafferton, Water Street Sidings* [Gauge O Guild demo layout], *Whaplode, Woodhill Goods* (O); *Blakey Rigg* (S scale); *Brettell Road, Colinton, Wantage Tramway* (P4); *Barrowfleet* (4mm), *Minimis, Swan Street Goods* (EM); *Bucks Lane, Burnroyd Works, Entering the Yard, Greenbooth, Rosebury Goods, Rowntree Halt, South Millfields, The Quarry, West Street Station* (OO); *Scarborough North Bay, Silff Fenestr* (OO9); *Beijiao, Mauch Chunk PA, North 9th Street Terminal* (HO); *Bilton Goods, Modbury Torr, Uppingham* (3mm scale); *Tucking Mill & William Smith's Wharf* (2mm Finescale); *Annerley, Ballykeale, Bregenbach im Swarzwald, Gallows Close Goods (Scarborough)* [featured in June 2024 RAILWAY MODELLER issue], *Grimley Moor, Headingley, Mickleover, Scarlington, Yorkshire Pennines* (N); *Ribblehead* (T). Plus demonstrations on topics including: soldering, wagon loads, 3D printing, buildings, modelling the larger scale, trees & static grass, N finescale, locos, etched locos and Victorians. Also numerous society and trade stands.
Email: John Shaw via email address showmanager@yorkshow.org.uk
Website: www.yorkshow.org.uk
Facebook: www.facebook.com/YorkModRlyShow/

Sunday 20 & Monday 21 April

HEATH PARK, Cardiff
Organiser: Cardiff Model Engineering Society.
Venue: Heath Park Miniature Railway, King George V Drive East, Cardiff CF14 4AW.
Open: both days 1300-1700.
Admission: £2.80 (card payment only), children aged 3 & under free (must be accompanied on rides). No dogs except service dogs.
Amenities: refreshments, gift shop.
Features: Easter Sunday & Monday opening of miniature railways (steam and electric trams), model and garden railways.
Website: www.heathparkminiaturerailway.co.uk

Thursday 24 – Saturday 26 April

LEOMINSTER, Herefordshire
Event: 3-Day Exhibition
Organiser: Marches Model Railway Group.
Venue: Leominster Library, 8 The Buttercross, Leominster HR6 8BN.
Open: Thursday 0930-1845
Friday 0930-1645
Saturday 0930-1230
Admission: entry is free but donations towards completing the layout would be appreciated.
Amenities: exhibition will be in the foyer of the town's public library, which is accessible through automatic doors. There are car parks nearby in the central area of town, the bus station is 500m from the library and the railway station is half a mile away from the venue.
Features: showcase of progress made on the group's 7m-long model of Leominster station (see Plan of the Month, p264). There will also be displays of model buildings, photographs of trains operating on the Marches route and aerial photos.
Contact: Peter Dennis, Group Chairman, 07977 539706.
Email: peterdennis138@btinternet.com

Saturday 26 April

BAWDESWELL, Norfolk
Event: 10th Annual Model Railway Show.
Organiser: 32A Model Railway Club.
Venue: Bawdeswell Village Hall, Reepham Road, Bawdeswell, Norfolk NR20 4RU.
Open: 1000-1600
Admission: adult £6.00, concess £3.00, children £3.00, family £12.00. (Please note admission is by cash only.)
Amenities: venue has free parking and is wheelchair friendly. Refreshments available.
Features: this year the club's dc & DCC test track will again take centre stage, along with layouts, modelling demonstrations and trade stands.
Contact: 07717 502597.
Email: alanscarpets@yahoo.co.uk
Website: www.32amrc.co.uk

Saturday 26 April

BRADFORD, West Yorkshire
Event: Eccleshill Tinplate Vintage and Live Steam Model Railways Fair.
Organiser: Eccleshill Mechanics Institute.
Venue: Eccleshill Mechanics Institute, 93B Stone Hall Road, Town Centre, Bradford BD2 2EW.
Open: 1000-1600.
Admission: charity event, with all proceeds going to the Eccleshill charity.
Amenities: free car park just around the corner from the event. Commercial kitchen selling food and drinks all day.
Features: live steam railway models on display; tinplate Gauge 1 working electric layout; Bassett-Lowke Northern working electric O gauge layout. Plus sales tables with vintage Bassett-Lowke, Leeds Model Company, Bonds and other vintage toys, or new O gauge electric locomotives and stock.
Contact: to book a sales table, call John on 07973 410342 – tables £15.00 each inclusive of one sandwich and drink.
Email: john@jelmechanical.co.uk
Facebook: www.facebook.com/story.php?story_fbid=913207091009825&id=100069616260044

Saturday 26 April

CRAWLEY, West Sussex
Event: Crawley MRS Open Day.
Organiser: Crawley Model Railway Society.
Venue: Milton Mount School, Grattons Drive, Pound Hill, Crawley RH10 3AG.
Open: 1100-1600
Admission: adults £3.00 (with free tea, coffee or squash), acpd U16s free.
Amenities: free parking, and venue has step-free access. Light refreshments available.
Features: club and guest layouts, plus trader and second-hand stall.
Email: cmrs.secretary@gmail.com
Facebook: www.facebook.com/crawleymodelrailway/?locale=en_GB

Saturday 26 April

ROWLEY REGIS, West Midlands
Organiser: Blackheath Methodist Church.
Venue: Blackheath Methodist Church, High Street, Rowley Regis B65 0EH.
Open: 1000-1600
Admission: adults £6.00, children £4.00, families (2+2) £13.00. All proceeds will go to the work of the church.
Amenities: some parking is available on site, on the street or there is 2 hours free parking at nearby Sainsbury's. Rowley Regis railway station is 10 mins walk, and the X8 bus route from Birmingham stops nearby. The venue has disabled facilities and there is a café with hot and cold food.
Features: 16 model layouts plus 4 traders.
Contact: 07854 376561.

Saturday 26 & Sunday 27 April

CARNFORTH, Lancashire
Event: Carnforth Model Railway Exhibition.
Organiser: Carnforth Heritage Visitor Centre.
Venue: Carnforth Heritage Visitor Centre, Carnforth Station, Warton Road, Carnforth, Lancashire LA5 9TR.
Open: both days 1000-1600.
Admission: adults £3.00, children free. This event is a fundraiser to assist Carnforth Heritage Visitor Centre in its continued work to secure the future of this famous station.
Amenities: venue has parking available plus rail services from Manchester, Lancaster, Skipton, Leeds, Preston and Barrow-in-Furness. Refreshments available in the 'Brief Encounter' Refreshment Room of 1945 romantic feature film fame.
Features: at least 8 layouts plus trade support with stalls on the covered platform.
Contact: 01524 735165.
Website: www.carnforthheritage.co.uk
Facebook: www.facebook.com/people/Carnforth-Heritage-Visitor-Centre/61567700408245/?_rdr

Saturday 26 & Sunday 27 April

WINTERSLOW, Salisbury, Wiltshire
Event: Model Railway Exhibition.
Organiser: Winterslow Village Hall.
Venue: Winterslow Village Hall, Middleton Road, Winterslow, Salisbury SP5 1PQ.
Open: Saturday 1030-1700
Sunday 1030-1600
Admission: adults £7.00, acpd children £3.00, family [2+2] £17.00 (card and cash payments).
Amenities: free parking, disabled access, refreshments available.
Features: 14 layouts in various scales and gauges plus trade support.
Contact: Rob Hampton, 01980 862387.
Email: hamptonrob1951@outlook.com
Website: www.winterslowmodelrailex.com

Sunday 27 April

NORMANDY, Guildford, Surrey
Event: Spring Open Day.
Organiser: Guildford O Gauge Group (GOGG).
Venue: Manor Fruit Farm, Glaziers Lane, Normandy, Guildford GU3 2DD.
Open: 1000-1600
Admission: £5.00 entry fee, acpd U12s free.
Amenities: venue is 4 miles west of Guildford and has free parking adjacent to the village hall. Light snacks and drinks will be available, incl bacon rolls, sandwiches & cakes.
Features: layouts including: *Normandy Junction* (on which club members can run their rolling stock); *GOGG Test Track* (fine and coarse scale, on which other visitors can run their items); *The Engine Shed & Works; Wendesleigh* (Midland branch terminus); *Egdean* (GWR and SR in winter); *Wordsley Wharf* (canal wharf). Plus around 9 trade stands and a bring & buy table for members' and visitors' O gauge items.
Email: ron1patterson@yahoo.co.uk
Website: www.gogg.co.uk/opendays.html

Sunday 27 April

UFFCULME, Devon
Organiser: Culm Valley Model Railway Club.
Venue: Old Well Garden Centre, Waterloo Cross, Uffculme, Cullompton EX15 3ES.
Open: 1000-1600
Admission: Free but donations welcome.
Amenities: garden centre with parking located close to Junct 27 of M5 just off A38. 'Railway Room' is adjacent to top car park.
Features: *Tiverton Junction* (30' long OO gauge model) and *Soldor*, home to a little blue engine, driven by visitors. Club layouts.
Website: www.cvmrc.weebly.com/tiverton-junction.html

MEETINGS

Thursday 13 March – 1930

Locomotive Club of Great Britain (LCGB) St Albans Branch
'The East Anglian Railway Museum' – speaker to be confirmed.
Venue: St Bartholomew's Church, 47 Vesta Avenue, St Albans AL1 2PE.
Entry: voluntary donation of £4.00 towards costs of running the meeting.
Amenities: Refreshments available in interval.
Contact: murray.eckett@gmail.com

Thursday 13 March – 1930

South East Essex Railway Society
Test-Track night – N, TT, OO, O and 1 – help to set up from 1900 welcome as always.
Venue: Friends' Meeting House, 18 Dundonald Drive, Leigh on Sea, Essex SS9 1NB.
Details from: www.seers-rail.org/programme.html or seers.rail@gmail.com

Friday 14 March – 1900

Stephenson Locomotive Society
'Steam In And Around Darlington, With A Quick Look At Newcastle And Gateshead' presentation by Chris Nettleton.
Venue: The Conference Room, 1st floor (access via Black Swan Court Yard), Newcastle Arts Centre, 67 Westgate Road, Newcastle upon Tyne NE1 1SG.
Details from: www.slsnewcastle.org.uk

Saturday 15 March – 1400

Stephenson Locomotive Society
'The Highland Railway' presentation by Bill Jagger.
Venue: The Friends' Meeting House, Mount Street, Manchester M2 5NS.
Details from: 0161 4426178.

Tuesday 18 March – 1400

Stephenson Locomotive Society
'Progress In Design And Manufacture: The Steam Locomotive 1825-1830' presentation by Dr Michael Bailey.
Venue: Langdon Square Community Centre, Coulby Newsham TS8 0TF.
Details from: 01429 270591.

Tuesday 18 March – 1930
The Leicester Railway Society
'West Midlands Freight' in 1960/1970s' – a look at everything from steam, diesel and electric rail to waterways and industrials.
Venue: The Braunstone Civic Centre, 209 Kingsway, Leicester LE3 2PP.
Entry: free for members, £5.00 at the door for non-members.
Contact: Brian Holland, 0778 570 7573.
Email: bryanholland60@aol.com
Website: www.leicesterrailwaysociety.com

Wednesday 19 March – 1930
The Grimsby & Cleethorpes Railway Group
'Les goes West: Preserved railways in the USA and Canada' by Paul King & Les Thickett.
Venue: The No.1, Station Approach, Cleethorpes DN35 8AX.
Entry: a donation of £3.00 is requested.
Contact: Stuart Blackbourn, 01472 505853 or 0774 596 1538.
Email: sc.blackbourn@ntlworld.com
Website: www.gcrsociety.co.uk/events.html

Thursday 20 March – 1930
Marlow & District Railway Society
'50 Years of Photographing Railways' by Charles Roberts.
Venue: Bourne End Community Centre, Wakeman Rd, Bourne End, SL8 5SX or on Zoom.
Entry: free for members or £3.00 for non-members.
Website: www.mdrs.org.uk
Contact: Martin Stoolman, 07954 849390.

Wednesday 26 March – 2000
Gauge O Guild
'Painting Coaches Part 1' – an evening with Tony Andrews.
Venue: presentation by Zoom.
Entry: register for your place via the front page of the Gauge O Guild website.
Website: www.gaugeoguild.com

Thursday 27 March – 1930
South East Essex Railway Society
'The Lynton and Barnstaple Railway' by Charles Summers BEM, of the L&B Trust.
Venue: Friends' Meeting House, 18 Dundonald Drive, Leigh on Sea, Essex SS9 1NB.
Details from: www.seers-rail.org/programme.html or seers.rail@gmail.com

Tuesday 1 April – 2000-2200
The Enfield Transport Circle (TETC)
'Stockton & Darlington Railway Special Bicentenary Meeting – 1825-2025' by Dennis A Lovett, former BR manager & transport author.
Venue: First Floor Meeting Room, Enfield Drill Hall Sports Club, 1 Old Park Avenue, Enfield EN2 6PJ.
Entry: £6.00 donation on entry (visitors' first visit is free).
Website: www.tetc.chessck.co.uk/Meetings

Thursday 3 April – 1930
Lutterworth Railway Society
'British Steam Somerset and Dorset 1938-68' by Chris Pratt.
Venue: The Pavilion, Recreation Ground, Coventry Rd, Lutterworth LE17 4RB.
Entry: members £2.00, non-members £5.00.
Contact: Alan Bilton, 01455 207996 or Mob 07771756013.
Website:
www.lutterworthrailwaysociety.co.uk

Thursday 3 April – 1930
The Great Central Railway Society (Sheffield branch)
'Twenty Years of High Speed Trains in the UK' by David Hanger.
Venue: The Farm Road Sports & Social Club, Farm Road, Sheffield S2 2TP.
Entry: a donation of £4.00 is requested.
Contact: Bob Gellatly, 01751 901 1213.
Email: gcrs@talktalk.net
Website: www.gcrsociety.co.uk

Friday 4 April – 1900
Stephenson Locomotive Society
'Darlington To Saltburn and Beyond' presentation by Colin Hatton.
Venue: Newport Community Hub, Union Street, Middlesbrough TS1 5NQ.
Details from: 01429 270591.

Monday 7 April – 1930
Peak Rail Association (Sheffield Branch)
'Taking Railway Photography to New Heights' by Geoff Griffiths.
Venue: The Farm Road Sports & Social Club, Farm Road, Sheffield S2 2TP.
Entry: a donation of £5.00 is requested.
Contact: Dave Sharp, 01142 745478.
Email: davidsharpsheffield@gmail.com
Website: www.peakrailwayassociation.co.uk/sheffield.html

Tuesday 8 April – 1930
Wells Railway Fraternity
'The Class 50s' by Geoff Hudson.
Venue: The Town Hall, Market Place, Wells, Somerset BA5 2RB.
Entry: £4.00 for non-members.
Website: www.railwells.com

Wednesday 9 April – 1915
Stephenson Locomotive Society
'Furness Railway Adventure: A great regional enterprise then and now' presentation by Dr Paul Salveson.
Venue: Abbott Hall Social Centre, Dowker Lane, Kendal LA9 4DN.
Details from: greystack@tiscali.co.uk or call 01539 562041.

Thursday 10 April – 1930
Locomotive Club of Great Britain (LCGB) St Albans Branch
'The Jim Clemens Collection (S&D)' – speaker Michael Clemens.
Venue: St Bartholomew's Church, 47 Vesta Avenue, St Albans AL1 2PE.
Entry: voluntary donation of £4.00 towards costs of running the meeting.
Amenities: Refreshments available in interval.
Contact: murray.eckett@gmail.com

Thursday 10 April – 1930
South East Essex Railway Society
Test-Track night – N, TT, OO, O and 1 – help to set up from 1900 welcome as always.
Venue: Friends' Meeting House, 18 Dundonald Drive, Leigh on Sea, Essex SS9 1NB.
Details from: www.seers-rail.org/programme.html or seers.rail@gmail.com

Friday 11 April – 1900
Stephenson Locomotive Society
'Train Watching To Train Spotting 1948-1961' presentation by David Dunn.
Venue: The Conference Room, 1st floor (access via Black Swan Court Yard), Newcastle Arts Centre, 67 Westgate Road, Newcastle upon Tyne NE1 1SG.
Details from: www.slsnewcastle.org.uk

Saturday 12 April – 1400
Stephenson Locomotive Society
'Talking Points – more photographs from Michael Ordway's collection' presentation.
Venue: Kidderminster Railway Museum, adjoining SVR station, DY10 1QX.
Details from: 01597 824408.

Saturday 12 April – 1400
Stephenson Locomotive Society
'Stockton and Darlington 200' presentation by Caroline Hardie and/or Niall Hammond.
Venue: The Friends' Meeting House, Mount Street, Manchester M2 5NS.
Details from: 0161 4426178.

Monday 14 April – 1930
Lincoln Railway Society
'A Twelfth Colour-Rail Journey' by Paul Chancellor.
Venue: St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.
Entry: £4.00.
Contact: Publicity Member, 01522 698085.
Email: grahamlightfoot1948@gmail.com

Tuesday 15 April – 1400
Stephenson Locomotive Society
'60s Steam In Retrospect' presentation by Trevor Ermel.
Venue: Langdon Square Community Centre, Coulby Newsham TS8 0TF.
Details from: 01429 270591.

Tuesday 15 April – 1930
The Leicester Railway Society
'Somerset & Dorset Memories' by Michael Clemens.
Venue: The Braunstone Civic Centre, 209 Kingsway, Leicester LE3 2PP.
Entry: free for members, £5.00 at the door for non-members.
Contact: Brian Holland, 0778 570 7573.
Email: bryanholland60@aol.com
Website: www.leicesterrailwaysociety.com

Wednesday 16 April – 1930
The Grimsby & Cleethorpes Railway Group
'A Journey from Sheffield to Kirton Tunnel' by Stephen Gay.
Venue: The No.1, Station Approach, Cleethorpes DN35 8AX.
Entry: a donation of £3.00 is requested.
Contact: Stuart Blackbourn, 01472 505853 or 0774 596 1538.
Email: sc.blackbourn@ntlworld.com
Website:
www.gcrsociety.co.uk/events.html

Thursday 17 April – 1930
Lutterworth Railway Society
'Living the Dream: 86 259 Peter Pan' by Les Ross.
Venue: The Pavilion, Recreation Ground, Coventry Rd, Lutterworth LE17 4RB.
Entry: members £2.00, non-members £5.00.
Contact: Alan Bilton, 01455 207996 or Mob 07771756013.
Website:
www.lutterworthrailwaysociety.co.uk

Thursday 17 April – 1930
Marlow & District Railway Society
'P2 Prince of Wales' by Chris Ardy.
Venue: Bourne End Community Centre, Wakeman Rd, Bourne End, SL8 5SX or on Zoom.
Entry: free for members or £3.00 for non-members.
Website: www.mdrs.org.uk
Contact: Martin Stoolman, 07954 849390.

Saturday 26 April – 2000
Gauge O Guild
'Model Railway Timetables' – an evening with Alan Rhodes.
Venue: presentation by Zoom.
Entry: register for your place via the front page of the Gauge O Guild website.
Website: www.gaugeoguild.com

CLUB NEWS/ NOTICES

Bedfordshire 16mm Narrow Gauge Modellers meet on the first Sunday of the month from 1030-1600 at Eaton Bray Village Hall, near Dunstable. New members welcome. Two layouts for 16mm live steam and electric locos in 32mm and 45mm gauges. Go along, visit www.bag16mm.org.uk or email membership@bag16mm.org.uk

Berkshire N Gauge Society meets at 1900 on every Thursday of the month at West London Aero Club, White Waltham Airfield, Maidenhead, SL6 3NJ. New members of all skill levels are welcome. Email: tornado.gr.1@hotmail.co.uk or: percy.richard1946@gmail.com

Bridgend Model Railway Group – formerly Bridgend Model Railway Club – meets weekly on Thursdays at 1900 upstairs at the Laleston Gardener's Club, Cliff Cottage, Wind St, Laleston CF32 0HN.
The group has two layouts in 7mm and one in 4mm, so visitors are welcome to come along and enjoy a chat and tea/biscuits.
Visit www.bridgendmodelrailwaygroup.co.uk or email:
bridgendmodelrailwaygroup@protonmail.com

Bubwith Model Railway Group – Interested in railway modelling and/or railways meets in **Bubwith Leisure Centre bar, Main Street, Bubwith, Selby YO8 6LX** at 1930 on the last Monday of each month. Email: steve.grantham1@btinternet.com

East Sussex Gauge O Group – Interested in modelling O gauge or 7mm narrow gauge? This group's meetings at Pett Village Hall (just outside Hastings) are held on the 2nd Friday of each month from 1900-2000. The test track can run both fine and coarse scale two or three-rail, dc or DCC rolling stock. See Gauge O Guild website or email mikeh.reeves@tiscali.co.uk

Haverfordwest Model Railway Club, formerly the Pembrokeshire Model Railway Club, meets weekly on Wednesdays at 1915 upstairs at the Haverfordwest Menshed, at The Old Print Works, Castle Square, Haverfordwest SA61 2AA. Modellers can attend meetings or join. www.facebook.com/groups/1448793075977538/ or email wordpress@pmrc.welshbrook.com

Launceston Model Railway Group holds drop-in meetings on the third Saturday of each month 1000-1400 at St Stephen's Church Hall, Roydon Road, Launceston PL15 8HL. All ages welcome but children must be acpd. O, OO and N layouts in dc and DCC. Refreshments and a chat. Call 07974 893172 or email Alan & Sally Barriball at: furzepark@hotmail.com

Leyland Model Railway Club meets at Hillthorpe Farm, Knoll Lane, Little Hoole PR4 4TB every Monday and Wednesday (except Monday bank holidays) from 1900-2200. Layouts in OO and N plus others under construction. For details call 07796 130295.

Morecambe & Heysham Model Railway Club has moved from its old premises to a new address: 9 Morecambe Street West, Morecambe LA4 5HE. Members meet on Tuesday and Thursday evenings from 1900-2100 and have open days on the second Saturday of each month from 1000-1600, with last admission at 1530 (see April 12 listing). There is a small admission charge but children are admitted free. The club has an O gauge layout and two OO layouts, one with DCC tracks. There is also an N gauge layout which is available for exhibitions and an 0-16.5 narrow gauge layout. The venue has a disabled accessible toilet and a kitchen providing drinks and snacks on open days. For details contact Gerry Blaikie on 01524 425523.

Poole and District Model Railway Society has opened a larger clubroom off Poole High Street. Includes OO gauge *Sterte Bay* (under construction), British/American N gauge layout and OO & N test track. Bring locomotives and/or stock to try out. Workshop and refreshment area. Tuesdays 1900-2200. See www.pdmrs.com

Romiley Methodist Railway Modellers meet from 1400 onwards every Wednesday in clubroom behind Romiley Methodist Church. Wide range of layouts in N to O gauge. See rmrmclub.com or contact rmrmhonsec@yahoo.com

Seaton Carew Model Railway Club welcomes new members and enthusiasts. The club meets on the third Saturday of every month at the Salvation Army Hall, Park Road, Hartlepool, TS26 9HT from 1200-1700 with OO and N gauge layouts and test tracks. All are welcome (although under 16s should be accompanied by an adult), so come along and enjoy a chat and a coffee. Visit www.seatoncarewmrc.byethehost8.com or email contact.scmrc@gmail.com

Sidmouth Model Railway Group welcomes enthusiasts to its meetings and has a range of layouts (N, OO and O) in progress for all wishing to become part of an active group. Visit www.sidmouthmrg.com or email: sidmouthmrg@gmail.com

RAILWAY MODELLER

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Trade

Retailers' Announcements

YORK - MONK BAR MODEL SHOP LTD. *2 Goodramgate (by Monk Bar)*. Large selection of new model railways, Scalextric, plastic kits, diecasts, etc. *Tel: 01904 659 423.*

HULL - EAST YORKSHIRE'S ONLY SPECIALIST model railway shop. Model Railways bought, sold and exchanged. *53A MODELS, 430 Hessle Road, Hull.* (Closed Mondays). *www.53amodels.co.uk. Tel: 01482 227 777.*

COLWYN BAY, CLWYD MODELS. Opening times: Thursday, Friday + Saturday 10-1pm, 2-5pm. Second hand model railway books, videos, layouts, diecast bought, sold and exchanged. *447, Abergele Road, Old Colwyn, Colwyn Bay LL29 9PR. Tel: 01492 518 709, keith@clwydmodels.co.uk*

PLUS DAUGHTERS OF BASILDON ESSEX. N gauge specialist for the UK, Continental and American Modeller. New and second hand, bought, sold or exchanged. *PLUS DAUGHTERS, 8 Britannia Court, Burnt Mills Industrial Estate, Basildon, Essex, SS13 1EU. Tel: 01268 726 211 www.plusdaughters.co.uk*

DINGWALL (ROSS-SHIRE)-SPORTS & MODEL SHOP, 66 High Street, Dingwall, IV15 9RY. PLASTICS-METALS-SCENICS. OO and N scale, PECO, Hornby, Bachmann, Metcalfe, Wills, Ratio & Dapol. *Tel: 01349 862 346.*

SWANAGE MODEL RAILROADING CENTRE – N GAUGE TO G SCALE. Good selection of Preowned models in N, OO and O gauge. Open Wednesday, Thursday and Saturday 9.30 to 2pm. *Other times by appointment please, call John on 07956 973 072.*

Trade Sales Products

O GAUGE ETCHED KITS. Locomotives, Carriages and Wagons. Connoisseur Models on line catalogue, *www.jimmcgeown.com* or send 2nd class address label for free printed catalogue. *1 Newton Cottages, Nr Weobley, Herefordshire, HR4 8QX.*

LOCOMOTECH MOTORIZING KITS FOR PECO AND SOUTH EASTERN FINECAST TURNTABLES. Standard (3.5rpm) £29.99, Deluxe (2 rpm) £39.99, U.K. postage £3.90. 12V motor. Enclosed all-metal gearbox. Reviewed by Railway Modeller May 2016. *More information and order online at www.locomotech.co.uk Telephone orders: 01903 871149 – afternoons only.*

NEW WEBSITE: *www.zetlandmodelrailways.co.uk* Good quality second-hand North American, Continental & British, "O", "HO", "OO", "N" & "Z" scales. *Email: Bob@zetlandmodelrailways.co.uk*

OVER 1000 OO GAUGE LOCO, COACH AND WAGON KITS, many no longer in production. Etched brass, white metal and plastic kits from over 20 Manufacturers and covering various Railway Companies. Also hundreds of items by Hornby, Bachmann, Dapol and others. *Tel: 01444 413723 Email: andrew@wmcollectables.co.uk Website: www.wmcollectables.co.uk*

Trade Sales Books

RAILWAY MODELLER BACK NUMBERS – for more information on which issues are available, please contact: *Technical Advice Bureau, PECO, Underleys, Beer, Seaton, Devon, EX12 3NA, England, telephone: 01297 20580*. Please see website for prices.

Trade Services

DECALS AND 3D-PRINTED COMPONENTS FOR LOCOS, ROLLING STOCK, SIGNALS AND BUILDINGS. Scales 2mm to 16mm. Plus fully custom decal and component (3D-printed and etched metal) design and production service. *See www.aardstorm-models.com.*

KIT BUILDING SERVICE, LOCOS, ROLLING STOCK, QUALITY WORK AT REASONABLE PRICES. *Contact: JOHN NOWELL, 28 Victoria Road, Tuebrook, Liverpool, L13 8AW. Tel: 0151 259 5957, Email: johnnowell@blueyonder.co.uk www.tuebrooktrains.co.uk*

MINIATURE BUILDINGS SCRATCH BUILT, 4MM SCALE IN CARD/PLASTIC. Commissions undertaken. *JON SAYERS (Modelmaker), telephone: 0117 9510 663.*

Wanted (Trade)

This section is reserved for the use of traders only.

WE VALUE YOUR USED MODEL RAILWAYS very highly. Best prices paid for good condition modern 00 and N Gauge second hand items. Send us your list of surplus items in any gauge or make (s.a.e. please) for our quotation by return post. We also buy tinplate of all kinds, Dinky Toys, Corgis and Lesneys. We will travel anywhere to collect. *RAILWAY ROUNDABOUT, The Walnut Tree, Egremont Street, Glemsford, Suffolk, CO10 7SA. Tel: 01787 280 452. Email: bill.railwayroundabout@gmail.com*

MODEL RAILWAYS WANTED - cash waiting for British & American N & OO/HO scales plus Continental HO model railway equipment. British and American 0-Scale also considered along with interesting items of railwayana. (Closed Mondays). *53A Models, 430 Hessle Road, Hull. 01482 227 777. www.53amodels.co.uk*

AIRFIX/FROG/REVELL and other makes of unmade Second-hand plastic kits wanted. Aircraft especially wanted. Any quantity. *KINGKIT, Unit 8, Cedar Court, Halesfield 17, Telford, TF7 4PF. Tel: 01952 586 457.*

WANTED - TRAIN COLLECTIONS O, OO, N. Always calling in areas SOMERSET, DEVON, CORNWALL, S-WALES, WILTS, HAMPSHIRE, most places in UK covered. Will dismantle layouts any size. Interested in British N gauge Farish, Minitrix, Peco, OO Bachmann, Hornby, Mainline, Lima, Wrenn, Tri-ang. Damaged, scrap locos, Peco points, track work, buildings, cars, people, books, diecast, EFE buses. Cash paid, friendly service offered. *R.FOSTER 15 Rosebery Avenue, Yeovil, Somerset BA21 5LW. Tel: 01935 424165. Email: russelltrains@aol.com*

MODEL RAILWAYS ALWAYS WANTED, including Hornby, Lima, Bachmann, Dapol, Modern Image, OO, O, N gauge, kits and kit built. Send lists or give me a call. *BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.*

WE CARE A GREAT DEAL MORE! We realise that your collection large or small is a prized possession, so we will always give our highest price, we will respond quickly to receiving your list and collect, dismantle and remove your items efficiently because we care. Whatever you have to sell from single items to large collections. Give us a call and prepare to be amazed! S&J MODELS. *Tel: 01606 872 786. Email: sjmodels@tiscali.co.uk Website: www.sandjmodelrailways.co.uk*

THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object, collections large or small. *PAUL CULL, telephone: 01302 481 274 or mobile: 07767 356 890 or send list to: The Bungalow, Dentons Green Lane, Kirk Sandal, Doncaster, DN3 1JP. Email: simonecull06@tiscali.co.uk*

HORNBY & BASSETT-LOWKE O GAUGE TRAINS, wagons, coaches and accessories. Anything considered. Top prices paid for single items and/or complete collections. *Tel: 01993 840 064 (Oxon) 0797 991 0760.*

ALWAYS WANTED BY TRI-ANGMAN-collections, layouts, seeking, Tri-ang, Hornby, Dublo, Wrenn, Bachmann etc. Will collect across most of the UK. More than fair prices paid. *Tel: 07966 333 605. Email: Laurence@tri-angman.co.uk www.tri-angman.co.uk*

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED – SMALL & LARGE, any scale and any condition. British, European and American collections all required. Nationwide collections, distances no object. Contact us today for a quick and friendly service. *Telephone: 01302 371 623, mobile: 07526 768 178, Email: anoraksanonymous@googlemail.com*

WANTED WANTED MODEL RAILWAYS, ALL MAKES, ALL SIZES from N Gauge, 00 scale to G Scale and larger, will travel all UK. We also dismantle layouts, over 35 year's experience. *Send lists to DEREK BARNETT, 6 Vale Gardens, Penkridge, Staffs, ST19 5LQ. Tel: 01562 750 076 daytime, or text me 07721 333 521 anytime and I will ring you back. Email: footplate@btconnect.com*

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(This column is reserved for readers who are private Model Railway enthusiasts or collectors and require items purely for their own personal use).

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Swapmeets • Sales • Fairs

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As cancellations are sometimes inevitable, anyone travelling a long distance should telephone before doing so.
All advertisements include the organiser's town and telephone number.
The publisher of RAILWAY MODELLER cannot accept any responsibility for cancellations or errors.

March 2025

29 March (Sat) 10am-2pm
BRENTWOOD, The Brentwood Centre, Doddinghurst Road, Brentwood Essex CM15 9NN. Adults (16+) £4, Seniors £3.50, accompanied children free. Organised by J&J FAIRS.
Tel: 01522 880 383 www.j-jwebbtoyfairs.com jandjfairs@gmail.com

30 March (Sun) 10.00am - 2.00pm
POOLE TOY AND TRAIN FAIR, Poole Grammar School, Gravel Hill BH17 9JU. Refreshments and free parking.
Tel: 07732 330 305, 01380 725 322, stevedevizes@aol.com

April 2025

3 April (Thurs) 7pm-9pm
THEYDON BOIS, Theydon Bois Village Hall, Coppice Row (B172), Theydon Bois, near Epping, Essex CM16 7ER. Close to M25 J26 and M11 J5. Admission £1. Contact JOE LOCK.
Tel: 07866 641 215.

6 April (Sun) 10am-2pm
POTTERS BAR TOY & TRAIN FAIR, Elm Court Youth and Community Centre, Mutton Lane, EN6 3BP.
Telephone Colin on 01279 301 407 or Joe 07866 641 215.

6 April (Sun) 10.00am - 2.00pm
WICKHAM - Community Centre, Mill Lane, PO17 5AL. Relocation of the Eastleigh fair to this popular centre. Just off the M27 and handy for both Portsmouth and Southampton. Light refreshments and free parking.
Telephone: 07732 330 305.

8 April (Tue) 6.30pm - 8.30pm
HOOK TOY & TRAIN FAIR. Community Centre, Ravenscroft Rd, Hook RG27 9NN. Free parking, café, easy access from M3 & Hook railway station. Admission £1.
stevedevizes@aol.com Tel: 07732 330 305.

12 April (Sat) 9am-2.30pm
MAIDSTONE, at Lockmeadow Market Hall, Barker Road, Maidstone, Kent ME16 8HR. Admission £3.
Tel: 01732 840 787 or 01622 298 159.

13 April (Sun) 10.30am-3pm
NEC BIRMINGHAM 550 STALLS, Hall 18, The National Exhibition Centre, Birmingham, B40 1NT. Free parking for all Toy Fair visitors. Adults £10, Senior Citizens £9.50, Children £2. Hundreds of stalls selling everything you want in model railways, don't miss Britain's biggest Toyfair.
Tel: 01604 846 688 www.bpfairs.com

18 April (Good Friday) 10.30am-2pm
DEESIDE LEISURE CENTRE Chester Road, Queensferry, Deeside CH5 1SA. Admission £2.50, accompanied children under 16 free. Large cafe, free car parking. TONY OAKES FAIRS.
Tel: 01270 652 773.

20 April (Sun) 10.30am-3pm
COVENTRY – 160 STALLS, The Connexion, Ryton on Dunsmore, Coventry, CV8 3FL. Lots of stalls full of new and used model railways – many at bargain prices. Adults £3.50, Seniors £3, Children £1.
Tel: 01604 846 688 www.bpfairs.com

20 April (Sun) 10am-2.30pm
MERTHYR TYDFIL TOY AND TRAIN FAIR, Merthyr Tydfil Leisure Centre, Merthyr Tydfil Leisure Village, Wales CF48 1UT. Loads of onsite parking, onsite food, wheelchair friendly.
Email: pauldean020658@gmail.com
Tel: 07807 038 161.

21 April (Bank Holiday Monday) 10.30am-2pm
BRIDGNORTH LEISURE CENTRE, High Town, WV16 4ER. Stalls of all types of model railways, Dinky's, Corgis, various die-casts etc. Admission £2.50. TONY OAKES FAIRS.
Tel: 01270 652 773 or 07825 631 323.

26 April (Sat) 10.00am to 4.00pm
BLUEBELL RAILWAY - Horstead Keynes Station, RH17 7BD.
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Stall bookings 01279 301407

27 April (Sun) 10.30am-3pm
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27 April (Sun) 10.30am-2.30pm
YEOVIL, SOMERSET (SWAPMEET). Yeovil Railway Centre, Yeovil Junction Station, BA22 9UU.
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All copy is subject to our approval. We reserve the right to request amendments.
Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone number at which the organiser can be contacted.
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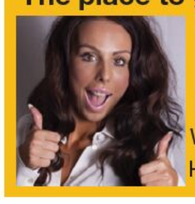

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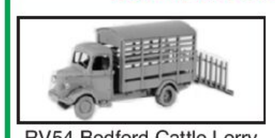
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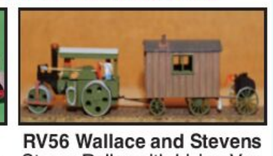
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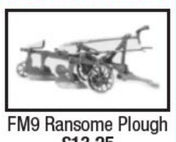
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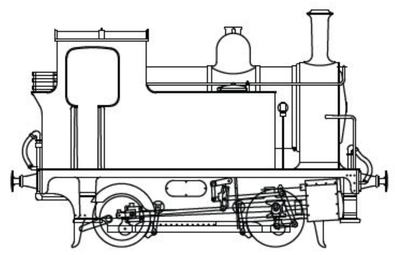

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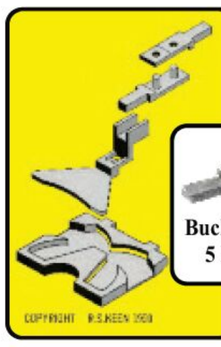

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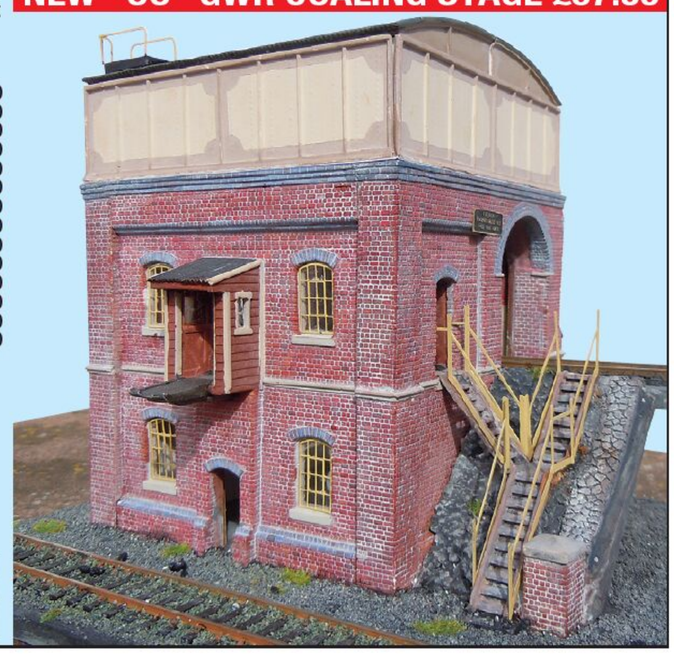

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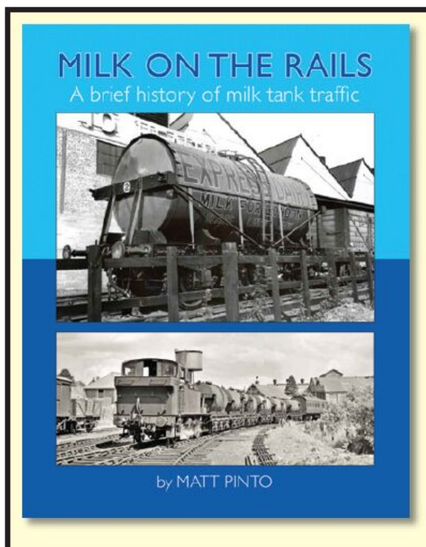

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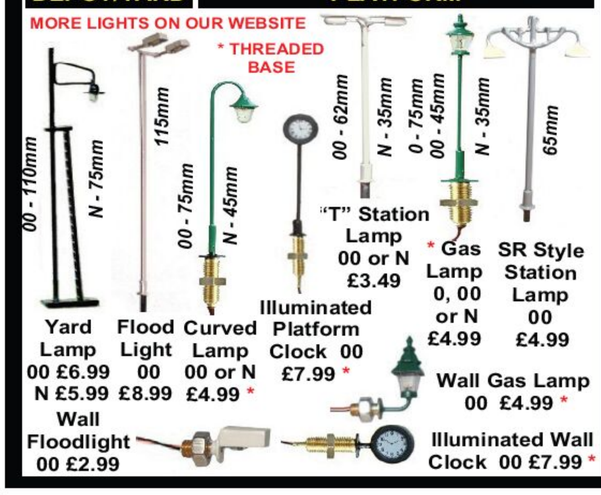

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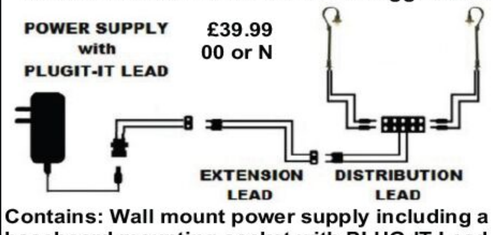

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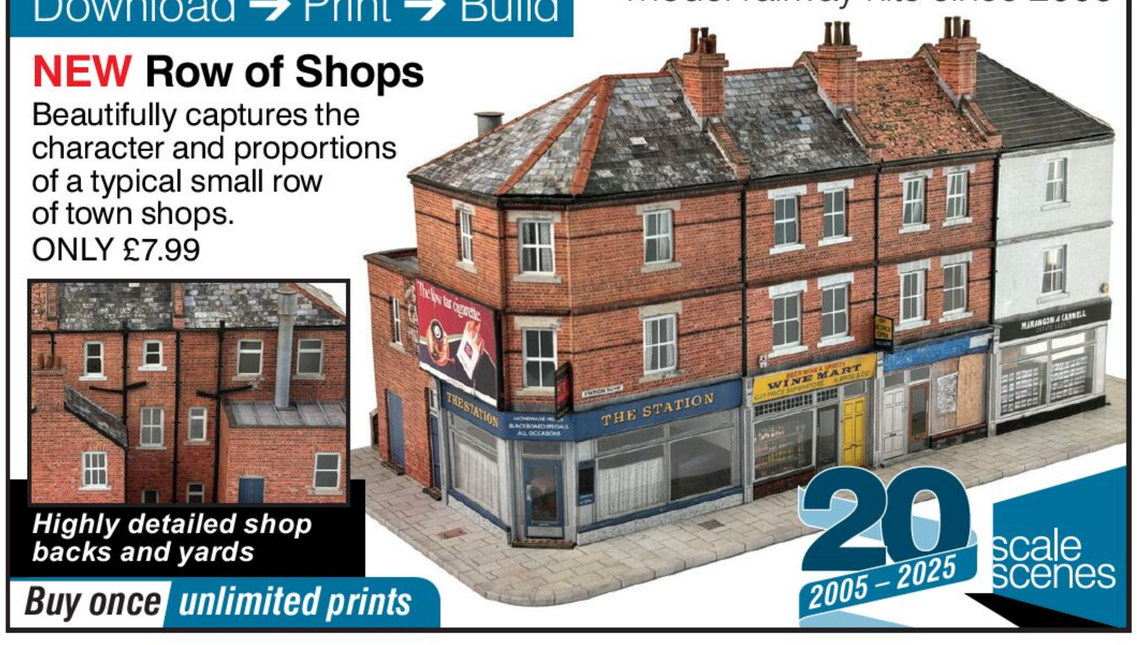

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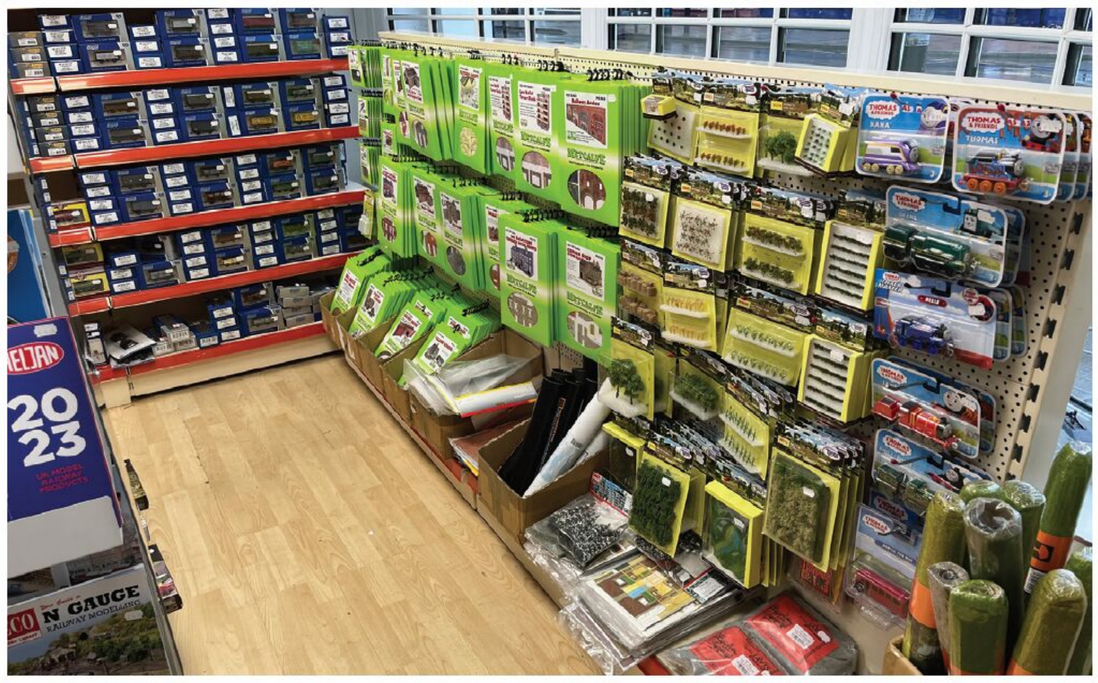

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8831	51' 1½"	Semi Corridor Lav Compo	8848	61'6"	Sleeper First
			8849	61'6"	End Vestibule Corr Third
8832	51' 1½"	4 comp't Brake Third	8850	61'6"	Corr Compo
8833	51' 1½"	Full Brake	8851	61' 6"	Open First
8834	51' 1½"	Full Third	8852	61' 6"	Open Brake Third
8836	51' 1½"	Composite	8853	61'6"	Corr 3rd Open
8837	51' 1½"	5 comp't Brake Third	8854	61' 6"	Restaurant First
			8855	61' 6"	Corridor Brake Compo
8840	61' 6"	End Vestibule Corr Compo	8856	61' 6"	Corridor Brake Third
8841	61' 6"	End Vestibule Corr Bk Third	8857	61' 6"	Hairdressing Saloon/Third
8842	61' 6"	Full Brake			

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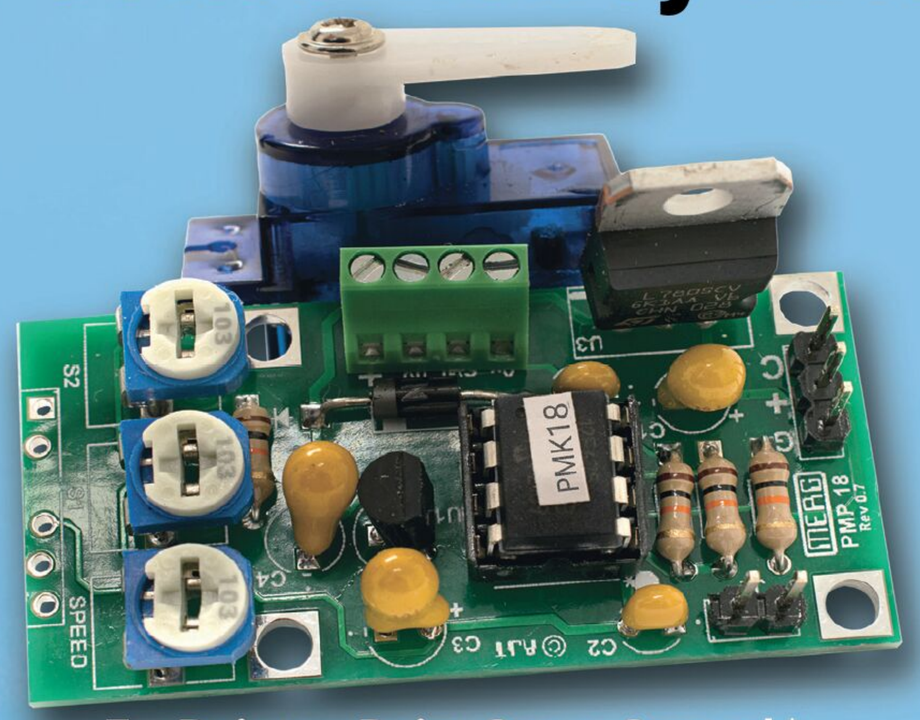

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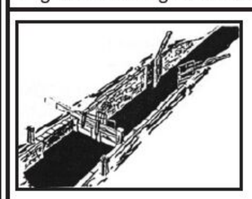

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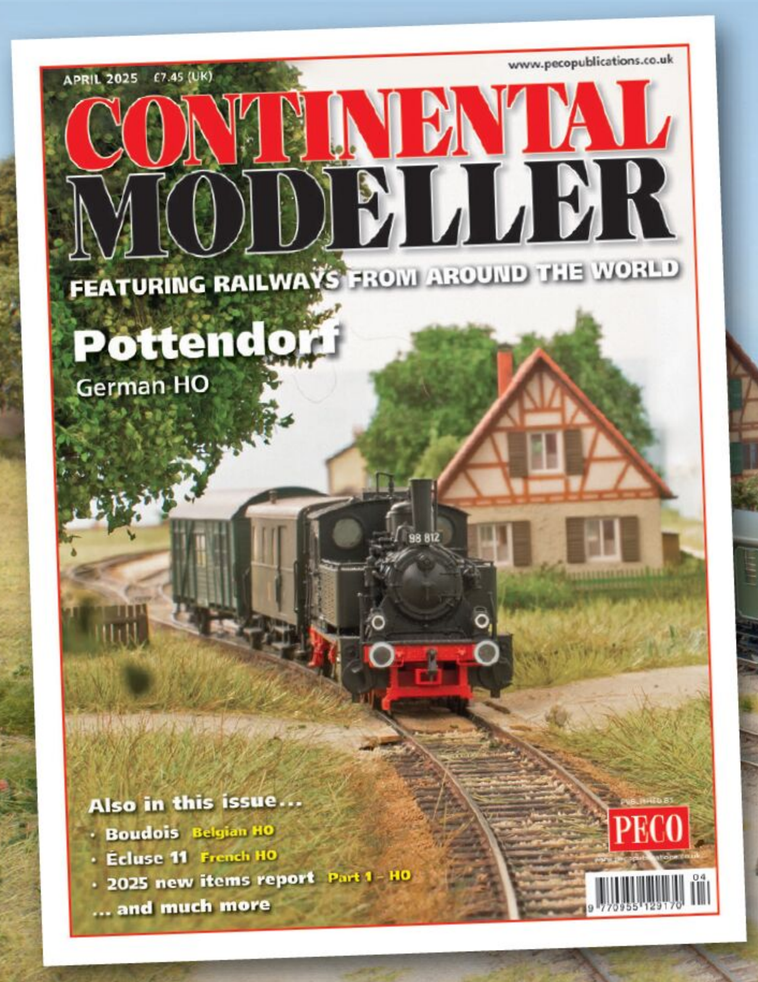

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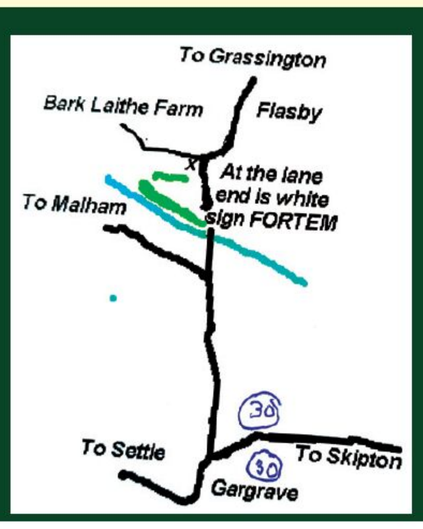

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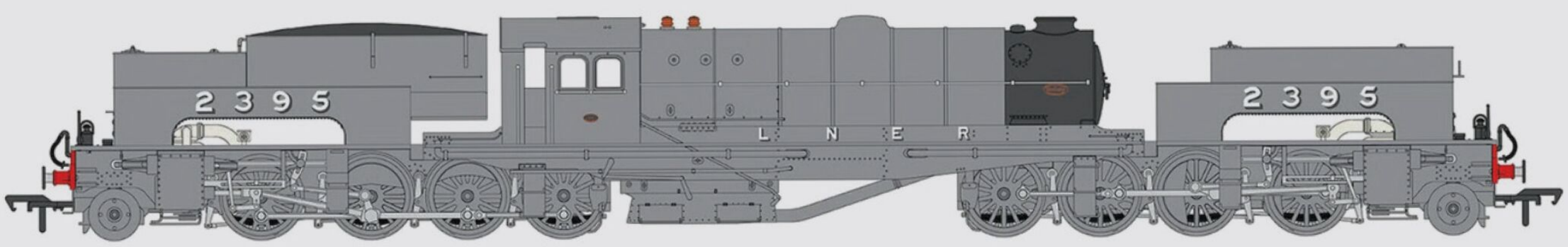

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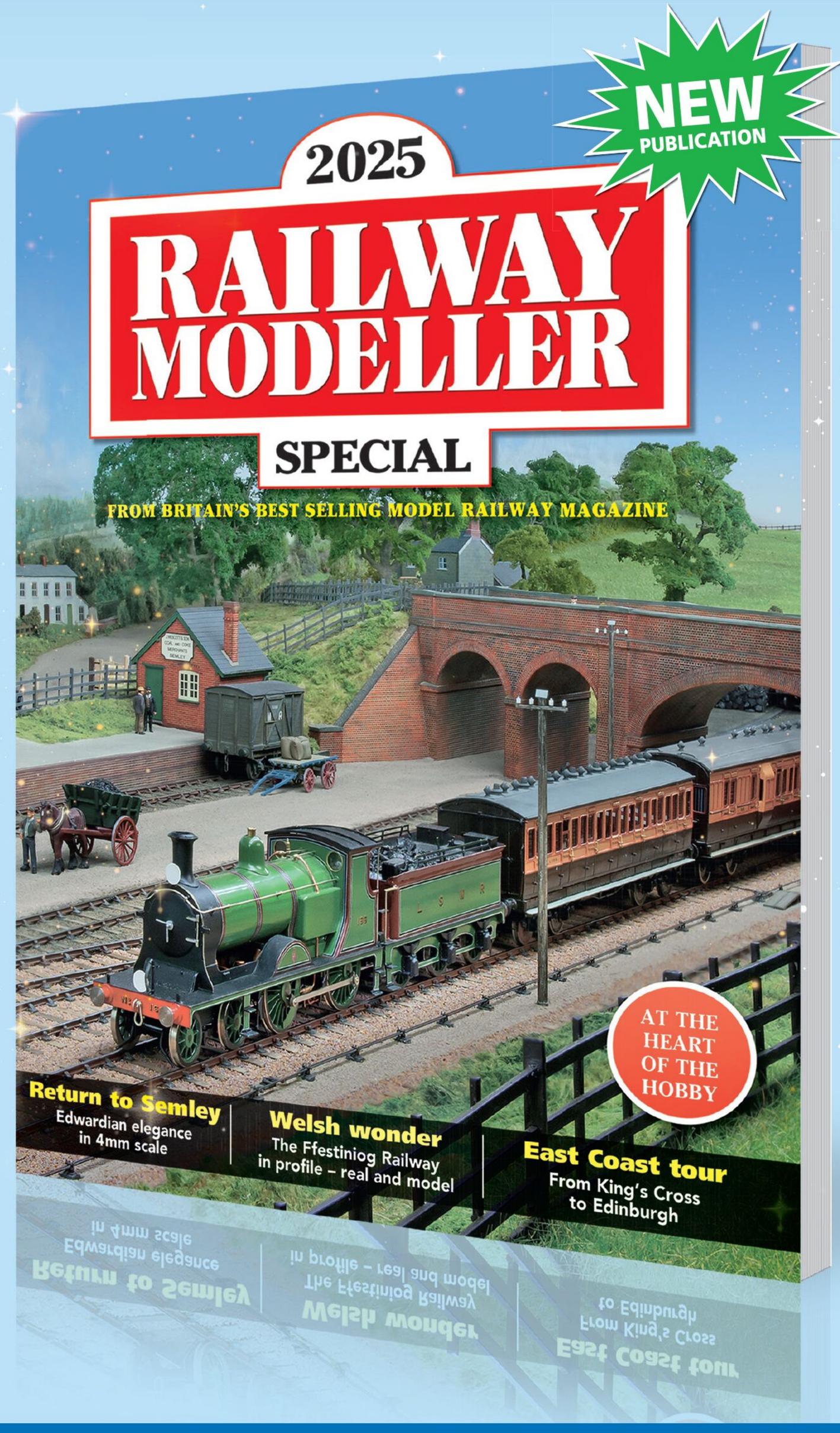

Immerse yourself in this bumper edition of enjoyable new features! It's sure to provide inspiration for the modelling year ahead!

In this new Special, we journey along the East Coast Main Line from King's Cross to Edinburgh Waverley – in model form! Another rail route profiled is the narrow gauge Ffestiniog Railway in North Wales, including an overview of this line's remarkable history and suggestions for how it can be re-created in miniature. We also step back in time to the Edwardian era and make a return visit to the London South Western Railway station of Semley, a stunning layout created by Martin Finney.

We also meet the team at Ellis Clark Trains and find out about the future plans for this enterprising model railway business; take a tour around Cockshute – a 1970s diesel and electric depot in OO; look at a selection of models based on steam locomotive designs that never left the drawing board; and much more besides – enjoy!

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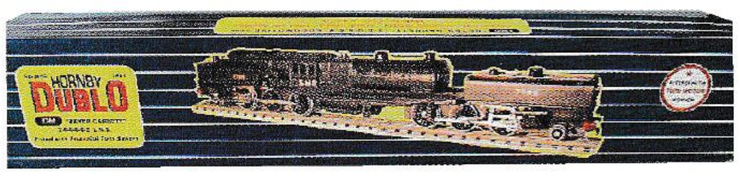

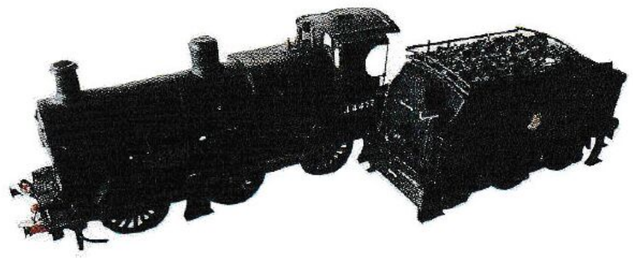

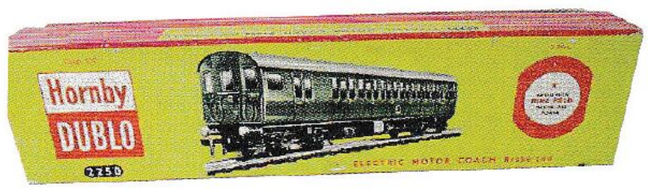

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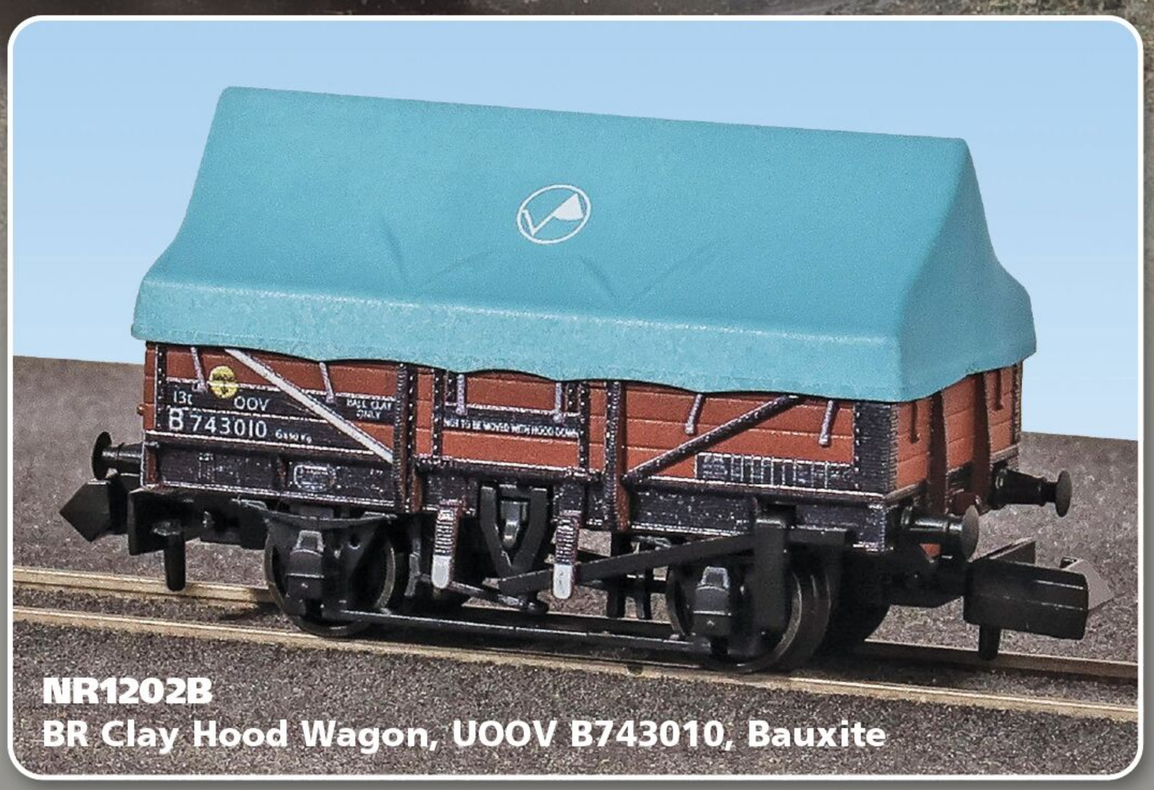

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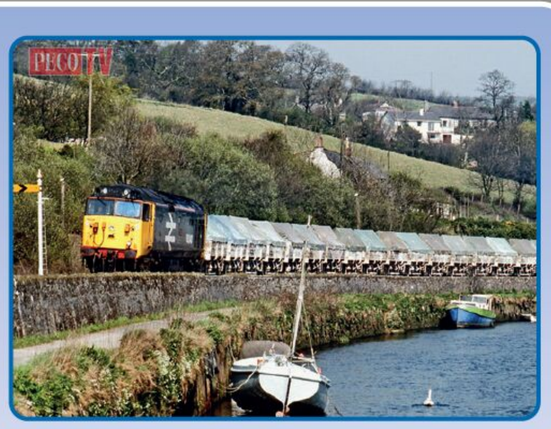

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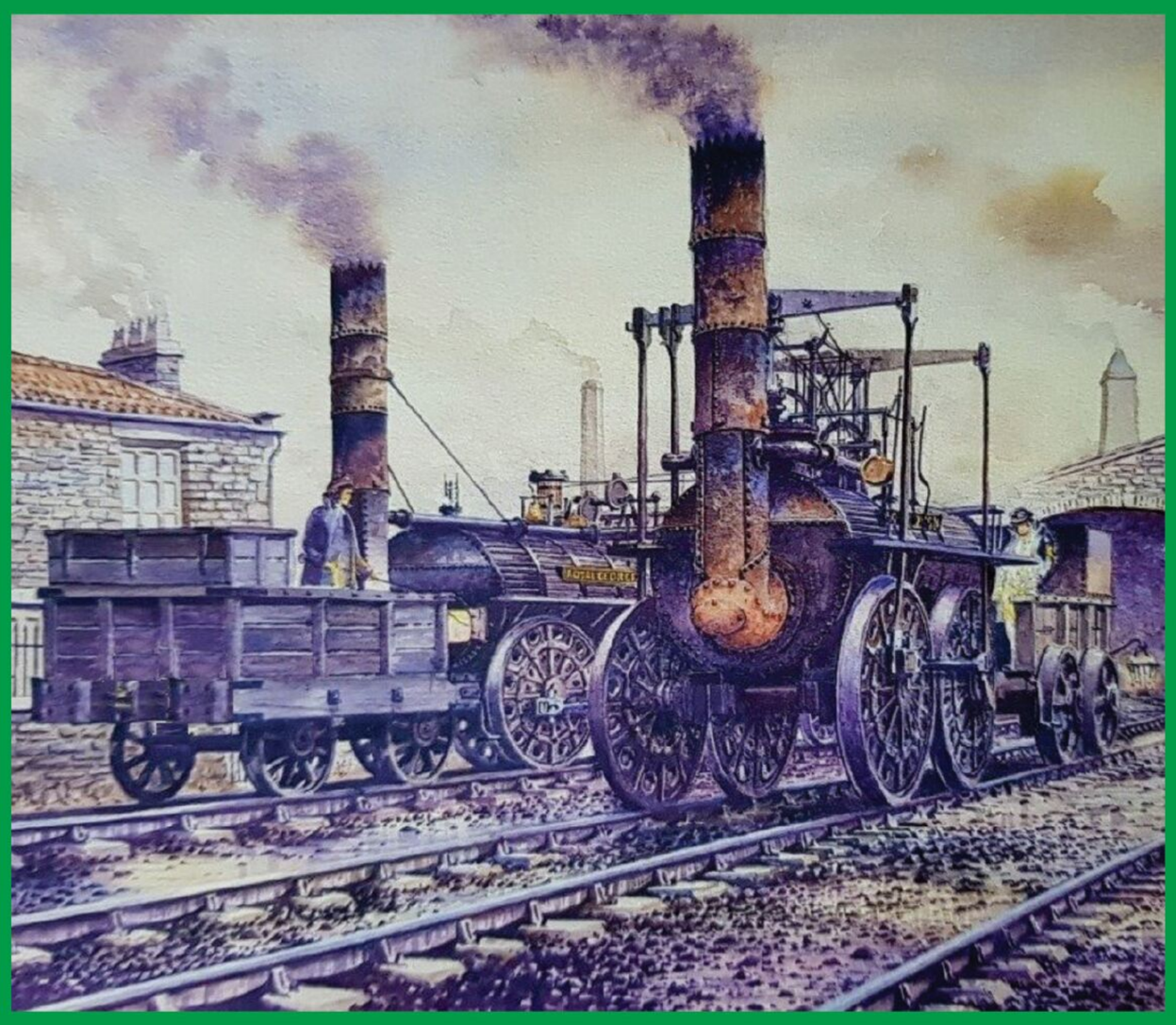

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VOL 2: LONDON, MIDLAND & SCOTTISH AND BRITISH RAILWAYS ERAS

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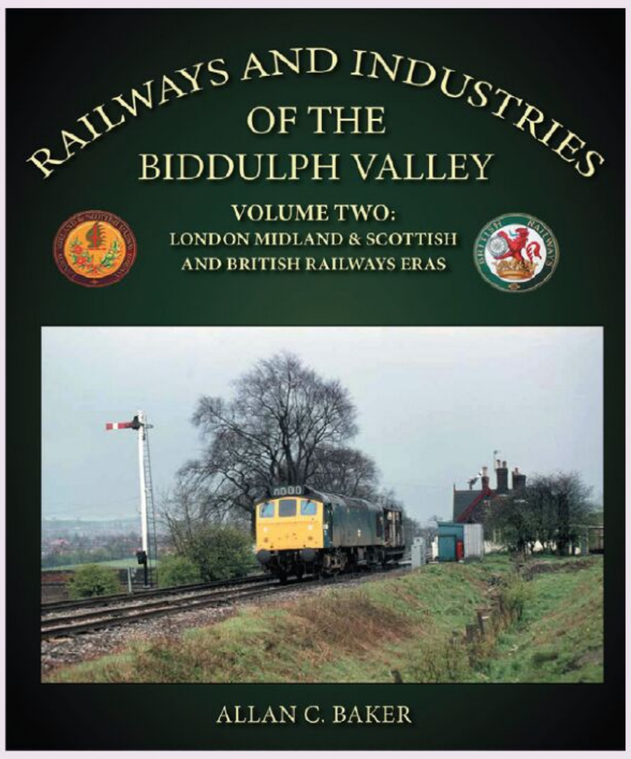

This book, the second of a trilogy, forms a detailed study of one of the North Staffordshire Railway's first branch lines, which ran along the Biddulph Valley from Stoke to the Cheshire town of Congleton, which dated from 1860. It also covers the branch from Milton to the Staffordshire Moorland market town of Leek, which opened in 1867. While Volume One covered the history of these lines in the NSR period, along with the four-mile long Longton, Adderley Green & Bucknall Railway of 1875, which was originally independent, in this volume the history of the lines in the London Midland & Scottish Railway and British Railways eras is covered. The story is also taken to the present day and there is a Chapter by Mike G. Fell on the various Station Masters who have over the years, been involved with stations on both lines. The book is profusely illustrated with a wealth of photographs, many of which have never appeared in print before, along with old documents, timetables, maps, plans and gradient profiles, several of which have been specially prepared for these volumes. The illustrations are in monochrome and colour. The third volume, which will be published next year, will cover the history of the numerous industries the lines served, for example, collieries, iron and steel works and chemical factories which were, by and large, their raison d'être. This coverage will include details of the industrial locomotives that have been involved, along with the private trains of the companies that the NSR and LM&SR allowed to operate over their lines. The author is a native of the Potteries, with a number of books about the railways and industrial archaeology of North Staffordshire to his name. **DUE LATE APRIL**

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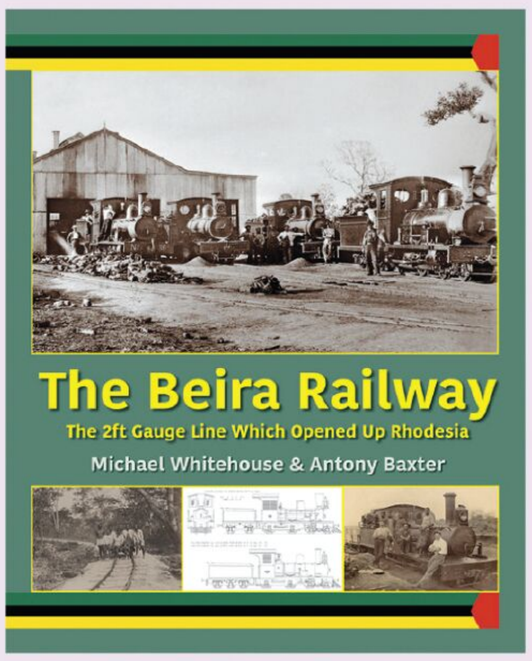

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Michael Whitehouse & Antony Baxter

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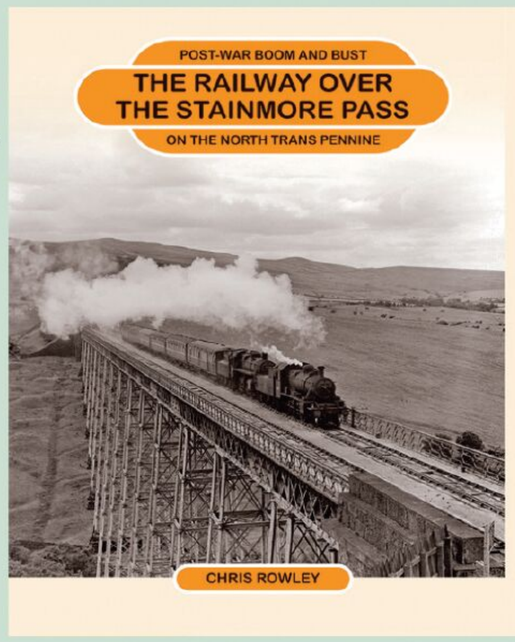

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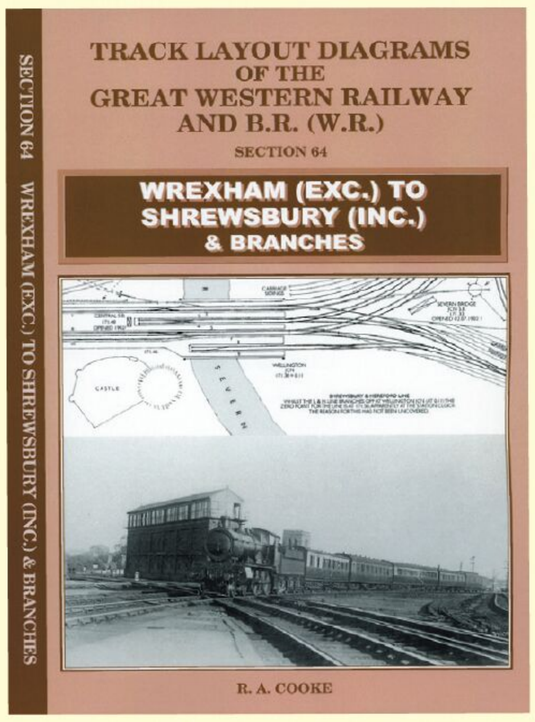

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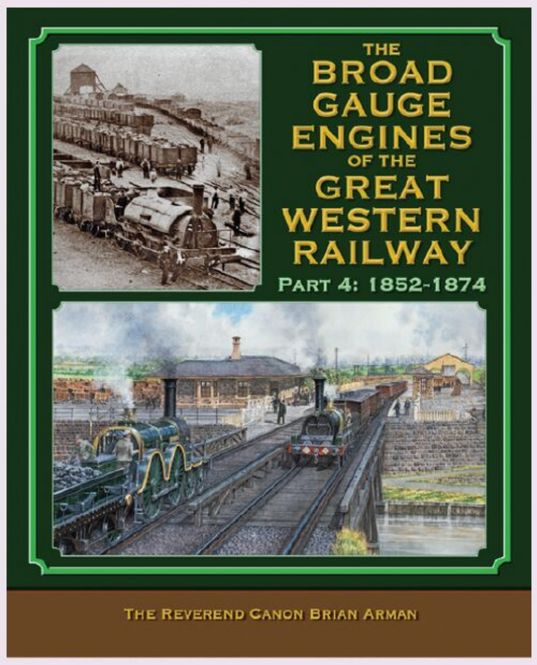

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Kent Garden Railways, St. Mary Cray **B** *47a*

Kernow Model Rail Centre, Camborne
www.kernowmodelrailcentre.com **A**
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KJB Models *65a*

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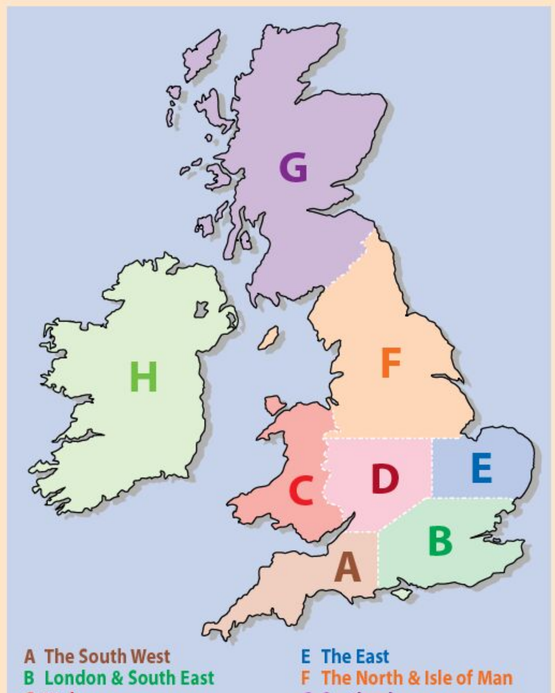

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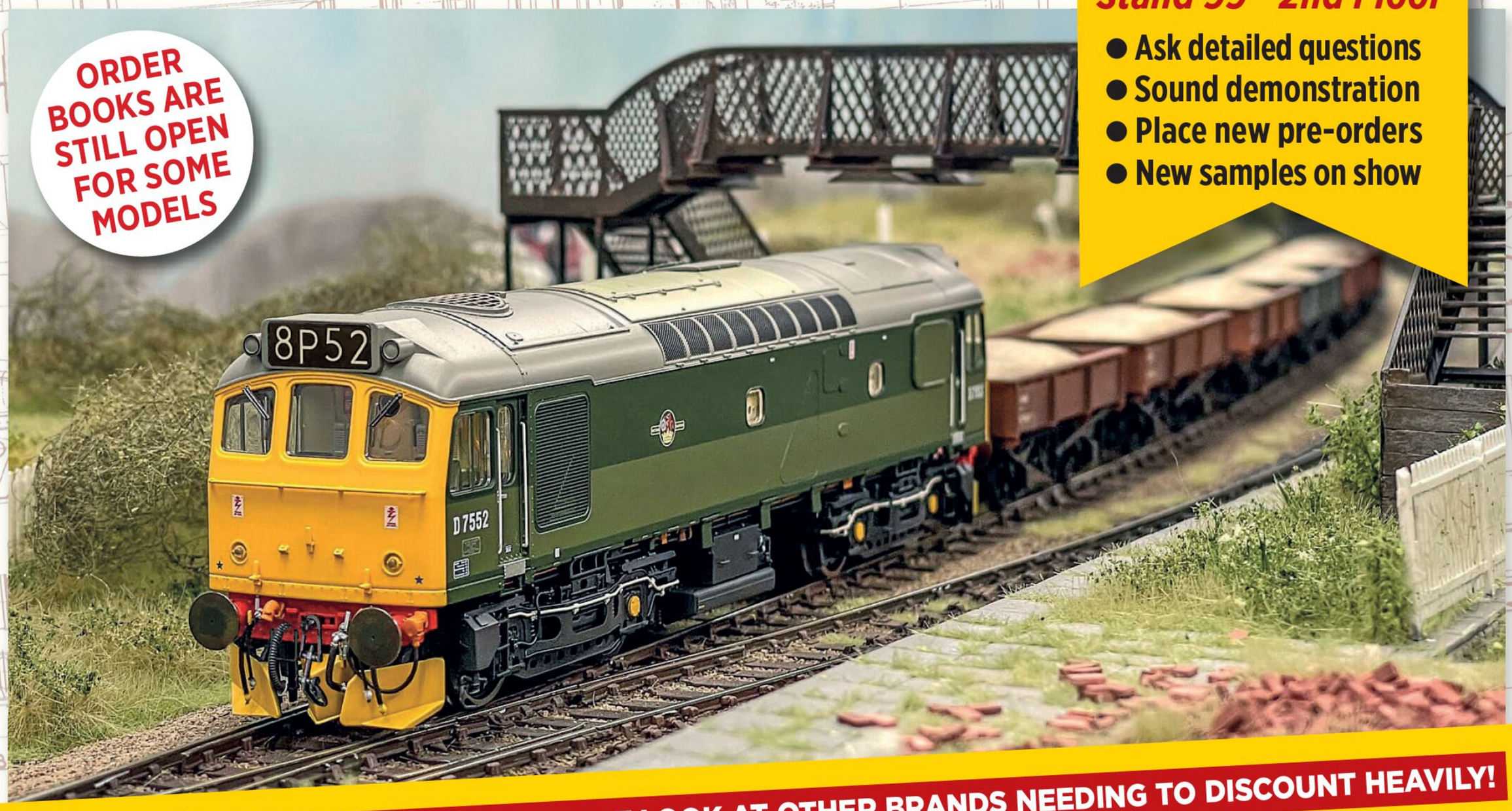

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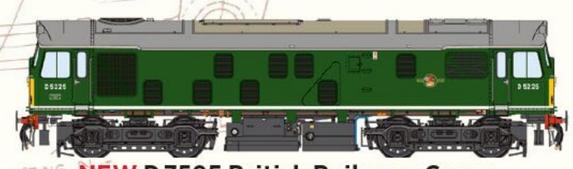

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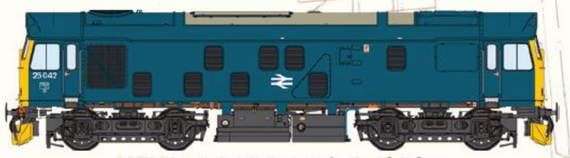

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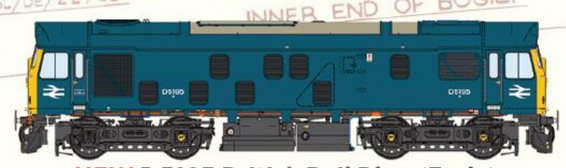

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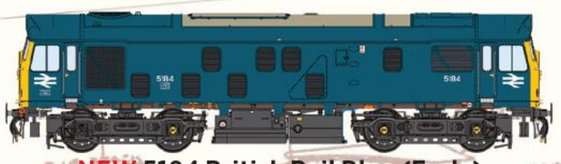

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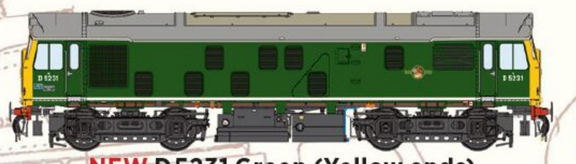

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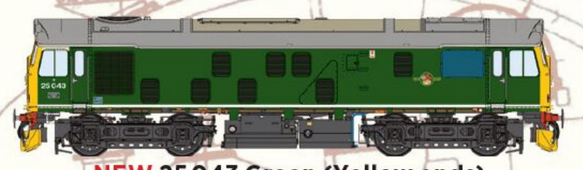

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