

BRITAIN'S No.1
MODEL RAILWAY MAGAZINE

MAY 2025 £5.95

AT THE HEART OF THE HOBBY

VOLUME 76 No 895

RAILWAY MODELLER



Find out how
YOU can take part
*Fantastic prizes
to be won!*



Yorkshire Pennines

**A layout that showcases the full
potential of digital control**

Southern Electric

**Modelling conductor
rails on a South London
layout in N**

The EM Gauge Society at 70

**Celebrating seven decades
of this specialist modelling
organisation**

Reviewed inside ...

**Footplate Austerity 0-6-0ST in O
Holden Class J17 0-6-0 from OO Works
Bi-mode Class 88 from Rails of Sheffield in OO**

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RAILWAY MODELLER

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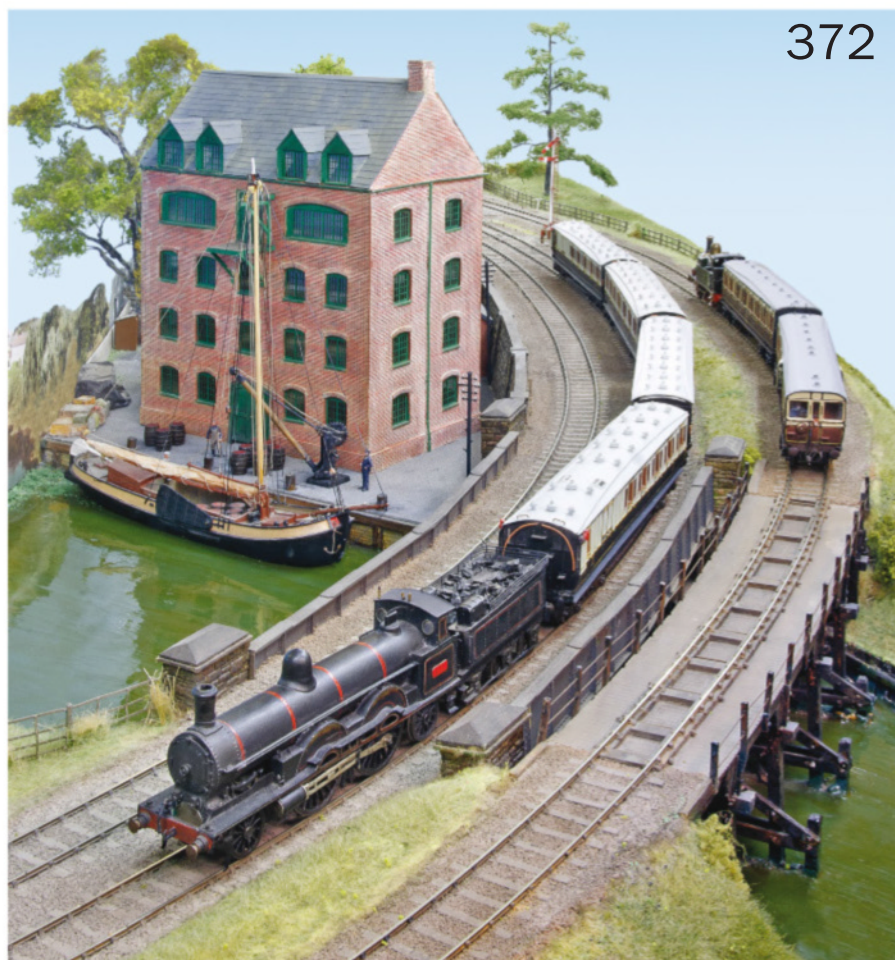
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415 News

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423 Societies & Clubs

The biggest and best guide to the exhibition scene.

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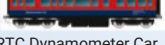
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221 - Pallets Sacks Barrels.....£5.50
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223 - GWR Wooden Signal Box.....£17.60
224 - Signal Box Interior.....£7.65
225 - Flat Roof Platform Canopy.....£11.05
226 - Pump House/Boiler House.....£17.45
227 - Weighbridge Hut.....£8.40
228 - Oil Depot.....£9.25
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230 - Round Water Tower.....£9.25
231 - Carriage Shed.....£17.60
232 - Coal/Builders Merchant.....£17.60
233 - Loading Gauge.....£5.80
234 - Level Crossing With Gates.....£11.05
235 - Level Crossing with Barriers.....£11.05
236 - Midland Signal Box.....£17.60
237 - 2 Lineside Huts.....£11.05
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239 - Retaining Wall (350mm).....£12.25
240 - Steel Truss Bridge With Stone.....£20.20
241 - Steel Truss Span.....£18.40
242 - 2 Steel Trestles.....£11.80
243 - GWR Station Fencing White.....£6.80
244 - GWR Trackside Fencing White Straights.....£6.80
245 - GWR Spear Fencing Black Straight.....£6.80
246 - GWR Spear Fencing Black Ramps.....£6.80
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248 - Modular Covered Footbridge.....£24.45
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254 - Two Stone Piers.....£11.80
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256 - Large Water Tower.....£17.60
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260 - Home or Distant Lower Quadrant Signal.....£5.05
262 - Junction or Bracket Home or Distant Signal.....£7.45
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271 - Pratt Truss Gantry.....£5.05
280 - Modern Palisade Fencing & Gate.....£7.20
281 - Modern Palisade Fencing.....£7.20
300 - Gutters & Drainpipes.....£6.00
301 - Brick Walling.....£6.00
302 - Coarse Stone.....£6.00
303 - Paving Slabs/Crazy Paving.....£6.00
304 - Wood Planking.....£6.00
305 - Slate Roofing.....£6.00
306 - Tile Roofing.....£6.00
307 - Chimneys.....£6.00
308 - Flagstones.....£6.00
309 - Industrial Windows.....£6.00
310 - Domestic Windows.....£6.00
311 - Doors.....£6.00
312 - Corrugated Sheet.....£6.00
313 - Roughcast Walling.....£6.00
314 - Industrial Chimneys & Fittings.....£6.00
315 - Oil Tanks.....£6.00
316 - Coal Stairthes.....£6.00
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N Gauge Laser Cut Building Kits - In Stock

NB-306 - Victorian House Fronts.....£8.95

NB-307 - Victorian House Backs.....£10.75

NB-308 - Victorian House.....£17.05



N Gauge Card Kits

PN103 - Red Brick Terraced Houses.....£9.35
PN104 - Terraced Houses Stone.....£9.35
PN110 - Platform Kit.....£10.20
PN116 - Corner Shop Red Brick.....£10.20
PN117 - Corner Shop Stone.....£10.20
PN128 - Coaching Inn.....£9.35
PN133 - Signal Box.....£8.50
PN135 - Stone Platform.....£10.20
PN136 - Footbridge.....£10.20
PN137 - Country Station.....£12.75
PN140 - Red Brick Viaduct.....£11.05
PN141 - Stone Viaduct.....£11.05
PN142 - Tunnel Entrances Double Track.....£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
PN147 - Railway Bridge Stone.....£12.35
PN148 - Tapered Retaining Wall Red Brick.....£9.80
PN148 - Tapered Retaining Wall Stone.....£9.80
PN150 - Manor Farm.....£8.50
PN153 - Village School.....£9.80
PN154 - Village Shop & Café.....£8.50
PN155 - Workers Cottages.....£10.20
PN157 - Grange Cottage.....£7.25
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PN159 - Crofters Cottage.....£7.25
PN167 - Town End Cottage.....£10.65
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PN174 - Brick Terraced House Fronts.....£7.65
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PN176 - Low Relief Red Brick Terraced House Backs.....£7.65
PN177 - Low Relief Stone Terraced House Backs.....£7.65
PN179 - Low Relief Department Store.....£11.90
PN181 - Service Station.....£9.35
PN182 - Warehouse.....£10.20
PN183 - Small Factory.....£10.20
PN184 - Boiler House & Factory Entrance.....£11.90
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PN186 - Ramshackle Workshop.....£10.20
PN187 - Old Factory.....£11.90
PN188 - Brewery.....£11.05
PN189 - Fire Station.....£10.65
PN190 - Low relief Timber-Framed Shop.....£7.65
PN191 - Castle Gatehouse.....£13.60
PN192 - Watch Tower.....£5.95
PN193 - Castle Curtain Walls.....£7.65
PN194 - Castle Hall.....£12.75
PN195 - Castle Stone Sheets.....£4.95
PN196 - Castle Bridge.....£6.80
PN810 - Picnic Tables.....£4.70
PN814 - Greenhouse.....£4.25
PN815 - Nissen Hut.....£4.90
PN816 - Platform Underpass.....£4.70
PN817 - Platform Kiosk.....£4.70
PN820 - Pillboxes.....£4.25
PN821 - Pavilion.....£5.10
PN830 - Market Stalls.....£4.70
PN841 - Water Wheel.....£4.70
PN900 - Red Brick Sheets.....£5.10
PN901 - Cut Stonework Style M1.....£5.10
PN902 - Mixed Stonework.....£5.10
PN903 - Paving & Cobblestone Sheets.....£5.10
PN904 - Old Mill Stone Sheets.....£5.10
PN912 - Country Goods Shed.....£11.50
PN913 - Double Track Engine Shed.....£14.45
PN920 - Mainline Booking Hall.....£18.70
PN921 - Parcel Offices.....£14.45
PN922 - Island Platform Building.....£13.60
PN923 - Modern Platform Shelter.....£7.25
PN926 - Parish Church.....£11.90
PN931 - Engine Shed Single Track Red Brick.....£9.80
PN932 - Engine Shed Single Track Stone.....£9.80
PN933 - Settle & Carlisle Station.....£13.60
PN934 - Settle & Carlisle Station Shelter.....£7.25
PN935 - Settle & Carlisle Station Masters House.....£10.20
PN936 - Settle Carlisle Station Goods Shed.....£15.30
PN937 - Settle & Carlisle Double Track Engine Shed.....£14.45
PN940 - Platform Canopy.....£14.05
PN950 - No.1 Market Street Shop.....£11.05
PN951 - Manor Farm Buildings.....£9.35
PN960 - Tower Block.....£10.65
PN961 - Modern Retail Unit.....£10.65
PN962 - Municipal Building.....£11.05
PN971 - Low Relief Bank & Shop.....£8.95
PN972 - Low Relief Pub & Shops.....£8.95
PN973 - Low Relief Georgian Town House.....£7.65
PN974 - Low Relief Shop Front.....£7.65
PN975 - Hotel Wednesday.....£8.50
PN980 - Railway Arches.....£8.50
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MT907 - Pack Of 3 Ultra Fine-Tip Glue Applicator Bottles.....£4.50

Locomotive Stock Boxes

All stock boxes available in 5 colours, Red, Green, Blue, Black & Brown.

Large - Suitable for large tender locos & diesels.....£4.20
Length 330mm, Depth 48mm, Width 62mm
4 of any colour large stock box for £16.10

Medium - Suitable for larger tank engines and medium sized diesels (class 20s, 25s etc).....£3.50
Length 220mm, Depth 48mm, Width 62mm

Small - Suitable for small steam locos (pannier tanks etc.) and small diesels (08 shunters etc.).....£3.50
Length 157mm, Depth 48mm, Width 62mm
4 of any colour medium or small stock box for £13.10

Ballast

Fine Grey Ballast.....£4.00
(1mm average size)
Coarse Grey Ballast.....£4.00
(3mm average size)
Fine Salmon Ballast.....£4.00
(1mm average size)
All are supplied in 550g (approx.) bag.

Cork Sheeting

1/32" (1mm) Thick - £4.00 each

2 for £7.00

1/8" (3mm) Thick - £8.35 each

2 for £15.00

4mm Thick - £12.99 each

2 for £23.00

Each roll measures 36" x 24" (3ft x 2ft) Approx

Electrics

Grain of Wheat Bulbs

12v Bulbs

Available in Clear, Red, Yellow, Green or Amber Packs of 10.....£4.50

Layout Wire

Suitable for point motors, power feeds & more.

7/0.2mm, Single Core, Multi Strand 100 metre rolls available in 7 colours.

Red/Black/Blue/Green/Yellow/Brown/White
£9.00 a roll

.....Or any two 100 metre reels for.....£16.99

Same colours available in
10 metre rolls.....£2.00 each
20 metre rolls.....£3.00 each

Toggle Switches

SMT1 Single Pole Single Throw, (On-Off).....£1.50
4 x SMT1.....£4.99

SMT2 Single Pole Double Throw (On-Off).....£1.20
4 x SMT2.....£4.50

SMT3 Single Pole Double Throw, Centre Off, (On-Off-On).....£1.65
3 x SMT3.....£4.50

SMT4 Double Pole Double Throw (On-Off).....£1.60
4 x SMT4.....£5.40

SMT5 Double Pole Double Throw (On-Off-On).....£2.00
4 x SMT5.....£7.01

SMT6 Point Toggle Switches.....£2.00
4 x SMT6.....£7.01

Push to Make Switch
Red.....70p Each

Mod Roc

Mod-Roc (Plaster Of Paris Bandage).....£3.60

Each roll is 15cm x 270cm approx.)

Lima 00 Traction Tyres

Sold in packs of 10

2074351 - Large.....£5.00
(Suitable for GW King, Class 20, Class 26, Class 27, Class 31, Class 37, Class 40, Class 47, Class 59, Class 60, Class 66, Warship, Western, Class 86 & Class 87 Electrics)

2074352 - Small.....£5.00
(Suitable for GW Railcar, HST Power Cars, Class 101 DMU, Class 50, Class 73, Class 117 DMU, Class 156 DMU, Deltic)

GRAHAM FARISH

LMS 10000 & 10001



The LMS 'Twins' were the first mainline diesel locomotives to be built in Great Britain and for the first time, models of this iconic duo are available in N scale. Like all of Graham Farish's latest designs, each 'Twin' is fitted with a powerful coreless motor, Next18 DCC decoder socket, and comes with a pre-fitted speaker. An impressive array of light features includes directional lighting – switchable on/off at each end when used on Analogue or DCC – with freight and passenger modes;

when operated on DCC additional lighting modes can be accessed, along with cab lights. Opt for a **SOUND FITTED** model, or a pair for the full twin effect, and you can enjoy realistic sound effects when running on Analogue or DCC.



ALL MODELS FEATURE CAB LIGHTING, ALONG WITH ORIGINAL 5-LIGHT OR REVISED 7-LIGHT OPTIONS FOR PASSENGER OR FREIGHT LIGHTING

EARLY AND LATER ROOF OPTIONS WITH ADDITIONAL AIR VENTS

ALSO AVAILABLE - 372-918 LMS 10001 BR GREEN (SMALL YELLOW PANELS)

**SOUND
FITTED**



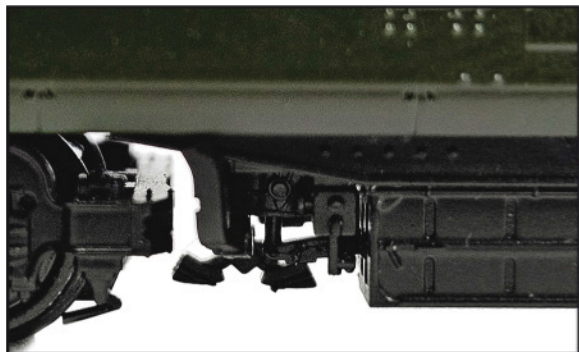
**372-912/SF - LMS 10000
BR BLACK (EARLY EMBLEM)**

**372-913/SF - LMS 10001
BR BLACK (EARLY EMBLEM)**

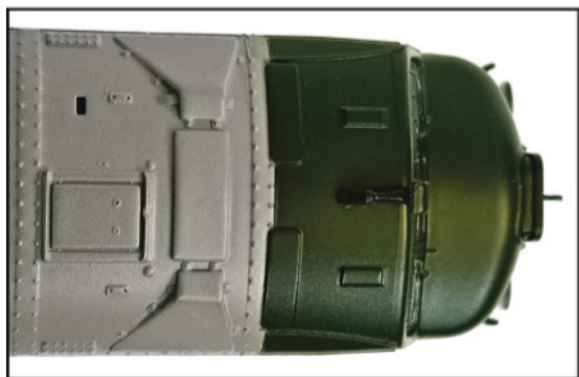
**372-914/SF - LMS 10000
BR GREEN (LATE CREST)**



Not all twins are identical, and that's certainly the case for this pair. Despite being known as the 'Twins', Nos. 10000 and 10001 displayed small differences from day one – most notably the bodyside steps present on either side of 10000 but absent from 10001 – an aspect not overlooked on these new models. Both locomotives underwent changes during their years in service, from the fitting of water scoops to the addition of two marker lights at each end, giving seven in total - ahead of the trails the pair underwent on the Southern Region. As you would expect, these changes are portrayed on the new Graham Farish models, so look closely and you'll see that it's not just the livery that differs on this new breed of twins.



WATER SCOOPS FITTED ON LATER VARIANTS ALONG WITH ROOF PANELS FOR WATER SCOOP FEED



ALL MODELS HAVE SEPARATELY FITTED HORNS AND LAMP BRACKETS ALONG WITH AN ACCESSORY PACK CONTAINING USER-FIT HEADCODE DISCS, PIPES AND COUPLINGS



ENGINE ROOM DETAIL WITH ACCURATE WINDOW TINTING



BODYSIDE STEPS - No. 10000 ONLY

ALL IN STOCK NOW!



**372-915/SF - LMS 10001
BR GREEN (LATE CREST)**

**372-916/SF - LMS 10000
BR LINED GREEN (LATE CREST)**

**372-917/SF - LMS 10001
BR LINED GREEN (LATE CREST)**

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Quality Since 1833

BACHMANN BRANCHLINE

CLASS 41 PROTOTYPE HSDT POWER CARS



The Bachmann Branchline 00 Scale Class 41 Prototype HSDT Power Cars were announced in June 2023. Only two were ever built, Nos. 41001 and 41002, with the former now surviving as part of the National Collection, arriving at the National Railway Museum, York, in 1985, having been refurbished following a period of departmental use at the Railway Technical Centre (RTC). A model of the preserved power car, in its preserved condition, was produced for Railway Icons in 2024.



**OPTIONAL HORN
GRILLE COVER**



HIGH LEVEL OF ROOF DETAIL

**AUTHENTIC SOUND FILE
[35-111KSF ONLY]**

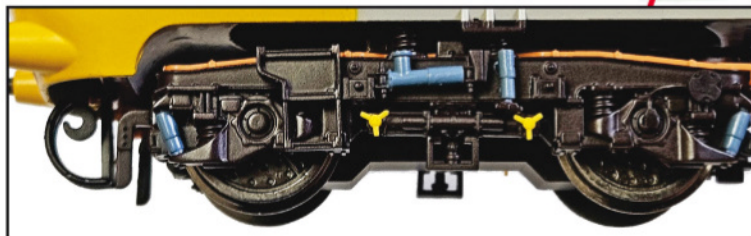
**TWIN
SPEAKER
SET-UP**

**DETAILED CAB
INTERIOR**

**DIRECTIONAL
LIGHTING**

**SPRUNG
METAL
BUFFERS**

**ALL AXLE DRIVE AND
ELECTRICAL PICK-UP**



**CHASSIS
MOUNTED
SWITCHES
FOR LIGHTING
CONTROL**

IN STOCK NOW!



**NON-MEMBERS
CAN SHOP NOW AT
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35-111K/SF

**CLASS 41 HSDT ADB975812
BR GREY & BLUE (FULL YELLOW ENDS)**

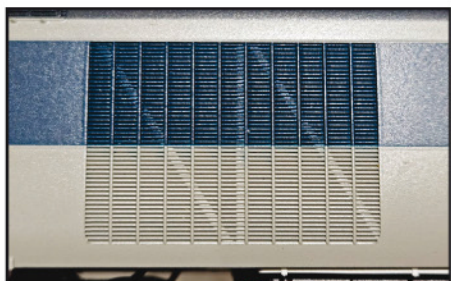
RRP £199.95/£309.95

**MEMBERS PRICE
£179.95/£278.95**

Now, a twin pack of the original power cars, and a single unit in Departmental condition, have been produced exclusively for the Bachmann Collectors Club. Every model is motorised and fully functional, boasting a high specification including all-wheel drive, all-wheel pickup, a **Plux22 DCC** interface, **Dual Fitted speaker system**, a five-pole, twin-flywheel motor and directional and interior lighting with independent switching.

The highly detailed bodyshell is adorned with separately applied metal detail parts, including grab handles, windscreen wipers, lamp bracket and ETH cables, whilst below the body there is separately fitted underframe equipment, pipework and conduits. The model runs on bogies constructed from multiple components giving full relief detail, whilst the gearbox has been arranged to provide clear space above the bogies, as seen on the real vehicle!

**FINELY MOULDED
BODY-SIDE GRILLES**

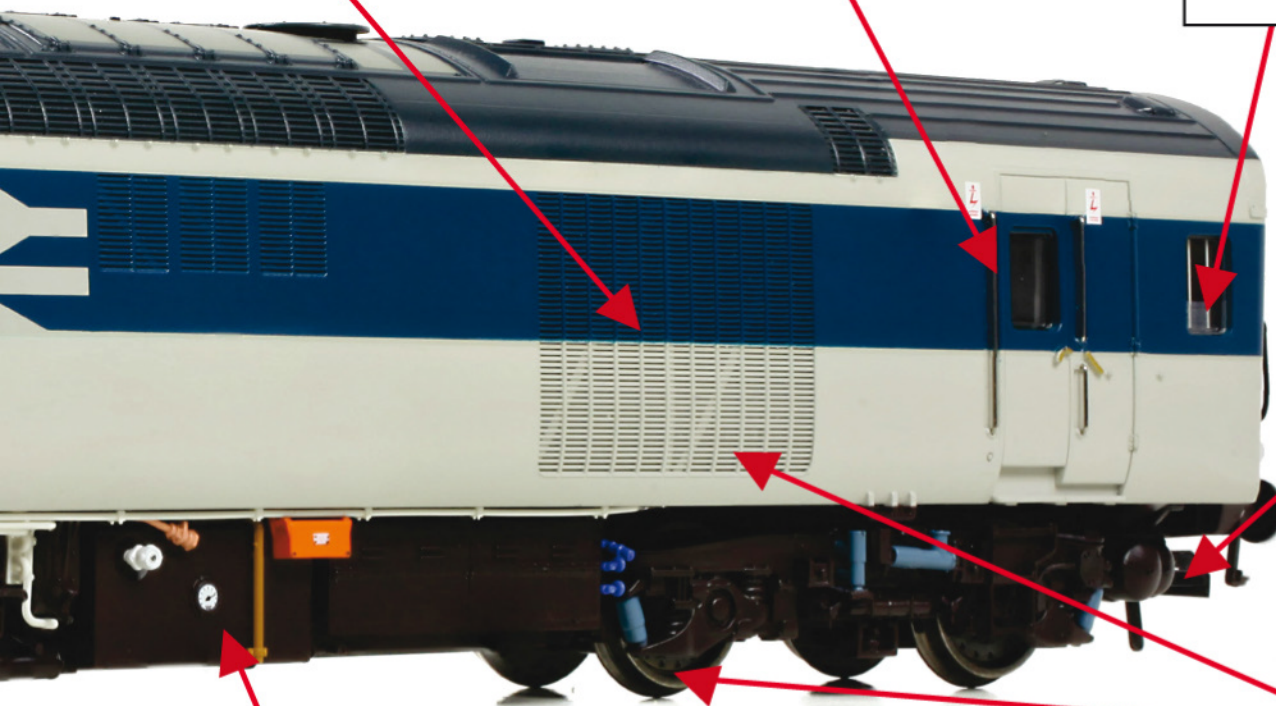


**SEPARATELY
FITTED
HANDRAILS**

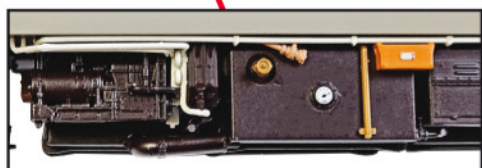


**FULLY DECORATED
GUARD'S
COMPARTMENT
AND REAR
DRIVING CAB**

**CLOSE COUPLING
MECHANISM
[CORRIDOR END ONLY]**



**ORIGINAL
GRILLES
AND BOGIE
SUSPENSION**



**HIGHLY DETAILED UNDERFRAME INCLUDING COMPRESSOR,
FUEL TANKS (WITH GAUGES), AND ELECTRICAL EQUIPMENT**



35-110K

**CLASS 41 HSDT TWIN PACK
41001 & 41002 BR GREY & BLUE**

RRP £399.95

**MEMBERS PRICE
£359.95**

BACHMANN-COLLECTORSCLUB.CO.UK



BACHMANN
Europe plc
Quality Since 1833

PINK REBELLION

THE BOLDEST LIVERY YOU'LL SEE
EXCLUSIVE TO



Wessex Trains 31601 *The Mayor of Casterbridge* at Bradford on Avon with 2V74, the 11.00 Weymouth-Bristol Temple Meads on October 25, 2004. MARK FEW

Undoubtably the most daring and vibrant privatisation livery applied to a locomotive and rolling stock - here's a memorable train for 4mm:1ft scale / OO gauge that'll embolden your collection!

Cause a stir and brighten-up your model landscape with our exclusive miniatures of Class 31, 31601 *The Mayor of Casterbridge* and accompanying Mk. 2F coaches in the bright, hot pink colours of the Wessex Trains franchise.

With 'Pink Panther' levels of suaveness, these all-new exclusives for 'OO' benefit from Bachmann Europe's forthcoming, further revised, cutting-edge Class

31 tooling which now features a 'Bach-up' stay-alive system and all-wheel electrical pick-up.

Owing to a shortage of multiple units, from May 2004, Wessex Trains hired Fragonset Railways to provide 'top-and-tail' motive power to a set of Mk. 2 coaches for services under the Heart of Wessex Rail Partnership, between Bristol and Weymouth.

To coincide with the launch, Fragonset's 31601 and five Mk. 2 coaches were repainted into this stunning pink livery, whipping rail enthusiasts and the railway media into a frenzy, while the covers of print media and lineside

photography instantly became more colourful.

In this dazzling livery, 31601 also saw use on evening specials running to Glastonbury Festival, many spot-hire services, Network Rail Overhead Line Electrification (OLE) trains from Finsbury Park - even running light-engine as far north as Inverness to Carlisle on route learning for Serco!

Find the brightest model releases produced for 'OO' on our website and pre-order your models today for 'early-bird' savings. Search for 'Wessex Trains' at TMC to explore our combination deals.

Be outlandish, be bold - go pink!

NEW FOR Q1 2026



31601 *The Mayor of Casterbridge*
(35-825Z) DCC ready
(35-825ZSF) DCC sound-fitted
(35-825ZSFX) DCC sound-fitted Deluxe

NEW FOR Q1 2026



Mk. 2F Tourist Second Open (TSO) 6117
(39-684X) standard
(39-684XDC) DCC onboard with lights

NEW FOR Q1 2026

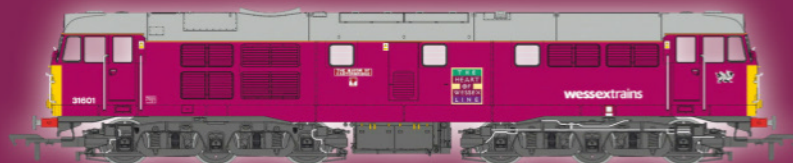


Mk. 2F Brake Second Open (BSO) 9525
(39-706Z) standard
(39-706ZDC) DCC onboard with lights

'BEAUTY' AND 'THE BEAST'

Purchase 31601 *The Mayor of Casterbridge* in Wessex Trains pink livery and 31452 *Minotaur* in Fragonset Railways livery together in DCC ready, DCC sound-fitted or DCC sound-fitted 'Deluxe' guises (find all product codes below) and benefit from more advantageous prices on 'early-bird' pre-orders, all with free postage!

The pairing was a regular match for Wessex Trains services, with our Mk. 2F coaches – or even a Network Rail test train in latter years...



Class 31/6 31601 *The Mayor of Casterbridge*



Class 31/4 31452 *Minotaur*

31452 (35-825Y) + 31601 (35-825Z) DCC-ready duo: £340.00* (£199.95 RRP ea.) Save £59.90!

31452 (35-825YSF) + 31601 (35-825ZSF) DCC sound-fitted duo: £526.00* (£309.95 RRP ea.) Save £93.90!

31452 (35-825YSFX) + 31601 (35-825ZSFX) DCC sound-fitted 'Deluxe' duo: £611.00* (£359.95 RRP ea.) Save £108.90!

COLOURFUL COACHES



Make this boldest of locomotive liveries even more impressive by completing your formation, pairing 31601 *The Mayor of Casterbridge* with our meticulously researched and equally bright rolling stock commissions from Bachmann!

Liveries have precision logos, colours, fonts and emblems, all carefully researched and miniaturised.

We're offering all three Mk. 2F Tourist Second Opens (TSOs) and Mk. 2F Brake Second Open (BSO) individually with (or without) interior lights.

For greater savings, all four Mk. 2F coaches can be purchased together with (or without) lights to build a truly bright and impressive formation that's eye-catching and prototypical!

Four-coach bundle (standard): £305.00* (save 15% off RRP)

Four-coach bundle (DCC onboard with lights): £372.00* (save 15% off RRP)

Single coaches (standard): £80.95* (save 10% off RRP)

Single coaches (DCC onboard with lights): £98.95* (save 10% off RRP)

*** Early-bird pre-order prices shown are valid until summer 2025 - save 10% off RRP's for single locomotive / coaches, and 15% off RRP's on coach or locomotive bundles.**



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NEW FOR Q1 2026



Mk. 2F Tourist Second Open (TSO) 6122
(39-684Y) standard
(39-684YDC) DCC onboard with lights

NEW FOR Q1 2026



Mk. 2F Tourist Second Open (TSO) 6173
(39-684Z) standard
(39-684ZDC) DCC onboard with lights

AVAILABLE NOW



31452 *Minotaur* in Fragonset livery
(35-825Y) DCC ready
(35-825YSF) DCC sound-fitted
(35-825YSFX) DCC sound-fitted Deluxe

BARGAIN 2MT



Issued from the first batch of 2MT locomotives, 78006 was first assigned to Oswestry MPD for work in mid-Wales. It saw out its life from Gloucester MPD in December 1965 following its transfer there just three years prior.

HORNBY 'OO'
BR 2MT 2-6-0 78006

RRP: £239.99 OUR PRICE JUST: £167.99!



.....
SAVE ACROSS THOUSANDS OF ITEMS IN N, OO, 009, TT:120 AND O...



New, pre-owned and 'Custom by TMC' locomotives in all scales...



New, TMC-exclusive and quality pre-owned rolling stock...



Unique graffiti requests, and 'Custom by TMC' rolling stock...



Track in any scale, and any gauge...



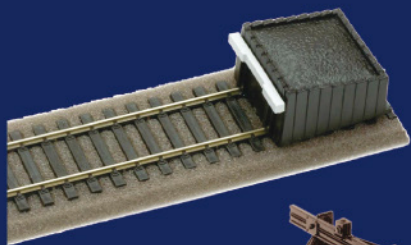
Model buildings and accessories...



Scenery and model consumables

Why pay more than you should for the models and accessories you love?

Benefit from heavily-discounted prices across our vast stock of new and pre-owned models live on our website and rapid shipping. Plus, free postage on UK orders worth £150.00 or more. In the unlikely event you've seen an item in stock and listed for less elsewhere, we'll attempt to match the price. *T&Cs apply.



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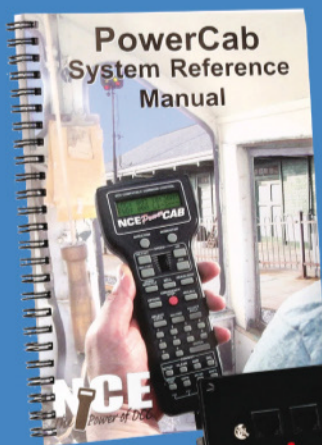
We have vast stock of PECO items at TMC. Get everything you need in one place, with fast next day delivery available to keep your project on track!



NCE POWERCABS



SCAN ME



An entire DCC system in the palm of your hand!
Complete digital system, ideal for beginners or new starters in Digital Command Control.

This 2A system can operate up to four OO/HO sized locomotives or eight N scale locomotives. Upgrade easily later to a 5A system and run many more trains - if you can handle them!

This cab provides all of the capability and ease of use that you've heard about in its Power Pro system at an entry-level price. Installation is a snap. Hook two wires to your track and plug in the cab. You're off and running trains!

Power Cab kit contains: Power Cab 7, Power Cab Cable, PCP Power Panel, EU / UK Approved Power Supply, Pro Cab Coiled Cord and Manual.

OUR PRICE:
JUST £201.99!

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NEW FOR 2025 - 'OO' GAUGE CLASS 02

TINY BUT MIGHTY!

YORKSHIRE 0-4-ODH OUT NOW

SRP **£169.00**
(£179.00 WEATHERED)



NEXT 18

DCC READY

NEM COUPLERS

WORKING LIGHTS

INTERIOR LIGHTS

SPEAKER FITTED

High quality models of small diesel shunters have long been in short supply for OO gauge, but that changes now with the release of our handsome and versatile Yorkshire Engine Co. Class 02. Featuring superb looks and exquisite detail throughout, these new models cover BR, industrial and preserved era locomotives in a colourful range of authentic liveries to suit layouts of all sizes. With an easy-to-access Next18 DCC interface, factory fitted speaker, separately switchable LED lighting and powerful motor as standard, it's the perfect addition to your fleet for 2025!

PREMIUM FEATURES DELIVERED AS STANDARD

- Factory Fitted Speaker
- Exquisite Cab Interior Detail
- LED Lighting
- Wire Handrails
- Powerful Motor
- Shunting Lights



Scan the QR code to find out about our all-new 'OO' gauge Class 02



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DOWNLOAD YOUR FREE 2025 CATALOGUE!

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Unlock the Ultimate Model Railway Experience!

DCC Train Automation is your premier destination for all things digital model railroading. Specializing in **DCC control systems**, **ESU sound decoders**, **automation solutions**, and **high-quality accessories**, we provide everything you need to take your railway to the next level. Whether you're a beginner or an expert, our expert advice, top-tier products, and outstanding customer service ensure you get the most from your hobby.

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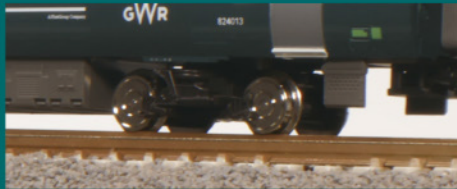
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A Suitable UNITRACK Layout Plan For Class 800

This layout plan uses a combination of the V11 and V14 Double-Track Set Series as its base and implements the WS248PC (standalone item) to extend the length of the tracks, allowing you to run your trains on an even longer journey!

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22-873	V14 Double Track Inner Loop Set	x1
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22-018	Power Pack Standard SX	x2
22-022	KATO Power Supply 12V	x2



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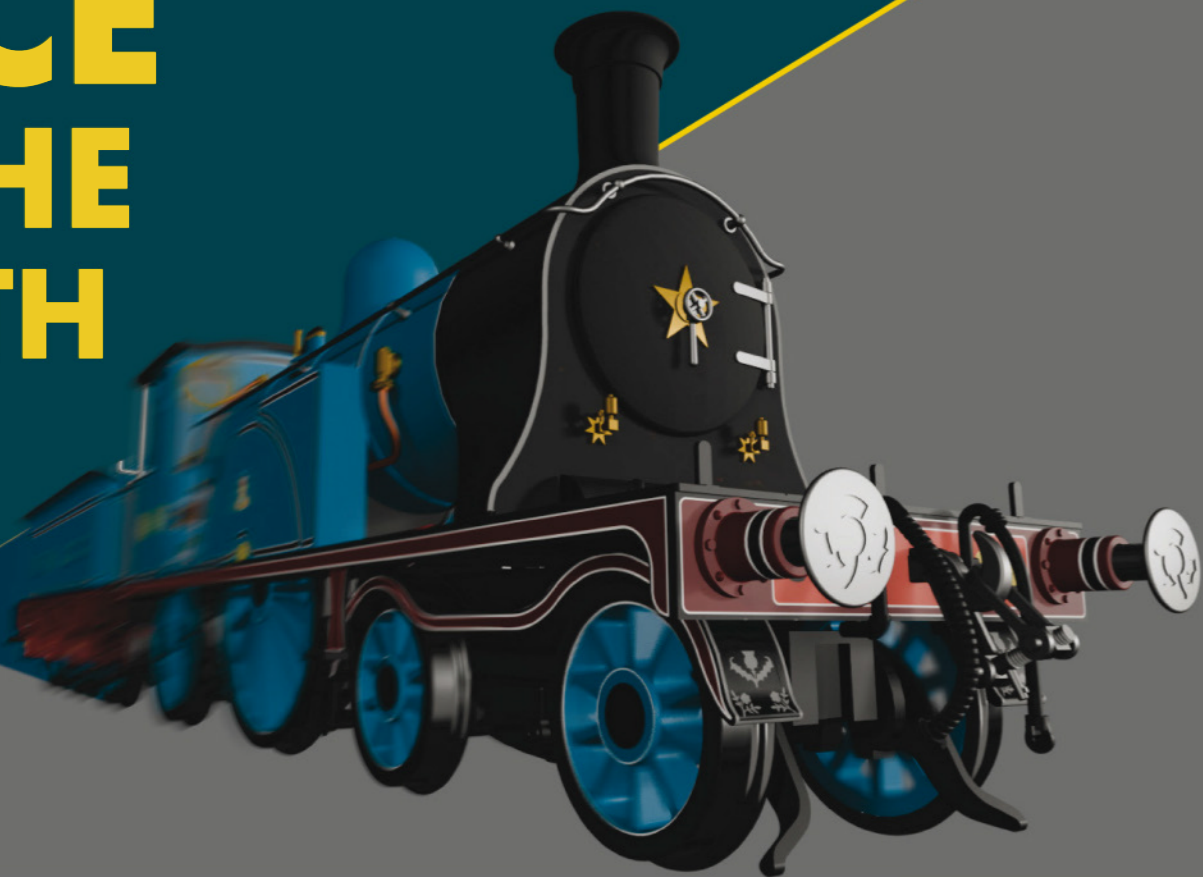
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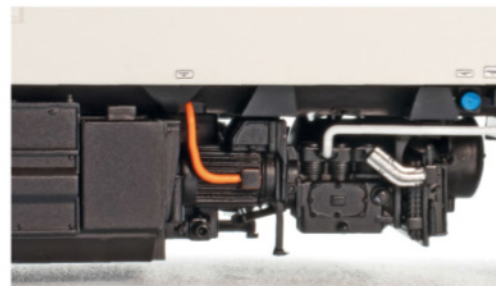
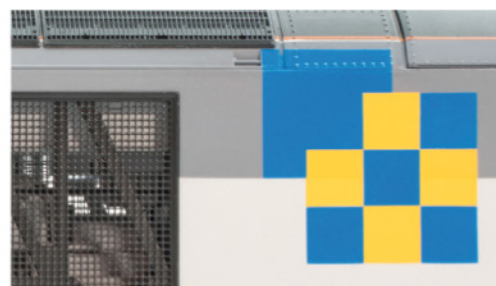
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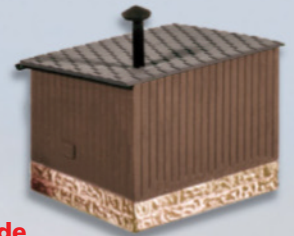
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518
SR Concrete
Huts (2)



511
Lineside
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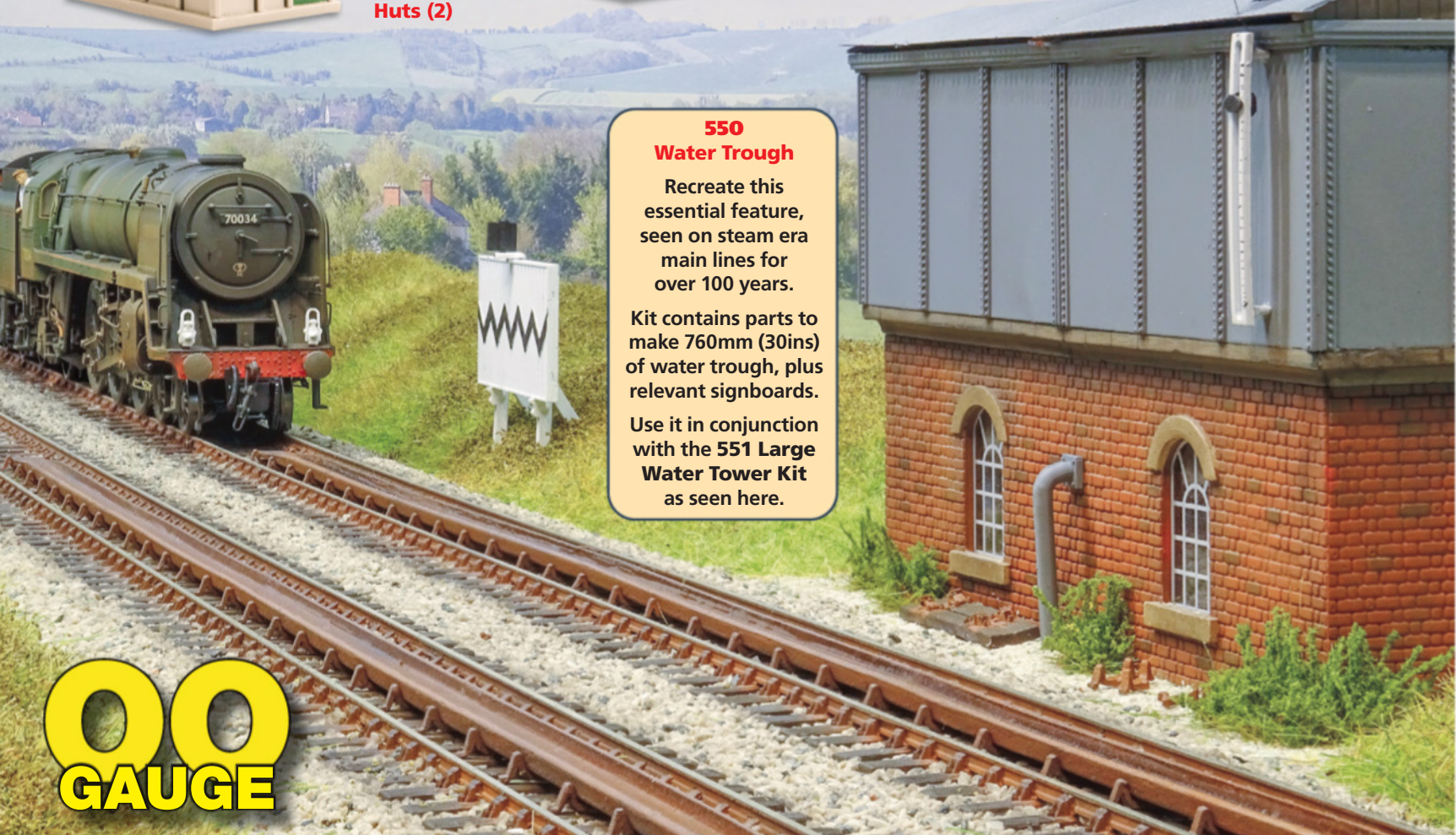


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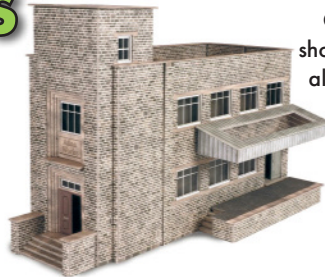
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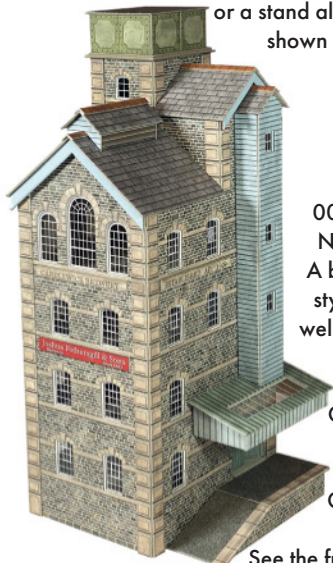
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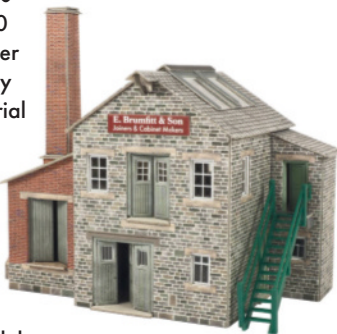
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Prodigy Express Starter Systems

Prodigy Express is an ideal entry point for a newcomer. Think of these systems as locomotive controllers - controlling and programming all aspects of your locomotives.

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WiFi Module

This unit allows you to run your Prodigy from your Android or IOS phone or tablet.

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Adding App Control



DCC01

Prodigy Express Starter Package

Most Suitable For: OO, HO, and N Scale

Our best selling entry level system; this package offers the users a 2A output, controls up to 28 functions, 14, 28, or 128 speed steps, separate programming track output and double heading function.



DCC06

Prodigy Express Wifi Starter Package

Most Suitable For: OO, HO, and N Scale

This package offers all the features of the **DCC01** and the **DCC05** combined. Switch between handset or app control, or add a **DCC71** adapter to allow use of both at once.



DCC05

Prodigy Wifi Module

Most Suitable For: Adding app control to a Prodigy

The Prodigy WiFi is compatible with the JMRI Engine Driver and WiThrottle apps and allows users to interface these apps with their Prodigy systems. Can be added to either Express or Advance systems.

Prodigy Advance Starter Systems

If the Express systems are locomotive controllers, the Advance are layout controllers. With a 3.5A power supply and backlit display, these systems will control, activate, and program all your locomotives, points and accessories - in fact every digital model railway component you can think of.

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DCC02

Prodigy Advance Starter Package

Most Suitable For: O, OO, HO, and N Scale

The big brother to the express, the Advance offers the same functions as the express with a higher 3.5A power supply, control of all accessory functions, route settings and direct connection of up to 3 handsets (or up to 99 with additional **DCC71** adapters).



DCC07

Prodigy Advance Wifi Starter Package

Most Suitable For: O, OO, HO, and N Scale

This package offers all the features of the **DCC02** and the **DCC05** combined. For the first time in the range, this pack offers two simultaneous control methods. Combining the handset and Wifi module, this pack offers users a host of options for controlling and programming their layouts.



DCC04

Prodigy Advance Wireless Starter Package

Most Suitable For: O, OO, HO, and N Scale

If Wifi control is not your thing, but you still want to walk around a large layout without being tethered, then the Prodigy Wireless package is the perfect solution. This unit comes with a wireless handset as standard and offers all the functionality of the **DCC02**.

Also Available in the Gaugemaster Digital Range

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- DCC55** Prodigy Wired Computer Interface
- DCC71** Prodigy DC Adaptor Plate and Decoder Tester
- DCC77** Prodigy Handset Adapter
- DCC80** DCC Autofrog
- BPDCC80** 3x DCC80 Autofrog

Accessories

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- DCC60** Prodigy Spare Plug
- DCC62** Prodigy Universal Lead

Accessory Decoders

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- DCC32** 4 Way Point Motor Decoder
- DCC33** 2x DCC32 4 Way Point Motor Decoder
- DCC81** Single Standard Point Motor Decoder
- BPDCC81** 3x Single Standard Point Motor Decoder

OMNI Decoders

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- DCC93** 6 Pin Small Decoder - 2 Function
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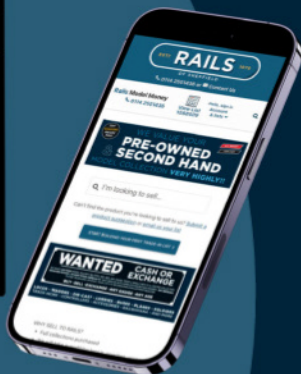
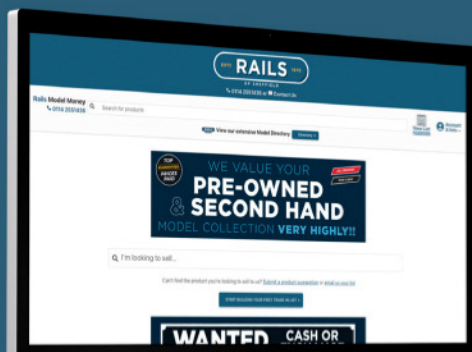
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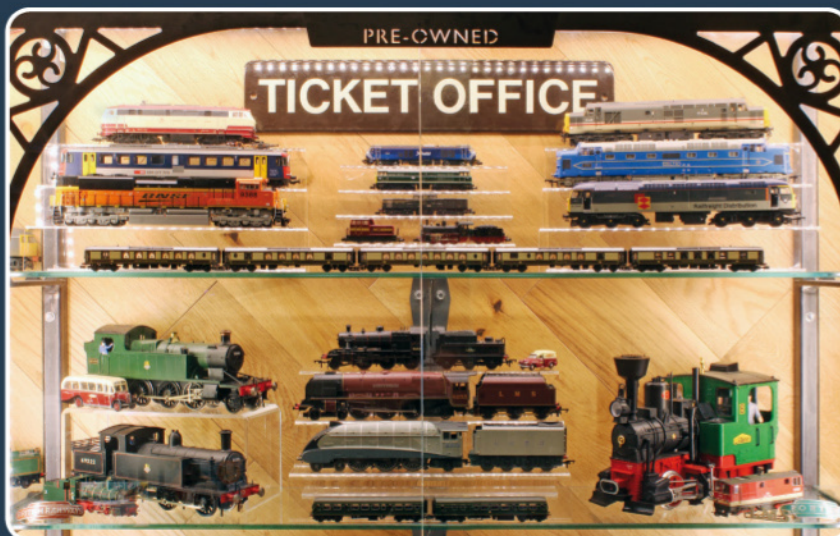
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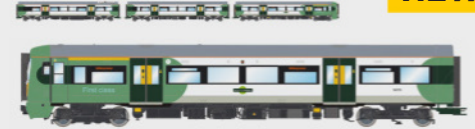
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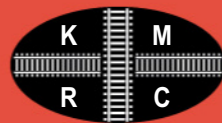
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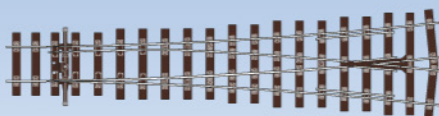
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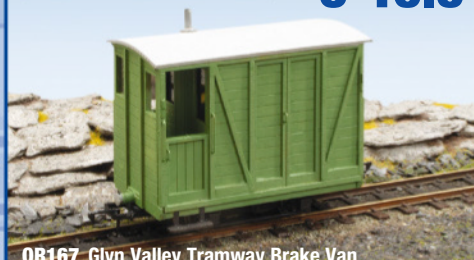


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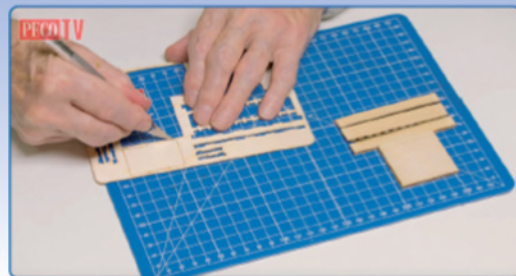


A weighbridge is a sprung steel plate set in a pit in the ground connected to weighing equipment in the office alongside. In this case the plate has rails and would be positioned on a siding to allow wagons to be shunted onto it. This example, would be intended for 4-wheeled wagons on a layout set prior to the demise of local goods services around the 1960's.

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RAILWAY MODELLER

Read how to create a miner's coach using one of these kits in this month's Railway Modeller - see page 398.



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GR603B FR Short Bogie Coach, Col. Stephens Green, No. 18



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GR622B FR Long Bogie Coach, Red/Cream, No. 20



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Gwyndy Bank, by Callum Willcox
Photo: Railway Modeller



PECO

Great Little Trains

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Contributing to RAILWAY MODELLER

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.

In both cases, please remember to include your full name, address and contact details with your correspondence.

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Welcome

Time to make a start

Railway modelling is a pastime that many choose to enjoy at their own pace, the gentle activity of modelmaking offering a welcome sanctuary from the hectic routines of daily life, the pressures of work and deadlines. Sometimes, however, a deadline can serve as a helpful nudge to bring a modelling project through to completion; one that otherwise might have languished unfinished, or perhaps not even been started.

Modelling competitions are one example of how working to a fixed time frame can actually help individuals achieve tangible results with their hobby. I was recently invited to assist with the judging of one such contest, staged by Manchester Model Railway Society as part of celebrations to mark the organisation's centenary. Members were challenged to build a compact layout for display at a special centenary event that took place on 8 March, with those judged to be the top three entries receiving awards (see p418).

What struck me was how, for a number of the individuals who took part, the competition entry represented their first layout project – the contest serving as the perfect catalyst to encourage them not only to make a start, but also see the build through to completion. For me, that was the real prize that was on offer – the achievement of creating a finished model of which they could be proud.

On the subject of modelling competitions, we are very excited to announce in this issue the launch of the Peco RAIL200 Model Layout Competition, which the model manufacturer is staging in conjunction with RAILWAY MODELLER to commemorate the bicentenary of railway travel. This is a fantastic opportunity for you, our readers, to get involved in these celebrations and be in with a chance of winning some incredible prizes – including a £500 voucher to spend in your local Peco model shop. To take part, Peco is challenging you to create your very own model railway scene before 30 September 2025, using a special baseboard kit that will be supplied to you upon entering. The competition is an ideal reason to get modelling – especially if you are new to the hobby or have limited previous modelmaking experience.

Turn to page p346 for full details of how to enter – where we also provide answers to the questions you will be no doubt be asking – whilst on p348 we present a special Plan of the Month feature with several ideas to get you started with designing your own competition entry. Further information, together with full terms and conditions, can be found on the Peco website: www.peco-uk.com

It is also worth noting that, whilst entry to the competition can be completed online, you will also be able to enter and collect your baseboard kit direct from the Peco stand at the upcoming York Show on 19-21 April (see Societies & Clubs for more details of this event).

We can't wait to see the models that are submitted for the competition later in the year. In the meantime, we wish all of you who enter the very best of luck!

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



What will you build? A photograph of the demonstration entry created for the Peco RAIL200 Model Layout Competition, launched with this issue.



Craig Tiley Editor

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CONTINENTAL MODELLER

Published on the third Thursday of the preceding month.

Railway of the Month

Photography by Steve Flint



Splott

PAUL SPENCER describes how he constructed this 1980s diesel era layout, which is set against an industrial backdrop and operated using DCC. It will be appearing at the EM Gauge Society Spring show on 10 & 11 May.

The idea for *Splott* came about following the sale of the Mickleover Model Railway Group's exhibition layout *Farkham* (RM April 2005), which I had been heavily involved in constructing and exhibiting over several years. As a result of this sale, I was able to devote more of my free time to focus on my own layout ideas, hence the creation of *Splott*.

The layout attempts to depict a small transfer yard attached to a wider steelworks complex (not modelled), set in South Wales in the late 1980s. The freight traffic showcases the variety of wagons and locomotives seen in the region at this time.

Why Splott?

Whilst the track plan and buildings are completely fictitious, Splott is in fact a real place: a suburb on the

eastern side of Cardiff, located next to Tremorfa Steelworks. It therefore seemed to be an ideal name for the layout, combining an unusual name with a sprinkling of reality.

Track plan

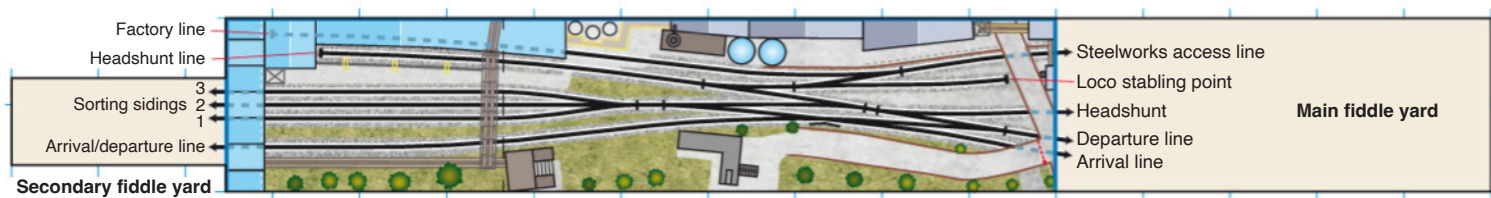
The layout comprises an arrivals road where trains enter the scene from the right-hand end. A fan of three sorting sidings is then provided to enable arriving trains to be shunted, with various wagons either being prepared for transfer into the works sidings or re-marshalled ready for departure back into the fiddle yard at a later point in the sequence.

One siding at the rear provides access to a shed, to allow vans to be loaded with finished products (whatever they may be!) and another siding acts as a

Left
Refurbished 'heavyweight' Class 37/7 37 712 *The Cardiff Rod Mill*, in Railfreight Metals sector livery, departs with a loaded steel train while a BR blue Class 08 shunts the sidings.

Right
The works' own Sentinel diesel shunter brings wagons into the sorting sidings for BR blue-liveried 37 219 to collect.





SploTT Overall size 17' x 2'. Each grid square = 1' x 1'.

loco stabling point. The adjacent works line enables trains to be operated into and out of the 'imagined' steelworks complex, and sees traffic such as loaded and empty scrap wagons, along with fuel deliveries. These services are driven into and out of the works by an industrial works shunter.

Having exhibited the layout at a few shows now, my fellow operators and I have been able to devise an operating sequence which has brought 'method to the madness', if we remember to read the notes properly and follow them!

The basics of construction

The layout baseboards have all been constructed using 6mm plywood box frames with a 9mm plywood top to provide rigidity. Each of the five baseboards (amounting to around 17' in length) are fixed with pattern maker's dowels and bolts. The layout is supported around 4' above the floor by 2" square legs which slot into the underside of the baseboard. To make sure that the layout is level, each leg has an adjustable foot

(and further squares of ply packers are provided for those venues whose floors 'have character').

A layer of 5mm styrene insulation board was laid on top of the baseboard prior to placement of the track. This allows the creation of areas of ground which are lower than the sleeper bed level.

All the trackwork is constructed to P4 gauge (18.83mm) representing scale rail

spacing. The track was made up using the excellent range of P4 Track Company and C&L Finescale components. These point kits and track panels are not cheap, but they are easy to construct, and I would recommend anyone who is considering P4 to have a go with them.

Electrically, the layout is operated using Digital Command Control, employing NCE Powercabs. Point switching utilises Cobalt stall point motors controlled through simple Double Pole Double Throw toggle switches, one side providing the power to switch the point, the other side being connected to bi-colour (red/green) LEDs which provide an indication of route setting on the panel. Most of the points are interlocked to throw together, and the addition of these LED indicators improves operation (and makes the panel look far more complicated than it is).

At the right-hand end of the layout is the main fiddle yard. This uses a cassette system (supplied by Tim Horn Baseboards) to change

stock. Each of the 15 cassettes is 5' long and contains a rake of wagons, onto which a locomotive is added prior to departure. Power to each cassette is afforded by two brass pins pushed into loops (split hinges) on the board and the cassette, which provide both track alignment and electrical connectivity.

Right

37 712 accelerates out of the yard, while empty POA scrap wagons wait in the sidings for collection.

Below

The fiddle yard end of the scenic section, with two of the ubiquitous Class 37s joining the Sentinel works shunter.

Bottom right

Scratch-built structures, some with 3D-printed parts, have captured the industrial surroundings.





Scenery and buildings

With the trackwork and electrics complete, and the track ballasted and weathered, I could turn my attention to the scenery. I had some vague ideas in my head about what I wanted the layout to look like, but this had not really formed into a coherent image, so a lot of time was

spent planning and creating mock-ups of structures using cereal boxes, tins, jars and bread sticks! Moving these around, repositioning them time and again to try and create the right vistas, might seem to be a pain but it is time well spent rather than blindly crashing on and making models that will not fit the space. Particular





attention was given to how I could disguise the baseboard joints and the apertures that lead to the fiddle yards. The other consideration was that I wanted to make sure that as little as possible was laid out parallel to the baseboard edges, to avoid the impression of 'linearity'.

Clearly steelworks have a certain style of building, and blue-clad structures were a common sight at British Steel facilities throughout the 1980s. From the outset, I was keen to make sure that each building had a detailed interior, wherever it could be seen, and to enable this, lights were added to these buildings and to the wider

Above
Two workers pause for a cup of tea outside the office, as the 08 shunts a ferry wagon.



Left
The Sentinel drags a short rake of Shell oil tankers back into the steelworks...

Right
...then hauls out a rake of empty POA scrap wagons that have just been unloaded in the works.



Above
The steelworks features a fully detailed interior.

Top right
08 493 scuttles around the yard, past an equally impressive array of steel pipework.

scenery so that varying lighting shades could be accommodated and the internal details would be visible.

Most of the buildings on the layout are scratch-built, comprising a styrene carcass clad with profiled plastic sheets using either round or square corrugated profiles. Some embellishments have been added to the structures using modern techniques, such as 3D-printed parts and etched brass elements; indeed, the external staircase was fabricated using brass and stainless steel, and contains 300 individual components. Once the buildings were complete, placing them on the layout and wiring them into the 12V dc power supply for the lights was relatively simple.

Hardstanding areas were formed using flat plastic sheet, scored at the appropriate locations to reflect construction joints in the concrete along with a few

cracks to suggest dilapidation, before being sprayed with Tamiya Deck Tan to represent a concrete surface. The addition of a little vegetation and a colour wash completed the surface. Static grass was used to provide the 'green' areas using 2mm, 4mm and 6mm fibres of varying colours, along with a selection of bushes and weeds created using ideas taken from Gordon Gravett's excellent book *Modelling Grasslands*. A few trees were added in selected locations to add height and an impression of life to the layout. Once all of this was completed, everything was given a light weathering to help blend it together.

The final things to add to the layout were people and vehicles. Trying to create interesting cameos where people are seemingly undertaking an activity, whilst not necessarily frozen in motion, was a challenge but





All the stock has been repainted and weathered to varying degrees, to portray the unloved condition of British Rail assets of the time.

Left
The foreman has caught one of the workers sneaking off for a smoke on the brass and stainless steel staircase.

Final thoughts

Whilst *Sploft* has taken several years to build, it has been a great learning experience, as it is the first layout that I have built completely on my own. That is not

hopefully, they help draw the viewer's attention into the layout. The vehicles have all been repainted to remove the high gloss finish that the manufacturers insist upon, and were lightly weathered to reflect the state of most people's cars. Remember, this is the 1980s: the hand car wash economy hadn't been invented as a business then! Each vehicle was then fitted with head and tail lights using nano LEDs, connected to variable resistors to reduce these lights to subtle tones rather than laser-brightness!

As the intensity of the lights on the buildings and vehicles has been controlled carefully, I was interested in applying a different effect to the overall lighting. After some trials, I decided to enclose the layout with a roof to support the LED strips. This also provides protection for the layout during storage and transport, and helps to contain the sound effects of the locos, seagulls and industrial noises. Whilst the LED strips are fully controllable, I have had limited success in creating the effects I was originally striving for, so have settled for a cool white effect (which some say is blue – it isn't!) but personally, I like the dull day/dusky impression as it is something different to the bright sunlight effect employed on most layouts. After all, this is the UK!

Stock

The loco fleet for *Sploft* comprises primarily Class 37s and 47s along with a Class 56, whilst Class 08s are used for shunting, all common types allocated to the nearby Cardiff Canton Motive Power Depot. Each loco has been fitted with a sound chip, and all have been super-detailed and enhanced using detailing parts such as new fan grilles, front window frames, laser-glazing and, in the case of the Class 37/9, a complete new roof insert, all acquired from the excellent Shawplan range.

In terms of freight stock, some of the wagons are ready-to-run, which have been improved using detailing parts. However, several others are scratch-built or 3D-printed designs of actual wagons that I have undertaken, to add a degree of individuality to the stock. One challenge with P4 is in trying to get the wider wheelsets to fit into the ready-to-run models: this often needs replacement W-irons/suspension units and can be quite fiddly. I wasn't fully aware of this until I embarked on my P4 journey, and I would highlight to anyone venturing into P4 for the first time that fettling of the stock to make it run consistently well is not a five-minute job, as the tolerances are a lot tighter than traditional OO gauge modelling.



Right
37 517 in original
Railfreight livery rumbles
underneath the bridges
forming the scenic break.

Below
The growl of 37 712
reverberates off the
buildings as it gets its
steel train under way.

to say that I haven't had advice and support along the way, and I am indebted to my fellow *Farkham*-ites, Alex Hall and Dave Roome, together with the DEFine group members, for their help, support and (sometimes) constructive comments along the way.

Hopefully, *Splott* shows what can be achieved in a relatively limited space, and in some way captures the South Wales scene in the late 1980s.



EM Gauge Society show

Splott is due to attend
expoEM, at Bracknell Leisure
Centre on 10 & 11 May. See
Societies & Clubs or:
www.emgs.org





How YOU can take part and be in with a chance of winning fantastic prizes – including a £500 voucher to spend in your local Peco model shop!

With this year marking 200 years since the opening of the world's first public passenger railway, Peco has chosen to celebrate this major anniversary in model form with a special competition – and YOU can take part!

The 'Peco RAIL200 Model Layout Competition' is an exciting opportunity for individual modellers or groups to get creative and build a layout module (or modules) that will be eligible for awards across a number of categories, and for which there will be more than \$2,000 worth of prizes up for grabs.

By way of an introduction to the competition, here we provide answers to some of the key questions that you will be asking before signing up to take part...

A demonstration model of a 'Modular' competition entry. See p348 for more information about this OO gauge engine shed scene. Photo: Craig Tiley

Who can take part?

The competition is open to UK residents of all ages (there are separate award categories for entrants who will be aged 16 or under on 30 September 2025). Both experienced modellers and beginners may enter – in fact, the competition seeks to encourage the participation of those who have not previously built a layout.

What do you have to do?

To take part, entrants are challenged to create a diorama with a railway theme, using a specific baseboard kit that is supplied by Peco. However, there are two options for the model that is built and entered – 'Modular' or 'Standalone'.

What is the 'Modular' option?

The baseboard kit supplied to all entrants will include a section of Peco OO gauge Setrack (ref.ST-204, length 670mm). For the

The competition – at a glance

Step 1

Purchase your competition entry from www.peco-uk.com to receive your baseboard kit.

Step 2

Register your entry option ('Modular' or 'Standalone') and start building your model.

Step 3

Submit photos of the finished model by 30 September 2025.

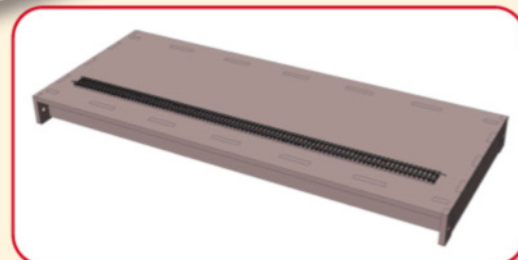
Step 4

Finalists displayed at an event in late 2025 (exact date and location TBC) for winners to be announced.



(Supplied board may differ from that illustrated above.)

A Computer Aided Design render of the laser-cut baseboard kit, this being for the 'Modular' option with the supplied length of Peco OO gauge Setrack in place.



'Modular' option, this section of track will be placed lengthways across the board, so that multiple 'Modular' entries can be joined together at a model railway event later in the year (date and location to be confirmed). It is planned that a special OO gauge train will run across these linked entries, providing what is expected to be a spectacular climax to the competition.

What is the 'Standalone' option?

This option doesn't make use of the section of Peco OO Setrack supplied with the baseboard kit. This means that any scale and gauge can be modelled. At the end of the competition, the chosen finalists for this option will be displayed as standalone entries.

What is the supplied baseboard?

The laser-cut baseboard kit (which caters for both the 'Modular' and 'Standalone' options) comprises plywood parts and has a footprint of 29½" x 12" (750mm x 305mm approx.). It has been designed for ease of assembly using just wood glue, with no cutting or drilling necessary. (An article showing how to assemble one of these baseboards will be published in next month's RM.) The baseboard kit can be ordered online, direct from Peco (see end panel), with expected delivery to UK mainland addresses within seven days of the order being placed.

Are there any restrictions on scale, gauge, era or theme?

No, the dioramas (for both the 'Modular' and 'Standalone' options) can be completed using any scale or gauge, and can be set in any era and depict any railway subject, real or imagined.

Naturally, the 'Modular' option is geared towards an OO gauge/4mm scale entry, but the scene could, for example, incorporate OO9 narrow gauge. See our special 'Plan of the Month' article on p348 for some suggested schemes for both the 'Modular' and 'Standalone' options.

Can entrants extend or adapt the supplied baseboard?

The diorama that is entered must not exceed the footprint of the supplied baseboard kit. No scenic extensions to the baseboard will be permitted. A backscene can be added along the back and sides, but this must remain within the board perimeter, whilst the overall height of the model must not exceed 140mm above the baseboard surface. Furthermore, all parts of the finished diorama should be securely fixed to the baseboard, with no separate or detachable items or details.

What about non-scenic additions to the supplied baseboard?

Provision can be included as part of the design for non-scenic additions such as fiddle yards, traversers, and sector plates, but these additions should not form part of the competition entry that is submitted.

Does the model need to be operational?

No, the models entered should be treated as static dioramas and do not need to be operational for the competition. However, provision for control and wiring (plus other functions such as lighting) can be included if the entrant wishes, to enable the use of the model as a fully working layout after the competition. (Finalists will be able to arrange for their models to be returned to them afterwards.)

How will the section of OO Setrack on the 'Modular' option be made to work?

The section of OO Setrack needs to remain isolated (both physically and electrically) from the rest of the model. Arrangements to power this will be made when the selected finalists from the 'Modular' entries are joined together at an event at the end of the competition.

Does the model need to be entirely the entrant's own work?

Yes, the model entered into the competition should only feature work completed by the individual (or group) entering the competition. This includes any kit- or scratch-built items that are used. Commercial ready-made items (such as painted resin buildings) are permitted.

Can pre-built items be used?

Yes, kit- or scratch-built items completed prior to entering the competition can be used, provided these were made by the individual (or group) entering the competition.

Is there a closing date for entering the competition?

There isn't, but we would encourage entrants to purchase their entry as soon as possible, so that the maximum amount of time is available to complete the diorama.

When do entries need to be completed by?

Photographs showing the finished models must be submitted to the organisers no later than 30 September 2025. A panel of judges will evaluate all entries received, and will select from these the finalists for

display at the aforementioned model railway event, whereupon the winners will be announced and prizes awarded.

What are the award categories?

The judges will be looking for models that demonstrate creativity and ingenuity. For each category ('Modular' and 'Standalone'), a winner will be declared for dioramas by entrants aged under 16, and for those aged 16 and over – so four winners in all.

What are the prizes?

The four winners will each receive a \$500 voucher (redeemable only at approved Peco stockists but not exclusively on Peco products); a 12-month subscription to RAILWAY MODELLER with full access to the RM Digital Archive; tickets to Pecorama; and a special commemorative trophy.

There will also be four runner-up prizes, each comprising a \$100 voucher (redeemable only at approved Peco stockists but not exclusively on Peco products); a 12-month subscription to RAILWAY MODELLER with full access to the RM Digital Archive; tickets to Pecorama; and a special commemorative certificate.

How much does it cost to enter?

Entry to the competition (which includes the baseboard kit) is priced just \$24.00 + \$6.00 delivery to UK mainland addresses.



How to enter

Just head to the Peco website (below) where you can purchase your competition entry, following which you will receive your baseboard kit. You will then receive an email with instructions of how to register your entry online (a printed entry form will also be included with the baseboard kit).

The Peco website also has further information about the competition, together with full terms and conditions, and guidance to help you build your model.

www.peco-uk.com

Competition cameos

Photography by the author except where stated



Following the launch of the Peco RAIL200 Model Layout Competition (see p346), **CRAIG TILEY** presents a selection of suggested schemes that could be achieved within the contest's parameters.

The Peco RAIL200 Model Layout Competition is a challenge to modellers to create an award-winning railway-themed scene on a baseboard measuring just 29½" x 12" (750mm x 305mm approx.).

As seasoned layout builders will already know only too well, devising a fulfilling model in such a compact space is, in itself, a challenge. And the larger the scale, the harder that task becomes. But it's far from impossible. In fact, working within a restricted footprint can often encourage greater ingenuity, as we often see with the layouts featured in the Micro Marvels section of **RAILWAY MODELLER**.

So, if you've decided to enter the competition, but are in need of some inspiration to help with the design of your entry, presented here are five quite different ideas to get you started.

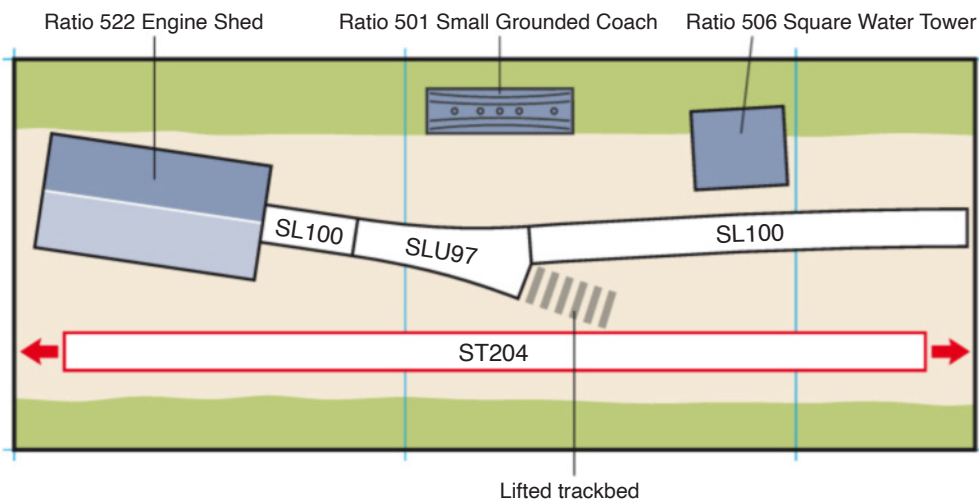
The first two plans are for the 'Modular' option, which incorporates the supplied section of Peco OO Setrack that runs lengthways across the board (enabling multiple 'Modular' entries to be joined together).

The three plans that follow are for 'Standalone' models that do not incorporate the supplied section of Peco OO Setrack, and are not therefore intended to be joined to other entries. This trio of plans are for scales and gauges other than 4mm/00 – namely N, TT:120 and O.

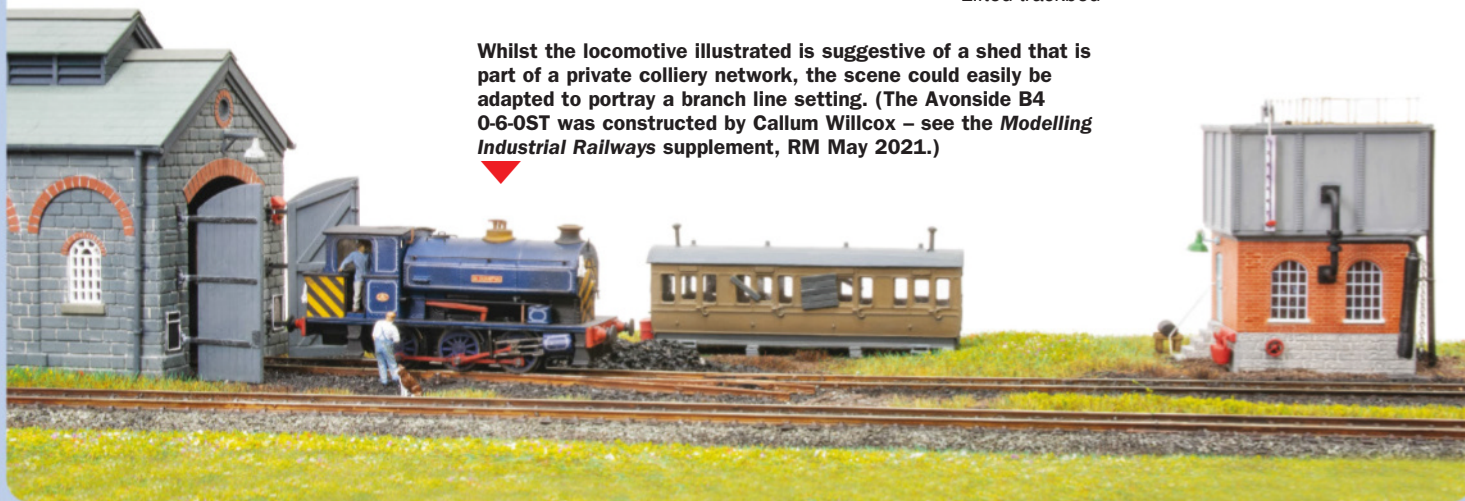
00 Modular

This plan for an industrial steam-era engine shed scene is based on the demonstration model illustrated on this month's cover. It can be created using Peco Streamline code 100 items to form the shed road and part-lifted small radius Y-point, the latter suggesting that there was once a physical connection with the main running line.

Structures are from the Ratio range of plastic kits and comprise the ref.501 Small Grounded Coach, ref.506 Square Water Tower and ref.522 Engine Shed.



Whilst the locomotive illustrated is suggestive of a shed that is part of a private colliery network, the scene could easily be adapted to portray a branch line setting. (The Avonside B4 0-6-0ST was constructed by Callum Willcox – see the *Modelling Industrial Railways* supplement, RM May 2021.)



A miner's coach (see article on p398) reinforces the National Coal Board setting for this example of a 'Modular' 00 entry, as outlined on the opposite page.

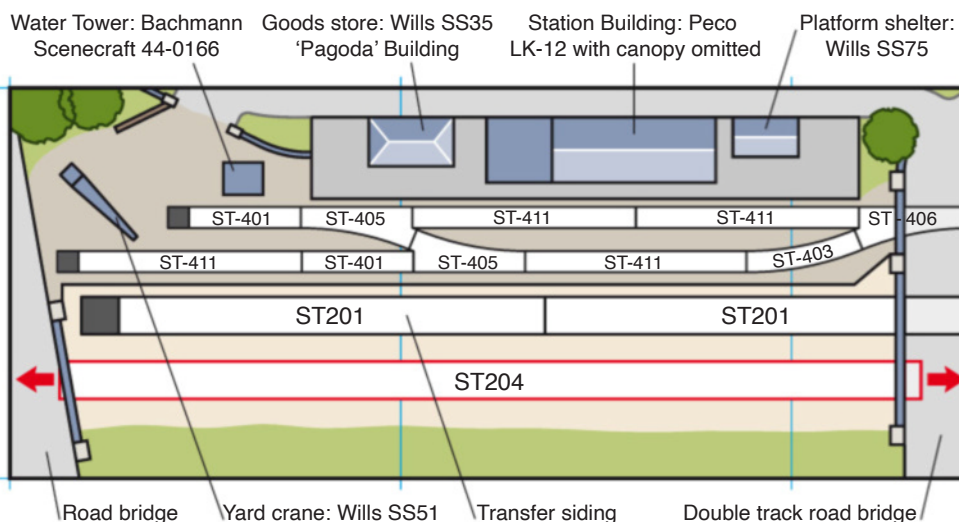


009 Modular

Taking its cue from Wharf station on the narrow gauge Talylyn Railway in Wales, where there was once an exchange siding with the standard gauge, this scheme utilises 009 Peco Setrack.

It should be noted that, to model the exchange siding, the narrow gauge formation would have to be raised slightly above the surface of the baseboard.

The station building could be fabricated using the Peco ref.LK-12 Country Station kit, whilst the small water tower is a ready-finished item from the Bachmann Scenecraft range.



▲ An 009 model of Fletcher Jennings 0-4-2ST No.1 Talylyn, adapted from a Bachmann (US) 'Skarloey' model by David Malton (see RM April 2016).

Tywyn Wharf was once an inter-rail transshipment yard, where slate was emptied from narrow gauge wagons into their standard gauge counterparts, as illustrated with wagons placed there in 2024. Photo: Talylyn Railway

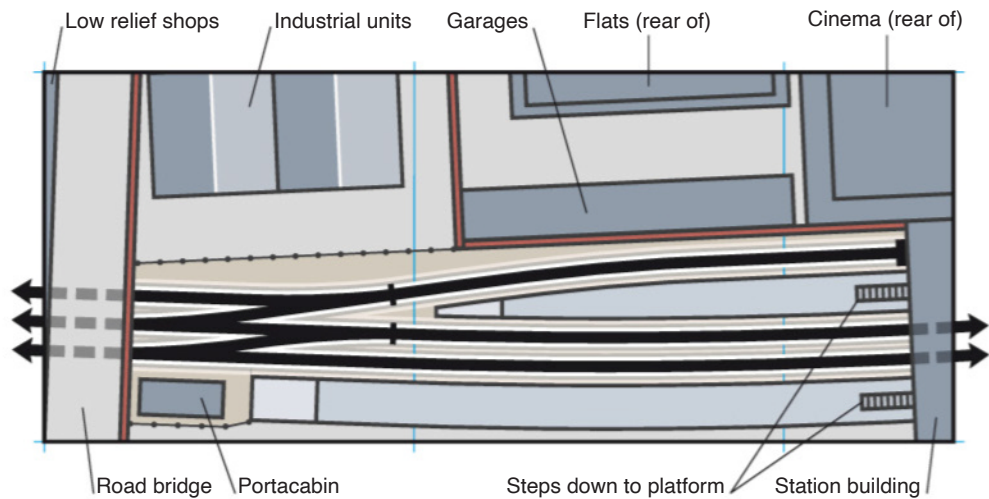


N Standalone

This plan portrays a busy modern city station and is inspired by *Ryecroft Arena*, a very compact N gauge exhibition layout by Steve Farmer.

Peco N gauge Streamline track is suggested, whilst the structures (many of which would be low-relief) could be built using Metcalfe Models card kits, or from scratch using material sheets in the Ratio range.

A particular challenge with this scheme would be to keep the structures within the maximum permitted height of 140mm above the baseboard surface, as specified in the competition guidelines.



The plan proposed above was inspired by *Ryecroft Arena* – a compact N gauge layout by Steve Farmer.

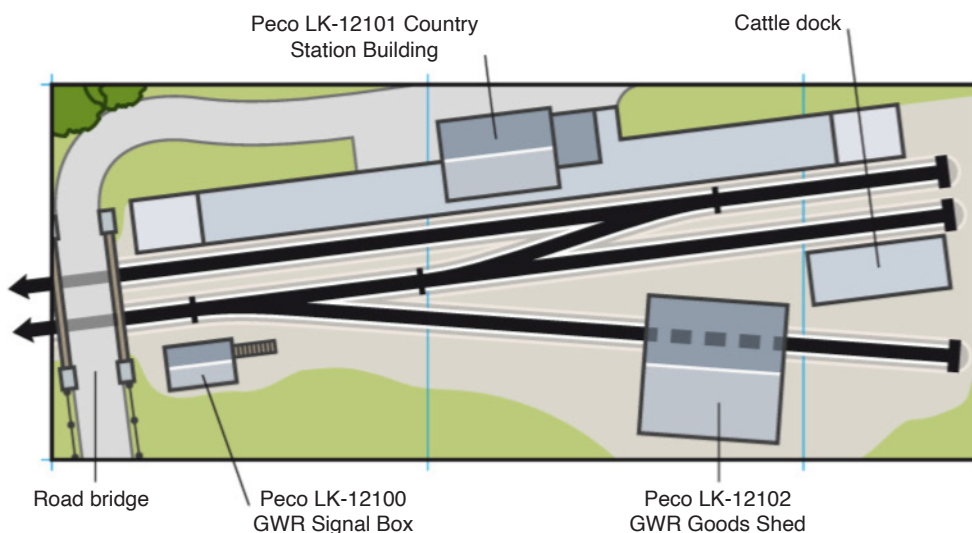
TT:120 Standalone

A Great Western branch line terminus, but perhaps not modelled as you would expect! Although the entry does not need to be operable, this scheme considers what TT:120 models are available, to enable its use as a working layout after the competition. Accordingly, a closed station is proposed, the site still serving as a freight railhead, with perhaps a c.1970s BR blue Class 08 shunter and selection of BR 12-ton vans (as produced by Hornby).

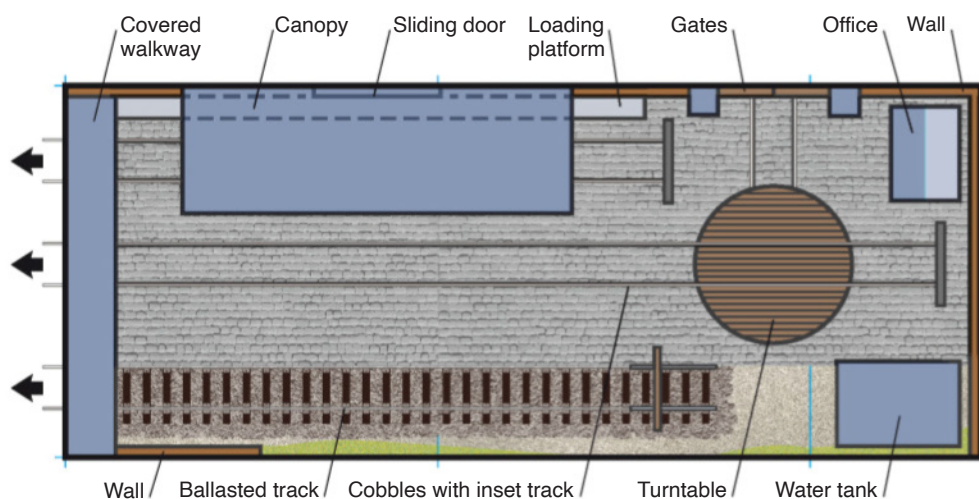


▲ A Hornby Class 08 in TT:120.
Photo: Callum Willcox

The structures utilise the available suite of Peco laser-cut kits for a GWR station, comprising a signal box (ref.LK-12100), station building (ref.LK-12101) and a goods shed (ref.LK-12102).



0 Standalone



The larger the scale, the greater the challenge becomes to design something within the footprint of the competition baseboard. Whilst options for trackwork in O gauge are somewhat limited, a small industrial scheme (geared around small shunting locomotives and four-wheel wagons) is possible, as this plan demonstrates.

The inspiration for this scheme was taken from *Hobson's Brewery*, an O gauge cameo built by the late Bob Alderman and fellow members of Yeovil MRG (see RM Feb-Apr 2020). However, the surrounding buildings would require a different treatment to those on this layout, to comply with the competition height limit (of 140mm above baseboard).



◀ A scene on *Hobson's Brewery* by the late Bob Alderman. Small industrial four-wheel locomotives, such as this Ruston 48DS, are ideal for micro shunting layouts in O gauge.



Computer control in N

Yorkshire Pennines

ROLAND WOOD explains how he uses automated systems on his continuous run exhibition layout to showcase the potential of Digital Command Control.

Layout photography by Steve Flint

Ever since helping my brother, Stephen, build his home OO gauge layout (*Burniston Bay* – RMs December 2015 to March 2016 inclusive), I had been thinking about building a layout for myself.

Both Stephen and I were late returners to the hobby (after a 40-plus year gap) and had joined our local club, Scarborough & District Railway Modellers, to get help and advice.

Many SDRM members had, in fact, helped with building parts of *Burniston Bay*, during which time they couldn't fail to notice the computer screens used to operate the layout, and were very impressed when they saw the software in action. A suggestion was made to build an exhibition layout that

East Coast Main Line express passenger motive power from the 1960s (a Deltic) crosses over its present-day successor (an LNER Azuma).





Layout details

Name:	Yorkshire Pennines
Scale:	1:148
Gauge:	N (9mm)
Track:	Peco code 55
Control:	Digital
Era:	Post-2000s

could be used to demonstrate how computer control brings a new facet into our hobby...

N gauge in the garage

I decided I wanted a 'continuous run' layout that would fit in the only space available at home – the garage! After much consideration, space constraints finally forced me down the N gauge route. It was no hardship really. In recent years, N gauge products have been getting better and better, whilst the small scale would allow a complex layout – to fully explore the power of computer control, in only a relatively small space.

So, while many of my friends were moving up a scale, I was moving down! Admittedly, it sometimes takes a little longer to put rolling stock on the track, but the major challenge with N gauge is the fitting of decoders and speakers, although recent changes in

decoder shape and speaker design has helped in getting them into what was already a very tight space. (I continue to be indebted to Paul Foulds, of CR Signals, for his help and expertise.)

Layout design

As my brother and I were also going to use the layout for exhibiting, determining how to transport it from home to venue (and its ease of assembly at each show) was a major factor in the baseboard design. In the end, I opted for a 10' x 5' oval, which would split into four sections – two semi-circles (of 30" radius) and two straights (5' x 18"). Plywood covers were made so the sections could be stacked on top of each other for transport.

I wanted to continue to develop my understanding of the RailRoad & Co (RR&Co) Train Controller software (as used on *Burniston Bay*). So, I designed the track plan

▲ The 21st century rail scene, with a Colas Class 70 hauling a freight and new-build Peppercorn A1 Pacific No.60163 *Tornado* on the high level preserved line.

to allow many trains to run concurrently, with various route options to give more scope for the software to mix things up a bit. The fictional track plan comprises six running lines – four on the baseboard and two on the raised section. The fiddle yard is an integral part, at one end of the layout. Any clockwise train can get onto any clockwise track in the fiddle yard, whatever the level, and the same for the other direction.

At first, the layout was operated from the central operating well, using a laptop computer. At the layout's very first exhibition, at the S&DRM Pickering show in 2018, there was as much interest in the



◀ Roland at the controls of Yorkshire Pennines, showing the three display monitors that occupy the former operating well.

computer screen as there was in the layout! My brother and I decided to place three monitors on a board covering the well and then operate the layout from outside, side-by-side with the visitors. The software does not need three screens, it just helps us when explaining things to the visitors. With two of us mixed in with the visitors and the computer running the trains, we manage to keep stock moving at all times while still engaging with the general public.

Digital control

On my earlier layouts, I used a Digitrax DCC system and associated components. They proved reliable and easy to operate. The customer support from Digitrax is exemplary – both with easy-to-read manuals and online support directly from the manufacturer and its user forum. I particularly liked the way the command station (ref.DCS100) relays all messages to each component (ref.DB150 boosters, ref.DS46 stationary point decoders, ref.BDL168 track detectors, etc.) via a dedicated communications bus, called LocoNet.

Now, other manufacturers produce additional useful components that also use LocoNet to give feedback to the command station and help with the realistic running of the layout, e.g. Sig-naTrak colour light signal controllers (ref.SIGM20).

Roland's experience of DCC and computer control

During the initial research into which DCC system and computer software to use for *Burniston Bay*, Stephen and I met David Townend (of *The McKinley Railway*) and Andy Jack. We were very grateful for the help we received from both of them, as they helped us wade through the myriad of manufacturers' sales spiel. Now, a few years on, we're still convinced we've made the right choice.

However, with the layout's many points, signals and even more block detection sections (sensing where the trains are), the intricate wiring is a far cry from the often quoted "DCC – it's only two wires".

I would certainly advise modellers to colour code their wiring and then stick to it religiously. And remember to label everything under the baseboard. With luck, it'll probably be quite a while before you have to trace a fault. (I can hardly remember what was on TV last night, never mind what wire goes where many months, or even years, after the layout was built!)

Also, take the time to read up on all your possible electronic choices before taking the plunge. Ask what others have used. See for yourself what works well.

Despite the name 'computer control system', you are always in control. You can turn the computer off and use the normal DCC throttles, in my case, Digitrax. A layout like this would keep many manual operators busy, passing locos from section to section, obeying signals and changing points.

At the other end of the scale, the software can control all of the locomotives on the layout – usually, being able to run

many more locos concurrently than by manual operation. Or, you can set the computer to control part of the layout and you control the rest.

Some of you may have seen the layout at various shows up and down the country. When my grandchildren accompany us, they often operate the locos going in a clockwise direction while the computer controls those going the opposite way. This not only keeps locos running at all times (often a contentious point at exhibitions) but also shows the flexibility of the software and the ease with which six-year-olds can master DCC!

RR&Co Train Controller is available in three versions: Bronze, Silver and Gold. I use the Gold v9.0 B3, primarily because that was the system Stephen used on *Burniston Bay*. After all, we thought, there was no point in learning two different systems! TC Gold can do so much that I am always learning something new about the software and its abilities. It will keep me busy yet for many years to come.

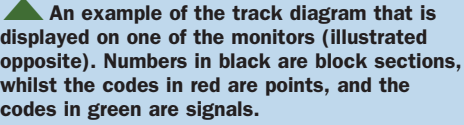
Quite a few SDRM Club members have been watching how I use the computer to add another dimension to the hobby and keep me entertained. One or two are now experimenting and I am pleased to help out where I can.

Visitors, who have seen us at exhibitions, have been in touch and we have often been asked to help them; sometimes setting up their initial system or helping with some part of the software. It's a two-way street – every day you learn something new.

That's the joy of railway modelling – there's always so much to learn and share.



Control diagram



I use RailRoad & Co. Train Controller computer software – version 9.0 B3. I haven't upgraded to version 10, as it needs a Wi-Fi connection. Unfortunately, this isn't guaranteed at some of the smaller venues

where we exhibit, so we've stuck to the older software.

The track is Peco Streamline code 55. There are 48 points, including a scissors crossing (all powered by Tortoise





◀ All the locomotives and rolling stock are ready-to-run models, from firms including Dapol, Graham Farish (by Bachmann) and Kato.

slow-motion motors). Each baseboard is electrically self-contained. They each have their own power supply and are linked to each other by only one small cable – LocoNet. Only one board has the command station; the other three have boosters. The boosters repeat the signals sent by the command station to all their own board's components.

This also means each board has a 5 amp supply – more than adequate but, more importantly, setting up requires only a couple of wires to be connected, and fault finding (always more difficult when away at an exhibition) is easier to diagnose. The layout can be assembled in 40 minutes.

Rolling stock

The era is post-2000. My 'get-out clause' is that the upper-level tracks are intended to be a preserved railway line, and the lower level is the East Coast Main Line. This allows me to run any preserved locomotives on the top level; those with current main line certificates being able to come down to the lower level. It also allows me to get away with some shorter private hire trains. On the main line, there's a mix of freight and passenger trains. The main line runs through the fiddle yard.

At nearly every exhibition I have been to, whether exhibiting or as a visitor, there is always a lot of interest in what is happening behind the scenes. So, I decided to make the

It is possible for all the colour light signals, together with the points and route setting, to be controlled using the computer software.





▲ The DB Schenker-liveried Class 67 and Northern Rail-liveried Class 142 two-car DMU are both models from the Dapol stable.

fiddle yard a part of the layout; it is fully scenic, making the layout a display for its full 360°.

Scenery

As other club members will tell you, scenery is not my strong point, although they have helped me develop my skills. I enrolled the help of some fellow members, as well as my sister-in-law, who has an 'artistic eye' – her work on the limestone rock faces is remarkable.

With the Moors at one end of the layout and the Dales at the other, there is plenty to ponder over even before you look at the rolling stock. The layout description reads, "*Yorkshire Pennines* is set in the present era, in a part of the country where the rugged Pennines meets the stunning Yorkshire Dales and Moors. It depicts a fictitious scene that could be close to the town of Yockenthwaite, on a part of the East Coast Main Line, where a supposed preserved railway line has adjoining platforms."

Buildings

Most of the buildings on the layout have been scratch-built by Bob Dawson of ACOMB Architectural Models. Bob, also an SDRM



▲ This stone station building is one of a number on the layout scratch-built by Bob Dawson.

member, is seen at many exhibitions; his work is exemplary, and it has been a pleasure to work with him over the years. His grandson, Scott Waterfield (again, a member) has also helped me. In both cases I just gave them the photographs and a few weeks later, there was the model! I'm sure you'll see from the photos how realistic they look.

Where next?

Yorkshire Pennines will be appearing at York (19-21 April) before making its final show appearance back where we first started, in Scarborough (Newby & Scalby Community Hall, YO13 0RA), on 24 & 25 May (see Societies & Clubs). After seven years on the road, it's time for a rest!

The value of model railway clubs – and ways to ensure their long-term future

East Kent Model Railway Society was formed in Whitstable in 1964 and is now the largest model railway club in the Canterbury area. Its Chairman, Nick Evans, explains how this society has maximised fund-raising and marketing opportunities to help safeguard its continued sustainability.

I never cease to be amazed by the ever-increasing quality and variety of products that are available for model railway rolling stock, scenery and electronics. As we all know, this can represent a significant financial investment if you decide to take full advantage.

But, joining one of the hundreds of model railway clubs around the country can help ease the financial burden for many individual enthusiasts as they, more often than not, offer a working layout or two upon which to run your own precious models. Of course, you can then help build new layouts, learning or honing practical skills with a group of new friends along the way. Technical knowledge becomes a shared resource. All of this is in exchange for an annual subscription which is often considerably less than the cost of a new OO gauge ready-to-run locomotive.

Rent before rails!

I have been Chairman of the East Kent Model Railway Society, based in Whitstable on the Kent coast, since 1998, and last year we marked our 60th anniversary. When I first joined, 30 years ago, I can recall a small plaque on the clubroom wall bearing the motto 'Rent Before Rails'. Seen as something of a joke, there was a serious message – the club overheads (not just the rent) *must* be paid for before we purchased any accessories that we were keen to add to the layout.

The club has moved premises twice since then, and today we lease an industrial unit on the edge of Whitstable, where we hold four running sessions each week. The centrepiece is a



▲ The society's current OO gauge layout, which has made extensive use of card kits for the buildings and structures. Photo: courtesy EKMRS

permanent, large five-track OO layout which can handle both analogue and digital running. With all of that comes increased overheads – not just rent but service charges, insurance, water and electricity. It adds up to a tidy sum, but I defy any other club in the county to offer better facilities.

Members' subscriptions cover about half of our overheads, with the rest raised by holding three one-day exhibitions during the year

▶ Nick Evans, pictured with other EKMRS members and the society's OO layout. Photo: Chris Davey



and commissioning a limited edition wagon from Dapol (our 20th such model is due to be unveiled at our exhibition in Birchington, Kent, in May).

These are all solid ways of raising cash, but can prove unpredictable – the club may lose members; there might be fewer people paying to see exhibitions; or you could be stuck with models you can't sell.

But if you get savvy with it, there are other channels well worth investigating. For example, in many local authorities, councillors are allocated a sum of money each financial year to support community-related projects. In Kent, each county council has £3,600 to award through its Combined Members Grant. Three years ago, EKMRS applied successfully for a four-figure contribution towards new seating, fire extinguishers and storage units in the clubroom. At the end of 2024, the same scheme, with the backing of local ward member Cllr Robert Thomas, gave us £1,250 towards buying a defibrillator. (As an aside, clubs would do well to examine this idea closely, consider their members' vulnerability, ease of access by emergency services and where the nearest AED is located. Happily, at the time of writing, we haven't had to test how easy, or otherwise, the machine is to use.)

These days, my role focuses largely on club fundraising and publicity. The latter is easy for me as my career background is in journalism and public relations, but the former has had to be learned – which has sometimes proved challenging. Both aspects are incredibly important to any club, otherwise they face withering on the vine – but how might you go about it?

Open days and exhibitions

Assuming your group has a clubroom in which to meet, and at least one layout to show off, occasional open days are a quick, cheap, way of attracting visitors and, hopefully, recruiting more members. It's also an effective means of raising a club's profile in a community.

If you are feeling ambitious, then you can upscale that idea into holding a full-blown exhibition. You only have to look at the monthly listings in *RAILWAY MODELLER* to see how popular they are. Specialist websites are also a good source of discovering where events are being held around the country. Virtually all the clubs in Kent hold at least one exhibition each year, most of them over two days.

EKMRS likes to be different. We have shied away from two-day events because we believe you simply double your costs, rather than your profits and, if you only have a small pool of members to assist, then hopefully you aren't asking people to give up their entire weekend to help run it. However, one-day events may limit the number of larger, complex layouts willing to join us, as they usually need more time to set up and dismantle. Equally, there are plenty of owners of smaller layouts who are happy with the one-day idea – and these do fit more readily into the community halls where we hold our events.

Schools are a popular venue in Kent for model railway exhibitions. There's plenty of space, good parking and catering readily to hand; however, I know of one establishment which charges £2,500 for a weekend hiring. Clearly that's not for the faint-hearted, while other



▲ A past wagon commissioned by the EKMRS from Dapol. Photo: courtesy EKMRS



▲ A defibrillator was purchased using local authority funding. Photo: Chris Davey



“ – To my mind, clubs are the backbone of the railway modelling hobby, but there seems precious little practical advice on how to start one up, or even hold an existing one together, in what are straitened times for all. – ”

Nick Evans

Social media is an integral part of promoting an event. By all means post about your exploits on your club's website or Facebook page, but make sure you copy or share those posts on other pages local to you. Even the smallest village will have a Facebook page posting about events that are going on there. Bigger places can have two, three or more such pages. This may sound blindingly obvious, but you would be surprised how often this is overlooked. Ideally, your club has a couple of 'techies' who are *au fait* with how Facebook, websites and other social media work, and are happy to keep them up to date. It's a valuable tool and doesn't cost anything.

Working as a team

In all of this, a club needs a supportive committee and members willing to devote precious free time to the cause. EKMRS is very lucky to have just such people to cover opening times, finances, general admin, maintaining the layout and many more tasks. Without teamwork, you will rapidly implode.

I hope I'm not teaching anyone how to suck eggs here – instead, your club can hopefully prosper, but don't be afraid to add or adapt as you go along.

Forthcoming EKMRS events

This year, East Kent Model Railway Society will be holding exhibitions on Saturday 10 May at Birchington, near Margate, and Saturday 25 October at Swalecliffe, near Whitstable. It is also holding a pop-up model train show at The Seaside Museum, Herne Bay, on Saturday 28 June to mark Railway 200. For further details, see *Societies & Clubs* for listings in the respective issues of *RM*, or search for 'East Kent Model Railway Society Whitstable' on Facebook.

Richmond goods shed



PETER BROWN presents scale drawings for another of the structures he has modelled on his N gauge branch terminus layout, which was featured in our August 2024 issue.

The goods shed at Richmond was erected at the same time as the station building in 1846 and was to a fairly standard G T Andrews design for the North Eastern Railway Company. (G T Andrews

was the same architect from York who designed Richmond station.)

The drawings published here were prepared using measurements taken from drawings in Ken Hoole's book

North-Eastern Branch Termini (ISBN 0 86093 219 2).

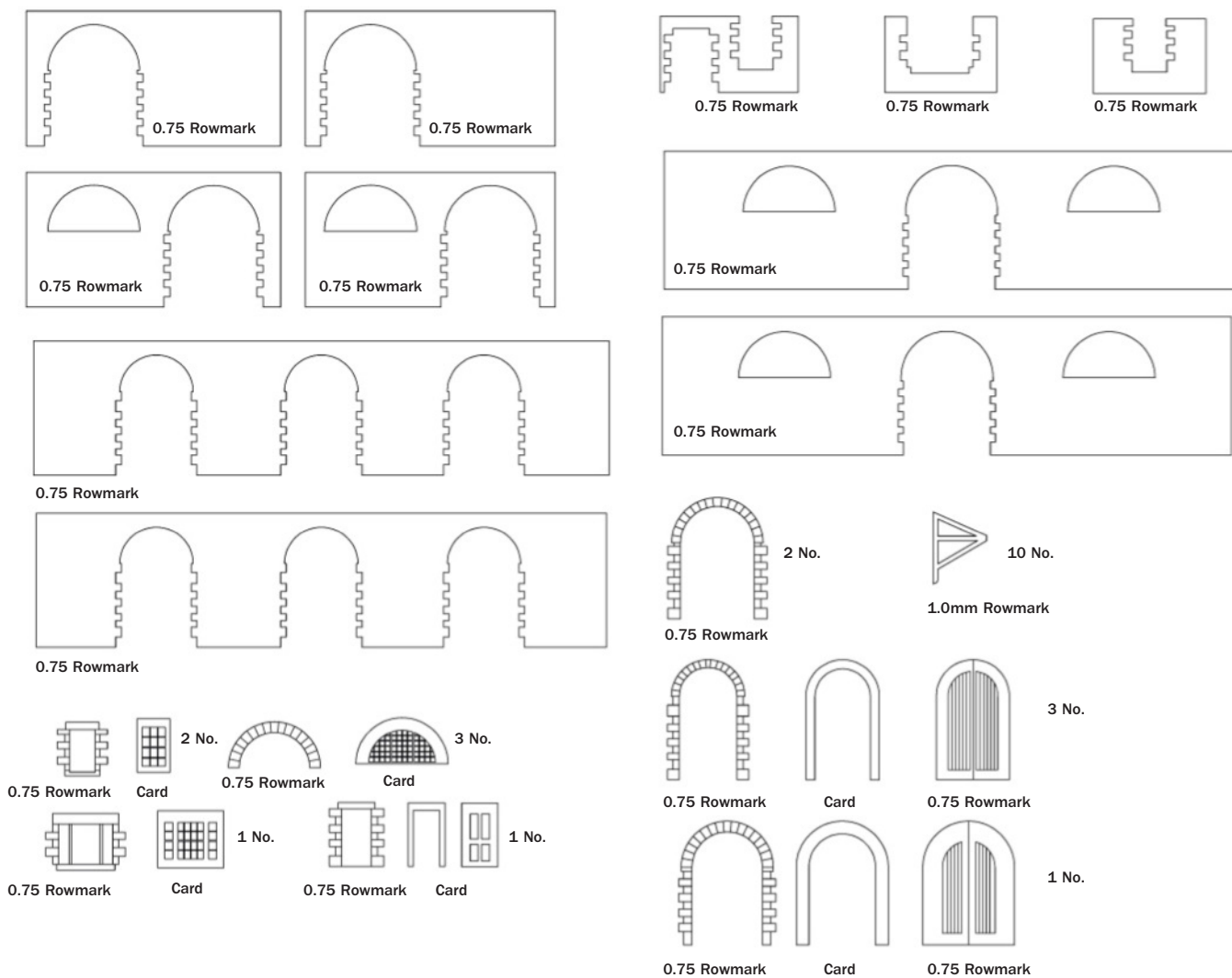
The drawings show the shed as built. Later, in 1872 a grain warehouse was added and, due to the constraints of the site, this was built at an angle to the

▲ A British Railways road lorry is loaded with goods for onward transport. In the background is the station's two-road engine shed (see RM December 2024).

A Fairburn 2-6-4T draws a rake of vans from the goods shed, as a DMU waits with a passenger service.



Fig.1 Cutting guide for author's model (reproduced at 1mm:ft scale)



The completed goods shed model takes centre stage on the author's compressed interpretation of Richmond.

main shed with a radiused curve siding. However, this proved too tight for any NER locomotive, and the track was removed within two years and a further platform provided.

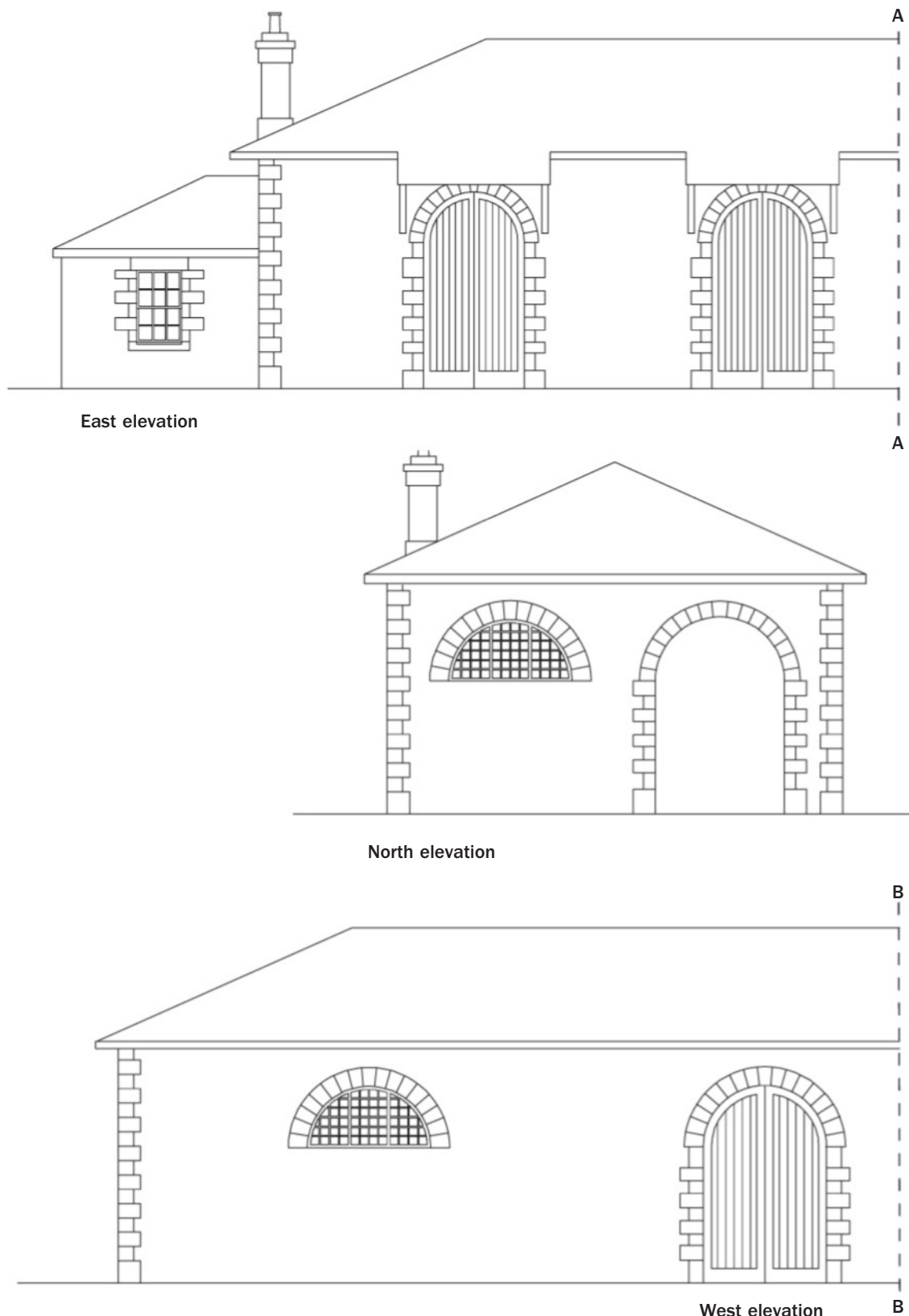
The model

Because of limited available space on my layout, I reduced the length of the building by one bay: on the east elevation there are just three doors, with the west elevation reduced in length accordingly, but kept symmetrical.

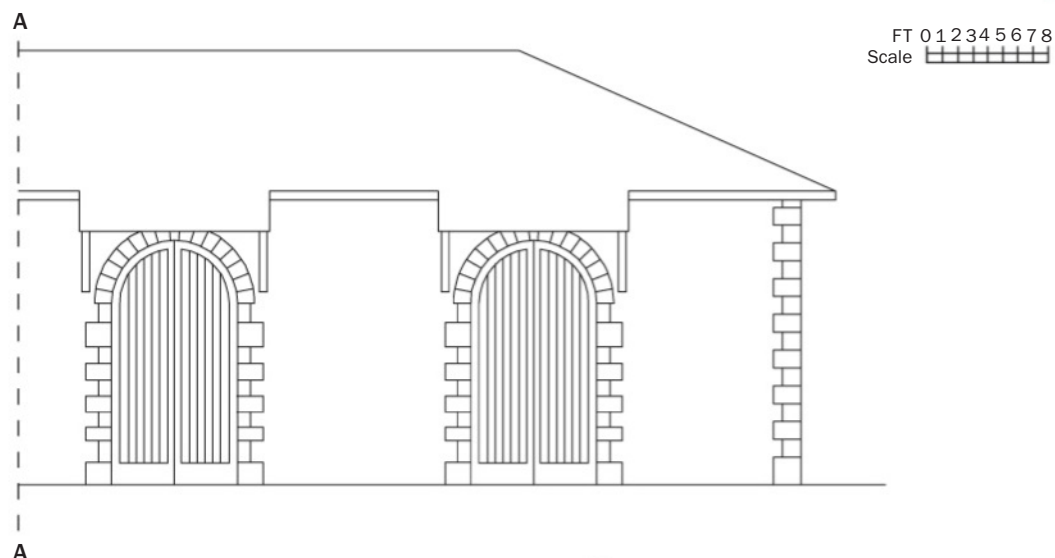
Using my digital drawings of the elevations, I adapted them to prepare a cutting schedule for laser-cutting by Stoneybridge Structures (Fig.1 – see previous page). It should be noted that normal styrene sheet is not suitable for laser-cutting, and therefore a harder plastic called Rowmark™ was used. The walls were faced with home-made brickpaper, based on photographs of the stonework on the existing station building. For strength, the walls were made of two layers of 0.75mm Rowmark™ and were joined as shown in Fig.2.

For the quoins on the corners, I drew them to scale on computer, printed them on ordinary paper, cut them out with a sharp scalpel, scored them down the middle for folding, and then glued them to the corners using water soluble PVA glue applied with a paintbrush. When dry, the quoins were painted with LifeColor French Sandgrey, allowing the black joint lines of the quoins to show through.

The roof was made with mountboard (Fig.3). Using a rectangular base, profiled sections were glued on. With cardboard from cereal packets, templates were made by trial and error, before using the



◀ The goods shed at Richmond station can be glimpsed to the right of this archive view, recorded on 5 June 1963.
Photo: Colour-Rail



templates to cut Plastikard 2mm roofing tile (0442) sheet for the final finish.

For strength, the chimney, made of mountboard and faced with plain paper, was fixed to the roof base with an opening cut in the Plastikard roof. To cover any gaps, lead flashings were applied around the chimney with thin paper and painted light grey.

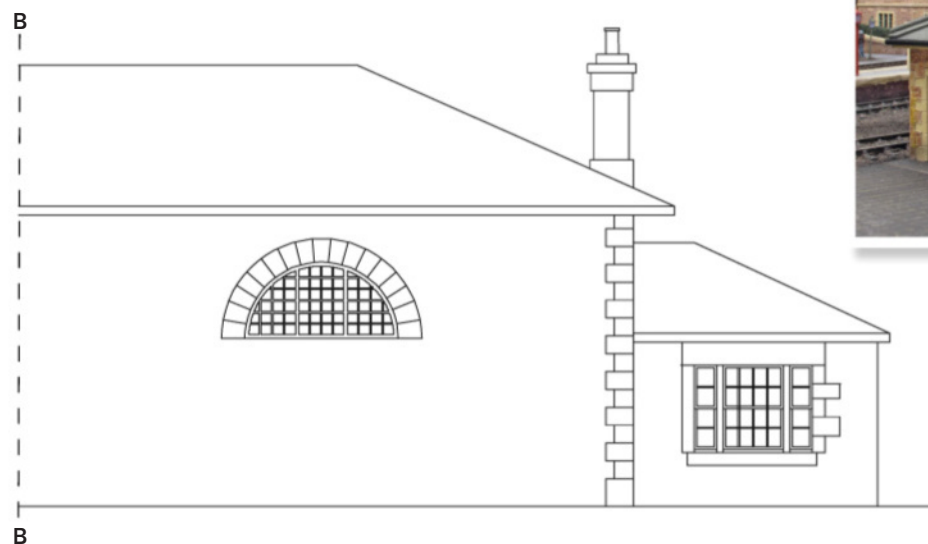
Where the roof extends out over the doorways, laser-cut support brackets were glued in place, and then Ratio gutters and downpipes were installed. The ridge tiles were formed with styrene strip.

Previous articles

Past Scale Drawings articles covering the other structures at Richmond station were published in the June 2024 (station building), December 2024 (engine shed) and January 2025 (signal box) editions of RAILWAY MODELLER.



South elevation



▲ The author's 2mm model, shown *in situ* on the layout. The length was reduced from four bays to three, owing to the restricted available space for the layout. Model photography by the author

Fig.2 Corners of goods shed walls

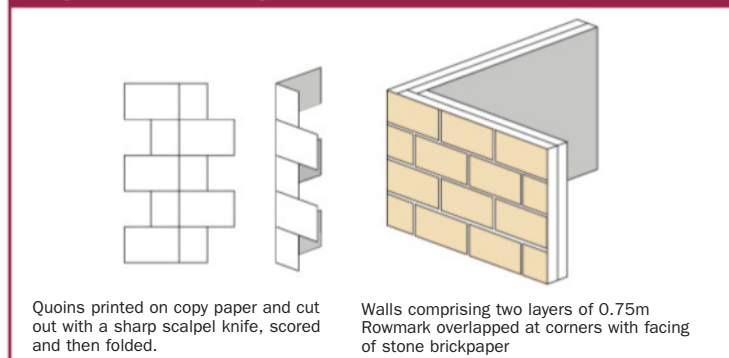
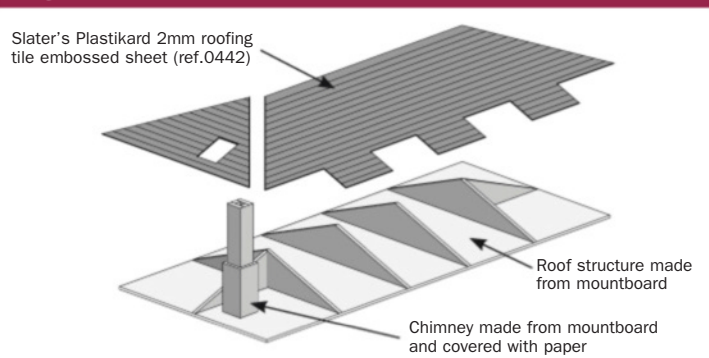


Fig.3 Goods shed roof





MICRO MARVELS

THE SMALL LAYOUT GALLERY

A narrow gauge story – by the book

Layout photography by the author

ANDREW EAMES constructed this tiny fold-up model to get a feel for OO9 before starting on a larger project. Powered by a 9V battery and stored on a bookshelf when not in use, it represents an ideal solution for the space-starved modeller.

Having worked in OO for many years, including the recent refurbishment of my current layout (*Woodhinton* – see RM August 2018), I felt that I needed an alternative modelling direction, but one that would not represent a complete restart in a new scale.

A friend of mine suggested that I try OO9 and, following some consideration, this seemed to fit my requirements. Scenic techniques could be developed from previous experience, and the current choice of ready-to-run wagons, vans and coaches meant that a simple layout could be set up without the need for too much kit- or scratch-built rolling stock.

A fictional location was chosen for the model, as I did not wish to be constrained by a particular prototype. Accordingly, the Isle of Node and its railways came into being. The Isle would be the ideal location for tourism, along with several examples of industry and commerce based on my wife's interests. Road vehicles would be all but banned, meaning that the railways would be needed to move people and goods around the island.

With this plan in mind, I began sketching layout ideas, but soon decided that I needed to build up experience with OO9 by completing a small layout, before undertaking anything larger. The subject of the model would be the main station on an outlier island from the main isle, called the Calf of Node (the name of the layout).

Design considerations

From the outset, I was clear that this should be a micro layout. It should have facilities



for both passenger and goods trains, the potential for shunting, and have a place for the locomotive to rest 'on stage'. It should also be completely self-contained, with the fiddle yard and controllers within the layout envelope, and should be capable of being powered by a battery for flexibility. Finally, it should be contained within the envelope of an A3 sheet of paper and fit on a bookshelf whilst not in use.

Inspiration for the design was sought from previous contributors and the 'Micro Layouts' website of the late railroad modeller Carl Arendt (www.carendt.com). After a little adjustment, a scheme involving two points and two sector plates was fitted diagonally onto the allowed envelope, now with the A3 sheet cut in half to form two A4 sheets connected along the short sides.

The station at Calf of Node consists of a platform long enough to accommodate two small four-wheel coaches and a small locomotive, which is normally sufficient to convey those visitors to the nearby manor from the ferry. Two goods sidings, each capable of holding two four-wheel wagons, provide access to the goods facilities, which include a small coal depot and loading platform. Coal and water facilities are placed adjacent to the locomotive release sector plate.

▲ A passenger train has just arrived at the station. The engine is a 3D-printed bodysell by Matt Ditch Photography on a Kato chassis.

► The layout in its folded state, stored on the bookshelf along with a selection of railway titles.



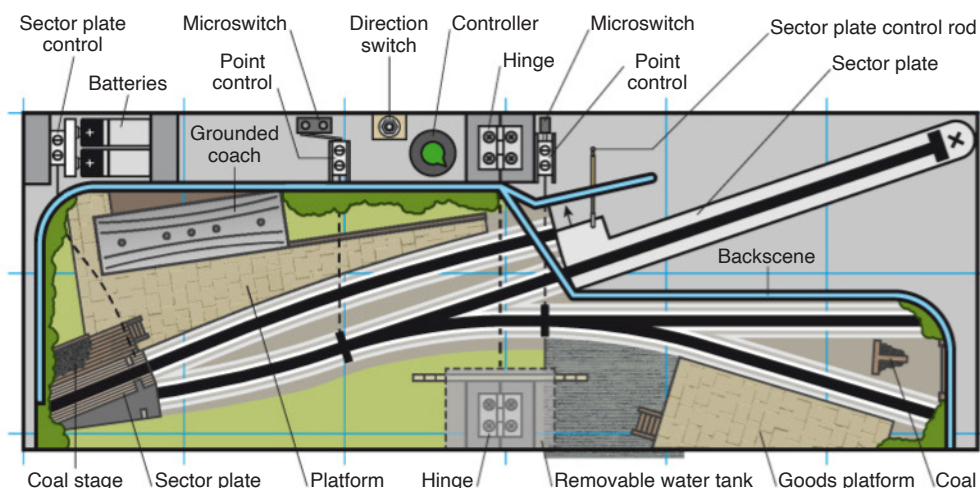
The length between the point on the loop and the end of the sector plate (loco release) is critical for satisfactory shunting. With some adjustment, I was able to make it long enough to accommodate the locomotive and either two four-wheel wagons or one bogie vehicle.

The fiddle yard sector plate sits behind the goods yard and allows a single train to be assembled. Clearly, there are limits to what can be achieved in the space.

The area behind the station is reserved for control and storage. All controls are within the envelope of the layout – I did not want operating levers or blocks protruding from the sides of the layout when it was on the bookshelf. In making that decision, I accepted that this would reduce the space

CALF OF NODE

Overall dimensions: 594mm x 210mm. Each grid square = 100mm.



available. This area also stores the removable scenic items when the layout is not being used.

Baseboards and backscene

The baseboards (or more accurately the layout 'box') are made from 3mm plywood, with two layers glued together for the track base and one layer for the sides. The outlines for the sector plates were cut out from the top track base layer prior to gluing to the bottom base layer. These cut-outs provide the 'end stops' for the movement of the sector plates.

Hinges that allow the two portions of the 'box' to close together were raised above track level by the use of blocks 35mm high. When folded, the 'box' formed is around 80mm deep. The sides of the 'box' were matched in height to be level with the top of the hinge blocks. Once completed, the surfaces of the 'box' were rubbed down and painted.

The backscene is approximately 75mm high, and is arranged such that each side interlaces with the other as the 'box' is folded up. Similarly, the main scenic items are arranged to interlace so that there is no need for their removal. In order to disguise the entrance to the fiddle yard, the backscene has been extended behind the

The whole layout viewed from the front: note the water tank that hides the hinge on this side, and the continuation of the backscene part-way into the fiddle yard.

entrance to give the impression that there is something beyond.

Control

The two points and the loco release sector plate are operated by wire-in-tube, with operating blocks within the control area and microswitches changing the polarity of the two live frogs. The fiddle yard plate is operated by brass tube.

Having seen a similar arrangement at an exhibition, train control is provided by a Pulse Width Modulated motor controller sourced online, which is powered by a PP3 type 9V battery. The Kato chassis does not need much to keep it going, so the battery seems to be acceptable for short operating sessions. However, provision has been made to attach a mains powered controller, should the need arise.

Rolling stock

The locomotive is a 3D-printed bodysell supplied by Matt Ditch Photography, on a Kato chassis. This combination has provided me with a suitable locomotive at a reasonable price, ideal for my first step into OO9. Rolling stock is a mixture of Peco and Bachmann ready-to-run models. These have had metal staples glued to the couplers at one end, and the coupling loop removed at

the other, to permit automatic uncoupling using permanent magnets placed strategically around the layout. Whilst this method is not original, I did manage to find some thin, rectangular magnets online from Magnet Expert (www.magnetexpert.com) that fit snugly between the rails and are of similar thickness to the sleepers, which makes installation easier.

Track and scenics

The trackwork comprises Peco Electrofrog pointwork and flexible plain track, glued into position and ballasted in the traditional way with diluted PVA. Greenery is Peco static grass and Woodland Scenics vegetation.

The majority of the buildings and scenic items came from the spares box, with only the photographic backscene being purchased specially for the layout. An old



▲ A view of the rear of the layout, showing the control panel and one of the hinges that folds the model in half for storage.

Ratio grounded coach body, detailed with 2mm scale adverts, suffices for the passenger accommodation. Spare Wills stone sheets were used to create the support for the water tower (which has been placed to hide one of the hinges), as well as for the beam that hides the fiddle yard exit.

Only one regret...

The construction of *Calf of Node* has justified to me the benefits of micro layouts. It takes up only a very small amount of space in my study, whilst being quick and easy to set up, and yet has enough operational interest to keep me occupied for a good time. Its small size has allowed the trialling of new techniques and/or materials, enabling me to gain experience quickly and without too much expense. My only regret is that I didn't build a micro layout earlier!



Variations on the Bachmann Class 117 DMU

WILL THOMPSON shows how he modelled a trio of BR Western Region first generation Diesel Multiple Units in EM gauge, in each case using the Bachmann OO gauge Class 117 model as the basis.



Model photography by the author except where stated

Diesel Multiple Units often seem to be overlooked by enthusiasts and modellers, but I find them to be a fascinating subject to research and model.

While I have a soft spot for all types, the first generation designs are of particular interest to me. This is largely due to the variety of classes and because, in their later years, the fleet that remained ended up in all sorts of combinations! The website www.railcar.co.uk is a fabulous resource, providing valuable information on each type of DMU, together with photographs and histories of each unit. I've spent many happy hours browsing this site and I thoroughly recommend it.

Bachmann released its new tooling model of the Class 117 in

2020 [Ed. See review in that year's August RM]. The model is excellent and really captures the look of the units well, with versions for early as-built and later refurbished units.

I explored options using this Class 117 model as a basis for my Western Region layout plans.

It should be noted that each DMU vehicle is classified by its type, with those mentioned in the projects that follow comprising DMBS (Driving Motor Brake Second), DMS (Driving Motor Second), TCL (Trailer Composite Lavatory) and TC (Trailer Composite).

Prototype overview

The Class 117 units were formed of DMBS, TCL and DMS vehicles, and were constructed by

Pressed Steel in Paisley for use on the Western Region lines out of Paddington. The high density layout was based on drawings supplied by Derby Carriage & Wagon Works for the earlier Class 116, which resulted in many similarities. On being delivered, they did not have corridor connections, which the Western Region started to add from 1965, this process continuing onwards to around 1972. There were subsequent modifications to the bogies, the cab door handrail was removed from the guttering, and from 1977 to 1980 a significant refurbishment programme was carried out.

The easiest way to spot a refurbished Class 117 unit is the presence of an external grille that was added on the DMBS

▲ The author's completed model of a Class 118 DMU, converted from a Class 117.

under a Guard's window. Over time, marker lights, which were not included on delivery, were added, although not necessarily at refurbishment, and those units that survived the longest also gained a centre headlight. Upon Sectorisation in the early 1980s, the Class 117 was still considered useful, with further cosmetic refurbishments made. The fact that the units were constructed without blue asbestos certainly helped, and so the changes mainly involved a repaint so the public didn't notice them as much when running alongside the new second generation units!

Compared to other classes, one curiosity of the Class 117 is that they largely stayed in three-car sets throughout their working lives, and only at the end were they really seen in two-car sets, with hybrid sets being a rarity.

The Class 118 is pretty much the same as the Class 117, the construction of these having being ordered at the same time. However, the Class 118s were constructed by the Birmingham Railway Carriage & Wagon Company rather than Pressed Steel, and on delivery they were intended for use in Devon and Cornwall.

▲ Despite the Yarmouth destination blind, chocolate & cream-liveried 117 305 is in fact leaving Lelant with a St Erth to St Ives service on 8 May 1995! Photo: Rail Photoprints



1



▲ The Kernow model of 117 305, reviewed in the October 2020 issue. Photo: RM Archive

Noticeably, a difference was the use of asbestos for insulation, which is one of the reasons they (alongside the Class 116s) didn't last as long in service as the Class 117s, with the last example being withdrawn in 1994.

The main external difference is that the Class 118 has a curved headcode roof, which is different to most (but not all) Class 117s. Apart from the first four units, they were delivered with markers and, while the class was included in the refurbishment programme, records suggest only three full sets were fully refurbished.

The Class 117 and 118 designs were effectively based on the more numerous and widespread Class 116, which comprised a DMBS, a TC or TS, and a DMS. These were the first high-density sets to be built as part of the Modernisation Plan, with construction completed at Derby rather than using sub-contractors.

The 'Derby cab' has no handrails, a smaller roof-mounted destination box (rather than a headcode box) and, depending on the build lot, different marker arrangements with up to four (resulting in one being roof-mounted).

Compared to the Class 117, there are few other external differences. The Class 116s have shell ventilators, no frames around the windows and, following refurbishment, they didn't gain a grille under the Guard's window on the DMBS. Also on the DMBS, the Guard's handrails are two-piece fittings, which seemed to carry over onto some Class 117s.

Detailing a Class 117

Quickly following Bachmann's announcement of the Class 117 in 2018, Kernow Model Rail Centre announced a celebrity Class 117 in chocolate & cream livery (photo 1), based on a prototype so painted for the GWR 150 celebrations in 1985.

2



▲ Adding high-intensity headlights was the major job. The model also sports the 'correct' Yarmouth destination blind...

Unlike its Class 121 sister also in this livery, this unit remained in GWR 150 livery until its withdrawal and, following a few minor modifications, kept its celebrity status by being used on railtours for many years. Therefore it was seen in areas not regularly frequented by a Class 117, meaning many layouts can justify it.

The main change to model this later condition version of the unit was to add a headlight on each cab end (photo 2). This was achieved by using a Replica Railways headlight, drilling out a 2mm hole and then halving the depth of the headlight by filing it to a size similar to those on other Bachmann units. The Bachmann circuit board does, in fact, have provision for a headlight, but for this version the warm white SMD (Surface Mounted Diode) LED and resistor are excluded, so these were soldered on.

The roof colour was also different by this time and so, to replicate the original, I brush painted Lifecolor acrylic weathered black using a large 3cm flat brush. My aim was to gain a little bit of texture that I wouldn't achieve with an airbrush and, by limiting painting to across the roof, any poor paint strokes might suggest a roof weld. After several coats, an airbrush was used to add exhaust dirt and subtle fading. This technique I use on all of my DMUs.

Underframe changes

The following underframe modifications are applicable to all the DMU models described here.

The underframe on the Bachmann model is excellent and is a great representation of the prototype, but that doesn't mean a bit of fun cannot be had by adding some bent bits of wire. One tip I would give is to unhook the speedometer cable while working on a unit, as otherwise it can be vulnerable to damage (photo 3).

All of the wires I have added have at least one end fixed in a hole drilled into the plastic chassis, which means they're all attached securely. The main focus on these models was around the bufferbeam areas, with representations of the speedometer connection to the cab using 0.2mm wire, and bent 0.5mm wire to the back of the electrical connections. The depth of the bufferbeam was

also increased by adding in some pieces of plasticard. I also added some wire along the side of the underframe to represent the wire run that is moulded on the model (this first having been filed flat).

Then it's just a case of adding the separate details provided with the model. I find opening out the holes a little with a drill bit makes this task so much easier, and then gluing the parts in place using superglue dabbed on sparingly using a cocktail stick. All buffer shafts have been painted with Humbrol Metal Cote, although applied thinly to ensure that the springing is not impeded.

I have to admit I'm not the biggest fan of the inter-vehicle couplings adopted by Bachmann, but I understand why the manufacturer took this approach as it means only one decoder is required in a set. I have taken a different approach by changing these for

3



▲ The chassis of the Bachmann Class 117, with some extra details added. It is advisable to disconnect the speedometer cable – visible by the left-hand wheel – to avoid damaging it while working on the model.

The author has chosen to swap the original Bachmann couplings for Hunt magnetic types, mounted in a Kadee housing.

The addition of corridor connections makes a great improvement to the side-on view of the model. These DMUs use laser-cut items by York Modelmaking.



Hunt magnetic couplings, mounted using a Kadee housing in the bufferbeam (photo 4), which really makes coupling and uncoupling very easy. The downside is that a decoder is needed for each coach, but these aren't difficult to wire in.

I model in EM gauge, so all of my DMUs have been suitably converted. In order to preserve the existing pick-ups, I have tapped off the supplied wheels from their axles and then fitted DCC Concepts 12mm RP25-88 wheels onto the axles instead, refitting these with some small adjustments to the brake blocks as required.

Superstructure changes

I always think working corridor connections enhance any model, even if the ones fitted are not strictly accurate for the gap they fill. For my DMUs, I've used York Modelmaking laser-cut paper connections, with the only modification being to thin the edge of the plastic end plate so that they appear less heavy. I also added some black bin liner for the rain cover; this is only glued on by PVA at a few points to maintain the flexibility of the connections (photo 5).

The exhausts have been drilled out carefully to suggest they're a pipe rather than being solid plastic. The trick to this is to file the top flat, then prick the centre and then slowly open them out, starting with a very small drill bit, advancing to larger ones.

I decided to try and improve the look of the cabs to be more prototypical, which I don't think the thick glazing and frames achieve. Thankfully, Shawplan produces Laserglaze for the Bachmann Class 117. I also tried to trick the eye into thinking the fronts are thinner than they are by filing away the inside of the cab windows at an angle, leaving a thin edge about the thickness of the Laserglaze. It's a trick that was often used in the past by makers of whitmetal kits. A black Sharpie pen was then run around the edges of the Laserglaze parts to remove any light refraction, these then being held in place with Humbrol Clear using a fine brush and capillary action. Another tip is that I wear disposable gloves (without talc) to handle Laserglaze, preventing unwanted fingerprints. Then, once dry, the destination boards were added to the middle window and so were flush to the glazing. These were made by drawing them on computer and printing them onto normal paper. I used yellow Tamiya masking tape for the GWR 150 unit and grey binder plastic for all others, cut to thin strips to represent the destination box.

To finish off my model of 117 305, I added my own transfers, which I sealed using satin varnish and an airbrush. Then there was lots of fun weathering, using enamels and acrylics to produce the finished model seen in the photos.

A refurbished Class 118

Modelling a Class 118 in its later, refurbished condition, is a nice straightforward project to undertake. I chose set P471, which had turns on the St Ives branch. As most were delivered with markers, the Bachmann

blue & grey liveried Class 117 unit is the most suitable for conversion, without a repaint, provided the prototype chosen has been refurbished with a Guard's grille on the DMBS.

The only changes needed to the Bachmann Class 117 are to the roof, in order to add a curved headcode box. As set P471 lost most of its roof vents by then, all but the outer vents were removed with a simple snip, filing, filling and then filing again until fairly smooth. The curve of the headcode box was achieved by cutting a flat section into the existing headcode (photo 6), then adding a curved section from a donor model (photo 7). Mine came from a Dapol Class 122 roof (cut to size) that I had spare following my Class 116 projects (of which more anon). Any suitable coach roof piece, or curved plasticard, can be used though. Some filler hides the joins and then, with some filing, it hopefully looks fully embedded. On set P471, the DMS headcode was plated over, so I just used some scrap brass for this (photo 8).



▲ To convert the Class 117 into a 118, the top of the headcode box is cut flat...



▲ ...to add a curved section from another unit, or a suitably shaped piece of plasticard.



▲ Scrap brass was used to replicate the author's chosen Class 118, which had the headcode boxes plated over on the Driving Motor Second.



▲ A Class 118 unit, led by Driving Motor Brake Second W51307, leaves Exeter Central forming the 10:20 Exeter St. Davids to Exmouth service on 7 July 1984. Photo: Rail Photoprints



▲ With the roof painted, the unit was numbered as set P471 – this time with St Ives destination blinds.

Then it was simply a case of painting the roof and renumbering (photo 9) using T-Cut to remove the factory numbers, and I just painted out the class number on the data panels.

A number of TCLs were declassified following refurbishment, but I am yet to model this, although one day I may airbrush the yellow stripe blue and then remove the 'First' lettering on the doors and windows (photo 10).

A Class 116 conversion

The Class 116 is a more involved (but still relatively straightforward) conversion of

the Bachmann 117. I decided to model T702 as this unit was the last Class 116 to carry BR blue, somehow lasting in this livery until the late 1980s.

For the DMBS and DMS, I used refurbished Class 117 bodysides (without headlight) as these included the marker lights. The majority of detailing is the same as described earlier for the Class 117, but in addition, there are a number of differences to model.

Firstly, I removed the Guard's ventilation grille from the Bachmann DMBS, which involves scraping off the grille and then filling in the resulting hole. Also, while in this area, I



▲ An optional job would be to paint out the yellow First Class stripe and remove the '1s' from the doors, to represent a declassified TCL.

changed the Guard's grab rails to be two parts rather than one, using 0.5mm wire (photo 11).

As I was undertaking a full respray, I decided to remove the

window frames carefully to try and achieve the smooth appearance of the Class 116 bodysides. This wasn't the quickest task, but I managed to



▲ 0.5mm brass wire was used to modify the handrails on the Guard's compartment of the Class 116, making them two parts rather than one.



12



▲ Class 116 set TS523 at Madeley Junction with the 08:46 Sundays-only Birmingham to Coalbrookdale service on 12 August 1979.
Photo: Rail Photoprints

▲ A small but noticeable difference between the Class 116 and 117 is that the former has no handrails beneath the front windows, giving the cab a much smoother appearance.

remove most with a flat knife, using filler to tidy up areas as required.

The cabs then had all handrails removed, and holes filled in, to create the clean 'Derby cab' look (photo 12). Thankfully, the dimensions of the Dapol Class 122 are very similar to the Bachmann model, so it was a straightforward process to transplant a part of the 'Derby cab' roof from a donor Dapol 122. The roof on the Dapol model is separate, so

it's easy to chop the ends off – and you only need one roof to complete a Class 116.

It's always a bit daunting taking a saw to a new model, so this was undertaken very carefully to only cut off the front part of the cab roof from the Class 117 and not damage the cantrail. Dapol used to make the roofs available as spares; however, they're now harder to come across, so my donor came from a second-hand Dapol Class 122 body. The join doesn't have

to be hidden as there is a weld line on the prototypes.

The Class 116 has shell ventilators, so all of the scallop vents were snipped off and replaced with MJT castings. And a rarity for me – deliberate damage has been applied to the cab on the DMS! Some time in the 1980s the real DMS got a whack and, rather than fixing, it was simply painted over!

The creation of the TC vehicle is probably the hardest modification in this build, as it

requires a 'cut and shut' of a combination of a Bachmann TCL and DMS bodyshells (photo 13).

When cutting, I use a fine saw and try to leave a half millimetre or so leeway, and then finish off using files. Wherever possible, I try to make the cut along the lines of the doors, which hopefully disguises the joint.

When the separate bodyshell parts are cleaned and test fitted, they are joined using Slater's Mek-Pak, which effectively welds the plastic together. This is

important as the joint needs an element of flex to allow the bodyshell to fit to the chassis without cracking. The roof experiences less flex, and so filler can also be used to hide the joint. I never get the roof joint perfect first time and it's only after several cycles of filling, then filing using fine grade wet & dry paper, then priming, that a perfect joint is achieved.

The section of DMS body used also contains an engine coolant cap, and so this was removed and filled in. The interior also needs a similar 'cut and shut' procedure, with parts from a DMS added into a TCL interior (photo 14) – and with it being a TC, I also added an extra LED to the circuit board so all compartments were lit. It's worth mentioning here that the Bachmann Spares website has been incredibly useful, and has provided me with parts for all of my DMU projects.

The TC chassis needs a few minor modifications, which are simply to add in a few step boards under the new door locations, remove the toilet pipes (photo 15) and then add a dynamo belt using scrap brass.

With the major surgery complete, it's then a case of painting and finishing the

The Class 116 carries its set number in the cab window, a common practice at Tyseley depot in the 1970s.

13



14



▲ Two into one... modelling a Trailer Composite involves joining a Trailer Composite Lavatory and Driving Motor Second together.

▲ Part of the DMS interior is similarly spliced into the TCL, filling the gap where the lavatory has been removed.

▼ The toilet water filler pipes also need to be removed from the roof, and new step boards put in beneath the new doors.

15



16



model. The destination blinds are printed paper, each sandwiched between two bits of clear plastic, which are illuminated using the Bachmann circuit board, but modified for the change in position of the destination blinds. Again, the Bachmann circuit board already has provision for this, and so just needs a warm white SMD LED and resistor adding to the correct circuit.

As a final touch, Tyseley depot often included its set numbers in the cab window, so I tried to replicate this by drawing it on computer, printing it off and then sticking it to a piece of plastic, placing this in the cab window (photo 16).

Multiple choice

Hopefully, this article has shown that modelling the humble DMU can be great fun, and that, with some work, the excellent

Bachmann Class 117 model can be used as a basis for other types, thereby enabling a personalised fleet to be created for your layout.

Further reading

www.railcar.co.uk

DMUs in Colour
by Robert Dalton
(RCTS Publications)

A Pictorial Record of British Railways Diesel Multiple Units
by Brian Golding
(Cheona Publications)

Diesel Dawn 4: Diesel Multiple Units – A Pictorial Observation
by Robert Carroll
(Mortons Books)



The EM Gauge Society at 70

KARL CROWTHER and STEVE FLINT chart the history of this specialist 4mm scale organisation, which is preparing to celebrate its platinum anniversary at its expoEM Spring event in Bracknell on 10 & 11 May.

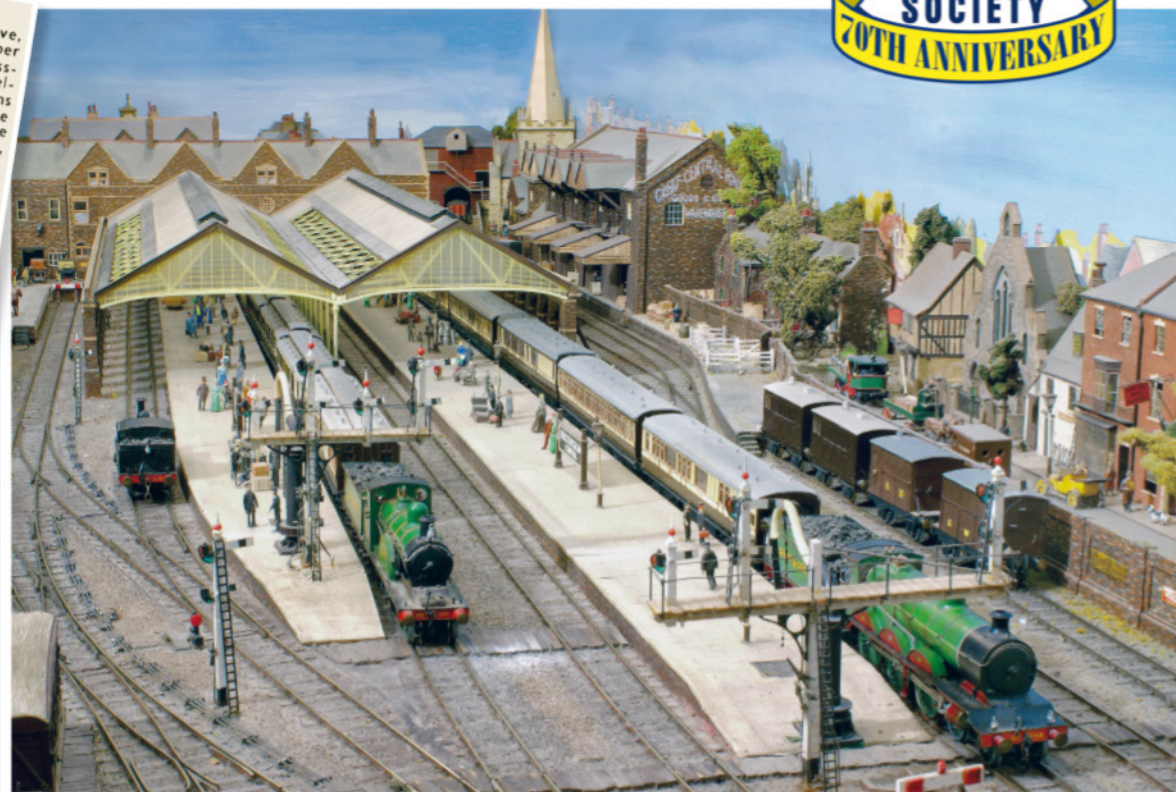


"EM" GAUGE SOCIETY
The inaugural meeting of the above, which took place in London on September 10, was well attended and most successful. After addresses by well-known modelling people, the matter of subscriptions was raised and it was decided to make the annual subscription ten shillings, the current year to extend to September 30, 1956.
A committee was then elected, the members being as follows: chairman, Mr. P. E. Barnes, of London; secretary, Mr. J. L. K. Mann, of Watford; treasurer, Mr. D. E. Jones, of Bromley; registrar, Mr. J. Robertson, of Perth; trade liaison officer, Mr. D. E. H. Birse, of Ilford; publicity officers, Messrs. C. Pritchard, of Menston, near Leeds, and R. Pickles, of Otley, near Leeds.
The meeting closed formally at 9.50 p.m. and members spent the rest of the evening in friendly discussion and examination of models and samples brought by all interested in 18mm. gauge modelling please apply to the secretary, Mr. J. L. K. Mann, 3 East Drive, Watford, Herts.

▲ News of the inaugural meeting of the EM Gauge Society was reported in the December 1955 issue of RAILWAY MODELLER.

All photos by Steve Flint unless otherwise stated

Members receive printed copies of the EMGS Newsletter. Illustrated here are the covers of some recent editions.



The most popular size of railway models available in the UK has long been those built to a nominal scale of 1:76 (4mm:ft) and widely referred to by enthusiasts and model manufacturers as OO gauge.

The initial OO gauge standards were devised as far back as the 1920s but, lamentably, they incorporated 1:76 scale locomotive and rolling stock models matched to 1:87 (3.5mm:ft) scale track, known as HO gauge.

Despite that anomaly, OO gauge standards were adopted by the nascent British commercial manufacturers, and by the 1950s, they were wholly entrenched in the hobby

market where they have persisted to the present day, albeit with incremental refinements to rail and wheel proportions.

▲ **Buckingham** is probably the most pre-eminent EM gauge layout, which appeared in its final form in the 1960s and was the work of the Reverend Peter Denny, an EM pioneer from the 1940s. He utilised the early 18mm gauge track standard, but found easing the gauge on curves to around 18.25mm improved running. This led to the future adoption of 18.2mm as the track gauge standard by the EM Gauge Society. The Reverend Denny's trackwork was, by necessity, all hand-built using bullhead rail soldered to special track pins, which were inserted into 1mm ply sleepers glued to a trackbed of hardboard. The process was quite involved, but it has stood the test of time.

This layout, **Kentside**, was the work of Karl Crowther, and dates from the 1990s. It represents a fictional ex-Furness Railway branch line along the Kent Estuary during the BR steam and diesel transition era, although the structures were based on examples from the FR branch that ran between Ulverston and Lakeside (Windermere). Despite its modest proportions, it managed to recreate the spacious character of this part of Morecambe Bay. All of the buildings have survived and the station has gone on to be recreated in a 'layout of a lifetime' project, which not only features a more extensive Kentside station, but also a terminus of the branch at Kendal Castle – an idea inspired by the work of the late David Jenkinson.





However, in those far-off days, some pioneering modellers prevailed over the OO gauge inconsistency, and various alternative 1:76 scale model railway standards gradually evolved, each offering a more meticulous and dimensionally close representation of prototype 4' 8½" standard gauge track and corresponding wheelsets.

The EM Gauge Society, which is this year celebrating its 70th anniversary, was the first association of like-minded modellers to adopt a set of more accurate 1:76 scale criteria, known as EM gauge standards.

A society is born

An initial meeting was held in London on Saturday 10 September 1955, and subsequent to this, a committee was formed to run the

▲ *Striven* (RM November 2010) was a layout built by the late Chris Matthewman, which began life as *Striving* in the 1980s using Chris's preferred hand-built ply and rivet trackwork. Chris undertook some rebuilding work on it during the late 1990s using most of the track and original baseboards, but did away with the passenger station. This photo ably demonstrates how EM gauge track can appear to look just like the real thing. After Chris's untimely passing, the layout appeared on the show circuit again until it was purchased privately.

society. Contact was made with the trade suggesting they manufacture models to EM gauge or, at the very least, consider providing clearance for subsequent gauge widening. Though this went largely unheeded, one or two smaller manufacturers did produce a few items suitable for use with EM standards.

Also around this time, Joe Brook-Smith devised a method for building track using plywood sleepers with the rails soldered to tiny metal rivets, an approach that some modellers still use today. Importantly, the efforts of

members of the Manchester Model Railway Society need to be mentioned here, this being one of the earliest, if indeed not the earliest, to embrace EM standards. While some of these modellers kept with the original gauge of 18.0mm (Eighteen Millimetres – hence EM), to make allowances for the overscale width of available proprietary wheels at the time, the Society officially adopted a gauge of 18.2mm as its future standard.

During the 1960s and 1970s, modelling in EM gathered momentum while there was also

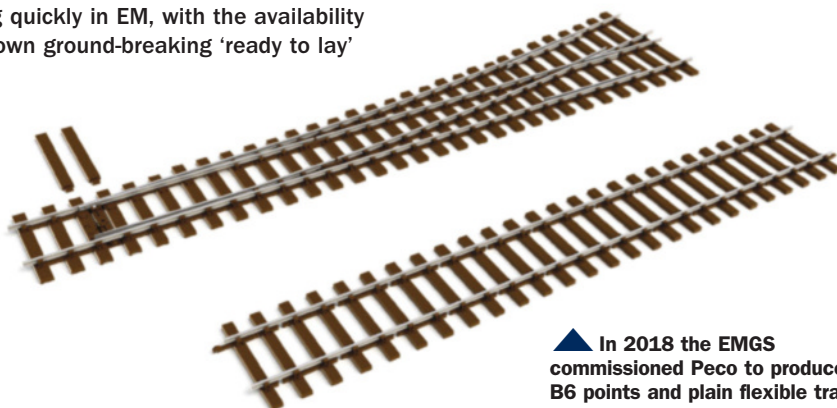
EM gauge trackwork

Ready-made flexible track in EM has been available for many years from suppliers such as C&L Finescale and Marcway/SMP. Traditionally, though, many opted to build their own track and pointwork, and indeed this remains a popular choice today. While the 'ply & rivet' system still works for some (though rivets are now becoming more difficult to source), perhaps the more popular method these days uses moulded plastic chairs glued to either plastic (or real wood) sleepers. Two main sources of these are C&L Finescale and, available from the Society Stores, those manufactured by Exactoscale.

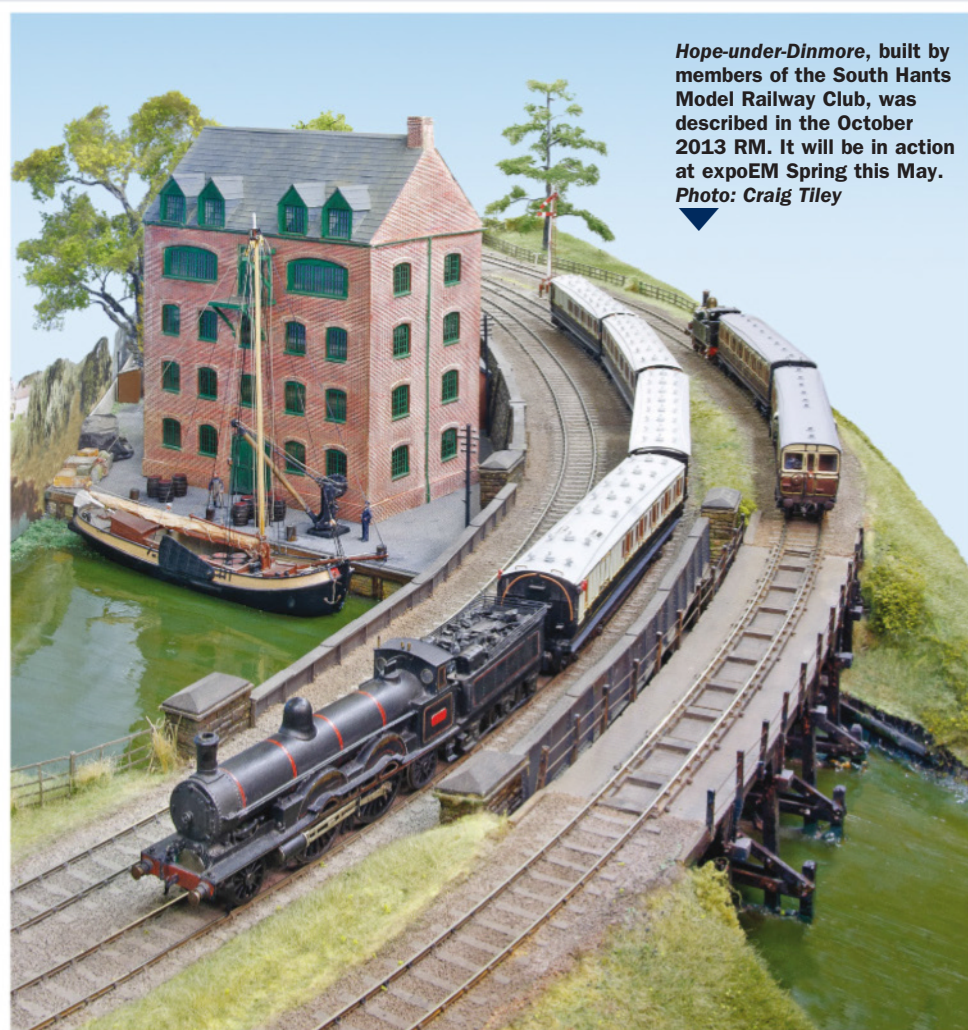
Self-build options for pointwork include complete kits, again from C&L Finescale or Finetrax from British Finescale. Alongside

these, a recent development has been the introduction of the 3D-print plug track system by Templot. These days, of course, there's an even easier route to get up and running quickly in EM, with the availability of our own ground-breaking 'ready to lay'

plain track and B6 radius pointwork (manufactured by Peco to the Society's design).



▲ In 2018 the EMGS commissioned Peco to produce B6 points and plain flexible track.



Hope-under-Dinmore, built by members of the South Hants Model Railway Club, was described in the October 2013 RM. It will be in action at expoEM Spring this May. Photo: Craig Tiley

Replacement 18.2mm wheels

Most ready-to-run locomotives and rolling stock can be converted fairly easily to EM or P4, using alternative wheels that are widely available from suppliers such as Alan Gibson, Ultrascale, Markits, DCC Concepts, Branchlines and Wizard Models (see details below). Extensive help and guidance on converting individual models is available from within the pages of the EMGS Manual, which covers many of today's offerings, with new ones being added all the time.

Then, of course, if models are being built from kits, these can be to the wider gauge from the start.

Alan Gibson

www.alangibsonworkshop.com

Branchlines

PO Box 4293, Westbury, Wiltshire,
BA13 9AA
Tel: 01373 822 231

DCC Concepts

www.dccconcepts.com

Ultrascale

www.ultrascale.uk

Wizard Models

www.wizardmodels.ltd

developing a following of modellers adopting an even more refined track gauge of 18.83mm, known as P4 standards. Eventually, in 1969, the EM Gauge Society rules were amended to

embrace all gauges between 18.0 and 18.83mm. Following this, in 1973 it was decided that the Society would start selling to members, items and components that would

assist with modelling to these standards. This move proved to be a great success, generally concentrating on items the trade does not produce, and today forms a vital element of the



*Although some EM gauge modellers still continue with ply-and-rivet or copper-clad strip methods of soldered construction for their track, the introduction of ready-to-lay plain track and B6 turnouts by the Society for sale to its members has transformed the building of EM gauge layouts. In 2022, the Society held a competition, challenging members to build a small layout utilising the new track components. The contest was won by Graham Hudson with *West End Drift* (RM September 2023), which depicts a small mine scene. Photo: Karl Crowther*

Limekiln was a twin-level layout which featured a lot of inset EM gauge trackwork on the quayside. A more conventional passenger station occupied the higher level. The warehousing was used to hide both upper and lower fiddle yards. The layout was commenced over 40 years ago by the late Tony Stoker, and utilised kit-built and converted ready-to-run locos and stock. One unusual item was a Wrenn BR 0-6-0 diesel shunter converted to EM gauge.

Society's activities, culminating in the 2018 launch of our 'ready to lay' EM gauge flexible plain track and – for the first time ever – left and right-hand EM pointwork, ready to use straight from the pack. Nowadays, sales are direct to members via the Society's website, but products can also be obtained by visitors to the Society trade stand at the various exhibitions that it organises.

Alongside this, a number of component and model manufacturers have also helped with making the move into EM modelling (see panel opposite). Indeed, with the likes of Sutton's Locomotive Workshop offering its Class 24 and 25 diesels with the option of EM or P4 wheelsets at the point of sale, and some other manufacturers such as Cavalex and Accurascale having provision for EM or P4 wheelsets on some of their diesel-outline models, modelling in EM has never been easier. Neither have steam-era models been neglected, certainly with the availability of suitable replacement wheels and axles (many of which are sold as 'conversion packs' by the Society) and indeed complete drop-in wheelsets for certain locomotives available from Ultrascale.

To help with the task of converting to EM, a major resource of the Society available to members is the EMGS Manual, which includes numerous 'how to' sheets giving detailed information on how an ever-increasing range of ready-to-run locomotives and rolling stock can be converted to the wider gauge; and indeed, the Manual covers a multitude of other topics as well.

Showcase exhibitions

The Society stages two major model railway exhibitions each year: expoEM Spring (currently in Bracknell in May) and its 'northern' show, expoEM Autumn (traditionally in September) where some inspiring examples of 4mm finescale modelling are on show. Here you will find that adopting EM or indeed P4 is more than just about track and wheel standards – it's a whole philosophy towards making more realistic models and is one that the Society wholeheartedly embraces.

There is also excellent trade support at both these shows, including a range of the smaller manufacturers – with many of their proprietors being members themselves.

Whether you are an EM or P4 modeller or not, these are always inspiring gatherings, which are smaller and more intimate than some of the larger events. With no crowd control barriers, it's possible to get up close and personal to appreciate the detail on the layouts, or chat to the exhibitors and traders, or indeed take advantage of a wide range of



Brow Top was built by Arnold Belfield in the 1990s. Arnold, a stalwart of the EM Gauge Society and organiser of northern expoEM events for many years, used SMP EM gauge plain track combined with soldered points assembled with copper-clad sleepers. Kit-built locomotives and rolling stock were the order of the day, mixed with both scratch-built items and converted proprietary models.



modelling skills being shown by approachable and enthusiastic demonstrators. No single person is expert in all things, so there is a ready forum for the exchange of ideas and information.

In addition to the Society's own shows, EM gauge layouts are generally well-represented across many of the major exhibitions, and indeed within the model railway press (EM models feature quite regularly within the pages of RAILWAY MODELLER, for example). The society also attends a number of regional shows up and down the country, where you can engage with helpful EMGS representatives who can offer practical demonstrations and advice on converting to EM or P4 standards.

Membership benefits

The EMGS functions to promote an ever-growing interest in finescale 4mm railway modelling. You don't have to be a member to get all of the components you will need, but there are several benefits and facilities that you would otherwise not have access to, which includes: four mailing shots per year, each including a Newsletter containing Society and Trade news, together with interesting modelling features; access to the online stores, web forum and Manual sheets; plus the opportunity to meet like-minded individuals through a broad network of local area groups. Plus, members

also receive reduced price admission to the two expoEM exhibitions.

For details of how to apply for membership, and lots more information about the Society and modelling in EM in general, visit the EMGS website: www.emgs.org

expoEM Spring 2025



The EM Gauge Society will celebrate its 70th anniversary at this year's expoEM Spring exhibition, which will be taking place at Bracknell Leisure Centre on **10 & 11 May**. For further details about the event, refer to our Societies & Clubs listings, or go to: www.emgs.org

Tiverton

CHRIS LAMACRAFT and **IAN HARRISON** outline the background to this 4mm scale layout which will be appearing at expoEM, Bracknell, in May – the 70th anniversary of the EM Gauge Society.

Photography by Steve Flint



Chris recalls: A question often asked is, “why did we choose to model Tiverton?” Well, it all started way back in the early 1980s, when as members of the Exe Model Railway Society, Ted Farmer (sadly no longer with us) and I visited and

operated Peter Denny’s renowned *Buckingham* layout. We thoroughly enjoyed the sessions, and the whole concept of running trains between three different types of station really appealed to us. The original thought arose whilst driving home from one

▲ ‘Dean Goods’ 0-6-0 No.2517 at the head of a cattle train, waiting beneath the footbridge at Tiverton to travel down the Exe Valley to Exeter.

of these sessions: “So why don’t we try and create something similar?”

As devotees of the Great Western Railway, and particularly the branch lines of Devon, it didn’t take us long before we settled on Tiverton (a branch line junction), Brixham (a small terminus) and Barnstaple Victoria Road (a large terminus). Brixham would become Ted’s personal project, with a little help from his friends, and the other two stations would be considered as joint projects. All three stations would be built with a dual purpose, i.e. use at home and exhibitions, in mind.

For those readers who are not familiar with Tiverton or its whereabouts, it is a Mid-Devon market town once served by the cross-country route known as the Exe Valley line between Exeter and Dulverton. A short branch ran to Tiverton Junction to connect with the main line between Bristol and Exeter.

◀ ‘1400’ 0-4-2Ts Nos.1471, 1442 and 1421 (left to right) at Tiverton on 28 September 1963. Photo: Rail Photoprints





Layout details

Name: Tiverton
Scale: 4mm:ft
Gauge: EM (18.2mm)
Track: Hand-built
Control: 12V dc analogue
Era: 1930s/40s

▲ A GWR 'matchboard' auto trailer is being propelled out of Tiverton station by a '4800' 0-4-2T with a service from Dulverton to Exeter.

Planning

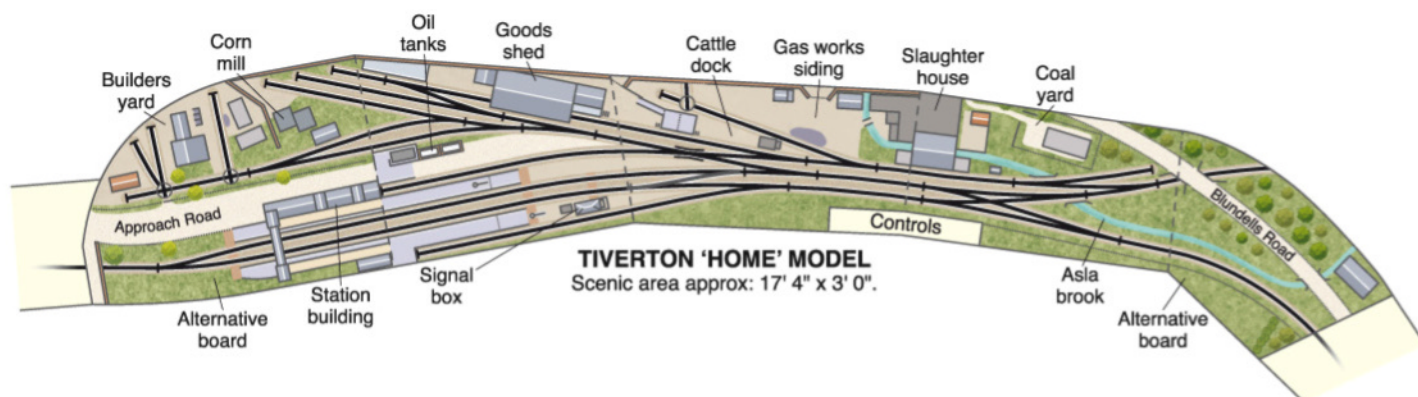
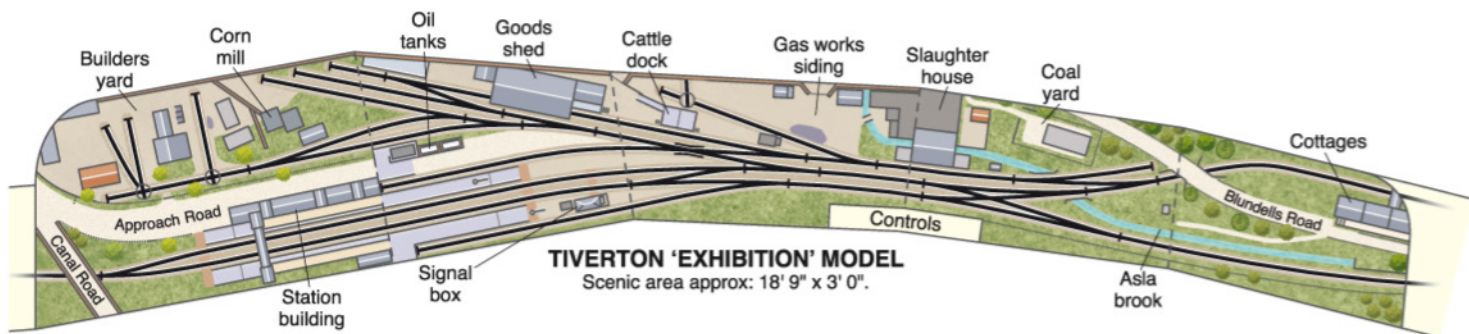
The 'at home' system would be similar to the *Buckingham* set-up. We decided to start the project with a model of Tiverton as it

was in the 1930s/40s – the choice of period being determined by the fact that most of our joint collection of stock is from that era. To meet our plan, we needed to build two versions:

1. An exhibition layout which would be as close a copy of the prototype as possible, although compromises are inevitable –

▼ 'Collett Goods' 0-6-0 No.2264 calls with a train of 'Toplight' coaches for Dulverton, while a '4800' waits in the bay with an auto trailer forming the next service to Tiverton Junction.





usually for practical reasons and to fit the space available. Three of the parallel sidings which existed in the later track layout have been omitted to reduce the depth across the main station area to a more manageable 3'. We have also reduced the length of the platforms slightly, plus sections of the plain track between some of the pointwork. The main station building was also reduced in length to maintain its relative proportions, but this required careful consideration so as not to lose the prototype appearance.

Even with the alterations, the layout would still be close to 30' long, including two 4' fiddle yards. Hopefully, the various alterations made do not detract from the special atmosphere of the prototype and it is still easily recognisable.

2. An 'at home' version to meet our main purpose (a Peter Denny-style set-up) – for this, the exhibition layout would have to be further reduced in length. In order to achieve this, we built alternative end boards to fit the reduced space at the Exeter end, and introduced a curve at the junction end (see track plans) to enable it to link with *Brixham* and *Barnstaple*.

Practicalities

Who would do what? This was fairly straightforward as, fortunately, our individual strengths seemed to mesh quite well. As I started my working life in a drawing office, I took on designing the layout and preparing sketches and scale drawings where required, whereas Ted was always a





▲ 'Duke' Class 4-4-0 No. 3258 *The Lizard* heads a 'B' set over the junction at the north end of the station, taking the line to Dulverton.

◀ '5700' No. 8709 arrives with a goods for Exeter, crossing small *Prairie* No. 4526 with a parcels train. '517' No. 1468 is in the bay.

very practical person, and he was happy to build the baseboards and supporting structures.

There was a fair amount of prototype information and photographs readily available in the various books published on the Exe Valley line, so not too much time was spent on research – though that's not to say that research is not enjoyable. There still remained much detail missing when it came to the various structures, and this is where my background as a building surveyor came in useful – estimating building sizes from photographs and smaller details. Perhaps this, coupled with space limitations and the lack of information, is why a lot of modellers fight shy of modelling prototypes – personally, I enjoy the challenge.

Once the design work was complete, Ted started building the track. By now, Paul Iliff had joined us and offered to undertake the electrics. He also designed and painted the backscene, based on what had existed behind the station. For my own part, I made a start on the buildings, firstly by making mock-ups of all the main buildings using 2mm artist board. I have always adopted this approach, as it quickly builds a picture which can, if necessary, then be adjusted before detailing begins. The three of us were



▲ The rear of the signal box. The semi-circular corrugated iron structure was the shed for the motorised inspection trolleys.

under no illusions – this was going to be a long-term project. It turned out even longer than we had imagined!

Track construction

Ted decided to adopt the then familiar method for EM of plywood sleepers, brass rivets and nickel silver rail. Templates provided by the EM Gauge Society were used. From what I recall, ready-made track in EM wasn't available in those days. The points were mostly built *in situ*. As most were on a slight curve, the EM Gauge Society templates were cut and spliced as required. By far the most difficult was the double junction combined with a three-way point serving the yard. There was no Templot in

'1400' No.1450 propels the 10.24am auto train from Tiverton Junction into Tiverton on 26 September 1964. Photo: Rail-Online

those days, so it was over to the drawing board for me. Fortunately, I had access to a board and various drawing aids. It was a challenge, but with Ted's track-building skills, it proved successful. The complex trackwork was also a challenge for the electrics, but once completed, it has been largely trouble free operationally.

Buildings and structures

As mentioned previously, I made shells of all the main buildings. The main station building had to serve both versions of the layout, so I designed and built it in three parts which slot together. When on the shorter 'at home' version, the centre part can be removed and the two end parts slot together.

Once the 2mm card shells were completed, they were clad with various materials including DAS air dry clay to represent the stonework. This method was used on most buildings, but for plain walls without window or door openings, I made use of Wills sheets and matched the scribed DAS to them to

speed up the process. Slater's sheet was used for brickwork, as most of the brick buildings were in the background.

Paul built the signal box using slightly different methods and materials. Following Ian's arrival, he built the station canopies and footbridge. The little allotment adjacent to the Blundells Road bridge was made by Nick Salzman, another of our modelling friends.

Signals

Once the trackwork was complete and tested, Ted moved on to the signals. They were mostly built from etched brass kits of various styles and, as with the points, are operated from a lever frame built by Ted. The under-board connections are via steel rods and cranks, and cross the board joints by means of sprung rods.

Landscaping

Being a largely urban layout, there is a comparatively small amount of landscaping.





▲ Beyond the station approach road is the premises of builders' merchants Goodlands at the end of the goods yard.

The contours are formed mostly from polystyrene blocks, shaped as necessary. Once completed, it was coated with finishing plaster and coloured light brown before applying various Woodland Scenics materials. Once it was covered fully, I added up to a further two coats in selected areas, usually mixing the colours and textures. The trees are mostly wire armatures, coated and coloured, with foliage then added. Use of these more traditional materials might perhaps be considered dated these days.

However, for me the most important thing is not so much the materials used but the colours adopted – a difficult subject as individuals see colours in different ways! I favour adding white to primary acrylic colours, and toning down oil-based colours with grey washes.

The stock superintendent

Ian takes up the narrative: By the early 1990s, when I moved to the South West, Chris, Ted and Paul were making good progress against the initial vision of the three stations, linked together in the home setting. Ted had completed the track for all three stations, and so it was possible to run trains to a

schedule. Development of the other elements – signalling, buildings and scenery – was moving forward at a slower pace. *Brixham* was soon to make its debut on the exhibition circuit, but *Tiverton* would take rather longer to develop, owing to its greater complexity.

In 2000, I moved to a house closer to the others and was able to take part in the regular weekly sessions, while Paul eventually decided that he needed to concentrate on his new layout of *Evenstow*, which was featured as Railway of the Month

▼ The junction of the routes from Dulverton and Tiverton Junction is in the foreground. The stone building was a local slaughterhouse.



in the July 2012 edition of RAILWAY MODELLER. While Ted concentrated on track, signalling and control, and Chris looked after the buildings and scenery, my role became that of rolling stock superintendent. From the outset, it had been decided that the layouts would feature a range of typical GWR branch line locomotives, coaches and freight stock.

For *Tiverton*, in particular, this would give a much wider variety of stock than that which normally appeared at the prototype station in the period between the wars. Almost all of the passenger trains through Tiverton – both the Exe Valley services between Exeter and Dulverton, and the shuttle between Tiverton and Tiverton Junction – were operated by auto trailers in the 1930s, so the locomotives seen on the prototype were predominantly ‘4800’ 0-4-2 tanks. Freight services were generally handled by pannier tanks.

By 2010, the scenic side of the layout was sufficiently developed to start taking *Tiverton* to exhibitions, albeit some of the larger buildings were not yet completed. Prior to this, it had appeared locally in various forms as a ‘work in progress’.

Tiverton is operated with fiddle yards at either end, representing Exeter, Dulverton and Tiverton Junction. A signaller sits at a lever frame in front of the layout setting the road for each train, while the trains themselves are controlled by the fiddle yard operators, who drive each train into the station, and out towards their fiddle yard. The goods yard can be operated separately. The operational team for each exhibition draws on members of the Mid-Devon group of the EM Gauge Society.

A final word from Chris

We’ve had many enjoyable years planning, building and operating our Peter Denny-influenced project, but with Ted’s passing, its home will no longer be available for the longer term. I’m sure Ted would have wanted to join me when I say we are grateful to all those who assisted us along the way. Without their help and friendship, we wouldn’t have got as far as we did or had so



▲ ‘Buffalo’ 0-6-0PT No.1617 shunts the yard, alongside the fuel tanks of the local petrol depot.



▲ Coal wagons being unloaded in the builders’ merchant’s yard, accessed by a wagon turntable.

much enjoyment. While we didn’t quite finish *Barnstaple*, it is fully operational, and there are card mock-ups of the buildings which give the flavour of the prototype. We have thoroughly enjoyed operating trains between the three stations.

We are pleased to have been offered the opportunity to take *Tiverton* to expoEM in May in celebration of our friend Ted. This

will be *Tiverton*’s final appearance (unless others wish to take up the mantle). We will need to dismantle the ‘at home’ set-up, and we will be looking for homes for the individual models of Tiverton, Brixham and Barnstaple, each of which can be operated independently. Anyone interested in the layouts can email us at:

ianbharrison21@gmail.com



▲ The siding and small coal yard which also gave access for wagons to be worked across Blundells Road to Tiverton gasworks. The wagon is a tribute to our dear friend Ted Farmer.

See it at expoEM

Tiverton will be making its last exhibition appearance at expoEM, the 70th anniversary show of the EM Gauge Society, at Bracknell Leisure Centre on 10 & 11 May. For details, see Societies & Clubs or visit: www.emgs.org



FROM THE ARCHIVE

A look back at
RAILWAY MODELLER
from 75, 50 and 25
years ago...

TOBY JENNINGS delves into the RM Digital Archive to look back at historic issues of the magazine.

75 years ago: May 1950

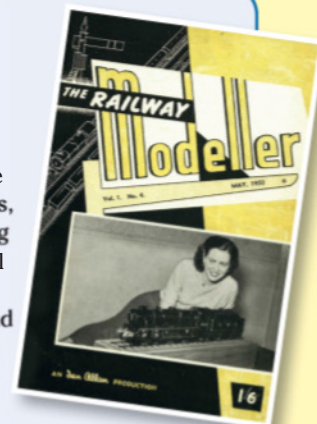
In the December 1949-January 1950 issue (covered in From the Archive, December 2024) a reader shared his memories of a clockwork O gauge London & North Western Railway Precedent *Charles Dickens*, prompting another to do the same in the May 1950 issue regarding his own example of the same model. It makes much more entertaining reading than that introduction might suggest – particularly the clandestine after-dark visits to the attic to run it on a ‘midnight mail

train’ – and shows how any ordinary model can have sentimental value to someone, and its own stories to tell.

Reviewed in this issue is the then-new OO gauge range from Graham Farish, consisting of the London Midland & Scottish Railway ‘Black Five’ 4-6-0 with open wagons, brake van, track and controller. The reviewer’s impressions were so favourable, he stated that Graham Farish OO was “here to stay” – a prediction that would not prove correct in the longer term, but this is

a fascinating piece of history, the initial 1949 Farish sets having been Britain’s first ready-to-run two-rail electric model railways in OO.

The ‘Ten minute model’ this time takes a little longer than 10 minutes, but is a useful tip – scratch-building a bridge girder from sections of rail – while the plan for an OO gauge portable layout fits two stations and a double-level figure of eight loop into 12’ x 8’, just the sort of system that many modellers dreamed of in those days.



50 years ago: May 1975

This issue reports a significant milestone in the history of Peco, with the impending opening of what was then titled ‘Modelrama’ – the model railway exhibition at the firm’s headquarters in Beer, which would grow into today’s Pecorama attraction, including the 7¼” gauge Beer Heights Light Railway.

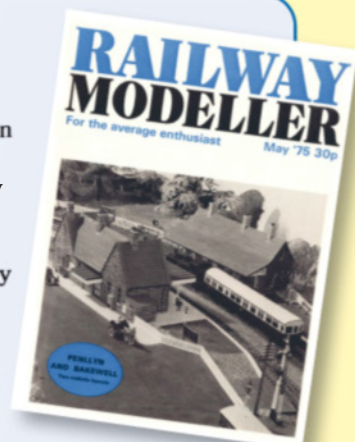
In the editorial, the OO gauge/4mm scale conundrum rears its head – a debate that has been going on since the dawn of OO and, short of a wholesale switch to HO,

EM or P4, will never go away – but on a slightly different angle, this editorial points out that it does at least have the advantage of helping a prototype location to be compressed into the available space without necessarily looking ‘wrong’.

To provide a practical illustration of this, as part of a series on his 4mm scale layout *Bakewell*, Stan Roberts describes how he recreated this Midland Railway prototype in a third of the space

that would have been needed to model it to scale.

An interesting prototype station plan appears in the form of the London & North Western Railway branch terminus of Rickmansworth: did anyone take up this idea? It would make a very out-of-the-ordinary model, this line having been worked by London Underground tube stock and LNWR Oerlikon Electric Multiple Units as well as steam locomotives.



25 years ago: May 2000

The editorial in this issue contains an unusual suggestion: that articles on historical models should be reproduced in monochrome “if that is the condition in which the source material is found.” This brought to mind Dawn Quest’s recent exercise in producing an entire layout in black and white (*Brief Encounter*, featured in the November 2024 issue) – but as interesting as that was, isn’t one of the strengths of modelling the ability to see pre-Grouping liveries in all their glorious colour?

That’s certainly the case in the Scale Drawings feature, which showcases a beautiful set of scratch-built LNWR and West Coast Joint Stock

coaches in 7mm scale, and which wouldn’t have been done anywhere near the same justice in monochrome pictures. The author, David B Smith, states that his intentions were twofold: to model the ‘2pm Corridor’ express circa 1908, and win the Lottery in order to build a layout for it. Did the second ever happen...?

Railway of the Month is *Calstock Quay*, based on a historical prototype – the East Cornwall Mineral Railway, albeit with some modeller’s licence – while the *Warmley Common Light Railway* is a might-have-been, with the premise that a very early tramway near Bristol survived for longer.



RAILWAY MODELLER Digital Archive

The full RM Digital Archive is available to subscribers, details for which can be found on page 68a.

Modelling conductor rails in N

An essential feature of any Southern Electric layout is the conductor rail, the modelling of which **DAVE COOPER** had to address on his under-construction 2mm scale layout.

Model photography by Bob Darts except where stated



My layout *Brickmakers Lane* is set firmly in South London around 1960 (see Plan of the Month, RM October 2021). One of the big attractions of this area, and that around *Stewarts Lane* in particular, is being able to model all three types of traction – steam and diesel

▲ A vignette of the author's under-construction N gauge layout, showing a Graham Farish 4-CEP running along a completed section with conductor rail. Photo: author

hailed express trains, along with express and suburban Electric Multiple Units, all running legitimately on the same track.

▲ The South London rail scene of the 1960s, with a pair of 4-LAV EMUs leaving Victoria with the 9.44am stopping service to Brighton via Redhill on 5 June 1966. Photo: Brian Stephenson/Rail-Online



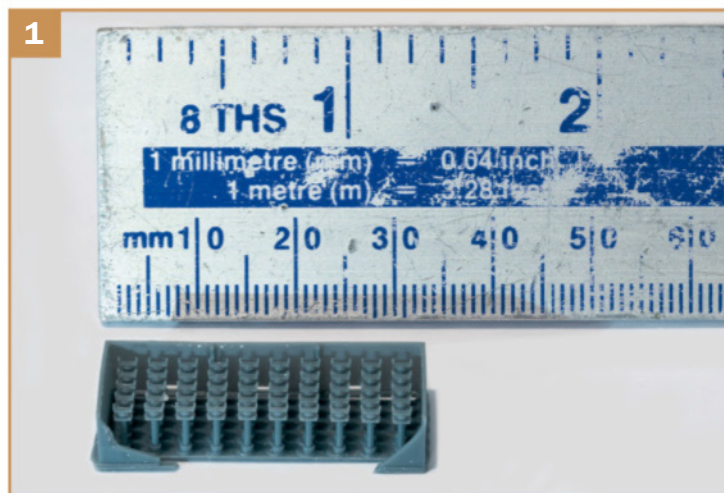
With the contrast between the ever-grimier steam locomotives, some of venerable age, and the brand new diesels, Mk.I stock, and EMUs, it's a winning formula for me. However, installing a replica of the third rail electrification that had been in place since the 1930s was an essential task, which was a little daunting given the relative complexity of the layout.

There aren't many N gauge layouts that feature the third rail, and I wanted to ensure it looked as good as possible. I researched online how the real thing was installed, and found a very useful page on the website of the Scalefour Society – Central London Area Group, entitled '3rd and 4th rail dimensions and settings' with information by Russ Elliott (www.clag.org.uk/3rd-4th.html). This gave me all the necessary dimensions, whilst studying prototype photos in magazines and books gave me plenty of images of junctions, etc., to understand how it would typically be laid out. Therefore, with everything in hand, I was ready to start...

Preparation

This was no sudden start though, as I'd been preparing to do this for such a long time. I started a similar layout in the early 2000s, but it became the victim of my temporary move away from modelling after 2005. When I came to start again in 2013, my first piece of luck was that Steve Wright (of *James Street* fame) had still in his possession a tube full of 2mm Scale Association code 40 flat-bottom rail, which he'd given to me back in the late 1990s to do the third rail. He'd initially bought it back in the 1980s, so it's taken over 40 years to have its moment in the sun!

I needed to work out how to install the rail in a robust way, as it would be at risk from damage during track cleaning. I also needed to understand what to use for the pots, which are normally fitted every four to six sleepers. I originally considered using dressmaker's pins, installed in holes in the sleepers and soldered to the rail, but I quickly realised that my soldering skills were not up to this very delicate job after melting most of the sleepers on an initial test piece.



▲ A set of 3D-printed insulated conductor rail holders (known as 'pots') before painting. These were supplied to the author by an N Gauge Forum member.



▲ A series of tests led to three iterations of a jig for drilling the sleepers being developed. The brass one on the left was the first, fabricated by the author. 3D-printed nylon ones were then produced by another member of the N Gauge Forum, these enabling the drilling to be undertaken with a far greater degree of accuracy.



▲ One of the nylon jigs seen in action. Every fourth or sixth sleeper end is drilled, with the jig itself being located by clipping over three adjacent chairs on the sleeper base of Peco code 55 Streamline track.

This is where being a member of the N Gauge Forum came up trumps. Ross Tierney, an expat living in Florida, had begun to make various items of stock and lineside equipment on his 3D printer. One of the latter was a pack of 100 third rail pots.

I ordered 1,000, which due to Ross's generous bonus system, meant I got 1,200 for the price of 1,000! When they arrived it was clear that they were exquisitely moulded, but they looked so small and delicate that at first I doubted my ability to use them.

I needed to make sure that using the pots would put the rail in the right position alongside the running rail, so I worked out where they would need to go and made a brass jig for drilling the holes. This relied on the tiny moulded chairs on the Peco code 55 track to align it centrally on the sleeper, with about 2mm to the centre of the 1mm hole from the outer face of the running rail. This worked well enough, and was good enough to build a second, much more successful, test piece.

It was particularly pleasing to see how well the pick-up shoe on my Graham Farish 4-CEP aligned with this, but it was clear that there were fine tolerances involved: the pots had to be installed dead flat to the sleeper top and the hole had to be dead centre of the sleeper, or it risked breaking out of one side or the other if not drilled accurately. My jig did OK, with about 60% accuracy, but then another NGF benefit appeared, in the shape of member Dave Ayres, who saw my post about the slow progress and offered to make me a better jig. This turned out to be a major changing point in the installation, as after a few iterations and a lot of phone calls, he came up with a much better jig design than I could have ever thought of.

This was made from 3D-printed nylon, with a brass insert in the drilling hole to prevent excessive wear. It fits over three sets of the dummy chairs on the Peco code 55 track, and is much more accurate as a result. I was now getting around a 95% hit rate, which was excellent. If I inadvertently drilled a hole that was not bang in the centre of a sleeper, I merely moved it along one sleeper and tried again, normally with better results. (Given that the real pots are anywhere between four and six sleepers apart, the minor difference is in line with the prototype, whilst also being quite difficult to notice at 2mm scale anyway.)

Installation

Before installing the pots and rails, I painted everything with my chosen track colour – Humbrol enamel No.26 Khaki Matt, using an airbrush. I did this in bulk batches of around

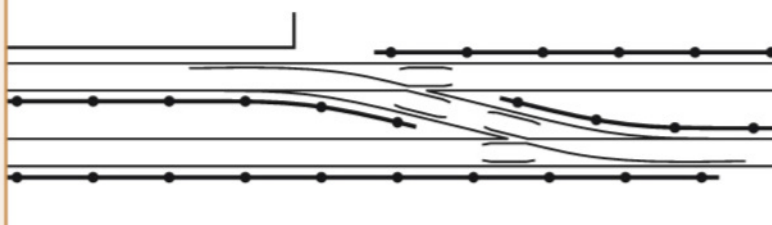
Prototype information

The centrepiece of any Southern Electric layout is a representation of the third rail supply. For OO modellers, products have been part of the Peco Individulay range for many years. However, whichever scale is being modelled, there are several common features to bear in mind.

The conductor rail is carried on ceramic insulated holders, colloquially known as 'pots', spaced at every fourth to sixth sleeper (dependent on curvature). For obvious safety reasons, the rail is positioned on the opposite side of the track from platforms, and is boarded-in on its sides if placed adjacent to staff walkways (at stabling points and so on). Additionally, there are instances where rails have been gapped to allow the passage of wildlife along habitually taken routes which crossed newly electrified railway lines.

The presence of pick-up shoes at the extremities of most EMUs means that conductor rail does not have to be present along every

This diagram shows the general arrangement of conductor rails.



inch of the line: in addition to the obvious absences of live rails across level crossings, on occasions the rail does not need to be included on complex items of pointwork.

The above is abridged from text written by Tim Rayner and published originally in the January 2010 RM.

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▲ A completed test section of conductor rail, with the 'pots' positioned at every fifth sleeper. The conductor rail is formed using code 40 flat-bottom rail. *Photo: author*

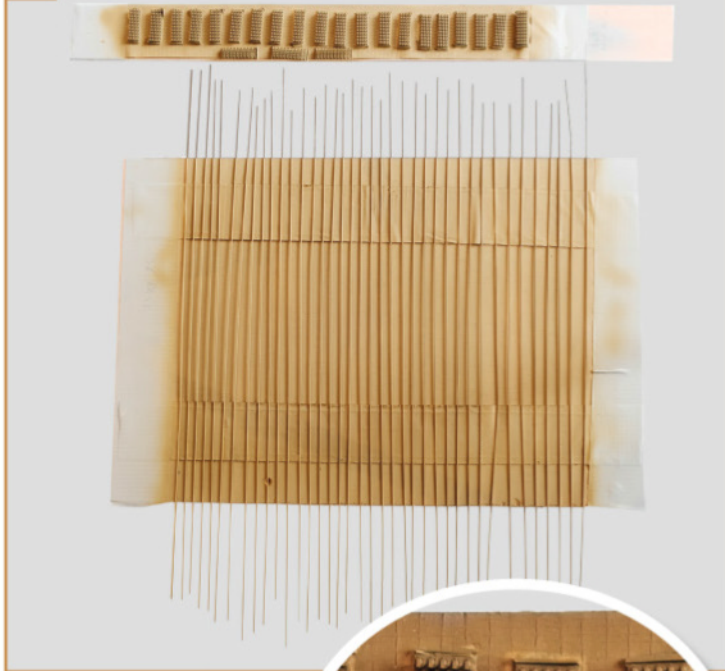
40 rail lengths and 1,000 pots. (Both items were fixed onto strips of gaffer tape wound round pieces of 5mm plywood with the glue side facing out.) Once sprayed and thoroughly dried, the next task was to separate the pots from their support frames. I did this over a clear plastic tray, separating a pack of 100 at a time using a small cuticle cutter. This quantity was normally sufficient for two lengths of rail, allowing for minor breakages and those pots that choose to ping off and disappear into the ether, never to be found again. I then took a piece of rail off the gaffer tape, after cleaning the head of the

rail with emery paper. The fun could now begin.

Choosing a suitable place to start was important. I normally tried to make it next to a point, where the rail has to stop to avoid the tiebar. This wouldn't always be the case in real life, but is one of the compromises of working in N. I worked along the track, using the jig to drill a 1mm hole every four sleepers. Once enough holes were drilled to fix a whole length of rail in place, I checked each hole to ensure there was no plastic swarf left in or around the edge, as it would prevent the pot sitting dead flat to the sleeper top. I normally did this using a sharp scalpel blade as a mini



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▲ Lengths of conductor rail were pre-painted in batches using an airbrush, with the rail heads sanded clean (once dry) before fitting. Quantities of the conductor rail pots were pre-painted in the same way.

drill. I also checked to see if there were any odd grains of ballast in the way of the chair. Once I was satisfied, I used a piece of card to hold a small blob of superglue, and then used a dressmaker's pin to take a tiny bit of this and put it both in the hole and on top of the sleeper around the hole. I then picked up a pot from the plastic box using a pair of self-closing tweezers, gripping the pot at

what would be 90° to the rail. This allowed me to grip the sides of the tiny 'ears' that would hold the rail in place.

Once the pots were all in place, I left them overnight to ensure the glue was fully set. I then installed the rail, after cutting it to length if necessary with Xuron™ cutters, and then filing the end square. The rail



▲ A second prototype view showing how conductor rails were fitted along Southern Electric routes. 4-CEP EMU No. 7153 is seen at Bromley South on a Victoria-Ramsgate/Dover Priory service circa 1962. Photo: Rail Archive Stephenson/Rail-Online

was then placed on the pots using more superglue, applied to the gap between the ears of each pot, and to the end of any adjacent rail. Once it had stuck sufficiently, I then added a small amount of superglue to the rear of each pot/rail joint for further strength.

A satisfactory result

I did have my doubts that this method would prove robust enough to cope with clumsy hands while track cleaning, but

the sheer number of pots seems to give it sufficient durability. It can withstand rough handling, and still looks very good to my eyes. All of my stock items that have pick-up shoes align well with the rail, increasing the accuracy of the look, and all run well. I think that's a result!

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▲ A completed junction on the author's layout. Working in N gauge required certain deviations from how the conductor rails would be installed on the prototype, to avoid, for example, conflicts with the Peco point tiebars.



Through the Railway Room Door

Bridgestone, Beversham and Ffynnon Wen

15 years after these 'three 00 gauge layouts in one' by **JOHN CHAPMAN** featured as our Railway of the Month in the July 2010 issue, they have taken on new identities and been altered to depict different parts of the country...

Photography by Ian Manderson

Travel during the early part of my life through different parts of the country triggered a lifetime interest in all forms of road and rail transport. Daily trips to and from junior school were in pre-Grouping carriages from two different companies. Holiday journeys to Penzance and Canterbury (my birthplace) on main line trains added to my interest. The Southern stock, with its green livery, was a marked contrast to the Great Western chocolate & cream. A 1948 Christmas present of the Hornby Dublo *Duchess of Atholl*, with its coaches, sparked a lifetime of railway modelling. I love the Crimson Lake livery and

designs of the London Midland & Scottish Railway, which resulted in my becoming a devotee of that company.

Many changes have been made to my three layouts since they last featured in *RAILWAY MODELLER*. The previous article concentrated on the South East, with rolling stock of the Southern Railway. This time the areas are the South West, Wales and the Midlands. My three layouts are designed for main line and branch line trains, both old and modern. The initial concept was to have

The original station building at Bridgestone (previously named Baddlesmere) has been exchanged for this Brunelian structure.





▲ A Great Western Bulldog 4-4-0 departs from Ffynnon Wen with a Barmouth-Machynlleth train formed of Cambrian and GWR stock.

a pair of main line tracks around the perimeter of my loft, with a single line diverging to end at a terminus. Two of the layouts have three sets of station buildings, signal boxes and other items which can transform them into totally different scenes.

Construction & trackwork

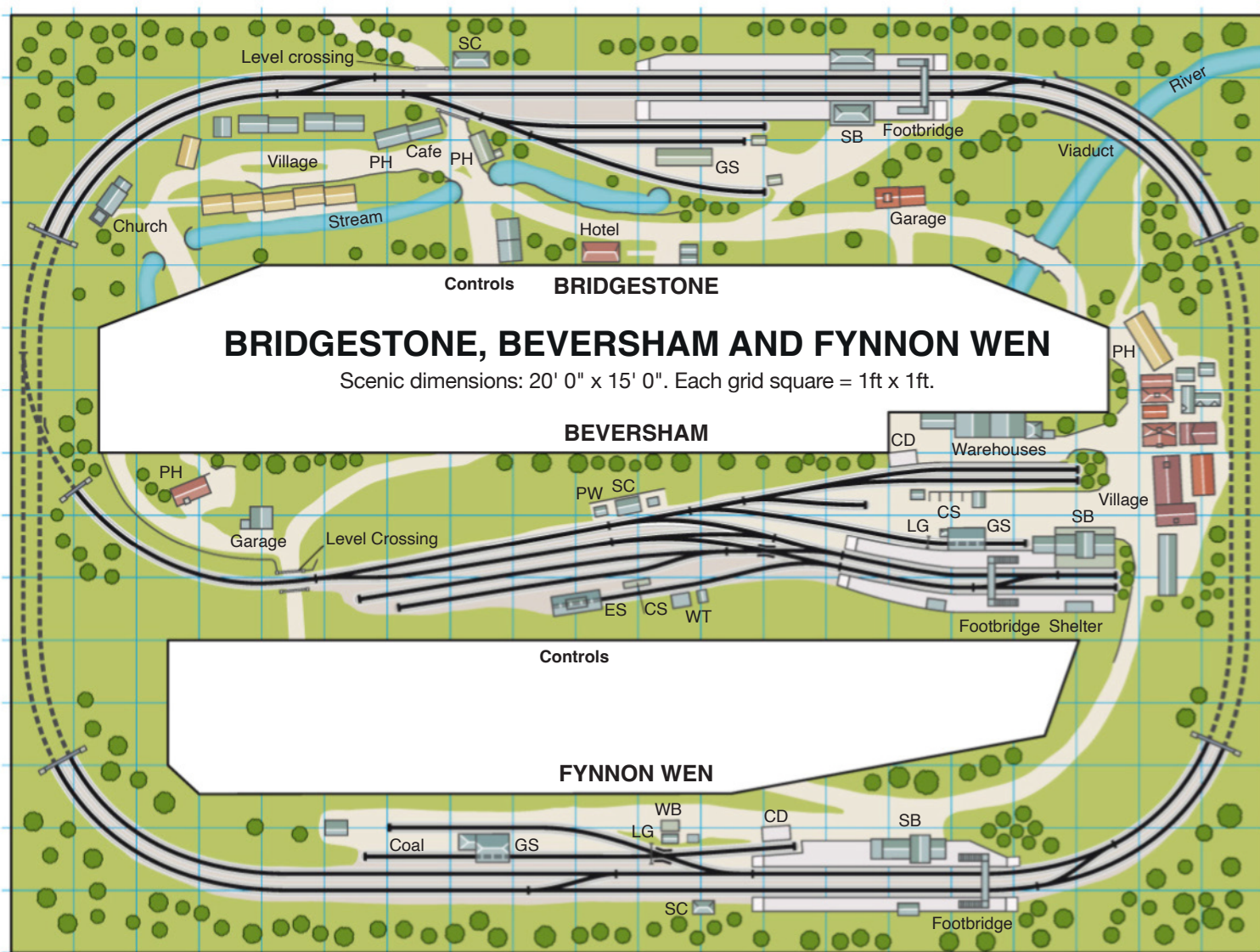
MDF boards are supported by 2" x 1" frames, supported from the floor or loft rafters. A Velux window provides light during the daytime. Strip lights are used after dark.

Track is all Peco code 100, except three points which are code 75 and made to fit. Most track has been in situ for over 50 years. Careful laying has resulted in trouble-free running despite temperature variations in summer and winter. Large radius points and curves are used exclusively to reduce buffer locking to a minimum and make



▲ The layout previously featured as Railway of the Month in the July 2010 issue of RAILWAY MODELLER, with the three stations bearing their original identities of Baddlesmere, Barham and Stowhurst.





shunting as easy as possible. Entry into each set of sidings was made as straight as possible for the same reason.

Scenery is built up by using perforated light metal sheet as a base, laid in sections. This material is quite pliable and easily profiled with no mess. Each piece is screwed down where necessary to create a firm base for scenic material. It is then covered with Polyfilla, stippled and painted grass green. Woodland Scenics materials are used to finish off. I use T44 for grass colour. Road surfaces are sandpaper dusted with Polyfilla and other powders for the colour required.

Midland Railway Johnson 1P 0-4-4T No.1289
(a kit-built model) is refuelled from the coaling stage at the shed.



Control

Two controllers supply each section of track on the three layouts, operating through Single Pole Double Throw switches. Like most other people, I have engines purchased over many years with a wide range of mechanisms and different motors. Both controllers provide smooth running throughout the locomotives' speed ranges. Digital Command Control has been considered, but as the current controls work well, there seems little reason to change.

Signals have been built to suit their locations. They are not remotely operated and have come from Ratio and Signal Engineering. Southern signals are upper quadrant, the remainder are all lower quadrant.

Rolling stock

This is a mixture of proprietary, kit-built, scratch-built and second-hand items. Kit-built locos such as a GWR '517', 'Metro tank', Bulldog, 'Dean Goods', saddle tank, 'Armstrong Goods' etc. are from products by manufacturers such as Finecast, Craftsman and Nu-Cast. Coach kits have come from Mallard, Slater's, 51L, Blacksmith, Westdale, Haye Developments and Comet,

some of which are no longer available.

Worsley Works has supplied coach body kits from a description and photos of GWR 1880s stock which I wanted. Other parts for coaches were added afterwards, including bogies and wheels.

LMS Clayton clerestories, purchased from Ratio in the 1970s, were painted and lined for me by Malcolm Binns of Side Lines. His work is of the finest quality, as others have discovered. Other stock I have painted myself. Some LMS coaches were made by Larry Goddard and other bespoke suppliers, while a few I have scratch-built.

Ready-to-run models are from Bachmann and Hornby. During the 1960s, I was offered a large amount of Hornby clerestory bodies (unpainted) at four shillings each (20p now). These have been sectioned and joined to make GWR and LMS coaches with scratch-built roofs, interiors, metal bogies and wheels running on pin-point axles. All new and second-hand goods wagons and vans also run on pin-point axles. A few goods vehicles have been made to order or scratch-built.

Ffynnon Wen

Translating as White Well in English, this is a fictitious station on the Cambrian coast line, lying between two short tunnels. The station

FFYNNON WEN

As the Bulldog pulls away from the station, an outside-framed 'Armstrong Goods' 0-6-0 shunts in the goods yard.

A double slip has been added to the goods yard, along with an extra siding to ease shunting movements.



▲ The station building is based on a real example on the Cambrian coast line, while a new station approach road and goods yard entrance have also been built.



▲ The new timber goods shed has been scratch-built.



▲ 'Dean Goods' 0-6-0 No.2326 approaches the station with a train for Pwllheli.

BEVERSHAM



▲ LMS Fowler 2P 4-4-0 No.563 prepares to depart with a train for Derby, formed of a fruit van and Clayton clerestory carriages.

▼ GWR small 2-4-0 'Metro Tank' No.469 stands in the siding with a pair of auto trailers.



▲ The auto train emerges from the tunnel that forms the scenic break between the branch terminus and the rest of the layout.

building, made a year or so ago, is a model of one built by John Wood on the coast line when it was constructed in 1863/4. The scenery, from a previous layout, may not be typical of some parts of the coast line.

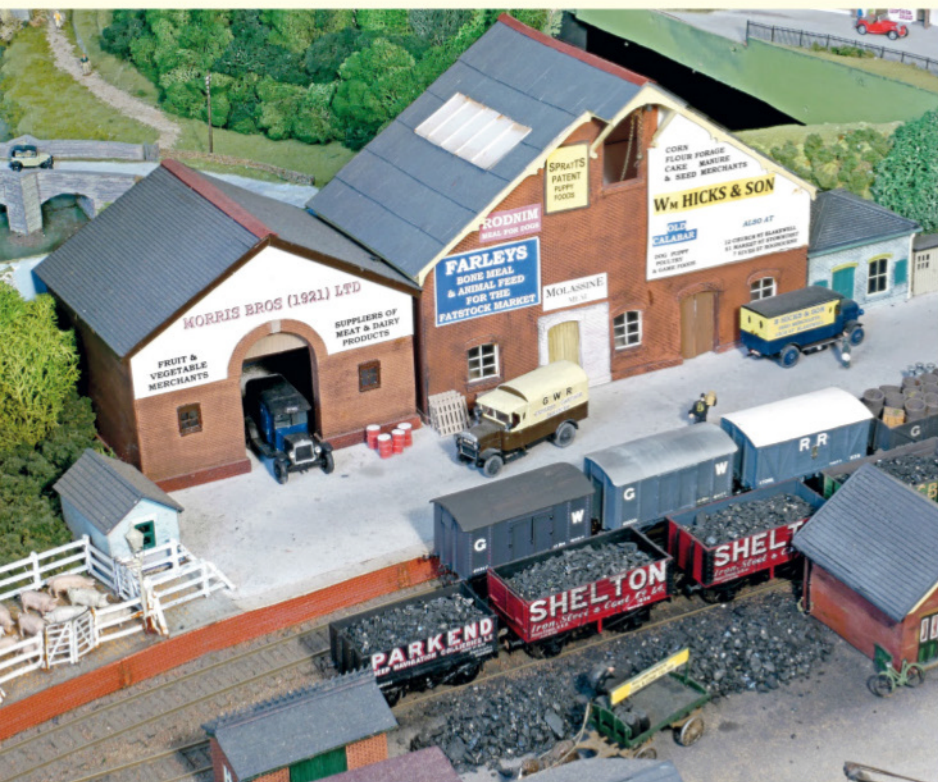
The goods yard now has a new double slip point, scratch-built goods shed and an extra

siding to improve stock movements. These changes from the previous SR layout make it more interesting to operate. It also has a new station approach and goods yard entrance.

Rolling stock is typical of that on the coast line after the GWR had taken control in 1922,

and is therefore largely Great Western. I am currently purchasing six-wheel coach kits from CamKits which supplies a range of Cambrian Railway items, including locos.

We are indebted to G H W Clifford, Ifor Higgon, H F Wheeler, W H Camwell, Hugh Casserley and C C Green who have



▲ The new warehouses on the goods loading dock are based on examples that formerly stood at Paignton in South Devon.

▲ As the 2P is signalled away, a gang of permanent way workers take a brief rest from shovelling and packing the ballast.



▲ Formerly a Southern Railway branch terminus inspired by Hawkhurst, the station now represents a joint GWR and LMS line in the Midlands – reflected by the auto train departing past sidings full of LMS carriages.

provided us with wonderful Cambrian line scenes from the past.

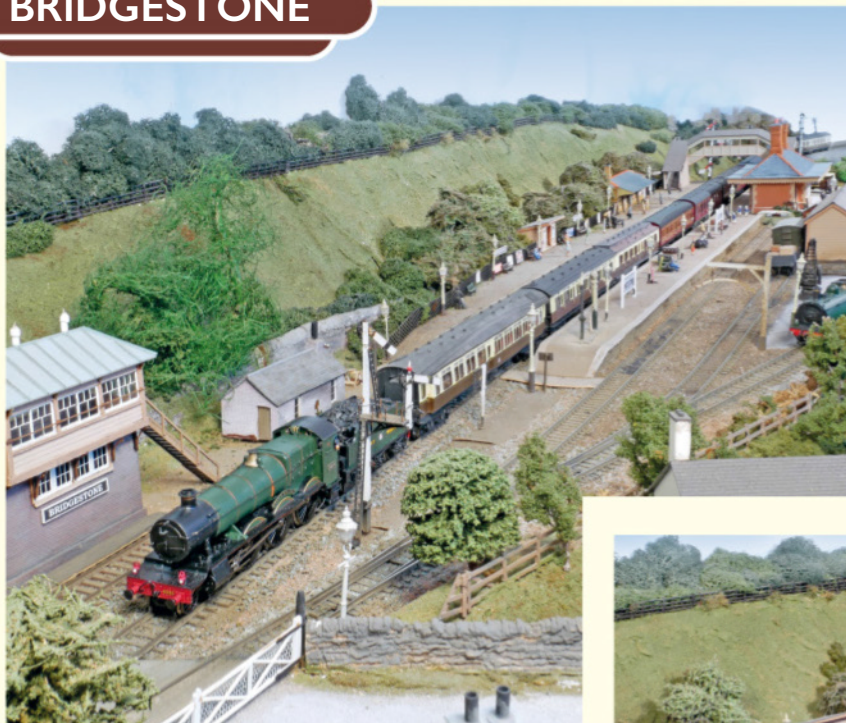
Beverham

This was constructed during 2006-7 as an SR terminus with a model of Hawkhurst station as a centrepiece. During the last few years, it

has received major alterations to create a joint GWR/LMS terminus in the Midlands. Changes have been made to track, scenery and buildings. The station building is a proprietary model to which I have added a platform canopy. The signal box is a model of the one which was at Penarth Town. New

warehouses on the goods loading dock are models of those which once existed at Paignton, Devon. An extra platform and carriage siding has allowed more stock to be operated and stored here.

The town, facing the station, contains scratch-built models of buildings in a



▲ A GWR Saint 4-6-0 runs non-stop through the station with a north to west express for Plymouth, from Manchester, Liverpool, Birkenhead and Crewe.

The viaduct was inspired by a scene far from GWR territory – Monsal Dale in the Peak District.



▲ The typically rural Station Garage was inspired by a picture on a drinks mat.

GWR 0-6-0ST No.1705 shunts the goods yard, while 2-8-0T No.5274 passes with a cattle train.



▲ Also inspired by a picture on a drinks mat was the Black Dog Inn.

number of UK locations. The new motor garage at the other end of this layout is of an old garage in Gloucestershire. The pub in the town, alongside the fire station, is a model of one close to Abergavenny.

Bridgestone

This is a fictitious village on the main GWR line to Plymouth and Penzance. The main station building has been changed to one of Brunel style. The other station building and goods shed are to be replaced soon.

The cottages and stream are models of a scene which once existed at Ide village near Exeter. The station garage and Black Dog Inn were made from pictures on drinks mats.

The viaduct scene was inspired by Monsal Dale in the Peak District, and the road bridge is a model of Fingle river bridge in South Devon. Despite its size, this layout took only a short while to build.

Variety is the spice of life

My initial concept has worked well, providing for a variety of trains from different parts of the country. Having three sets of station buildings for different areas has also worked well and created extra interest.

In the coming years, as long as I am able, I shall continue to improve these layouts and expand the rolling stock. They are

something of a mixture, including modern items, which are not shown but have provided hours of entertainment, particularly after retirement.

I enjoy time spent on research, during which much is learned. The Welsh Railways Research Circle provides copious information on Welsh railways in particular, and its quarterly literature is always of great interest.

I commend this hobby to any young person: it will give you much enjoyment for life. Starting off can be difficult: begin by joining a local club, where there will be other members with experience who will point you in the right direction.



RAILWAY MODELLING *Explored*



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

THIS MONTH • An OO and OO9 layout • A National Coal Board miners' carriage

Pengard

DEREK NORGAN describes his compact layout in OO and OO9 with dc operation, depicting a fictional rock salt mine.

Photography by the author

Did a rock salt mine ever exist in the South West of England? My research tells me definitely not. But as I model the Great Western area, let's imagine it did.

My diorama layout is of a small fictitious yard owned by the Pengard Mining Company. The elevated rear section shows a branch line with the station off scene to the right. Space, as for many readers, is at a premium, so I selected width rather than



length. The scenic section measures 30" x 22" with track extensions and fiddle yards at the ends, giving a total length of 8'.

▲ The freelance battery-electric locomotive shunts wagons into the mine, past the Ruston-Bucyrus face shovel, while a Great Western diesel railcar passes on the branch line.

Baseboards

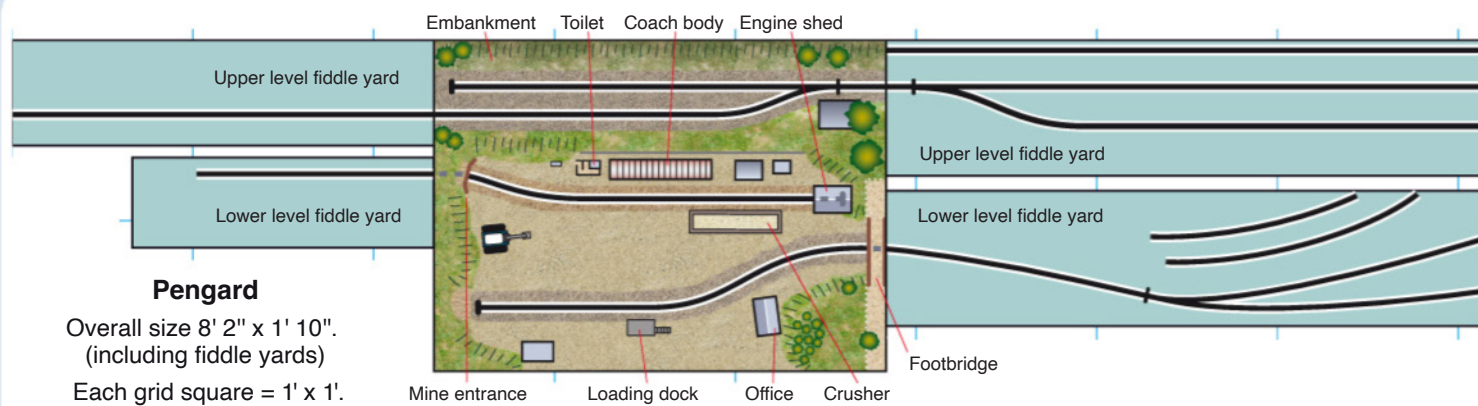
Construction is mainly 12mm MDF boards, with four separate boards fitted to the ends: two on the right-hand side for the fiddle yards and two on the left for the track extensions. These are held in place with 5mm bolts. This was not intended to be a portable layout, but can still be dismantled with minimal disruption. The main unit is raised by 150mm adjustable legs, to enable electrical accessories etc. to be sited underneath. A lighting board is fitted to the top.

Track

Tracklaying could now commence. I have incorporated some curves in an attempt to break up the overall squareness. Cork underlay was cut to size and fitted. The track

▶ Pannier tanks on both standard gauge lines, with a Bachmann '5700' on the elevated branch line hauling an auto trailer, and a Hornby '2721' passing the rock salt mine.





▲ The layout has two extension boards fitted to the left-hand side, where the tracks run off the scenic section.



▲ The scenic section in the centre measures a compact 30" x 22", with the elevated branch line adding depth to the scene.



▲ Finally, at the right-hand end are the two main fiddle yards. Power is provided by Gaugemaster controllers.

is mainly Peco code 100, weathered with a mixture of rust and rail grime paints. The main track was ballasted with a medium grey and then given a fine wash to tone down the newness. Hornby track, however, was used for the fiddle yards, and Peco code 80 N gauge for the mine line; although not prototypical for OO9, I would be using N gauge hopper wagons, which I feel are more in keeping with mine operation. The N gauge track was ballasted, this time with a fine brown mix.

Electrics

Wiring proved to be quite a lengthy process. The branch line was fitted with an auto shuttle with time delay, which allows both sidings to be used. This basically makes this section hands-free if desired. Only three point motors were required, these being surface mounted for easy access, but not visible. Lighting was added to the buildings, footbridge and mine, along with a welding effect in the hut at the front left. There is a

colour light signal for the mine, and a bonfire in operation to complete the scene; these were all prepared for fitting at a later stage. The main control panel was made from 3mm plastic sheet and mounted in front of the main baseboard unit. Power is supplied by two Gaugemaster controllers, one placed in the fiddle yard, and the other being a dual type for the mine track and siding.

Scenic matters

The embankments were constructed mainly from crumpled heavy gauge brown sheet, coated with two layers of plaster bandage and painted light green. The same method was used for the mine entrance, this time using a thick card base. A large variety of scatter materials from the Woodland Scenics range hopefully produces the desired effect. The trees were all assembled by hand using different coloured lichen.

Some time was spent deciding on the base covering, as a lighter colour was my preferred choice. After some experimentation on some offcuts, which often proves a wise move, fine marine aquarium sand seemed to offer the answer. This was applied in several layers, the final one being sieved with an earth blend mixture. Hopefully, this has produced a more uneven surface. The footbridge and fencing



▲ The rock salt crushing plant, on the right, was scratch-built using timber supports and Wills brick sheet, topped with the body from a Hornby hopper wagon.



could now be fixed in place, and the gravel path leading to the station was laid.

Infrastructure

The buildings are from the Wills and Ratio ranges, painted and weathered. The engine/charging shed is a slightly modified Wills garage, mounted on wooden plinths to obtain the correct height. The crushing plant,

as nothing is commercially available, had to be scratch-built, again using Wills brick sheet with timber support beams, topped with the body of a Hornby hopper wagon. The motor unit mounted on the control room roof is merely a flat pack furniture dowel – no expense spared there, then.

Salt is loaded by the Ruston-Bucyrus face shovel from the Corgi Trackside range. I did

▲ A Wills Domestic Garage kit (ref.SS13) has been modified to serve as the shed for the mine's battery-electric locomotive.

consider weathering this, but it had to be new once, so why not now? With the lighting now fitted and figures added, this completes the build – although layouts are never really finished, are they?

Great Western stock

Rolling stock and locomotives are from the Hornby and Bachmann ranges, with the locos comprising mainly panniers and other tank engines, some having slight modifications. The exception is the mine loco, which is a freelance battery-electric built from an etched brass kit and fitted with a Kato 11-109 chassis, giving excellent slow speed running.

Keeping it simple

This small diorama has given me great pleasure to build. Hopefully, it demonstrates that sometimes a simple approach can still produce satisfactory results. I also hope this in some way shows that there was nothing particularly complicated in its construction, and that specialist modelling skills are not really required.

Finally, my thanks to A C Models of Eastleigh for supplying my requirements when needed.



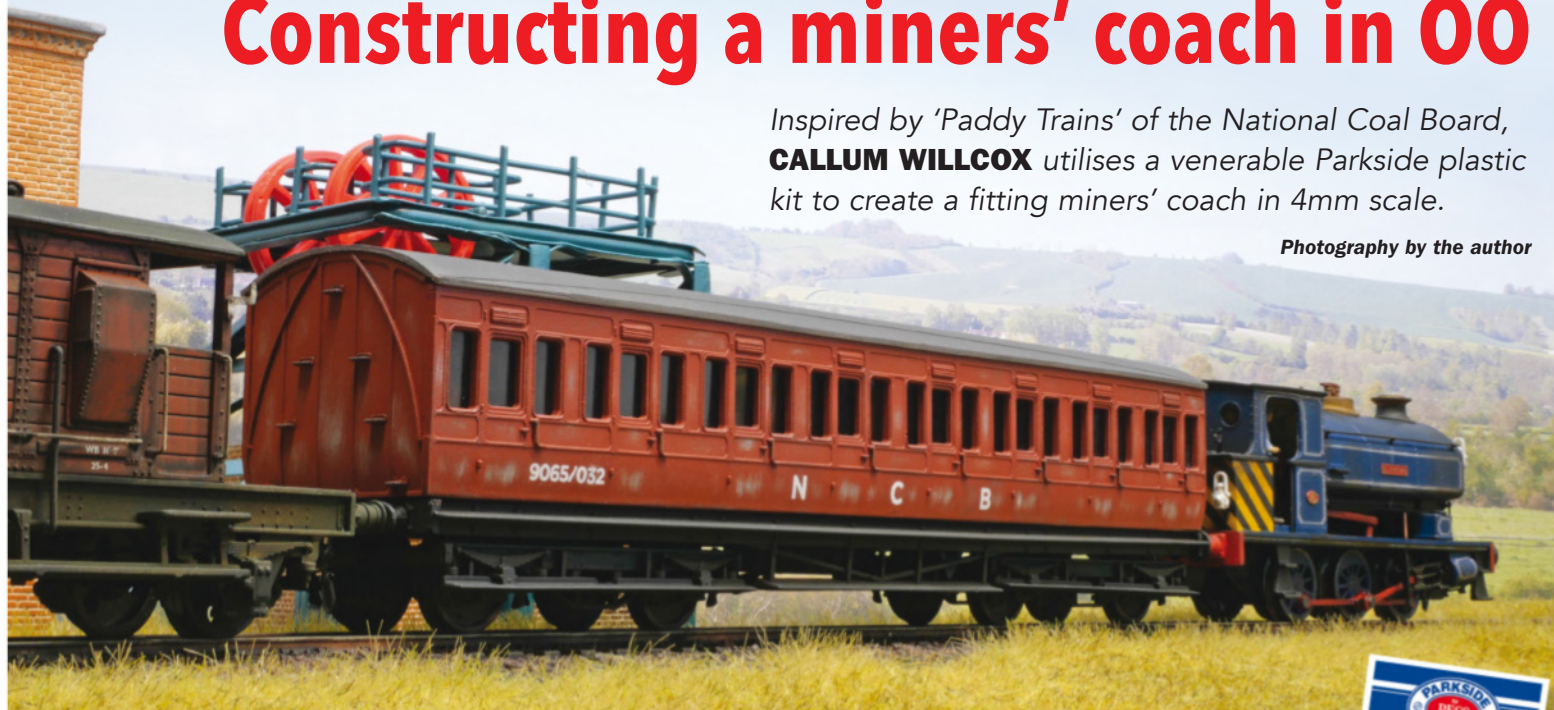
▲ Lighting effects are provided around the mine complex and its buildings, including a bonfire being tended in the foreground.

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

Constructing a miners' coach in 00

Inspired by 'Paddy Trains' of the National Coal Board, **CALLUM WILLCOX** utilises a venerable Parkside plastic kit to create a fitting miners' coach in 4mm scale.

Photography by the author

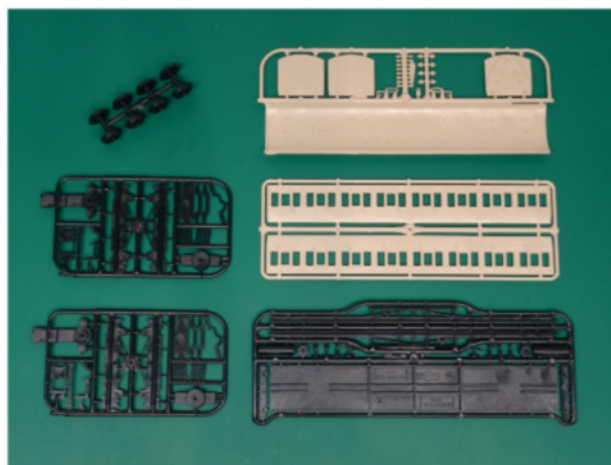


Pre-Grouping coaching stock has become a topical subject of late, with their often ornate and colourful liveries making them a popular modelling subject. Many vehicles of this era would go on to have extensive service careers – often far exceeding their intended lifespans – with examples later sold into private ownership with industries such as collieries, where they were put to use on internal works trains, with some surviving in traffic well into the 1970s!

The Parkside Models range of rolling stock kits, manufactured by Peco, features a wide selection of pre-Grouping era coach kits, comprising both four-wheel and bogie examples. Introduced by Ratio Plastic Models Ltd some 50 years ago, these kits have stood the test of time rather well, providing an ideal starting point for replicating these former main line vehicles in industrial service.

A Midland Railway 48' all-Third (ref.PC710) forms the subject of this particular build – loosely drawing inspiration from ex-North Eastern Railway examples used at Ashington Colliery, Northumberland.

The kit – which consists of injection-moulded plastic components – contains everything to create a basic functional model, with an



▲ The packaging of the Parkside kit, which now forms part of the Peco range.

optional interior detailing pack available separately (ref.PA433). Additional items required for assembly are solvent, paint and a set of basic modelling tools: a sharp knife, set of needle files, tweezers and cutting mat, as well as a selection of suitable NCB transfers.

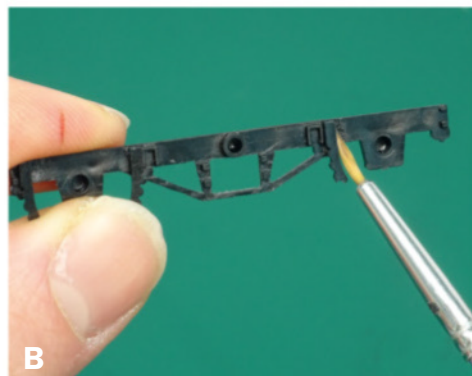
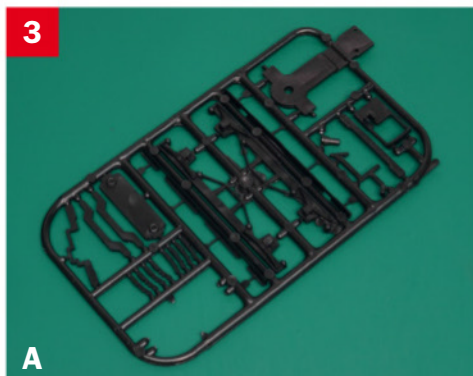
Constructing the model



The first task is to remove each component carefully from the sprue using a sharp modelling knife, cutting as close as possible to the edges of the parts to minimise the amount of cleaning up required. Any remaining flash was removed with a fine sanding block or file, applying only light pressure to avoid damaging the parts.



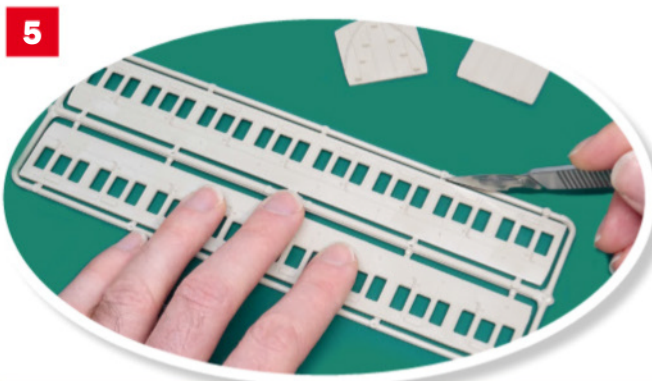
The assembly of the kit begins with the chassis, starting with the underframe furniture, which comprises a pair of brake and gas cylinders; the latter, which were originally used for lighting, were often capped off or removed entirely by the time the coaches had entered industrial service. The two solebars – along with the mounting points for the bogies – were fixed in position using Plastic Weld; this was applied by brush along the joining edge to create a strong bond. This was followed by the two bufferbeams, which were also fixed in place with solvent applied by brush. Finally, the complete assembly was sprayed and placed to one side to cure.



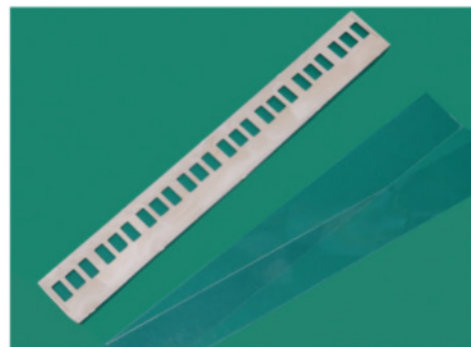
The bogies were next to be tackled (A). With the components removed from their sprue (care must be taken during this process, as some of the parts were found to be extremely delicate), assembly started with the brake shoes, which are applied flush to the backs of the frames – ensuring the detail side is facing outwards (B). Next, the step boards were fitted. These sit just below the centre point of the axleboxes, with the main supporting brackets buffering up to the top of the frame (C). To help with assembly, one of the cranked stretchers and end tiebar were fitted to opposing ends, before – like the chassis – the assemblies were sprayed black.

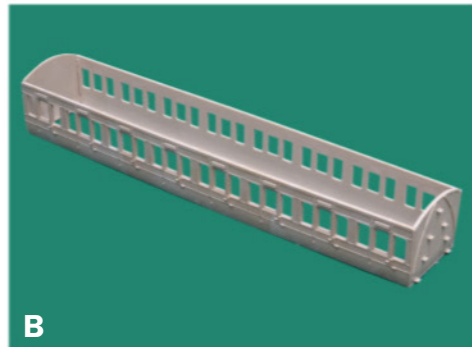


The kit is supplied with plastic Mansell pattern wheelsets with pin-point axles; however, to add weight and improve running characteristics, I opted to source some aftermarket metal-tyred disc wheelsets, complete with brass bearings (inset). The installation of these requires the axleboxes to be drilled out (using a 2mm drill bit) to accept the bearing (A). With the wheelsets having been painted and weathered, the bogies were assembled. This is a somewhat fiddly task, requiring all four stretchers and end tiebars to be aligned, along with the pivot plate (not to be glued) and both wheelsets. This was undertaken on a flat surface (such as a piece of glass) to ensure all four wheels were level and free-rolling, with minor adjustments made before the glue fully cured (B).

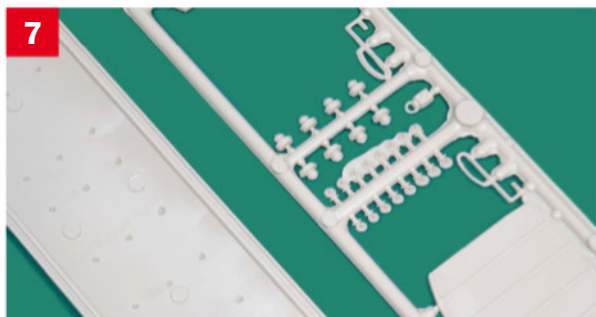


Components for the coach body were next to be released from their sprue, including an option for a coach end with steps (left). The kit is supplied in clear recycled plastic packaging, which is to be used as glazing. This was measured and cut prior to assembly using a steel ruler and a sharp craft knife; it was purposely cut oversize in order to avoid marks on the visible areas when fitted.

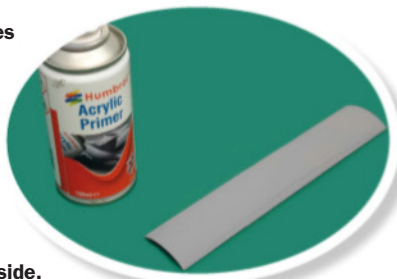




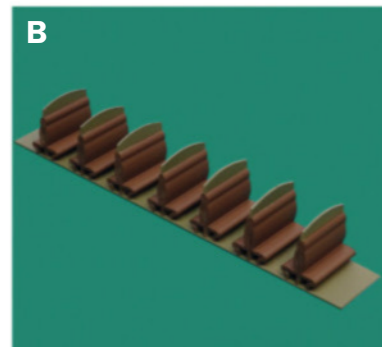
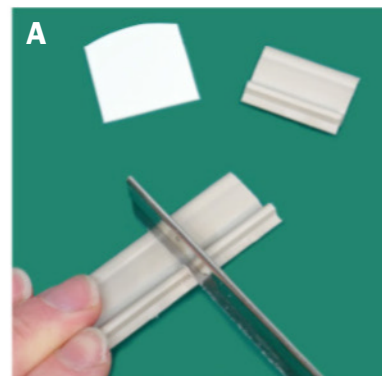
To get the bodysides to mate correctly with the coach ends, the tumblehomes of the joining edges were chamfered to match the curved end pieces, undertaken with the edge of a flat file (A). This process was entirely by trial and error, filing down a small piece at a time, until the joining edges were a near flush fit. Once satisfied, the body pieces were bonded together with Plastic Weld, once again using a flat surface to ensure all were square (B). The complete assembly was then primed grey, before – with the interior masked – receiving an all-over coat of Tamiya TS-33 Dull Red (C).



The roof section comes as a single moulded piece, with optional roof furniture – in the form of vents and gas light fittings – provided as separate parts. Drilling points for the latter are formed as part of the roof underside, allowing different arrangements (depending on coach or prototype), or – as in the case of the coach which inspired this build – none at all; these having been removed by the time the vehicle entered industrial service. The roof was simply sprayed with grey primer, in preparation for weathering at a later stage.



A worthwhile enhancement is the Parkside ref.PA433 Coach Seating pack (inset); the kit itself not including any representation of the coach interior. I elected to assemble this separately from the main build, starting with a plasticard base using measurements from the plinth atop the coach chassis, with the overall perimeter 1mm smaller – taking into account the tumblehomes of the coach body. Compartment partitions were formed from the same material, with the seating cut to suit (a total of 16 being required for the eight compartments – photo A). Having marked the base piece – denoting where the partitions should be in relation to the coach body – the compartment interiors were assembled and painted, ready for installation (B).



With the paint fully cured, it was time to attach the roof to the body. Once again, this was achieved by brushing Plastic Weld along the inside of the joining edges, with capillary action drawing the solvent into the join; some minor fettling may be required to get the edges to sit flush.

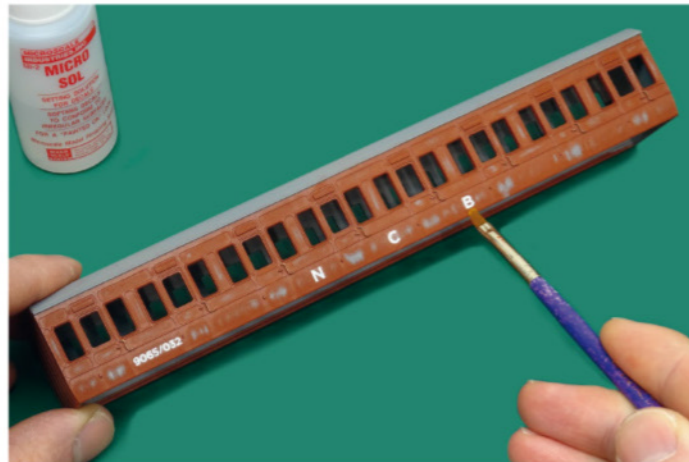
Coaches used by the NCB often quickly took on a work-worn appearance – something I really wanted to emulate in model form. After picking out the metal door fittings in a dull brass colour (inset), the pristine red paintwork was given a distressed, faded look using a fibreglass pen. Using images of my chosen prototype as reference, each individual panel was rubbed gently in a downwards motion until the desired effect was achieved, with some panels – mainly those on the lower edges and the doors – taken back to reveal the primer, simulating areas where the paintwork had been lost entirely.



11



Suitable NCB lettering and numbers were sourced from Railtec Transfers (inset). Whilst the transfers were soaking, the surface of the model was prepared with a watered-down mix of Micro Sol – this helps to soften the transfer, encouraging it to adhere to the model. Each transfer was then applied in accordance with that of the chosen prototype; once satisfied with the positioning, a cotton bud was used to remove any creases or air bubbles.

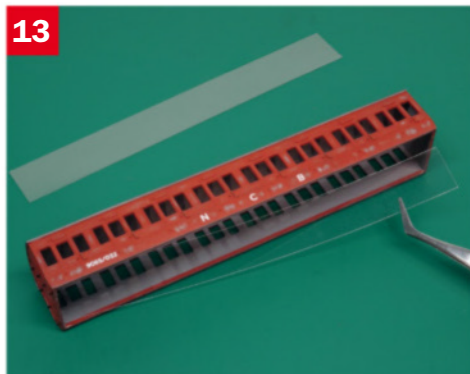


12



The build-up of coal dust and general grime synonymous with these vehicles was replicated using Humbrol weathering powder. A light dusting was applied to each panel in a downward motion using a large soft brush, with the roof receiving a more generous coating of Smoke powders. This was then sealed with a quick misting of matt varnish.

13



With the weathering complete, the strips of clear plastic material for the coach glazing were fitted. These were attached carefully using small spots of PVA glue – applied to the upper and lower edges – ensuring not to mark the visible areas on the complete model.

14



Whilst assembling the bogies, I elected not to fit the provided tension-lock couplings – opting instead to fit functional Smiths screw-link couplings (ref.LP5A), which were fitted directly into the coupling slot in the headstock. Additionally, aftermarket whitmetal vacuum pipes were fitted, though not all NCB stock had continuous braking. These – along with the bogies – were then suitably weathered, once again using weathering powders.

15



A



B

With the interior attached atop the plinth of the chassis, the body was fitted carefully; with a bit of fettling, I found this to be a snug clip fit – allowing for the possible installation of suitable miner figures at a later stage (A). Finally, the bogies were attached to the underside of the chassis using the provided pivot pins – ensuring the assemblies rotate freely. With these being symmetrical, I opted to fit them back to front (the arm for the tension-lock facing inboard), allowing for the detailed renditions of the end tiebars to complement the functional screw-links (B).

16

The complete coach, paired with a brake van behind suitable industrial motive power – recreating a typical 'Paddy Train'.



See a video of one of these kits being constructed on the PecoTV YouTube channel: www.youtube.com/pecomodelrailways



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.

Talyllyn opportunities?



As a Talyllyn Railway supporter for over 72 years and, aged 13 in 1953, having worked alongside Rev Wilbert Awdry, you can imagine how pleased I was to read that Bachmann Trains (US) has publicised first samples of loco No.3 on both the Corris and Talyllyn Railways (News, RM April).

I am intrigued to know whether there are also plans to produce a version from this new tooling with a face as the Skarloey Railway's 'Sir Handel'?

From the images in the news piece, it seems the model locos will have a cab based on the present-day one. On the CR and in the first years of the TR, the cab was remarkably small, with the result that early preservation photos often show the crew hanging out of the cab sides! Though it changed the overall appearance of the loco, I'm sure the modified and enlarged cab fitted at Pendre Works was appreciated by staff on grounds of safety and comfort.

▲ On 5 August 1971, TR No.3 arrives bunker first at Wharf station with the unique ticket office brake van behind the loco. Photo: Colour-Rail

I have been told that the American models are based on the characters as they appear in the Thomas films and not the books, which is presumably why the model of the brake van is based on the four-wheeler acquired by the TR from the Corris in the 1950s. To this has been added a lookout ducket.

What a shame Bachmann Trains (US) hasn't produced a model of the TR's own unique brake van-cum-ticket office, from whose tiny booking office window I have, over the years, issued many tickets to passengers joining along the line. I believe the manufacturer did, at one time, survey all the Talyllyn rolling stock and so should have full details of this van available.

MICHAEL FARR

Coaling stage conundrum

Your Modelu review in the May 2024 issue (page 397) shows a photo of coaling tubs 'in use'. The photo shows a coaler tipping a tub from a projecting bay. I recently ordered the tubs, ramps and coaler from Modelu but the firm cannot supply the projecting bays. Are these bays from another manufacturer? I'd be very grateful if you could confirm where they came from.

JONATHAN HICKS

[Ed. The bays are part of a Hornby Skaledale coaling stage, which was used as a prop for the photo.]



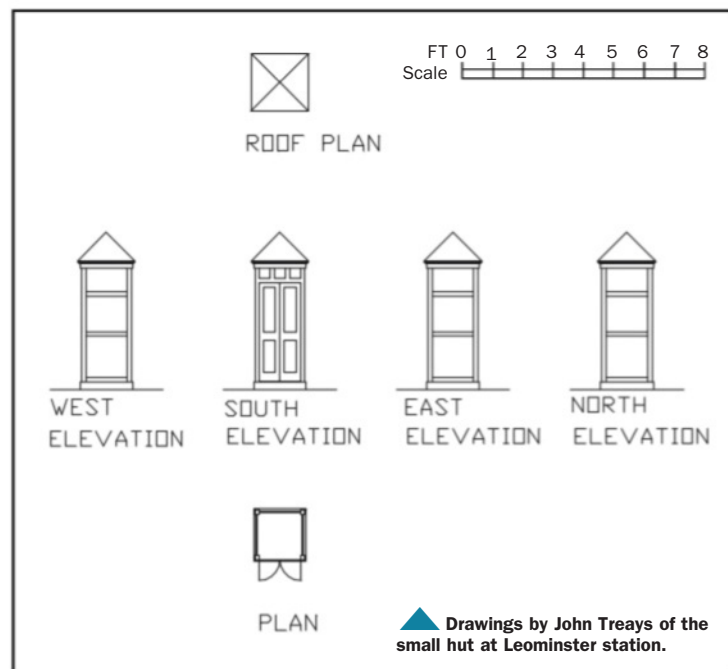
Leominster structures

I was very interested to see Peter Dennis' article (Plan of the Month – Leominster) in the April 2025 edition of RAILWAY MODELLER and the reference to my having prepared drawings of the station's structures.

Provided here, as I hope it might amuse your readers, are my drawings of the smallest building at Leominster, which was only about 3' square! The exact use of this structure is not known, but it is presumed that it might have been a ticket collector's hut. Located south of the footbridge, it was demolished between May 1952 and the end of 1954.

JOHN TREAYS

[Ed. We look forward to publishing some of John's drawings as Scale Drawings features in future editions of RM. We also wish to apologise to John for the incorrect spelling of his surname in the April issue.]



Reading show success

I just wanted to say thank you for inserting the reference to the Kenavon (East Reading) show at the end of the article about Mark Pollard's Quarry View in the February edition.

The exhibition was perhaps our most successful to date, with exactly 200 visitors and over £750 raised for the Cholsey & Wallingford Railway, which I'm sure was in no small part due to the reference at the end of Mark's article.

RICHARD STANDING

Industrial motive power on Quarry View.
Photo: Mark Pollard.



Pullman luxury on a budget

The new livery version for the Hornby Midland Pullman High Speed Train, as detailed in the news pages of the March issue, reminded me of a recent project that I completed.

Each year I set myself a winter project for my Newcastle-Carlisle layout, which normally takes the form of scratch-building unusual examples of modern freight stock. However, back in the summer of last year, whilst thinking about a project for the winter, an incredible coincidence occurred.

It happened on 25 July, whilst I was waiting for the arrival of my granddaughter in Carlisle. Whilst there, I saw the Midland Pullman HST, which was waiting to leave later that day for

Newcastle. Thinking that it would look the part on my layout, I took a couple of photos.

The very same day, my next-door neighbour came to our house with a bag containing a host of 1980s Hornby bits. Following her husband's recent death, she was clearing unwanted items and asked if I could use any of them.

Thanking her, and opening the bag, there was a Hornby HST with four Mk.III coaches. My next project was born; I only had to buy blue paint and transfers, so the whole project cost little more than £20.00.

Incidentally, I was surprised to see my name in print in the December



2024 issue, in the review of the *Beattock to Carstairs* book.

On the subject of that review, it was not just the sleepers, but most passenger trains, that divided at Carstairs in the 1980s; a very busy station indeed.

JOHN STEWART HAWORTH

Fitting traction tyres – an alternative approach

Toby Jennings' piece about changing the traction tyres on Lima models piqued my interest (RM April 2025).

I have a large fleet of Lima models including two Class 117 DMUs (which are actually Class 118s – the giveaway is the top of the roof-mounted headcode box: flat on the Class 117s; rounded on the Class 118s and the model) and I have found a much less frustrating method of changing the traction tyres.

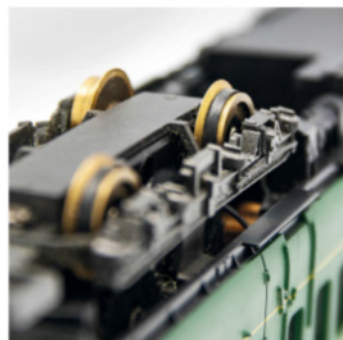
Firstly, Toby is wrong to assert that the body needs to be released from the chassis in order to change the traction tyres – it doesn't! They can be changed simply by removing the bogie frame from the motor bogie, which also prevents stress on the connecting wire. This is what I do:

1) Lay the model on its side, and lay the traction tyre on the face of the wheel.

2) Press your finger on one side of the tyre, and insert a small flat-bladed screwdriver into the tyre hole, pulling it to the '6 o'clock' position relative to your finger.

3) Work the screwdriver round the tyre, positioned with the blade flat against the wheel rim, until the tyre is completely on behind the wheel rim. Then repeat for the other tyre if necessary. Traction tyres are quite resilient due to their thickness, and can take a small amount of punishment from screwdrivers. I've never had one break on me yet as a result of using a screwdriver to push it on.

4) This done, apply a light oiling to



the gear spindles and axles, refit the bogie frame, and run the model up and down along a short length of track to bed the oil in.

KEVIN RUSSELL

What happened to *The Lyonesse Railway*?



▲ A close-up of the lettering on one of the coaches.

▲ A Private Owner wagon lettered for Tresco.

For many years I have been a collector of OO gauge railway paraphernalia, often purchasing items from local auctions or charity shops here in Guernsey.

I recently found some old items of rolling stock that carried lettering for the 'Lyonesse Railway'. Intrigued, I did some research and discovered that *The Lyonesse Railway* was a model railway layout built in 1930 by a V Boyd-Carpenter and was based on a mythical area west of Cornwall that extended as far as Tresco in what is now the Isles of Scilly. The railway ran from Penzance to St Just and then over the land of Lyonesse to Tresco.

Considering that the coaches and wagons are nearly 100 years old,



they are in reasonably good condition. The lettering on the side of the coaches must have been done by hand. Regrettably, I cannot find out who the previous owner was, or how these items of rolling stock from *The Lyonesse Railway* ended up in Guernsey. Does anybody know what happened to the rest of *The Lyonesse Railway*?

LARRY GRANGER

Ireland was first with a 4-6-0

I very much enjoyed the feature on the 'Jones Goods' in the March issue, but have to challenge the statement that these were the first 4-6-0 locomotives in Britain when built in 1894. That's because the Donegal Railway Company introduced six 4-6-0 tank locos in 1893, one year before the Highland Railway ran its first 'Jones Goods'.

Now, you can argue that the Donegal locos, built by Neilson in Glasgow (and in the design of which, I'm proud to say, my grandfather played a part) were tank engines, and the Highland machines were tender locos, but, in the interests of my ancestral homeland grabbing the glory, I would claim that the Donegal was there first.

I attach a picture of my own OOn3 attempt at No.9 *Columbkille*, resting between runs on my *Ballykillowen* layout. It's definitely a 4-6-0 beneath its cardboard body, for it runs on a very vintage Tri-ang TT Collett Castle chassis, which, now at least 60 years old, gives stalwart service to this day, and is almost as old as its owner.

HUGH DOUGHERTY



Snippets...

More on large Prairie bunkers

Further to Dave Greenwood's letter regarding the lamp bracket recess on the bunker of the Dapol '8100' in the March issue: anyone who has tried to get a lamp on or off the top bracket of a large Prairie would understand the benefit of the change to the bunker recess and bracket position (a rare example of Swindon implementing ergonomic design!). The effort of getting lamps onto the top bracket is one of the reasons you can often see lamps in the wrong place in prototype photos...

NICK WILLCOX

No Leader review?

Is there a reason why the OO gauge model of the Bulleid Leader by KR Models has not been reviewed in *RAILWAY MODELLER*? I have had my one since January.

GARTH FOSTER

[Ed. We can only publish reviews of models where the manufacturers, or commissioning parties, have provided samples for us to inspect, test, photograph and evaluate.]

Answers to turntable query

In response to Ian Greenshields' enquiry in the April letters pages about the Modelcraft turntable mechanism, the Historical Model Railway Society holds the copyright for all of Modelcraft's work. In the archive we now have plans for all but one in the Lineside series (21 in total). Drawing DA 116 is the turntable with Vibromotor: two sheets plus four pages of instructions. The plans have been digitised and are available to purchase (via www.hmrs.org.uk). The one plan we are missing is DA 117 Semi-detached Villas.

COLIN ALLBRIGHT

Steward – Early Railways, HMRS

The answer to Ian Greenshields' letter will be found on pages 296 and 297 of the June 1975 *Model Railways* magazine, although quite how it works is not clear to me.

CHRIS MOSELEY

January issue serendipity?

I recently referred back to the article on Sir Rod Stewart's magnificent *Grand Street & Three Rivers Railroad* layout in the January issue of *RAILWAY MODELLER*. Bearing in mind to whom Sir Rod is married, I'm sure I am not the only reader to have noticed the coincidence of having *Lancaster* as the Railway of the Month in the same issue!

RICHARD TAYLOR

NEW PRODUCT REVIEWS

FROM **RAILWAY MODELLER** BY OUR EDITORIAL STAFF AND CONTRIBUTING MODELLERS

Hunslet Austerity 0-6-0ST

A Footplate exclusive in O

The Kidderminster-based retailer, Footplate, has received stocks of its exclusive Hunslet Austerity 0-6-0ST in O gauge, produced in partnership with the manufacturer Dapol. Plans for this all-new ready-to-run 7mm scale model were first reported in our May 2022 issue, with the tooling catering for numerous detail differences – including those fitted with mechanical stokers, as well as the examples purchased by the London & North Eastern Railway (classified J94).

Available either Digital Command Control ready, DCC fitted or DCC sound-fitted, the standard releases cover 10 versions, in various LNER, BR, industrial and preserved guises – including some which saw operation on the famed Cromford & High Peak Railway – with Works No.3839 *Wimblebury* forming the subject of this latest Footplate exclusive.

Our sample in detail

Built in 1956 for the National Coal Board, the locomotive was delivered new to Cannock Wood Colliery near Hednesford in Staffordshire, where it spent its entire working career until the closure of the pit in 1973. It was purchased privately for preservation and moved to the Foxfield Railway in September of the same year, with the original intention of it being used for spares; but this never materialised, with the locomotive being returned to steam a few years later, now equipped with vacuum braking.

Having seen regular service at Foxfield, it was withdrawn for overhaul, but was soon returned to traffic. It was during this period of operation that the locomotive attended a specially arranged photo charter at NCB Littleton Colliery, alongside sister Hunslet No.3694 *Whiston*, in November 1993,

shortly before the closure of the colliery the following month.

Its most recent major overhaul was completed in July 2017, with the locomotive currently on loan to the Avon Valley Railway, where it took part in the line's 50th anniversary celebrations in 2024 – masquerading as No.3810 *Glendower*, which was based at the AVR during its infancy.

To all intents and purposes, the model depicts *Wimblebury* in its prior boiler ticket (circa 2004), sporting all-over National Coal Board lined blue, with cast No.7 cabside plates and NCB lettering on the lower bunker, the only notable omission being the lack of vacuum and steam heat pipes.

The quality and finish of these ubiquitous 0-6-0STs is second to none. The model is supplied in a stout cardboard box, inside which the locomotive itself is slotted within a polystyrene insert, and attached securely to a clear acrylic display plinth by two screws. Execution of the



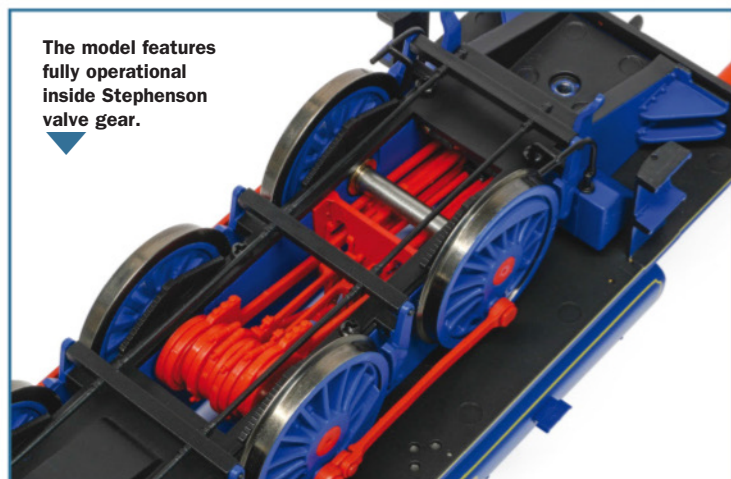
preserved era livery is simply top-notch, with the application of the fine straw lining – which adorns the saddle tank, cab, bunker and running plate – straight and even, and crisp printed renditions of the various cast plates throughout (all of which are legible).

Unfortunately, no etched versions of these plates are provided.

Construction of the Hunslet is extensively die-cast. This includes, but is not limited to, the running plate, saddle tank, wheels and chassis block. This combination gives the model an impressive overall weight of 787g. Other metal fittings include the majority of handrails, and sprung buffer heads. Coupling hooks are also sprung, albeit quite firmly, complete with functional three-link couplings; the only minor detraction in this area being the pair of locating holes for the vacuum pipes (currently only fitted to the firm's Longmoor Military Railway offering).

As with a number of recent releases from the firm, the footplate and cab interior can be fully appreciated courtesy of the removable cab roof (held in place by two small magnets). The backhead fittings are simply exquisite, all picked out in appropriate colours, and complete with printed renditions of the dials and water





The model features fully operational inside Stephenson valve gear.



The DCC decoder socket is accessed by opening the smokebox door.

PROTOTYPE VIEW Austerity 0-6-0ST



The real *Wimblebury* makes a sure-footed start up the 1 in 19 climb out of Foxfield Colliery with a demonstration coal train at its Foxfield Railway home, on 14 July 2017. Photo: Joe Connell



gauges. So fine are these separately fitted details, many – such as the valve handwheels – give the impression they can be turned or pulled! All this detail is complemented by the firebox glow feature, which operates when power is applied under analogue control; the fitting of DCC will enable a constant glow to be achieved (even when stationary). All that is missing is a suitable locomotive crew – though the removable cab roof will certainly assist with their installation.

However, the real show-stopper has to be the working inside Stephenson motion – visible between the frames beneath the boiler barrel. The intricacy and functionality of this assembly is exceptional, with full depictions of the

slidebars, crossheads, connecting rods, big-end straps, eccentrics and eccentric rods – complete with detailed renditions of the hexagonal bolt heads.

Mechanism and performance

The model is equipped with a flywheel-fitted five-pole motor – mounted vertically within the firebox – providing drive to the rear coupled axle, with current collected from all wheels via sprung brass plunger pick-ups. All axles are fitted with brass bearings; the centre axle has been engineered with both a degree of 'rock' and lateral movement to aid smooth operation on uneven trackwork. Under 12V dc control, we found the model to be extremely smooth and quiet in

operation, with good slow speed performance.

No guidance is given for accessing the motor. However, this can be achieved by removing the saddle tank; this is held in place by two screws, one located beneath the water filler, the second under the dome (these being a tight push fit). Care must be taken to remove the smokebox lamp bracket before lifting the saddle tank away, otherwise the bracket will snag on the handrail.

Removal of the saddle tank is not required for fitting a decoder, or for equipping with DCC sound: a 21-pin decoder socket is located on a slide-out printed circuit board housed inside the smokebox, accessed via the prototypically hinged smokebox door, with a PCB tool provided for ease of access. Two speaker housings are located on the underside of the printed circuit board, each a clip fit and sized to accept a 15mm x 11mm 'sugar cube' speaker.

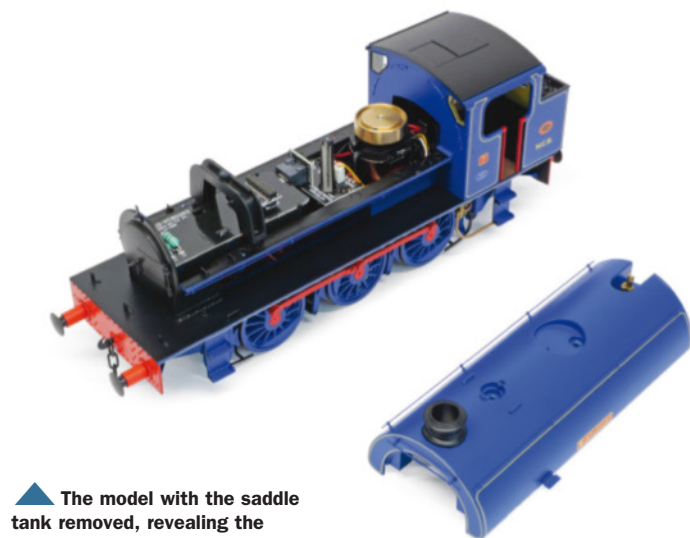
Blazing saddles

Dapol has done a fabulous job of capturing the austere character of the real machines, a class which became synonymous with the final act of working steam in Britain, and helped to launch a thriving preservation scene – *Wimblebury* being one such example. This exclusive model is now in stock and ready to purchase; for further details, see the retailer's website.

Sample loaned by

FOOTPLATE
101 Comberton Hill,
Kidderminster DY10 1QH
www.footplate.co.uk

PRICE
Ref.7S-094-DMB1 –
£270.00 DCC ready
£410.40 DCC sound-fitted



The model with the saddle tank removed, revealing the motor inside the firebox.

Ex-GER Holden Class J17 0-6-0 from OO Works

Presented here is a sample of the latest hand-built ready-to-run release from OO Works, which covers the London & North Eastern Railway Class J17 (ex-Great Eastern Railway Holden G58) 0-6-0 in 4mm scale.

A brief history

Though credited to GER Locomotive Superintendent James Holden, the G58 owed a great deal of its design to his draughtsman, Frederick V Russell, who utilised the boiler, cylinders, motion, and slide valves from the D14 'Claud Hamilton' Class 4-4-0, pairing them with a Belpaire firebox and 4' 11" driving wheels. The class consisted of 30 locomotives built from new in three batches at Stratford Works between 1905 and 1911, and 60 rebuilds of the earlier GER Class F48 (LNER J16) which started under GER auspices from 1921 and were continued by the LNER following the Grouping in 1923, with all having been rebuilt by 1932. Most of the class were paired with new 3,500-gallon tenders, but a number of the J16 rebuilds retained their smaller 2,640-gallon tenders.

As goods locomotives, the class were initially equipped with steam brakes only, but 17 examples were later retrofitted with vacuum brakes between 1942 and 1951 for work on the former Midland & Great Northern Joint Railway, where they saw operation on passenger trains. The last survivors were withdrawn in 1962, with one member preserved, No.65567 (LNER

No.8217), which is part of the National Collection.

Our sample in detail

Five versions have been released, depicting the locomotives with Belpaire fireboxes, Ramsbottom safety valves, Wakefield mechanical lubricators and 3,500-gallon tenders in a choice of LNER and BR liveries: LNER black with

your choice of running number (ranging between 8150-8239 and 5500-5589); Nos.65541 and 65582 in BR black with a choice of BR early emblems or late crests; and No.65567 with BR early emblems. An un-numbered and un-lettered version is also available, finished in plain black with red bufferbeams and connecting rods.

As with previous OO Works releases, this model is ostensibly hand-built, with production runs being much smaller than those from the mainstream proprietary manufacturers. It is supplied in a substantial foam tray, with notes enclosed that advise on operating and maintenance – lubrication of the gears can be achieved without removal of the body.

For review we received a sample presented as No.8214 in LNER black livery with red connecting rods. Paintwork and decoration have been completed to a high standard, with the



New GWR wagons from Rapido Trains UK

Rapido Trains UK continues to expand its range of Great Western Railway rolling stock in OO, with the release of the Diagram 018 five-plank open and Diagram N19 Loco Coal wagon – which are now arriving with Rapido stockists.

These vehicles are the latest in a long line of Great Western prototypes tackled by the manufacturer, which so far includes the Dia.V6 'Iron Mink' van and Dia.021 four-plank open wagons (see reviews, May 2023), Dia.AA20 Toad brake van and Dia.G39 Loriot Y machinery truck (reviews, September 2023), and the Dia.011/015 five-plank open wagons, Dia.V14/V16 Mink A vans and Dia.Y4 banana vans (reviews, May 2024).

2,850 examples of the Dia.018 Open A wagon were constructed by the GWR from 1914-1924, including a batch of identical vehicles built for the Rhymney Railway. Lasting well into BR days, many were sold out of service to private companies, including the Port of Bristol Authority, Port of London Authority and Manchester Ship Canal. Several have survived into preservation, including examples at the Severn Valley Railway and Bristol Harbour Railway.

Like other railway companies, the GWR had a dedicated fleet of Loco Coal wagons to help deliver fuel to the various motive power depots across its network – one such example being the Dia.N19. The last 120 of this type –

built in 1913 – featured rolled corners and central 5' 4" drop doors on each



▲ A rare example of a ready-to-run model of a Rhymney Railway prototype.

side, allowing for easier unloading into tubs on coaling stages or onto smaller coal stages at remote engine sheds.

The models are predominantly injection-moulded assemblies, with the N19 tipping the scales at 28g and the 018 at 29g. In both prototype and model form, the vehicles share a number of common parts with previous releases, including the same DCIII-braked 16' underframe with GWR self-contained buffers, as seen on the firm's aforementioned Dia.011/015 five-plank open wagons, Dia.V14/V16 Mink A vans and Dia.Y4 banana vans. These assemblies feature fine renditions of the W-irons, leaf springs,



model exhibiting a deep, smooth satin finish. The cabside and bufferbeam numbers, and LNER lettering, have been well applied in the form of waterslide transfers.

The model features a good level of detail on both the locomotive and tender, with separate lamp irons, a turned brass whistle, brass wire handrails and pipework. The buffers are metal and sprung.

Particularly impressive is the screw reverser and reach rod assembly, along with a representation of the internal motion, highlighted in red. The cab – complete with glazing – has a limited amount of detail, and would perhaps benefit from the addition of crew figures; however, what is present is picked out neatly in appropriate colours (largely by hand) with the interior itself painted cream.

Underframe detail consists of guard irons and brake hangers, but no representations of the brake rigging or sand pipes are present. Slimline tension-lock couplings are fitted; these can be unscrewed from the chassis.

Mechanism and performance

The model is intended for use on track with curvature no less than 432mm (17") radius. The locomotive and tender are coupled via a fixed (non-adjustable) drawbar; this assembly is already commendably close, but could be shortened further with some slight modification if desired.

Electrical pick-up is arranged such that the engine collects current on one side only, with the tender collecting current from the other side. A coreless motor drives the rear coupled axle via a worm gear and gear train, which can be



Eastern promise

As one of the ubiquitous workhorses of the Great Eastern section in East Anglia, and one of the last classes still in service in the area when steam finished there in 1962, the J17 was a significant gap in the ranks of ready-to-run models. With its usual excellent craftsmanship, OO Works has done a good job of filling that space.

Sample supplied by

OO WORKS
'Brendon', Langham Road,
Robertsbridge, East Sussex
TN32 5DT
www.ooworks.co.uk

PRICE
£337.00 + P&P



▲ The LNER black livery shown here is available with your choice of running number.

and axlebox covers which are legibly embossed '4" OK', with a single O18 example (ref.971001) also equipped with tiebars (not illustrated).

Detail fittings such as the door striker plates (note the two styles between prototypes) are fabricated from etched metal, whilst buffer heads are plastic (the latter not sprung). Wheelsets are metal – fitted within metal bearings – and are extremely free-rolling, with both eight-spoke and three-hole disc wheels modelled. Slimline tension-lock couplings are fitted as standard, mounted in NEM pockets attached to the underside of the floor; it is possible to remove these mounting points (each held on by a single screw), but it is worth noting that one forms part of the braking apparatus.



The two very different styles of wagon body have been captured faithfully: the wooden-bodied Dia.018 features crisp renditions of the tapered foot drop doors, interior and exterior wooden planking, and associated ironwork – complete with bolt detail – extending to the top edge; whilst the riveted iron body of the Dia.N19 with its distinctive rolled corners (similar to that of the 'Iron Mink') boasts fine depictions of the angled corner capping plates, which have been produced as separate fittings.

Dia.018s are supplied with an additional poly bag containing parts for the Williams patent sheet supporter rail, which can be attached in either the raised or lowered position; the raised

example having been fitted to our GWR-liveried sample. Although provided with the model, these rails were never fitted to those built for the Rhymney Railway.

Lettering, running numbers and markings are clean and crisp, including those of the seldom-represented Rhymney Railway. Worthy of note are the painted-over cast numberplates present on our GWR Dia.018 sample: the shadow of the embossed lettering and numbers is still just legible, as per the real thing! In addition to a multitude of GWR and BR colour schemes, Rapido also offers selected vehicles in a number of lesser-known industrial guises, including the Port of Bristol Authority, Port of London Authority and Manchester Ship Canal.

Rapido has demonstrated great form when it comes to tackling GWR goods vehicles – a trend which will hopefully continue with the forthcoming Dia.019 Open C Tube wagon.

Samples supplied by

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

PRICE
£32.95 each

Vossloh/Stadler Rail Class 88 from Rails of Sheffield



The project initiated by Rails of Sheffield to produce ready-to-run models of the Vossloh/Stadler Rail Class 88 Bo-Bo bi-modal locomotive has come to fruition. This latest OO model – produced exclusively for the retailer by the Chirk-based manufacturer Dapol – was first revealed in our September 2023 issue.

Supplied Digital Command Control ready, DCC fitted or DCC sound-fitted, four versions form the initial release, presented in a variety of Direct Rail Services liveries: 88 001 *Revolution* and 88 007 *Electra* with DRS Compass cabside graphic, 88 003 *Genesis* with revised Nuclear Transport Solutions-style DRS logos, and 88 010 *Aurora* in the eye-catching DRS 'Refrigerated Rail... Cool Move' colour scheme with NTS logos.

For review we received a DCC-fitted sample of the latter (ref.4D-088-004D), with servo-controlled pantograph.

Our sample in detail

The model comes presented in a sturdy card box, finished in a stylish teal, silver & white colour scheme; the locomotive is cradled in plastic 'ice cube' style packaging – secured by two plastic bogie mounts – in a substantial foam insert.

Upon releasing the locomotive from its packaging, the first aspect to strike you is the quality of the finish and fidelity to the prototype; this being enhanced further by the exquisite application of the 'half-blue, half-frozen' celebrity colour scheme. The printing of the 'frost' effect applied from the No.2 end is exquisite, capturing in detail the ice crystal formations, feathering neatly into the

clean blue paintwork of the No.1 end about mid-ship. Note also the polished bolt detail around the bodyside grilles, picked out in silver, and the fine orange cantrail stripe along the roofline. Small printed details, including renditions of the various warning flashes, data markings and DRS/NTS branding, are all crisp and sharp. The only minor discrepancy is the colour of the nose-end running number at the No.1 end – this being presented in blue (correct for the No.2 end) instead of black as per the prototype.

Comparison between the model and photos of the real machine shows that Dapol has gone to great lengths to replicate the sleek shape of the prototype. The bodyside consists

largely of plastic mouldings, with the myriad of roof and bodyside grille detail produced as etched metal parts. Separate fittings include grab handles (formed in silver plastic) and extremely fine representations of the windscreen wipers. Buffer heads are also plastic, but sprung.

Flush glazing affords a clear view of the cab interiors, which, in difference to the rest of the model, are rather basic, with depictions of the control console and central driver's position moulded in plain black plastic. (This area would no doubt benefit from the addition of a suitable driver figure.)

The bogies – which also take the form of plastic mouldings – feature crisp representations of the suspension

springs and hydraulic dampers, whilst the wheels feature renditions of the bolted disc brakes. Wiring and pipe runs are commendably fine, all having been produced as separate fittings. Legible Stadler maker's plates are also present at the inboard end of each assembly.

The abundance of roof furniture found on the real machines has been depicted faithfully: the 25kV overhead equipment (including insulators and associated electrical conduits), the various intakes and exhaust system for the Caterpillar C27 diesel engine, and cab air conditioning units – nearly all of which are separate fittings.

The real 'party piece' has to be the posable Brecknell Willis high-speed pantograph – which can be raised or lowered under DCC operation using function F6. This is controlled by its dedicated servo mounted within the body, which raises or lowers the pantograph in a realistic fashion.

It is understood that for DCC sound-fitted models, this operation is synchronised with the sound functions, with the sounds automatically switching between diesel (when lowered) and electric mode (raised), when used in conjunction with function F25. This feature of the model is purely for theatrical effect rather than any functional purpose: the pantographs cannot actually be used for current collection. For DCC ready examples, pantographs can be posed in the raised position manually.

The No.1 (pantograph) end is supplied factory-furnished with full renditions of the bufferbeam details, comprising yellow air pipe, red air brake pipe, decorative screw-link



coupling and valance. The No.2 end has cut-down versions of these details, along with a cut-out version of the valance, providing space for the detachable self-centring NEM pocket housing a slimline tension-lock coupling.

Duplicates of all fittings – including both styles of striker plate – are supplied in the accessory pack, along with a Plux22 blanking plate.

Mechanism, lighting & performance

The chassis comprises a substantial metal casting, housed within which is a centrally mounted, twin flywheel fitted five-pole motor that provides power to both bogies. All axles are driven and power is collected from all wheels – all of which feature brass bearings.

A printed circuit board sits atop the chassis casting, and is equipped with a Plux22 decoder interface. Access to this is via the removal of the locomotive body: a straightforward procedure, requiring the unclipping of four retaining lugs, each located in close proximity to the inboard wheelsets. Once these are released, the body can be lifted clear. (The model's packaging was used as a

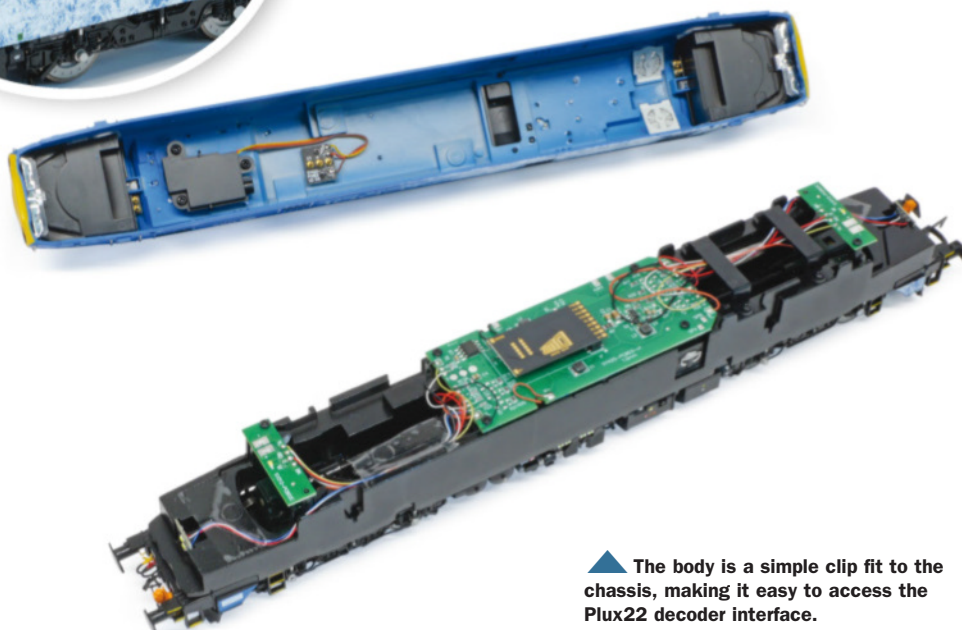
cradle during this process, to avoid damaging the overhead equipment.)

The model comes pre-programmed with a comprehensive list of lighting functions for prototypical operation, which includes: function F0 – directional headlights (on/off); F1 – directional tail lights (on/off); F3 – directional halo marker lights (on/off); F4 – directional cab interior lighting (on/off); and F5 – depot/stabling lights (red tail lights displayed at both ends).

12V dc users are restricted to a limited range of lighting functions which can be controlled independently via a bank of six switches atop the blanking plate. The switches are: 1 – head/marker lights No.1 end (on/off); 2 – head/marker lights No.2 end (on/off); 3 – red marker lights No.1 end (on/off); 4 – red marker lights No.2 end (on/off); 5 – cab interior light No.1 end (on/off); and 6 – cab interior light No.2 end (on/off).

Weighing in at an impressive 717g, the model was tested on the Pecorama loft layout, with its 1 in 48 gradients and 3' radius curves – hauling our full collection of 24 Pullman cars, with such ease that we were confident it could have taken more.

Most of the roof equipment is separately fitted.



▲ The body is a simple clip fit to the chassis, making it easy to access the Plux22 decoder interface.

PROTOTYPE VIEW Class 88 Bo-Bo



▲ Ironically running on diesel power under the wires, 88 010 Aurora approaches York from the north on 14 May 2023, piloting 68 002 Intrepid on the diverted 12:10 Mossend to Daventry Tesco freight. Photo: Steve Haynes

Prototype information

In 2013, Direct Rail Services placed an order for 10 locomotives through Beacon Rail Leasing, with assembly being carried out at the Stadler Rail Valencia plant in Albuixech, Spain. Designated Class 88, the locomotives are a dual-mode electro-diesel development of the Class 68, sharing roughly 70% of all components with their full-diesel counterparts.

Featuring 25kV ac overhead line equipment (OHLE) and a 950hp (708kW) Caterpillar C27 12-cylinder diesel engine for operating away from electrified lines, the class gained the distinction of being the first dual-mode locomotives in the UK to use the 25kV ac electrification. Whilst dual-mode locomotives had previously been built using the 'last mile' principle (electric power as the primary source, supplemented by a small diesel engine for running in non-electrified freight sidings and depots), the Class 88 is capable of hauling full-length trains at line speed under diesel power – although with only 17.5% of the power output it would have in electric mode.

88 002 Prometheus was the first of the class to be delivered, arriving via Southampton in January 2017, before being transferred to Carlisle Kingmoor Traction Maintenance Depot by road for testing – to secure Rail Safety and Standards Board (RSSB) approval for operation in the UK – with all 10 class members having arrived by March the same year. Even prior to entering revenue-earning service, it was decided that the first duty of the new fleet would be the contracted services between Daventry and Mossend on behalf of the supermarket chain Tesco. Since then, the locomotives have been put to work on various freight operations, including nuclear traffic, as well as the occasional passenger working on railtours and charter trains.

Cool runnings

The parties involved with the creation of this model deserve to be commended for bringing this trailblazer in UK motive power to the forefront for modellers in OO. True to the prototypes, we can see these models being paired with the manufacturer's previous Class 68 offering, reviewed in full in our May 2017 issue – published around the same time as these ground-breaking locomotives entered traffic! For further details and to order, see the retailer's website.

Sample loaned by

RAILS OF SHEFFIELD
21-29 Chesterfield Rd,
Heeley, Sheffield S8 0RL
Tel: 0114 255 1436
www.railsofsheffield.com

PRICES

DCC ready – £199.95
DCC fitted – £249.95
DCC sound-fitted – £329.95

Steam generator-fitted 'Black Five' from Hornby

New from Hornby is the latest in its series of locomotives fitted with steam generators, Digital Command Control and sound, titled 'Realism of Steam' – London Midland & Scottish Railway 'Black Five' No.44726 (ref.R30225SS).

The model is presented, with a high standard of finish, as No.44726 in BR lined black with late crests, overhead warning signs, 12A shedplate, white-bordered smokebox numberplate, and the name of its home shed, Carlisle Kingmoor, on the bufferbeam – the latter two embellishments marking it out as having been overhauled at the former North British Railway Cowlairs Works. The engine's records do not show any visits to Cowlairs – but an enthusiast did spot it there on Saturday 9 October 1965, dating the model between then and its withdrawal in the week ending 8 October 1966, and providing a typical

example of how steam locomotive maintenance was not so carefully documented in their final years.

Following some criticism of the initial 'Black Fives' (No.5200, reviewed in the June 2024 issue, and Caprotti-gear No.44755 reviewed in August 2024), Hornby has put right three of the most pressing issues with the model. Firstly, the gap between the engine and tender has been shortened significantly, from 6.5mm to 4.5mm, and so although the tender coupling is the same non-

adjustable push-fit type, it looks much better. Secondly, the working lamps – which were slightly overscale in places – have been reduced in size. Thirdly, the round marks on the front frame sections, where these separate components are pushed off the tool, are now on the inside of the frames, where they are barely noticeable. Also, in comparison to No.5200 and the Caprotti, the copper pipework appears to have been toned down slightly, giving a more realistic appearance.

One small detail error – as also pointed out by a reader in the April issue – is that with the top lamp

bracket in the 'three o'clock' position on the smokebox door (a modification made from 1963 due to overhead electrification), the bottom middle bracket should be directly below it, and thus closer to the left-hand frame. Incorporating this would have meant tooling a second die-cast running plate, but presumably there is more than one tool for this anyway, since – unlike the LMS-liveried No.5200 – No.44726's running plate correctly has mounting holes in the left-hand side for the very fine Automatic Warning System conduit.

However, the *tour de force* is of course the steam effect and sound system, converting water into vapour, which is emitted through the chimney, synchronised with the speed and



Limited edition Accurascale Deltic from Locomotion Models

Locomotion Models, the official model shop of the National Railway Museum, has received stocks of its exclusive British Rail Class 55 Deltic in OO from Accurascale, as part of the National Collection in Miniature series of models. Depicting 55 002 *The King's Own Yorkshire Light Infantry* and limited to just 400 units, the model forms part of the firm's eagerly anticipated second run of Deltics, which benefit from a number of tweaks and enhancements over the initial production run – a full in-depth review of which can be seen in our September 2022 issue.

Entering service as D9002 in December 1961, the locomotive was allocated from new to 52A Gateshead

depot, and received the name *The King's Own Yorkshire Light Infantry* ('KOYLI') in a ceremony at York station on 4 April 1963, performed by General Sir Roger Bower (Colonel of The King's Own Yorkshire Light Infantry 1960-1965). It was the first of the class to wear the corporate blue colour scheme in October 1966, following a General repair at Doncaster Works, gaining its Total Operations Processing System number, 55 002, in December 1973. It became part of the National Collection following its withdrawal from traffic on 2 January 1982, taking part in the Doncaster Works Deltic Farewell Open Day the following month, before moving to York under its own power for display.

It has since seen action on the main line, but is now regarded as a static exhibit.

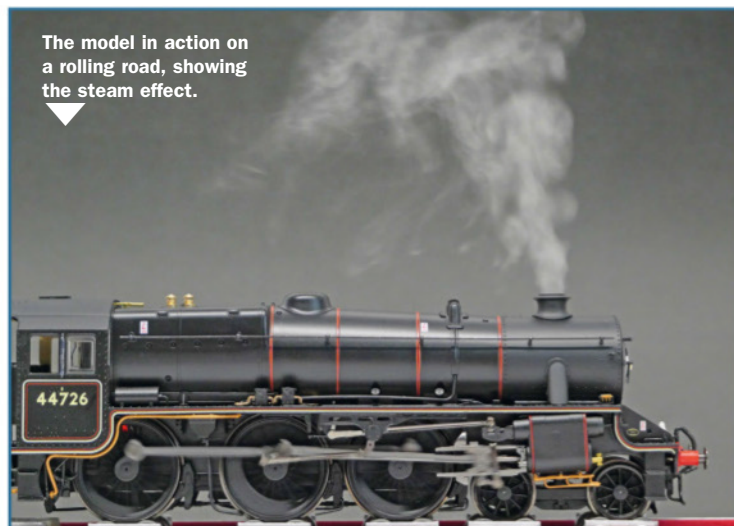
Cross-referencing images of the prototype with information found on www.napier-chronicles.co.uk, the model appears to be correct for the period between December 1973, when it received its TOPS number, and March 1976, when it was outshopped from Doncaster Works following a Heavy General repair, having had its headcode boxes and cab quarterlight windows plated over. As supplied, the glazed alpha-numeric four-character headcode boxes display the codes of two period East Coast Main Line Anglo-Scottish express services – the No.1 end

showing the 1E05 code of the Up 'Flying Scotsman', with the No.2 end sporting 1S42, denoting the Down 'Talisman'. Alternative self-adhesive headcodes (including 'dominos') are also provided for the modeller to fit.

Like the initial release, construction comprises a substantial die-cast metal chassis block, and plastic body mouldings bristling with etched metal and plastic details – the locomotive tipping the scales at an impressive 810g. Drive is provided to both bogies from a centrally mounted twin flywheel fitted five-pole motor. All axles are driven and power is collected from all wheels, all of which feature brass bearings; the bogies have also been

The model depicts 55 002 between December 1973 and March 1976.





The model in action on a rolling road, showing the steam effect.



The steam generator is filled via the removable smokebox door.

DCC sound function of the model. Realism of Steam models (as per our sample) come equipped with the firm's Bluetooth-enabled HM7000 decoder – which can be 'paired' with the Hornby HM7000 smartphone app; the 21-pin decoder interface and factory-fitted resonance chamber with 15mm x 11mm 'sugar cube' speaker – through which sounds are emitted – being located within the tender.

Access to the generator unit is gained by removing the smokebox door

(held in place by two small magnets), with a fine-tipped pipette provided to fill the generator reservoir with water, through a small hole in the top left corner. (Note the additional wire for the smokebox-mounted lamp.)

Initial results on a rolling road were most impressive, with great plumes of vapour emitted, synchronised with the sounds of the locomotive – with the correct four exhaust beats per wheel revolution, as per the characteristic bark of these two-cylinder machines.

Other functions include a wide selection of different blasts from the Stanier hooter, as well as control (on/off) of the aforementioned functional lamps. For further details of the 'Realism of Steam' system, see our review of the Gresley A3 Pacific in the December 2024 issue.

With these further enhancements, and some welcome improvements over the first releases, Hornby has created the best ready-to-run rendition yet of this highly varied class.

Sample supplied by

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

PRICE
Ref.R30225SS – £319.99

designed with provision for regauging, with the firm's drop-in wheelsets: P4/18.83mm (ref.ACC227655-P4) or EM/18.2mm (ref.ACC227555-EM).

Available Digital Command Control ready or DCC sound-fitted, models are equipped with a 21-pin decoder interface (accessed via a removable magnetic roof section), a 'PowerPack' capacitor to smooth out any interruptions to the current collection, while the sound-fitted examples incorporate a powerful dual speaker system, comprising a 15mm x 11mm 'sugar cube' and 'Accurathrash' bass speaker. The latter – only installed on factory sound-fitted examples – is one area of improvement over the initial release: now seated lower in the

chassis casting in order to eliminate any interference with the bodyshell.

The body itself has also seen a number of refinements, including improved fit of the nose-end grab handles and total redesigns of the bogie handbrake chain assemblies, which are now supplied as separate parts for the modeller to fit – making access to the mechanism for maintenance, or the installation of crew figures, a lot simpler.

There have also been notable improvements in the decoration, with the corporate BR blue colour scheme with full yellow ends exhibiting an eggshell (not quite matt, not quite satin) finish – this being a vast improvement on that applied to the



initial batch, which was observed to be prone to chipping, particularly in areas around the actuator arms and buffer housings. Etched versions of the printed cast name and builder's plates are also provided.

Unfortunately, however, it has come to the manufacturer's attention that some examples from this latest batch have been fitted with the incorrect lighting fascias – resulting in the otherwise red tail lights incorrectly displaying white in the direction of travel, this model being one of those affected. Accurascale has been quick to acknowledge this, and is issuing replacement fascias free of charge to customers who purchased affected models, with a clear step-by-step guide to installation available on the manufacturer's website.

The return of this popular model is certainly a welcome one – especially to those who missed out first time around. Accurascale also deserves to be applauded for addressing many of the observations found with the initial run, making an already very good model even better!

Sample loaned by

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

PRICES
DCC ready – £169.99
DCC sound-fitted – £259.99

Express Dairy van for AGR Model Railway Store in 009

AGR Model Railway Store, of Leighton Buzzard, has released its latest 009 exclusive, made and packaged for the retailer by Peco.

Limited to just 160 examples, the model depicts a Lynton & Barnstaple Railway four-wheel van carrying the dark blue livery of the Express Dairy Company – a colour scheme applied to a fleet of standard gauge vans – and lettered 'EXPRESS DAIRY COMPANY – ENGLISH EGGS FROM DEVONSHIRE FARMS'. Whilst such a livery on a narrow gauge wagon may be a work of fiction, with the origins of this type of van being rooted firmly in Devon, this combination might have been plausible...

The van is priced at £24.95 plus shipping; for further details, visit the retailer's website.



Sample supplied by

AGR MODEL RAILWAY STORE
9 High Street Mews,
High Street,
Leighton Buzzard LU7 1EA
Tel: 01525 854788
Email: sales@agrmodelrailwaystore.co.uk
Web: www.agrmodelrailwaystore.co.uk

PRICE
See text

Frizinghall Models & Railways 75th anniversary wagons in TT:120



Retailer Frizinghall Models & Railways of Baildon, West Yorkshire, has marked its 75th anniversary by commissioning a suite of exclusive models of local Private Owner wagons in TT:120 scale, manufactured by Peco.

Two twin packs have been produced, the first of which (ref.TTC006) is

illustrated here – comprising a pair of seven-plank wagons presented in the red livery of Lister & Co. Ltd, Manningham Mills, Bradford, with running numbers L.8 & L.202.

The second pack carries the red colour scheme of B.Cowburn & Son, Bradford with 'LM&S Coal Depot' lettering.

Limited to just 75 examples, both wagon packs feature the latest style of NEM pockets and couplings, and spoked wheelsets with metal tyres.

The wagons are available in pristine finish priced £39.80, or with the retailer's in-house custom weathering service, priced £46.80. Individual models in both liveries are also

Samples supplied by

FRIZINGHALL MODELS & RAILWAYS
Unit 8A, Sapper Jordan Rossi
Park, Baildon, Bradford,
West Yorkshire
BD17 7AX

Tel: 01274 747447
Email: shop@fmrtdirect.co.uk
www.modelrailshop.co.uk

PRICES
See text

available in 00, with the models manufactured for FMR by Rapido Trains UK – priced £32.00 each pristine or £36.00 custom weathered. For further details, visit the retailer's website.

Replacement motor kits from Micromotor

00

Released under the brand name micromotor.eu, the Dutch motor and gear specialist H3D-Art continues to expand its extensive range of locomotive motor replacement kits for proprietary ready-to-run models in gauges from N to 00.

Distributed in the UK by the Middlesbrough-based retailer Peter's Spares, the ref.OT009F illustrated here is intended as a straight replacement for Hornby models equipped with the Chinese 401 motor with single shaft; examples of this include – but are not limited to – LNER A1, A2/3, A3 and A4 Pacifics, rebuilt LMS Class 7P Royal Scot/Patriot, SR N15 4-6-0, Q1 0-6-0, West Country/Battle of Britain Class, and BR Class 08. (See manufacturer's and retailer's product description for full listing.)

The kit comprises a high-quality coreless cylindrical motor; a 3D-printed motor mount; a small brass flywheel; two shaft adapters; two 60mm pieces of wire (red and black) which do not come stripped and tinned; and two

13mm pieces of heat-shrink tube to insulate the soldered connections.

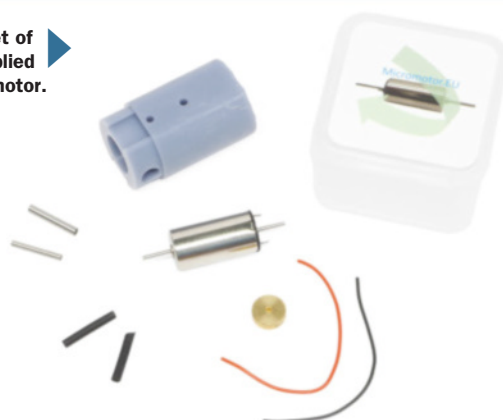
The tools required for installation include a soldering iron; screw set (depending on model); a worm puller for removing the worm gear from the original motor assembly; Loctite 603

Retaining Compound or metal epoxy glue to hold the gear to the motor shaft; plus a means of measuring the position of the gear on the shaft – to help ensure proper meshing with the existing gear train. Instructions are available to download from the

manufacturer's website, featuring step-by-step photos illustrating the process, aided by brief explanatory notes.

For further details and information, see the manufacturer's website.

The full set of parts supplied with the motor.



Sample supplied by

H3D-ART
Cellostraat 4, 4876 VP
Etten-Leur,
Netherlands
micromotor.eu

DISTRIBUTED IN THE UK BY:
Peter's Spares Model Railways Ltd
2H 2J 2K Brighouse Business
Village, Riverside Park,
Middlesbrough TS2 1RT
www.petersspares.com

PRICE
£38.40



▲ The Chameleon Desk Magnifier.

When it comes to railway modelling as a hobby in general, a good source of work space lighting is key – especially when carrying out those close-up, precision tasks, with working for prolonged periods under poor lighting conditions being linked to headaches and sore eyes, as well as affecting levels of concentration.

Natural daylight can help improve efficiency and the amount of time that you can continue to work comfortably, measuring between 5,000 and 6,500 Kelvins (K). To this end, Native Lighting has developed a range of ergonomic LED lamps and magnifiers, designed to provide optimum light that helps enable users to continue their hobbies with a more comfortable working environment – four examples of which are illustrated here.

First up is the adjustable Task Lamp, ideal for illuminating large areas such as a desk or work station. The wide shade – measuring 500mm (W) x 95mm (D) – can be adjusted vertically, horizontally, and laterally, allowing light to be directed precisely where needed. A built-in continuous dimmer lets the user fine-tune the brightness of the high-powered 5,500K LEDs (via

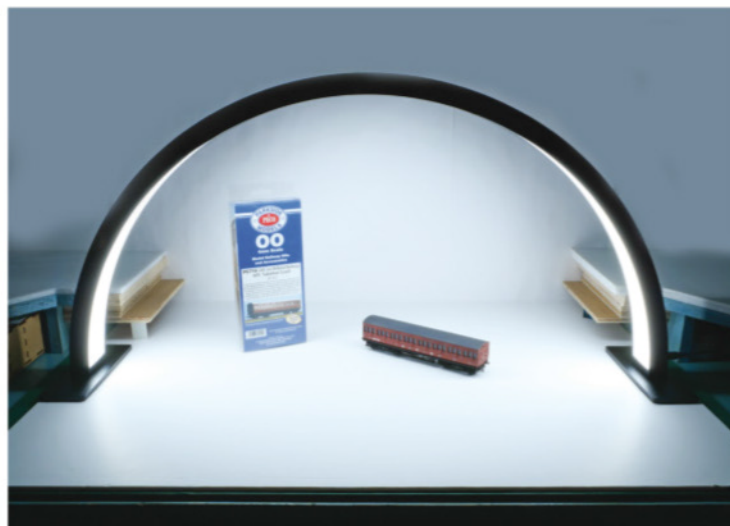


▲ The Rechargeable Neck Lamp.

Samples supplied by

NATIVE LIGHTING LTD
Unit 2b, Turweston Aerodrome,
Biddlesden Road, Westbury,
Brackley
NN13 5YD
www.native-lighting.com

PRICES
See text



▲ The Desk Curve Lamp.

touch-sensitive buttons on the back of the head), while the sturdy metal arm – with a reach of approximately 980mm – keeps the lamp head securely positioned at the desired height. The adjustable desk clamp fits surfaces from 10mm to 80mm thick, and features protective cushion pads to help prevent furniture damage. It is priced at £109.99.

A useful addition for any modelling workbench is the Chameleon Desk Magnifier – a robust desk lamp featuring dimmable warm (2,800K), cool (4,000K) and daylight (6,500K) options, with 3X optical magnification. Supplied in a white finish, the flexible goose neck delivers magnification and light exactly where it's needed, whilst the head incorporates a handy cover to prevent dust getting on the lens when not in use. Light settings are controlled by touch-sensitive buttons, built into the sturdy weighted base, with power provided via a mains wall adapter with a cable length of 1.8 metres. The price is £50.99.

By far the largest item received is the Desk Curve Lamp. Priced £145.99 and available with a black or white aluminium finish, the sleek crescent-shaped design aims to eliminate shadows, illuminating a working area beneath the span of approximately 715mm (between bases), with a height of 375mm.

The daylight temperature (6,000K) LEDs run the entirety of the span and feature a five-step dimmer control, with settings adjusted by a small control box in line with the wall plug and mains transformer. The unit also includes a magnetic mobile phone holder – ideal for those wishing to document their work.

Finally, there is the Rechargeable Neck Light – ideal for those close-up, precision tasks where one's own shadow can often obscure the subject in hand. Weighing around 200g with an approximate four-hour battery life, this lightweight neck piece features two adjustable silicone-coated arms, which comfortably conform to the wearer's neck – allowing the light to be shone where it is most needed. Each light source incorporates three light colour settings – measuring between 2,700K and 5,000K – which can be cycled through by pressing the power button; once selected, the brightness of each setting can also be adjusted by holding this down. Each unit is supplied with a USB cable and is available in a choice of black or white, priced £27.99.

These and other handy lighting options are in stock and ready to order direct from the manufacturer's website, with readers of RAILWAY MODELLER eligible for a 15% discount at the checkout using the code 'Rail15'.



▲ The adjustable Task Lamp.

Coal yard and accessories from Mudmagnet Models

4mm/7mm

Richard Slate of Mudmagnet Models continues to expand his range of 3D resin printed details and accessories in 4mm (OO gauge) and 7mm (O gauge) scales.

Illustrated here is an example of the firm's new coal yard kit in 4mm/1:76 scale. The set comprises everything you need to create a period coal merchant/yard scene, suitable for pre-

Grouping & Grouping (1870-1947) periods onwards. Priced £25.00, it includes a yard office building with roof sign, coal staithe (to be assembled as required), a set of coal sacks, tools and coal scales, as well as a small bag of real coal.

Detail packs such as coal sacks and coal scales are also available as stand-alone items in 7mm/1:43.5 scale,



examples of which are illustrated here. Priced £10.00, the coal sack pack consists of an assortment of open, closed and empty sacks, whilst the coal scales set features a pair of scales (one Pooley platform scale and one loose coal scale, complete with scuttle), along with a selection of weights and tools – priced £8.00. Both items are also available in 4mm/1:76 scale, priced £5.00 each.

All accessories are supplied unpainted in a grey or black-coloured material and require painting. The full range of 3D-printed workshop

accessories can be seen on the firm's website, together with details of how to order.

Samples supplied by

MUDMAGNET MODELS,
mudmagnetmodels@btinternet.
com
mudmagnet-models.sumup.link

PRICES See text

New figures and buildings from Osborn's Models

4mm

Osborn's Models has released a selection of new 3D-printed figures and accessories under its Arch Laser branding.

New in OO are a pair of West Highland Terrier figures (ref.OSBF157), priced £6.50; each meticulously painted, capturing the beloved features of this characterful breed.

Also new and pictured here is the Refuse Collection Team (ref.OSBF159), comprising three bin collectors dressed in high-visibility workwear with bins and refuse bags, and three stand-alone wheelie bins – priced £15.50. All are supplied hand-painted, fully finished and ready to place on a layout.

Also released under the Arch Laser branding is a quartet of laser-cut 4mm

scale kits for Tetbury station in Gloucestershire, terminus for the GWR branch line from Kemble to the Cotswold market town that opened in 1889 and was closed by BR in 1964.

The laser-cut and engraved wood kits represent the large, imposing and surviving GWR goods shed (£75.00), which today serves as an arts centre for the town; the now-demolished engine shed with its rear water tower (£49.95); and the also demolished station building (£59.00) and associated station store building (£26.00).

The kits feature a combination of materials for added depth and texture, and feature engraved brickwork and wood panelling, plus roofing details



shed incorrectly finished with red brick walls – they should be in blue engineering brick.

The station building kit includes a 'TETBURY' running in board.

For the full range of 3D-printed accessories and laser-cut kits, together with details of how to order, see the retailer's website.

reflecting the classic GWR design of these buildings, which can be painted to suit the purchaser's particular requirements.

Assembled and painted samples are illustrated here, albeit with the goods

Samples loaned by

OSBORN'S MODELS,
7 Honestone Street, Bideford,
North Devon EX39 2DL
www.osbornsmodels.com

PRICES See text



▲ Tetbury station and store buildings.



▲ Tetbury engine shed.



▲ Tetbury goods shed.



▲ The other side of the goods shed.

Accurascale IRM reveals its first Irish steam locomotive in OO

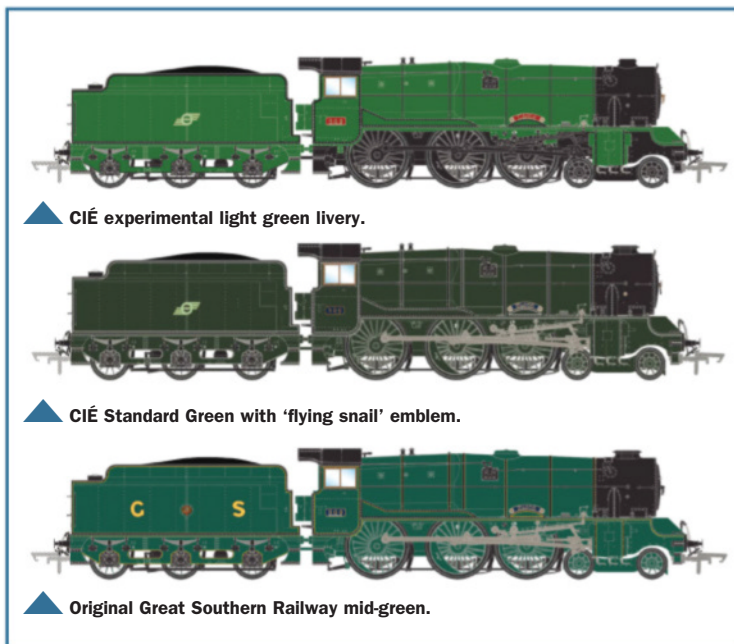


Accurascale IRM (Irish Railway Models) has released undecorated sample images showing the Great Southern Railway Class B1a 4-6-0 express locomotives it is producing as its first foray into ready-to-run Irish steam outline models.

When the first of Inchicore's Class B1a locomotives, No.800 *Maedb*, entered service in 1939, it broke all of Ireland's previous locomotive building conventions on the Emerald Isle's 5' 3" gauge network. Designed to increase capacity on the Cork to Dublin line, with its steep gradients out of Cork, the three class members – No.800 *Maedb*, No.801 *Maça* and No.802 *Táilte* – were all named after characters from Irish mythology. Designed by Great Southern Railway Chief Mechanical Engineer Edgar Bredin and chief draughtsman H C Beaumont, at the time of their introduction in 1939-40, they represented a leap forward in Irish locomotive design, being the first three-cylinder express locomotives built in the country.

Despite the outbreak of 'The Emergency' (as the Second World War was known in the neutral Republic of Ireland) in September 1939, all three performed with excellence, their speed and haulage capacity being especially noted, along with their frugal fuel consumption. At one point *Maedb* attained 92mph, and *Táilte* 95mph, but fuel shortages due to The Emergency soon necessitated slower running.

In 1950, Irish transport company, Córas Iompair Éireann (CIÉ) revised



▲ CIÉ experimental light green livery.

▲ CIÉ Standard Green with 'flying snail' emblem.

▲ Original Great Southern Railway mid-green.

the cross-border 'Enterprise' service to operate Belfast-Dublin-Cork, with a locomotive change at Dublin Amiens Street station, and the 800s were rostered to run non-stop from Dublin to Limerick Junction, a distance of over 100 miles. However, within just a few years, CIÉ's early adoption of diesel power on main line services saw the 800s relegated to

secondary and freight duties, and No.802 was withdrawn in 1955, No.801 in 1957 and No.800 in 1962. The latter is now a static exhibit in the Ulster Folk & Transport Museum at Cultra, Belfast.

Accurascale IRM states that designing of the models came with significant challenges due to there being very few dimensioned drawings to work from.

▲ The model has been produced by 3D-scanning the surviving example.

Thanks to the late Ken McElhinney, a few more drawings were shared which gave a starting point, but to really get to grips with the subject, it was decided to 3D scan the surviving loco *Maedb*, and a full photographic and measurement survey was also undertaken.

The models will feature a large amount of die-cast construction and a sizeable tooling suite to cater for detail variations. The tender and locomotive will be connected by a multi-pin connector.

With regard to sound, in order to replicate the distinctive exhaust 'bark' of the B1a locomotives, in addition to the new 'megabass' main speaker that will be fitted in the tender, a secondary 'sugar cube' speaker will be mounted in the smokebox, directly beneath the chimney.

Livery variations include the GSR mid-green livery worn by all three locos and by No.800 as preserved; an experimental light green carried by No.802 in early CIÉ days; and finally lined CIÉ Standard Green with CIÉ 'Flying Snail' emblem on the tender.

The locomotives will be priced at €349.00 (approx. £293.25) for DCC Ready models and €449.00 (approx. £377.41) for DCC Sound Fitted versions. Delivery is expected in the third quarter of 2026.

www.accurascale.com

Exclusive wagon for Kernow in TT:120

Peco is producing the first exclusive TT:120 wagon to be offered by Kernow Model Rail Centre (KMRC), which has stores in both Camborne, Cornwall, and Guildford, Surrey.

The exclusive wagon is in the livery of Franks & Co of Guildford, representing that company's wagon No.12. Franks & Co was a coal, gravel and sand merchants based in Bridge Street, close to Guildford station, and had a number of Private Owner wagons in the livery of black with white lettering in which the model appears.

Based on the Peco standard Railway Clearing House 1923 TT:120 model of a 9' wheelbase

seven-plank open wagon, it has fine plastic moulding with thinner wagon body walls for accuracy, interior detail, separately fitted brake levers, and brake shoes in line with free-running metal-tyred spoked wheels. A standard (removable NEM355) TT:120 coupler is fitted, which is compatible with other TT:120 rolling stock currently available.

The exclusive model (ref.TTC009) is priced at £21.99 and is available from KMRC both by ordering online and from the Guildford and Camborne store branches.

www.kernowmodelrailcentre.com



Hornby unveils 'Railway 200' liveried Javelin and Azuma models



▲ The Southeastern Class 395 Javelin with Railway 200 vinyls.

Hornby has announced new liveries for two of its forthcoming OO gauge models of present-day high-speed Electric Multiple Units in connection with this year's Railway 200 celebrations, marking the bicentenary of the opening of the Stockton & Darlington Railway.

The first announcement concerns a four-car pack featuring a Southeastern liveried Class 395 Hitachi Javelin EMU (as reviewed in RM January 2010) carrying celebration Railway 200 vinyls portraying notable landmarks along the Kent to London St Pancras route, and with the wording 'Celebrating 200 years of our railway, Past, present and future'.

The branded car is part of the 395 015 set, one of the Hitachi AT300 family of dual voltage trains used for high-speed commuter services operating along HS1 between London St Pancras and Ashford and other key routes under the Southeastern franchise. 29 six-car sets were delivered for this purpose from the Hitachi Kasado Works in Japan between 2007 and 2009.

The Hornby Railway 200 Southeastern Class 395 4 Car Train Pack (ref.R30442) comprises Pantograph Driving Trailer Standard (PDTs) car No.39151, Motor Standard (MS) cars Nos.39152 & 39153 and the Railway 200 branded PDTs car No.39156, and has an RRP of £299.99.

To make up an authentic six-car Javelin formation, an add-on two-coach Railway 200 Southeastern Class 395 coach pack (ref.R40447), comprising MS cars Nos.39154 & 39115, is also available at an RRP of £119.99.

Limited edition LNER Azuma

Continuing the Railway 200 theme, Hornby has also announced a new limited edition OO gauge LNER Azuma five-car EMU pack representing set 801 207, which includes driving car 829207 outshopped in a special Stockton & Darlington heritage livery.

The special branding, unveiled by LNER in January, includes a gold 'stripe', rather than the usual LNER red, around the windows, with 'DARLINGTON' written in large lettering across the windowless

sides of the crew area, and the legend 'Driving Innovation for 200 years' written in smaller lettering underneath. The background images within the gold stripe include No.1 *Locomotion*, the first locomotive to haul passengers on the S&DR; the first edition of the *Northern Echo*, published in Darlington and the UK's first truly national newspaper; Hopetown, the Darlington railway museum located on the grounds of the former S&DR works; an LNER Azuma train; and the design of the new entrance to Darlington station. Next to the passenger doors there are also the logos for both the Co. Durham and Tees Valley S&DR 200, and the national Railway 200 commemorative events.

The Azuma Class 801/1 and 801/2 trains were introduced on the East Coast

Main Line between 2017 and 2020, and are a development of the Hitachi Class 800 bi-mode trains, produced at the Newton Aycliffe factory. However, the Class 801s are purely electric versions and are only fitted with emergency 'last mile' diesel engines allowing them to limp home in case of electric power supply failure. The Class 801/2s, which entered service on the London King's Cross to Edinburgh route in 2019, are full nine-car length trains, whereas the 801/1s operate as shorter five-car sets, often used in pairs.

The RRP for the five-car set is £549.99. In addition, to help the modeller to build up a full nine-car train, a Coach Pack (ref.R40493) is available with an RRP of £289.99.

Hornby plans re-registration

On 13 March 2025, the Hornby board set out its plans to withdraw the group's share listing from trading on AIM (a sub-market of the London stock exchange) and for the company to be re-registered as a private limited company.

www.hornby.com



▲ LNER Azuma with 'DARLINGTON' branding.

Revolution reveals progress with K-type Pullman car packs in N

Revolution Trains has unveiled the full range of its proposed K-type all-steel Pullman cars in N gauge, plans for which were first revealed in the RM November 2021 issue.

In total nine packs are to be offered, covering the full service lives of these long-lived vehicles from their introduction in 1928 to their present-day service on luxury charter trains such as the Belmond British Pullman.

The Revolution range comprises five different vehicle types: Kitchen First, Parlour First, Kitchen Third, Parlour Third and Parlour Third Brake. In addition, Revolution Trains will be offering versions both in original form with Pullman bogies, and in rebuilt form with underframe trussing and Gresley heavyweight bogies. The models will all feature fully detailed interiors with switchable saloon lighting and illuminated table lamps.

The packs available from Revolution will be as follows:

With early crests and white roofs: 'Queen of Scots' four-pack A (Car Nos.77, 71, 73 & *Thelma*); 'Queen of Scots' four-pack B (Cars *Sheila*, and Nos.76, 70 & 78); GWR/SR four-pack A (Cars *Evadne*, *Juana*, *Lucille* & *Lorraine*); SR four-pack B (Car Nos.81, 82, 83 &



▲ CAD render of the K-type Pullman.

84); BR Eastern Region four-pack (Car Nos.75, 80, 70 & 82) – all with an RRP of £239.95 per pack or pre-order price of £209.95.

With later revised crests and grey roofs: BR 'Bournemouth Belle' four-pack A (Car No.75, *Ursula*, *Phyllis* & No.76); BR 'Bournemouth Belle' four-pack B (Cars *Lucille*, *Sheila*, *Lorraine* & No.83) – both with an RRP of £239.95 per pack or pre-order price of £209.95.

Also with revised crests and grey roofs will be a BR Brake Third twin pack (Car Nos.79 & 80) at an RRP of £119.99 or pre-order price of £104.99.

Finally, with revised crests and white roofs, there will be a VSOE modern triple-pack (Cars *Ione*, *Lucille* & *Zena*) at an RRP of £179.99 or pre-order price of £157.50.

PCA powder tanks in N, plans for which were first revealed in the July 2024 RM.

Introduced in 1988, the prototype PCA fleet supplies alumina to the UK's last remaining aluminium smelter at Fort William in the Scottish Highlands, and the vehicles are among the few remaining four-wheel wagons in service in Britain.

The N gauge models incorporate similar levels of detail to the 4mm versions released in 2023 and are similarly packaged in packs of four. Liveries on offer are Alcan original, Alcan debranded, Rio Tinto Alcan, Liberty/Lochaber and Alvance, a range covering the entire service lives of the wagons so far. At the time of writing, the four-packs remain available to pre-order at a discounted rate of £149.95, but when they are delivered, they will be available from retailers with the SRP of £169.95.

www.revolutiontrains.co.uk

Decorated Alcan powder tank wagon samples in N

Revolution Trains has also revealed decorated samples of its upcoming Alcan



▲ Decorated Alcan tank wagons.

TMC exclusive Wessex Trains pink-liveried Class 31 and carriages



Computer Aided Design renders of the Class 31 and Mk.IIf coaches in Wessex Trains livery.

31 601 at Bradford-on-Avon with the 11:00 Weymouth-Bristol train on 25 October 2004. Photo: Mark Few

The Model Centre (TMC) has revealed it has commissioned exclusive OO gauge models of a Class 31 locomotive and Mk.IIf carriages in the striking pinkish-purple livery used on The Heart of Wessex Line services between Bristol and Weymouth from 2004.

The basis for the loco model is the latest Class 31 tooling by Bachmann, which will feature a 'Bach-up' stay-alive system, all-wheel electrical pick-up and reinforced driver's cab windscreens. The coaches will be offered in a choice of either a standard or an upgraded 'DCC onboard' version with lighting.

Describing the background to what it calls 'undoubtedly the most daring and vibrant Privatisation livery applied to a locomotive and rolling stock', TMC explains that owing to a shortage of

Diesel Multiple Units on the Bristol-Weymouth route, Wessex Trains hired 'top and tail' motive power for a set of Mk.IIf carriages from spot-hire and charter railway company Fragonset Railways Ltd. To coincide with the launch of this train in May 2004, the reworked locomotive 31 601, (named *The Mayor of Casterbridge* after one of Thomas Hardy's Wessex novels) and five coaches were painted in the 'hot pink' livery with Heart of Wessex Line logos.

In its head-turning livery, 31 601 was also used on evening specials to the Glastonbury Festival, on many spot-hire services and on Network Rail overhead line electrification trains from Finsbury Park. It even ran as far north as Inverness on route learning duties for Serco. It subsequently lost its Wessex Trains

branding and from 2006 carried the name *Gauge O Guild 1956-2006* to mark the 50th anniversary of the Guildex show. TMC states it is able to customise models of 31 601 to reflect these changes, at additional cost, for users of its website selecting such options.

The DCC Ready model of 31 601, as *The Mayor of Casterbridge* in Wessex Trains pink, has an RRP of £199.95, while the DCC Sound Fitted version has an RRP of £309.95 and the DCC Sound Fitted Deluxe model is priced £359.95.

The Heart of Wessex Line pink-liveried coaches being offered are Mk.IIf Tourist Second Opens (TSOs) Nos.6117, 6122 & 6173 and Brake Second Open (BSO) No.9525. These have an RRP of £89.95 each for standard vehicles and £109.95 for DCC Fitted with lights.

Customers pre-ordering the models on the TMC website up to summer 2025 will save 10% on the RRP of each model. Alternatively, all four of the coaches can be bought as a bundle, with a saving of 15% if pre-ordered before summer 2025.

TMC is also offering 15% off the RRP if customers take up a 'duo' offer of purchasing both 31 601 *The Mayor of Casterbridge* and a Fragonset Railways charcoal grey with red stripe-liveried model of 31 452 *Minotaur*. The DCC Ready versions are priced at £340.00 for the pair, the DCC Sound Fitted duo at £526.00, and the DCC Sound Fitted Deluxe duo at £611.00. Delivery of all these models is expected in the first quarter of 2026.

www.themodelcentre.com

Kirkby Stephen East station building from Townstreet

Model buildings kit manufacturer Townstreet, of Blencarn, near Penrith in Cumbria, has released an image of a pre-production sample of its forthcoming model of Kirkby Stephen East station, junction of the North Eastern Railway Stainmore and Eden Valley lines in the old county of Westmorland which is now part of Cumbria. The station was the subject of a Plan of the Month feature article by Toby Jennings in the April 2024 RAILWAY MODELLER.

The model depicts that station in its pre-1950s form with a train shed on both sides of the central station building. In the case of the prototype, the one over the Tebay and Penrith-bound platform was demolished in the 1950s, while the other train shed has survived to the present day, due to it becoming a bobbin factory after



closure. It is now restored as the base for the Stainmore Railway Company heritage centre operation.

Townstreet building kits comprise large cast sections featuring detailed stone and brickwork with all details like doors,

windows, gutters, drainpipes and coping stones moulded in. The manufacturer states that each section is cast by hand, using a hard reconstituted stone powder which aims to reproduce the natural texture of stone or brick.

This porous material will absorb a thin colour wash (thinned-down Humbrol matt enamel) and, when this is dry, a thin grey water paint soaked into the crevices will help to provide cement 'pointing' and a degree of weathering. Assembly of the kits is best achieved using PVA adhesive or Evo-Stik wood adhesive.

The kit is priced at £139.00. The model does not include the platform shown in the photograph, but platform former sets in matching stone are available at £19.95 per set. The station kit does include two resin station signs and a resin flower bed, however.

Details are available from: **Townstreet, 6 Kirkhill, Blencarn, Near Penrith, Cumbria CA10 1TZ**
Tel: 01768 88456
www.townstreetuk.co.uk/order.html

Collectable sets of great railway engineer figures

Railway memorabilia brand Railhead, currently a trademark of Other Creative Ltd, has launched its first collectable figures, with a set representing five great railway engineers who shaped the development of the steam locomotive in the 20th century.

The set, named '20th Century Speed and Power', is being made available in

4mm scale both as a limited edition of 90 individually numbered and hand-painted sets of figures, and as an unpainted version.

The five engineers included in the pack are: Oliver Bulleid (Southern Railway); George Jackson Churchward (Great Western Railway); Sir Nigel Gresley (London & North Eastern Railway);

Sir William Stanier (London Midland & Scottish Railway); and Robert Riddles (British Railways).

Railhead states that the set is the first of a forthcoming wider range produced exclusively for the company by partners in India. The hand-painted limited edition figure pack has a price of £69.00, and the packs will be individually numbered



with a certificate of authenticity signed by the full Railhead team in recognition of its status as the first set of its kind. The unpainted edition gives modellers the opportunity to provide their own finish and will retail at £19.00.

For details contact Jon Dobinson by emailing jon@other.co.uk

Centenary celebrations for Manchester Model Railway Society

The third oldest model railway organisation, Manchester Model Railway Society, recently celebrated 100 years since its founding.

Although its establishment, in 1925, came after that of both The Model Railway Club (1910) and Wimbledon Model Railway Club (1924), MMRS does lay claim to being the organisation with the longest continuous active history, owing to the fact that, unlike the two London-based clubs, it remained open to members throughout the Second World War.

To mark its 100-year anniversary, the society staged a special celebratory event for members and invited guests on 8 March 2025. The programme included speeches by MMRS President Les Fram, a presentation charting the society's history by Philip Sweet, and a toast by Tim Watson – President of The Model Railway Club.

'MMRS 100 Challenge' layout competition

The event also marked the culmination of a special micro layout competition, which was initiated by the society's Ralph Robertson, with a number of MMRS members rising to the challenge of building and presenting a working layout no more than two metres in length.

Judging of the entries was carried out by O gauge modeller and creator of *Heaton Lodge Junction*, Simon George; Editor of *Model Rail*, George Dent; and RM Editor, Craig Tiley. Prizes were awarded for the top three entries, all of which will be on show at the Society's exhibition in December.

The winner was *Porth Dinllaen MPD* by Rob Ogden and Chris Morgan. This might-have-been BR steam shed, set in Wales in the 1960s, features digital control. (An article describing this layout is planned for an upcoming issue.)

Taking second spot was *Higginson & Burrell Aggregates* by Mike Higginson and Frank Burrell. Modelled in 16mm scale, this entry features the on-scene loading and unloading of skip wagons.

In third place was *Ericdale*, an OO terminus to fiddle yard model set in the BR blue diesel era, modelled by Rob Willshire.

Other entries in the competition included a number of inventive models by Gregory Mape, and an N gauge Traction Maintenance Depot layout, *Silverdale Road TMD*, by Jamie Mitchell.

December show

Plans are well advanced for the next MMRS annual exhibition, which this year will be taking place on 13 & 14 December. The event will build on the centenary theme, with exhibits and displays celebrating the history of model railways. The exhibition will also provide an opportunity to see the latest RM Cup winner, with Graham Nicholas' OO gauge LNER-era masterpiece, *Grantham*, booked to attend. For further details, refer to the society's website:

www.mmrs.co.uk

Other entries



Regular RM contributor, Greg Mape, entered this ultra-compact bridge cameo...



...plus this rather ingenious working 009 narrow gauge model, engineered on a beer mat!



Silverdale Road TMD by Jamie Mitchell was the solitary N gauge entry in the competition.



1st

Chris Morgan (left) and Rob Ogden scooped first prize in the layout competition for *Porth Dinllaen MPD*.



2nd

Frank Burrell with the SM32 model he built with Mike Higginson.



3rd

Rob Willshire with his OO gauge layout *Ericdale*.



Peco acquires well-known Scottish model shop

Peco Model Railways has announced the acquisition of Harburn Hobbies, a long-established model railway retailer in Edinburgh.

The store is located in the Scottish capital at 67 Elm Row on Leith Walk and, as *RAILWAY MODELLER* reported in the November 2022 issue, there is a tram stop – McDonald Road – on the recently constructed Edinburgh tram extension to Newhaven right outside the shop. As revealed in RM June 2024, the store also won the 2023 Bachmann Retailer of the Year Award.

The purchase marks a significant milestone for both companies, ensuring the continued success of a business with a remarkable history dating back to the 1930s. Harburn Hobbies was originally founded in Leith by a Mr Hargreaves and a Mr Burns, whose combined names formed the retailer name, Harburn Hobbies. In the 1950s, Colonel Jimmy Innes purchased the business before it was passed on to the Baird family in 1966. For nearly six decades, the Baird family has upheld Harburn Hobbies' reputation as a



▲ Left to right: Peco Managing Director Ben Arnold, Bob Baird, Peco Chairman Michael Pritchard, and Gillian Baird.

go-to destination for railway modellers across Scotland and beyond.

Peco and Harburn Hobbies have enjoyed a close partnership since the 1960s, making this acquisition a natural evolution of their long-standing relationship. With this transition, Harburn Hobbies will benefit

from the extensive resources and expertise of Peco while maintaining its comprehensive product range and dedication to modellers of all levels.

As Bob and Gillian Baird were approaching retirement, Peco wanted to ensure that the well-established retailer continued to thrive. The firm's

ongoing commitment to supporting independent retailers aligns with its vision of sustaining and growing the model railway hobby.

Importantly, the transition will be seamless for customers. The same friendly and knowledgeable staff will continue to serve enthusiasts at Harburn Hobbies, and Bob and Gillian will remain closely involved in the business during the transition period. The store's welcoming atmosphere and dedication to customer service will continue.

Chairman of Peco, Michael Pritchard, commented: "We are delighted to bring Harburn Hobbies into the Peco family. As an institution in the model railway community, it plays a vital role in nurturing the hobby and we are committed to ensuring it continues to flourish for generations to come."

Bob and Gillian Baird have extended their heartfelt thanks to their loyal customers and say they wish Peco every success in the next chapter of Harburn Hobbies' journey.

www.harburnhobbies.co.uk

Half price entry at Pecorama to celebrate 50 years of Beer Heights Light Railway

Pecorama, the popular railway-themed tourist attraction situated above the picturesque fishing village of Beer in East Devon, is beginning a landmark season of marking the 50th anniversary of its extensive 7¼" gauge Beer Heights Light Railway (BHLR).

The line, first opened in 1975, has a complex, fully signalled hilltop track circuit totalling around a mile in length and incorporating tunnels as well as views over the surrounding valleys and Lyme Bay, and has a sizeable stud of steam locomotives. Visitors to Pecorama can enjoy a ride on the line included in their entry fee, which also gives admission to the site's other attractions of a permanent model



▲ Late March saw the first lighting up of the BHLR steam locomotive fleet ready for the 2025 anniversary season. Photo: Callum Darraugh/Peco

railway exhibition, gardens overlooking the village and sea, and the original 1950s 'Golden Arrow' Pullman car *Orion*. There are also refreshment kiosks and a model shop.

Helping to mark the 50th anniversary of the BHLR, the Pecorama admission fees have been reduced to half price for the 2025 season: adults £7.25, concessions (aged 3-17 or over 65)

£6.25, children aged two years and under free, family ticket for four people £24.95 and for five people £29.95, and dogs £1.00. Quote code RM50 when booking to get discount. Extra rides on the BHLR cost £4.00.

009 Society event

Saturday 10 May will see the 009 Society visiting Pecorama with a selection of narrow gauge themed layouts. This event, to be staged in the site's Lecture Theatre and Gallery building, will be an additional display included in the admission fee.

Other special celebrations events are planned in May; for further details visit: www.pecorama.co.uk

Dapol unveils VE Day 80th anniversary wagons in three scales



▲ O gauge van in GWR grey.



▲ OO gauge van in Navy livery.



▲ N gauge van in Navy livery.

Dapol has launched a new range of VE Day commemorative wagons to help raise funds for the Royal British Legion.

Last year the manufacturer raised the sum of £1,910.00 for the Royal British Legion. With 8 May 2025 marking the 80th anniversary of VE Day and the end of hostilities in Europe, Dapol hopes to raise further funds for the charity with the launch of a commemorative VE Day range of wagons in O, OO

and N. Each of the three military services will be represented in artwork on the chosen wagon in the three modelling scales.

In O gauge the chosen model is a GWR dark grey-liveried standard van. The three versions have an RRP of £57.60 (weathered £60.00).

In 4mm scale the chosen model is a ventilated van in a different colour livery for each military service. These have an RRP of £15.20 (weathered £16.40).

In N gauge the chosen model is a gunpowder van, again with a different colour livery and design for each military service replicating those of the OO gauge versions. These have an RRP of £12.30 (weathered £13.60).

A donation will be made by Dapol to the RBL for each of the models sold. They are due to be in the shops at the end of April. For details visit:

www.dapol.co.uk

EXHIBITION FOCUS

New bigger Thruxton venue for Salisbury RailEx 2025

This year's Salisbury RailEx, the Salisbury & South Wilts Railway Society Exhibition, due to take place on Saturday 17 & Sunday 18 May, will represent a considerable expansion on previous annual exhibitions held in Wilton, as a move of venue has taken place to Thruxton Motor Racing Circuit, at Andover, Hampshire SP11 8PN.

The society explains that the new site, which is easily accessible from the A303 major trunk route between the M3 and the South West, will provide more facilities and floor space, and will make it possible to more than double the number of layouts and exhibits that can be shown.

The opening times will be 1000-1630 on both days and admission prices are adults £10.00, children aged 5-16 £2.00, accompanied under-5s free and family ticket (two adults and two children) £22.00. Note tickets cannot be purchased prior to the show – the exhibition is a 'pay on the day' event.

The show is being supported by both RAILWAY MODELLER and CONTINENTAL MODELLER as well as Peco and Bachmann Collectors Club, plus trade exhibitors.

Layouts being exhibited will include *Bournemouth West*, the OO layout that featured as Railway of the Month in the October 2024 issue.

The venue has free on-site parking, full disabled access to all areas and toilets, and catering is available.

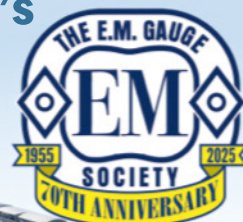
For further details see the Societies & Clubs pages and visit:

www.sandwrs.co.uk/exhibitions/

Bournemouth West is due to attend Salisbury RailEx. Photo: RM Archive



ExpoEM Spring 2025 to celebrate society's 70th anniversary



The expoEM Spring 2025 flagship exhibition of the EM Gauge Society will take place on Saturday 10 & Sunday 11 May at Bracknell Leisure Centre, in Bagshot Road RG12 9SE.

Hope-under-Dinmore, Railway of the Month in the October 2013 RAILWAY MODELLER, will be on show at expoEM. Photo: RM Archive

The event, which will be staged in conjunction with Bracknell Model Railway Society, will be open from 1030-1730 on Saturday and 1000-1630 on Sunday, and a two-day visitor ticket is priced £11.00 while EMGS members pay £9.00 and accompanied under-16s have free entry.

On display will be around a dozen finescale layouts and a range of specialist traders in attendance. Layouts include: *Bramsdén* (East Suffolk diorama); *Flintcombe*, *Longwood Edge*, *Market Bosworth*, *Sploft* – see p338 (P4); and *Brighton East*, *Grimesthorpe*, *Hope-under-Dinmore*, *Jane's Creek*, *Roundtrees Sidings*, *Tiverton* – see p376 – and *Sheepcroft* (EM).

There will be a variety of 'Show you how' demonstrations and other special interest society stands. There will also be the EM and P4 test track (now with both analogue and DCC control), the EMGS trade stand – selling such items as the society's range of EM track and points – as well as the ever-popular members' second-hand sales.

For further details see the Societies & Clubs pages and visit:

www.emgs.org

New Forest Railway Society exhibition celebrates club's 50th anniversary

The weekend of Saturday 24 & Sunday 25 May will see New Forest Railway Society hold an exhibition at Brockenhurst during celebrations for its 50th anniversary.

The venue for the exhibition will be Brockenhurst Village Hall, in Highwood Road SO42 7RY, with opening from 1000-1700 on the Saturday and 1000-1630 on Sunday. The exhibition comprises visiting, club and members' layouts and members will be on hand to discuss modelling topics and answer questions. There will also be trade stands and displays (see Societies & Clubs pages for further details).

The 50th anniversary background story is that on 16 September 1975, a group of seven founder members, including John Linnell, met at the Wheel Inn, at Pennington in the New Forest, to discuss

forming a model railway club. An advert was placed in a local newspaper, and two weeks later, on 30 September, 21 prospective members, including Ken Hatchett and John Dedman, met at the Wheel Inn.

A week later, the group met at their first clubroom in the Lymington Community Centre, where they met each Tuesday evening for the next four and a half years. Work started immediately on the construction of baseboards, with the first train running on the *Brookley Road* layout in April 1976, with scenery and buildings still under construction.

It was not until January 1982, after several changes of clubroom, that the club moved onto the current site in Highwood Road, Brockenhurst, albeit initially in a prefabricated annexe. The new Brockenhurst Village Hall was completed in 1983, with the club moving

in almost immediately, and holding its first exhibition during May 1983.

The club has a number of layouts in N, OO and O09. Visitors are welcomed on Tuesdays to come along to see what the club does before joining as a member.

To commemorate the club's 50th anniversary, it has commissioned Dapol to produce a limited number of seven-plank wagons carrying the name 'J F Fox, Coal Merchant, Brockenhurst'. John Fox was a lifelong N gauge enthusiast, and club chairman for several years, and recently bequeathed the club sufficient funds to produce these wagons in N and OO gauge. A special 50th birthday open day is to be held on Sunday 30 November and the J F Fox seven-plank wagons in both scales will be on sale. For further details visit: www.nfmrs.org

Exhibition in aid of Guide Dogs for the Blind

A charity model railway show will be held by Saffron Walden Railway Club on Saturday 24 May principally in aid of Guide Dogs for the Blind.

The event will take place from 1000-1600 at the URC Hall, Abbey Lane, Saffron Walden, Essex CB10 1AG, with parking available at Swan Meadow car park with card machine payments (satnav CB10 1DA).

The show will feature at least six or seven layouts along with a trader and some club second-hand items. Refreshments will be available. There will also be representatives from Guide Dogs for the Blind present, together with some dogs. The venue is wheelchair accessible.

Entry will be free but with donations welcome.

Bachmann announces LMS 20-ton brake and Isle of Wight stock in OO



▲ The full four-coach Isle of Wight LBSCR set.



▲ Pre-production LMS 20-ton brake van.

Bachmann Europe plc has revealed that it is producing models of the London Midland & Scottish Railway 20-ton brake van for its Bachmann Branchline OO range.

Having inherited large numbers of brake vans at the Grouping in 1923, it was not until 1935 that the LMS introduced the first of what ultimately became its standard brake van – the 20-ton, 16' wheelbase design.

The first Diagram D1919 variation comprised 670 vehicles which were built in 1935-38. Ballast weights were fitted beneath the chassis, extending below the solebars, making them a visible feature. Most were built unfitted but others, including the first 80 built, were through vacuum piped – these also having extended buffers and screw couplings.

Later, deeper duckets were fitted to some vans to allow the guard a better view, and in 1939 these became Diagram D2036 – and a further 522 vans of this type were built in 1940-41. A third diagram of D2068 comprised vans built from 1942 until Nationalisation, with these having deeper ballast weights extending down to footboard level. Around 75 were vacuum brake fitted.

After Nationalisation, British Railways built another 250 of the type as BR Diagram 1/505 for those with through vacuum pipes and Diagram 1/503 for unfitted vehicles. In all, a total of 2,774 LMS standard brake vans were built between 1935 and 1950, some continuing in use until the 1980s. Even then, some entered Departmental use and today, more than 50 are preserved.

Models will incorporate such differences as vans fitted with vacuum brakes, through piping or unfitted; shallow or deep guard duckets and narrow or wide ductet beading; flush or riveted end panels; 18" or extended buffers; and shallow or deep weights.

As well as rivet detail, separate metal handrails will be fitted throughout, including balcony safety bars which can be latched closed or left hanging open.

Other detailing will include axleboxes and brake gear, and along with a turned metal chimney on the van roof, the interior detail will include a stove with full-height chimney, brake handwheel, ductet seats and tool chest.

The initial five livery versions will include: grey with large LMS lettering (ref.38-975); grey with small LMS lettering (ref.38-976); early BR bauxite (ref.38-977); late BR bauxite (ref.38-978); and BR engineers grey & yellow (ref.38-979). These vans will have an RRP of £44.95 each and delivery is expected in the fourth quarter of 2025.

Isle of Wight ex-LBSCR carriage packs by EFE Rail

Also new in OO gauge are models of 54' former London, Brighton & South Coast Railway carriages that were allocated to the Isle of Wight by the Southern Railway, which have been produced exclusively for the Bachmann EFE Rail range.

When the railways on the Isle of Wight came under SR control at the Grouping in 1923, the company inherited a disparate mix of elderly locomotives and rolling stock. Soon stock was being transferred from the mainland to replace the ageing vehicles and to meet the increasing demand generated by the growing number of visitors to the island.

Among the passenger carriages transferred to the island in 1936-39 were 60 former LBSCR examples rebuilt onto 54' chassis and converted to Westinghouse air braking – the system used on the Isle of Wight.

The coaches were formed into four- and six-coach sets, and four of the most common vehicles seeing use on the island were the six-compartment Brake Third (Diagram 210), the seven-compartment Brake Third (Dia.211), the nine-compartment Third (Dia.90) and the eight-compartment Composite (Dia.373). The four-coach sets into which these vehicles were formed carried prominent set numbers at each end and were used primarily on the Ryde-Newport-Yarmouth line.

Following Nationalisation, British Railways continued to use the ex-LBSCR carriages, along with other antique coaches, until the end of locomotive haulage on the island, and closure of the remaining parts of its rail network apart from the Ryde to Shanklin Island Line, in 1966. Fortunately, three of the ex-LBSCR coaches, including Composite No.6349 and Third No.2416, were saved and today operate on the preserved Isle of Wight Steam Railway.

As for the models, four vehicle types have been produced and these will be formed into four-coach packs providing a complete train in a box – ideal for haulage by a suitable locomotive like the EFE Rail Adams O2. Detailing on the carriages includes metal handrails, which the manufacturer states are each separately fitted, and the comprehensive Westinghouse brake apparatus and emergency gear to be found on the coach ends. Metal wheelsets will be fitted to the models, whilst the NEM coupling pockets are mounted on close-coupling mechanisms fitted to the chassis of each coach.

The four-coach packs will be available in four livery variations: SR Maunsell green, SR Malachite green, BR



▲ Detail on the Isle of Wight coach ends.

crimson and BR Southern Region green. The coaches will have an RRP of £269.95 per four-vehicle pack and an expected delivery date of November or December 2025.

Price reduction on upcoming Class 350/450 EMUs

It was reported in the April 2025 issue that OO gauge Class 450 & Class 350 'Desiro' Electric Multiple Units are due to return to the Bachmann Branchline range and will be made available in Sound Fitted versions for the first time.

Bachmann advises that these EMUs have now entered production. Moreover, the factory has been able to quote a lower than originally anticipated price for these models, which the firm will be passing on to customers.

The prices for the models will therefore now be reduced from £499.95 to £469.95. Also, prices on Sound Fitted equivalents will be reduced from £599.95 to £569.95. The anticipated delivery date for these models is August or September 2025.

www.bachmann.co.uk



▲ Class 350 EMU in TransPennine livery.

New drive unit from Tramfabriek

The new Tramfabriek 'Allrounder' is a small, customisable two-axle motorised chassis. Two worms, on each end of the coreless motor, drive a gear train that makes it very slow at the lowest speed, with a reduced top speed at the maximum 12V (c.11,000rpm). The axles run in brass bearings and the gears run on steel pins.

The chassis is currently available in 9mm, 12mm, and 16.5mm gauges and three wheelbases: 16mm, 17mm, and 20.7mm (with more to come). It can be customised with a choice of different RP25 disc wheel diameters (7mm, 8mm and 9mm) and even coupling rods (at extra cost). For wheelbases over 17mm, 10.5mm wheels are also possible.

Supplied with the unit are several 'wings' that can be fitted in the centre, corner, or ends so that the chassis can be connected to the bottom of the locomotive body. Fixing bolts are extra options.

The 'Allrounder' is priced at £59.00.

<https://tramfabriek.co.uk>



▲ The Tramfabriek motor bogie with the 'wings' that can attach it to a locomotive.

Coming next month

June 2025 –
Out Thursday 8 May.

Barrihandie
A Scottish harbourside
terminus in OO



Feòrag
An imagined railway
system in OO9



Weathering a Class 37
Adding realism to an Accurascale
diesel model in OO



inside ...

• **GEORGEMAS JUNCTION**
Discover what happened to this layout
built by the late George Woodcock

• **PARCELS STOCK IN 3MM**
Scratch-building an LMS 42' GUV

• **PENNY LANE**
A compact circular OO layout with a
musical theme

plus all the
regular features ...

Shop News

New larger premises for Crafty Hobbies of Barrow

The proprietors of model shop Crafty Hobbies of Barrow-in-Furness, Cumbria, have relocated their business to new, larger premises.

It was back in August 2000 that John and Shelagh Hambler made the purchase of Crafty Hobbies. The shop was essentially a market stall which specialised in dolls' houses and crafting. John and Shelagh had ideas of expanding the range of products supplied and in 2003, the shop added model railways to its product ranges.

The business and the ranges stocked continued to grow and in August 2006, the shop was relocated to retail premises in Cavendish Street, near the town centre.

When they took on the new shop, John distinctly remembers saying to Shelagh: "We are never going to fill this." However, with new ranges and new suppliers introduced, visitors to the shop

in Barrow-in-Furness were soon to be greeted with a store full to the rafters supplying everything for dolls' houses, card making, marquetry and match building to plastic kits and, of course, an ever-expanding supply of railway models.

Now, at the start of 2025, the business has once again relocated to bigger premises just down the road at 41 Cavendish Street. John says the business has made the investment and the move to accommodate new suppliers such as Rapido Trains UK and Accurascale, as well as allowing room for the expansion of existing ranges.

Once John and Shelagh are settled in the new premises, there is enough space to expand further by offering workshops and demonstrations.

www.craftyhobbies.co.uk
www.facebook.com/CraftyHobbiesBarrowInFurness



▲ Crafty Hobbies proprietors John and Shelagh Hambler.



▲ The frontage of the new Crafty Hobbies store.

Layouts and models to feature in Ravenglass & Eskdale 150 exhibition

The early May Bank Holiday weekend will see the Ravenglass & Eskdale Railway in Cumbria marking the 150th anniversary of its opening in 1875 – originally as a 3' gauge mineral railway nicknamed in Lakeland dialect 'Owd Ratty'. There will not only be special trains but also a commemorative Ravenglass Railway Museum exhibition featuring a variety of models.

The line was first constructed to carry hematite iron ore from mines in the shadow of the Lake District fells at Boot, down picturesque Eskdale to an interchange with the Furness Railway at Ravenglass on the Irish Sea coast. From 1876 it also carried passengers but as the mines it served soon closed, it became increasingly impoverished and decrepit, closing to passengers in 1908 and to goods in 1913.

However, in 1915, the abandoned line was taken over by the modelmaker Wenman Joseph Bassett-Lowke and Robert Proctor-Mitchel, and converted into the pioneering 15" gauge 'L'aal Ratty' familiar to enthusiasts today.

The R&ER Gala weekend on 3-5 May will feature a selection of 'special guests' in the museum in the form of models and layouts that are not normally on display.

Entry to the museum exhibition is free but donations are gratefully received to help with the running of the museum. Among the exhibits



will be the 1:48 scale *Boot c.1880* model layout built by Peter Kazer and featured in the November 2021 issue of *RAILWAY MODELLER*. It represents the original 3' gauge line's inland terminus, before the 15" gauge was diverted to Dalegarth. With its models of 'Owd Ratty' locos and rolling stock, the layout was recently donated by Peter to the museum.

Also in the anniversary exhibition will be a layout featuring a collection of Roundhouse Engineering live steam locomotives and 16mm scale rolling stock. In addition, while historic 15" gauge locomotives *Katie* and *Synolda*, normally resident in the museum, are out operating on the R&ER for the gala, the curators have arranged to have some 1/12th scale O gauge

▲ The *Boot c.1880* layout depicting the R&ER in its original 3' gauge form. Photo: RM Archive

models of them on static display in the museum.

Meanwhile the R&ER itself will be operating an intensive service of steam and diesel-hauled trains, with the home fleet boosted by visiting locomotives *Green Goddess*, from the Romney, Hythe & Dymchurch Railway in Kent, and *Bonnie Dundee*, normally resident at the Cleethorpes Coast Light Railway in Lincolnshire. For further details see the Societies & Clubs pages and website:

www.ravenglass-railway.co.uk/events/150th-anniversary-steam-gala-weekend

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.

JULY 2025 issue deadline: MAY 1st

LIVE EVENTS

Saturday 12 April

BASSINGBOURN, Cambridgeshire

Organiser: Royston & District MRC.

Venue: Bassingbourn Village College, Bassingbourn, nr Royston SG8 5NG.

Open: 1030-1600

Admission: adults £5.00, acpd children free.

Amenities: venue 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 – don't park in Brook Road itself. Visitor entry is via car park and not front entrance. Classic Eastern Counties coach RE896 will provide shuttle between Royston and venue. Catering with 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*, *Zeedijk*, demonstrations, 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, 00 and O gauge. Run your own locos. Plus club shop.

Email: 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 MRS.

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 subject to availability; free on-street parking nearby; disabled facilities; hot and cold drinks & snacks (HWMRS events are famous for cakes).

Features: 10 layouts including: *Giffard Lane*, *Leatown*, *Mothcombe* (00); *Bryn Y Brenin Mawr* (00 & 009); *Blea*, *Little Himalayan Railway* (009); *Northfield Harbour* [USA], *Klein Schmalitz* [German] (HO); *Braemuir Harbour*, *Kinlochlaggen*, *Cynon Valley* + *Potteries* (N). Plus trade support.

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 MRC.

Venue: 9 Morecambe Street West, Morecambe, Lancashire LA4 5HE.

Open: 1000-1600 (last admission 1530).

Admission: adults £3.00, children free.

Amenities: disabled accessible toilet, kitchen serving drinks, cake and biscuits.

Features: upstairs there is a large 7mm scale layout. There is also a dc layout in 00 and, in the Lancaster Room, a DCC & dc layout. Downstairs there is an N gauge layout and a 7mm narrow gauge layout.

Contact: Gerry Blaikie, 01524 425523.

Facebook: https://www.facebook.com/people/Morecambe-Heysham-Model-Railway-Club/61570171563235/?_rd

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: free parking, disabled access. **Features:** at least 17 layouts in gauges SM32 to N including *Gare de Brindle* (SM32); *Longstone* (Gn15); *Two Sisters' Farm* (Gauge 1); *Crowes Loke*, *Docklands*, *Margaret's Mill* (0); *Pye Rigg Works* (09); *Whitely* (EM); *All Cars Stop Here*, *Bastwick Wood Sidings*, *Brooklands Park*, *Buxton*, *Dizzyworld*, *Flucks Yard*, *Framplington*, *Hawkins Tower*, *Padlam Junction* (00); *Klapping* (HO); *Braughing & Standon*, *Buxton*, *Hayling Island*, *Herrington*, *Tremelyn* (N); *Thomas & Friends*, traders, demonstrators & 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 Lincs 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 a few minutes walk away. Light refreshments.

Features: around 20 narrow gauge layouts plus trade & society stands. 009 Society AGM at 2pm in the Teak Room.

Contact: Stan Williams at 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, acpd U18s free. Online advance ticket sales stop at 0900 on 10 April but tickets also available on the gate – cash or card payment subject to availability of connection. Printed tickets make entry quicker as electronic tickets will need to be manually verified.

Amenities: free parking or vintage shuttle bus (pre-booked tickets) from Coventry station. Café and food & drink outlets. No cash machine. Prize draw and Model of the Year competition.

Features: layouts, most with live steam, including *Aylesbury Loop*, *Blackgang*, *Chalkwood*, *Gadhill*, *Garden Rail's Garden Railway*, *Isle of Man Railway Group*, *Johnston Harbour*, *Llantallio Valley Railway*, *Modular 16mm Layout*, *Morton Yard*, *Somersbury* (O Gauge live steam), *Paddington's Peruvian Preserves*, *Pentre*, *Rhydypenderyn*, *Rhydyrgwern*, *Stately Manor*, *The Hampshire Area Group Modular Layout*, *The Slate Line*, *16mm Military Narrow Gauge Modellers*, 7/8ths scale modellers. Over 60 exhibitors.

Website:

www.nationalgardenrailwayshow.org.uk

Saturday 12 April

WELWYN GARDEN CITY, Hertfordshire

Event: De Havilland Model Railway Exhibition.

Organiser: De Havilland MRS.

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 of limited mobility. Refreshments.

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 www.aimrec.co.uk or from Made in Ashford. Visitors will be given a wristband allowing access to all festival venues).

Amenities: for details of car parks and fees, see map on website. Ashford railway station is 300m from Ashford College and 500m from Elwick Club. Refreshments at College venue plus Beer Festival with food and music at The Coachworks, Dover Place, Ashford TN23 1HU.

Features: layouts incl: *Pempoul* (1:50 scale); *Arun Quay*, *Holmeshurst* (0); *Artists Valley*, *Halden Lane/Shaw Lane Junction*, *London Road Sidings*, *Lydd on Sea*, *Milepost 31*, *Oxley Heath*, *St Seeb*, *Swanage*, *Westhouses* (00); *Kineley Halt*, *Somewhere in France 3*, *SylvaSpring Railway* (009); *Hops Farm* (006.5); *Spring Bank* (TT); *Bank (W&C Line)*, *Broadford*, *Flatlands*, *Glenshiel*, *Joganji River*, *Lavender Lane*, *Mount Kato Tramway*, *Tanners Hill* (N); *Four Feathers Falls*

(000); *Brick Coast Main Line* (Lego Railway Train Club), *Lego Classic 12V Railway* (L). Plus many trade and society stands. In addition, Ashford Museum & Annexe (TN23 1QG) will hold Local Heritage & Railway History event; Gateway Plus (TN23 1AS) will host Ashford's Railway Legacy Exhibition to mark Railway 200 (closed on Sunday); and Made in Ashford/Craftship (TN24 8RY) will host 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 children's activities.

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

Organiser: Pentland MRG.

Venue: Heriot-Watt University Students Union, Riccarton, Edinburgh EH14 4AS.

Open: both days 1000-1630

(Show will open 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. Disabled access. Refreshments.

Features: 16 working layouts including: *Compact 00 Demonstration Layout*, *Cartom*, *Gresty Bridge*, *Haigh Junction*, *Micro Cement*, *Shunting Puzzle*, *Swindon TMD*, *Woodside Junction* (00); *Glendhar* (009); *Port Kembla*, *Ribbingfall Yard* (HO); *Handegg* (H0m); *Dragonby*, *Glenralf*, *Longtown* (N); *Lego* layout. Plus a demonstration table and trade 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 G 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, 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 including: 15 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 dolls' houses; modelling models; plus 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, Seaford, Wilder Road, Ilfracombe EX34 9BZ.

Open: 1000-1600

Admission: adults £5.00, children £2.00, family £8.00.

Amenities: car parks nearby (pay & display), level access, refreshments available.

Features: layouts in gauges OO, O09, N and more, trade stand, second-hand stall.

Contact: David Watts, 01271 864677.

Email: dw312@btinternet.com

Saturday 19 April

MAIDENHEAD, Berkshire

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, Tremiarten, Veja Megrtra [Swiss], White Meadow Quarry, Whitmoor, Wokingham. Plus trade support and second-hand stall.

Email: bagladdies@weebly.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. Opportunity to see how the LNER was run in the heyday of steam, with dozens of trains, formed from over 180 locomotives and over 400 items of rolling stock, running on 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: 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: event to raise vital funds for the Community Centre, venue for 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 a public car park is 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. Parking for 800 cars (ground conditions permitting). Set sat-navs to 'York Racecourse, Racecourse Rd, York YO23 1EX' but check they're locating Racecourse Road. If arriving by train or park and ride bus, York Pullman will be running a 30-min frequency Service 197 Show Link Bus from York railway station as a commercial operation independent of YMRS (free travel passes not valid but payment by cash or card).

First bus from rail station is at 0930, with last 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 incl: *Penrhyn Quarries* (10mm scale 0-16.5); *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* (O09); *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 demos and society & 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 in foyer of public library, accessible through automatic doors. Car parks nearby in town centre, bus station is 500m, and railway station is half a mile, away.

Features: showcase of progress on 7m-long model of Leominster station in the first half of the 20th century. 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: adults £6.00, 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: 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@jelmmechanical.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 available on site, on the street or 2 hours free parking at nearby Sainsbury's. Rowley Regis railway station is 10 mins walk, and 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 plus rail services from Manchester, Lancaster, Leeds, Preston and Barrow-in-Furness. 'Brief Encounter' Refreshment Room of 1945 romantic 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 trade stands and a bring & buy table.

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

Friday 2 – Sunday 4 May

BRISTOL MODEL RAILWAY EXHIBITION THORNBURY, South Gloucestershire

Organiser: The Association of Model Railway Clubs Wales and West of England in conjunction with Warners Group Publishing.

Venue: Thornbury Leisure Centre, Alveston Hill, Thornbury, Bristol BS35 3JB.

Open: Friday 1230-1900

Saturday 1000-1700

Sunday 1000-1630

(with early entry at 0930 on Saturday & Sunday for advance ticket holders booking via www.eventbrite.co.uk/e/the-bristol-model-railway-exhibition-2025-tickets-1144140698629?aff=erelexpmlt).

Admission: adults £13.00, children (5-16) £7.00, family (2 adults + up to 3 children) £35.00. (Note: No dogs allowed apart from official guide or assistance dogs).

Amenities: the leisure centre has parking for over 200 cars plus 12 disabled parking bays and four electric vehicle charging bays. First Bus T1 service from Great Stoke stops a short walk (15-20 mins) from Bristol Parkway station and runs every 30 mins to Thornbury Leisure Centre. Venue has full disabled access. If a visitor requires a full-time companion, a companion's ticket can be provided if supporting documents are emailed to exhibit@warnersgroup.co.uk prior to the show. Children's step stools allowing a better view of layouts are available from the information point for a returnable deposit of £3.00. Snacks and hot/cold drinks will be available.

Features: around 34 layouts in gauges 0 to N plus numerous trade stands.

Email: bristolmodrailx@gmail.com

Web: www.bristolmodrailx.uk/general-clean

Facebook: www.facebook.com/p/Bristol-Model-Railway-Exhibition-100066788402341/?locale=en_GB

Friday 2 – Monday 5 May

BISHOPS LYDEARD, Somerset

Organiser: Taunton Model Railway Group.

Venue: Bishops Lydeard station, Platform 1, West Somerset Railway, Taunton TA4 3BX.

Open: 1000-1630

Admission: small charge (children must be accompanied).

Amenities: free parking, sales table, refreshments.

Features: *Bath Green Park* and *Tamerig New* (OO) operating in conjunction with WSR Spring Steam Spectacular gala.

Email: secretary.tmr@gmail.com

Website:

www.tauntonmodelrailwaygroup.co.uk

Facebook: www.facebook.com/tauntonmodelrailwaygroup

Saturday 3 May

BECCLES, Suffolk

Organiser: Norfolk & Suffolk Narrow Gauge Modellers.

Venue: Blyburgate Hall (former St John Ambulance Hall), Blyburgate, Beccles, Suffolk NR34 9TF.

Open: 1000-1600

Admission: adults £5.00, acpd U16s free.

Amenities: there is no parking at the hall except for disabled, so use nearby local public car park (behind the library and near to the Roys Store), signposted just up from the hall on opposite side of road. The venue is 10 minutes walk from Beccles railway station. Three halls will be in use but unfortunately only two are accessible for wheelchairs. Light refreshments available.

Features: layouts incl: *Gare De Brindille* (SM32); *Two Sisters Farm* (1:32); *Nonsuch Tudor Railway* (O-16.5); *Gill Sands, Ingoldsby Yard* (O9); *Clifford Corris, Harington Road, Ironbridge, Longwaite, Llangymstyn, Silvasprings, Three Pines* (OO9); *Chipeta* (HOn3); *Samson Vale* (HOe). Plus OO9 Society, Bure Valley Railway and Halesworth to Southwold NGRSCIO stands.

Website: www.nsnmg.org.uk

Facebook: www.facebook.com/nsnmggroup/

Saturday 3 May

BEER, Devon

Organiser: Pecorama.

Venue: Gallery Lecture Theatre, Pecorama,

Underleys, Beer, Devon EX12 3NA.

Open: 1000-1600

Admission: included in Pecorama special 50th anniversary entry prices: adults £7.25, concessions (ages 3-17 & 65+) £6.25, family (x4) £24.95, family (x5) £29.95, under 2s free, dogs £1.00. Additional Beer Heights Light Railway train rides £4.00.

Amenities: parking, refreshments, disabled access (hilly, unsuitable for 3-wheel scooters).

Features: May Bank Holiday weekend event when visitors are invited to operate the Swiss RhB-themed DCC layout *The Andeer Line* (H0m) – instructions given. Tickets include access to Pecorama model railway exhibition, a ride on the Beer Heights Light Railway and gardens.

Website: www.pecorama.co.uk

Saturday 3 May

SOUTHAMPTON, Hampshire

Event: Southampton Toy Fair.

Organiser: Ron Lines.

Venue: St. James Road Methodist Church, St James Road, Shirley, Southampton SO15 5HE.

Open: 1000-1330 (last admission 1300)

Admission: adults £2.00, U12s free.

Amenities: free parking available as well as on street parking. Café on site.

Features: sale of model trains, vehicles and other collectibles.

Contact: 02380 772 681.

Website: www.ronlines.com/southampton-toy-fair.html

Saturday 3 – Bank Hol Monday 5 May

OLDHAM, Greater Manchester

Event: Saddleworth Charity Model Railway Exhibition in Aid of Guide Dogs for the Blind.

Organiser: Sawyer Models

Venue: Saddleworth Museum & Art Gallery, High Street, Uppermill, Oldham OL3 6HS.

Open: Saturday 1000-1600

Sunday 1030-1600

Bank Holiday Monday 1100-1600

Admission: adults £5.00, children can enter free with every paying adult (cash only).

Amenities: free parking outside museum & in town (check signs as time limits apply). The exhibition will be upstairs, accessible by stairs or lift. Refreshments provided by Friends of the Museum (cash payment only).

Features: layouts in various scales & gauges. There will be a Best in Show award voted for by the visitors. Plus there will be traders able to accept payments by cash or card. Guide Dogs will be present over the weekend with actual guide dogs. Museum downstairs will be open.

Email: andysawmaker@hotmail.co.uk

Facebook: www.facebook.com/profile.php?id=100065558646650

Saturday 3 – Bank Hol Monday 5 May

RAVENGLASS, Cumbria

Event: 150th Anniversary Steam Gala.

Organiser: Ravenglass & Eskdale Railway.

Venue: Ravenglass & Eskdale Railway, Ravenglass, Cumbria CA18 1SW.

Open: 0930-1630

Admission: free, but donations appreciated.

Amenities: railway car park, fees £3.00 for 2hrs or £6.00 all day. R&ER station is adjacent to Cumbrian Coast Line station, with Northern Rail services from Barrow-in-Furness, Whitehaven & Carlisle. The museum is accessible for wheelchair users with level access at the entrance and a ramp to the upper exhibition hall. Refreshments.

Features: once-in-a-lifetime celebration marking 150 years since the R&ER's 1875 opening, originally as a 3' gauge line later converted to 15" gauge. Special exhibition at Ravenglass Railway Museum exploring the line's rich history including model displays, and on the railway itself there will be an intensive service of steam and diesel-hauled trains, with resident fleet plus visiting locomotives including Romney, Hythe & Dymchurch Railway Green Goddess, and *Bonnie Dundee*, normally resident at the Cleethorpes Coast Light Railway.

Contact: 01229 717171.

Website: www.ravenglass-railway.co.uk/events/150th-anniversary-steam-gala-weekend

Facebook: www.facebook.com/RavenglassEskdaleRailway/

Sunday 4 May

HALIFAX, West Yorkshire

Event: Club Room Open Day.

Organiser: Halifax Model Railway Club Ltd.

Venue: 2-4 Deal Street, Halifax HX1 1QE.

Open: 1000-1600

Admission: adults £3.50, family £6.00, concessions £2.50.

Amenities: car parking nearby but unfortunately no disabled access. Refreshments all day, with lunch served 1200-1400.

Features: 10 layouts (in 0, OO, OO9 & N gauges) plus trade support.

Email: halifaxmodelrailwayclubltd@gmail.com

Website:

www.halifaxmodelrailwayclubltd.co.uk

Bank Holiday Monday 5 May

CLEVELAND, North Yorkshire

Event: Cleveland MRC Spring Open Day.

Organiser: Cleveland Model Railway Club.

Venue: Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland TS12 2LQ.

Open: 1000-1600

Admission: adults £1.00, children 50p.

Amenities: free parking. Bus stop Arriva No.5 'Hollybush, Skelton'. Disabled access (except mezzanine). Light refreshments available.

Features: there will be an opportunity to see the various club layouts in operation and under construction in a relaxed atmosphere where you can chat with friendly members. A small selection of trade stands will be in attendance.

Email: Clevelandmrc.publicity@gmail.com

Facebook: www.facebook.com/groups/clevelandmrc

Saturday 10 May

BIRCHINGTON, Kent

Organiser: East Kent Model Railway Society.

Venue: The Centre, Alpha Road, Birchington CT7 9EG.

Open: 1000-1600

Admission: adults £5.00, acpd U16s free.

Amenities: pay & display parking is across the road from The Centre. Trains run frequently to Birchington-on-Sea station – 5 mins walk from the venue – from London Victoria, Faversham, Whitstable, Herne Bay, Margate and Ramsgate. Buses stop in nearby Station Road. Light refreshments will be on sale.

Features: up to 16 layouts, including *London Underground & trams, Ramsgate Harbour 88 and New Bridge Street*, plus 7 traders. The event will also see the launch of EKMSR limited edition OO gauge coal wagon for the year depicting the livery of T S King of Herne Bay.

Email: ekmrswhitstable@gmail.com

Facebook: www.facebook.com/EKMRSWhitstable/

Saturday 10 May

BUSHEY, Watford, Hertfordshire

Event: 43rd Annual Model Railway Exhibition.

Organiser: South-West Herts Model Railway Society.

Venue: Queens School, Aldenham Road, Bushey, Herts WD23 2TY.

Open: 1000-1630

Admission: adults £8.00, children £4.00, family (2+2) £16. Accompanied children under 15 – up to 2 free with each adult.

Amenities: venue is close to M1 Jct 5 (with A41) and has on-site parking. Wheelchair access throughout. Refreshments available.

Features: 20 layouts incl: *Oakley Lane, Welham Mitey* (O); *Books Bridge, St Marys* (O-16.5); *Astonbury Junction, Brief Encounter, East Anstey, Fareford Depot, Inchyra Paper Mill, Thomas Town* (OO); *Achalraj* (OO9 Himalayan); *Donnersbachkogel* (HO Austrian), *Geeksville Depot* (HO USA); *Exbridge* (TT); *Turntable Yard, Tinnars Wharf, Upperton* (N); *Churchwalden* (N Swiss RhB), *Hells Glen Power Station* (N USA). Trade stands.

Contact: John Davy, 07783 823457.

Email: jhdavy1@virginmedia.com

Website: www.southwesthertsmrs.org.uk

Facebook: www.facebook.com/SouthWestHertsMRS/

Saturday 10 May

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, OO9, 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 10 May

HYDE, Cheshire

Event: Stockport & District 50th Anniversary Open Day.

Organiser: Stockport & District Rly Modellers.

Venue: The Scout Hut, Cartwright St, Hyde SK14 4FH.

Open: 1000-1600

Admission: by donation.

Amenities: free car parking, disabled access to all areas. Refreshments available.

Features: a selection of layouts including *Middleton Road, Monyash, Harper Hill, Rethlow*, and other surprises along with club stall and trade support.

Contact: 07715 539123.

Website: www.sdrm.co.uk

Facebook: www.facebook.com/stockportrailwaymodellers/

Saturday 10 May

LUTTERWORTH, Leicestershire

Event: Lutterworth Model Railway Exhibition.

Organiser: Lutterworth Railway Society.

Venue: The Wycliffe Rooms, George Street, Lutterworth, Leics LE17 4ED.

Open: 1000-1600

Admission: adults £5.00, children £3.00, family £12.00.

Amenities: venue is 4 mins from M1 Jct 20 & 7 mins from M6 Jct 1 and has parking nearby. Disabled access. Refreshments available.

Features: 12 layouts plus trade stands.

Contact: Ian Lowe, 07889 792897.

Website: www.lutterworthrailwaysociety.co.uk

Facebook: www.facebook.com/groups/778316720688817/

Saturday 10 May

SOMPTING, West Sussex

Organiser: Sompting & District Model Railway Club.

Venue: St Peter The Apostle Church, Bowness Avenue, Sompting, Lancing BN15 9TS.

Open: 1000-1630

Admission: adults £4.00, children £1.00.

Amenities: free on-road parking, wheelchair and buggy access. Refreshments available.

Features: layouts in 0, OO, OO9, N and Lego gauges plus 'hands on' children's layout and club sales stand.

Website: www.somptingdistrictmrc.co.uk

Facebook: www.facebook.com/somptinganddistrictmrc/

Saturday 10 & Sunday 11 May

expoEM

BRACKNELL, Berkshire

Organiser: The EM Gauge Society in conjunction with Bracknell Model Railway Society.

Venue: Bracknell Leisure Centre, Bagshot Road, Bracknell, Berkshire RG12 9SE.

Open: Saturday 1030-1730

Sunday 1000-1630

Admission: 2-day visitor ticket £11.00, EMGS members £9.00, acpd U16s free.

Amenities: within easy reach of both the M3 (Jct.3) and M4 (Jct.10) – follow brown signs for Bracknell Leisure Centre (Satnav RG12 9SE). Bracknell railway station is ¾ mile away. Free on-site parking. Venue has level access. Catering available.

Features: layouts including: *Bramsdon* (East Suffolk diorama); *Flintcombe, Longwood Edge, Market Bosworth, Splott* (P4); *Brighton East, Grimesthorpe, Hope-Under-Dinmore, Jane's Creek, Roundtrees Sidings, Sheepcroft* (EM). Plus 10 demonstrators and numerous trade & society stands.

Email: expoem@emgs.org

Website: ww.emgs.org

Saturday 10 & Sunday 11 May

IMMINGHAM, Lincolnshire

Event: Immingham Model Railway Show.

Organiser: Immingham Museum.

Venue: Immingham Museum & Civic Centre, Pelham Road, Immingham.

Open: Saturday 1000-1700
Sunday 1000-1600

Admission: adults £5.00, acpd U16s free.

Amenities: there is a large free car park adjacent to the museum (Satnav DN40 1QF). No.5 bus from Grimsby Town station runs to Immingham every 30 mins on Saturdays and hourly on Sundays. Disabled access to exhibition area, but unfortunately not to museum's own layouts. Refreshments available.

Features: 15 visiting layouts in gauges from SM32 to N, including: *Caistor Canal Navigation Railway* (SM32); *Izal Factory, Woodhill Goods* (O); *High Peak Stone* (EM); *Bin Liner Train Depot, Cottleston, No.5 Passing Place* (Grimsby to Immingham Trams in 1950s/60s); *Spilsby, Thelnerby, Tytton Hall Yard, Weedram Distillery, Wits End* (OO); *Lockwood Street* (N); *Lego* (modern image Lego trains). Plus the Immingham Museum layouts *Immingham Loco Shed 1912-1970* (OO) and *Barnetby to Wrawby 1970* (N) and exhibits relating to the Great Central Railway and Immingham Docks.

Contact: 01469 727272.

Website: www.imminghammuseum.org

Saturday 10 & Sunday 11 May

SHEFFIELD RAILX

SHEFFIELD, South Yorkshire

Organiser: Neepsend Model Railway Society (Sheffield).

Venue: Grenoside Community Centre, Main Street, Sheffield S35 8PR.

Open: Saturday 1000-1700
Sunday 1000-1630

Admission: adults £7.50, acpd U16s free. (Free cup of tea/coffee with entry ticket).

Amenities: by road from north of Sheffield or Manchester, follow the A61 (Jct 36 of the M1) and signs for Sheffield (North); from south of Sheffield, follow A57 (Jct 33 of the M1) and signs for Sheffield (Centre) on Sheffield Parkway (see website for detailed directions). Venue has car park but if full, use on-street parking. Stagecoach bus No.86 runs from Chapeltown to Sheffield City Centre (and Lowedges), connecting with rail services at Chapeltown station. It runs half-hourly on Saturday, stopping outside venue; on Sunday, it is hourly and runs along A61 (timetable at www.travelsouthyorkshire.com). Disabled access. On-site 'Messroom Café' available.

Features: 15 layouts incl: *Broadley, Chesil Exchange* (O); *Braynerts* (P4); *Hartley Bank Screens* (EM); *Dunsfold Road, Trevago* (OO); *Ulvayrd (Strand)* (HOe Swedish); *24th Street Wharf, Americana* (both HO USA), *Industrivej* (HO Danish); *BSC Attercliffe Works, Culthwaite* (N); *Hornby Transcontinental*. Demos & stands. **Email:** Chris Saxby, exhibition manager, at csaxby1@gmail.com

Website: www.neepsendmrs.weebly.com

Facebook: https://www.facebook.com/people/Neepsend-Model-Railway-Society-Sheffield/61555788264689/

Saturday 10 & Sunday 11 May

STAMFORD MODEL RAILWAY SHOW

STAMFORD, Lincolnshire

Organiser: Market Deeping Model Railway Club.

Venue: Stamford Welland Academy, Green Lane, Stamford PE9 1HE.

Open: Saturday 1000-1700
Sunday 1000-1600

Admission: adults £9.00, U16s £4.00, registered disabled £4.00, parent & child £12.50, family (2 + up to 3) £25.00. Advance discounted online booking at: www.trybooking.com/uk/events/landing/67424?

Amenities: to reach venue by car, turn off A6121 into Recreation Ground Road, which then becomes Kings Road, then Green Lane. Stamford rail & bus stations are 25-30 minutes walk away but a free bus service to the show will be provided, starting from the railway station and stopping at the main town car parks (see website for timetable).

Refreshments available.

Features: 25 layouts including: *Attlyn, Beijing, Corsham, Kaninchenbau, Kelvin Grove/Thomson Street, Kinlochewe, Little Lechlade, Longwaite TMD, Manthorpe Sands, Melin Llechi, Megsdorf, Mitchell Junction, Moor Boxes, Morf Rail, Mosquito Falls, Museum of Transport, Nook, Oliver Hill, Peterborough East (static), Porthllechan, Purgatory Peak, Shabby Road, Sharnbrook Summit & Deviation, St Jude's Bay, St Seeb, The Kwai Bridge, Upsey Junction, Whipton*. Plus 20-plus traders in five halls of exhibits as well as a Learning Zone, Kiddies' Zone & outside ride-on railway.

Email: stamfordmodelrail@gmail.com

Website: www.mdmc.org

Facebook: www.facebook.com/events/stamford-welland-academy/stamford-model-railway-exhibition/1521079722068058/

Sunday 11 May

LONG MELFORD, Suffolk

Event: Fundraising Model Railway Show.

Organisers: Sudbury Model Railway Club & 1st Chadbrook Guides.

Venue: Long Melford Village Hall & Long Melford Scout and Guide Hut, Hall Street, Long Melford, Suffolk CO10 9JQ.

Open: 1000-1600

Admission: adults £3.00, children £1.00.

Event is a fundraiser for the 1st Chadbrook Guides' international trip to Switzerland.

Amenities: free parking at venue and also street parking. Refreshments available.

Features: 13 layouts plus kids' layout, trade stands and Sudbury Model Railway Club stand.

Contact: Exhibition Manager Alan Cox, 07961 258299.

Email: SMRCalancox@outlook.com

Website: www.sudburymrc.org.uk

Facebook: www.facebook.com/sudburymrc/

Sunday 11 May

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 Junc 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 17 May

BOOTLE, Merseyside

Event: LAWLOGG Open Day.

Organiser: Liverpool and West Lancs O Gauge Group (LAWLOGG).

Venue: 1st Floor, St. Monica's Parish Centre, Stewart Avenue, Bootle L20 9JD (use door at far left end).

Open: 1000-1600

Admission: free but donations are welcome.

Amenities: free parking on site and nearby (alongside park). Public transport nearby (see website for details). Light refreshments.

Features: *Fernhill Junction* (large twin track main line loop with branch); *Dunball to St Monica's* (long branch line spiral); *Ballan Road* (1950s-70s rural loop and branch); *Test Track* (quad loop for 3-rail, 2-rail, dc and DCC). Plus members' micro O gauge layouts. Visitors are welcome to bring locos & stock to run. Demo by Merseyside Area Group of MERG and others.

Website: www.lawlogg.uk/visit/

Facebook: www.facebook.com/lawlogg

Saturday 17 May

ELY, Cambridgeshire

Organiser: Ely & District Model Railway Club.

Venue: Ely College, Downham Road, Ely CB6 3DY.

Open: 1030-1630

Admission: adults £6.50, children aged 5-16 £3.00, U5s free, family (2+2) £15.00.

Amenities: venue is now the new hall, with ample free parking, disabled access and refreshments available. There will be a free vintage bus shuttle from Ely railway station.

Features: 14 layouts in various scales, plus

demonstrations, Tony Wright's loco clinic, trade support and outside live steam.

Contact: 01353 721280.

Website: www.elymrc.org.uk

Saturday 17 May

UPWEY, Weymouth, Dorset

Event: Open Day.

Organiser: Weymouth Model Railway Assoc.

Venue: Upwey Memorial Hall, Victoria Avenue, Upwey, Weymouth DT3 5NG.

Open: 1000-1600

Admission: free (charity box near front door).

Amenities: very limited parking, good disabled access except to stage area. Refreshments.

Features: variety of club exhibits. Trade stands.

Website: www.weymouth-model-railways.org.uk

Saturday 17 & Sunday 18 May

SALISBURY RAILX 2025

ANDOVER, Hampshire

Organiser: Salisbury & South Wilts Railway Society, supported by Peco, Bachmann, WWSenics, Ray Heard & West Hill Wagon Works.

Venue: Thruxton Centre, Thruxton Circuit, Andover SP11 8PN.

Open: both days 1000-1630

Admission: adults £10.00, children (5-16) £2.00, acpd U5s free, family (2+2) £22.00.

Amenities: free local parking. Full disabled access to all areas and toilets. Refreshments available. Move to Thruxton Racing Circuit represents a considerable expansion of this annual event compared to previous years when only a much smaller venue was available.

Features: layouts incl: *Haydon Square* (O); *Great Bardfield* (P4); *Chitterne, Horsebridge Wharf* (EM); *A Really Useful Railway, Bournemouth West, Brooklands, Hounslow Sidings, Tidworth NSE* (OO); *Bruckless* (OO n3 Irish); *Ashgate, Blackmoor, Harringford Light Railway, Wantage Tramway, Woodbury Wharf* (OO9); *Golden Mile* (2mm Finescale); *Brian's Continental, Griswald, Shaftesbury Parkway, Templecombe Collection, Sturminster Newton* (N). Demos and trade stands.

Contact: Exhibition Publicity Manager, 07768 448369.

Website: www.sandswrs.co.uk

Facebook: www.facebook.com/SSWRailSoc/

Saturday 17 & Sunday 18 May

JARROW, Tyne & Wear

Event: Jarrow Model Railway Club Exhibition.

Organiser: Jarrow Model Railway Club.

Venue: Primrose Community Association, Lambton Terrace, Jarrow, Tyne & Wear NE32 5QY.

Open: Saturday 1000-1700
Sunday 1000-1600

Admission: adults £6.00, children £3.00, family £14.00. Card payments taken on entry.

Amenities: free limited on-site parking plus limited disabled parking, as well as permitted on-street parking. Refreshments, including bar and light lunches, available.

Features: layouts including: *Brafferton* (O); *Mariana Mesa* (On30); *Steeple Bumbleigh* (EM); *Copper Tor* (OO); *Jersey Royal* (OO & HO); *West End Drift* (OO & OO9); *Neuburg 1913* (HOM); *Cockersands Level, Enchanted Forest* (OO9); *Coketown, Fleetwood, Setterington, St George's Fish Quay* (N). Plus numerous trade & society stands.

Contact: 01914 249977.

Website: www.jarrowmrc.org

Saturday 17 & Sunday 18 May

PORTHMADOG, Gwynedd

Event: Model Railway Workshop

Organiser: Ffestiniog & Welsh Highland Rlys.

Venue: Y Ganolfan Community Centre, High Street, Porthmadog, Gwynedd LL49 9LU.

Open: both days 1000-1600

Admission: check website for details.

Amenities: new venue in Porthmadog, close to the F&WHR Harbour Station, arranged after temporary problems emerged with previously advertised venue of the Minffordd Gweithdy. Refreshments available including cakes from popular local baker CelEmmabration Cakes.

Features: selection of model railway layouts plus demos. Aim is to show skills of railway modelling and how to take up the hobby in space you have available. Event is dedicated to the memory of the late railway modeller & writer

Paul Towers, former Editor of *Model Railway News* and organiser of exhibitions in Porthmadog area (see obit in RM April 2025 issue).

Contact: 01766 516000.

Enquiries: enquiries@ffwhr.com

Website: www.festrail.co.uk/

model-railway-workshop/

Facebook: www.facebook.com/festrailinsider/

Saturday 17 & Sunday 18 May

QUEENSBURY, Bradford, West Yorkshire

Event: Queensbury Model Railway Show.

Organiser: Bradford Model Railway Club.

Venue: Victoria Hall, Sandbeds, Queensbury BD13 1AB.

Open: Saturday 1000-1700
Sunday 1000-1600

Admission: adults £7.00, acpd U16s free. Family ticket for two adults plus two 16-18 year-olds £16.00.

Amenities: parking is available in Tesco's car park (across the road and with no time limit) and Black Dyke Mill. Refreshments available.

Features: around 10 layouts in various gauges, plus trade support and a second-hand items stand.

Website: https://bradfordmrc.org

Sunday 18 May

HASTINGS, East Sussex

Organiser: Model Railway Quest.

Venue: The Hastings Academy, Rye Road, Hastings TN35 5DN.

Open: 1000 -1600

Admission: adults £7.00, seniors and U16s £5.00, family £15.00, TFL & rail workers with ID £5.00. Discounts available for pre-booking.

Amenities: free on-site parking, and on bus route from Hastings station. Wheelchair access.

Features: 17 layouts plus 12 trade stands.

Email: modelrailwayquest@gmail.com

Website: www.modelrailwayquest.com

Facebook: www.facebook.com/

modelrailwayquest/

Sunday 18 May

STOWRAIL 2025

STOW-ON-THE-WOLD, Gloucestershire

Organiser: StowRail Organising Group & Parents, Teachers and Friends Association of Stow-on-the-Wold Primary School.

Venue: St Edward's Hall, The Square, Stow-on-the-Wold, Glos GL54 1AF.

Open: 1030-1600

Admission: adults £5.00, acpd children free (raising funds for the primary school).

Amenities: there is short-stay parking in the Square, long-stay and pay & display parking in walking distance. Entrance ramp and lift plus disabled toilet. Tea and cakes available.

Features: layouts including: *Bunker's Lane* (RM October 2024), *Farmer's Dove, Fryupdale Brewery, Greycliffe, Hartburn, Kaninchenbau, Saith ar Hugain, Selbourne, Sheep Dip*. Plus demonstrations and a pre-loved items table.

Website: www.stowrail.org.uk

Sunday 18 May

WINDSOR, Berkshire

Event: MSMC Windsor International Toy & Train Fair.

Organiser: Maidenhead Static Model Club.

Venue: New Windsor Community Association Centre, Hanover Way, Windsor SL4 5NW.

Open: 1030-1430

(With early entry for extra fee – see below).

Admission: adults £3.00, concessions £2.50 & early entry from 0900 £7.00.

Amenities: new venue in Windsor with free car parking. To book a table use phone no. below.

Features: large variety of trains, boats, planes, Matchbox, Dinky & Corgi model cars, toys, foreign die-cast and old and tinsplate toys.

Contact: 07895 581631.

Website: www.windsortoyfair.co.uk

Facebook: www.facebook.com/groups/

210989330426683/

Saturday 24 May

BEER, Devon

Organiser: Pecorama.

Venue: Gallery Lecture Theatre, Pecorama, Underleys, Beer, Devon EX12 3NA.

Open: 1000-1600

Admission: included in Pecorama special

50th anniversary entry prices: adults £7.25, concessions (ages 3-17 & 65+) £6.25, family (x4) £24.95, family (x5) £29.95, under 2s free, dogs £1.00. Additional Beer Heights Light Railway train rides £4.00.

Amenities: parking, refreshments, disabled access (hilly, unsuitable for 3-wheel scooters). **Features:** Spring Bank Holiday weekend event during which visitors will be invited to operate the Swiss RhB-themed DCC layout *The Andeer Line* (H0m) – instructions given. Tickets also include access to Pecorama model railway exhibition, a ride on the Beer Heights Light Railway and entry to the gardens. **Website:** www.pecorama.co.uk

Saturday 24 May BILLERICAY, Essex

Event: BMRG Railway Exhibition. **Organiser:** Billericay Model Railway Group. **Venue:** Hannakins Farm Community Centre, Rosebay Avenue, Billericay CM12 0SY. **Open:** 1000-1600 **Admission:** adults & unacpd children £5.00; concessions £4.50; U18s £3.00; U5s free; family ticket £13.00. **Amenities:** venue has parking & wheelchair access. Refreshments available. **Features:** 12-plus layouts in various scales, plus around seven trade stands. **Contact:** 07767390172. **Email:** exhibitionmanager@billericaymrg.org **Website:** www.billericaymrg.org

Saturday 24 May PLUMPTON, East Sussex

Organiser: Sussex Vintage Model Railway Collectors. **Venue:** Plumpton Village Hall, 1 West Gate, Plumpton Green, E Sussex BN7 3BQ. **Open:** 1000-1630 **Admission:** adults £5.00, family ticket (2+2) £8.00, acpd U16s free. **Amenities:** free on-site parking. Venue is 500m from Plumpton railway station and has disabled access. Refreshments available. **Features:** all-vintage layouts show, featuring Bassett-Lowke, Hornby Trains, recent vintage style tinplate, Dublo, Trix Twin, Tri-ang, and more. Plus trade support. **Contact:** Philip Cooke, 07785 567251. **Email:** sussexvintagemrc@hotmail.co.uk **Facebook:** www.facebook.com/sussexvintage

Saturday 24 & Sunday 25 May RAILEX 2025

AYLESBURY, Buckinghamshire **Organiser:** Risborough & District Model Railway Club. **Venue:** Stoke Mandeville Stadium, Guttman Road, Aylesbury, Buckinghamshire HP21 9PP. **Open:** Saturday 1000-1730 Sunday 1000-1630 **Admission:** adults £12.00 incl. programme, U16s free. **Amenities:** free car park, disabled access and lockers. Hot & cold refreshments. **Features:** 16 layouts, incl: *Towyn Pendre* (1:32 scale narrow gauge); *Ditchling Green*, *Wenford Dries* (O); *Abbey Street* (S); *Eastwood*, *Ecclestone*, *Harton Gill*, *Kerrinhead* (P4); *Thorne Yard*, *Yelverton* (OO); *Cessy en Bois*, *Maple River* (HO); *Ley Hill*, *York Road*, *York* (2mm Finescale); *Moors View* (N). Plus demos & trade stands. **Email:** railexmanager@rdmrc.org.uk **Website:** www.railex.org.uk **Facebook:** www.facebook.com/p/Risborough-District-Model-Railway-Club-100068939964862/?locale=en_GB

Saturday 24 & Sunday 25 May BROCKENHURST, Hampshire

Event: Annual Model Railway Exhibition. **Organiser:** New Forest Model Railway Society. **Venue:** Brockenhurst Village Hall, Highwood Road, Brockenhurst, Hampshire SO42 7RY. **Open:** Saturday 1000-1700 Sunday 1000-1630 **Admission:** adults £7.00, acpd U18s free. **Amenities:** venue has free parking and is approx 10 mins walk from Brockenhurst railway station via a gate leading from the Up side car park. The venue has full wheelchair access except for the stage. Refreshments available. **Features:** exhibition of visiting, club and mem-

bers' layouts. The society is celebrating its 50th birthday this year and members will be happy to discuss modelling and answer questions. Trade stands & displays. The society is releasing a limited edition seven-plank wagon made by Dapol to mark its anniversary, with the name 'J F Fox, Coal Merchant, Brockenhurst'. John Fox, lifelong N gauge enthusiast and club chairman, bequeathed funds for wagons in N and OO gauge.

Email: nfmrs@yahoo.com **Website:** www.nfmrs.org

Saturday 24 & Sunday 25 May SAMREX 2025

ROBERTSBRIDGE, East Sussex **Organiser:** Rother Valley Railway Supporters Association. **Venue:** Robertsbridge Village Hall, Station Road, Robertsbridge TN32 5DA. **Open:** both days 1000-1600 **Admission:** adults £4.00, acpd children free and a return visit on Sunday is free with tickets purchased on Saturday. **Amenities:** 10 miles north of Hastings and 15 miles south of Tunbridge Wells on A21. Free parking at hall, pay & display parking at the station, limited street parking. Adjacent to main line station for trains to London, Tonbridge & Hastings. Step-free access. Refreshments. **Features:** model railway exhibition with a life-size railway attached. Layouts, sales stands, second-hand books & model shop, plus station & turntable tours. See progress in extending line to Bodiam & Kent & East Sussex Railway. **Website:** www.rvr.org.uk

Saturday 24 & Sunday 25 May NOTTINGHAM TRANSPORT HERITAGE CENTRE MODEL RAILWAY EXHIBITION RUDDINGTON, Nottinghamshire

Organiser: Nottingham Transport Heritage Centre in assoc with Nottingham Model Railway Society. **Venue:** Nottingham Transport Heritage Centre, Mere Way, Ruddington, Nottingham NG11 6JS. **Open:** Saturday 1000-1700 Sunday 1000-1600 **Admission:** adults £8.00, U16s £2.00 (card payments with MasterCard, Visa, etc accepted). **Amenities:** from M1 Jct 24, take A453 (Remembrance Way) towards Nottingham, then onto Green Lane in Clifton Village, towards Ruddington (see further detailed directions on website). Parking on site at £2.00 per vehicle (towards upkeep of the site – card payments available). Venue can be reached by Nottingham City Transport bus No.10 or Kinchbus No.9 from Nottingham city centre. Venue fully wheelchair accessible. On site catering from heritage café. **Features:** 27 British, Continental & USA layouts, incl *Barry Island* (G, O & OO); *Little Leachlade*, *Millhouse Lane*, *Netherwood Sidings* (O); *Bottom of the Barrel*, *Britannia Mills*, *Ebbols Lane TMD*, *Ellis Road*, *Five Mile House*, *Ile Town*, *Knowles Hill*, *Qulton TMD*, *Ruddington*, *Venture Park*, *Sodor*, *Wilford Rd* (OO); *Cwm Happs* (OO9); *Central Alonzo Mill*, *Kostritzer* (HO); *Uppingham* (TT); *Bear Creek*, *Black Diamonds*, *Brookthorpe*, *Codswallop*, *Grimpley Moor*, *Wits End Boxfile* (N). Demos & traders. Plus Heritage Centre attractions. **Website:** www.nottingham-modelrailway.org.uk/?page_id=489

Saturday 24 & Sunday 25 May SCARBOROUGH, North Yorkshire

Event: Scarborough 2025 Model Railway Show. **Organiser:** Scarborough & District Railway Modellers. **Venue:** Newby & Scalby Community Hall, Scalby Rd, Scarborough YO13 0RA. **Open:** Saturday 1000-1700 Sunday 1000-1530 **Admission:** adults £7.00, children free. **Amenities:** free on-site parking, plus there is a regular bus service. Venue is wheelchair-friendly except for the stage area. Refreshments. **Features:** 10 layouts, including *Marske*, *Pawson's Pickles* (O); *Across The Yard*, *South Millfields* (OO); *What's It Wharf* (OO9); *Megsdorf* (HO); *Camelot* (TT:120); *Low Fell*, *Skell Ghyll* (N); *The Playout* (Lego) plus demos & traders. **Contact:** Roland Wood, 07897 595344. **Email:** roland@sdrmw.co.uk **Website:** www.sdrmw.co.uk/ Scarborough_2025.php

Saturday 24 & Sunday 25 May

YEovil, Somerset **Organiser:** Yeovil Railway Centre. **Venue:** Yeovil Railway Centre, Yeovil Junction Station, Stoford, Yeovil BA22 9UU. **Open:** both days 1000-1600 **Admission:** adults £5.00, children £1.00. **Amenities:** follow signs to, or by rail alight at, Yeovil Junction (on Waterloo–Salisbury–Exeter line) and then a 100-yard walk. By bus, a half-hourly service from Yeovil bus station (not Sundays) then a 100-yard walk. On-site café. **Features:** model exhibition with optional diesel rides at small extra cost (rail coach is accessible via ramp for standard size wheelchair). **Contact:** Steve, 07796447220. **Website:** www.yeovilrailway.freesevers.com

Sunday 25 May PORTREATH, Cornwall

Organiser: Hayle Railway Modellers. **Venue:** St Mary's Church Hall, Penberthy Road, Portreath, Redruth TR16 4NF. **Open:** 1000-1600 **Admission:** adults & children over 5 £3.00 (U14s must be accompanied), U5s free. All proceeds go to running of Portreath Pre-school. **Amenities:** light refreshments available. **Features:** interesting layouts covering a variety of scales and eras. **Website:** www.haylerail.co.uk

Sunday 25 May 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 Junc 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

Friday 30 & Saturday 31 May

BANGOR, Co. Down, Northern Ireland **Event:** First Bangor Model Railway Exhibition. **Organiser:** First Bangor Model Railway Club. **Venue:** First Presbyterian Church, 102a Main Street, Bangor, BT20 4AG, Co. Down. **Open:** Friday 1900-2130 Saturday 1000-1630 **Admission:** adults £6.00, concessions £4.00, children £3.00, family ticket £12.00. **Amenities:** town centre venue with public car parks (with charges payable) nearby. Bus stops close by and venue is a short walk along Abbey Street and Main Street from Bangor railway station. There is disabled access via a lift. **Features:** a varied range of displays including: model railways, static aircraft, farming models, model vehicles, and Lego. Child-friendly layouts. **Email:** secretary@firstbangor.co.uk firstbangormrc@btinternet.com **Website:** www.firstbangormrc.co.uk **Facebook:** www.facebook.com/profile.php?id=100064364542260

Saturday 31 May COVENTRY, West Midlands

Event: Coventry Model Railway Club Spring Open Day. **Organiser:** Coventry Model Railway Club. **Venue:** Unit 3, Coventry Canal Basin Warehouse, Leicester Row, Coventry CV1 4LH. **Open:** 1000-1600 **Admission:** free admission but donations are welcome to help fund the club purchasing rolling stock, equipment and materials. **Amenities:** access via canal basin entrance. No wheelchair access as room is up three flights of narrow stairs. Home-made cakes, tea & coffee. **Features:** six layouts in OO, OO9 & N, covering 1930s to present plus exhibits for children. Members on hand to demonstrate and explain layouts, from construction to digital control. **Email:** secretary@coventrymodelrailwayclub.org.uk **Website:** www.coventrymodelrailwayclub.org.uk

Saturday 31 May PLYMOUTH, Devon

Event: Plymouth Model & Railway Show. **Organiser:** Ken Cork. **Venue:** John Kitto YMCA Centre, Honicknowle Lane, Plymouth PL5 3NG. **Open:** 1000-1600 **Admission:** adults £5.00, concessions £3.00, family ticket £10.00. **Amenities:** venue has disabled access and a café on site. There will be a tombola. **Features:** clubs from across the South West displaying models, railway exhibits and radio controlled boats, plus traders. **Contact:** Ken Cork, 07512 255055. **Email:** ekcork@btinternet.com **Websites:** www.ipmsuk.org/calendar/plymouth-model-and-railway-show-2025/ www.mafva.co.uk

Saturday 31 May ROMSEY, Hampshire

Event: 50th Anniversary Open Day. **Organiser:** Wessex Narrow Gauge Modellers. **Venue:** Abbotswood Community Centre, 14 Abbotswood Common Road, Romsey SO51 0BX. **Open:** 1000-1630 **Admission:** adults £5.00, acpd U16s free. **Amenities:** free parking (check signs for any restriction), wheelchair-friendly building, basic refreshments (teas/coffees, cakes etc). **Features:** gathering of a dozen narrow gauge layouts, in scales of around 3.5mm and 4mm, to mark 50 years of Wessex Narrow Gauge Modellers. 009 Society Sales in attendance. **Email:** admin@narrowgaugesouth.org.uk **Website:** www.narrowgaugesouth.co.uk

Saturday 31 May SLEAFORD, Lincolnshire

Event: Sleaford Model Railway Exhibition. **Organiser:** Sleaford Model Railway Club. **Venue:** St George's Academy, Westgate, Sleaford NG34 7PP. **Open:** 1000-1600 **Admission:** adults £6.00, children £4.00, family £12.00. **Amenities:** free parking, and venue is 10 mins walk from the railway station. There is level access in halls. Refreshments available. **Features:** 14 layouts, incl: *Butterworth* (O); *The Lindsey Joint Railway* (O-16.5); *End of the Line*, *North Milford Halt*, *Otagton*, *Sandside Quarry*, *Shunting Puzzle*, *Whitby Quay* (OO); *Porthlechen* (OO9); *Tyskie Wielkopolska* (HO); *Medan Vale*, *Porthallow* (N); *Zig Zag* (N Australian) plus trade stands, loco doctor & N/TT/00/O test track. **Contact:** 01529 400142. **Email:** Sleaford-MRC@hotmail.com

Saturday 31 May & Sunday 1 June HULL MODEL RAILWAY SHOW HULL, East Yorkshire

Organiser: Hull Miniature Railway Society. **Venue:** The Event Space, Princes Quay, Hull HU1 2PQ. **Open:** Saturday 1000-1700 Sunday 1000-1600 **Admission:** adults £7.00, one child can enter free with each adult and the fee for additional children is £1.00. **Amenities:** access from A63 with large on-site car park, entry via Waterhouse Lane (satnav HU1 2PS, what3words atomic.Figure.salon). Also 500m from Hull Paragon Interchange rail and bus station. Food & drink outlets on site. **Features:** layouts incl: *Chester's Yard*, *Napier Road* (O); *Holland Beck*, *Kenston*, *Padsbridge*, *Wardwood*, *Wymminster* (OO); *Barrowfleet* (OO & OO9); *Lane End* (OO9); *Dettingen* (HO German); *Aldergrove*, *Holgate*, *Itlings Lane* (N); hands-on children's layouts, demos & trade stands. **Websites:** www.hullmrs.org www.hullmodelrailwayshow.blogspot.com

MEETINGS

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 meeting. Visitors welcome.
Amenities: refreshments 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' 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 non-members.
Contact: Brian Holland, 0778 570 7573.
Email: bryan holland60@aol.com
Website: www.leicesterrailwaysociety.com

Wednesday 16 April – 1930

The Grimsby & Cleethorpes Railway Group
'A Journey from Sheffield to Kilton Tunnel' by Stephen Gay.
Venue: The No.1, Station Approach, Cleethorpes DN35 8AX.
Entry: a donation of £3.00 is requested.
Contact: Stuart Blackburn, 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 07771 756013.
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, £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

Thursday 1 May – 1930

Great Central Railway Society (Sheffield branch)
'Co. Donegal Joint Railway' by Ken Grainger.
Venue: The Farm Road Sports & Social Club, Farm Road, Sheffield S2 2TP.
Entry: £4.00.
Contact: Bob Gellatly, 0751 901 1213
Email: gcrs@talktalk.net
Website: www.gcrsociety.co.uk

Thursday 1 May – 1930

Lutterworth Railway Society
'Bristol Brabazon, and the Ekranoplane' by ESTG.
Venue: The Pavilion, Recreation Ground, Coventry Rd, Lutterworth LE17 4RB.
Entry: members £2.00, non-members £5.00.
Contact: Alan Bilton, 01455 207996 or 07771 756013.
Website: www.lutterworthrailwaysociety.co.uk

Friday 2 May – 1900

Stephenson Locomotive Society
'One Man's View of the ECML in 1962 (Part 1)' by Malcolm Paul.
Venue: Newport Community Hub, Union Street, Middlesbrough TS1 5NQ.
Details from: 01429 270591.

Monday 5 May – 1930

Peak Rail Association (Sheffield Branch)
'An Andean Adventure' by David Worth plus 'The David Odd Collection' by Roger Hallatt.
Venue: The Farm Road Sports & Social Club, Farm Road, Sheffield S2 2TP.
Entry: £5.00.
Contact: Dave Sharp, 0114 2745478
Email: davidsharpsheffield@gmail.com
Website: www.peakrail.co.uk/sheffieldbranch

Thursday 8 May – 1930

Locomotive Club of Great Britain (LCGB) St Albans Branch
Branch AGM followed by presentation 'The Art of Underground Travel' by David Burnell.
Venue: St Bartholomew's Church, 47 Vesta Avenue, St Albans AL1 2PE.
Entry: voluntary £4.00 donation towards costs of running the meeting. Visitors welcome.
Amenities: refreshments in the interval.
Contact: murray.eckett@gmail.com

Thursday 8 May – 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

Monday 12 May – 1930

Lincoln Railway Society
'The Recreation of Locomotive 10000' by Tony Ellershaw.
Venue: St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.
Entry: £4.00. Non-members welcome.
Contact: Publicity Member, 01522 698085.
Email: grahamlightfoot1948@gmail.com

Tuesday 13 May – 1930

Wells Railway Fraternity
'Oddities Around Swindon' by Brian Arman.
Venue: The Town Hall, Market Place, Wells, Somerset BA5 2RB.
Entry: £4.00 for non-members.
Website: www.railwells.com

Thursday 15 May – 1930

Lutterworth Railway Society
'New England in the Fall' by Bob Gellatly.
Venue: The Pavilion, Recreation Ground, Coventry Rd, Lutterworth LE17 4RB.
Entry: members £2.00, non-members £5.00.
Contact: Alan Bilton, 01455 207996 or 07771 756013.
Website: www.lutterworthrailwaysociety.co.uk

Thursday 15 May – 1930

Marlow & District Railway Society
'The US Railway Scene in the 1960s/70s' by Don Woodworth.
Venue: Bourne End Community Centre, Wakeman Rd, Bourne End SL8 5SX or on Zoom.
Entry: free for members, £3.00 non-members.
Website: www.mdrs.org.uk
Contact: Martin Stoolman, 07954 849390.

Friday 16 May – 1900

Stephenson Locomotive Society
'My Book Of World Trains (Part 3) featuring Denmark, Norway & The Raumabanen' presentation by Phil Kirkland.
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

Tuesday 20 May – 1930

The Leicester Railway Society
An Evening with Richard Binding, whose slides cover decades of railway history.
Venue: The Braunstone Civic Centre, 209 Kingsway, Leicester LE3 2PP.
Entry: £5.00.
Contact: Brian Holland 0778 5707573
Email: bryan holland60@aol.com
Website: www.leicesterrailwaysociety.com

Wednesday 21 May – 1930

The Grimsby & Cleethorpes Railway Group
'A Railway Photographer 1959-1966' by Chris Nettleton.
Venue: The No.1, Station Approach, Cleethorpes DN35 8AX.
Entry: £3.00.
Contact: Stuart Blackburn, 01472 505853 or 0774 596 1538
Email: sc.blackbourn@ntlworld.com
Website: www.gcrsociety.co.uk

Thursday 22 May – 2000

Stephenson Locomotive Society
'Ingatstone Museum – refurbishment of a historic railway building' by Graham Orchard.
Venue: Friends' Meeting House, 18 Dundonald Drive, Leigh on Sea, SS9 1NB.
Details from: seers.rail@gmail.com

Monday 26 May – 2000

Gauge O Guild
'JMRI Part 2' – evening with John Kneeshaw.
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 each Thursday of 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 pery.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. Group has two layouts in 7mm and one in 4mm, so visitors are welcome

to come along for a chat and tea/biscuits. Visit www.bridgendmodelrailwaygroup.co.uk or email bridgendmodelrailwaygroup@protonmail.com

Group for anyone 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 Pembrokeshire Model Railway Club, meets weekly on Wednesdays at 1915 upstairs at Haverfordwest Mensored, at The Old Print Works, Castle Square, Haverfordwest SA61 2AA. Modellers can attend meetings or join. For more details visit 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 from 1000-1400 at St Stephen's Church Hall, Roydon Road, Launceston PL15 8HL. All ages welcome but children must be accompanied. O, OO and N layouts in dc and DCC. Refreshments and a chat. Email Alan & Sally Barriball at: furzepark@hotmail.com or call 07974 893172.

Leyland Model Railway Club meets at Hillthorpe Farm, Knoll Lane, Little Hoole PR4 4TB every Monday and Wednesday (except Mon bank holidays) from 1900-2200. Layouts in OO and N plus others being built. Call 07796 130295.

Morecambe & Heysham Model Railway Club has moved to 9 Morecambe Street West, Morecambe LA4 5HE. Members meet on Tuesday and Thursday evenings at 1900-2100 and have open days on the second Saturday of each month at 1000-1600, with last admission at 1530 (see April 12 listing). Small admission charge but children admitted free. Club has an O gauge layout and two OO layouts, one with DCC tracks. Also an N gauge layout available for exhibitions and an O-16.5 narrow gauge layout. The venue has a disabled accessible toilet and a kitchen providing drinks and snacks on open days. 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 mrmclubb.com or contact mrmhonscc@yahoo.com

Seaton Carew Model Railway Club welcomes new members and enthusiasts. We meet on the third and fifth (where applicable) Saturday of every month at the Salvation Army Hall, Park Road, Hartlepool TS26 9HT from 1200-1700 with OO and N gauge layouts plus OO, TT and N gauge test tracks. Come along or drop in and enjoy a chat and a coffee. All welcome (U16s should be accompanied by an adult), see the club website http://seatoncarewmrc.byethehost8.com for regular updates and info or email contact.scmr@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

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hand model railway books, videos, layouts, diecast
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709, keith@clwydmodels.co.uk

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RAILWAY MODELLER BACK NUMBERS - for
more information on which issues are available, please
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WANTED – COLLECTIONS OF TRAINS FROM THESE AREAS:- North Wales, Cheshire, Merseyside, Manchester, and Lancashire. Also Diecast. If you really want the best price then send me or email me your list. Tel: 07511 899314. Email: gambiacat@tiscali.co.uk

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WANTED - Model railways. Single items, whole collections. Locos, rolling stock, accessories. Anything considered. Call Rick. 07708 654 824.

MODEL RAILWAY FULL OR PART COLLECTIONS AND RELATED ITEMS PURCHASED. Also 1960's-90's toys including TV-Film related toys, Matchbox, Corgi, Dinky, model kits, Action Man. PAULS TRAINS, telephone: 01276 682 313 – Surrey, Sussex, Berkshire, Hampshire.

Auctions

UK TOY AND MODEL AUCTIONS LTD. We are pleased to announce that our next auction will take place on Monday 12th May from 11am. This will be an INTERNET ONLY AUCTION plus our usual commission and phone bids. To include a nice collection of LBG and Hornby O gauge, plus a selection of diecast models. Our buyers premium

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Private Sales

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Cut the expense of moving house by advertising your property in the RAILWAY MODELLER or CONTINENTAL MODELLER for just 15p a word its great value for money!!

Wanted Private

(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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O GAUGE WANTED - LOCOS, ROLLING STOCK, ACCESSORIES, TRACK/POINTS, SPARES AND BUILDINGS. Large or small collections purchased. Tel: 01302 481274, Mob: 07767 356 890. Email: simonecull06@tiscali.co.uk

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Swapmeets • Sales • Fairs

The following announcements are included in good faith from information provided by the organisers. 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.

April 2025

18 April (Good Friday) 9.45pm-1.15pm
MIDHURST, THE GRANGE, Bepton Road, West Sussex, GU29 9HD. Refreshments on site and free car parking. SRP TOYFAIRS. Tel: 0773 999 8012, 0749 891 2091 www.srp-toyfairst.co.uk

26 April (Sat) 10.00am to 4.00pm
BLUEBELL RAILWAY - Horstead Keynes Station, RH17 7BD.
Entry with a platform or travel ticket
Stall bookings 01279 301 407.

27 April (Sun) 10.30am-2.30pm
HULME HALL, 23 Bolton Rd, Port Sunlight CH62 5DH.

For bookings contact DAVID on 07967 681 080 jacko17356@icloud.com

27 April (Sun) 10.30am-2pm
KIDDERMINSTER, Kidderminster Harriers Social and Supporters Club, Stadium Close, Hoo Rd, Kidderminster DY10 1NB. Admission £1.50. TONY OAKES FAIRS. Tel: 01270 652 773 & 07825 631 323.

27 April (Sun) 10am-3pm
NEWTON ABBOT TRAIN & TOY FAIR, Newton Abbot Racecourse, Devon TQ12 3AF. Admission £3. Superb venue, free parking, refreshments. 100+ tables. Organised by RAY HEARD. Tel: 01823 480 097, email: rayheard66@btinternet.com

May 2025

3 May (Sat) 10.30am-2.30pm
BRECON – Brecon Market Hall, 4 Market Street, Brecon LD3 9DA
For bookings contact DAVID on 07967 681 080 jacko17356@icloud.com

3,4 & 5th May (Sat-Mon) opens 9am.
LLANDUDNO TRANSPORT FESTIVAL, Bodafon Fields, LL30 1BW. Contact JIM/VICCI RICKETTS. Tel: 01492 517 004, email: vicci.rickettslfr@gmail.com

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Tel: 07498 912 091 or 0773 999 8012 www.srptoyfairst1.co.uk

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Further details, telephone: 01869 347 489 www.toytraincollectorsfairs.com

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Tel: 07798 858 532.
Email: peterstanton1000@gmail.com

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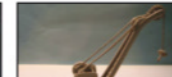
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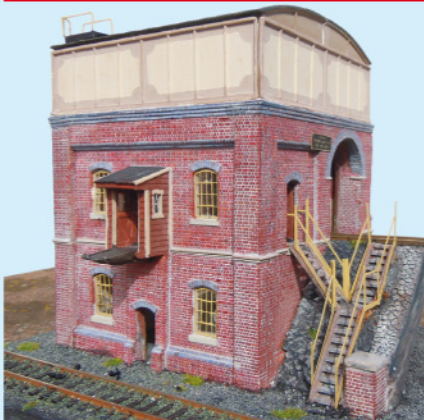
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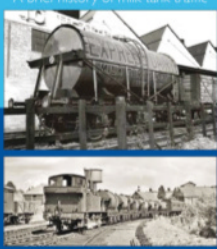
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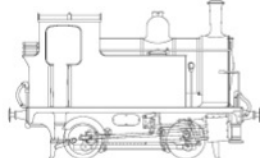
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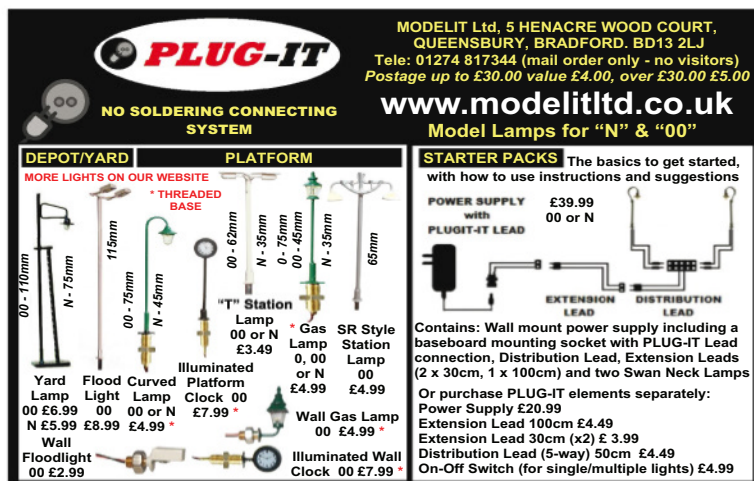
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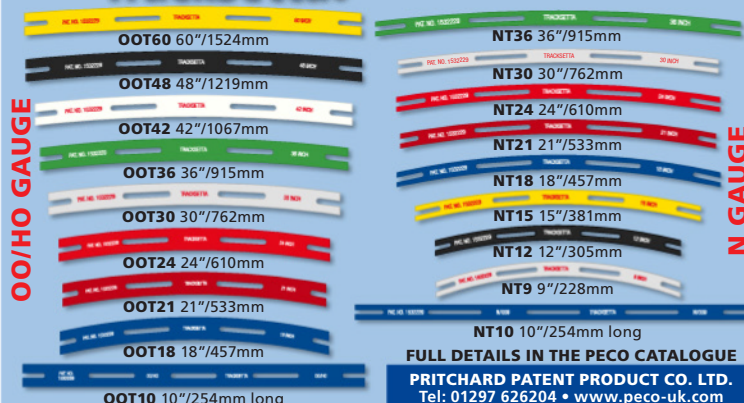


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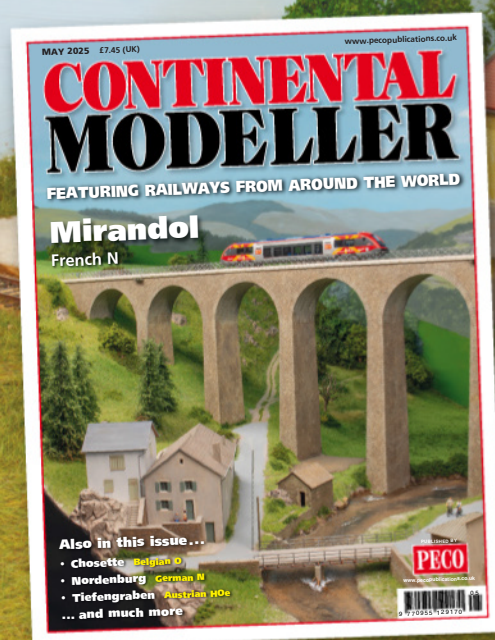


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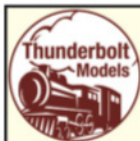
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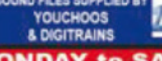
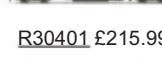
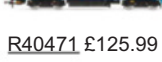
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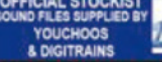
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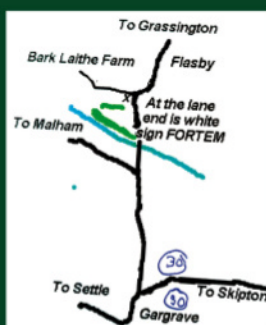
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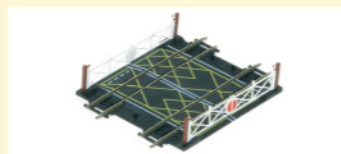


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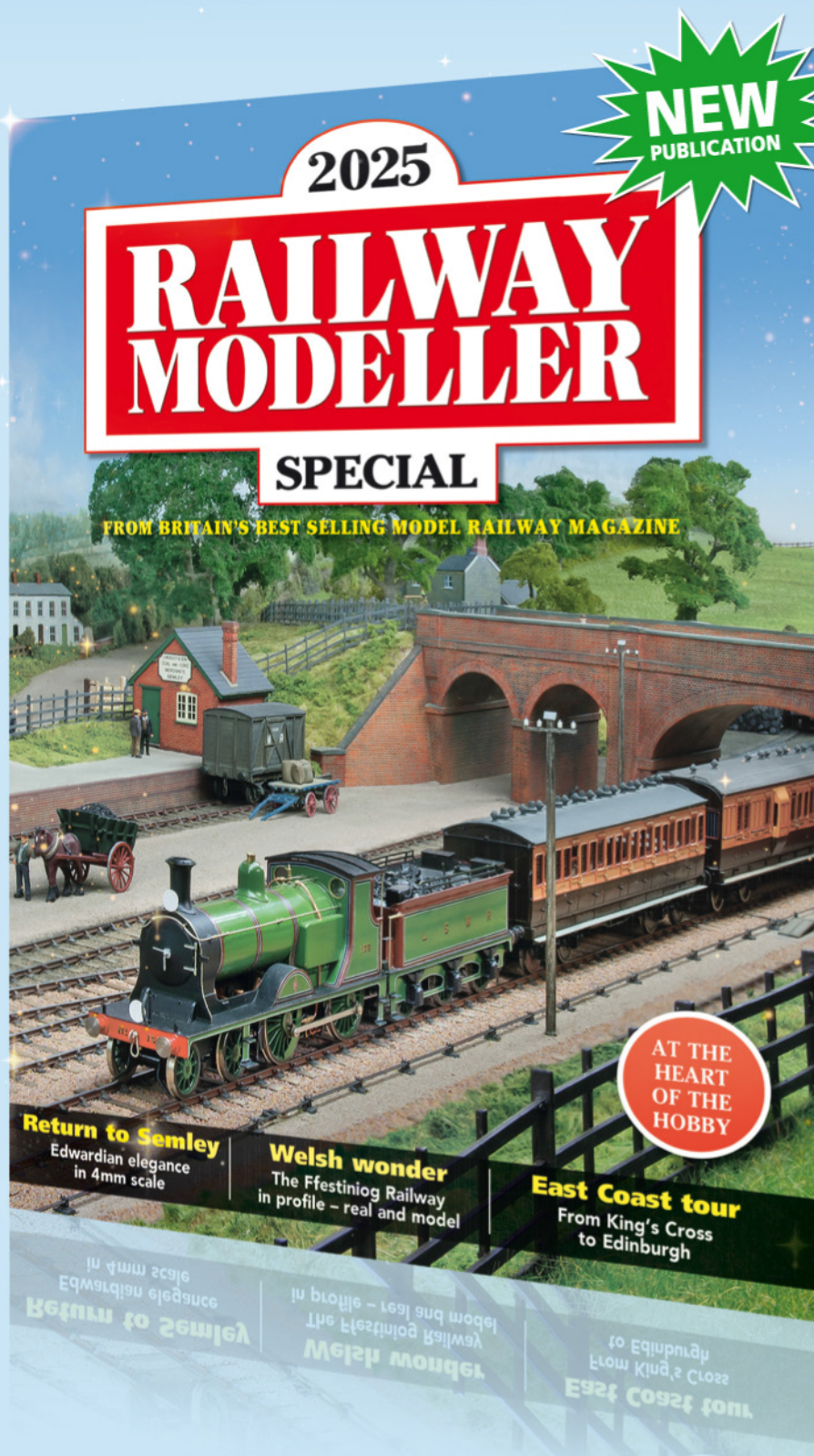
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We also meet the team at Ellis Clark Trains and find out about the future plans for this enterprising model railway business; take a tour around Cockshute – a 1970s diesel and electric depot in OO; look at a selection of models based on steam locomotive designs that never left the drawing board; and much more besides – enjoy!

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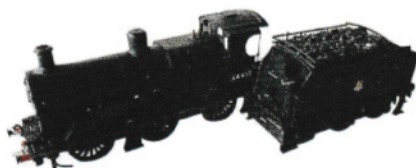
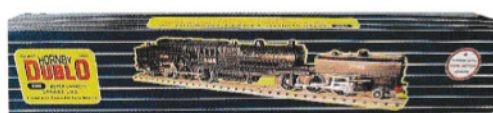
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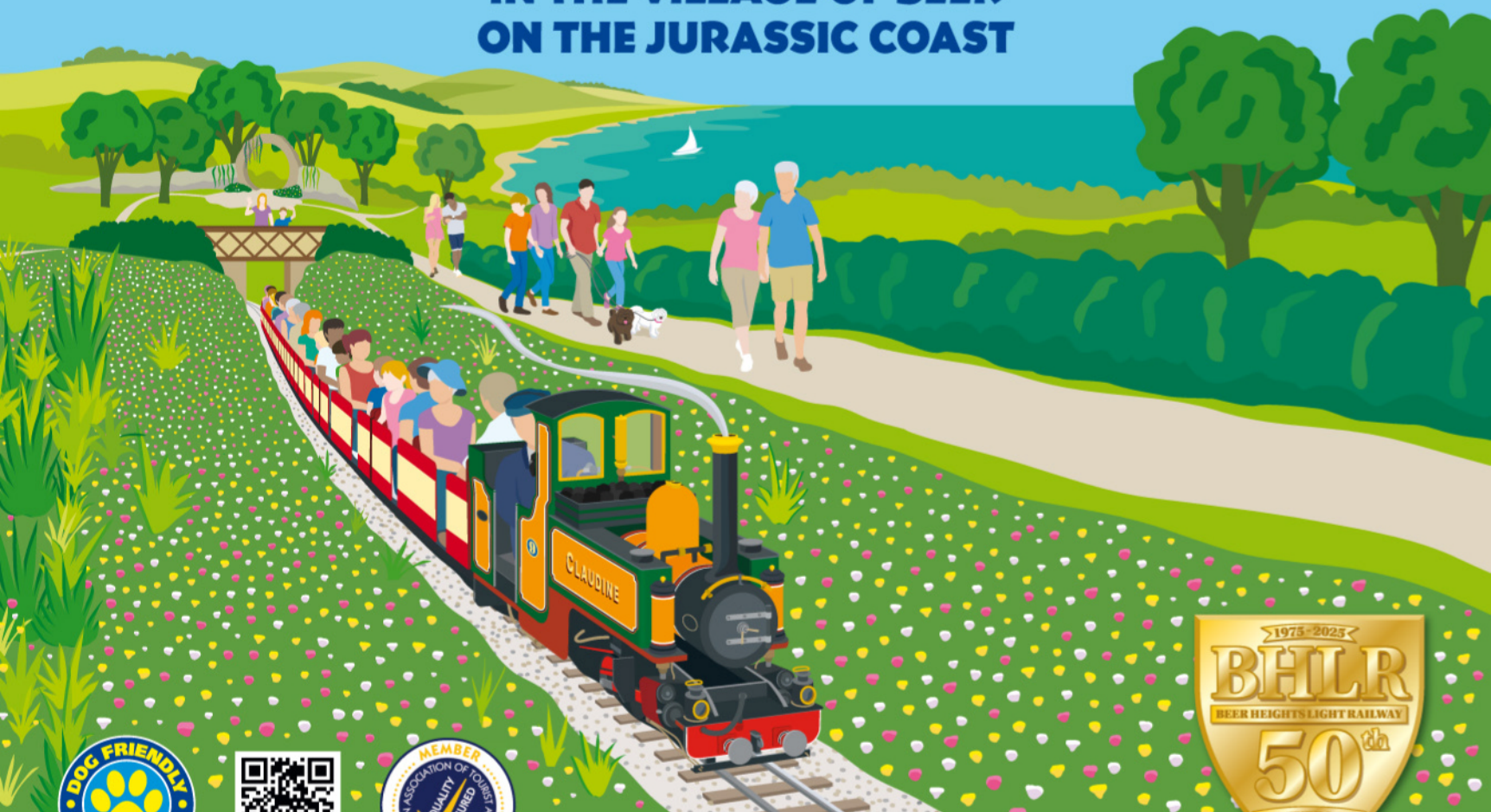


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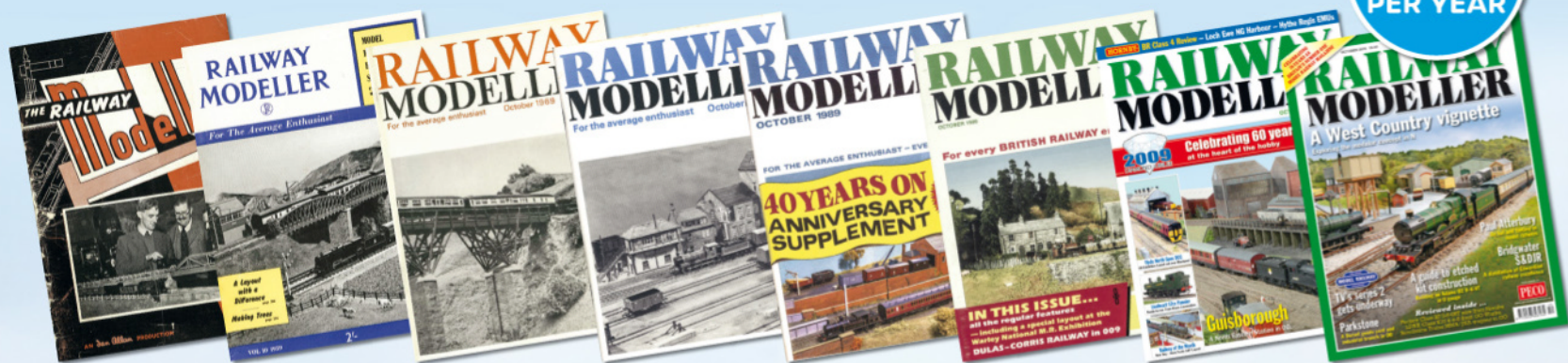


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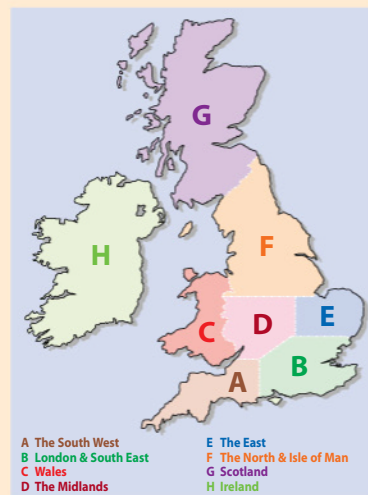
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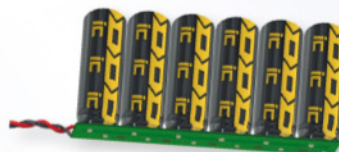


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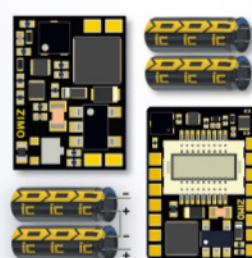
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