BRITAIN'S No.1 MODEL RAILWAY MAGAZINE

JUNE 2025 £5.95

AT THE HEART OF THE HOBBY

VOLUME 76 No 896

RAILWAY MODELLER

Georgemas Junction

A new chapter for this OO depiction of the Far North Line

10 models from new tooling for TT:120

Penny Lane

A circular layout with a Beatles theme

Warmsley

A 1950s Southern Region branch terminus in N

A new 3F for Dentdale

Constructing a kit for a Johnson 0-6-0 in 4mm

Reviewed inside ...

Hornby Class 755 FLIRT units in OO
BR Class 02 0-4-0DH from Heljan in OO
Cartic-4 car carrier from Revolution Trains in N

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RAILWAY MODELLER

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June 2025 vol 76 No.896

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Topical issues from the world of railway modelling. This month, Carol Flavin tells how she sought advice from others to help restore her lost enthusiasm for the hobby.



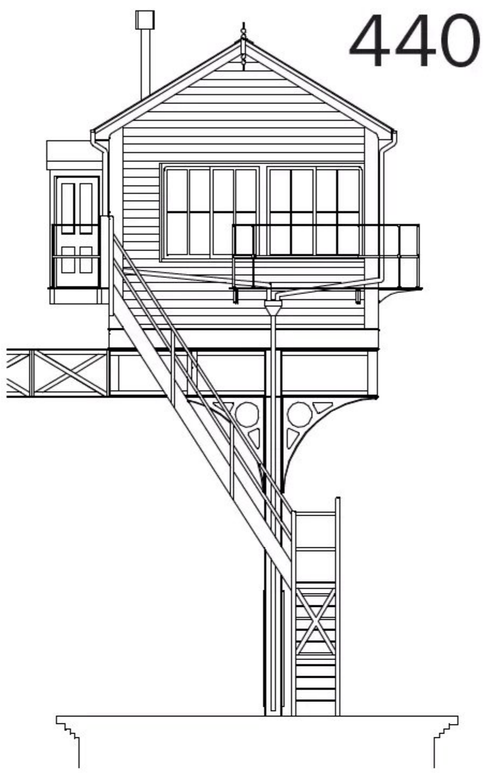












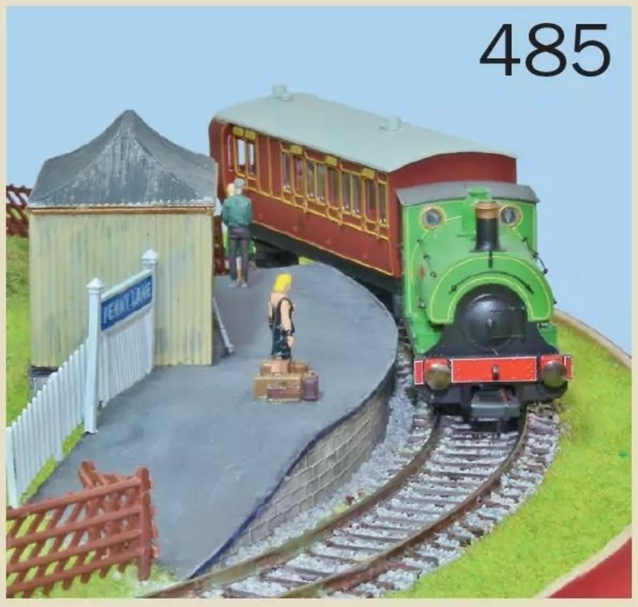


RAILWAY MODELLING *Explored*

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

485 Penny Lane

A Beatles-themed OO gauge circular diorama by Phil Kempsey, powered by a 9V battery and featuring cameos referring to no fewer than 17 Beatles song titles!



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478 Whatever happened to... Georgemas Junction

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508 Societies & Clubs

The biggest and best guide to the exhibition scene.

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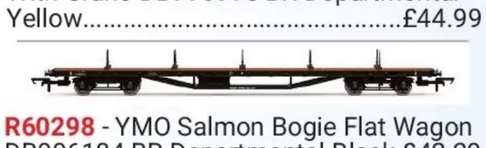

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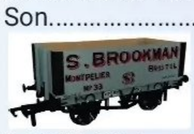

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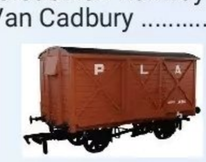

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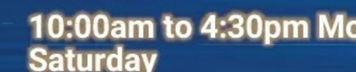

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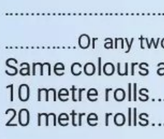

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TT3032 - Class 66 66725 *'Sunderland'* GBRf.....£143.99

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TT4055 - 4 Wheel Coach First Class LB&SCR Maroon.....£31.49
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TT4057 - 4 Wheel Coach Full Brake LB&SCR Maroon.....£31.49
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TT Gauge LMS Princess - Due End 2025



TT3034 - LMS Princess Coronation 6233 *'Duchess of Sutherland'* LMS Maroon.....£161.99

HORNBY TT:120

TT Gauge HSTs & Mk3 Coaches - Due Autumn 2025



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TT4043 - BR Mk3 TS Trailer Standard Coach GNER 42244.....£37.79
TT4043A - BR Mk3 TS Trailer Standard Coach GNER 42243.....£37.79
TT4043B - BR Mk3 TS Trailer Standard Coach GNER 42242.....£37.79
TT4043C - BR Mk3 TS Trailer Standard Coach GNER 42241.....£37.79
TT4044 -BR Mk3 TGS Trailer Guard Standard Coach GNER 44098.....£37.79
TT4045 - BR Mk3 TSD Coach Trailer First Disabled Coach GNER 41118.....£37.79
TT4045A - BR Mk3 TF Trailer First Coach GNER 41170.....£37.79
TT4046 - BR Mk3 TRFB Trailer Restaurant First Buffet Coach GNER 40720.....£37.79
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TT4048 - BR Mk3 TGS Trailer Guard Standard Coach Virgin 44081.....£37.79
TT4049 - BR Mk3 TF Trailer First Coach Virgin 41045.....£37.79
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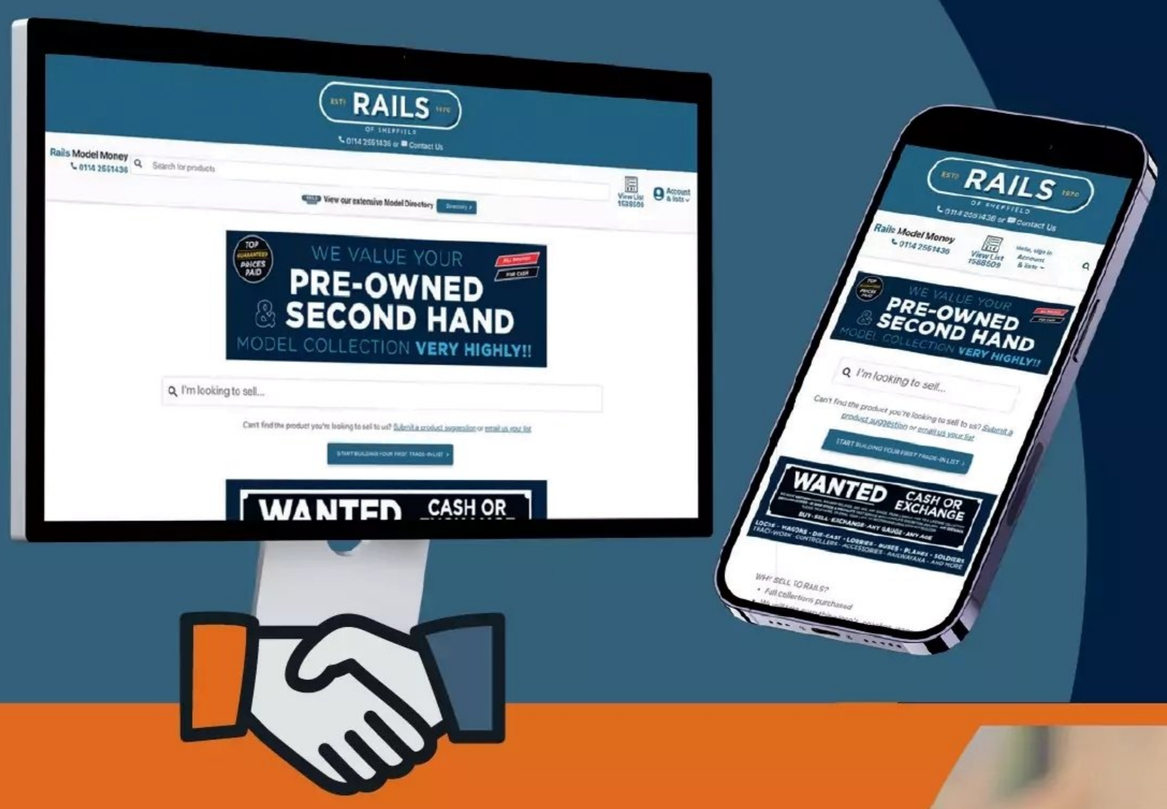

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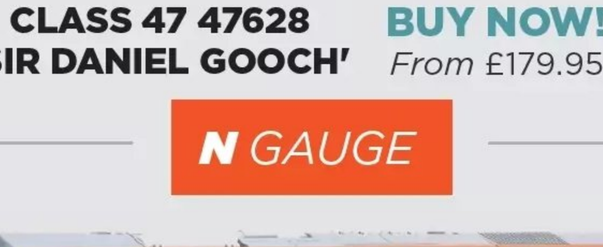

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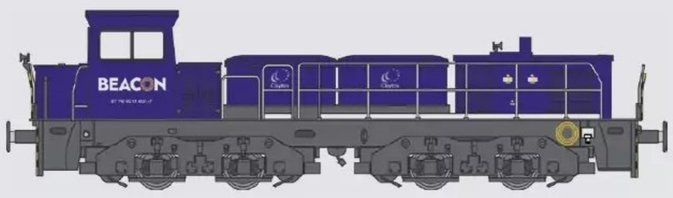

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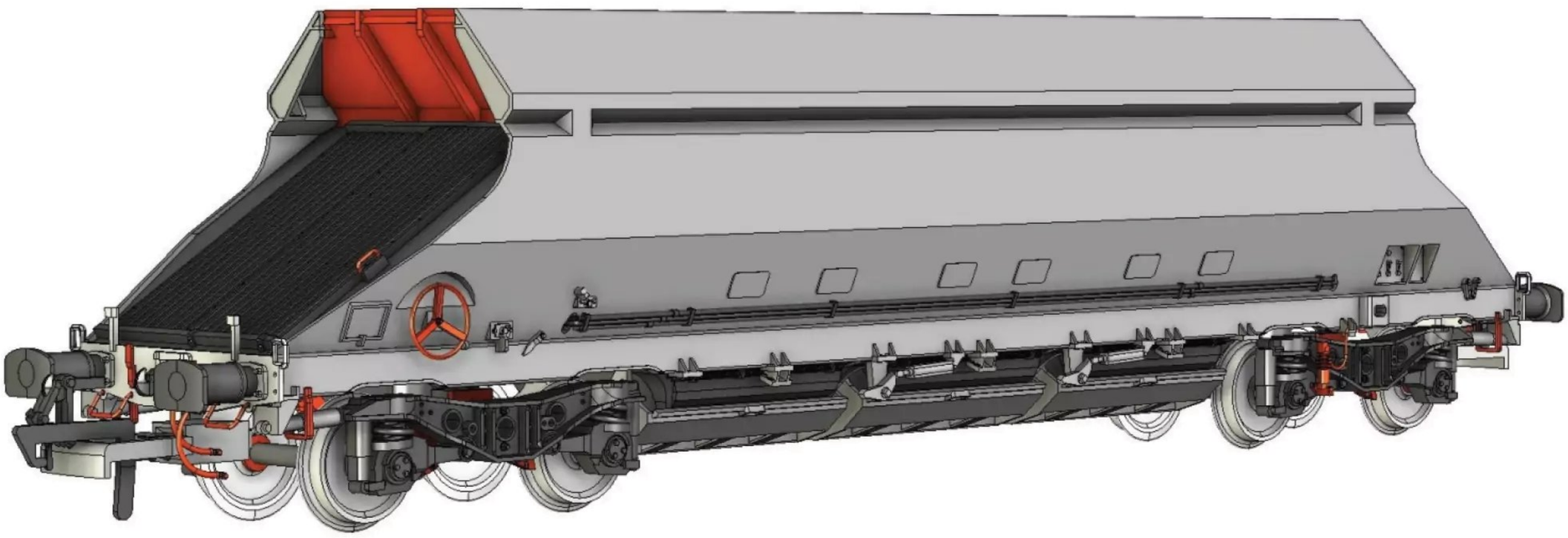


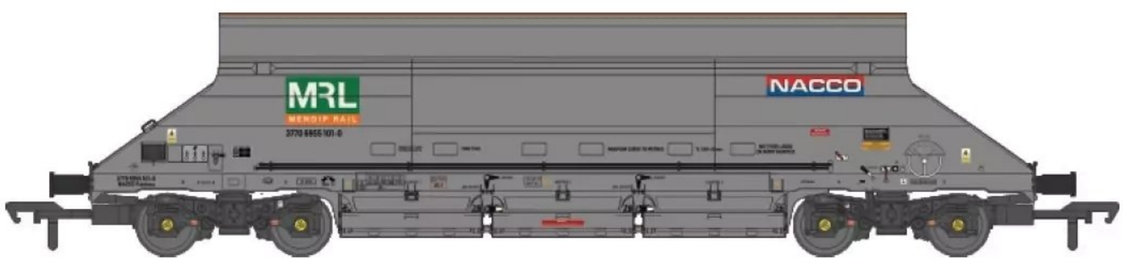
IIA-B, HOA, IIA-F hoppers now in development



Cemex, Cemex debranded



Mendip Rail - VTG



Mendip Rail - NACCO



Touax

Note: Not all versions shown

- Introduced from 2008, nearly 400 IIA-B and HOA-B hoppers are in use on stone traffic originating from the Peak District and the Mendips.
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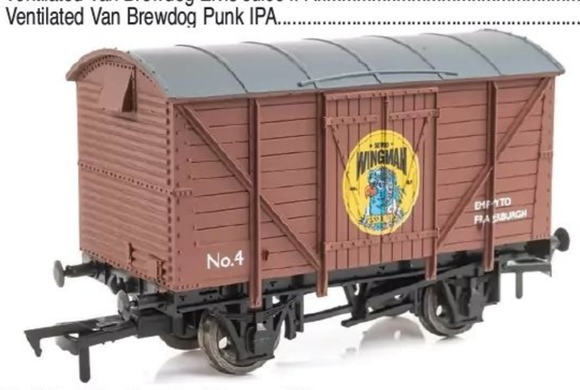

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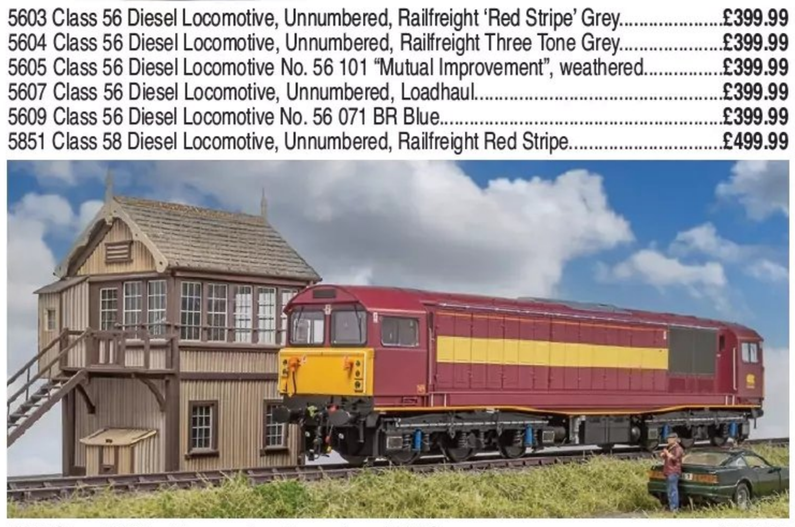

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Prodigy Digital Control (DCC)

The Gaugemaster DCC range contains everything you need to operate your digital model railway. The philosophy of the Prodigy range is 'simplicity without compromise' and these systems can grow with your layout, allowing you to operate your model railway exactly how you want to. All Prodigy Walkaround Controllers now have backlit displays as standard.

Prodigy Express Starter Systems

BEST FOR
Locomotive Control

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.



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.

WiFi Module

BEST FOR
Adding App Control

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



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

BEST FOR
Full Layout Control

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.



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

Handsets and Modules

DCC11	Prodigy Handset Extension Plate
DCC13	Prodigy Advance Wireless Walkaround
DCC14	Prodigy Advance Walkaround
DCC40	Auto Reverse Loop Module
DCC51	Prodigy Wireless Conversion Set
DCC52	Prodigy Wireless Receiver
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

DCC49	Prodigy 8A Booster
DCC60	Prodigy Spare Plug
DCC62	Prodigy Universal Lead

Accessory Decoders

DCC31	Single Standard Decoder for Kato Unitrack
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

DCC18	Next18 Decoder - 4 function
BPDCC18	5x **DCC18** Next18 Decoder - 4 function

Ruby Decoders

DCC90	8 Pin Standard Decoder - 2 Function
DCC91	21 Pin Standard Decoder - 2 Function
DCC92	8 Pin Small Decoder - 2 Function
DCC93	6 Pin Small Decoder - 2 Function
DCC94	8 Pin Pro Decoder - 6 Function
DCC95	21 Pin Pre Decoder - 6 Function
DCC99	Powerpal for **DCC90/91/94/95**

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Sign up now to Main Lines, our weekly newsletter. Each week we bring you all the news and information from the world's biggest model railway, slot cars and model kit manufacturers, interspersed with breaking news updates throughout the week. Sign up today to avoid missing out.

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New Consisting functionality within the HM7000 App means you can:

- Command up to 8 locomotives simultaneously, with one throttle command
- Have independent AND global function control
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HM7000 Consisting can be used on all models with a HM7000 decoder, including some of your favourite models like the Class 43 HST, Class 755 FLIRT, Class 800 and Class 91 and Mk4 DVT, or for double heading.

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RAILWAY BUILDINGS

MAINLINE BOOKING HALL



00 SCALE - PO320 £25.00
N SCALE - PN920 £22.00

With laser cut fine detail canopies running the length of the building.

PARCELS OFFICE & WAITING ROOM



00 SCALE - PO321 £23.00
N SCALE - PN921 £17.00

This lovely kit includes a short platform section and a ramp building at the rear to gain access from street level.

PLATFORM CANOPY



00 SCALE - PO340 £17.00
N SCALE - PN940 £16.50

00 SCALE - 2 bay platform shelter
N SCALE - 4 bay platform shelter
Both are extendable with additional kits.

ISLAND PLATFORM BUILDING



00 SCALE - PO322 £20.00
N SCALE - PN922 £16.00

A detailed kit with fine cut brackets on the framework clearly visible through the clear plastic roof windows.

MODERN PLATFORM SHELTER



00 SCALE - PO323 £12.00
N SCALE - PN923 £8.50

A modern style platform shelter. Comes with a choice of red brick or stone finish.

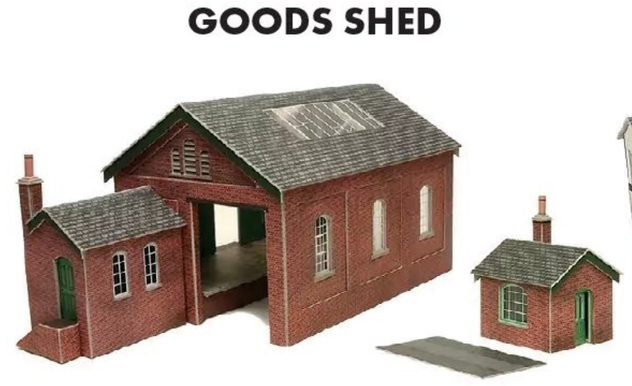
SIGNAL BOX



00 SCALE - PO233 £11.50
N SCALE - PN133 £10.00

A set that comes with Line-side Hut & Fuel store. N scale comes with platelayers hut, lamp hut and an additional small signal box.

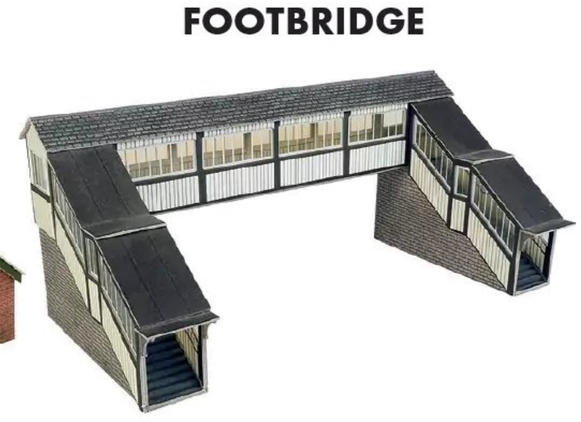
GOODS SHED



00 SCALE - PO232 £15.50
N SCALE - PN912 £13.50

A Goods Shed complete with a weighbridge & office.

FOOTBRIDGE



00 SCALE - PO236 £13.50
N SCALE - PN136 £12.00

A platform to platform bridge, can be easily extended with the addition of extra kits.

COUNTRY STATION



00 SCALE - PO237 £18.00
N SCALE - PN137 £15.00

Includes a small waiting room for the opposite platform.

S&C GOODS SHED



00 SCALE - PO336 £25.00
N SCALE - PN936 £18.00

A sturdy goods depot. Designed to stand alongside our Settle-Carlisle range of buildings.

SMALL SIGNAL BOX (00 SCALE ONLY)



00 SCALE - PO430 £10.00

Add more detail to this kit with the PO580 signal box interior kit.

DOUBLE TRACK ENGINE SHED



00 SCALE - PO313 £25.00
N SCALE - PN913 £17.00

A sturdy red brick shed with lots of fine detailing. Also available in stone 00 Scale PO333 - N Scale PN937.



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CORNER SHOP OR PUB - 00 SCALE

NEW



CORNER SHOP / PUB

AVAILABLE IN RED BRICK OR STONE

00 SCALE - PO308 - RED BRICK
00 SCALE - PO309 - STONE

The newly designed
Corner Shop / Pub is finally here!

A kit that gives you a choice of having either a Shop or a Pub at the end of your street.

Comes with a variety of signs and interiors.
Fits together perfectly with our new range of Terraced Houses.
N Scale also available (design differs from 00 scale)

NEW



TERRACED HOUSE FRONTS
00 SCALE - RED BRICK PO302 £16.00
00 SCALE - STONE PO303 £16.00





TERRACED HOUSES
00 SCALE - RED BRICK PO300 £17.50
00 SCALE - STONE PO301 £17.50





Fits together with the terraced house back PO304/PO305 to make a complete row of 4 houses.

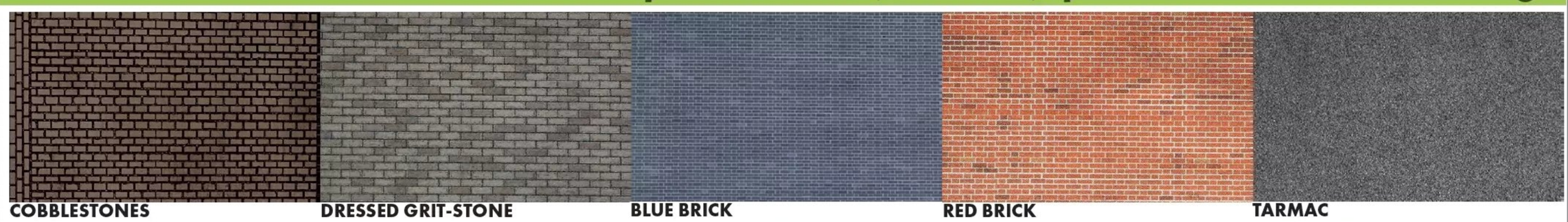


TERRACED HOUSE BACKS
00 SCALE - RED BRICK PO304 £19.00
00 SCALE - STONE PO305 £19.00



Fit together with the terraced house fronts to make a complete row of 4 terraced houses.

BUILDING MATERIALS - Packs of printed card (8 sheets), perfect for scratch building!



COBBLESTONES
00/M0051 N/PN903 - £6.00

DRESSED GRIT-STONE
00/M0052 - £6.00

BLUE BRICK
00/M0053 - £6.00

RED BRICK
00/M0054 N/PN900 - £6.00

TARMAC
00&N / M0056 - £6.00



CUT STONEWORK M1
00/M0057 N/PN901 - £6.00

CUT STONEWORK B1
00/M0058 N/PN902 - £6.00

OLD MILL STONE
00/M0059 N/PN904 - £6.00

PAVING SLABS
00/M0060 (INDIVIDUAL) - £7.00

PAVING SHEETS
00/M0062 N/PN903 - £6.00



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PINK REBELLION

THE BOLDEST LIVERY YOU'LL SEE EXCLUSIVE TO TMC The MODEL CENTRE

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.

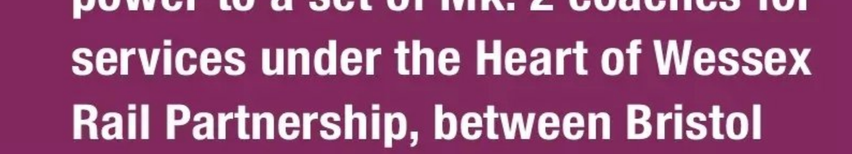
Be outlandish, be bold – go pink!

NEW FOR Q1 2026



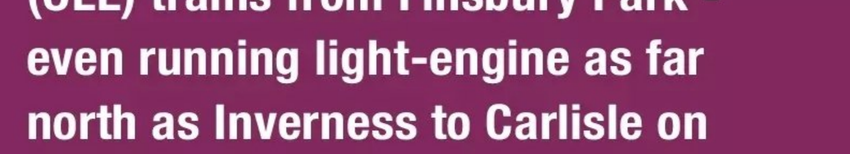
31601 *The Mayor of Casterbridge*
(35-825Z) DCC ready
(35-825ZSF) DCC sound-fitted
(35-825ZSFX) DCC sound-fitted Deluxe

NEW FOR Q1 2026



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

NEW FOR Q1 2026

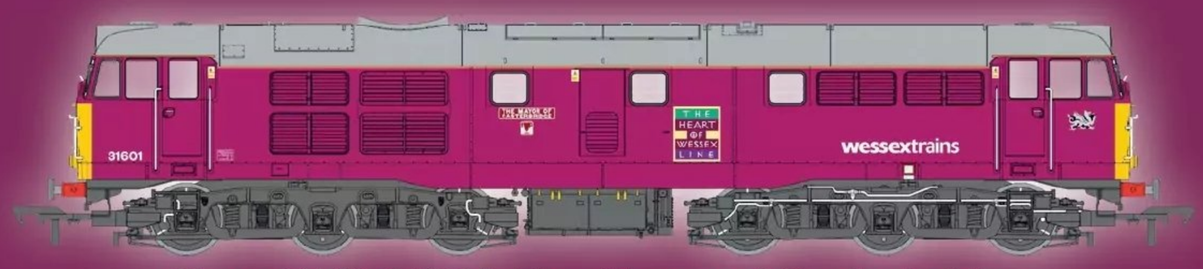


Mk. 2F Brake Second Open (BSO) 9525
(39-706Z) standard
(39-706ZDC) DCC onboard with lights

‘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!

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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 RRPs for single locomotive / coaches, and 15% off RRPs on coach or locomotive bundles.***

THE HEART OF WESSEX LINE

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Hill Farm, Beck Hole, Whitby, YO22 5LF

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

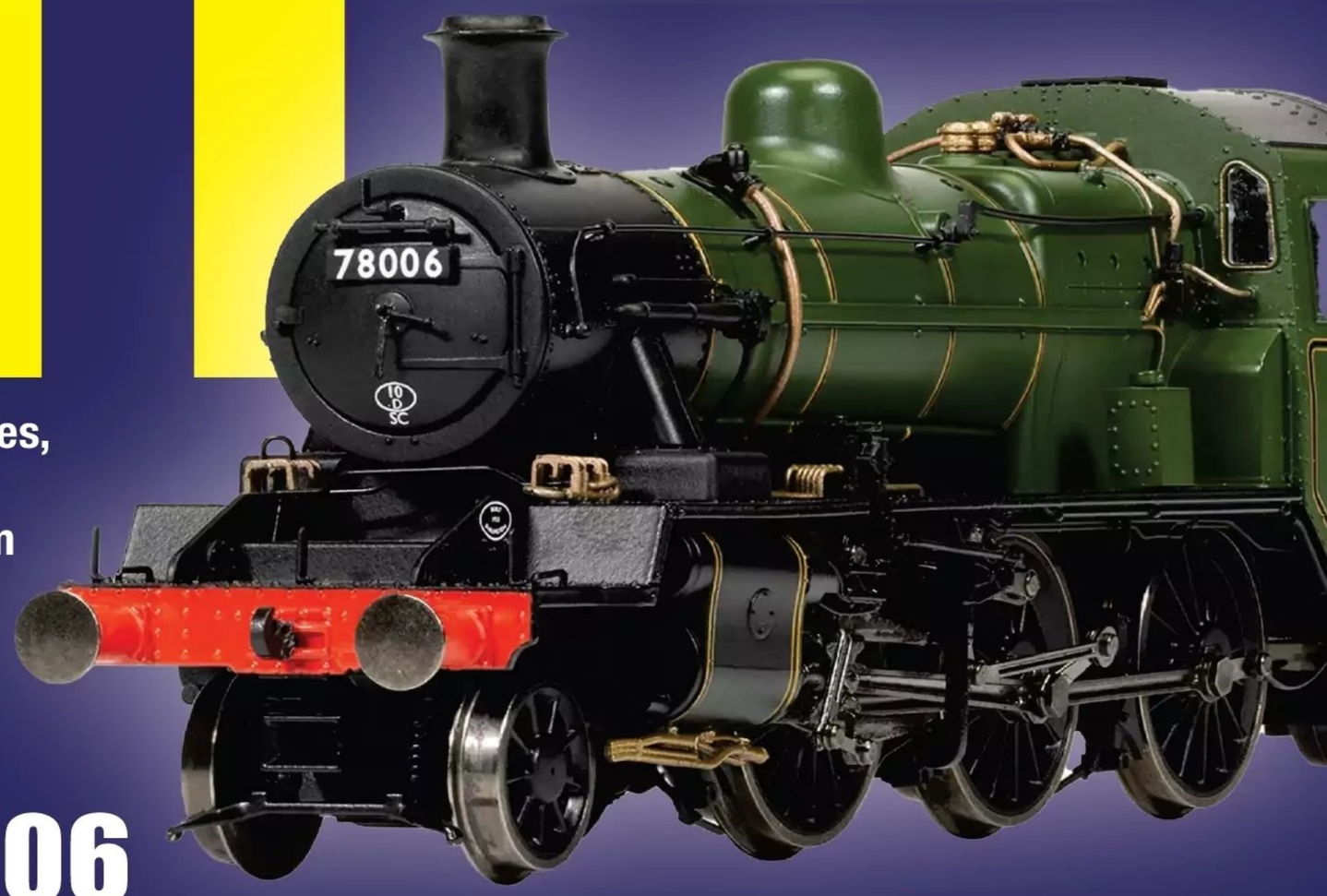
AVAILABLE NOW



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

BARGAIN 2MT

TMC
The MODEL CENTRE



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 '00'
BR 2MT 2-6-0 78006
RRP: £239.99 OUR PRICE JUST: £167.99!

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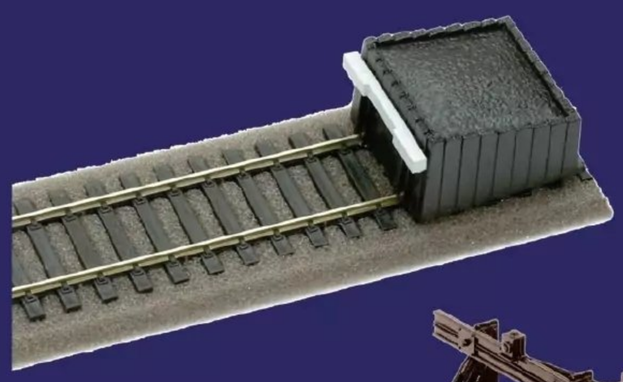
Benefit from heavily-discounted prices across our vast stock of new and pre-owned models live on our website and rapid shipping. Plus, free postage on UK orders worth £150.00 or more. In the unlikely event you've seen an item in stock and listed for less elsewhere, we'll attempt to match the price. *T&Cs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





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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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- Factory Fitted Speaker
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NEXT 18

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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

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IVOR

THE ENGINE

OO GAUGE



IVOR THE ENGINE is being made in model form for the first time ever!

DCC SOUND versions feature sound effects and clips from the TV show.

Recreate your childhood dreams in miniature by ordering an IVOR THE ENGINE train pack, complete with cardboard figures and building kits as well as a brand new story book!


Pre-production prototype shown



TRAIN PACK RRP £199.95 DC / £304.95 DCC SOUND

ROLLING STOCK PACK RRP £114.95

Available to order NOW from RapidoTrains.co.uk or your local Rapido Trains UK stockist

RAPIDO TRAINS UK

MOVING MOUNTAINS

BR BRUSH TYPE 5/CLASS 60 DIESEL ELECTRIC LOCOMOTIVE

1:76.2 SCALE/00 GAUGE

accurascale

MANUFACTURER OF THE YEAR WINNER 2023 HORNBY MAGAZINE

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£169.99

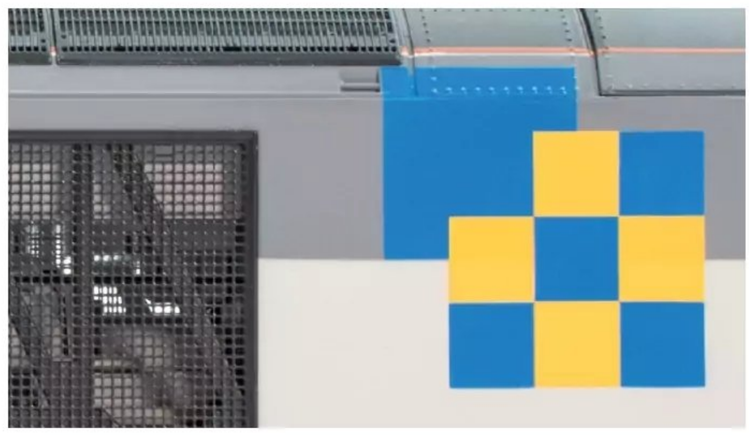
DCC SOUND
£269.99



The ultimate Class 60 joins Accurascale! Our heavy 'Tug' weighs in at over 800g, comes with assured all-wheel drive and a powerful 5 pole skew-wound motor, so it can live up to the reputation of the real thing. With sophisticated lighting modes, Accurathrash speakers,'powerbank' and designed from scans of the real thing, as well as information from the people who built them, it's going to be a blockbuster model. **Pre-order** direct via **accurascale.com**, or via your local stockist from just £169.99. Realistic models at Realistic prices.













Pre-production samples subject to change

ACCURACARE LIFETIME WARRANTY

All Class 60 models feature

- High level of detail
- Die-cast chassis
- Five-pole motor with twin flywheels
- DCC ready & DCC sound (ESU loksound v5) options
- Details specific to individual prototypes
- High fidelity metal and plastic parts
- Sprung metal buffers
- Helical gears for maximum performance
- PowerBank line of capacitors
- Comprehensive lighting functions
- A lifetime warranty
- And other typical Accurascale features

Scan the QR Code or visit: www.accurascale.co.uk to view the full range of Class 60 locomotives currently available to order.

ESU LOKSOUND EST. 1999

KATO
PRECISION RAILROAD MODELS

Both versions of the Class 800 9-Car Sets are available now!



Hitachi Class 800/3 GWR

10-1672

1:148 N Scale

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M R282 1,580mm OP 11-211/11-213 DCC

Hitachi Class 800/1 LNER

10-1675

1:148 N Scale

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M R282 1,580mm OP 11-211/11-213 DCC

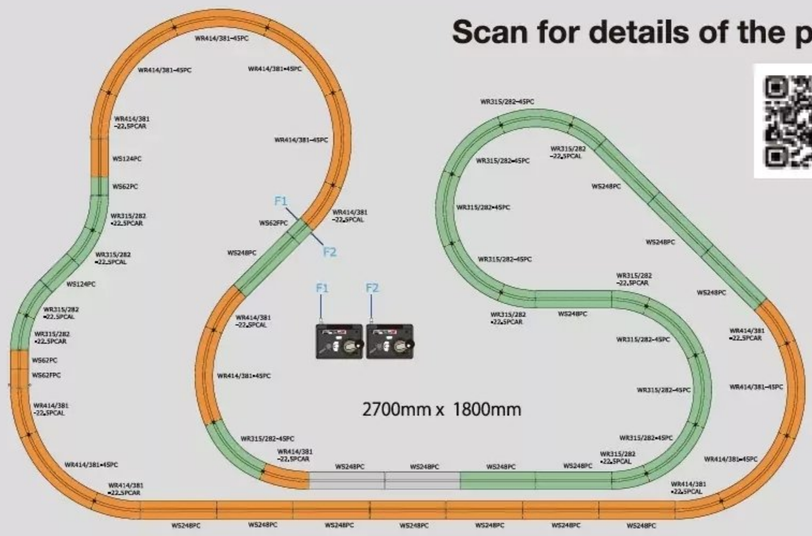
A Suitable UNITRACK Layout Plan For Class 800

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!

Necessary items

22-870	V11 Double Track Set	x1
22-873	V14 Double Track Inner Loop Set	x1
20-004	Concrete Tie Double Track 248mm Straight Track	x1
22-018	Power Pack Standard SX	x2
22-022	KATO Power Supply 12V	x2

Scan for details of the plan!



Icons - Specification

- Headlight
- Taillight
- M Motor
- Minimum Curve Radius
- Overall Length

Icons - Option OP

- Interior Light
- DCC-friendly



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L&Y/LMS/BR Pug 0-4-0T.....from **£525.00**
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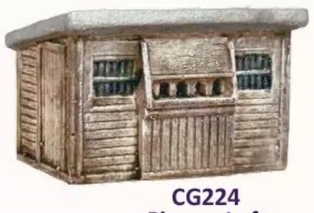

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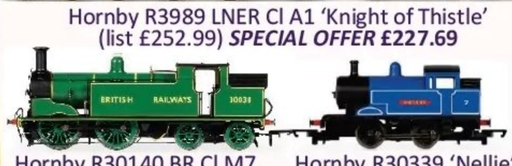

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PC13 LNER Bulk Grain Wagon

PECO — N



NR1200B
BR Clay Hood Wagon, UCV B743665, Bauxite

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555 Railway Wagon Weighbridge

3m

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LK217 GWR Station Building

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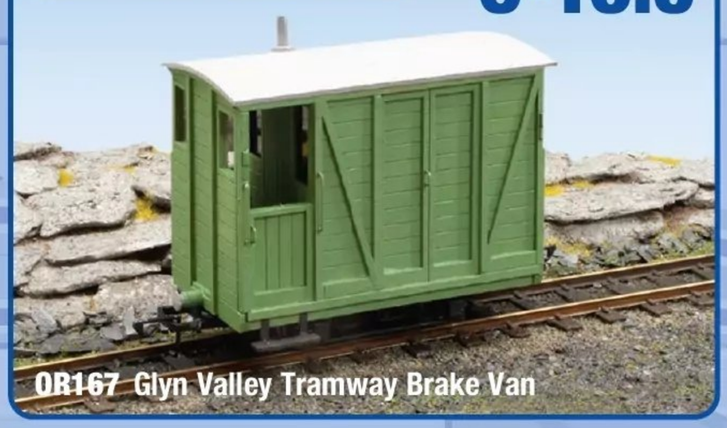


OR167 Glyn Valley Tramway Brake Van

PECO

Scale. British. Rail.

PARKSIDE by PECO MODELS — COMING SOON — 0



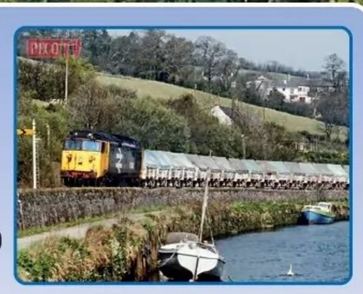
Render shown

PS116 BR(E) 13 ton Steel Hopper Wagon

NEW! BR CLAY HOOD WAGONS

N GAUGE

PECO TV



See the new models and find out more about their history in our new video. Search for **PECO Model Railways** on **YouTube**.

PECO QUALITY LINE



NR1200B
BR Clay Hood Wagon, UCV B743665, Bauxite



NR1201B
BR Clay Hood Wagon, UCV B743470, Bauxite



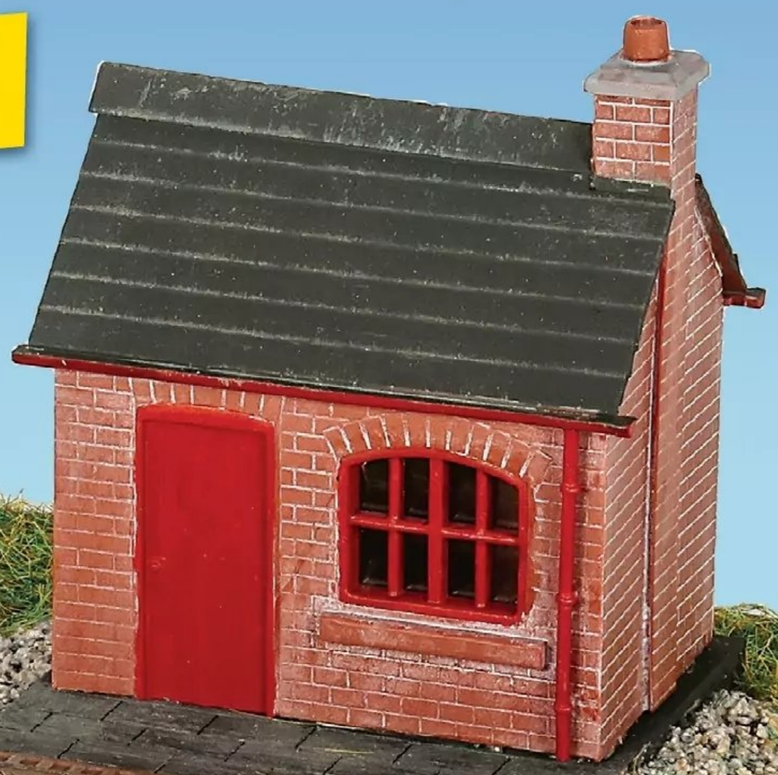
NR1202B
BR Clay Hood Wagon, UOOV B743010, Bauxite

RAILWAY WAGON WEIGHBRIDGE

555

NEW

Plastic moulded OO scale kit with laser cut wooden parts and one PECO Setrack ST202 Short Straight

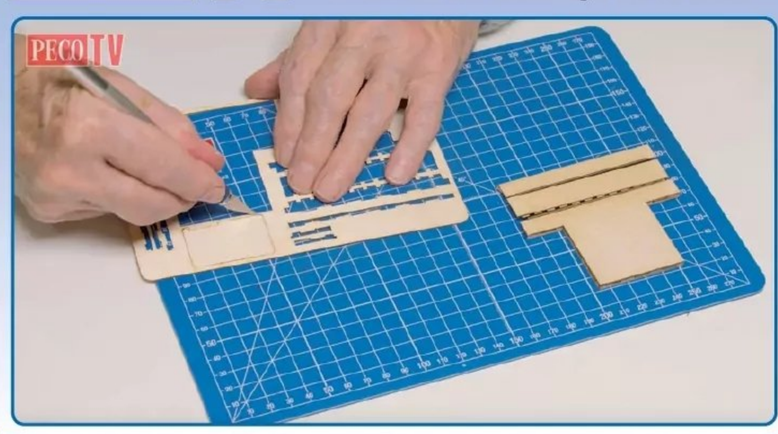


A weighbridge is a sprung steel plate set in a pit in the ground connected to weighing equipment in the office alongside. In this case the plate has rails and would be positioned on a siding to allow wagons to be shunted onto it. This example, would be intended for 4-wheeled wagons on a layout set prior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

Also available: 524 Weighbridge & Hut
A type of weighbridge without rails, used for weighing road vehicles.

PECO TV

Watch the new video showing how to build this great new kit. Search for PECO Model Railways on YouTube.



PLASTIC RATIO MODELS

34a

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PECO model scene

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NB29 *Assembled, unpainted*

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00 GAUGE

LMS (ex Midland) 48ft. Suburban Coaches

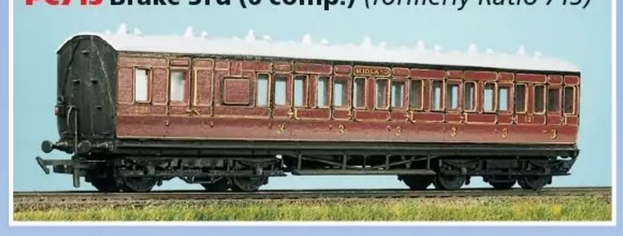
PC710 **All 3rd** *(formerly Ratio 710)*



PC711 **All 1st** *(formerly Ratio 711)*



PC713 **Brake 3rd (6 comp.)** *(formerly Ratio 713)*



PC714 **Brake 3rd (4 comp.)** *(formerly Ratio 714)*



LMS (ex Midland Railway) Clerestory Coaches

PC720 **All 3rd** *(formerly Ratio 720)*



PC722 **1st/3rd Composite** *(formerly Ratio 722)*



PC723 **Brake 3rd** *(formerly Ratio 723)*



These are high quality plastic kits of classic panelled coaches built by the Midland and LNWR in the 19th century. Many had long working lives and could be found in service until nationalisation in 1948, usually on secondary routes.

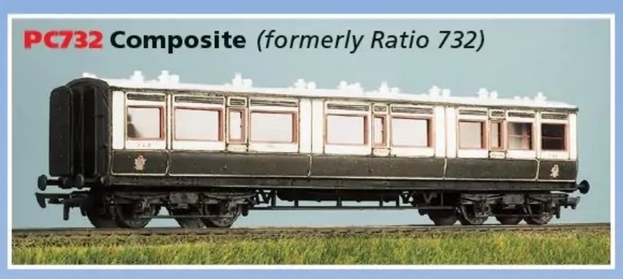
Please note: Parkside kits require assembly and painting

LMS (ex LNWR) Arc Roof Corridor Coaches

PC730 **All 3rd** *(formerly Ratio 730)*



PC732 **Composite** *(formerly Ratio 732)*



PC733 **Brake 3rd Composite** *(formerly Ratio 733)*



PC734 **Brake 3rd** *(formerly Ratio 734)*



PECO TV

Watch our video on how one of these coach kits can be adapted to become a camping coach. Search for **PECO Model Railways** on **YouTube.**



RAILWAY MODELLER

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



Pay a visit to your local model shop where you can view and purchase the Parkside Models range.

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GR603A FR Short Bogie Coach, Col. Stephens Green, No. 17



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



GR622A FR Long Bogie Coach, Red/Cream, No. 19



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



GR623A FR Long Bogie Coach, Col. Stephens Green, No. 19



GR623B FR Long Bogie Coach, Col. Stephens Green, No. 20

ALSO AVAILABLE

GR600A FR Short Bogie Coach, Victorian, No. 17
GR600B FR Short Bogie Coach, Victorian, No. 18
GR601A FR Short Bogie Coach, Early Preservation Green, No. 17
GR601B FR Short Bogie Coach, Early Preservation Green, No. 18
GR620A FR Long Bogie Coach, Victorian, No. 19
GR620B FR Long Bogie Coach, Victorian, No. 20
GR621A FR Long Bogie Coach, Early Preservation Green, No. 19
GR621B FR Long Bogie Coach, Early Preservation Green, No. 20

Gwyndy Bank, by Callum Willcox
Photo: Railway Modeller

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Welcome

A fantastic response

When we launched the Peco RAIL200 Model Layout Competition in our May issue, we were quietly confident that there would be a high level of interest from across the hobby. However, the response during the first few weeks far exceeded what we could have hoped for.



A game changer for TT:120? A sample of the announced Class 122. *Photo: Heljan*

Given that the primary aim of the competition is to get people modelling during this landmark anniversary year for Britain's railway history, then to say we are delighted would be an understatement. Our thanks to all of you who have entered the competition so far. Our thanks too for your patience and understanding where delays have occurred with the delivery of the competition baseboards. Our supplier, White Rose Modelworks, and the staff here at Peco, have worked tirelessly to produce and despatch the boards in a bid to keep up with demand. On the subject of delivery, there was some initial confusion regarding shipping costs to those entering the competition from Scotland, but I am pleased to report that this has now been resolved, with clarification of the situation now available on the Peco website.

We cannot wait to see the finished models that will be created over the coming months and submitted prior to the closing date of 30 September. There is still time to enter if you haven't done so already, although at the time of writing only a limited number of baseboard kits remain in stock. Head to **www.peco-uk.com** for further details.

A turning point for TT:120?

In this issue we bring you the news that Hornby has announced a raft of new tooling projects for TT:120 and Heljan has renewed its interest in the scale with the unveiling of samples for two powered models. Full details of these exciting developments can be found on p502-505. The new models include a Stroudley 'Terrier' and four-wheel coaches from Hornby, and a Class 122 railcar from Heljan. Crucially, for the first time in TT:120, this provides modellers with a 'complete' branch passenger train, for either the steam or diesel era. With the focus hitherto on larger main line motive power, this could represent something of a game changer for those considering TT:120…

Vale Andy York

The model railway publishing industry is a tight-knit community, with representatives from each of the hobby's magazine titles frequently crossing paths at exhibitions and press briefings. Therefore, we were saddened to receive the news that RMweb editor and *British Railway Modelling* photographer, Andy York, passed away on 25 March after a short illness. We send our condolences to our colleagues at *BRM*, together with Andy's friends and family.



Craig Tiley Editor

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

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

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And for all enthusiasts modelling overseas railways.
CONTINENTAL MODELLER
Published on the third Thursday of the preceding month.

Railway of the Month

Photography by Karl Crowther

On the west coast of Scotland in OO

Barrihandie

Inspired by the late Iain Rice's layout plan *Gairloch*, the Wirral & North Wales Model Railway Group created this fictional fishing port on the west coast of Scotland – complete with a boat that sails around the harbour. **ALISDAIR MACDONALD** tells its story.

Back in 2018, a small group of members of the Wirral & North Wales Model Railway Group decided that they were ready to construct a new 4mm scale OO gauge layout. Various ideas were put forward, and the pages of *Light Railway Layout Designs* by the late Iain Rice were perused. From its pages, *Gairloch*, a fictitious railway terminus with a harbour set somewhere in north-west Scotland, was found. With thoughts of BR blue Class 26s and 37s, as well as steam-hauled specials with maroon coaches, there was unanimous agreement that the fictitious *Gairloch* would form the basis for the new layout, and it would be built to a standard to go out on the exhibition circuit.

To produce a fictional model railway requires imaginative thinking if it is to have any credence. It must reinforce the believability of its fictional geographic location, and must be instantly recognisable as a 'real' place – even if everyone knows it to be totally fictitious. As an aid to our thinking, the fishing port of Mallaig, at the end of the West Highland Railway Extension from Fort William, was used as the imaginative background for the new layout.

The arrival of the puffer

As the ideas and planning of the layout were being developed, one of the members put forward the notion that if there were to be a harbour on the model, surely a Clyde puffer must be included. Puffers were small, single-masted, coal-fired, steam-driven cargo vessels which carried all manner of goods and produce backwards and forwards from the Scottish mainland to the Western Isles.

The idea of a puffer brought back memories of a television series from some years back. The series was all about the fictional escapades of Para Handy, the master mariner of a Clyde puffer, and his motley crew, all based around the short stories by the Edwardian writer, Neil Munro. With a puffer, and a play on the name



Left
A view across Barrihandie harbour to the station, as BR large logo 37 428 *David Lloyd George* awaits departure with the Caledonian Sleeper.

Right
The Peppercorn K1 2-6-0 arrives at Barrihandie with the tourist special, similar to the 'Jacobite' on the Mallaig line.



Left
Lobster pots are piled on the quayside, while a goods train brings in supplies for the town's other industries, including a BR 21-ton grain hopper for the distillery.

Para Handy, the name for the layout was found – *Barrihandie*.

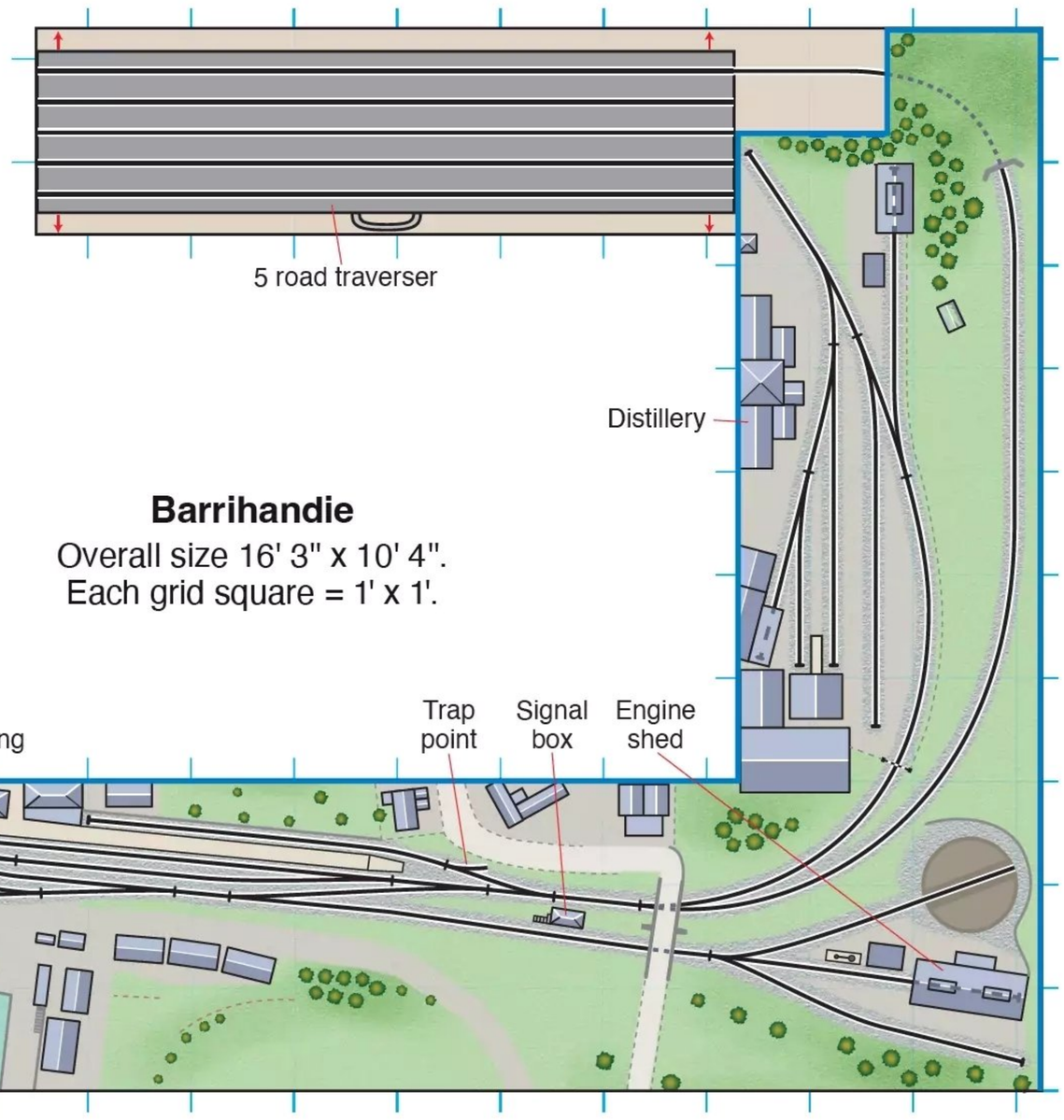
A 4mm Gramodels kit of a puffer was purchased, with the intention of it being a static model tied up at the quayside. However, when the kit was examined, it was found that the waterline model had a resin body with a hollow hull. One of the group suggested that perhaps the hull space might be put to good use. Why not fit the puffer with an electric motor drive system, which would enable it to sail around the harbour? Apart from the model ships which sail on water at Miniatur Wunderland in Hamburg, no one could recall seeing a moving boat on a model railway at a show. The Wunderland models float on real water in a permanent display, but our model had to be designed to go out to exhibitions, without the benefit of water. So, one skilled member of the group took on the task to see if a 'sailing' puffer was possible. This, together with the modelling of the harbour and other vessels, will be described in a separate article, next month.

The initial design stage

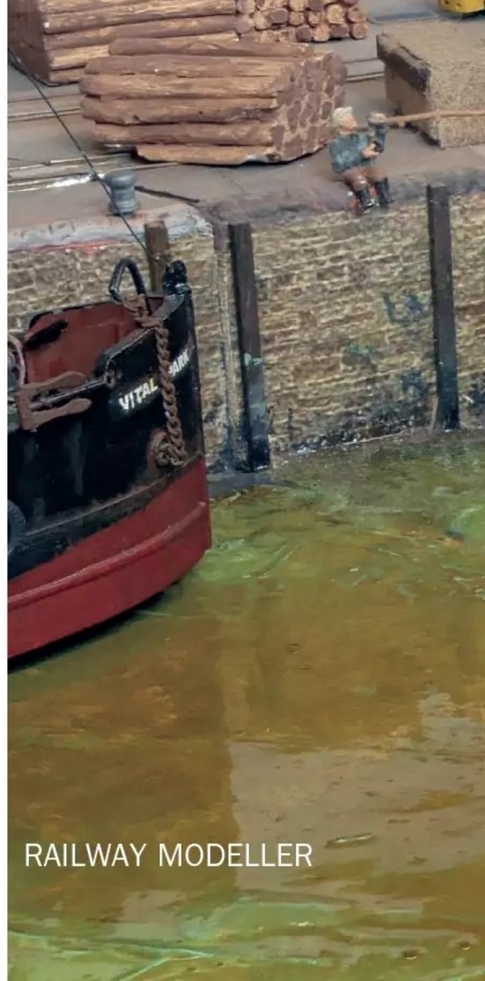
Thoughts turned to the buildings which might be included on the layout. As *Barrihandie* is a fictitious location, there was no constraint in the design of the buildings. All that was required was that it should have a flavour of a west coast Scottish fishing town. Our electrical and modelling wizard had produced a working



Above
The points are operated from this panel, with a DCC Concepts lever frame.



Barrihandie
Overall size 16' 3" x 10' 4".
Each grid square = 1' x 1'.



Right
The *Vital Spark* is the working Clyde puffer that sails around the harbour. Full details of this model will appear next month.



Below
As the evening draws in and the Caledonian Sleeper is prepared for its long journey south, the workers on the boat will soon be heading to the Pier Hotel for a pint or a 'wee dram'.

solution for the puffer, and its minimum turning circle was established to allow it to sail around the harbour. A track plan was drawn out full size with the harbour dimensions added, and the drawing was pinned down on a sheet of plywood. The approximate positions of the completed buildings and other structures, in footprint mock-up form, were laid out on the plywood sheet. With everything in place, it was now possible not only to have an idea of how *Barrihandie* might look, but also avoid the modeller's nightmare of potential conflicts between point motors, baseboard joints and baseboard cross bearers. The physical size of each individual baseboard was also established, bearing in mind that the boards had to be transported to and from exhibitions. At last, a start could be made to construct the baseboards.

The boards were built to the club standard, using quality plywood on timber bearers. Each individual baseboard rests on a pair of aluminium channels, set off



Left
A BR Sulzer Type 2 (Class 24) diesel has assembled its pick-up goods train in the loop and awaits the signal for departure.

Below
A passenger train arrives behind one of the classic Scottish diesels, a BRCW Type 2 (Class 26).

builders' metal adjustable support trestles. Carpenter dowels locate each board to its neighbour, and G-clamps secure each board together. The adjustable builders' trestles are set at a lower height to allow the baseboards to be worked on. They are then raised to our preferred height of around 1200mm (or four feet) above floor level for viewing *Barrihandie* at exhibitions.

Good progress was being made in the clubrooms, the laying of the Peco code 75 track was well advanced, and a start made on wiring and the electrics. Then Covid and the lockdown struck, our regular group meetings ceased and the clubroom closed. One of our members did, however, continue to visit the clubroom as key holder, checking the security of our premises. After lockdown, we found that much of the *Barrihandie* electrical work had been progressed.

Some do say that the Welsh railway modelling fairies were responsible…

Other elements of *Barrihandie* were progressed during lockdown. One member constructed the trawlers and the island car ferry, and put together some of the buildings and railway structures. I had kept himself busy in my shed learning the basic skills of laser-cutting, and put together a small cameo layout of a distillery, the details of its construction being described in the July 2021 RAILWAY MODELLER. After lockdown, this model was brought into the clubroom, with agreement that *Barrihandie* had to have a distillery. The addition required a larger layout footprint, changing it from a rectangular shape into a U-shape to accommodate the distillery and the fiddle yard.

Buildings

As stated, the buildings on *Barrihandie* are fictitious. They have been scratch-built, or modified from kits. Many were built using card and plasticard. The station building is based upon the station at Glenfinnan on the West Highland Mallaig Extension. The engine shed reflects the one which stood on the foreshore at Mallaig.

With the knowledge gained from the design and construction of the distillery, the Pier Hotel and the distillery warehouse were drawn out on computer,

Above
A North British Railway J36 0-6-0 is turned at the shed, ready to take over the incoming excursion train from the K1.

and the components to build them were then laser-cut from 2mm MDF. Many of the detailed scenic components came from Scale Model Scenery, or from modellers' 'that might come in useful' boxes. The signal box is a heavily modified Bachmann Caledonian box, while the Seamen's Mission and the cottage began life as Pop Up kits. The distillery Portakabin came from Knightwing.

Electrical

The group has used the NCE Digital Command Control operating system for some years now, and an NCE Power Pro box with NCE handsets has been employed on *Barrihandie*. We have found that DCC gives improved control, and slow running, over that of analogue control. For us, this is a bonus in the operation of the layout. The



Right
A driver waits to relieve his colleague on the BR Sulzer Type 2 as it rumbles onto the shed for servicing.



Left
The distillery's own Peckett 0-4-0ST shunts a delivery of coal in 21-ton hopper wagons.

points and signals to the station, the harbour goods yard and the engine shed are all controlled from a separate control panel. This has a DCC Concepts lever frame, incorporating DCC Concepts DCD-AEU alpha encoders within the electrical circuitry, to convert the analogue signal from the lever frame into a digital signal to operate the DCC Concepts Cobalt iP digital point motors. Attached to the control panel is a visual diagrammatic track plan, set out on a Dibond aluminium and plastic bonded sheet. This track plan has LED indicator lights which show the selected route when the appropriate point levers have been operated. The lever frame also includes a 12V supply which operates the Dapol semaphore signals in the station, as well as controlling the opening and closing of the boundary gate to the distillery private siding.

As the distillery arrived after the control panel and its electrical wiring had been completed, it was decided that the operation of the distillery yard points would be kept totally separate to the main lever frame. The distillery is, therefore, operated by macros using the NCE handsets. The handset is used by keying in the unique route macro setting, which operates the points in the distillery yard using DCC Concepts Cobalt iP digital point motors.

Other 12V electrical components on *Barrihandie* include a standard Peco turntable at the engine shed. This has been fitted with a Peco drive motor. An arc welder flashing light is to be found in the ship repair workshop, and the harbour navigation lights and beacons are all lit by LEDs.

Landscape

With its many hills and contours, the landscape of the west coast of Scotland

Below
The distillery originated as a stand-alone project, constructed by the author during lockdown, with the distinctive buildings laser-cut from 2mm MDF.

Above
BRCW Type 2 D5323 passes the signal box, a modified Caledonian Railway structure by Bachmann.

cannot be described as flat. To create this rugged landscape, lightweight polystyrene blocks were glued together using PVA to form the basic outlines of the landform contours.

The blocks were then covered in layers of plaster bandage to form a hard shell, which was dressed and sculpted to reflect the local West Highland geology. Having sealed the surface of the plaster bandage in a grey oil paint to prevent dusting, the exposed rock formations were coloured with white, grey and raw umber acrylic paints. The natural vegetation of the landscape came from the products of Woodland Scenics and WWScenics.

The backscene to *Barrihandie* reflects the variations which might be found in the Scottish weather on a single day, ranging from a blue sky to the dark threatening clouds of an impending rainstorm in another incoming weather front.

Locomotives and stock

The layout is set notionally in the BR blue period, but as the photographs illustrate, a wide range of stock is used, from the 1960s through to Privatisation. Reflecting the West Highland Line, green and blue diesel locomotives can be seen running into Barrihandie station. These include Class 37s from Bachmann, green Class 26s from Heljan, a couple of Sutton's Locomotive Workshop Sulzers, a Bachmann ScotRail Class 158 and a Bachmann BR blue Class 20. All the locomotives are DCC sound chipped, with the chips from either Digitrains or Legomanbiffo.

Bachmann Mk.I passenger coaches are very much in evidence, along with a rake of Hornby Caledonian Sleeper coaches. A Hornby Peppercorn K1 steam locomotive also makes a visit on an excursion train, much like the summer service found on the Mallaig Extension, complete with BR maroon Mk.Is and a



Right
A derelict building gradually crumbles beside the distillery, as the Peckett shunts a wagon of whisky barrels.

Hornby observation car. The turntable at the shed is used to turn the observation car.

Goods stock includes fish vans and fuel tank wagons serving the fishing trawlers, along with VGA vans, and a miscellany of other goods stock which provides the needs of the distillery. The majority are Hornby and Bachmann products, and are fitted with Sprat & Winkle couplings. All of the stock is weathered.

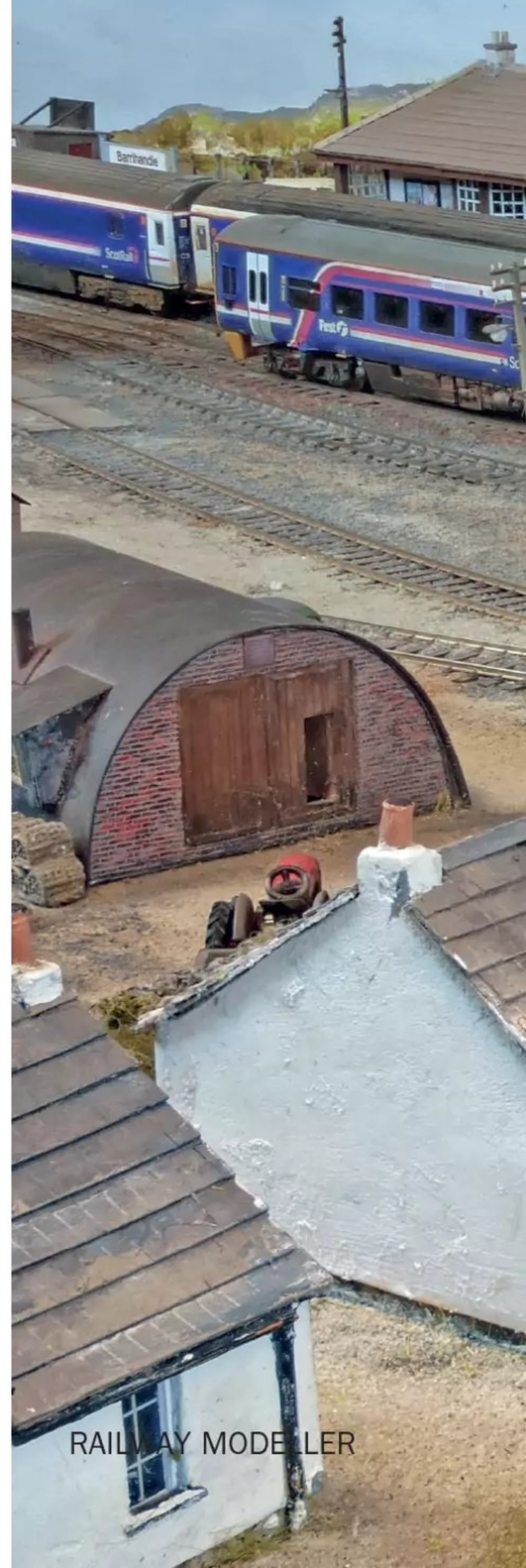
Exhibitions

In his December 2024 RAILWAY MODELLER article on the *North Cornwall Brewery* layout, Malcolm Briggs summed up perfectly our own attitude to layouts and exhibitions. To quote Malcolm: "When designing a layout to appeal to people, there are various things you can do to make them visually attractive. The interesting thing here is what I know as 'dwell time'. How long do people stand and look at any one layout when there are often many to see? Is there enough happening to keep their interest, or are they sufficiently interested in the details to enjoy these whilst waiting for the next train?"

We have found that people do take time to 'dwell' at *Barrihandie*, even at the times when there are no trains running. The layout seems to hold people's attention; they are just caught up in the moment. They can even be entranced by a locomotive shunting a few wagons or coaches in the station yard. Of course, maybe the added attraction of the moving puffer helps. But it is also helped by having operators with a basic understanding of real railway practice, adding to the theatrical performance of operating *Barrihandie*.

It is our modelling philosophy that we build layouts not only for the pleasure and satisfaction we have in building them, but also for the joy of presenting them at model railway exhibitions. For us, it is a theatrical performance, the trains being the actors on stage. However, a theatrical performance does require the layout to have a decent level of illumination, complete





Left
A former 'Devon Belle' Pullman observation car (a Hornby model) brings up the rear of the steam-hauled tourist train.

Below
A ScotRail Class 158 Diesel Multiple Unit is stabled on the loop to await the departure of 37 428 with the sleeper.

Bottom left
A Volkswagen Beetle descends the ramp to board the ferry to the Hebrides.

with its own integral lighting. The main lighting found at model railway show venues is generally quite unsuitable to show off a layout to the best advantage. Those layouts which rely on the venue lighting are certainly at a disadvantage, and all the hard work which the modeller has put in is lost through the lack of illumination. On *Barrihandie*, cool white LED batten fittings have been used, fitted behind a downstand fascia held in place by gallows brackets, to give an uninterrupted view of the layout for the onlooker.

Barrihandie is not run to a timetable, nor does it have a strict operating programme. Trains are run with whatever takes the fancy of the operator, or what is ready to run from the fiddle yard, or from the station or yard. The keynote for us is to provide a variety of trains to entertain the visitor.

At exhibitions, *Barrihandie* requires two operators at any one time to run the layout, with a third operator taking over at breaks. We also have at least one member of the group who stands out front at all times engaging with the public. It is quite surprising how many visitors do want to talk, and enquire on how aspects of the layout have been achieved. Others are after some simple advice about model railways, or perhaps just want to reminisce about railways in general. We feel that this personal contact is our way of engendering further interest in our great hobby. It also allows the operators to get on with the job of running the trains without interruption.

Acknowledgements

The creation of *Barrihandie* has been down to the skills and imagination of members of the Wirral & North Wales Model Railway Group. Firstly, thanks must be acknowledged to Graham Heald for his efforts in the construction of the baseboards and the lighting rig. Graham was also responsible for the detailed work on the fishing boats, and for the construction of many of the buildings. Chris Manners must be given a special mention for all his innovative modelling skills in finding a workable solution to motorise the puffer, and for assisting Ray Reed, who was responsible for the design of the electrics and the laying of the majority of the track. Both were later supported by Chris Channon, John Brayford and Brian Guthrie.

John Roberts drew out the initial full-size track plan, the starting point from which all the parameters of the layout were established. I painted the backscenes, provided the distillery, built the hotel and the cottages, and dealt with most of the scenics and landscape work. And we cannot forget Clive Gardner, who does much sterling work behind the scenes organising and running the trains at exhibitions.

Finally, thanks must go to Karl Crowther, for his photographic skills in producing the excellent pictures of *Barrihandie* which accompany this article.

Future exhibitions

***Barrihandie* is due to attend the Perth Model Railway Exhibition at the Dewars Centre, Perth, held by the Scottish Model Engineering Trust (www.smet.org.uk) on 28 & 29 June 2025, and the Stafford Railway Circle Annual Model Railway Exhibition on 27 & 28 September (www.staffordrailwaycircle.org.uk). Details can be found in the Societies & Clubs section of the respective RM issues.**



Scale Drawings

Leominster signal box

JOHN TREAYS *presents drawings of this impressive elevated structure (reproduced here at 1:148 scale for N gauge) and explains how he created them by using known dimensions to take measurements from archive photographs.*

In 2022, the Craven Arms & District Model Railway Circle commenced the construction of an N gauge model of Leominster station (a separate model to that featured as Plan of the Month in RM April 2025). As a building surveyor, with skills in the photogrammetric reconstruction of buildings (using photographs and known measurements), I offered to prepare drawings of the structures of the station, both of the few still surviving structures, and the no longer existing, demolished structures.

Station history

Leominster station was opened on 6 December 1853 as part of the Shrewsbury & Hereford Railway (the 'North and West Route'). In 1857, the Leominster & Kington Railway opened, followed, in 1884, by the Leominster to Steens Bridge Railway, which was eventually extended to Bromyard to join the Worcester & Bromyard Railway in 1897. Both these railways were later absorbed by the Great Western Railway. The Shrewsbury & Hereford Railway became jointly owned by the GWR and London & North Western Railway (later part of the London Midland & Scottish Railway) on 1 July 1862. Following Nationalisation, in 1948, the line was placed in the Western Region of British Railways: it is still open, including Leominster station.

As originally constructed, the station consisted of two platforms (Up and Down mains – Up being north in the direction of Shrewsbury), a station building, a goods shed and goods yard, with cattle and loading dock to the west of the Up main. There was also a signal box and locomotive shed south of the Down platform. With the opening of the Leominster & Kington Railway, the Down platform was converted into an island, and a further branch platform was added when the Leominster to Steens Bridge railway opened.

Between 1897 and 1914, considerable alterations were carried out to the station. The Up and Down platforms were extended southwards, causing a rearrangement of the goods yard. In 1901, following the removal of the signal box and locomotive shed south of the Down platform, a new elevated signal box (the subject of this article) was positioned on the Down platform and a new locomotive shed constructed north-east of the station.

Passenger trains were withdrawn from the Leominster and Kington route in 1955, then freight traffic in 1964, whereupon the line closed. Passenger trains between Bromyard and Leominster ceased in 1952, followed by freight traffic (and closure of the line) in 1964.

The removal of facilities at Leominster station commenced from 1962, with all freight traffic ceasing as of January 1967. By late 1968, all structures and tracks had gone, apart from the public right of way bridge to the immediate north of the platforms, the part-truncated Up and Down platforms, the station building, the former A44 bridge to the south of the former goods yard, the south end signal box south of the former A44 bridge, the Up and Down main lines, and some engineer's sidings by the south end signal box. These structures still exist in 2025.

The elevated signal box

The drawings (overleaf) that form the subject of this article are of the former elevated signal box, which was opened in 1901 on the

A view of the 1901-built elevated signal box at Leominster, taken on 26 April 1958.
Photo: The late James S Doubleday/53A Models of Hull Collection

Down platform, contemporary with the closure of the station's 1853-built signal box. The 1901 box was approximately 62' in length and approximately 15' wide, with the operating floor approximately 24' above platform level, and contained 99 levers. It closed on 31 May 1964 and was removed by 1967. It was similar to the now also demolished ex-LNWR signal box, Chester No.6, which controlled the junction between the LNWR/LMS Chester-Holyhead line and the GWR Chester-Shrewsbury line.

Notes on the drawings

It should be noted that the centre of the signal box is offset from the supporting columns and the centre line of the platform, with the west (front) elevation parallel to the platform edge facing the Up platform and station building.

The windows consist of fixed panels of either eight or 10 panes, with sliding panels of eight panes, which slide inside the fixed panels. There were two sliding panels in the end elevations, and four in the front and rear elevations – in each corner and at roughly a third of the length. The vertical rodding below the operating floor has not been shown.

The signal box is supported by a series of lattice girders which go across to the branch platform. The girder over the branch platform is located over the centre line of that platform and is not parallel with the signal box.

These lattice girders consist of 'tee' uprights and tops and bottoms, plus criss-cross angles. The centres to centres of the 'tee' uprights on the four girders are different on each girder.

Photogrammetric reconstructions – the process explained

To be able to undertake a photogrammetric reconstruction, a known size is required to enable other sizes to be determined from the photograph, plus a clear photograph with the details of the building (or part of it) in the same line or plane.

Before drawing the signal box, I had earlier prepared drawings of the station building using dimensions I measured on site. I had also been given access to GWR drawings in the Network Rail archive, these having been prepared in 1908 and 1910 for the replacement of the canopy to the station building. I was able to scale sizes off these drawings.

A plan indicated that the north end of the signal box was in line with the north end of the canopy to the station building. Thus, at that point (as Fig.1), I was able to take measurements from the platform edge to the base of a column (A to B = 8' 9"), from the platform edge to the station building (A to D = 17' 6") and the column height (D to C = 9' 0"); plus I scaled, from the Network Rail drawings, the height to the fascia boards of the upper floor of the station building (D to E = 16' 0").

I found a photograph which showed the north end of the signal box and the north end of the canopy to the station building in the same plane. On this photograph, the measurement from the platform edge to the base of a column was 14mm (i.e. equal to 8' 9"). This allowed me to work out a ratio: 8.75 (8' 9" in decimal form) divided by 14, which equals 0.625. As a check 0.625 x 28mm = 17.5 (17' 6"), the measurement from the platform edge to the station building.

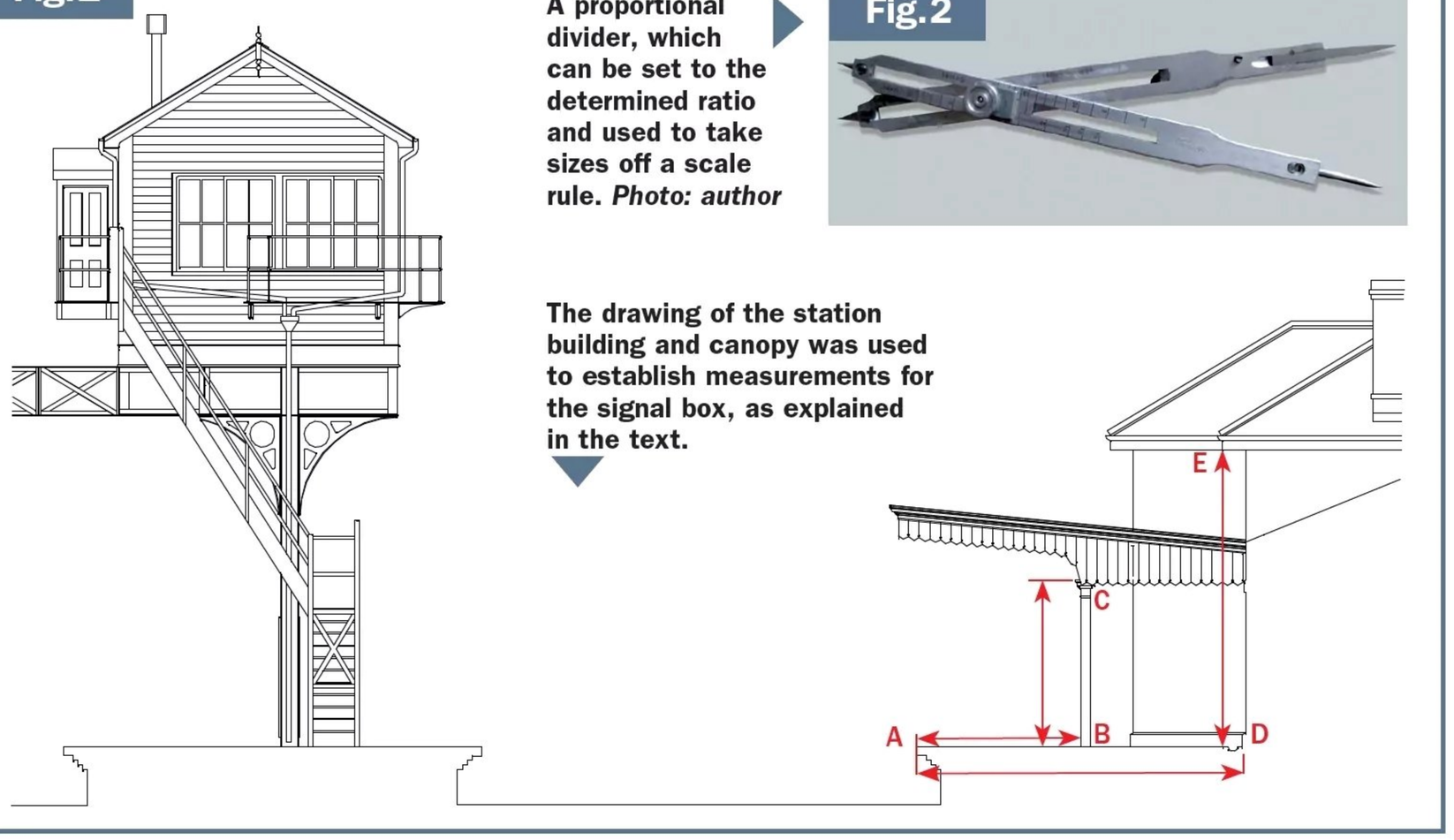
I then used 0.625, multiplied by the dimensions on the photograph in millimetres, to obtain the sizes of the components of the signal box that were in the same plane in feet, thus I could prepare a drawing of the part of the signal box that was in that plane. When a different photograph of another part of the signal box was used, a new ratio needed to be determined.

Setting the ratio into a calculator's memory and multiplying the size in millimetres on the photograph gives actual size in feet. However, whilst this is OK for a one-off, with a number of structures to draw using different photographs, the process can become laborious. Therefore, I use a proportional divider (Fig.2), which can be set to the determined ratio and used to take sizes off a scale rule. I would not advise purchasing one – mine cost £25 in 1974 and they are no longer made; the current price for a good second-hand one is about £170!

Incidentally, the plan (which is to a scale of 1":120') also gave approximate scaled sizes for the width of 15' and length of 62' for the signal box, plus the width of the inner island platform of 22' and the distance between the platform edges of 23'. On the drawing, the sizes were a width of 15' 1" and length of 62' 5" for the signal box, plus the width of the inner island platform of 22' 6", the distance between the platform edges of 23' 6' and the height (platform to the operating floor) of 24' 1". A good result?

It goes without saying that, when obtaining on-site measurements, seek permission and you should never trespass on the railway. I used a surveyor's two-metre (6' 6") folding rod, examples of which can be obtained for as little as £10-20.

Fig.1



The drawing of the station building and canopy was used to establish measurements for the signal box, as explained in the text.

Fig.2

A proportional divider, which can be set to the determined ratio and used to take sizes off a scale rule. *Photo: author*

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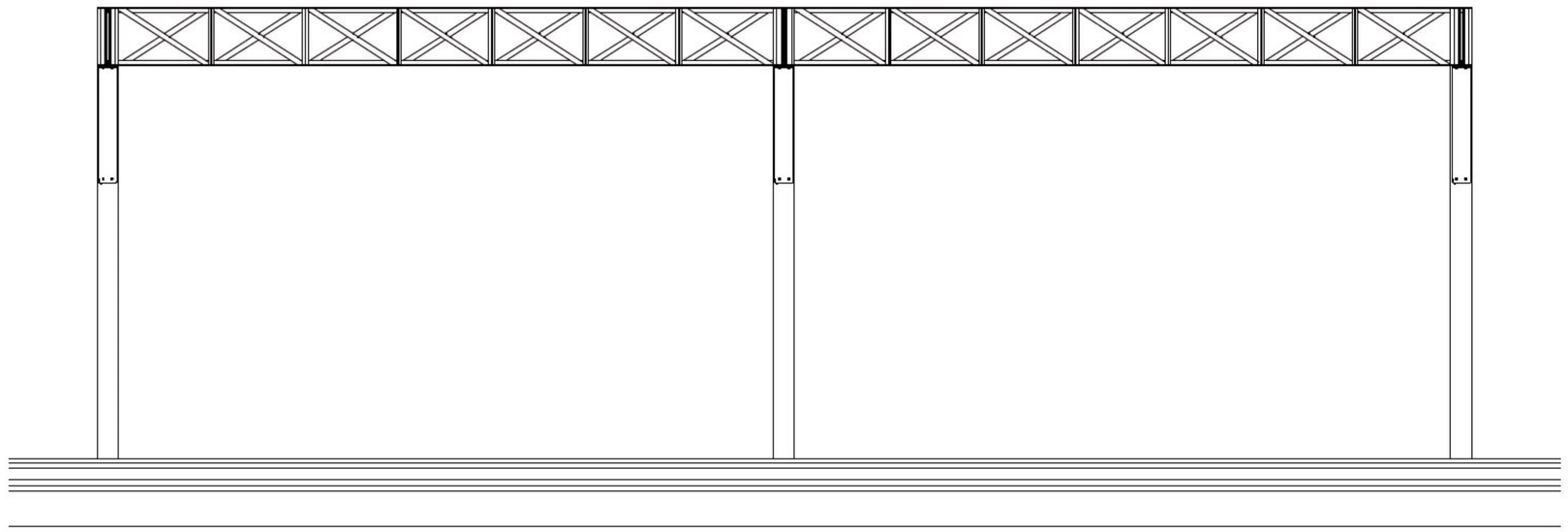
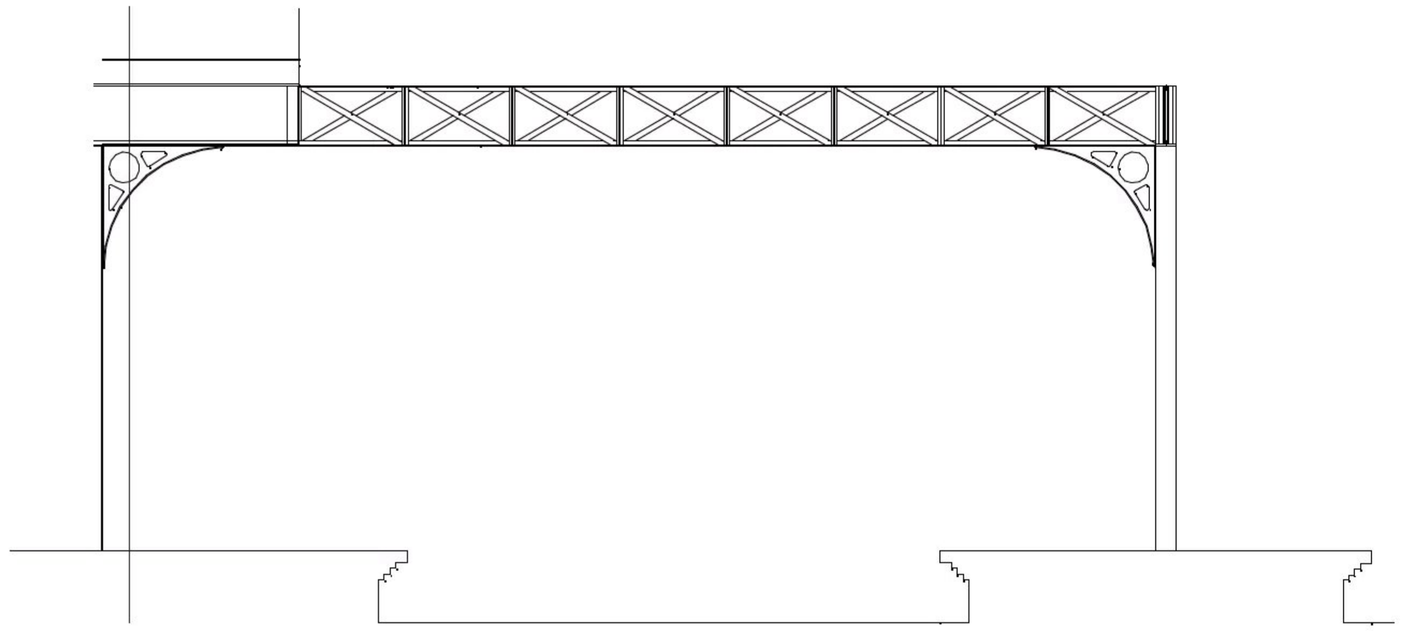
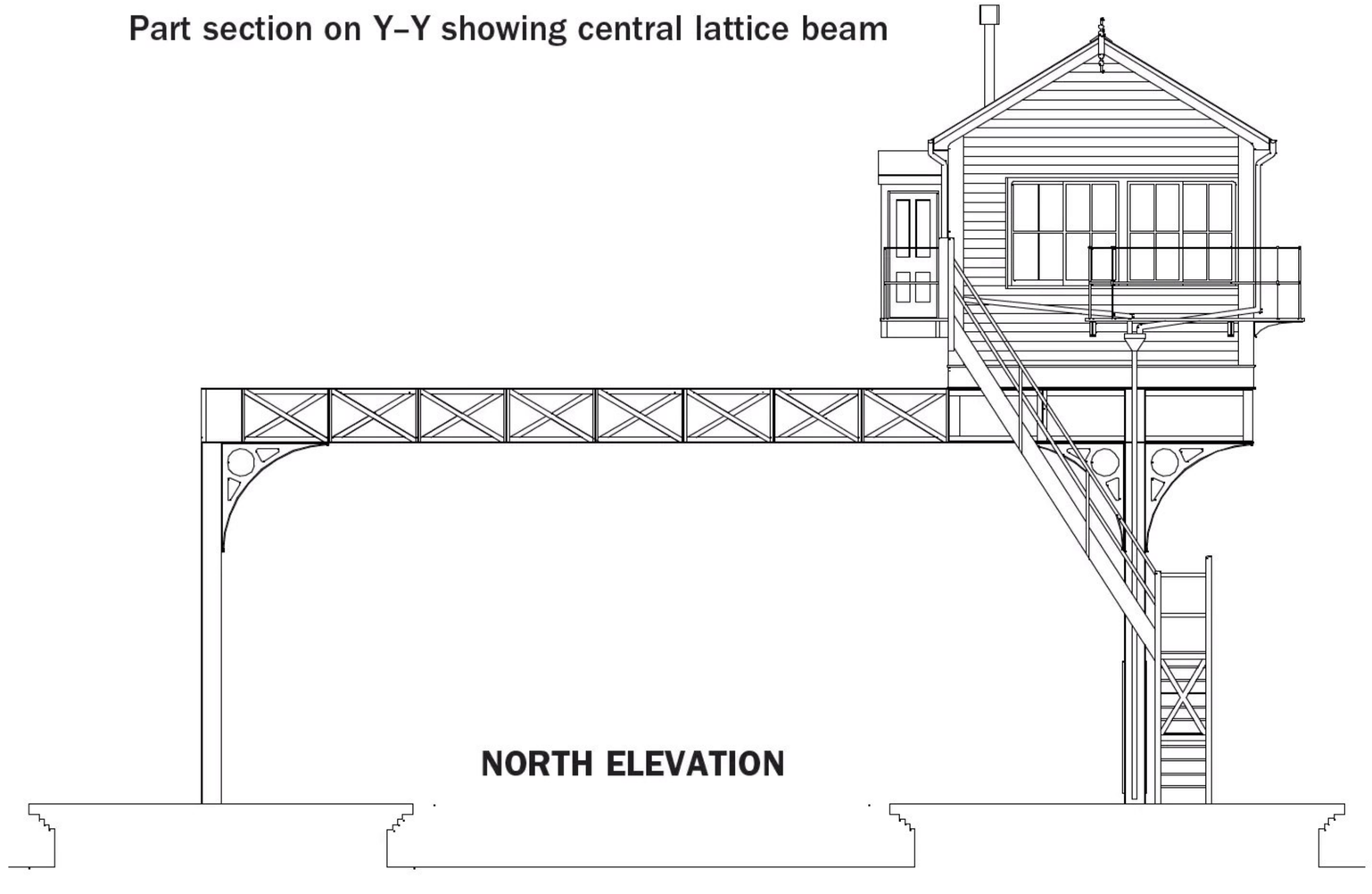
Part section on X–X showing branch platform lattice beam

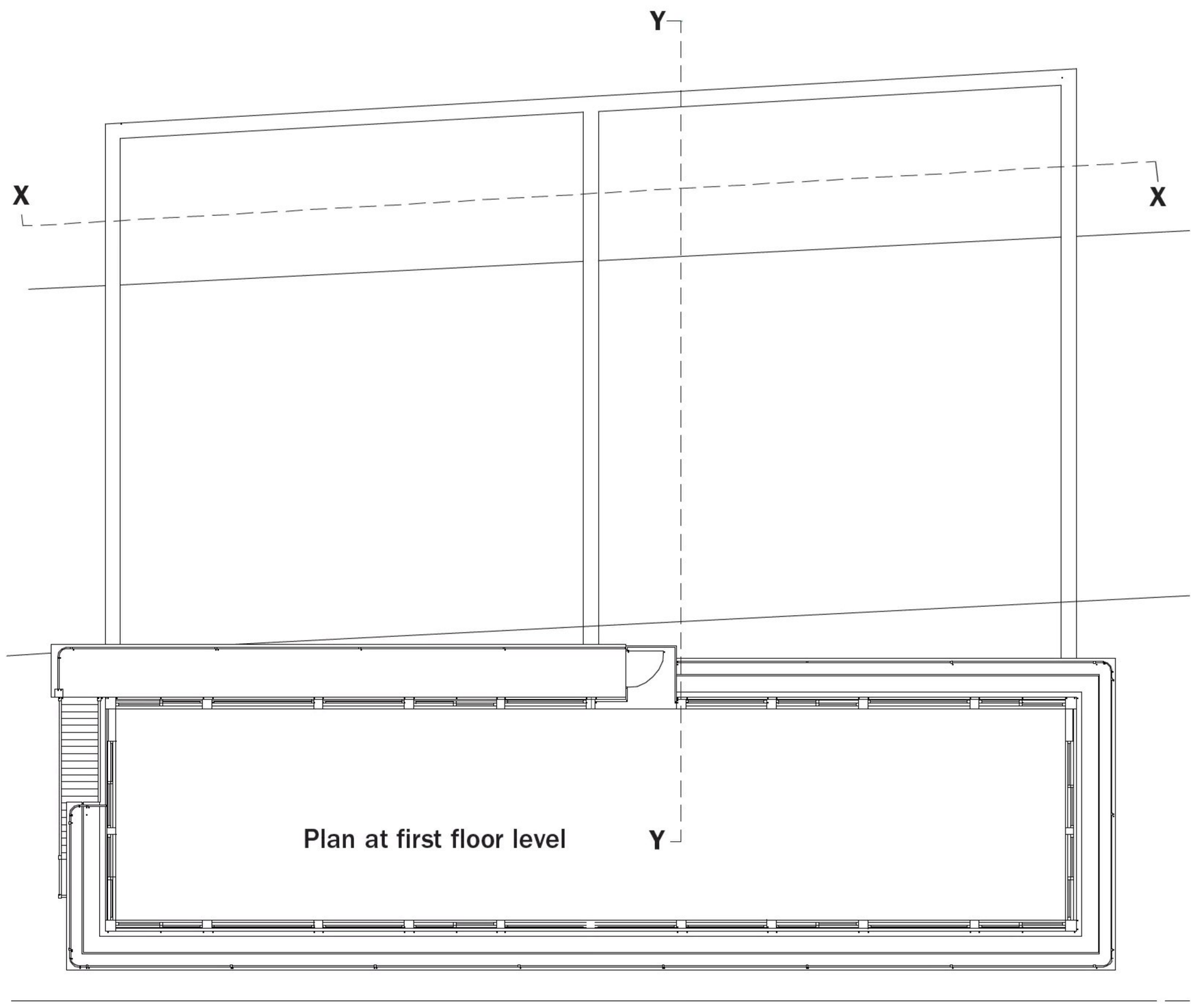


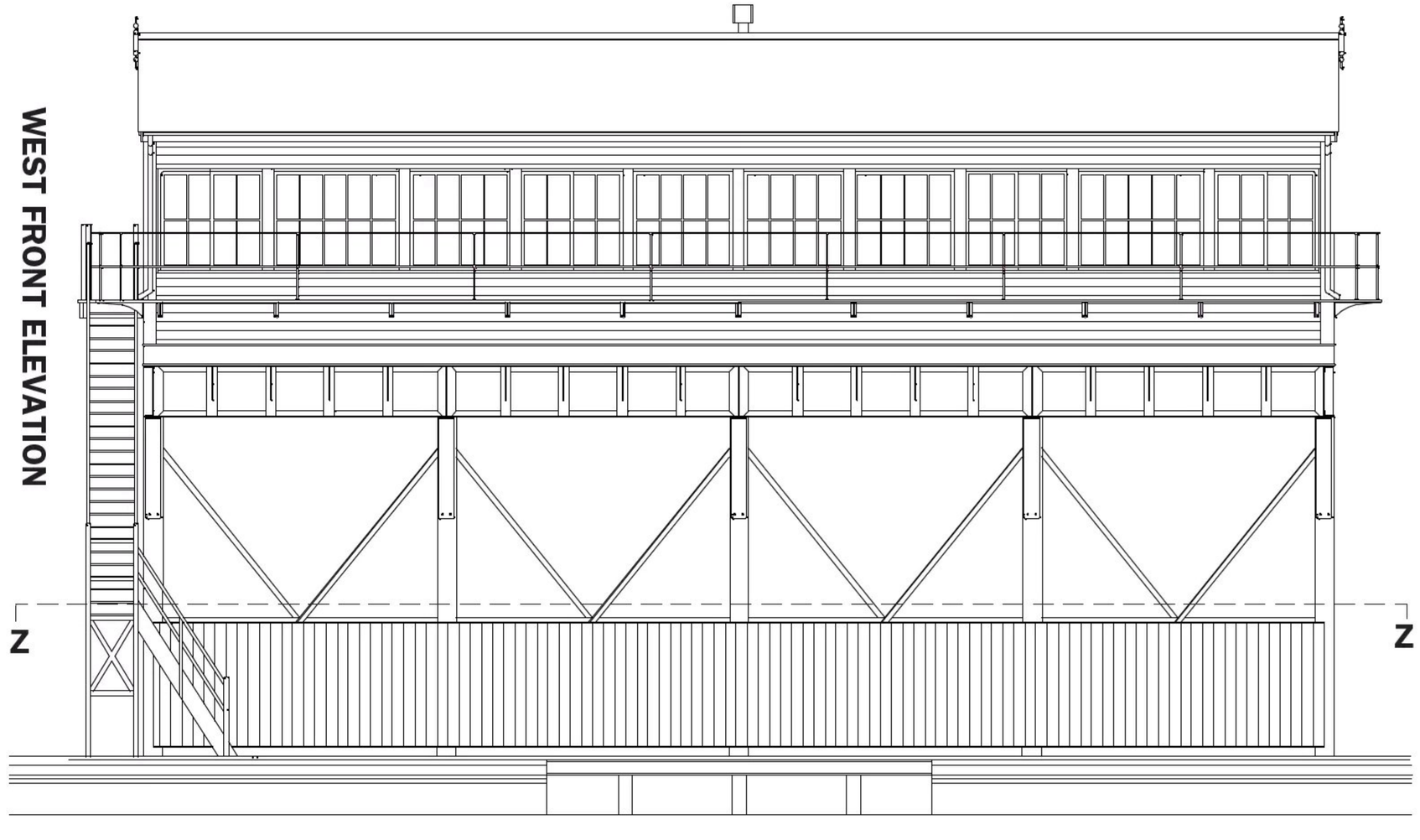


Part section on Y–Y showing central lattice beam

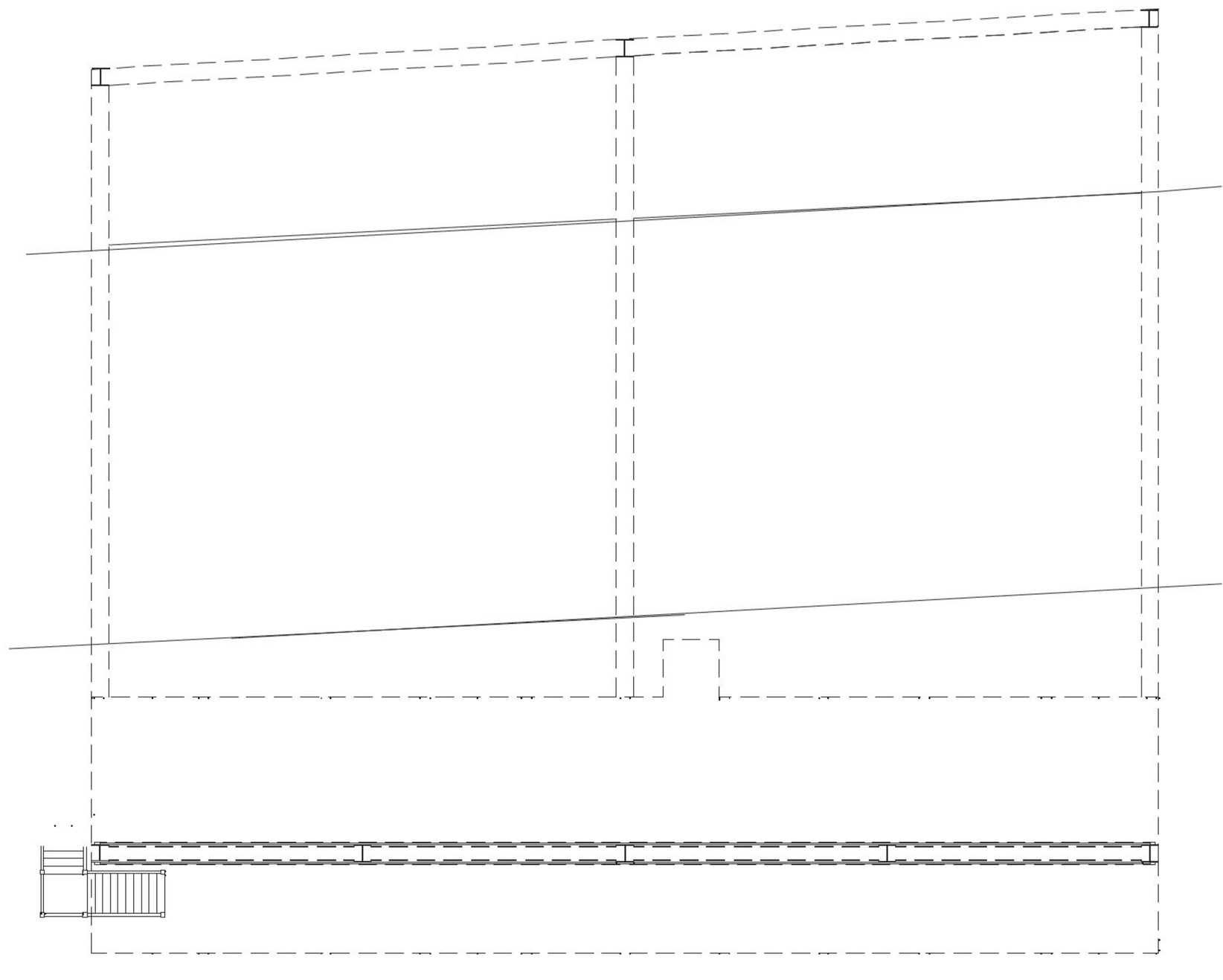


NORTH ELEVATION

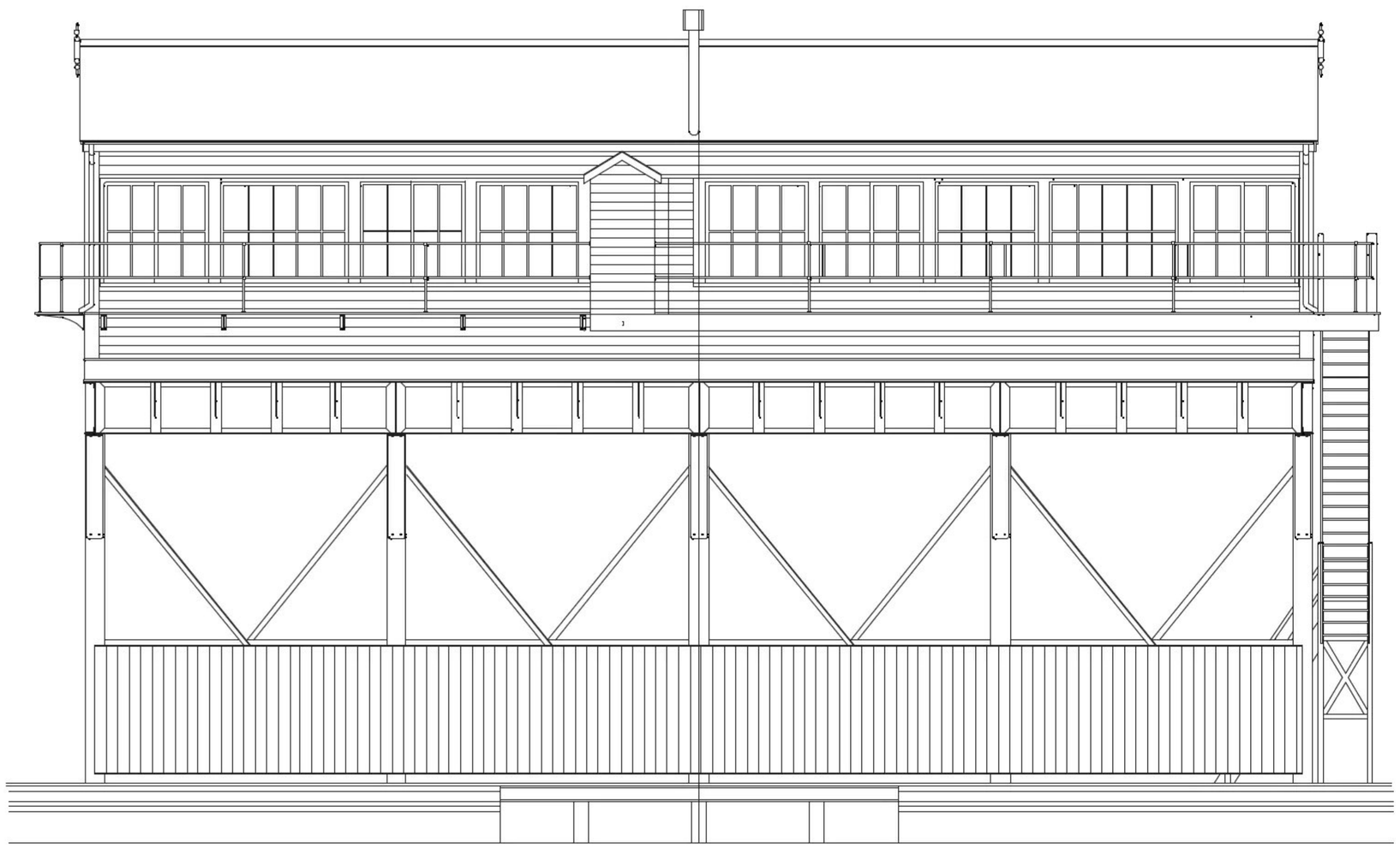




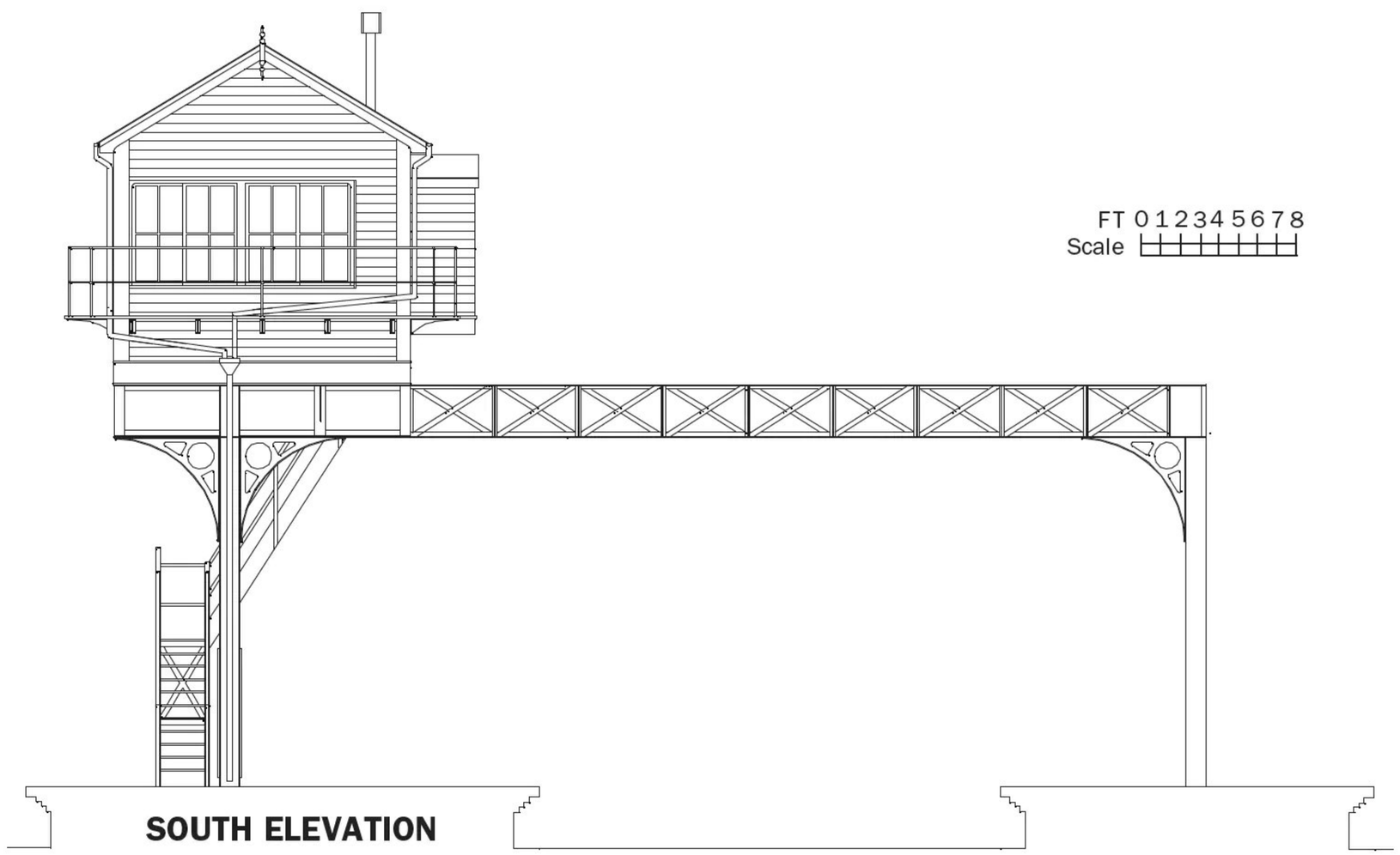




Plan at platform level on Z–Z



EAST (REAR) ELEVATION



SOUTH ELEVATION

Warmsley

PETER JOHNSTON *describes his latest N gauge exhibition layout, set in the picturesque England of Agatha Christie…*

Photography by the author

This is the latest in a series of N gauge layouts that I have built and exhibited over the past 20 or so years, going back to *Stonebrigg*, which featured in the August 2004 RAILWAY MODELLER.

Like all of my recent layouts, the requirement was for something that was small enough to be transported easily and operated at exhibitions by a single person, but with enough visual and operational features to keep both viewers and operator interested.

Mystery destination

In searching for a theme and location, one important factor was that there needed to be a sufficient range of suitable stock available. Looking around, I noticed that there seemed to be quite a lot of models for Southern Railway engines and coaches, along with their BR Standard replacements, and a bit of research in books and on the internet led me to the conclusion that something based on the Kent/East Sussex border region, and set in the late 1950s/early 1960s, was a possibility. Hence a new branch line has appeared on the railway map, running south from a junction on the Tonbridge to Ashford line to the imagined small rural town of Warmsley.

The name of Warmsley came from the Agatha Christie story *Taken at the Flood*, which is set in Warmsley Vale and happened to be on the radio when I was planning the layout.



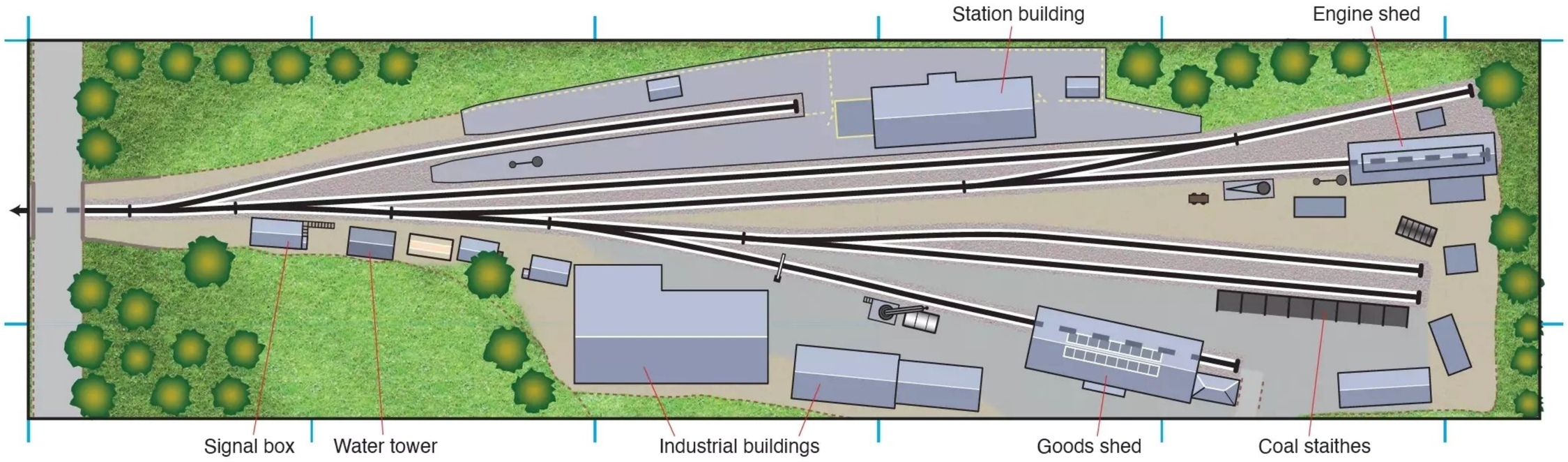
A close-up of the station building, based on those on the Hawkhurst branch.

Rack railway

Construction of the layout is fairly standard, with a single baseboard consisting of two 32" x 16" sheets of 6mm plywood, supported by a softwood frame with an additional 12" folding extension at one end to serve the fiddle yard. The backscene, scenic break and fiddle yard screen are of thinner 3mm plywood. The top surface was covered with a layer of cork sheet to give a smooth base on which to lay the track. There is also a lighting gantry with a strip of individual small LEDs, attached to the ends of the baseboard to form a framing arch over the layout. Both at home and at exhibitions, the baseboard stands on a folding



One of the Southern branch termini that inspired *Warmsley* was Westerham, pictured on 8 October 1961, with South Eastern & Chatham Railway H Class 0-4-4T No.31530 on the branch train from Dunton Green. *Photo: Brian Stephenson/Rail-Online*



Warmsley Size of scenic section 5' 4" x 1' 4". Each grid square = 1' x 1'.

clothes drying rack, which was bought from a now closed chain of hardware stores when I first started exhibiting small layouts. There is a curtain that hangs down over the front of this to keep things looking tidy.

'New Westerhurst'

The design of the track layout is freelance, but incorporates elements from Hawkhurst, Westerham and New Romney,

An overall view from the stop blocks looking towards the scenic break, with an M7 and pull-push set at the platform.

among others. It provides a main platform with a run-round loop, and a bay, a three-road goods yard and engine shed with water and coaling facilities. To provide the visual interest mentioned earlier, the tracks run across the baseboard at a slight angle to the edge, and the usual arrangement has been reversed so that the industrial buildings surrounding the goods yard are at the front to break up the view, with the platform at the rear.

The trackwork is Peco code 55 with small radius points, which are operated by SEEP solenoid-type point motors. The fiddle yard uses cassettes made from a length of track glued to a thin sheet of MDF, stiffened with pieces of aluminium angle down the edges.

Traditional and simple

Control is by traditional 12V dc using an OnTracks handheld unit, the transformer for which also provides power to the CDU unit that is used to operate the point motors. This is done by the stud and probe method, with the studs on a mimic track diagram that is part of the fiddle yard. This panel also features a Double Pole Double Throw switch to control the feed to the engine release road at the end of the platform loop, and a couple of isolation switches, one for the engine shed and one at the end of the bay platform. The points simply rely on the contact between the blades and the stock rails for current and polarity, with no additional switches or wiring – an arrangement that I have always found to be sufficient. Power is fed to the stock cassettes by





Warmsley station building is based on that at Hawkhurst, recorded circa 1961. Another H Class, No.31324, is at the head of the Maunsell pull-push set in the platform. ***Photo: Rail-Online***

crocodile clips that attach to wires soldered to each rail; alignment with the exit track running through the scenic break is by eye.

An N Class 2-6-0 has assembled its goods train and is ready to depart back to the main line.

Scenery

Moving on to the scenic side of things, once the track had been tested, ballasted and the rail sides painted, the basic ground contours were built up from pieces of discarded polystyrene foam packaging, with the final surface being smoothed out with a couple of layers of a well-known DIY filler. Once I was happy with the shape, and the filler had dried thoroughly, it was painted using small tester pots of emulsion paint. It was then treated with static grass and flock powder, before being planted with trees for the orchard and to blend in the photographic backscene.

Buildings

All the buildings, apart from a few small kit-built huts and the ready-to-plant signal box, have been scratch-built. These include the station itself (based on those on the Hawkhurst branch), the engine and goods sheds, and the industrial buildings in the goods yard. These are to freelance designs, made to fit the space and locations available in a hopefully pleasing arrangement.

The same technique was used for all of them, with each wall being created separately and then assembled like a kit. Each wall section starts with a foundation of mounting board, into which slightly oversized window and door openings are cut. Onto this a piece of embossed plastic sheet with the required brick, stone or timber pattern is glued, and the window and door openings are then carefully cut out to the correct size, by starting them small and enlarging them whilst test fitting the actual windows and doors until the correct fit is achieved. The windows and doors themselves are mostly spares from old plastic kits. Once these are completed, lintels and sills are added from thin plastic strip or paper, and any additional layers of raised brick or stonework are included. Each wall section is painted, before the doors and windows

are fitted, and the sides assembled with strengthening pieces in the corners and to support the roofs.

Painting of the walls is a three-stage process: firstly, a base of the appropriate brick or stone colour, then a wash of a lighter cream/grey to represent the mortar joints, and finally a dusting of dark weathering powder applied using a cotton wool bud, before the whole lot is sealed with a sprayed coat of matt varnish.

Roofs are either slate or corrugated pattern plastic sheet, painted and weathered by dry-brushing this time, before guttering and downpipes are added.

Once completed, the building is glued in place on the baseboard, and the joint made up with filler to make it look embedded into the ground.

After all of the buildings had been finished and secured in place, smaller details such as fencing, vehicles, figures and general clutter were added to bring the overall picture to life.

Stock and operations

For running at exhibitions, the following formations are normally used:

- M7 Class 0-4-4T plus a two-coach pull-push set.
- C Class 0-6-0 plus a three-coach 'Birdcage' set.
- BR Standard 4MT 2-6-4T plus three Maunsell corridor coaches.
- Schools Class 4-4-0 or BRCW Type 3 (Class 33) diesel plus three green Mk.I coaches.
- Q1 Class 0-6-0 with a mixed goods.



A BR Standard 4MT 2-6-4T runs round its train of Maunsell corridor coaches.

- N Class 2-6-0 with vans for perishable/agricultural produce.
- BR Sulzer Type 2 (Class 24) diesel with a mixed goods.
- BR Standard 3MT 2-6-2T or 'Terrier' 0-6-0T with a shorter mixed goods.

The three-coach passenger trains have Easi-Shunt magnetic couplers fitted to the engines and end coaches, to allow hands-free running round on arrival at the platform, using a fixed magnet by the end of the station building. Corridor coaches have the gaps between them filled with small pieces of draught-excluding foam.

Goods stock is a mixture of the usual vans, opens and coal wagons with a few extras thrown in, mostly those also used on my other layouts, except for the Southern Railway brake vans. All of the wagons are fitted with standard N gauge couplings, which are coupled and uncoupled manually by the 'hand from the sky', with the aid of a shunting pole consisting of a length of bent wire attached to a piece of rail for stiffness: I just like to do it this way as it makes me feel that I am a part of what is happening.

Most of the stock has been weathered to some extent, using different techniques depending on the type and finish required. Wagons and diesel locomotives have generally been done with weathering powders, and steam engines using washes and dry-brushing.

Operationally, engines on passenger trains often visit the loco shed for coal and water after uncoupling on arrival, whilst with goods trains, the engine is normally stabled on the shed once the wagons have been shunted into the goods yard, and will stay there waiting for a passenger train or two to arrive and depart before leaving to make up its return working.

The wish-list...

As I said at the start, there is a good range of locomotives available, and to these will be added an Ivatt 2-6-2T when it is re-released. To make things even better, the following would be very good to have: an H Class 0-4-4T to replace the M7; a South Eastern & Chatham Railway Wainwright 4-4-0; and a Hastings/Hampshire type Diesel Electric Multiple Unit.

So there you have it: my attempt at recreating a slice of the Garden of England.

Another view of Westerham station, looking in the opposite direction towards the stop blocks on 30 April 1960. The H Class powering the pull-push set is No.31512. *Photo: Rail Photoprints*



Project of the Month

Weathering an Accurascale Class 37

JAMES MAKIN *enhances and weathers the new OO gauge Class 37 diesel from Accurascale, for his planned layout representing Didcot Parkway in the late 1990s.*

Photography by the author



As ready-to-run models become better and better, it gives the modeller more time to focus on personalising and weathering, to make each one truly unique.

I am embarking on a mission to model Didcot Parkway, inspired by my formative years spent trainspotting at the Oxfordshire station in the late 1990s. This project involves assembling a substantial fleet of rolling stock.

The Accurascale Class 37 is a great demonstration of the improvements made within the hobby in recent years: finally, we have a Class 37 model that looks fantastic, even straight out of the box, and is only enhanced by renumbering and weathering to represent a specific example from the late 1990s.

Choosing a prototype

My old trainspotting notes are a great source of inspiration when selecting a locomotive to model, and split-headcode 37 037 stuck out as an example that could be modelled, with relatively few changes, from the first batch of Accurascale 37s released in 2023. *[Ed. See review, RM September 2023.]*

For modellers looking to make more extensive modifications, a wide range of parts is available from Shawplan Extreme Etchings and other online suppliers.

A high-intensity headlight was added from Replica Railways, and the existing branding removed to model the plain triple grey 37 037.

Weathering

I've put together a step-by-step guide to the main stages of taking this from a box-fresh model through to a rendition of 37 037 in 1998 condition, using photographs from Flickr as inspiration to follow for the weathering.

I'll cover the full process, from initial stripping down and renumbering, through to the layered weathering technique and final finishing elements that can make a real difference to the final model.

Subtle weathering and rust streaks bring the OO gauge Accurascale Class 37 to life.



The model now represents 37 037 as it was in 1998, carrying unbranded Railfreight triple grey livery.



The base model, an Accurascale Class 37. The donor was chosen based on the livery being a close match, with the only requirement being to modernise it for the late 1990s, by adding high-intensity headlights, radio aerials and, of course, a good dose of weathering!



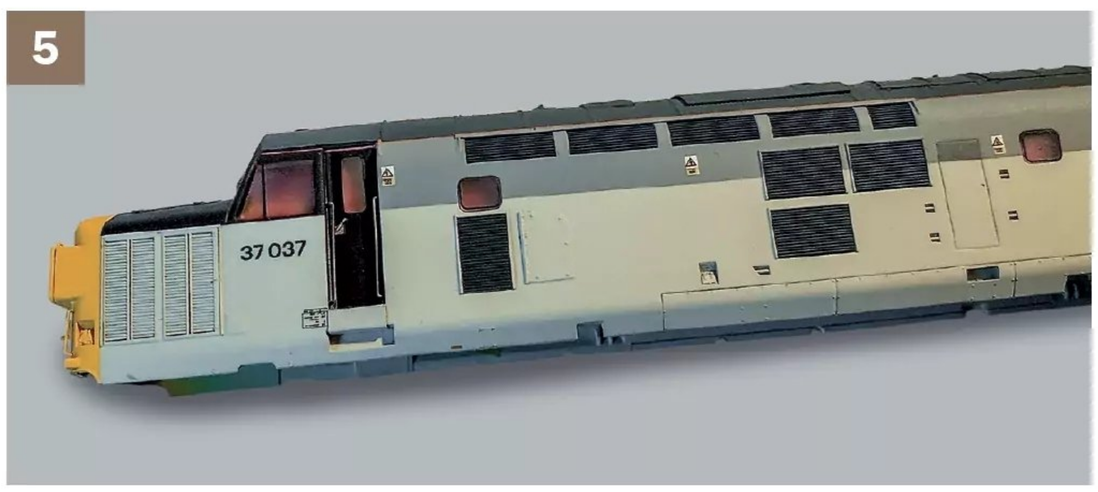
The existing printed numbers and branding were removed using Humbrol Enamel Thinners, laid gently onto the model using cotton buds. The factory printing lifted within just a few seconds, and any stubborn areas were left to soak for a minute, before wiping away the thinners with more cotton buds.



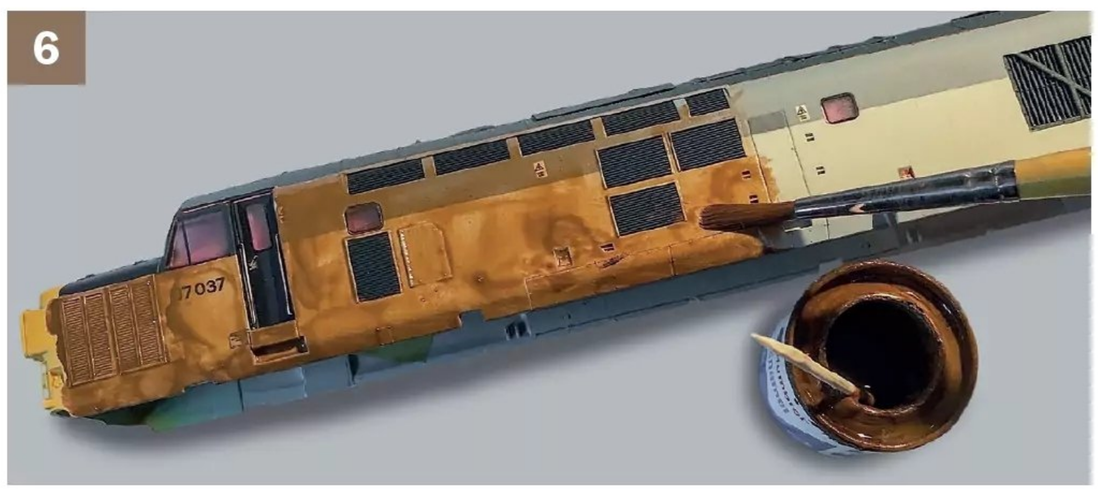
Once the branding is removed, all that remains is a slightly shiny surface, with the base colours fully intact. This process is repeated carefully for all of the logos, numbers and emblems on the model.

Some of the weathering has already started – the prototype had a faded roof, so at this stage, the model's roof was repainted in a lighter shade of grey, which would help with the appearance later on. After this, the windows were masked off and the bodyshell given a coat of Railmatch gloss varnish to give a good surface for the new decals.

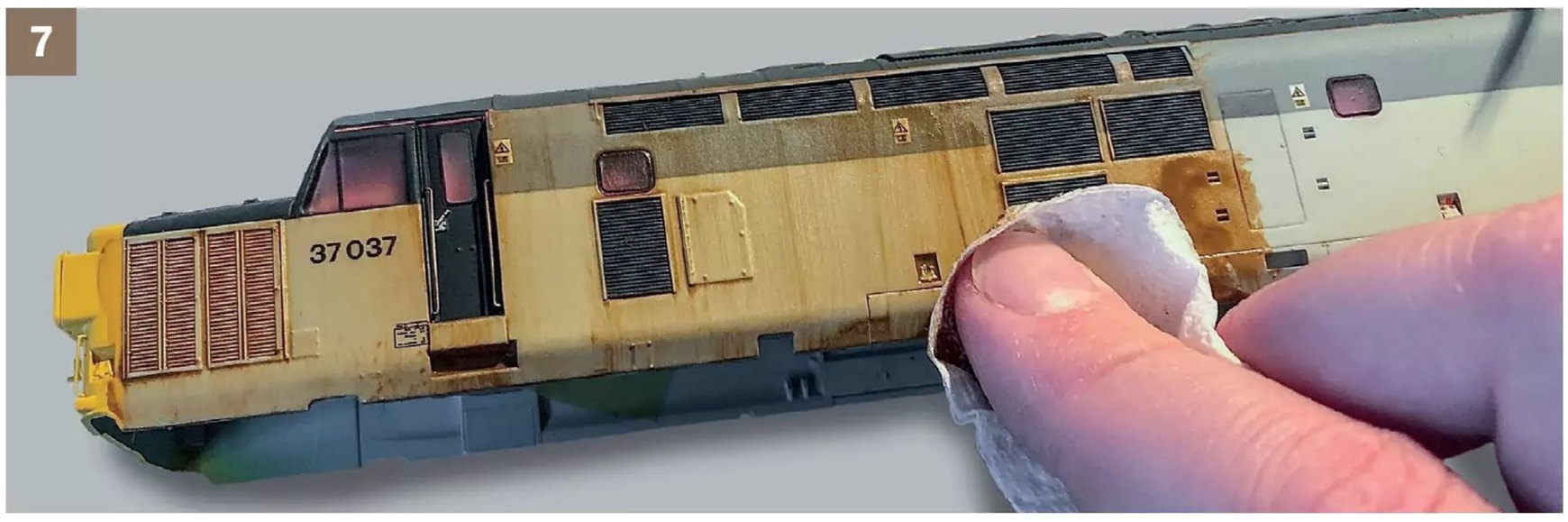




With the Railtec decals applied, the bodyshell was then given a coat of Railmatch matt varnish, and left to cure and harden for 30 days before proceeding with the weathering stages. This time lag allows the bodyshell to become more resilient to the following paint stages, which can be quite invasive.



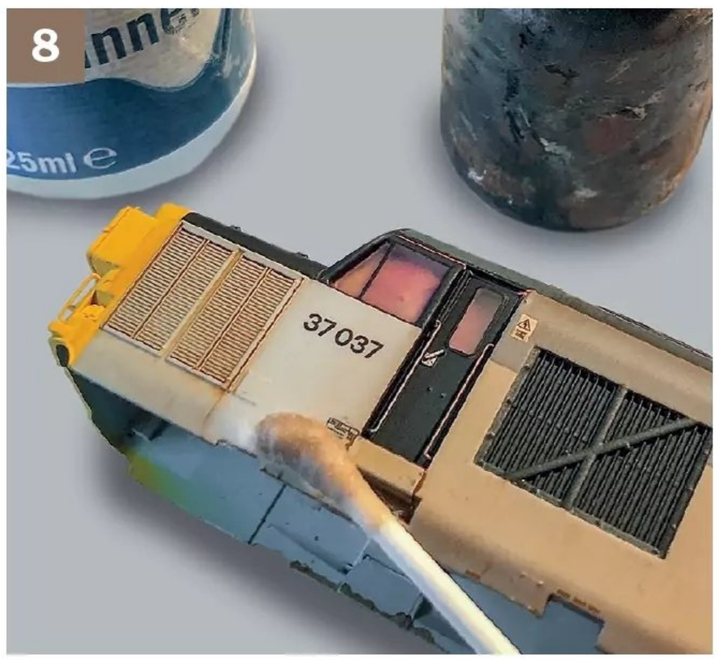
Firstly, a layer of light brown (Humbrol No.62) was applied to the model, with the intention of later wiping it away, to leave dirt trapped in the hard-to-reach recesses on the bodyshell. The paint can be neat, or thinned down – it is up to the modeller's decision on the final effect required.



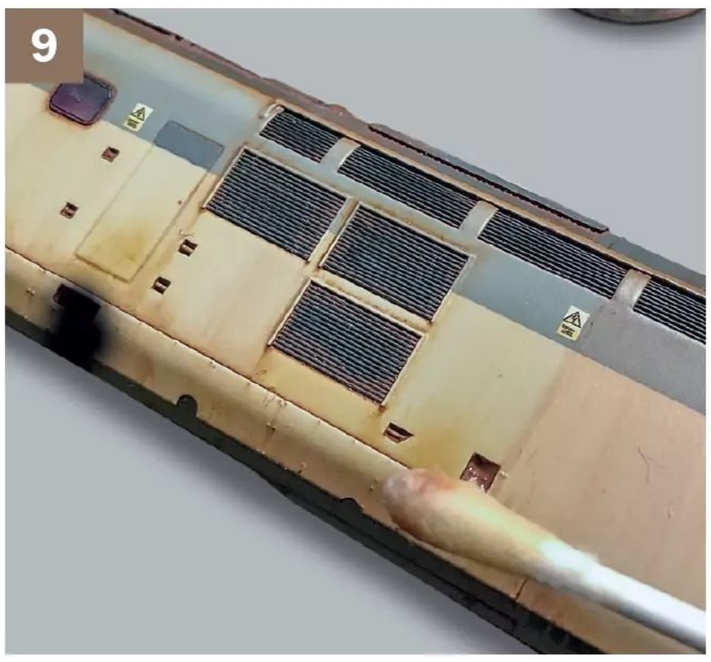
While the light brown paint was still wet, the majority was wiped away, using kitchen towel. It was wiped vertically downward on the model, to represent the travel of rainwater moving down the locomotive and dirt collecting in the recesses of the bodyshell.



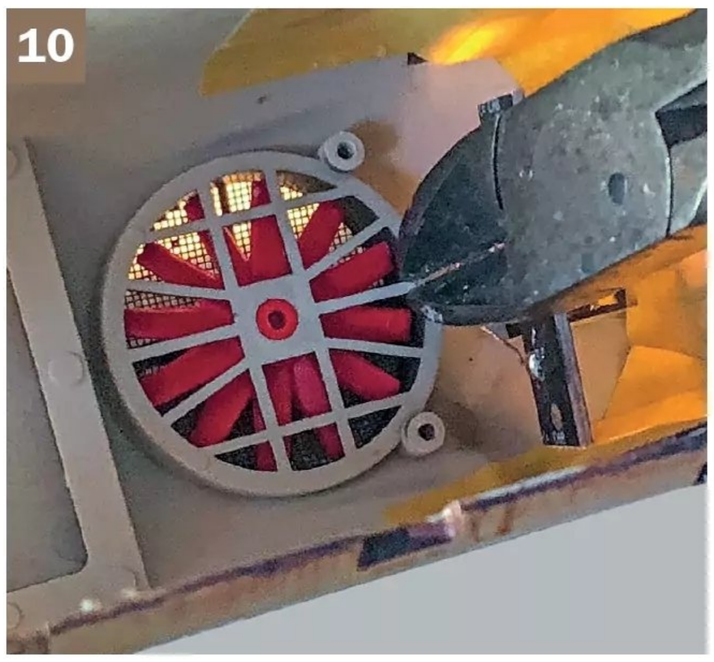
The finished model in action on *Loftus Road*, an 00 gauge exhibition layout built by Worthing Model Railway Club, inspired by Kensington Olympia and set in the same era as the locomotive – post-1995.



8 Note how the brown paint has clung to the bodyshell, due to the layer of matt varnish having been applied previously – ideal for what we are seeking. This can then be selectively removed, using a cotton bud dipped in Humbrol enamel thinners.



9 By carefully manipulating the residual paint on the bodyshell using the cotton buds and thinners, it's possible to create streaking effects, mimicking dirt and exhaust deposits that have been washed down the sides. It's a case of working in reverse, to remove the dirt that is unwanted, rather than applying dirty streaks to the body.



10 With the first brown weathering drying, attention turned to weathering the roof fan. On the initial batches of Accurascale Class 37s, this can be best accessed via snipping away the plastic webbing underneath the fan, and lowering it out. The alternative is removing the beautiful etched brass grille from above – a job not for the faint-hearted!

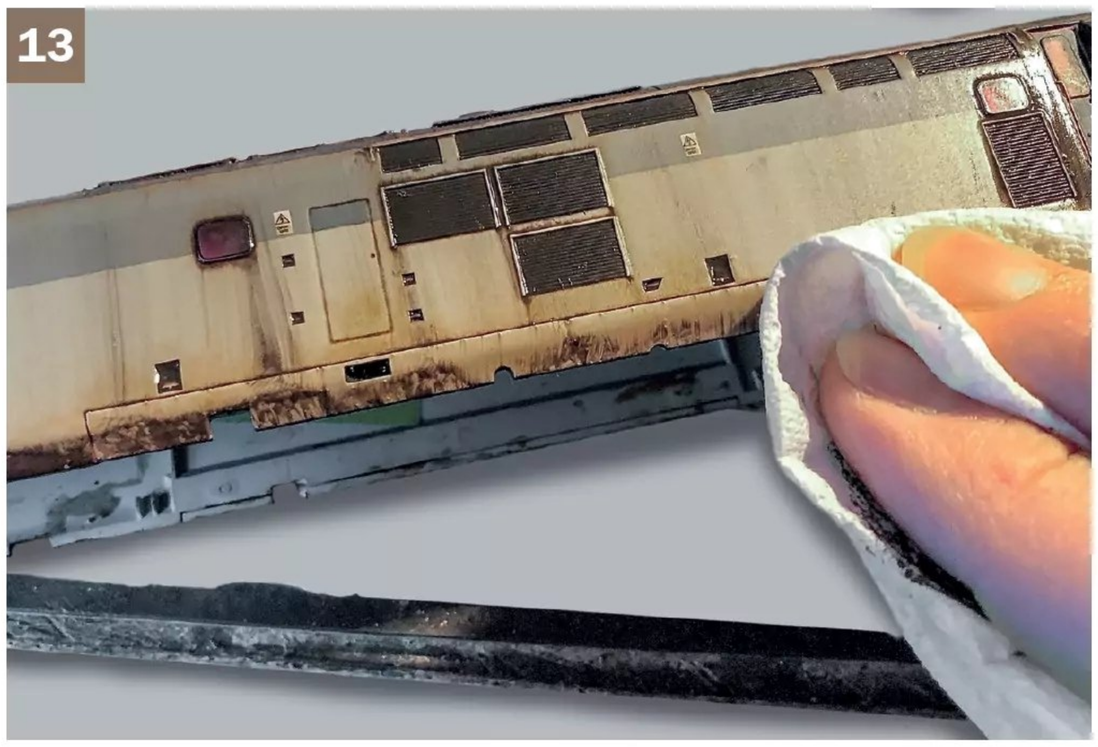


11 The fan was given a simple coating of dark grey enamel paint (Humbrol 32), which was then wiped away with more cotton buds, ensuring each fan blade was generally clean, but with dirt caught in the hard-to-reach places. This helped to tone down the bright red appearance. The fan assembly was reaffixed to the body with black electrical tape.



12 Working with enamels here, it's advisable to allow a couple of days drying time between weathering coats, and with the time elapsed, the next layer of dark brown (Humbrol 251) was applied to the bodyshell. This again was painted on neat, working on small areas at a time.

13



Again, the paint layer was then largely removed, leaving a streaky effect, but now with a two-tone set of shades visible. By adding more colours over time, it's possible to build up a more effective and deeper-looking weathering effect.

14



The darker brown helps emphasise some of the heavy dirt and exhaust weathering that the machines pick up. Following prototype pictures for reference, the surplus brown was removed, leaving layers of the different brown paints gathering more heavily on the bodyshell in areas where the rain can't reach.

15



Small defects were picked out on the bodyshell, using fine 5/0 brushes and enamel paint. Light greys were used to represent the exposed undercoat, while rust patches were recreated with five shades of brown – working from light to dark, to replicate the damage seen in photographs of the prototype 37 037.

16



Next, the overall traffic weathering was added, with a trusty Badger 175 double-action airbrush adding layers of light browns for the underframe, Phoenix Paints Brake Dust and Track Dirt being cautiously misted across the bogies and fuel tank area.

17

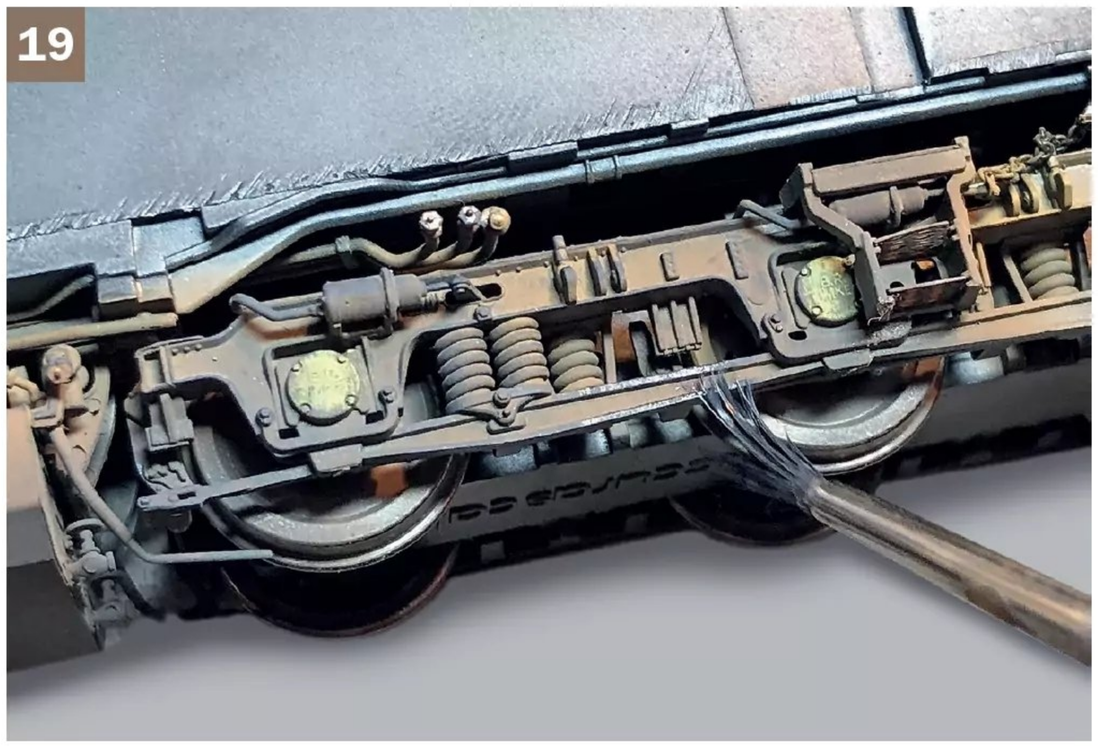


The roof and bonnets were sprayed with layers of Phoenix Paints Roof Dirt and Dirty Black shades, and a custom mix of black and dark blue paint was sprayed around the exhaust area, to replicate the oily sheen from the exhaust deposits.

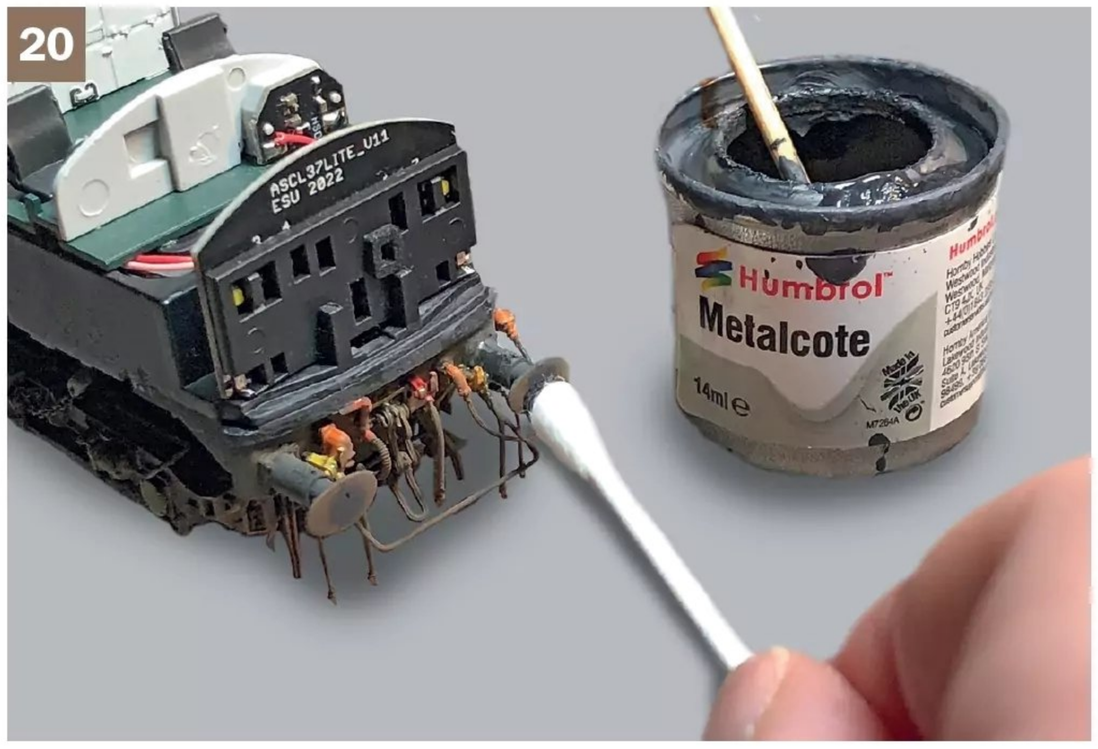
18



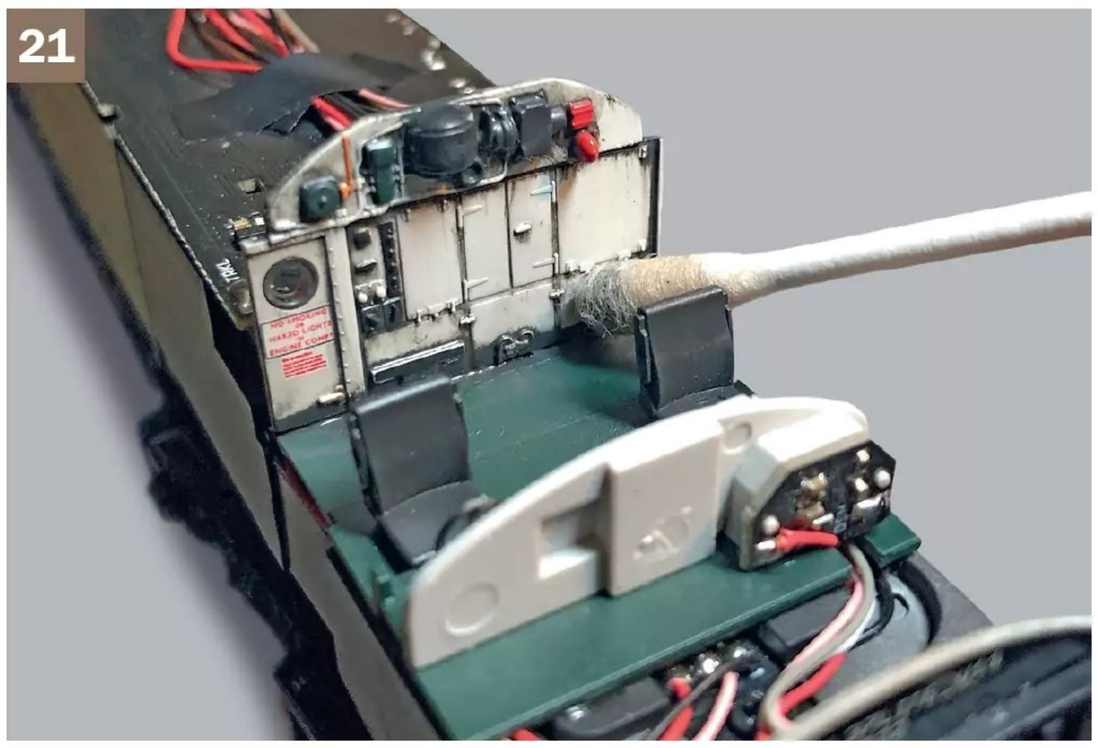
Humbrol Metalcote Gunmetal (No.27004) paint is very useful as, once painted onto a surface and dried, it can be burnished with a cotton bud to give a shine and highlight raised detail. On 37 037, the paint was added to the cantrail grilles on the bodyshell, which can later be polished to highlight the individual slats in each grille.



The same gunmetal grey was also dry-brushed onto the bogies, highlighting the raised edges of the metalwork, which helps to give the impression of weight to the model. At the same time, more shades of dark grey were painted on the underframe to replicate spilt diesel fuel from the filler caps, and oil deposits around the bogies too, following prototype pictures for reference.



The greasy buffer faces were recreated using a cotton bud, dipped in gunmetal grey and dark grey paint. The cotton bud was first dipped in, and then most paint removed, before gently dabbing onto the buffers repeatedly, building up the greasy effect gradually. Buffer shanks were also painted in gunmetal grey.



Inside the cab, the bright finish of the internal engine room wall was dulled down by adding a layer of dark grey paint, which was then removed whilst wet, using cotton buds. This helped to tone down the finish, and left dirty deposits of paint in the recesses and panel lines on the moulding.



Following on from the earlier stage featured (photo 18), the gunmetal-painted cantrail grilles were given a gentle burnish with a cotton bud to bring out a sheen on the grille slats, and with that completed, the model was ready for reassembly.

Multi-layered approach

If you've always been tempted to have a go at taking your ready-to-run models further, I do hope that this guide has been helpful in showing that weathering isn't the 'dark art' that it may at first seem.

Although seeing photographs of finished results can sometimes make it seem daunting, it is hoped that by showing the separate layers involved, this demonstrates that it's actually a straightforward set of modelling processes, merely laid upon each other to build up a final effect.

There are of course many different ways to crack a nut, and you may well find that you can pick and choose different approaches from here and elsewhere to find out what works best for you – the key element here is to pick up those brushes and have a go to see what you can do!

If you'd like to see more photographs of the locomotive and my other weathering projects, you are welcome to follow the progress of my Didcot Parkway layout project on social media:

Facebook – www.facebook.com/didcotparkway and Instagram – didcot.parkway

The finished model.





A layout project in 7mm

Scenic features on Borrington-by-the-Sea

Various constructional aspects of this O gauge layout by **ANDY HUDSON** *have been chronicled in recent editions of* RAILWAY MODELLER*. Andy brings this coverage up to date by describing how he created some of the model's other key scenic items.*

Photography by Andrew Burnham

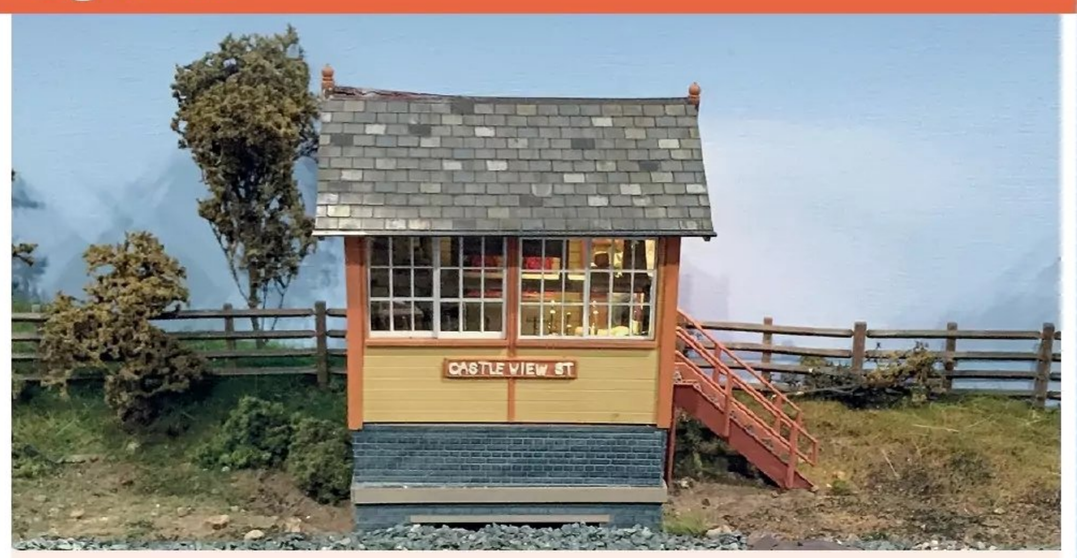
Past articles, describing scenic items that I constructed for this layout project, covered the river bridge (RM September 2023), static caravan (RM November 2023), barn (RM December 2023) and a beachside café (RM October 2024).

This month, I bring this constructional coverage up to date by describing some of the other features that can be seen on the layout, including the signal box, station structures, warehouse and monastery. The layout itself portrays an imagined former Great Western Railway station serving a small seaside town in North Devon with a dairy (inspired perhaps by Torrington). The track formation depicts a former double track route that has been rationalised to a single main running line with passing loop, but with the original infrastructure preserved.

In its current form, the layout is operated as a terminus to fiddle yard (even though it depicts a through station), with a scenic section measuring 30' long and 2' deep.

Running bunker-first, a GWR small Prairie crosses the river bridge (see RM September 2023) with a passenger service.

Signal box



This is a Peco Ground Level Signal Box kit (ref.LK-709) fitted out with a Peco Signal Box Interior kit (ref.LK-710). The base of the structure was increased in height using Slater's Plastikard, which fortunately matched the brickwork used in the kit. Instead of using the steps provided, I used a 3D-printed set of steps produced by Scenic 3D. The working lights are from the Kytes Lights range, these replacing the plastic (cosmetic) one in the kit. The box was painted using Phoenix Paints (Light and Dark Stone) for the external woodwork, along with a mixture of Tamiya and Vallejo paints for the interior.

Station footbridge, canopy, platforms and railings



The footbridge is a laser-cut plastic kit from York Modelmaking, which was really easy to assemble using Mek-Pak and paint using a mixture of Phoenix Light and Dark Stone and Tamiya acrylic paints. The canopy uses York Modelmaking GWR valances (laser-cut from 1mm Rowmark) with 1.5mm plasticard used to build the structure and roof, Slater's embossed Plastikard for the wooden fascia and corrugated sheet for the roof. The railings are from the Peco (ref.LK-741) pack of GWR Spear Fencing, used in conjunction with the corresponding pack of Ramp Panels, Gates & Posts (ref.LK-742). These were also painted using Phoenix paints. The platform shells were built from 1.5mm plasticard, with the vertical faces covered using Slater's Coarse Stone Plastikard. Styrene strip was added to represent the platform edging, cut into scale length slabs. Fine grade ballast granules (cinders) were used to create the textured surface on the ramps.

Beach scene



The stone retaining wall that runs alongside the beach section was made from white foamboard covered with Wills ref.SSMP200 Coarse Stone sheet. Although this product is intended for 4mm scale, this is an example of how some items lend themselves to applications in a larger scale. The stonework was painted using Tamiya acrylic paints, sealed with a misting of matt varnish, with washes of Humbrol enamel then applied to weather the finish accordingly. The steps are the same 3D-printed accessories as used for the signal box. The beach itself was modelled using a mixture of WWScenics granules and a quantity of real sand, fixed down using water and PVA (mixed in equal parts, with a touch of detergent added to break the surface tension). The deck chairs are 3D-printed from Scenic 3D, together with the beach balls, buckets and spades etc.

Lineside hut



The lineside hut is the Peco plastic kit for a brick-built structure (ref.LK-705), which was painted using acrylic paints and weathered using powders from a Tamiya Weathering Masters Special Effects set. The hut was positioned on a concrete base made from the scraps of white board. Also pictured is a semaphore signal, which is a ready-made item by Dapol; it is operated through a DCC Concepts Cobalt REX (relay extension device) that is linked to a DCC Concepts IP digital point motor. Therefore, when the point route changes it automatically changes the signal, which serves as a visual check for the operators to know which way the point is set.

Station building and wagon body store



The station building is a 3D-printed model that was designed by a good friend of mine, Tris Neal (www.oonealdesigns.com). He designed the building originally for his layout in OO and then very kindly redesigned the kit and up-scaled it to 7mm for me. Working together, we added extra details like the single-storey extensions on either side of the building. I painted the building using an inexpensive set of acrylic paints from an arts & crafts supplier, using techniques I learned by watching a YouTube video by Dan Evason. The woodwork is again Phoenix Light and Dark Stone. The small canopies on the front and rear are made in the same way as the platform canopy, again using York Modelmaking valances and plasticard sheet. The adjacent storage shed on the right is a Peco (ref.LK-766) Grounded Van Body kit.

Dairy warehouse

This was constructed using a laser-cut kit from Railway Laser Lines, and is actually intended as a workshop extension for one of the firm's engine sheds. I saw the potential for this and asked the firm's proprietor, Steve Smith, to mirror the kit so I could put two kits together (a left-hand and a right-hand) to make a low-relief warehouse unit. Tamiya XF-84 Dark Iron acrylic was used to paint the corrugated roof, this then being weathered back with WWS weathering powders, followed by a misting of matt varnish to seal it all. The warehouse forms part of the imagined Borrington Dairy.



Monastery



The monastery was a kit intended for wargaming modellers, so at 1:50 scale is slightly underscale for 7mm (1:43.5). I can't recall the origin of the kit unfortunately, but it was a snap-together model, although I did elect to glue the parts together. Painting was my normal mixture of Tamiya and Vallejo acrylic paints, with various washes and dry-brushing to introduce dirt deposits and highlights to the stonework. Scale Model Scenery printed stained glass windows were added to the inside, and eventually I plan to add internal lighting. Despite the building being undersized, placing it on a hill at the back of the layout works well, giving a good example of a forced perspective.

A scratch-building project

Constructing an LMS 42' parcels van in 3mm

Looking to expand his fleet of parcels vehicles, **VICTOR HALL** *decided that the LMS 42' General Utility Van, with its flat bodysides, was an ideal candidate.*



The completed model, finished in 1950s BR crimson with a London Midland Region running number. ***All model photography by the author***

Having chosen to model the London Midland & Scottish Railway 42' General Utility Van, I was able to copy a drawing from the July 1964 RAILWAY MODELLER. *[Ed. See also RM September 2022.]*

The LMS built 164 of these vans between 1935 and 1937, and numbered them 37775-37939. A prominent feature was that the ends had full-height, double doors, and a drop-down, bottom flap to create a loading ramp. They lasted until the 1980s, often in departmental service.

A styrene body

I made the body from 20thou plasticard, cutting out the windows and scoring the door joints. The method I employ is to drill holes at each corner, and a larger hole in the middle. Using a sharp craft knife, the 'glazed' part of the window is cut along each edge and diagonally, to form four triangles. These are then pressed out (photo 1) and the edges cleaned up.

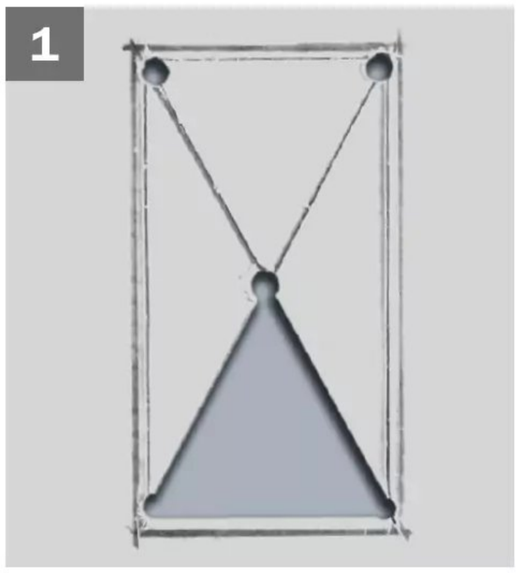
Unusually, the GUV body sides are identical, so that the droplight is in the left-hand door of each pair. I laminated the sides with a second, inner layer of plasticard, cutting the window openings larger to take the glazing, and clamped them between two pieces of wood to prevent warping as they dried.

Originally, these vans had four sets of horizontal beading on the sides, but over the years much of this was removed. I decided to fit only the beading that ran above and below the windows, using 10thou x 20thou plastic strip.The ends were also made as laminates, trimming the tops to match the roof profile.

To get the right roof curvature, I cut out the end elevation from the drawing and glued it to the plasticard with Pritt Stick, which can be soaked off afterwards. Careful filing and sanding gave the result I wanted. Strapping was made



A c.1969 view of M37881M at Reading in BR blue (a Dia.1870 example built at Wolverton in 1935 as part of Lot 864). Note the loss of much of the original bodyside beading. ***Photo: 53A Models of Hull collection (John Senior)***



The method of cutting out the windows.



The finished body parts, ready for assembly.

again from 10thou x 20thou strip, whilst handles, handrails and the end door locking mechanism were fashioned from 0.3mm wire (photo 2).

A reclaimed chassis

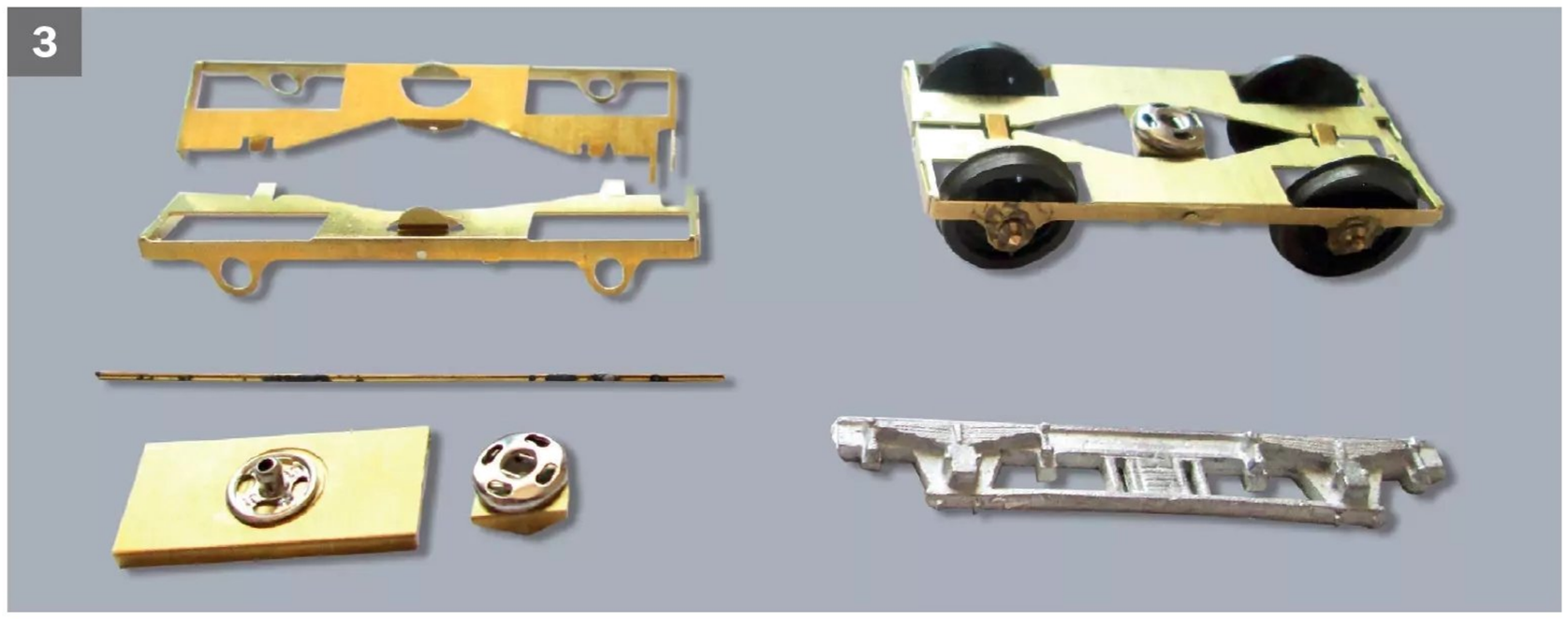
Some time prior to this project, I had dismantled a home-made coach, and this provided the chassis and roof. Fortunately, the bogie pivots were the correct distance from the headstocks, so I only had to cut a piece out of the chassis centre to reduce the overall length.

I fashioned the truss rods from 1mm square strip, and glued them around the battery box and behind the solebar. Etched brake wheels were added, and step boards (from 1mm plastic angle) were positioned underneath the double doors. On the prototype, the buffer heads were flat at the top, to support the bottom flap, so this was reproduced with a few strokes of a file.

Brass bogies

A set of 9' wheelbase bogies was needed to complete the chassis, for which I used MJT etched bogie frames.

The basis of the design is that the bogie frame comprises two halves, which can rotate around a transverse pin, giving some compensation. Bogies and body are joined by press-studs, which act as the bogie pivots. Photo 3 shows the part-assembled components and a built-up frame with a cosmetic sideframe. I departed from the recommended assembly in two ways: I used a dressmaker's pin instead of the wire supplied for the transverse pivot, and I used superglue for assembly rather than soldering. I also replaced the cast tiebars from the bogie casting with wire.



The bogie components and an assembled bogie frame.

Painting and finishing

At this stage, I painted the components: weathered black for the underframe and ends, and BR crimson for the sides. Clear plastic was used for the window glazing, scored to represent the security bars, (vertical in the windows and horizontal in the doors). I had some spare droplight frame etchings, so fitted these to the door windows.

Lettering was adapted from waterslide transfers, and the sides given a coat of satin varnish. The body was assembled, using additional lateral 'bulkheads' to add strength, and attached to the chassis. I shortened the roof, fitted ventilators, and glued it to the body. To complete the model, I fitted DG couplings, and vacuum pipes made from dressmaker's pins and insulated sleeving.

The finished GUV (photo 4) now takes its place in my parcels fleet. Whilst my model is to 3mm:ft scale, the techniques I used apply just as well to other scales. Of course, there may be a kit or ready-to-run model in your chosen scale, but, nevertheless, there is something very satisfying about a home-made model.

The completed model is shown on the author's layout.

Supplier information

MJT Scale Components
www.dartcastings.co.uk

DG couplings
www.wizardmodels.ltd



The Glynoch & Rathmor Railway

Feòrag

Layout photography by Andrew Burnham

CHRIS ODELL *presents his imagined narrow gauge railway system, which can be operated independently or as part of the Dartmoor 009 Group modular system (see the December 2023 issue). A notable feature of Chris's layout is the backscene, which was created using Artificial Intelligence…*

In June 2023, I made my first visit to a model railway exhibition in over 35 years. At the event, members of the Dartmoor 009 Group were displaying a huge modular layout that captured my interest. The idea of members all building their own small layouts, and then coming together to have a huge network to run their trains on, was very inspiring.

As a 'newbie' to the hobby, it actually seemed quite achievable. I only had to build a small section to be able to have use of a much larger layout. Ahead of me was a very steep learning curve, with all the developments over the past 30 years (such as Digital Command Control, sound and static grass), but I was still like the proverbial kid in a sweet shop.

The group made me feel very welcome and I helped at a couple of their events, but I felt I needed to contribute by building my own modules, so a plan was hatched for the Glynoch & Rathmor Railway…

Concept

It is imagined that Glynoch and Rathmor are two islands situated in the Atlantic Ocean, west of Cornwall and south of Ireland. Rathmor is rich in minerals, whilst Glynoch is predominantly farmland. Narrow gauge railways criss-crossed these islands with goods and tourists from the port of Llanchala.

Feòrag is the first module to be constructed representing the railways of the Glynoch & Rathmor Railway Ltd. Feòrag is the place to come for the Gwydion Falls and the Cailleach River, with stunning views down the Glen Feòrag valley back towards the coast. The valley is full of wildlife, including the island favourite, the red squirrel, or the Feòrag Ruadh as it was called by early inhabitants. Mineral trains would wind their way down to the coast and tourists would disembark on their wilderness adventures.



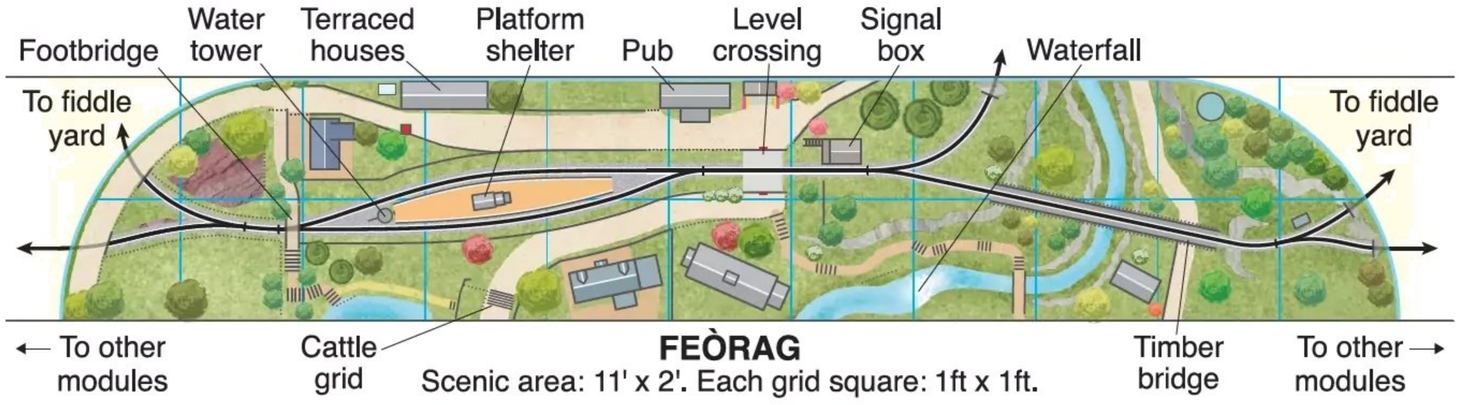
Bachmann Penrhyn Hunslet 2-4-0STT *Linda* at Feòrag station with a mineral train.



This narrow gauge version of a GWR Pacer was created by David Malton of Peco and Dartmoor 009 Group member Sven van der Hart of Tramfabriek. Another is to follow, probably in Network SouthEast livery!

A newer line to the coast has recently been opened from Feòrag now that the new Glen Feòrag Viaduct has opened, saving considerable time and easing the gradient. The older route still exists and serves a valuable purpose for the smaller communities along the route, as well as providing additional capacity during the summer months.

The track plan is fairly simple: a passing loop and branch junction. The ends are designed to connect to other group modules, but the layout can also be operated as a continuous run, with the use of an optional fiddle yard at the rear to allow independent running at home or at shows.



Construction

I don't really like flat baseboards, instead preferring the appearance of having landscape below track level and being able to look up as the trains pass. This obviously adds complexity to the baseboard construction, but the added dimension of height really does contribute something rather special, in my opinion.

Assembly of the boards was all based around a 9mm plywood frame and trackbed.



A Bachmann Quarry Hunslet 0-4-0ST crosses the Brunel-style timber viaduct, constructed around a steel ruler.



Artificial Intelligence was used to produce the backscene, with computer software interpreting text descriptions to create the landscape. Lush greenery helps to blend it in with the scenery on the layout.

Chicken wire, plaster bandages and bark blocks were then used to create the basic landscape and cliffs. An LED light strip was added to the valance before the scenics were started, so I could build the model with the finished lighting already in place.

Trackwork is all Peco and control is digital, using the Roco Z21 DCC system. All members use the same control system, which allows any user to turn up with their wireless controller and operate any train and any accessory on all our modules with ease.

Scenics

The backscene was the starting point of the scenics and one that has generated many comments. I used DALL-E computer software, which is a text-to-image model developed by OpenAI, to interpret text descriptions (prompts) of the landscape I wanted. It took a bit of practice, and some time was spent tweaking the options, but I am very pleased with the finished product. The resultant image was printed onto a vinyl sheet and stuck onto the plywood backboard.

Then it was the usual mix of static grass, scatter, planting and trees; so many trees! I really enjoyed adding the greenery, as I wanted to give the feeling of a very lush and fertile environment, where nature has really taken hold and encroaches wherever it is given the opportunity. Wild flowers and strategically placed colourful items, like postboxes and road signs, add little punches of colour that make for a very pleasing overall appearance.

The landscape was then populated with plenty of wildlife, including families of squirrels, dozens of pigeons, geese and even a couple of ospreys. Younger exhibition visitors are kept entertained by trying to spot these between the passing trains.

The river was made using a household product called Everbuild Clear Fix, which is a clear polymer similar to silicon. It can be tinted with inks and dries fast, with a matt finish that can be moulded and painted as required. I just diluted it with small amounts of IPA and poured it over the prepared riverbed. The riverbed itself was created using Base Ready River Bed from Geek Gaming Scenics, which is mainly a supplier to the wargaming industry, but has a fantastic array of scenic materials. The stones were laid in the riverbed and stuck down with ballast glue, before clear and tinted layers of Clear Fix were added.

The Brunel timber bridge is an adapted N gauge laser-cut kit from Osborn's Models. The track on the bridge is supported with a steel ruler, fixed to the baseboard at each end, which allowed trains to run across the gap long before the stone piers and wooden arches were constructed below, much to the amusement of group members.

Buildings are a mixture of ready-made, laser-cut kits and 3D prints. I particularly like the signal box, which was a 3D print from Tom Marshall at Buggleskelly Station. The observatory is two 3D print files that I downloaded from Printable Scenery. If you have access to a 3D printer, then I recommend this source of highly detailed buildings, which you can download and resize to any scale you need.

Rolling stock

My collection of OO9 narrow gauge rolling stock started with the obligatory ready-to-run items from Bachmann and Peco, but I have subsequently branched into constructing various kits from suppliers including Fourdees and Dundas Models.

Having recently become the custodian of a 3D printer, I am also actively designing, editing and printing my own wagons, many of which run on bogies or N gauge chassis manufactured by Peco. I enjoy finding different prototypes and seeing if there are ways to use them on the G&R. So far, there are American-style box cars, which are being used by the Rathmor Brewery, MoD-style Warwell wagons, tankers, cattle wagons, brake vans and refrigerated wagons.





The name Feòrag is Scottish Gaelic for 'squirrel'. The Bachmann Quarry Hunslet heads 'the next train to depart from Squirrel'…

It's a fine day on the island for the washing to be hung out, but the family dog has other ideas!

This part of the hobby has been keeping me really busy in recent months! While many of these wagons are entirely fictional for a narrow gauge line, I do try to create stories for why each wagon could have existed. It is supposed that the islands' roads are not the best and therefore the railway is the main way to transport all goods and people, so it has to cope with a wide variety of traffic from local industries.

What next for the G&R?

I am currently working on the electrics, because I want to use track detection to control the signals and the level crossing gates. My soldering skills are very elementary, but it is a fun project that will be very rewarding to see finished. Last year, I joined MERG (Model Electronic Railway Group), which is a very helpful group of people with some amazing technical skills when it comes to micro-electronics. There is always a solution to a question, with lots of step-by-step guides available to complete various electronic tasks.

Plans are already in place to model more sections of the G&R. The harbour town of Llanchala could be next, followed by a snow-covered module to show what the island would be like in the deep winter months. Each module will be able to run solo, or be connected to each other, or to other modules within our group.

I must end by saying a huge thank you to all the members of the Dartmoor 009 group, plus the wider 009 Society community, who have welcomed, helped, advised, encouraged and tolerated me over the past year. Whatever your preferred scale, I am sure there is a group out there to get involved with, and I cannot emphasise enough how much that has helped me get back into this wonderful hobby. Long may that continue.

See it at Exeter and Taunton

Feòrag is booked to appear at the Exeter Model Railway Exhibition on **21 & 22 June** (see Societies & Clubs) and will also be at the Taunton show on **25 & 26 October.**

Supplier information

Osborn's Models
www.osbornsmodels.com

Buggleskelly Station
www.buggleskellystation.com

Printable Scenery
www.printablescenery.com

Geek Gaming Scenics
www.geekgamingscenics.com

Help – I've lost my railway modelling mojo!

Many modellers will have experienced periods of time when enthusiasm for a layout project has waned, or momentum has been lost. When Carol Flavin was faced with this situation following a recent house move, she sought advice from others to help restore her interest in the hobby.

We recently moved from a house where I had plenty of space, to a new property with huge potential, but needing a lot of work. Organising builders, plumbers, roofers etc. was, of course, very time-consuming. There was a room in the new house where I could put all of my model railway items but, after 10 months, I realised that I hadn't touched my OO9 layout, *The Harland Light Railway* (see RM April & December 2023). Furthermore, there was some damage to the wiring that occurred during the move, which meant that I couldn't even run any trains on it.

After such a long gap, I was finding it very difficult to revive my enthusiasm for modelling and start working on the layout again.

I uploaded a short video on my YouTube channel (Model Railway Scenics with Carol Flavin) and also posted on a number of Facebook model railway groups of which I am a member, seeking suggestions and comments on how people have overcome similar situations. I also asked, "Should I keep the layout or start again?"

I was overwhelmed by the positive and helpful suggestions that I received, some of which I thought were worth sharing here, together with my feelings on each.



"– I was overwhelmed by the positive and helpful suggestions that I received... –"
Carol Flavin

Have a running session

Despite the aforementioned electrical issues with the layout, I could really relate to suggestions to just watch the trains go round, and see if this draws your eye to something that would benefit from improvement, even if that is, for example, just the repositioning of a few figures or vehicles. Sometimes, it is just a case of taking small steps like this to get back into something. Another suggestion was to buy a new model to run on the layout – that may be all it takes to rejuvenate your interest.

Make a minor change

I did feel that suggestions about focusing on one small area of the layout, perhaps buying or creating something new to add to it in some way, could help to generate a certain amount of excitement – a quick way of seeing a tangible sign of progress.

Visit shows or join a club

A number of people suggested going to exhibitions or joining a club. I've never particularly wanted to join a local club, preferring instead to be a solitary modeller, although I am a member of The OO9 Society and The Model Railway Club. However, I do very much enjoy exhibitions, so I made a conscious decision to attend as many as possible. As someone suggested, looking at great layouts, either at exhibitions or online (such as on YouTube) does often give the impetus to get going again.

Others said that they find that it only takes a single visit to an exhibition, reading a certain railway book, a magazine article or a visit to a particular railway site to re-ignite their interest. Some also find that having two or more slightly different projects running in parallel helps to keep them going, by switching from one to the other when one project stagnates.



Complete a small project

Doing some sort of micro or 'pizza' type layout is a great way of covering all aspects of layout building (tracklaying, scenery, structure modelling etc.) in one bite-size project, which also has the bonus of providing a nice little layout as an end result.

Also, doing something different may give you fresh ideas, which may help when you return to your original layout or project.

Furthermore, change is never a bad thing, and it might be that the challenge of designing and building something completely different is what is needed.

Talk with other modellers

I tend to use Facebook groups, but there are also a number of railway modelling blogs and forums where you can converse with like-minded people. What I soon discovered was that I most definitely wasn't the only one needing to get their enthusiasm back! People said things like, "I'm in exactly the same boat", or, "I'm

Carol's twin-level 009 layout, *The Harland Light Railway*, was described in the April and December 2023 editions of RAILWAY MODELLER. *All photos by the author*

suffering from the same problem", "It's been over a year since I've done anything with mine", and "I just can't get motivated".

This, in itself, is reassuring, knowing that losing your enthusiasm is not uncommon, and something that others experience and can sympathise with.

Take a break

There is the saying along the lines of 'absence makes the heart grow fonder', which suggests that if you set something aside for a while, with only thoughts of some of the better bits and happier times, you will then recover the desire to return to it. One contributor commented how, for them, a break away always helps.

Others remarked how, when they lose their momentum with modelling, their answer is not to worry about it, as they know it will come back, and it is often the least expected occurrence/event that will re-ignite their interest. The idea is to consider doing something else for a while – your mojo will return when the time is right. Don't worry about it or try to force it.

One person told me, rather reassuringly, that my enthusiasm was still there – I just needed to relax and give it a chance to reappear.

Make a list

One suggestion was that I should make a list of the aspects that I enjoy most about the hobby. Then, I could embark on a small project that embodies things on that list, even if that is something very simple (for me it would be scenery, so I could make a tree, but others may like the operational side so could, for example, devise a timetable). By getting some joy out of the process on a small or straightforward task, the enthusiasm could then build back up from there.

Some respondents found that preparing 'to do' lists help too. When you set out what you have to do, something on the list stands out and before you know it, you are back on track (pun intended!). I will certainly be considering this way of doing things in the future.

A further idea was to set aside one hour per day for modelling (always at the same time each day) and stick to this routine until you get back into a natural rhythm of doing modelling on a regular basis. The person who suggested this explained how, although it might feel something of a chore at first, after a while they found they were looking forward to that hour and were soon planning what they wanted to achieve each day. Before long they were planning a week ahead and really enjoying it.

Make a fresh start

One issue that I realised I had with the *HLR* was that, at 6' x 3', it was taking up quite a lot of space. I needed to condense all the modelling equipment I had into a relatively small room, and I began to realise that the layout was just too large, which didn't help my recent lack of enthusiasm for it.

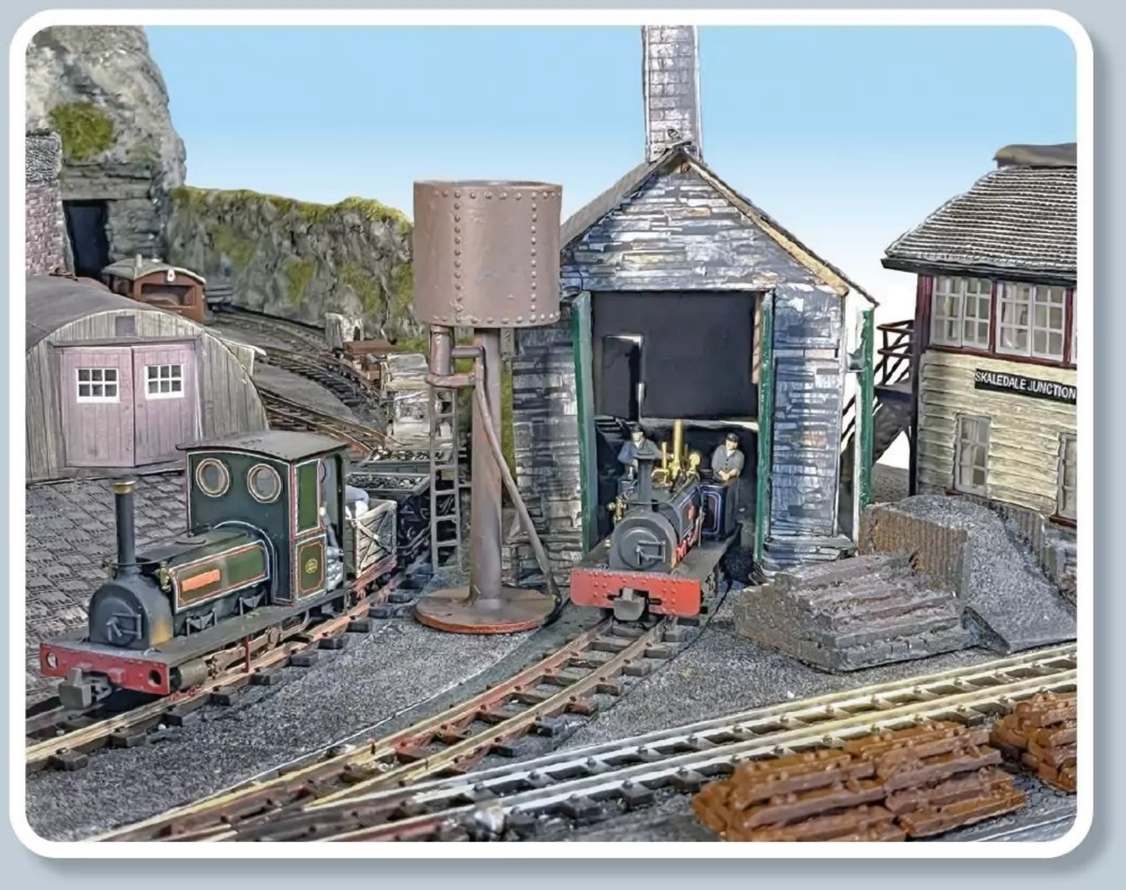
Someone did suggest something that I felt was true: part of my problem may have been that the model looked complete, unless I decided to upgrade something, add extra detail or replace something. They thought I really had three choices: enjoy it, build another layout or start again.

One of my model railway friends did say: "Whilst it's sad to begin to dismantle all the hard work you put into the *HLR*, I'm sure it'll be worth it by the time you start the next project and see good progress with that. It's funny – with railway modelling you can spend years building something very creative, only to rip it all up and start afresh! It can be quite cathartic though, I will say."

Getting my modelling mojo back

I am grateful to everyone who responded to my online posts. The positive comments and suggestions I received were incredibly useful and supportive.

Ultimately, I decided that I had to be pragmatic and dismantle the layout. As I plan to concentrate on micro layouts and dioramas in the future, I have added lots of shelves and workbenches to the new model railway room. This will allow me to bring back into the house one of my smaller layouts (*Winter Magnorail Village*, which I took to the Warley Exhibition at the NEC in 2023) to revamp that, and also work on a number of smaller layouts using some of the scenery from



Although Carol has made the decision to dismantle the *HLR*, elements will be salvaged and reused in future projects.

The Harland Light Railway. To me, this feels like the best of both worlds. I won't be destroying completely what I spent a lot of time working on, but at the same time I am excited to use some of it in a new and different way.

I now look to my future in this amazing hobby with enthusiasm and, hopefully, renewed enjoyment. Keep an eye on my YouTube channel for progress in due course.



Carol's new dedicated model railway room, with plenty of shelving space for smaller models and dioramas.



With her enthusiasm for her railway modelling activities restored, Carol looks forward to updating readers with progress on future projects.

Port Royce



Modelling and words: **KEN GILLEN** *Photography:* **COLM FLANAGAN**

I have always been very taken with the layout designs by the late Iain Rice, and have used various elements from them whilst designing former layouts. These included *The Strangford & Downpatrick Joint Railway* (RM June 2022) and *Fenaghy Junction* (RM April 2025). I was looking for a smaller project to tackle, and came across an Iain Rice plan intended for American modellers who, in a lot of cases, have a propensity to build models on an 8' x 4' baseboard.

The plan was titled 'The Lilliput Logger', and looked like an interesting possibility. It had challenging topography, lots of interesting buildings and a self-contained railway with a long continuous gradient on an 8' x 4' board. Also forming part of my thinking were the various small 0-4-0 and 0-6-0 steam locomotives, together with four-

Peckett 0-4-0 saddle tank *Daphne* – one of the recent Hornby models – shunting the siding leading to the mineral works.

***Daphne* rounds the headland and crosses the viaduct, hauling a short rake of the 'generic' pre-Grouping coaches from Hornby.**

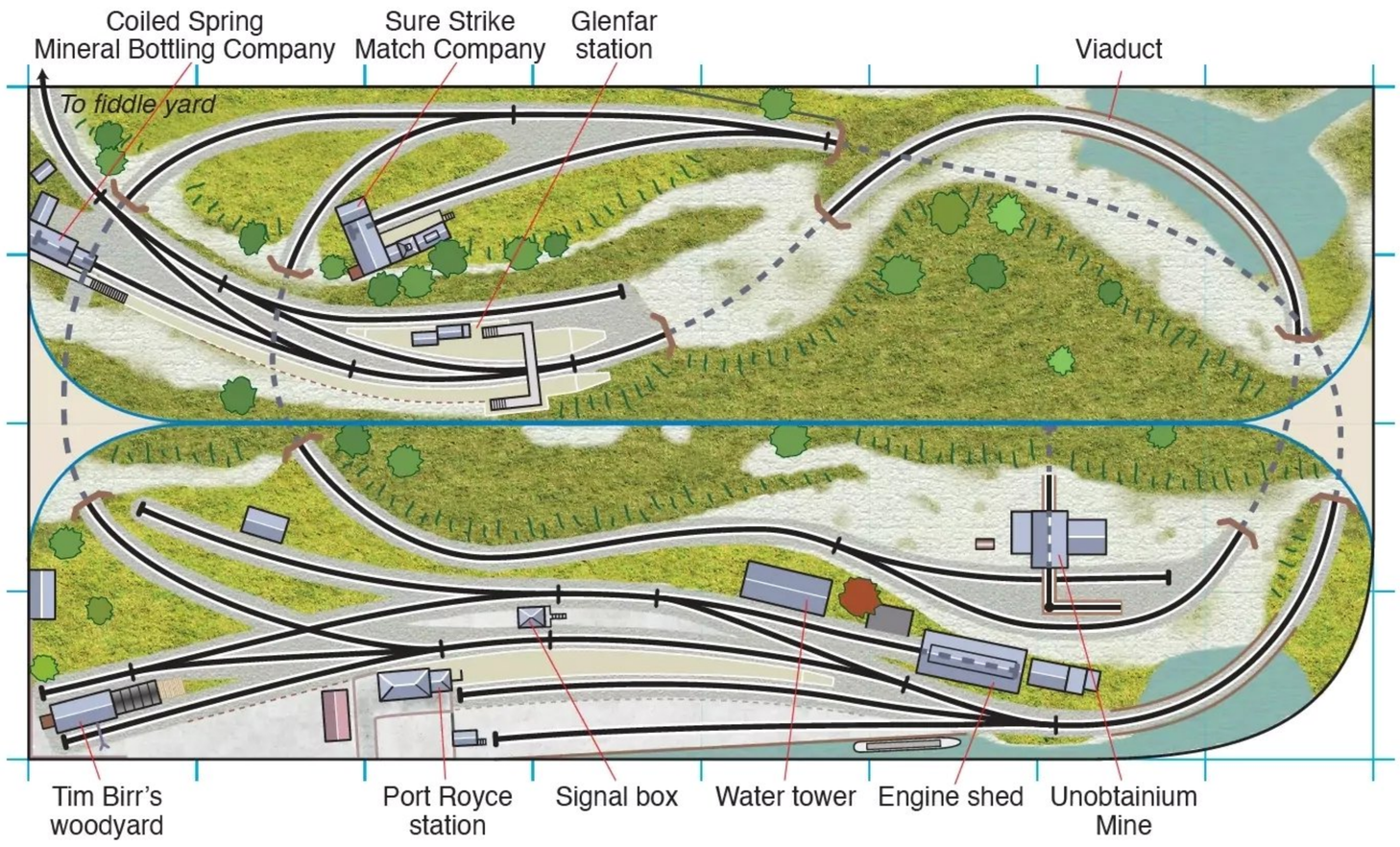
A quiet moment at Port Royce station, disturbed only by the gentle puffing of another Hornby Peckett 0-4-0 saddle tank as it runs round its train.

and six-wheel coaches, which had been produced for the British OO gauge ready-to-run market in recent years, and would make eminently suitable stock.

Of course, it wasn't going to be an American logging layout as the plan intended. The various industries suggested on the plan, which added greatly to the operating potential, could be Anglicised and passenger elements introduced to allow tourist trains to run. Also, I decided to add a small fiddle yard at the top end of the line, where a passing loop would become the site of a passenger station, serving an offstage beauty spot – a waterfall, accessed by the company carving a walkway for a quarter of a mile. I decided that only the beginning of this could be modelled: the waterfall itself would remain in the mind's eye. The station would be known as Glenfar, and would be the passenger terminus. However, some passenger trains will go a little further, to a loop, where there is a good if distant view of the waterfall glen, but as on many heritage lines, passengers are obliged to stay on board as the engine runs round.

Making a start

I began by fabricating a 9mm ply base, onto which pieces of 75mm insulation board were glued. The gradients were then created using



Port Royce Size of scenic section 8' x 4'. Each grid square = 1' x 1'.

The Heljan/Rails North Eastern railcar, in 'Great Northern Railway of Ireland' livery, also featured on *Fenaghy Junction* (RM April).

Woodland Scenics inclines, which provide a smooth and consistent grade and are also very flexible to allow for curves. Peco code 100 track was used throughout, the availability of second and third radius Setrack curves being the ideal way to ensure consistent radii.

The original track plan was modified slightly by adding a bay platform at Port Royce for storing a short rake of passenger coaches, or a railcar. Otherwise, it is a faithful reproduction of the original plan.

The fiddle yard has three roads, each long enough for a small loco and three four- or six-wheel coaches.

The trackwork was ballasted using N gauge chippings, held in place with WWScenics ready-mixed ballast adhesive, which can be applied straight from the bottle and penetrates the ballast granules easily. This also allowed, in places, for a lighter application of ballast, as many light and industrial railways didn't have the heavily ballasted permanent way of better funded main lines.

Peckett 0-4-0ST No.11 shunts a train of logs onto the quayside for the timber to be loaded onto a barge.



This picture was taken in August 2022, and shows the trackbed under construction, using the ready-made flexible inclines from Woodland Scenics to form the curving gradients.





The layout at a later stage with the hills and rock faces constructed.

Peco PL series point motors have been used, whilst the layout control is 12V dc analogue, with a Morley Crawler controller placed on a shelf on the left-hand side of the plan. There are just two sections on the layout, and running speeds are kept low.

Rock faces and buildings

The next challenge was creating the many rock faces that were needed to produce a convincing setting for the layout. I had used Noch Wrinkle Rocks in a minor way on *Fenaghy Junction* and felt this was the way to go, so large sheets of the material were sourced direct from the manufacturer in Austria. The 'foundation' of rocky upland comprises large sheets of insulation material, built up in layers and hacked about with a saw and various knives to create the rough basis for the terrain. The rock sheets were then prepared by wrinkling them as much as possible, before gluing them in place with PVA.

The surface of the scenery was then created using a wide range of materials, from hanging basket liner and grass mats to Woodland Scenics and Heki scatters, flocks and foliage.



The buildings are an eclectic mix of scratch-built items, Scale Model Scenery kits and a couple of modified resin products. Much use has been made of Scale Model Scenery material sheets to ensure a consistent look to all the structures.

Industrial sites represented on the layout include Tim Birr's wood yard; a small factory with siding that belongs to the Sure Strike Match Company, with its own open cab 0-6-0T *Audrey*; the unobtainium mine, where the extraction of a rare metal is an important revenue source; and the Coiled Spring Mineral Bottling Company.

Motive power

The mainstays of the locomotive fleet are Hornby Peckett 0-4-0STs, supplemented by an assortment of other small locomotive types, steam and diesel. Goods wagons are from a number of sources, including a logging train from AHM in the USA – made by Rivarossi.

A diesel-hauled passenger train waits for the road, after the 'GNR(I)' railcar has departed from the bay platform.

See it at Bangor show

So there we have it; a small(ish) layout for home or exhibition use on a good old 8' x 4' baseboard.

The layout is booked to attend the First Bangor Model Railway Exhibition in County Down, Northern Ireland, on Friday 30 & Saturday 31st May 2025. See Societies & Clubs for more details.

One of the Pecketts departs from Glenfar station with a passenger train and passes the mineral works.



A new 3F for Dentdale

IAN NUTTALL *adds another Midland Railway Johnson 0-6-0 to the locomotive fleet on his OO gauge Settle & Carlisle layout, constructing it from a venerable MPD kit.*

Photography by the author



▲ Today's freight train, off the Hawes branch, has a fitted head of at least four vehicles, and No.3586 is now, officially, part of my *Dentdale* loco roster, 55 years after my first 3F.

Modelling the Settle & Carlisle line in the later London Midland & Scottish Railway period, as I do, certain locomotives are essential to replicate accurately the services on the line. Along with the ubiquitous Fowler 4Fs and Stanier 8Fs, the Johnson 3Fs proved to be sterling, reliable performers powering goods trains up and down the 'Long Drag' for many years.

Did I need another 3F on *Dentdale*? Probably not, as I already had Nos.3231 and 3392 (both MPD kits), 3337 (Maygib), 3731 (detailed Bachmann) and my original, significantly upgraded, Tri-ang Hornby offering, No.3558, a Hellifield regular. Indeed, this was my first 'scale loco', which I finished in 1966/67, and it still runs reliably on *Dentdale*. Would I like another 3F? Most definitely, as I have a soft spot for their classic Midland lines: I believe they form a handsome class.

I spotted an advert for an MPD kit on eBay, set my ceiling for my bidding process, and was delighted to acquire it for considerably less than I had predicted; all good so far. Inevitably, there is a degree of risk with a second-hand online purchase, particularly as mine had been started, but only to the extent of assembling the main frames. I checked that they had been soldered square, which they had. In fact, the previous owner should be commended on the neatness of



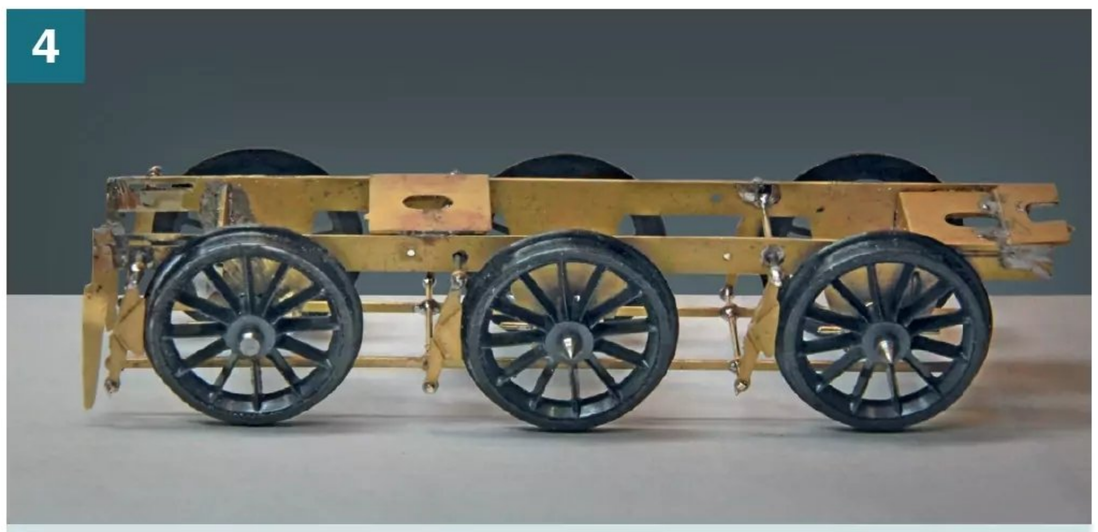
Common sense indicates that building the tender comes first, and I saw no reason to differ: it is a chance to get to grips with construction without introducing the possible complications of motor and gears. Romford 16mm tender wheels with domed ends to the axles, very 'old school', came with the kit... these were guaranteed to impede free running and increase the drag factor. I invested in a Comet 6' 6" + 6' 6" wheelbase chassis, plus Alan Gibson 4' 3" tender wheels, a significant upgrade. The brake blocks can be soldered accurately, whilst the etched brass guard irons can be fashioned to shape using prototype photos as a guide. You will spot that one pin-point axle end has been filed flat, the aim being to avoid interference with the axlebox. I soon realised that it was so much easier just to enlarge the holes in the plastic axleboxes to give the same smooth running and end result; silly me.



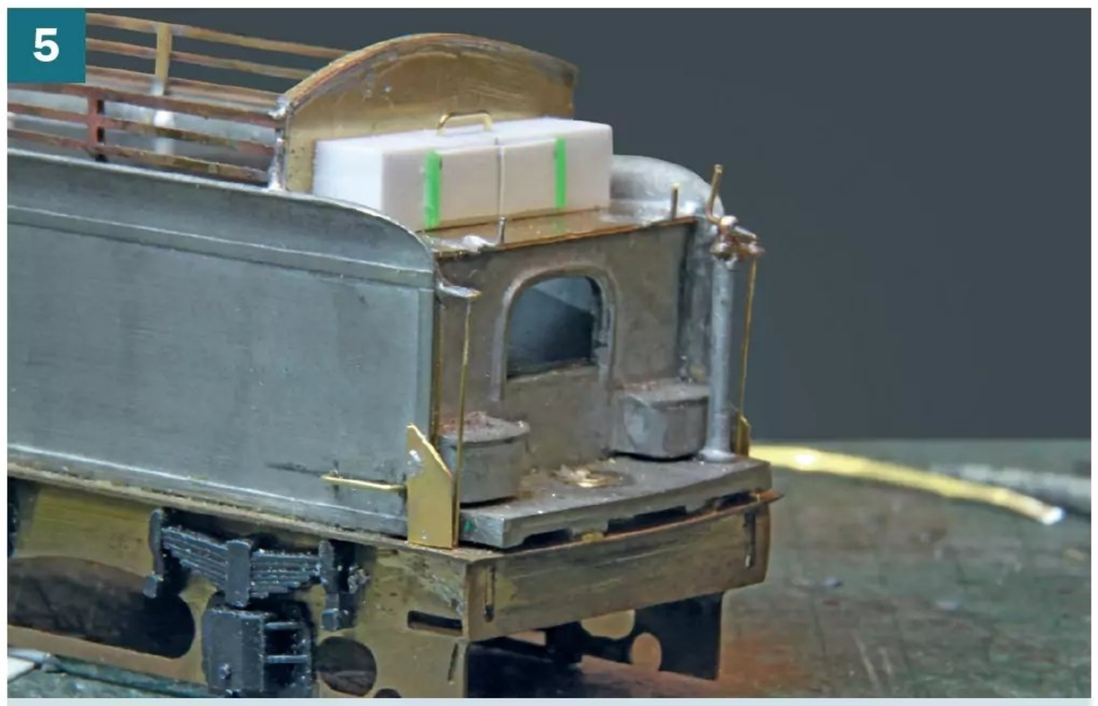
As my tender chassis was not designed to pair with the MPD kit, I needed to create two fixing points which would accept 8BA bolts. Nuts were soldered on the far side of each hole, thus the chassis can be separated from the body should future maintenance require this.



Mixed media to the fore: etched brass for the tender frames, whitemetal for the body, and plasticard was used for the coal space; wise choices.



The Comet tender chassis is complete and ready to undergo road tests which, in this case, involved finger power to propel it round my tightest radius curve (3') and through my more complex pointwork.



My tender has a front bulkhead, thus the front curved sections of the coal rails were snipped off. I cut out the bulkhead from scrap brass etch using my jeweller's piercing saw, then fettling with a needle file to achieve a precise fit. A 1mm brass strip was soldered over the top curved edge, whilst the single transverse toolbox is a length of substantial 4.8 x 4.8mm plasticard, detailed with plasticard add-ons and a handle of 0.4mm brass wire. The fine end handle assemblies, incorporating the brake column, are a mixture of more scrap etch and 0.4mm wire, whilst the brake standard is topped by a turned brass short handrail knob, as it matched the photo. You will also spot the brass plates at the front lower edge of the tender side, a feature of my type of Johnson 2,750 gallon tender... again from scrap etch. There are also two small hooks soldered above the coal door, helping to complete the overall picture. Confession time: I found I had set my bulkhead 2mm too far back... *mea culpa* and all that. It's just that I don't want you copying my crass error... possibly a reminder that you should never model from a model.

their soldering: they had set a standard for me to maintain.
A bonus was the inclusion of a set of Alan Gibson 21mm driving wheels, albeit with a coating of rust indicating that they had been stored in dampish conditions, possibly a garage, at some stage. There were also etchings for a second Johnson tender... these were unexpected, yet most welcome. In fact, the wheels and extra tender were worth more than I had paid for the entire kit.
A motor was also included, but as it is a Romford Bulldog, it is too bulky and unsophisticated by modern standards. Plus, it would have prevented me from fitting a firebox backplate and cab floor, so I left it out.

The MPD 3F kit is certainly long in the tooth, for it first appeared in the 1970s, but at the time, it was ahead of the game as it broke away from the traditional whitemetal approach, offered by Wills and K's, by using etched nickel silver and brass where this medium was more appropriate. This included the loco and tender frames, the cab, firebox and coal rails, including rivets to enhance the detailed, scale feeling.

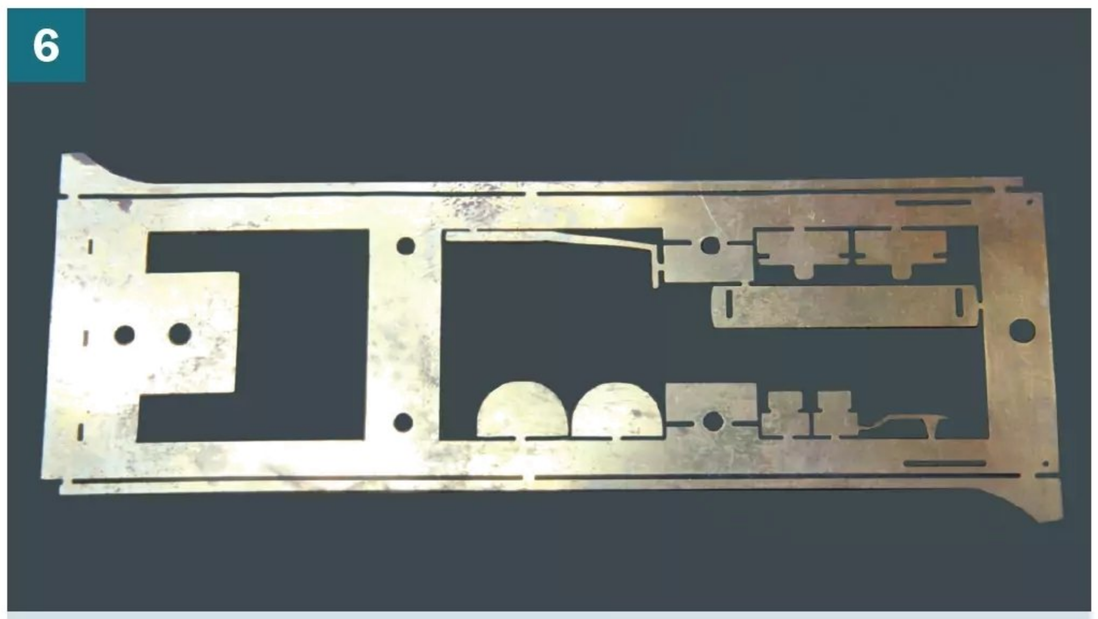
Choosing a prototype

Whilst it is relatively easy to identify a Johnson 3F, there are certain areas where crucial differences can occur. Some chimneys had a capuchon lip, not all cab sides were riveted, there were two types of dome, Nos.3130-3189 had 4' 11" driving wheels, some rear splashers didn't have beading, and, to cap it all, there were tender variations... food for thought, and a potential minefield for those seeking accuracy.

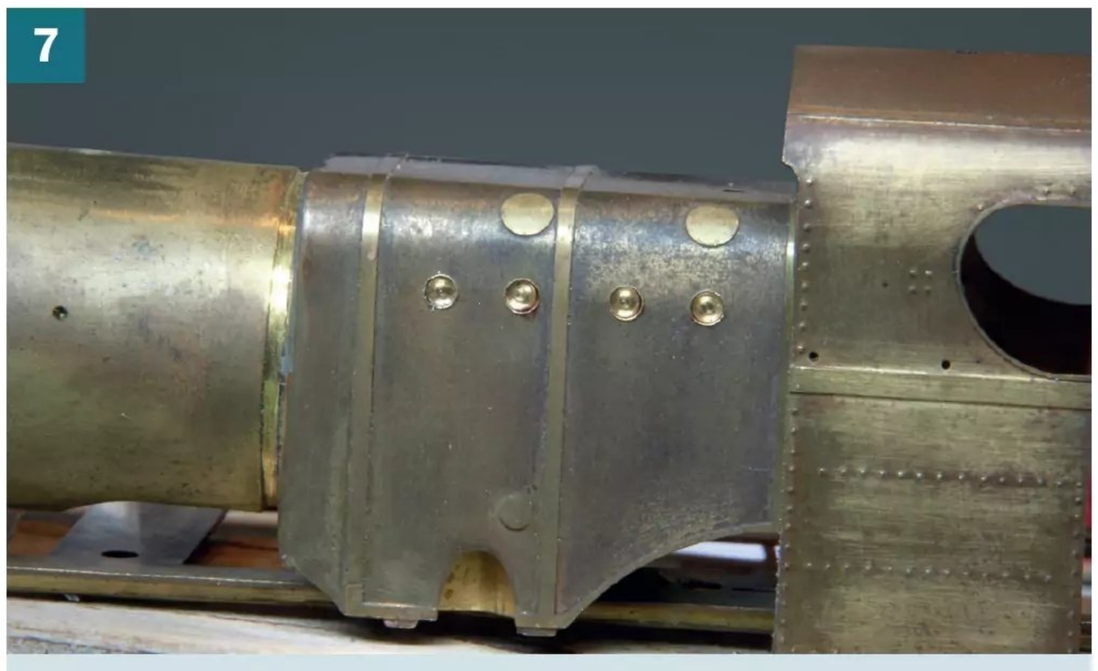
To be able to make progress, a decent photograph is fundamental, and I would recommend these three sources of reference:

i) In *Model Railway Journal* 151, Steve Hall, a modeller of provenance, wrote up his account of building an MPD 3F. He is a bit more critical of it than I would be, but I can take his point. But don't let this put you off, as a decent scale model is certainly attainable, as I hope to show.

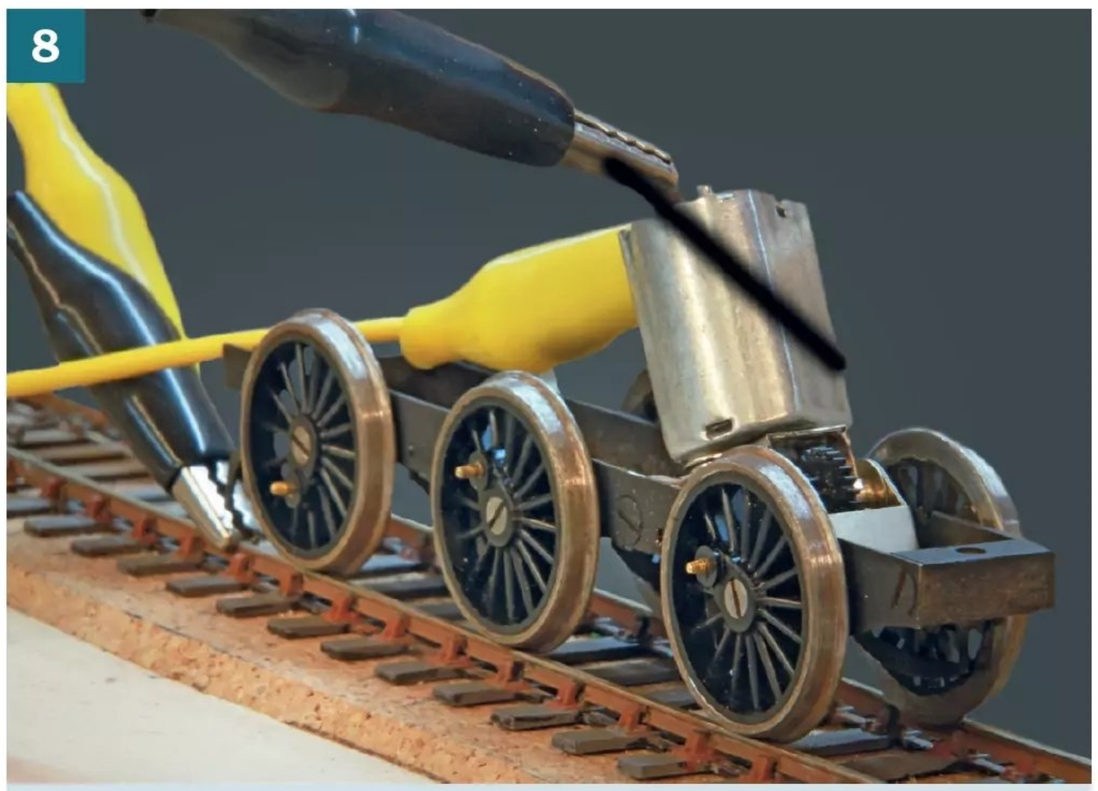
ii) The members of the LMS Society have produced countless invaluable reference books over the years. *An Illustrated History of LMS Locomotives Volume 4*,



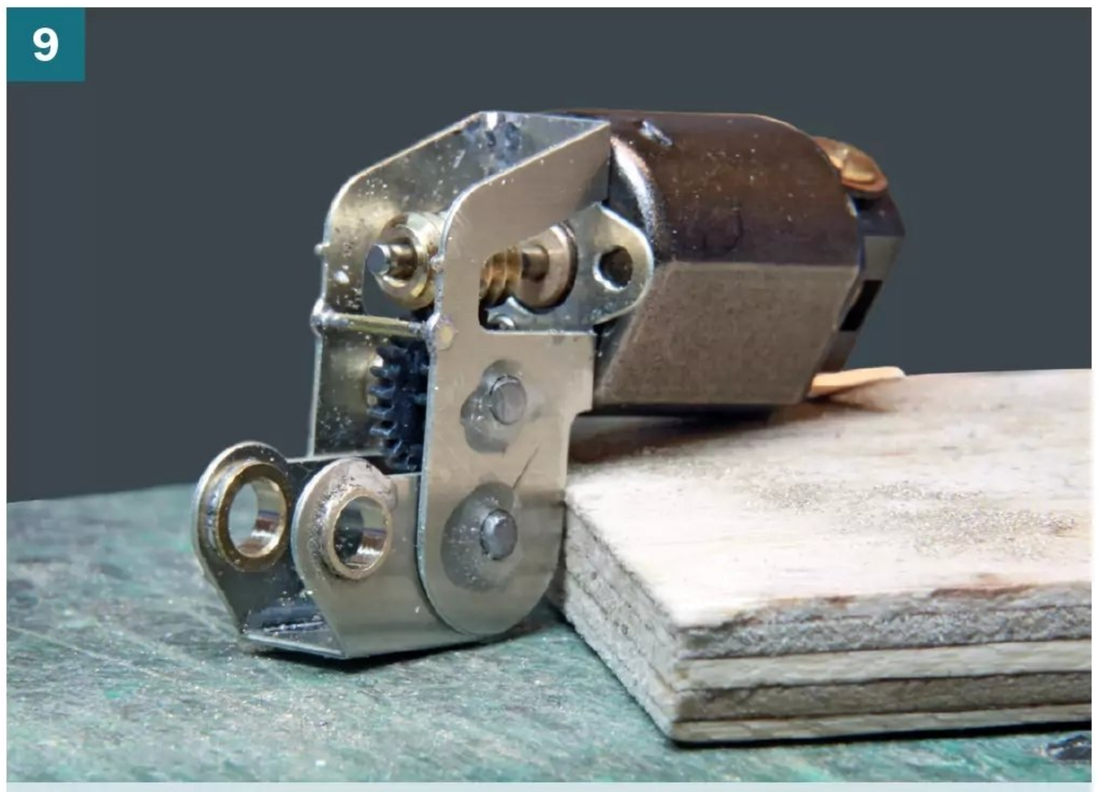
This is the etch off my second, and currently unbuilt, MPD kit... and they do seem to be out there on eBay and equivalent platforms. It illustrates the two semi-circular pieces missing from my first kit. Hence I could use them as templates to scribe round them and create replacements: problem solved.



Several things are apparent here, not least the neat, pre-formed brass firebox. The turned brass washout plugs are an enhancement, whilst the previously missing sandbox filler backing plate is visible to the left of the splasher opening.



With the basic loco chassis soldered together, and K's 21mm drivers fitted, it was time to test the first motor and gearbox combination. All seemed well, and everything ran smoothly, but then it wouldn't fit inside the firebox without causing major issues regarding clearances and shorting. Quite simply, the 'lookalike' Mashima replacement was not what it claimed to be, proving chunkier than its supposed 12mm width and 20mm body length… lesson learned.



My second option was an authentic Mashima 1220 coupled to a High Level Road Runner Plus with a 60:1 ratio. The 'Plus' aspect offered the flexibility of mounting position I craved, whilst the real Mashima gave the space to add lead to increase adhesion.

published by Silver Link and written by acknowledged experts Bob Essery and David Jenkinson, has a whole chapter devoted to the 3Fs.

iii) Bob Essery, assisted by David Hunt and Fred James this time, is responsible for the quality, in-depth monograph on the Midland 3F locomotives, which came out under the Wild Swan banner… all three references proved very helpful.

I consulted my LMS loco shed allocations for 1935, 1939 and 1948, the beginning, middle, and end of my modelling era, and drew up a list of possibilities, which numbered around 30. However, finding a clear picture of one of these proved far more of a challenge: the popularity of the S&C is not aligned with the number of photos available, particularly of freight workings. Eventually, I settled on No.3586, which stood out for several reasons:

i) There was a crystal clear, large format photo on p50 of the Wild Swan monograph.

ii) Coincidentally, it was the very loco selected by Steve Hall in his MRJ 151 article.

iii) In my era it was a Hellifield (20G) engine, although in its last days, it was based at Bradford (Manningham). It had the distinction of, not only being the last surviving Midland 3F in service, but it was the only one to carry any lining when its front two splashers were so adorned, possibly for looking the part when it hauled the final revenue-earning train up the Worth Valley to Oxenhope and return on 23 June 1962; it bowed out in style.

The model

The kit includes an instruction booklet, the highlights of which are four prototype photos, comprehensive scale drawings and notes supplied by LMS Society guru Bob Essery. The actual instructions were more than reasonable for the 1970s, although nowadays they would be regarded as pretty basic. Also, reference is made to the likes of the Tri-ang XO4 or the K's Mk.I as suitable motors, but such creations are now 'State Of The Ark'… poor substitutes for today's state of the art.

I won't attempt a blow-by-blow account, but will highlight various challenges or deviations from the norm. As to the order of construction, I used the instructions provided as a basis and simply worked my way through, ticking off each section as I completed that part.

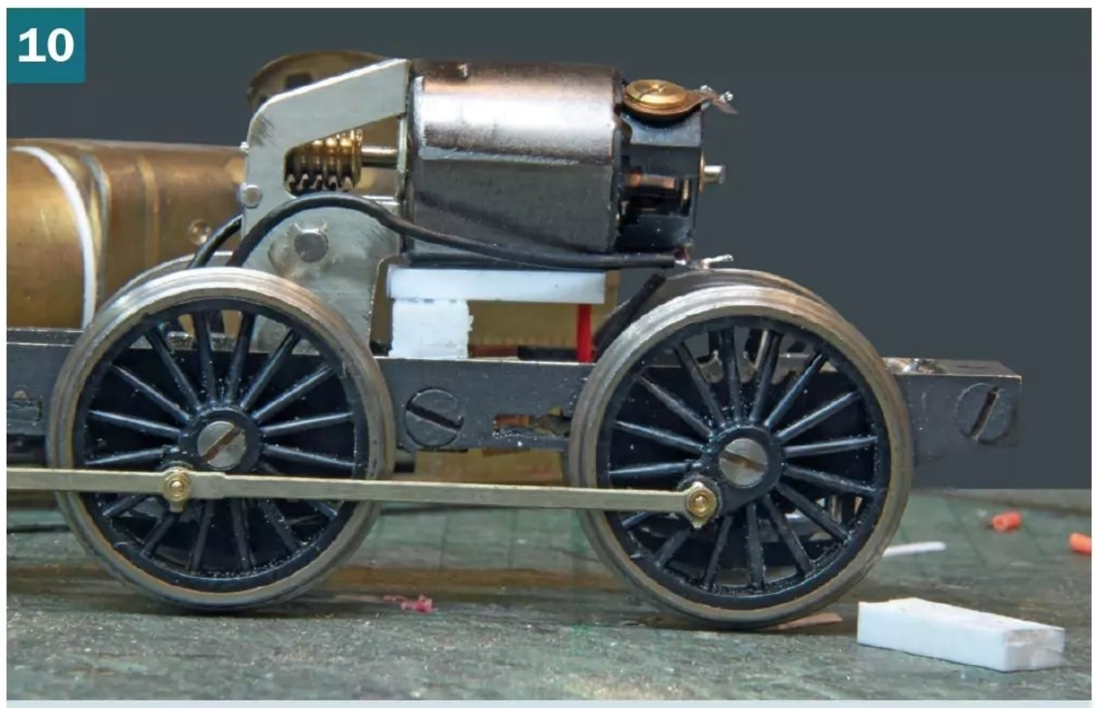
The cab and firebox are etched and come pre-formed, a definite bonus, whilst the boiler is a thickish brass tube with channels milled out to accept the plasticard boiler bands. 10thou strips are provided, but I found they made the bands too flush with the boiler, so substituted 15thou ones, which probably weren't available when the kit was issued. I am aware that the bands are only just proud of the boiler, but they can be seen, which wasn't the case with the original 10thou strips.

Although I had gained wheels, motor and a second tender, I did find that the two etched sandbox backing pieces, which are inserts along the base of the firebox, were missing. To overcome this omission, I dug out a second MPD 3F kit… my spare kits treasure trove resembles a bottomless pit of goodies… scribed round the two parts I needed onto scrap 10thou brass etch, cut them out with a jeweller's piercing saw and soldered them in place as per the instructions.

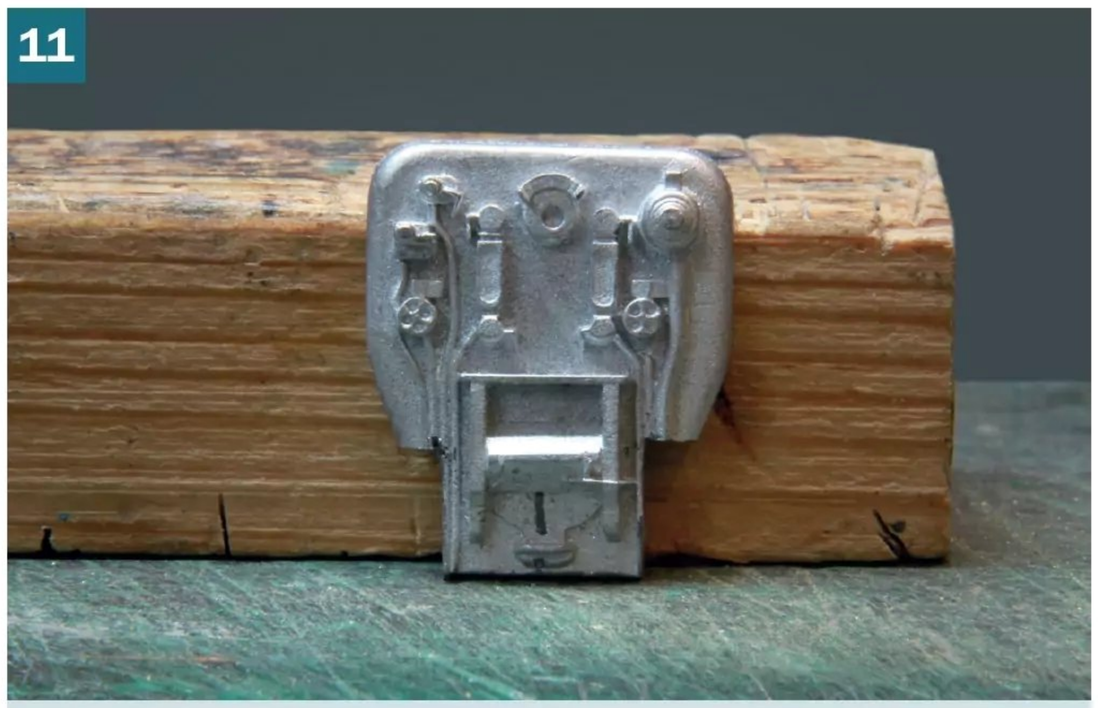
I decided not to use the Alan Gibson wheels which came with the kit, saving them for a future project, as I had a set of K's 21mm driving wheels which I thought were more in keeping with the vintage of this kit. However, I felt it was important to utilise a more modern motor and gearbox combination; my choice was a Mashima 1220 'lookalike' (£7 on eBay) coupled to a High Level 60:1 Road Runner Compact Plus.

I had hoped to mount the motor vertically in the firebox to keep the cab clear, but it proved too tight a fit as the motor was chunkier than its supposed 1220 size. Hence I tried a Mashima 1220 coupled to a High Level Road Runner Plus, also at 60:1 ratio, which achieved what I wanted, and with the motor horizontal.

As an aside, despite my best efforts, I failed to remove the worm from the 1220 Mashima lookalike motor shaft, testimony no doubt to the Loctite 603 used to fix it… or maybe it was my feeble attempt, so they will remain a pairing for a future challenge.



Having checked that the motor and gearbox fitted as expected, I made a mounting platform for the motor from two substantial sections of plasticard. All were bonded together using Devcon five-minute epoxy.



With the cab free of motor, I was able to include a firebox backplate, courtesy of 247 Developments, another cottage industry whose services I am more than happy to use. You will see that two corner sections have been removed. This was forced on me as I model to 16.5mm gauge, thus my driving wheels intrude more into the cab space than they should. Hopefully this is not too obvious on the completed loco, and a relatively small price to pay for the fact that I can include a backplate.

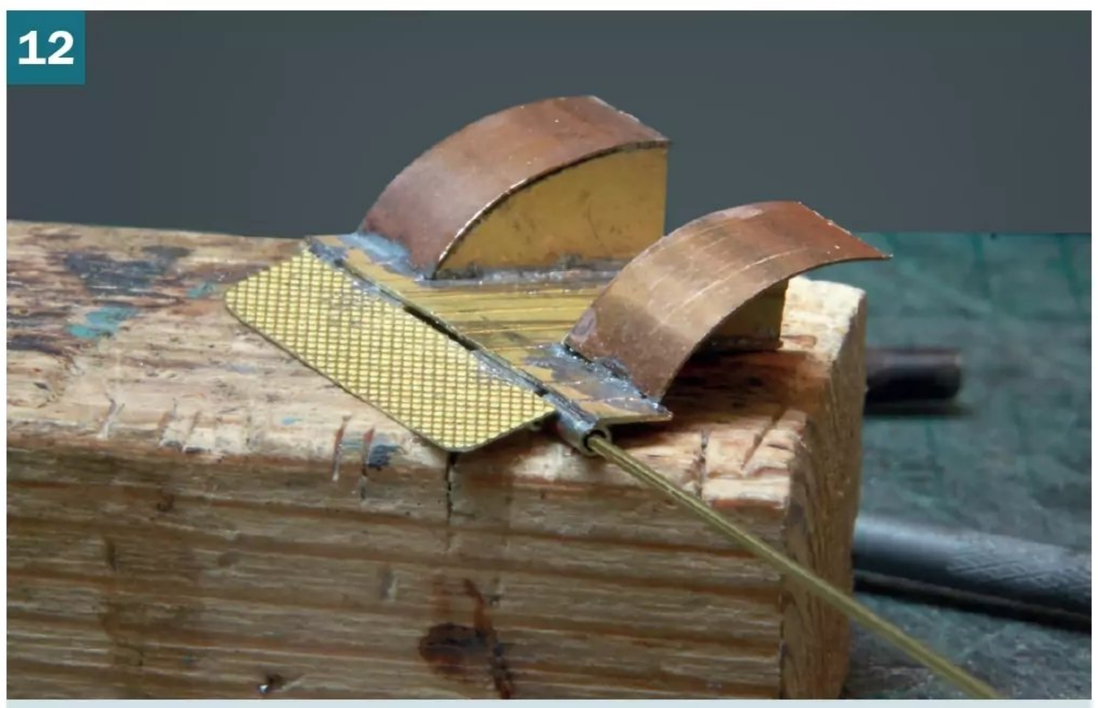
Whilst holes are provided in the firebox to accept washout plugs, the plugs themselves are not included, nor even merit a mention. Fortunately, I had picked up a packet of beautifully turned brass ones, marketed by Ron Chaplin, from an odds and ends box on the London Road Models stand at the York Easter Show, which I attend annually as a volunteer steward. The holes in the firebox needed easing out slightly with a taper broach to allow the turned brass plugs to be soldered in from the rear and sit neatly *in situ*; a definite upgrading.

In the days when the MPD kit emerged onto the scene, the provision of lamp irons was far from a 'given', so I made my own from 0.8mm scrap etch brass strip. Some sit flush on the footplate, others stand proud; mine are the latter, thus a bit more fiddly, yet worth the effort to get right. The kit comes with a selection of boiler fittings, so do consult a photo of your chosen loco. No.3586 required the chimney without the front lip, or capuchon, whilst the Ross 'pop' safety valves were my option. Some 3Fs had flatter tops to the domes, which don't come with the kit, although one is available through Alan Gibson. Steve Hall was less than complimentary about the one supplied; I thought it matched my photo pretty well, so used it happily; it's up to you.

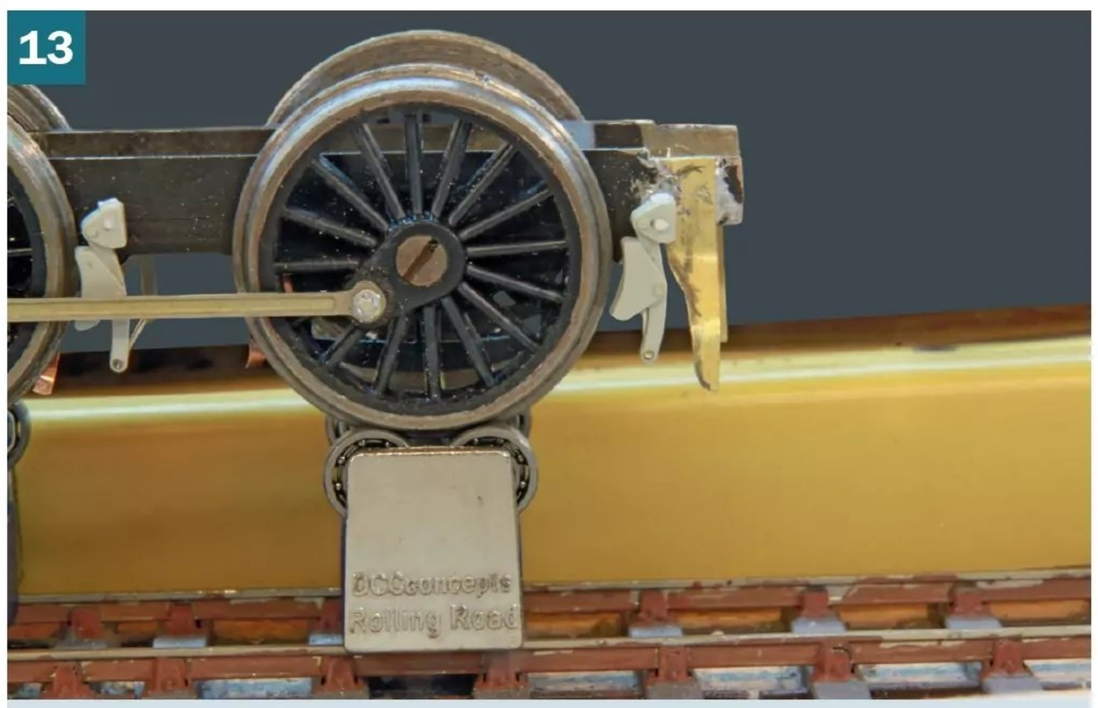
One further small omission, a possible peril of a second-hand online purchase, was a sandbox filler cap. For once, I failed to locate one in my spares box… its '7th cavalry to the rescue' facility did not materialise, so I fashioned one to match the others from a very short length of 1.5mm brass tube and a slightly longer length of 0.6mm brass wire… rather fiddly, yet successful. Using Devcon five-minute epoxy, I glued strips of copper-clad paxolin under the chassis, to which I soldered 1mm wide phosphor bronze strips to act as wiper pick-ups on the wheels, although I had to resort to 0.5mm phosphor bronze wire on the rear drivers as clearances were very tight.

Fine, flexible multi-strand wire connected the copper-clad to the motor terminals; running trials could begin in earnest.

I like to add weight to my locos, and use scrap lead flashing (I have loads left over from when I built a log store). There was room for a rectangle glued inside both sides of the firebox, and also under its top, whilst I rolled a 37mm wide strip into a cylinder to slide into the boiler before I added the smokebox door. I also added a smaller piece under the cab roof, but out of sight. All were fixed in place with Devcon five-minute epoxy, and added much to the overall weight, thus



Perhaps a tad Heath Robinson, but I have been able to model the cab interior with its planked floor, rear driving wheel splashers and a hinged cab-to-tender fallplate. A brass wire runs through four short lengths of brass tube, two of which are soldered to the fallplate and two to the rear edge of the cab floor. This allows the fallplate to hinge freely, accommodating any movement or height change; I can recommend it.



With potentially tight clearances, I applied Slater's plastic loco brakes to avoid any issue of shorting. Originally the front loco guard irons were part of the main frame etch, and were set slightly further back. I found that this interfered with the planned location of the front brakes, so I cut off the originals and fashioned new ones from scrap brass, fixing them slightly further forward; job done.

enhancing its sure-footedness and potential haulage capacity.

Originally, the kit was designed to accept a Tri-ang XO4, the go-to motor of its day, and I am sure thousands are still in action on layouts around the country. However, it did occupy much of the cab interior… not quite on a par with the Hornby Dublo Ringfields, but intrusive nevertheless. So, by opting for my Mashima 1220, I could fit in a cab floor (from a spare etched Midland signal box panel… waste not, want not…), a cast backhead (247 Developments), rear wheel splashers (spare brass etch, plus curved phosphor bronze strip) and a hinged fallplate between loco and tender (etched chequer plate, plus sections of brass tube and rod).

Plastic handrail knobs came with the kit, which were fine 50 years ago, but I upgraded to turned brass ones from Nairnshire Model Supplies, although there are several alternatives. In his 'Celebrity 3F' piece, Steve Hall devotes hours to creating a fully detailed ejector, whereas I used the Alan Gibson lost wax cast brass offering, adding fine brass wire to complete the picture. I chose to replace the whitemetal loco cab steps with etched brass ones. Comet's sheet LS33 contained some which matched those in my photo and, as these could be soldered to the footplate, it guaranteed a strong join for a potentially vulnerable part. Screw couplings are Smith's (LP5), whilst I prefer sprung buffers, so substituted Slater's MR examples (ref.4901), which proved to be spot-on.
I found the etched reversing lever to be tricky to fit accurately as it is in a relatively inaccessible place, so I resorted to Devcon five-minute epoxy, which allowed a degree of adjustment while it set. The loco vacuum pipe I found to be unbelievably brittle – it snapped during fitting… or perhaps it was my clumsiness? Either way, I replaced it with one from the Comet stable (ref.UC001). By adding the cast whistle, construction was complete.

Painting, lettering and weathering

Having tried several approaches over the years, I have settled on the following for plain black locos. I use Expo Acrylic Matt Black Primer applied in three or four thin coats directly from the aerosol. I have found the finish to be even, the covering excellent, and the almost dead matt end product just what I am seeking. For me, this acts both as a primer and top coat; I am a satisfied customer.

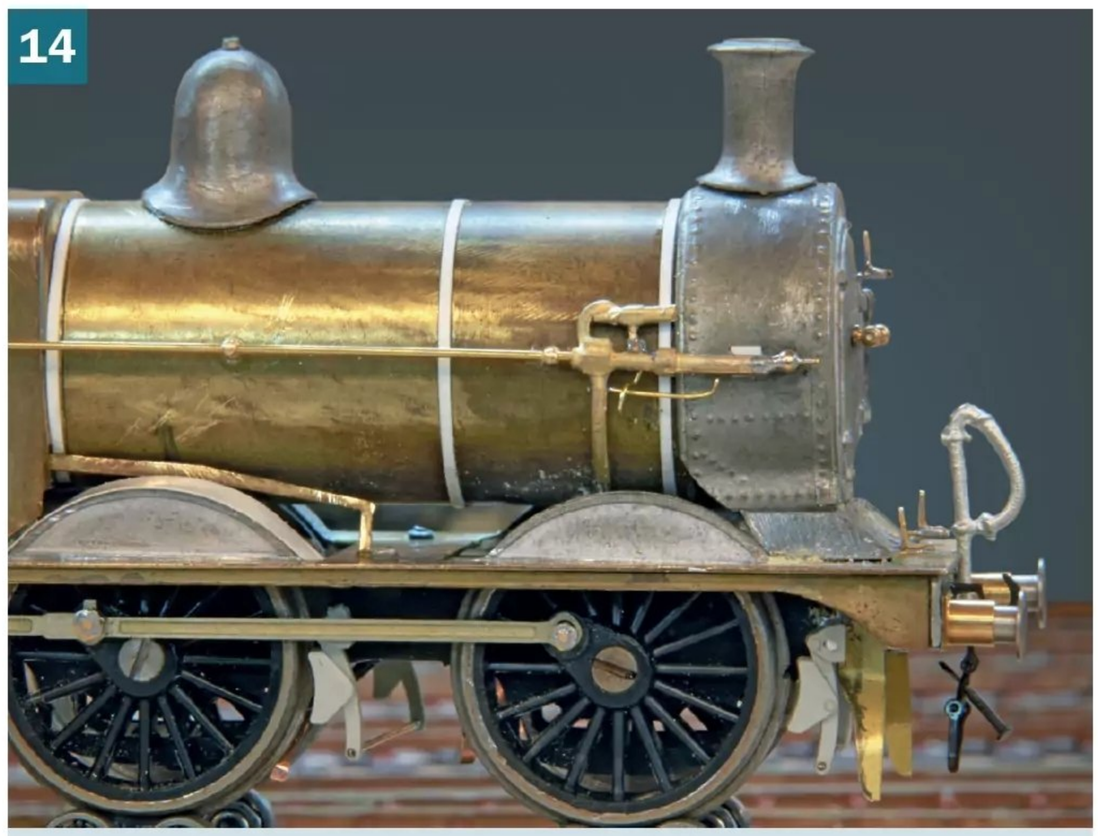
HMRS, ex-PC, transfers are my first choice for logos, lettering and numbering; I have both Methfix and Pressfix. A bonus is that HMRS members are granted a 20% discount. I hit a slight snag in that, despite having four of the appropriate sheets, I had run out of the figure '3', and also the small 'F' to represent the cabside power classification.
I found an ancient PC Models transfer sheet, the forerunner of the HMRS sheets, although less comprehensive in what it offered… it must be at least 50 years old. In those days, all sheets were Methfix… Hobson's choice… but the sheet did contain my elusive figure 3s. Unbelievably, they still worked, whereas the Pressfix variety can lose their tackiness over time, and they were protected with matt varnish once applied. I was still short of the minute 'F', so resorted to raiding my sheet of LMS 1936 block style transfers… I challenge you to spot the difference.

My proven technique for weathering relies on a restricted palette of Humbrol Black (33), White (34), Earth (26) and Rust (70), all matt. Having decanted sufficient of each using the same brush, I rinse the brush partially in white spirit before applying a very thinned coating of the resulting melange over the whole loco. This takes the edge off any newness. If the weathering seems too heavy, simply dip the brush in neat white spirit and make the end result less dominant, remembering that more dirt lingers in corners and crannies. Once dry, and satisfied… it is remarkable how you can personalise each loco… I begin dry-brushing, keeping to my four basic colours, for, by blending them, it is amazing what range of tints can be achieved. Take your time, work steadily and use a flat brush to build up areas of extra dirt, rust or highlighting the odd spillage, stain or leakage. The application of weathering powders has featured more in recent years, and I am not averse to following the trend by dusting some in here and there. Don't go overboard, unless your example is to be displayed as particularly careworn, down at heel and on its last legs.

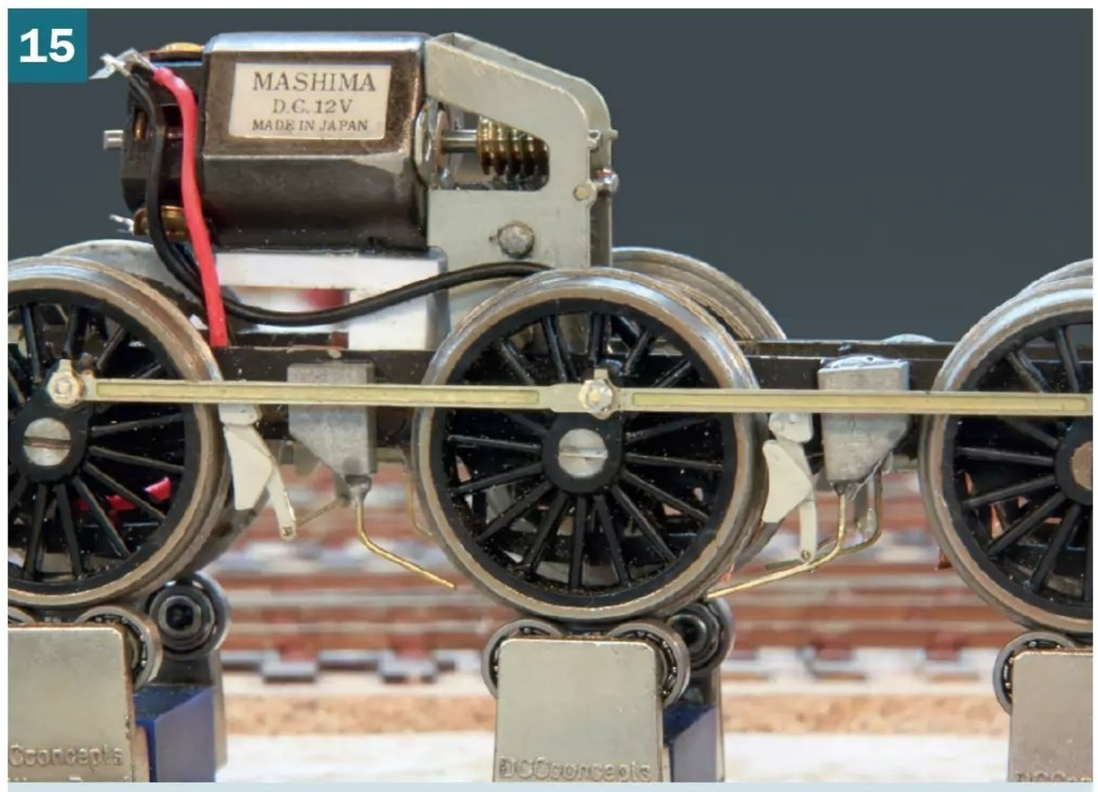
So, to finish everything, all that was required was a coal load… the real stuff for me, sourced either from a lump that had fallen off a loco at Kingswear, my home, or from Dent station, when my wife and I spent a fulfilling week staying in 'The Snow Hut'… someone has to make these sacrifices. Finally, the 20G shedplate, identifying No.3586 as a Hellifield loco, was an etched brass offering from Modelmaster, an admirable source of such things, whilst the 3D-printed crew is at least 50% Modelu, which also supplied the single loco lamp indicating a stopping freight train, most fitting for this 3F.

The joys of kit-building

I am the first to admit that the popularity of building loco kits



Several of the extra details, which help to lift the loco out of the ordinary, can be seen. The fine pipework added to the Alan Gibson ejector is formed from the fine brass 'netting' found on Rioja wine bottles… it is more malleable than the brass wire sold in straight lengths. I expect Rioja sales to escalate dramatically… The lower lamp irons stand just proud of the footplate, whilst you may notice that the centre splasher top has been replaced by thin plasticard strip. It proved the only way I could avoid a wheel flange shorting out; kit-building can throw up unexpected obstacles to smooth progress.



The whitemetal sandboxes are from the kit; I have drilled them to accept the 0.4mm brass wire used to represent the sand pipes. Refer to photos to achieve the correct shape. Deliberately, I made them over-long for ease of handling, then snipped them so they were just proud of rail level.

has diminished in recent years because the quality, accuracy, level of detail and sheer range of ready-to-run locos have risen exponentially, thus nullifying the very reasons why kits appeared in the first place.

However, there is still a sufficient vanguard of dedicated modellers who continue to plough the kit-building furrow, whether it be for the challenge (I estimate I have spent around 120 hours on this 3F), the opportunity to create something unique (and it is worrying just how many identical out-of-the-box locos I encounter on layouts on the exhibition circuit), or just being able to say, "I built this". Also, despite opting for a Mashima motor and High Level gearbox, my outlay is still significantly less than the Bachmann equivalent, which is not even in the current catalogue.

I suspect that the age profile of loco kit builders is, predominantly, of the 'Baby Boomer' era, but I do hope that the next generation is there, willing and able to step in to take over the baton, and continue to promote this particular, valued niche of railway modelling… and realise that there is so much to be gained from this hands-on approach. The MPD kit cannot match up to today's standards – things have moved on – but by upgrading certain aspects, notably the motor to allow the cab interior to be represented, a loco of definite quality, and individuality, can result… in my case, 120 hours well spent.

16



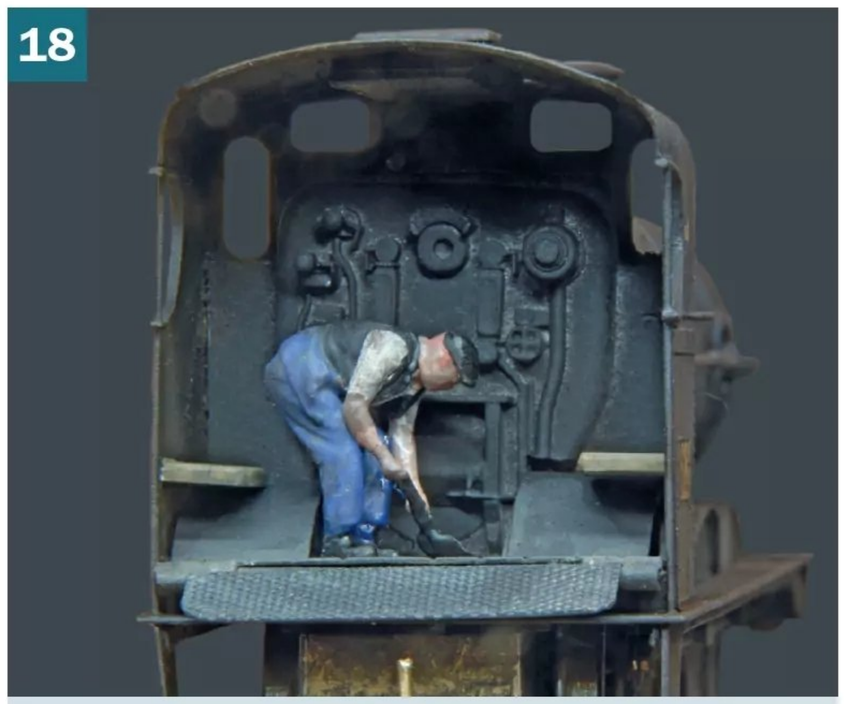
Complete as far as painting and lettering is concerned, No.3586 is in its 'fresh from the paint shop' condition as it poses in Dent station's Up lay-by; it won't look like this for long.

17



Modelu markets this as a Great Western Railway driver; quite how he differs from an LMS one, I'm not sure. His overalls have also been given weathering.

18

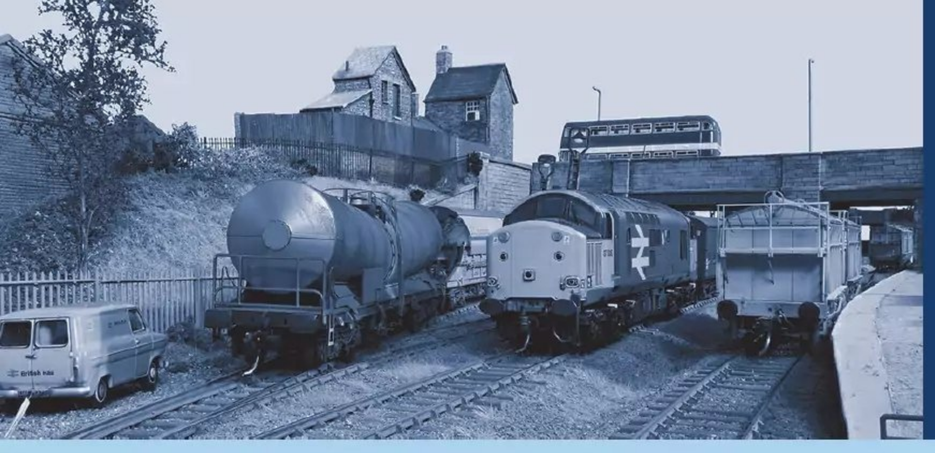


The fireman is also 3D-printed, though not from Modelu, whilst the two cab seats have now been made from plasticard and fitted. The over-wide splashers are apparent: they should be as wide as the seats.

19



Weathered, coaled and crewed, and with a stopping freight headcode, No.3586 is ready to earn its keep on *Dentdale*.



MICRO MARVELS

THE SMALL LAYOUT GALLERY

Gill Sands

Photography by the author

Quickly and at low cost to fulfil a one-off exhibition appearance, **CHRIS FORD** *designed and built this compact 7mm scale narrow gauge cameo so that it could be stowed in a 22-litre Really Useful Box.*

Often, it's the slightly crazier ideas that take hold and won't let go. Quite a few years ago, when Mrs Ford was zooming around in a Mazda MX5, I did wonder whether it would be possible to build an exhibition layout to fit the not-overly-large boot of this compact two-seater sports car. I subsequently published a blog post titled 'An elderly gentleman's travelling companion', where this fantasy was expanded to consider whether you could build something within the then maximum allowance for luggage on board the Eurostar. All very academic and thought provoking, but of little practical use.

Fast forward to a point in time just a few months ago: I needed to build something to take to the 2025 Norfolk & Suffolk Narrow Gauge Modellers open day, and had a 22-litre Really Useful plastic storage box at my disposal (external dimensions 800 x 240 x 155mm). All these seemingly unconnected thoughts now started to link together, though now with the MX5 and the Eurostar removed.

The storage capacity of the box allowed a 28¾" x 8" x 5" (730 x 203 x 127mm) maximum size. Essentially, I regarded this as an experiment, with the model being created specifically for this event. Therefore, I looked to build something using materials I had to hand already, thus keeping the costs down.

Baseboards

I devised a plan for O9 (7mm scale on OO9 track), as I had sufficient track items for this left over from past projects. The boards had to be super-shallow (yes, boards plural!) and for these I used some 9mm plywood (rescued from a skip), braced using some lengths of square section pine that I found in the garage.

This gave a baseboard height of just over an inch when combined. What I hadn't yet worked out was how to join the scenic board (28¾" x 8") to the planned fiddle yard. The latter, I had already established, could sit within the underside of the main board, it being designed smaller than the main board (26" x 6"). Again, I hadn't factored in things like wiring, but I pressed on.

One of two identical locomotives on the layout, which utilise 3D-printed bodies mounted on Kato ref.11-109 chassis.

Trackwork

By necessity, the track layout had to be simple, but having gained a reputation for rarely dropping below four points on a layout, it was a mere trifle to drop to just three – which was lucky, as this was how many OO9 points I had left in the cupboard. Of course, these were handed all wrong, but a bit of head scratching and moving of things around gave me a plan with a loop and one siding that fitted. Some second-hand N gauge track sufficed for the fiddle yard.

1



An early stage of construction with the Peco 009 trackwork fixed down, wire-in-tube tiebar linkages in place, platform laid (using off-cuts from laser-cut kits) and card formers for the rising scenery along the back.

2



The card formers were then covered using sheets of hand-towel paper, sealed with emulsion. This forms a suitable base for adding the scenic top layer of foliage and static fibres.

Having to fit this in a box with a lid meant I had a ceiling height of 5" (4" if you take the baseboard depth into account) and therefore buildings would be on the small size. This in turn suggested something with an estate railway feel, possibly one that led to a private beach with a Rye & Camber Tramway vibe.

The baseboards were constructed with the main board having a slightly dropped front edge, shaped using a Surform blade. The track was fixed down with points wired through small Double Pole Double Throw slide switches and controlled via wire-in-tube. The fiddle yard point was left as hand operated.

With the main board track down, wired and tested, I considered how to join the boards… possibly a little late in the day! In the end I lifted an idea from *Ouse Washes* by Geoff Broadhurst (RM August 2020) and used some faux brass picture hanging brackets. These were set into the edge of the board and reamed out to accept some small M4 bolts. Initially, I was unsure whether I could wire the inter-board power through these, but to my surprise this arrangement actually worked really well.

Scenics

Modelling any sort of building within the height restriction was going to be tricky, and would certainly fall into the realm of 'huts'. The Dapol (ex-Airfix) range of plastic kits came to the rescue, and at low cost. I picked up a ref.C011 Trackside Buildings set of kits, which included a coal office, platelayer's hut, water crane and loading gauge. The ticket office and goods office are the two buildings from the set, jacked up with some scrap Wills sheet and with various additions to the roofs, even using some of the bits from the water crane and loading gauge… nothing is wasted around here!



The water tower utilises panels from a Wills ref.SS10 Victorian Gents Toilets kit, whilst the goods office is a 4mm scale Dapol kit, with a base from Wills sheet to increase the height.

The only other structure on the layout is the water tower. The panels for the tank originated from a Wills ref.SS10 Victorian Gents Toilets kit, whilst the support structure is mainly leftover parts from a Dapol (ex-Airfix) platform canopy kit, with the whole lot topped with some scribed scrap plastic sheet.

The land form is my usual method of card formers with hand-towel paper laid over the top, sealed with emulsion and covered with various Woodlands Scenics foliage and miscellaneous static grass and carpet underfelt.

The platform is simply some card sheet cut to shape and covered with bits of waste fret from various Peco laser-cut kits: again, nothing goes to waste.

Display

The initial idea for displaying the layout was to work off a table top and use the plastic carrying box to get the height. The issue was the fiddle yard support. In the end, I added an extra transverse strut with a central hole. Fortunately, this all matches up with a desk mount Manfrotto camera tripod, which provides the extra leg.

Stock

The stock is a mixed bunch and features the only items bought new for the project, in the form of two 3D-printed locomotive bodies from Floyd Kraemer (www.fk3d.co.uk).

The two coaches are scratch-built (in the style of vehicles used on the Eaton Hall 15" gauge estate railway) from plastic scrap on Peco and Colin Ashby chassis.

The three goods wagons are Nine Lines Welshpool & Llanfair chassis with plastic bodies. The whole lot join together with Greenwich couplers.

Wrapping up

There are still a few details to add and, as usual, this whole project has been built to a deadline. By the time you read this, it should have been to the Norfolk & Suffolk OO9 show. Although the operation is constrained, naturally, it's been a fun project, and the plan could be adapted for OO9, N gauge or TT:120 without much alteration.

3



The completed model, displayed atop its storage box, with the fiddle yard board supported by a small camera tripod.

PECO RAIL200 MODEL LAYOUT COMPETITION

The Peco RAIL200 Model Layout Competition

The scenic part of Chris's model is a great example of what can be achieved within the 29½" x 12" footprint of the baseboard supplied to those entering the Peco RAIL200 Model Layout Competition – an exciting challenge to modellers that was launched in the May issue.

There is still plenty of time to enter and be in with a chance of winning some terrific prizes and awards. (Photos of finished models need to be submitted by 30 September 2025.)

To purchase your competition entry (price £24.00) and for details of delivery charges to UK mainland addresses, together with full terms and conditions, go to: **www.peco-uk.com**

Encouraging the next generation

The Brontë House School model railway

PETER KERR *describes this long-established OO gauge layout, which continues to capture the imaginations of school pupils more than six decades after it was created.*

Photography as credited



The school's OO gauge model railway runs around the walls of this 12' x 10' attic room. ***Photo by the author***

There are very few schools in the UK which can boast their own model railway and dedicated railway room, but Brontë House School, the Junior part of Woodhouse Grove School, near Leeds, in West Yorkshire, can do just that!

In the 1960s, the then headteacher, Foster Watson, built an OO gauge model railway in an attic room in the school, as an activity for the children in the boarding house. The boarders have long since gone, but the railway remains, ably operated in a weekly club by enthusiastic pupils in years three and four (ages seven and eight) and overseen by a dedicated team of volunteers, who ensure that the railway continues to run smoothly.

The model railway does not depict a particular location, but is generally north of England in character, with a range of steam and diesel locomotives; a principal station; a substantial engine shed; and several smaller stations. There are five running tracks, each with a separate 12V dc analogue controller to enable them to be operated simultaneously.

Why is Brontë House School so called?

Brontë House School opened in 1934 as the junior preparatory school for Woodhouse Grove School (known as 'The Grove'), which itself had opened in 1812, as a school for the education of the sons of Methodist ministers.

The school derives its current name from associations with the literary Brontë family, including the Rev. Patrick Brontë, the father of the famous sisters, who was once appointed a school examiner at The Grove.

The railway has developed over the past 60 years, with gifts from generous donors. For example, it recently benefited from the substantial donation of a mostly 1960s model railway, owned by the late John Fleming, who was Head of the History Department at Bedford School, and had links to families at Brontë House.

Many of the children who operate the railway today have parents and grandparents who previously enjoyed operating the trains and who learned how

The locomotives and rolling stock comprise models of varying vintages, including a Bachmann Gresley V2 and Trix Britannia. ***Photo by the author***



to run them carefully and safely. The railway continues to provide a good way of encouraging pupils to work together as a team.

The layout is housed in a room measuring approximately 12' x 10'. Maximum use is made of the space, with substantial boards running around the walls and an operating area in the middle. The railway is fully landscaped with trees, fences and farms, and a large number of kit-built structures.

The walls in the railway room are covered with an interesting range of posters and signs; taking pride of place is an original 'hawkseye' sign from Apperley Bridge & Rawdon station, in North Eastern Region colours. The station closed on 29 March 1965 and, following a request made by the headmaster, the sign was given to the school.

The railway has been admired by many visitors over the years, including by school inspectors. The school boasts over 50 co-curricular activities, and the Railway Club is one of its most popular. It is a much-loved feature of the school and it is hoped it will continue to delight young people and their families for many generations to come…



The Railway Club is for pupils in years three and four. Six of the current members are pictured here, with the original Apperley Bridge & Rawdon 'hawkseye' station sign behind. ***Photo: Brontë House School***



Buildings on the layout are a mixture of card and plastic kits, together with assorted proprietary items. ***Photo: Brontë House School***



The layout comprises five running lines, each of which can be controlled separately. ***Photo by the author***

Apperley Bridge station

Brontë House School is located close to Apperley Bridge station, which is situated on the former Midland Railway route between Leeds and Shipley in West Yorkshire.

The original station was opened by the Leeds & Bradford Railway in 1846. The line (leased to the Midland Railway) actually crossed land owned by Woodhouse Grove School, with a subsequent agreement established for the railway to purchase gas from the school for the station's lighting.

Following the renaming of the station to Apperley Bridge & Rawdon in 1893, the original double track formation was widened to four lines at the turn of the century. This required more land to be purchased from the school, the money being used to pay for the construction of swimming baths.

The station became part of the London Midland & Scottish Railway upon the 1923 Grouping, then BR London Midland Region upon Nationalisation. It was transferred to the North Eastern Region in 1957 (as evidenced by the tangerine colour of the former London Midland & Scottish Railway 'hawkseye' sign now displayed in the school's railway room).

Closure came in 1965 as part of the infamous Beeching cuts, but a new station named Apperley Bridge was opened in 2015, on a site just to the west of the original station.



On 16 July 1967, Gresley A4 No.60019 ***Bittern*** **heads a Railway Correspondence & Travel Society special along the fast lines through the platforms of Apperley Bridge & Rawdon station, which had closed to passengers two years previously.** ***Photo: Colour-Rail***

Whatever happened to ...

Georgemas Junction



This OO gauge model of the Far North line, built by the late George Woodcock, is now owned and operated by **SPIKE TAYLOR** *and his son Lucas, who have enhanced and partially rebuilt it.*

Photography by Karl Crowther

This model of Britain's most northerly railway junction was the original creation of the late George Woodcock, and first seen in the February 2011 issue of RAILWAY MODELLER to coincide with the first public outing of the layout at Model Rail Scotland. As a visitor to that very show, the layout grabbed my attention instantly, and it became one of my favorites to see on the exhibition circuit, as it was for many others.

The original layout was 26' long and 18" wide, made up of five baseboards of varying length, with a fiddle yard at both ends. One end represented the line in the direction of Inverness and the branch to Thurso, and the opposite side depicted the route to the east coast town of Wick.

A phone call from George himself in October 2019, asking if I wanted to purchase the layout, came as a bit of a surprise! My son Lucas and I had got



Making its way south from Wick, 50 031 *Hood* and its rake of de-branded Virgin Mk.IIs wait for a clear route. A Class 50 this far north is very rare, but the application of the Highland stag logos on the cab sides will help the loco feel more at home, I'm sure!



Having waited for the Class 158 Diesel Multiple Unit to move out of the station, 66 099 draws into the platform and waits for the shunter before manoeuvring over to the unloading pad with a trainload of pipes for the North Sea oil industry.

to know George well over the years, and he knew of my interest in the layout and that we had started to get together stock to build a Scottish-based layout of our own. So, when the offer came, we jumped at the chance.

Having just sold Lucas's first 'train set', we had the funds available, so a 'lad and dad road trip', along with Uncle Andrew in his van, was swiftly organised to collect the layout.

Renovation or rebuilding

We quickly realised that we wanted to update the layout to a period that was more in line with Lucas's interests, and upgrade it operationally. Having been on the exhibition circuit for many years, the layout showed signs of heavy wear and tear, and one thing that George always knew was a massive compromise with the original configuration was that the Inverness route and Thurso branch shared the same board, whereas in reality, they diverge in opposite directions.

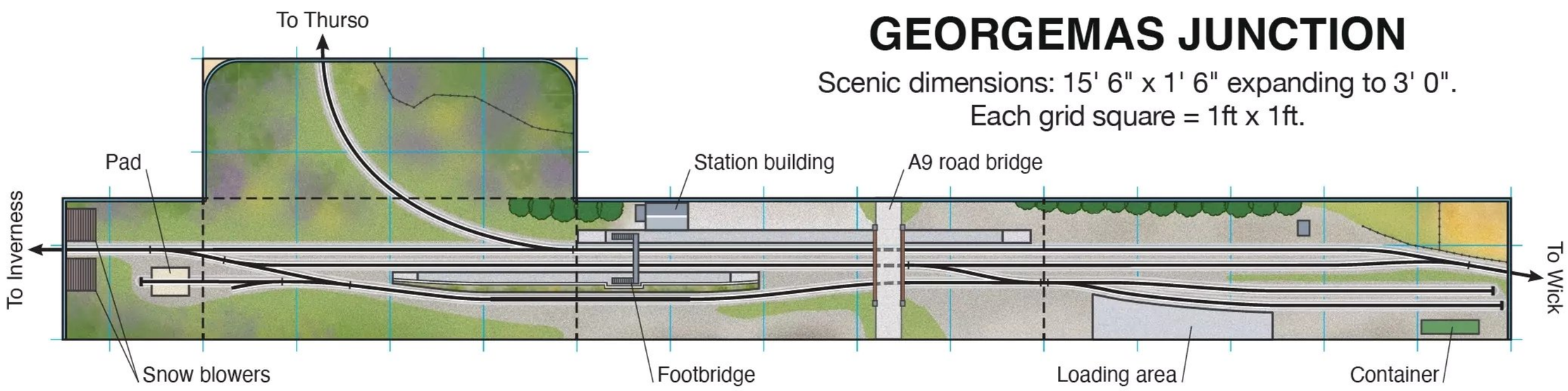
A quick look on Google Maps gave us the prototype track plan, and it soon became obvious that if we wanted to give the best representation of the prototype, we would need to radically change the configuration of the baseboards and rebuild a sizeable chunk of the layout. So it began…

The actual track diagram of Georgemas Junction is simple, the Far North line running west to east with the Thurso branch

Railtour season is well under way, and 47 760 waits for the section to clear before continuing to Wick, then returning to Edinburgh via Inverness and the Highland main line.



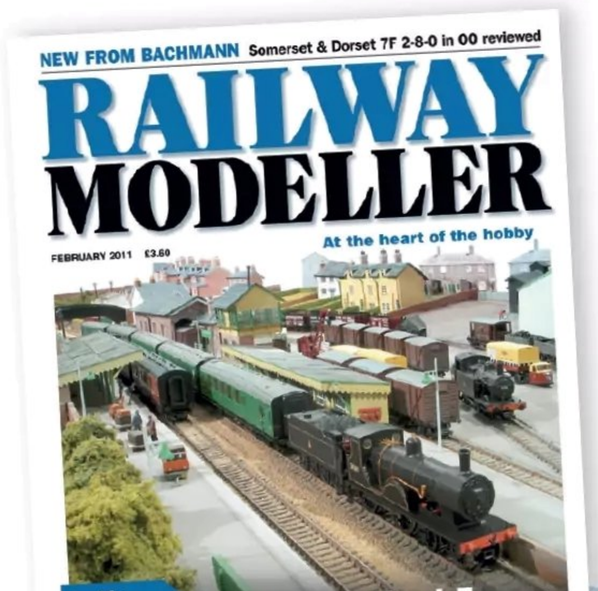




GEORGEMAS JUNCTION

Scenic dimensions: 15' 6" x 1' 6" expanding to 3' 0".
Each grid square = 1ft x 1ft.

Georgemas Junction **first appeared in RAILWAY MODELLER in the February 2011 issue.**





running due north, creating an upside-down 'T' shape. Three new baseboards were built, the first two accommodating the Thurso branch, while the other would be spliced into the existing boards to give a slight scenic extension and increase the length of the Inverness fiddle yard.

With the Covid pandemic in early 2020, work on the baseboards basically ground to a halt for about six months. While the woodwork was paused, attention turned to what operational upgrades were going to be made. All the dummy radio signalling 'Stop' boards and 'point set' indicators that had previously been installed on the layout were removed first, and then any scenic items that could be damaged easily. Existing track was then removed from all the fiddle yards and scenic boards, being as careful as possible, whilst trying to damage the ballasting as little as possible.

With all point motors and wiring being removed, we had almost arrived back at a blank canvas. Now we called upon the help of Mick Bryan, who has built many layouts over the years for the exhibition circuit and is an expert in all matters to do with Digital Command Control.

A plan of what we wanted to do operationally was quickly drawn up, with a shopping list of rolling stock and the types of trains we wanted to replicate for the chosen time period. Now the rebuild really could get under way.

A Class 158 forming 2H56, the first passenger train of the day, makes its way slowly into Platform 2. There, the driver will change ends and press the plunger on the platform, indicating to the signaller based in Inverness, over 110 miles to the south, that the train is now ready to depart along the branch line to Thurso.

Woodwork and baseboards

As with a lot of exhibition layouts, we don't have the space to put up the full layout all at the same time. But, with a few clear dry days, the boards that we needed were put up on decking in the garden, and the new baseboards – constructed from 9mm plywood into a 4' x 18" 'box' arrangement – were joined to the original boards, using a combination of bolts, tee nuts and packing case clips, as well as dowels from DCC Concepts to make sure of alignment.

The other boards also received a makeover, by wrapping the original lightweight batten and board frames with a 9mm plywood box to give a deeper base that would accommodate the new point motors, leg pockets and higher backscene frame, all strengthened with a batten rim around the edge of the plywood. Simple transit frames were created for each baseboard, using plywood ends and 2" x 1" batten along the length of the boards.

Electrics

Having made the decision early in the project to have working signals and point indicators for more prototypical running, we had a phone call with a very nice chap from Network Rail who works on the team that is responsible for that part of the line, and explained how radio signalling works.

The signal boards and indicators were promptly sent south to a good friend of ours, Jack Taylor (no relation), who has done some fantastic work on upgrading locomotive lights over the years and is a whiz at getting LED lights into very small spaces. So, with instructions that simply read, "Jack, can you make these work as per the prototype?", we were confident that he could come up with a solution.



A new stand-alone control panel was constructed, with a printed board outlining the track diagram, and pre-drilled holes for all the switches, etc. Then bus wires were installed on the boards, comprising two sets of twin wires with tag strip connections positioned every 12-14" down the board.

One unusual thing about *Georgemas* is that we run two DCC systems in parallel, hence the two sets of wires. The first is a Lenz system for simply driving the trains and 'track power', and the second is a PowerCab for running all the point motors and signals.

New Peco code 75 track was laid over the whole layout, with the fiddle yards laid quickly and easily using track pins, and the track on the scenic sections glued carefully back into the ballast; this worked remarkably well and saved a lot of time.

10 wire 'jumper cables' were assembled for the electrical connections across the baseboards (we only needed six, but built in some extra capacity just in case!), and with socket terminals mounted on the underside

The Direct Rail Services Class 37/6 pairing of 37 602 and 37 606 have been up and down between Inverness and Georgemas Junction several times this week with a test train. As the nearby Dounreay nuclear facility is about to start decommissioning and contaminated materials will be removed by rail, the pair complete another test and route-learning run, 6M97 formed of an FNA flask wagon and two barrier PFAs.

of the boards that connected with the bus systems. The dropper cables were installed and soldered to the relevant tag strips under the boards. Power was then tested to check that all isolated fishplates had been installed correctly.

Attention then switched to the operational system. We installed Cobalt iP digital motors on all the points and connected them to the PowerCab system. With the signals and point indicators returned from being

66 101 arrives from Hartlepool with 6X88, the distinctive 'Big Yellow pipe train'. The pipes will be craned onto waiting lorries to complete their journey by road.

upgraded, they were fitted into position on the layout, then on the underside of the baseboards the signals were attached to Lenz loco decoders: this means that each signal now has its own address, and as the signals are not the traditional red/green configuration but a blue light that is either constantly on or flashing, a loco decoder is a simple way to achieve this by adjusting the CVs on the decoder.

Point set indicators are a simple on/off switch on the control panel, apart from the theatre indicator on the platform. As per the prototype, the theatre indicator has two settings and only comes on when the points are set, and trains are signalled to leave the station (only from Platform 2); the letters M or B for 'Main' or 'Branch' are then displayed. This was constructed by using fibre optics laid out in the outline of the letters and illuminated under the baseboard, and switched from the point motor as per the intended route.

Setting the scene

When modelling a prototype location, you're trying to recreate a moment in time, but operationally we all like to apply a hefty dose of modeller's licence, to give us as many options as possible when it comes to actually running trains.

One of the most appealing things about this remote and quiet location is that, even though trains are infrequent, and in reality



Network Rail weedkilling Multi-Purpose Vehicles are a rare sight this far north! The unit creeps round the very sharp curve before continuing to Wick.

Looking very shiny in its gleaming new DB Schenker red livery, 37 670 waits as its short rake of Seacow ballast hoppers is loaded from the hardstanding. 24 hours earlier this loco, along with 37 401, had worked a railtour on the line.

A Network Rail worker has just arrived in his Ford Transit truck, as 66 099 prepares to shunt its train of pipes to the siding for unloading.





Network Rail converted Class 150 unit 950 001 makes its way along the Far North line, using its on-board equipment to help report on any possible issues with the track.

there are only two or three passenger trains a day and, in some cases, only one freight operation or even none in a given week, when trains do make their way that far north on the network, they are quite often unusual. Given the time period we have chosen, in the late spring and early summer of 2011, the rolling stock options are very varied.

Passenger services are provided by Class 158 Diesel Multiple Units, which have been upgraded with snowplough valances and carry the First ScotRail 'Barbie' livery that is correct for that period.

We have a real mix of freight and infrastructure trains, including the fuel tanks that ran to Lairg further south on the line; ferry vans and pipe trains that serve the offshore oil and gas industry; Direct Rail Services nuclear and supermarket supply viability 'test trains'; and various Network Rail trains, including ballast and spoil workings, Multi-Purpose Vehicles and yellow Class 950 DMUs. There are also a few charter trains, and the one bit of modeller's licence in the OTA timber wagons hauled by English Welsh & Scottish/DB Schenker Class 37s. (Timber traffic actually stopped in 2009, but who doesn't love a classic Scottish timber train?) This provides more than enough traction to run over the course of an exhibition weekend.

The largest scenic change is the branch line, which now takes the very sharp curve away from the station and due north towards Thurso. With very little to contend with in the way of trackwork, the rest of the baseboard needed to look like remote Scottish moorland, and with relatively little in the way of trees away from the station area, we needed to create rough moorland heather and gorse bushes.

The process for this turned out to be very simple. The shapes of the embankments and moorland were carved out of insulation foam board and glued to the baseboards using PVA; masking tape covered the track until we were ready for ballasting; then a thin skim of board finish plaster was applied using an old butter knife and a 2" paintbrush to create a smoother finish, ready for a base covering of grass matting.

Then, working in small patches, PVA was applied to the grass matting, and a mixture of various green and brown Woodland Scenics foliage was pressed into the glue and left to dry. Once it was dry, we vacuumed off the excess, spray mounting adhesive was sprayed over the foliage and purple scatter sieved over the glued area, then left to dry. Again, the excess was removed with the vacuum and, with a final covering of cheap



37 606 is the other Class 37/6 working in top and tail formation with 37 602 on the Direct Rail Services route learning and test train.

hair spray to seal it, the heather was complete.

Gorse bushes were created by trimming down trees from the Green Scene 'Forest in a Box' range, with a quick covering of brown suede paint from a spray can, to give the branches their base colour. Then, with a light covering of PVA on the ends of the branches, they were rolled in a tub of dark green foliage, placed on a piece of newspaper and allowed to dry for a few days in a warm place. Once they were completely dry, loose foliage was shaken off gently and PVA dabbed carefully onto the outside of the bush with a large paintbrush, and yellow scatter sprinkled on. Once this was dry, with a light coat of the hair spray, the bushes were glued onto the heather in random patches, and the moorland started to look something like the real thing.

With a few more hours work on things like ballasting, airbrushing sleeper grime, and the addition of people, road vehicles and the new 3D-printed 'bus shelter' for the platform, we could go to our first show.

A real team effort

After a successful first outing, and even picking up the Model Signal Engineering trophy for prototype operation, it was decided that we only had a few tweaks to make to the layout.

The biggest change, which is still in the planning phase, is to extend the 'Wick' fiddle yard from 6' to 8': this would give us more scope for things like railtours. We are also considering the addition of a manual point with a short section of track, which would allow some sort of cassette arrangement for lifting stock on and off that end of the

I must thank a whole host of people – without their help and support, *Georgemas Junction* would never have come back to life:

- Graham Allen, who helped with all the woodwork, and is now a key member of the operating team.
- Mick Bryan, who basically designed the operating system, and is always on hand to help with anything that needs doing.
- John Brooks for his 3D wizardry, and just generally being a top bloke.
- John 'Nobby' Norton and Richard Colman, who were involved with *Georgemas Junction* back at the start, and have now become operating groupies.
- Lucas, who even from a young age just loved playing trains; he is a fantastic operator and, even at the age of 14, can take charge of making sure the layout runs smoothly over the course of an exhibition.
- Jack Taylor, whose work on bringing the signals to life has made such a visual difference to the layout.
- Craig Holt and Stuart Bailey, for weathering the stock.
- And my better half Julie, who never complains about the dining room being periodically turned into a model workshop, and puts up with two train geeks in the house.

George sadly lost his battle with cancer in 2023 *[Ed. See RM November 2023 for his obituary]* and unfortunately, he never got to see the work that we did on his beloved layout in person. However, I would update him regularly on progress and changes, even showing him all our photos at the DEMU Showcase event that June, only weeks before his passing.

We really hope that George would have loved what we've done, and that this, along with other layouts that he built, will continue to be enjoyed for many years.

See it at the DEMU Showcase

On 14 & 15 June, you can see *Georgemas Junction* at the DEMU (Diesel and Electric Modellers United) Showcase event at Sutton Coldfield Town Hall, Upper Clifton Rd (B73 6DA). The venue is a two-minute walk from Sutton Coldfield railway station.

Open Saturday 1000-1700 and Sunday 1000-1600, admission is priced £12 for adults, and £8 for DEMU members and under 16s. Family tickets (two adults and unlimited children) are £28.

The exhibition will be a tribute to the original builder of *Georgemas Junction*, George Woodcock, who was formerly the DEMU Chairman. Five more of his OO gauge layouts will also be on show. For more details: www.demu.org.uk

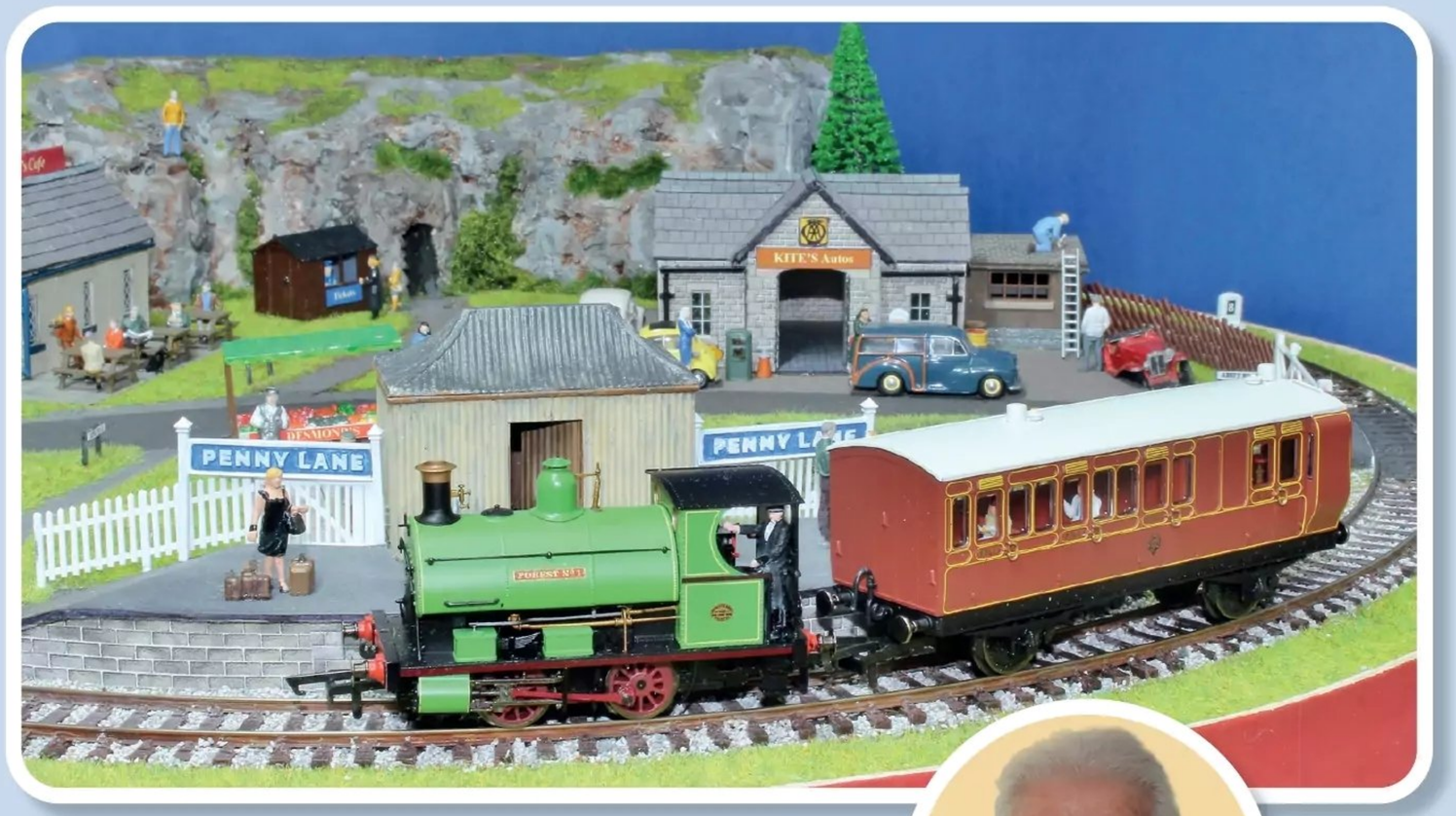
A giant Liebherr road crane dwarfs 66 101 as it prepares to unload the pipes from the train behind the General Motors diesel.



PENNY LANE

A Beatles-themed OO gauge diorama by **PHIL KEMPSEY**, *featuring cameos referring to no fewer than 17 Beatles song titles!*

Photography by the author



Hornby Peckett 0-4-0ST Forest No.1 arrives at Penny Lane with the local stopper, much to the pleasure of the lady on the platform who is eager to 'Leave Home'.

Since building *Ipleigh Castle* (see RAILWAY MODELLER June 2024) and having very favourable remarks at exhibitions, I decided that I would like to do another diorama layout, this time just 23½" diameter, as this was the size of some spare 6mm plywood that I already had!

I normally don't have any problem building baseboards, but a circular one was, as they say, a complete new ball game. I decided to use my favoured 2" x 1" soft pine as vertical spacers, with strips of 9mm ply around the base to give the glue something to grip.

The top was added next, and was aligned carefully with a square around the edges before the glue was set. At this point, I decided to cut the Gaugemaster Spring Grass to fit the top, and once it was cut, I did my best to mark out a line 1" inside of the edge, on the underside of the grass, before cutting this out, and gluing it in place. This was to be the boundary line for the track, which was pinned loosely while being held in place by a 9mm ply jig that I had cut to a 10¾" radius.



"– This was always going to be called Penny Lane, after my favourite Beatles song –"
Phil Kempsey

Next, I dropped two wires from the track down inside the baseboard before testing with a Hornby Peckett B2 Class. With just two lengths of Peco SL-100 Streamline flexible track being used, I still had two very tight joins in the track, which might have been troublesome in the future, so I elected to solder both sides of the Peco SL-10 fishplates, and dressed the solder with a file to remove any offensive lumps.



The afternoon contractor's train heads towards the Abbey Road crossing as the *Yellow Submarine* seems to be about to surface in the local duck pond! Hornby Peckett *Bear* makes light work of this duty.



The view along Abbey Road sees the Beatles on the crossing, as per the famous photo on the record sleeve. The stack of Norwegian Wood has been brought to the attention of a safety inspector who is taking notes, and The Fool on the Hill is visible in the background.



A bird's eye view of the circular layout.



The control centre of the layout: one 9V battery supplies all of the power needed to run a Peckett at an exhibition. I built the tunnel completely open at the back for track cleaning and maintenance work.

Finally, Gorilla glue was added to the track before removing the track pins. This is not my normal practice, but in this instance, the diorama was going to get close inspection, and the many pin heads were quite obvious!

Next, the 2mm ply band was added, firstly gluing and anchoring the end before attempting to start fixing the rest, several inches at a time, with a large clamp to hold it in place. This was very much a case of trial and error, but careful planning paid off, and all looked well.

The first major rethink

Too idle to rig up my Duette controller, I decided to wire up a 9V battery and watch the train go by. In fact, it went by for about half an hour, which was when I had the thought that I could possibly run the layout at our club's exhibition without mains power.

The idea was that if I could get two hours out of a battery, then I would only need to change them three times during the exhibition. With this idea in mind, I purchased four rechargeable 9V batteries (the type used in smoke alarms), and giving the Peckett one of the new Hornby four-wheel carriages to pull, it set off rather quickly at 2pm on a Sunday afternoon. At tea-time it was still running, just as fast, which was now four hours. At 10pm, after eight hours of running, I decided the test was complete!

The Peckett ran well directly from the battery, but it did seem a little too fast; however, a fellow club member put me on to a very small, and inexpensive, speed controller. I bought two of these from an online supplier for a little under £4.50.

The second major rethink

A well detailed diorama is all very well, but it will probably only get a passing glance at an exhibition, and after all, exhibitions are supposed to be entertaining and interesting!

From the start, this was always going to be called *Penny Lane*, after my favourite Beatles song, so why not have as many cameo references to the Beatles as I could fit onto this diorama layout, and ask the public if they could spot the references? They include Lucy's Café (*Lucy in the Sky with Diamonds*), Kite's Autos (*Being For the Benefit of Mr Kite*) and so on.

Lucy's Café and Kite's Autos were built from the Metcalfe Waiting Room kits that were given free with the June 2024 RM. Two kits were used for Kite's Autos: the windows were from my Metcalfe spares box, and were more suited to a garage. Weathered slates were added to the rooftops, with gutters and downpipes from Ratio added later.

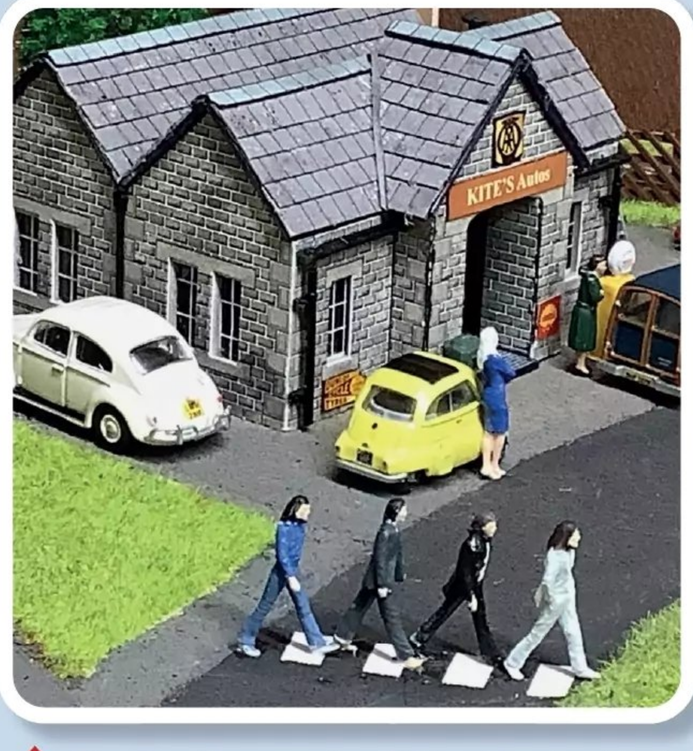


A Hornby Peckett W4 0-4-0ST has just exited the tunnel with the Hornby Beatles For Sale wagon, a somewhat rare model, which fortunately was supplied by David at Roxley Models.

There are 17 songs and four references to The Beatles on the diorama:

1. ***Penny Lane***
2. ***Ticket to Ride***
3. ***Please Mr Postman***
4. ***When I'm 64***
5. ***Eight Days a Week***
6. ***Fixing a Hole***
7. ***She's Leaving Home***
8. ***Lucy in the Sky with Diamonds***
9. ***The Fool on the Hill***
10. ***Paperback Writer***
11. ***Norwegian Wood***
12. ***Maxwell's Silver Hammer***
13. ***Help!***
14. ***Being For the Benefit of Mr Kite***
15. ***Ob-La-Di, Ob-La-Da***
16. ***Yellow Submarine***
17. ***I Want to Hold Your Hand***

The Cavern, Apple Label, *Abbey Road* Album, *Abbey Road* Beetle



The Beatles crossing Abbey Road, with the VW Beetle in the background as seen on the *Abbey Road* album sleeve.



Kite's Autos was built from two of the free Metcalfe Stone Platform Shelters that came with the June 2024 RM. The adjacent shed seems to be having a spot of trouble, but fortunately we can see a man 'Fixing a Hole Where the Rain Gets In', yet another of the 17 Beatles song references.

Lucy's Café is just one kit with a pair of doors from the scrap box, which I believe are from a Peco station kit.

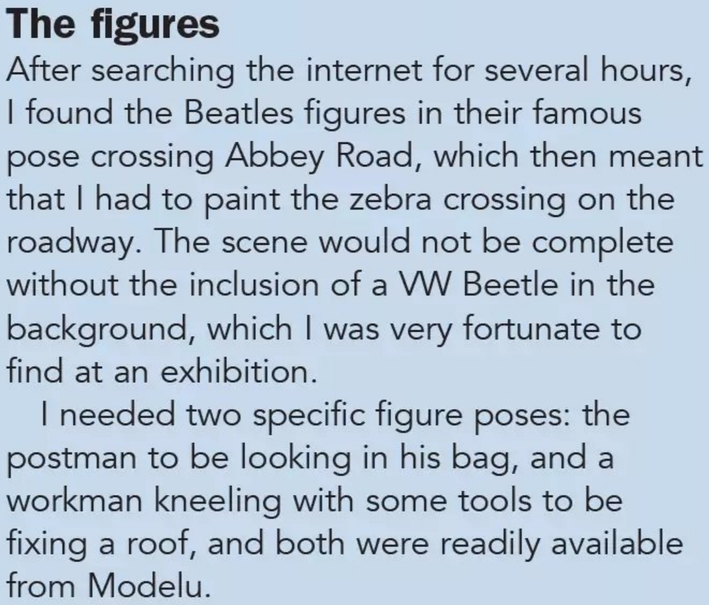
At first, the café looked too similar to the garage, so I tested Vallejo Earth Texture on some scrap card to see if it would soak into the card kit walls. This was a great success, and once applied to the kit, it gave the café walls a rendered effect, which I painted cream before adding window sills.

The Lucy's Café sign was very cleverly thought out, and printed by my good friend Carl Isgar. The sign actually fitted over the roof, with the café name folded back to back, before I added the roof slates.

The figures

After searching the internet for several hours, I found the Beatles figures in their famous pose crossing Abbey Road, which then meant that I had to paint the zebra crossing on the roadway. The scene would not be complete without the inclusion of a VW Beetle in the background, which I was very fortunate to find at an exhibition.

I needed two specific figure poses: the postman to be looking in his bag, and a workman kneeling with some tools to be fixing a roof, and both were readily available from Modelu.



Phil Kempsey (left) with Carl Isgar, who printed the signage for the layout.

First show

I was quite amazed at the interest already at club level, with suggestions for more Beatles song titles, so I was not sure what to expect at our open day exhibition, at Brockenhurst Village Hall at the end of November 2024, where I would present the completed diorama for the first time.

As it turned out, the diorama was a great success with the visiting public, and the most frequent question was, 'how on earth did you think of all these titles?' To be honest, it really just evolved during the build, with a little help from my son Scott's Beatles collection.

To complete the diorama, I think the marketplace requires a few shoppers, and I would like to add a couple looking at the duck pond, and that is it!

I have learnt by my mistakes over the years: the biggest mistake is to take on something that is not achievable. Keep it simple, get something running, and enjoy seeing your locos operating, even if not through scenery.

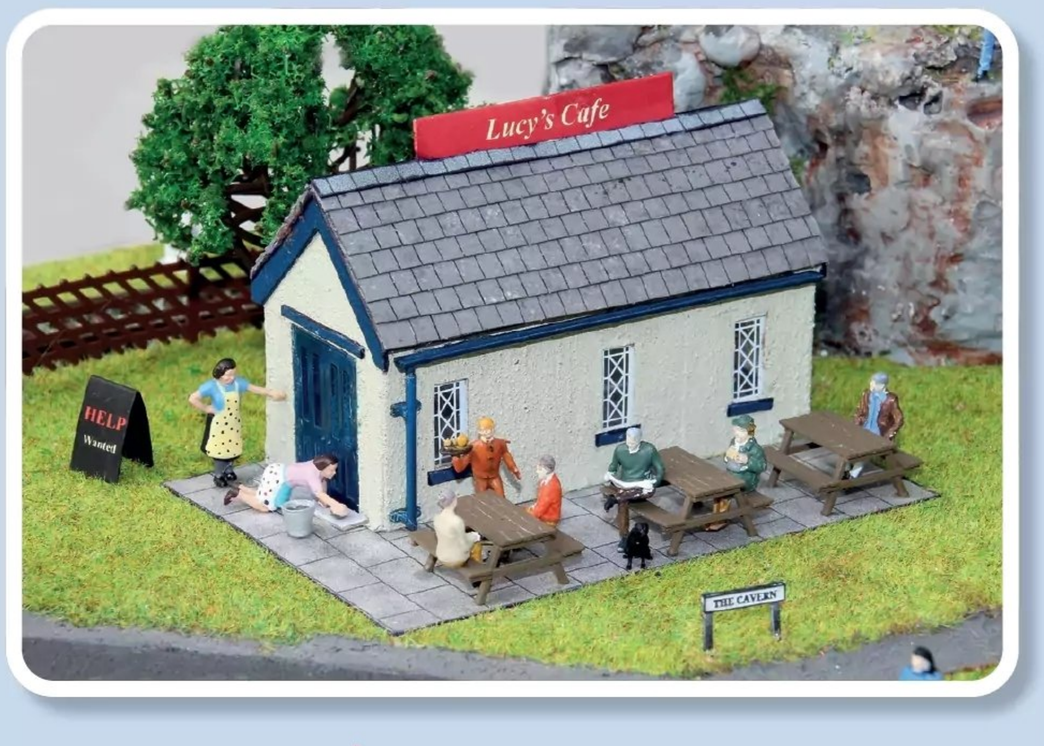
The two circular ply top and bottom parts were cut during the first week of August by myself on the band saw at the Fawley Men's Shed, with the carrying/display box being cut during November by Bryan at the shed. All in all, it took four months, which was just in time for the club open day.

Thanks must go to Carl Isgar for his sign printing skills, not only for the buildings, but the Penny Lane street signs around the edge of the diorama that really do stand out; and thanks to my wife Pam who has always given me her honest opinion, and encouragement.

See it at Brockenhurst

Penny Lane can be seen at the exhibition organised by our club, the New Forest Model Railway Society, on 24 & 25 May 2025, at Brockenhurst Village Hall (see Societies & Clubs for more details).

If you would like to book *Penny Lane*, or simply have any questions, please email: **beatlespennylane1967@gmail.com**



Lucy's Café is another Metcalfe Stone Platform Shelter. I applied a coat of Vallejo Earth Texture to give a rendered appearance, before a coat of cream Humbrol paint was used to complete the build. The café is very busy, being on the approach to The Cavern, and the board outside reads 'Help Wanted'.

Supplier details

Ron Lines
www.ronlines.com

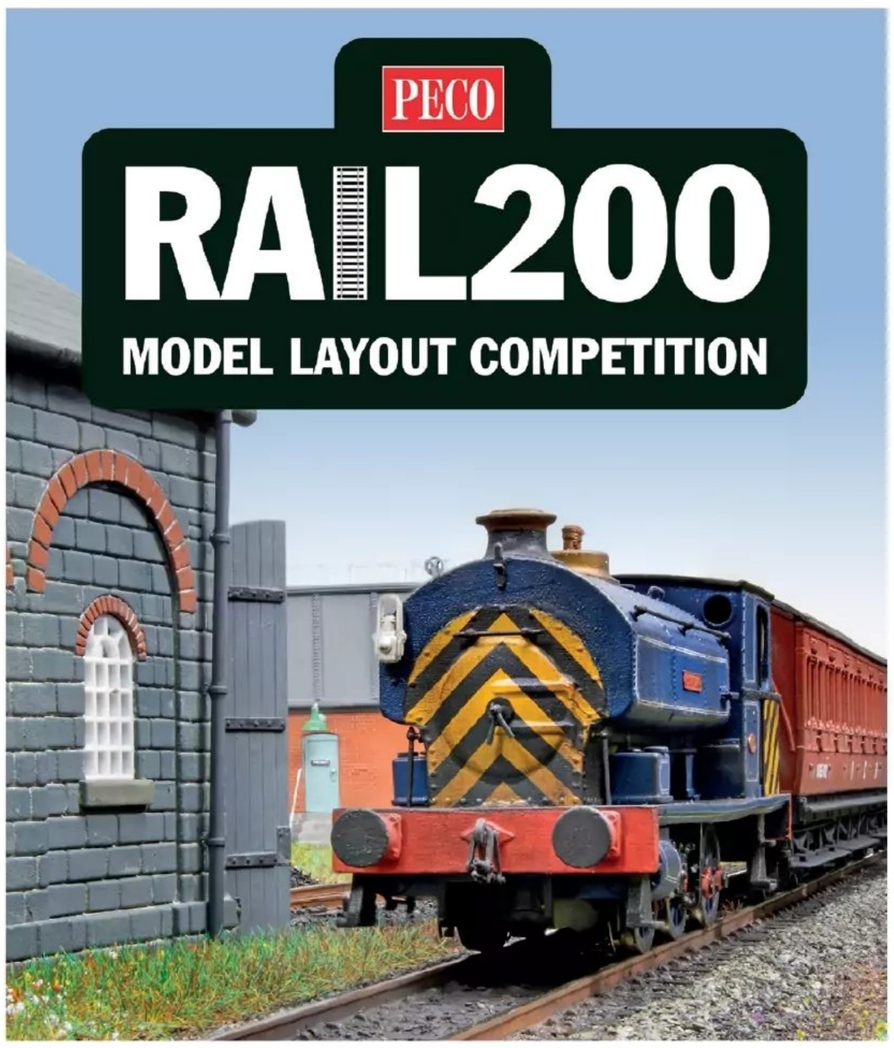
Model Railway Scenes
www.modelrailwayscenes.com

Modelu
www.modelu3d.co.uk

Ratio, Wills & Peco
www.peco-uk.com

How to build your Peco RAIL200 Model Layout Competition baseboard

Launched in the May issue, the Peco RAIL200 Model Layout Competition is an exciting opportunity for individual modellers or groups to get creative, with awards and more than £2,000 worth of prizes up for grabs! Each module needs to be constructed using a specially commissioned laser-cut baseboard kit, which is supplied by Peco upon entering. **CALLUM WILLCOX** *shows how to assemble one of these kits in preparation for creating your own competition entry.*



A 'Modular' demonstration model, constructed in OO gauge to show what can be achieved using the baseboard.

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 by launching its RAIL200 Model Layout Competition, with entrants challenged to create a 'Modular' or 'Standalone' diorama with a railway theme, using a specific baseboard kit that is supplied by Peco.

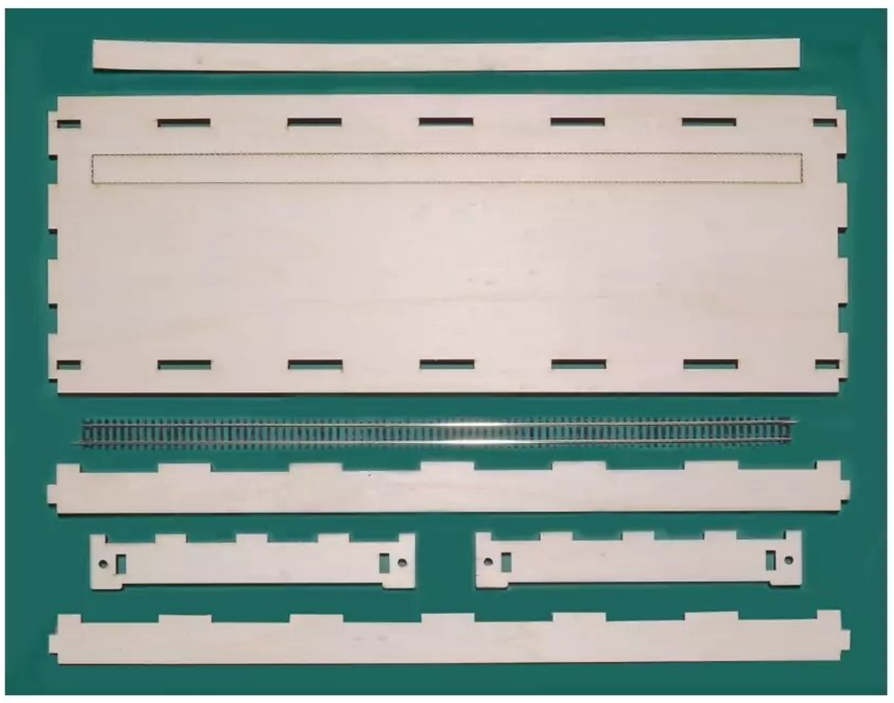
The competition is open to UK residents of all ages (there are separate award categories for entrants who will be aged 16 or under on 30 September 2025).

200™ Years of Train Travel Since 1825

The baseboard kit supplied to all entrants (which caters for both the 'Modular' and 'Standalone' options) comprises laser-cut plywood parts, which when fully assembled create a board with a footprint of 29½" x 12" (750mm x 305mm approx); this has been designed for ease of assembly using just wood glue, with no cutting or drilling necessary. Also provided is a section of Peco OO gauge Setrack (ref.ST-204, length 670mm) and a thin plywood underlay, although the fitting of this piece of track is only required for the 'Modular' option.

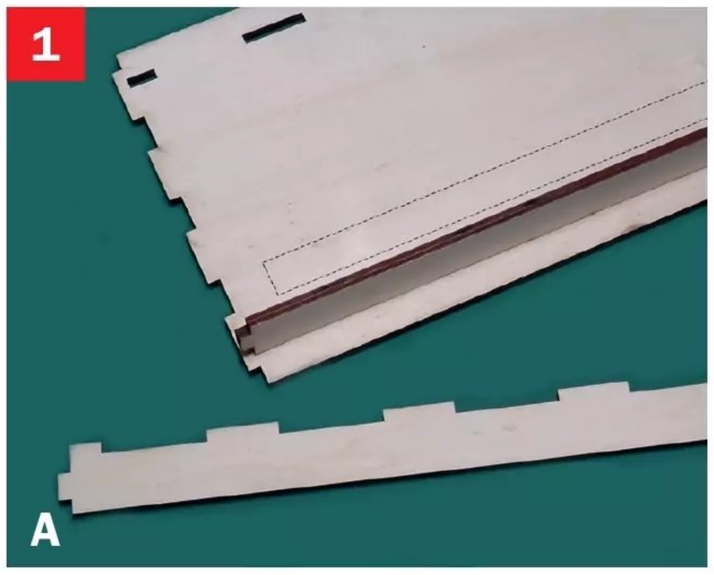
Assembly of the baseboard kit requires only the minimum of tools, together with wood glue and (optional) track pins. A large, flat work surface/area is also recommended.

For further information about the competition, together with full terms and conditions:
www.peco-uk.com



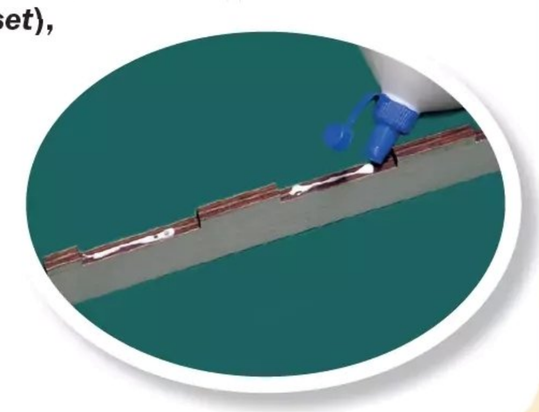
The contents of the baseboard kit.

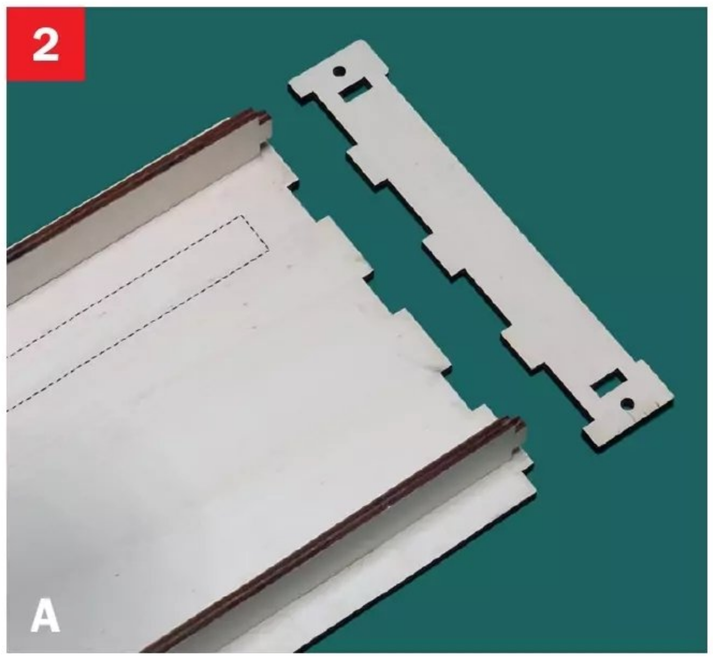
Baseboard assembly

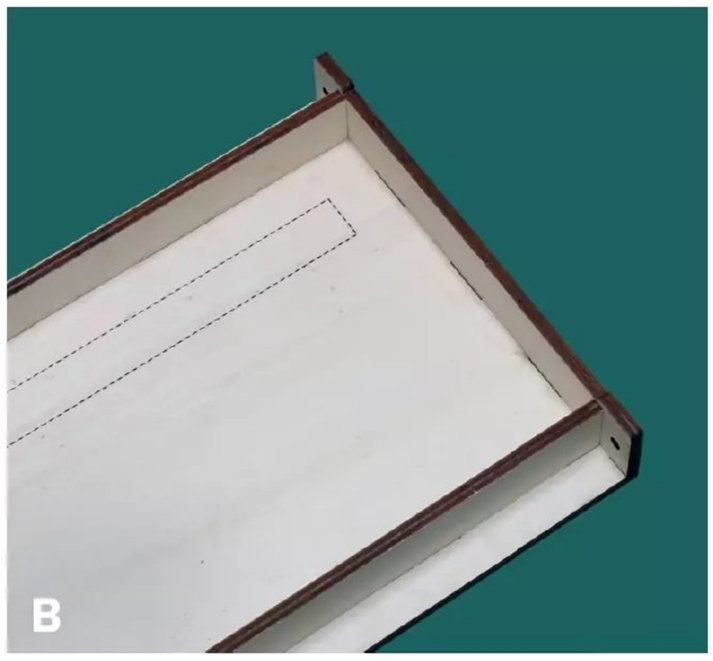


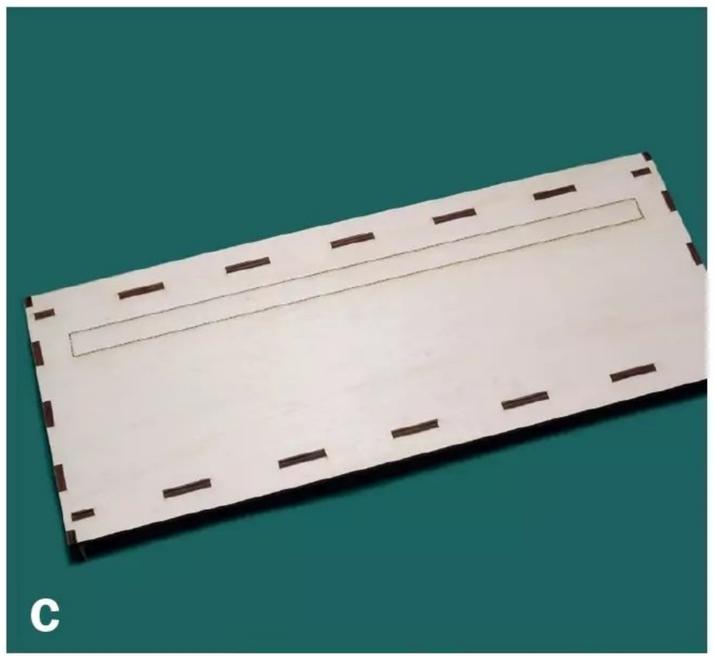


The design of the baseboard employs a slot and tab arrangement for assembly. This starts with the fitting of the side supports, which slot neatly into pre-cut openings in the main board (A). After an initial 'dry run', wood glue was applied to the joining edges (*inset*), before the two sections were pressed home. Ensure the fit is flush with the underside of the board (B).





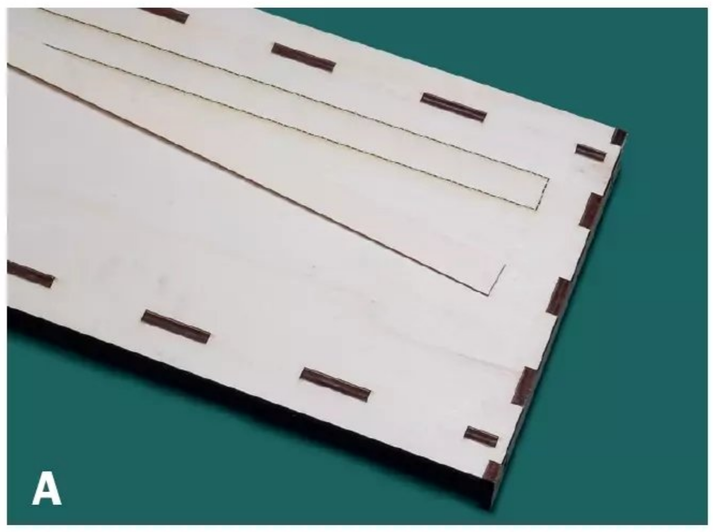


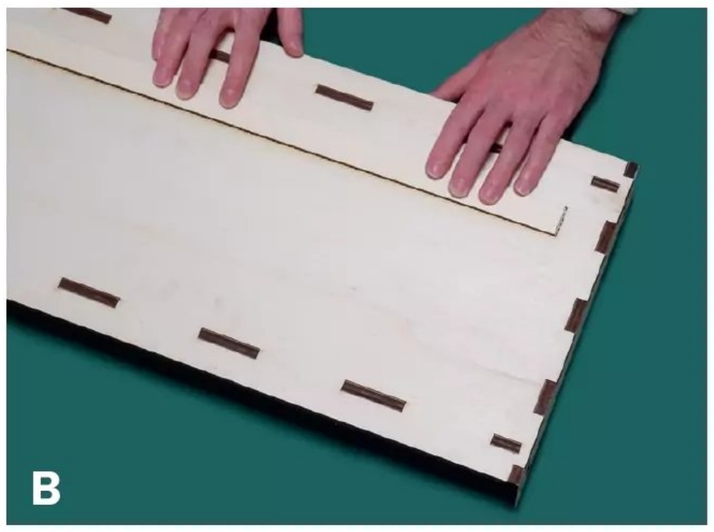


The end supports were next to be fitted, these employing a slot and tab and box joint arrangement (A). I found these to be a very snug fit, with a rubber-headed mallet proving to be an invaluable tool (B). Once cured, the assembled board can be painted (optional) and RAIL200 sticker applied to the centre of the front edge (also optional); this being the final step for those entering the 'Standalone' category (C).

Fitting the track ('Modular' option only)

3 **For those entering the 'Modular' category, a section of Peco 00 gauge Setrack (ref.ST-204) is provided, along with a thin plywood underlay; these are to 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). To ensure all entries align correctly, a dotted outline of the correct positioning is provided – onto which the supplied track underlay is glued (A). Once in position, weight was applied, before allowing the glue to set (B).**





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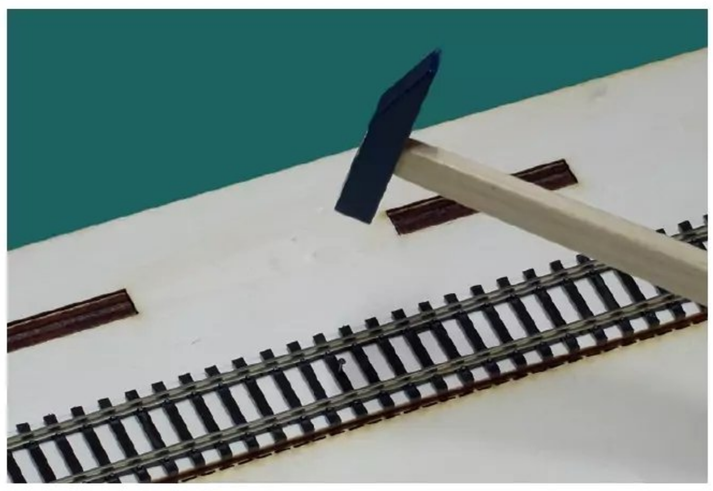
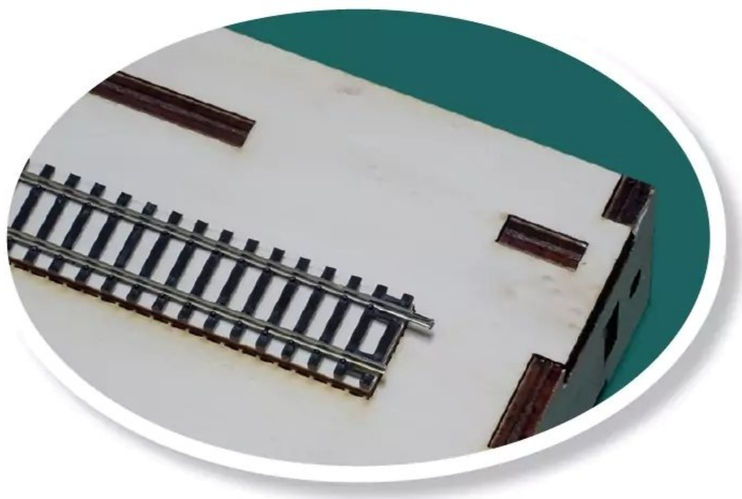
The provided track can be fitted atop the underlay using either glue or track pins; the latter being used here. Care must be taken to ensure the sleepers are flush with the edges of the underlay, with those at either end aligned square with the end of the underlay (*inset*). Note: the rails and joiners will overhang the underlay slightly at each end.





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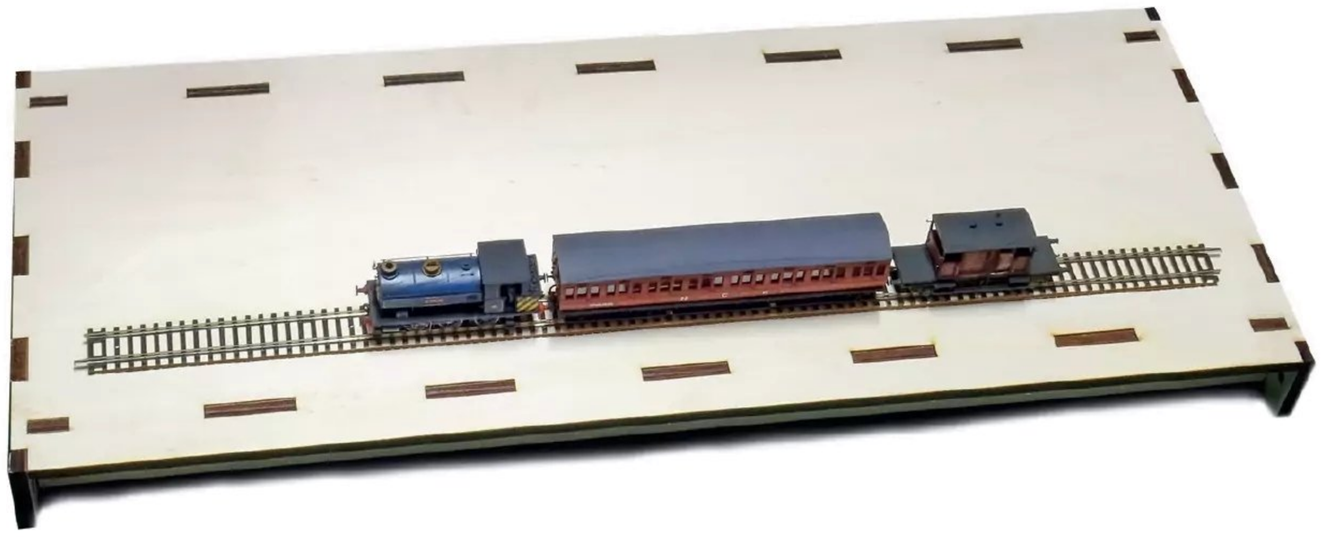


The finished board ready for scenery. It should be noted, the areas at each end of the track section must remain clear (no scenics or ballast), to allow for the installation of joining tracks which will connect the finished modules together. Further details about the competition, including suggestions for models that could be created using the baseboard, were published in the May 2025 issue of Railway Modeller.

The competition – at a glance

Step 1
Purchase your competition entry from **www.peco-uk.com** to receive your baseboard kit.

Step 2
Choose your entry option ('Modular' or 'Standalone') and start building your model.

Step 3
Register your entry and 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.

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.

Another 'Paddy Train' in OO



A three-coach 'Paddy Train' for a colliery system, assembled from an assortment of OO gauge models, repainted to suit.
Photo: Ian Blenkinsop

I very much enjoyed Callum Willcox's article in the May issue of RAILWAY MODELLER on constructing a miners' coach in OO. I did something similar for my own OO gauge model railway, *Cambois Bay*.

In pretty much the same way as the full-size versions came to be, my rake was assembled using models that I had built in the past, but no longer had a use for.

On the left is a D&S Models Great Eastern Railway four-wheel brake van, which I purchased many years ago and was in fact one of the first etched kits I built.

In the middle is a Hornby six-wheel coach that I bought second-hand for no good reason. I have painted out some of the windows to give the impression that they have been boarded over, as some examples were in reality.

Finally, on the right, is a London Road Models North London Railway four-wheel brake van. I built this to run on a previous model of a light railway.

What this does show is that there is always a use for old stock languishing in the back of those drawers! In fact I have re-purposed quite a few old models to run as non-revenue earning stock on my National Coal Board branch.

IAN BLENKINSOP

Up to go down, or Down to go up?

I don't know if anyone else noticed, but in Peter Dennis' description of the Marches Model Railway Group's in-progress N gauge layout *Leominster* (Plan of the Month, RM April 2025), he describes the Up main line as going to Shrewsbury – a label perpetuated on the track plan.

Looking at the location map, one notices that Shrewsbury is north of Leominster. Assuming that the map is correct, should the main line in the Shrewsbury direction be Down?

One could be forgiven for assuming that 'Up' meant North and 'Down' meant South. After all, as part of our day-to-day conversation we might say 'Up North' or 'Down South'. However, I understood that 'Up' is always in the direction of London.

Could someone please confirm the correct description in relation to this particular route?

KEVIN RUSSELL

[Ed. We checked this to make sure what we had published was correct (our references including The North & West Route – Shrewsbury *by John Hodge, published by Wild Swan), and we can indeed confirm that, at Leominster, 'Up' was in the direction of Shrewsbury and 'Down' was towards Hereford.]*



25 043 at Leominster with the Up 11.30 Cardiff-Crewe on 15 June 1979.
Photo: Rail Photoprints

The Lyonesse Railway – further information about its creator

I write with reference to Mr Granger's letter in the May issue (What happened to *The Lyonesse Railway*?).

I can confirm that V Boyd-Carpenter was a gentleman with many interests, including model railways and Daimler cars. His residence was in Derbyshire, some distance from Cornwall, the Scilly Isles and Guernsey! He was the brother of the Boyd-Carpenter who became the Minister of War in the WWII Government.

He became a director of Edward Exley Ltd in the 1930s, and held that position until, as the sole surviving director and shareholder, he died in the early 1990s. I bought the company from his estate at that time, and ran the business until circa 2006, when I retired and sold the company on.

He was a 'bit of a character' in his local community, and frequently drove his Daimler car (he was the secretary of the Daimler Owners Club) into the local town for business and shopping, and just abandoned the car wherever it suited him, regardless of parking restrictions – not something he would likely get away with today!

I hope that this information is of interest to Mr Granger.

QUENTIN LUCAS

A teenager's progress



I am 13 years old and I was wondering if you would like to put my model railway in RAILWAY MODELLER? My layout is OO gauge, and its name is *Hilbert Hills*. It is my second layout, which I started around the end of 2024, but it is still a work in progress.

I have been working on it for the last couple of months and I am currently saving up money to do the ballasting.

I read your magazine every month and I am a massive fan.

ETHAN HUGHES

[Ed. All of us at RM wish Ethan well with his layout build, and we hope to share photos of the finished layout with readers in the future.]







Is there a market for entry level models in a large scale?

I have three nieces, aged between four and eight, who are currently big model train fans because I have bought them copious amounts of Brio and a small G scale train set, in addition to letting them run trains on my own OO gauge layout.

They love the 'hands on' Brio, building layouts that cover the lounge carpet, and G scale; putting freight and people in the wagons and carriages, but the OO gauge models are too small and delicate for them to do much.

I would like to expand my G scale set, but I consider the prices to be too high for what are fairly basic models, closer to toy trains than the model engineering marvels of current OO ready-to-run offerings.

With the challenges faced by Hornby as widely publicised in the media, there seems to me to be an opportunity that will help with the company's renewal and encourage youngsters into the model railway hobby, by creating model trains to the same scale as Scalextric – 1:32, which, usefully, is Gauge 1 in railway modelling.

Such a system, if produced by Hornby, could provide all the benefits of G scale, but at a lower cost, whilst also providing British-outline models – not just European and American – in a large scale.

By using plastic sectional track and standardised 'modular' rolling stock (such as a 'standard' 0-6-0 battery-powered chassis for all locomotives where extra wheels can be bolted on to form 4-6-2 variants and so on) and a handheld controller to operate locomotives, a range could be built inexpensively for both Hornby and its customers. Going further, the rolling stock could use simple plastic moulds that clip onto the chassis, which would provide interchangeability and the options for young modellers to paint their own carriage and wagon bodies and apply stickers, and so on.

The whole system could be laid out as a permanent layout, or boxed up after each session like Brio, having been laid out on a table, carpet or even in the garden.

The scale could be used in conjunction with Scalextric systems as well, opening up that market to a wider audience and even offering the opportunity for people to use Scalextric like a Faller roadway for their model railway.

The system would be designed primarily for youngsters and would allow Hornby to reconnect with its toy train heritage, keeping the OO and TT:120 ranges as options for older modellers, whilst presenting a natural progression from the existing Hornby PlayTrains range.

What fun such sets could be at model railway exhibitions – offering an interactive experience, and a chance to build and run layouts with cars and trains racing.

RICHARD MILBURN

Remembering the late Malcolm Savage

I recently purchased a copy of the RAILWAY MODELLER 2025 Special, which included mention of my late friend Malcolm Savage and his 5.5mm scale narrow gauge models *[Ed. see obituary, June 2018]*.

Malcolm's models were superb. He influenced and helped me a lot to scratch-build my 16mm models – usually by telling me which details I had added were wrong for the era I was modelling!

When thinking of Malcolm I always recall one occasion when I was firing *Maid Marian* at Bala. He was there and asked if he could have a footplate ride to the water tower, to which I duly obliged. At the tower he was taking loads of pictures and asked if he could have a ride back up to the station. I said, "Yes, but only if you put your shoe out first!" Unbeknown to Malcolm, he had walked over some red-hot clinker that I had just cleaned out of the locomotive's firebox! He had his ride back to the station and a memorable day was had by all.

JOHN B HARRISON



Ffestiniog Railway single Fairlie *Taliesin* approaches Tan-y-Graig level crossing on Malcolm Savage's *Gwynant Valley Railway*, which was featured in the October 1984 edition of RM. *Photo: RM Archive*

Making a start in O gauge

The Talking Points in the March issue discussed why there has been no better time to start modelling in O gauge.

I have just finished my first O gauge layout, following years modelling in OO.

No Place is best described as a scenic test track with a small station and engine shed, and sidings at each end. Baseboards are nominal 2" x 1" frames with 12mm chipboard tops and a further 6mm of MDF for the trackbed. There are four baseboards, each approximately 3' x 1', with pattern maker's dowels assuring alignment and over-centre catches to secure the structure. The layout is portable with each baseboard fitting into a storage container that slides under a bed.

I am currently building up a collection of rolling stock, with the focus on London & North Eastern Railway operations in the North East of England, and can run the layout as pre-war LNER or 1950s/60s British Railways.

Whilst No Place does exist as a village near Stanley, in County Durham (not far from the railway line that transported iron ore from Tyne Dock to Consett) this has nothing to do with my layout, which is entirely fictitious.



LNER G5 0-4-4T No.1096 stands in the platform with a local passenger service. The stock on the layout can depict either LNER or BR eras.



The station running in board is finished in BR North Eastern tangerine. *Both photos: Stephen Calvert*

STEPHEN CALVERT

Inspired by Helston

I was delighted to read the article on Dave Howsam's re-imagining of Helston in the February RM. Not only is it a superb model of a branch line, but it brought back memories.

Having just retired, I am beginning to construct a model railway in O gauge, which owing to space will be a branch line. I have purchased RM, on and off, for many years and I remember the July 1967 edition featuring Dave's *Porthleven* layout. I felt at the time, aged 10, that the layout was full of interest.

Dave should be congratulated for the standard of his modelling, and also for inspiring me, not only in 1967, but again in 2025!

PAUL MARRIOTT

Lamp cover provides protection from sunlight

In the review of the daylight lamps manufactured by Native Lighting in the May issue, the cover of the Chameleon Desk Magnifier is described as offering protection against dust, which it does. However, the main purpose of these covers is to block sunlight when used in a sunny place. Sunlight passing though the glass of the magnifier can present a potential fire hazard, hence why the cover is intended to be kept closed when the lamp is not in use.

IAN KAY



Class 755 FLIRT units

New from Hornby in 00



It sounds like it might be some sort of irreverent nickname, but 'FLIRT' is in fact the manufacturer's official title for the Greater Anglia Class 755 bi-mode (electric and diesel) multiple unit – standing for Fast Light Innovative Regional Train. Produced by Stadler, this modular design was already used in various forms in several other countries before coming to Britain as the Class 755, which entered service with GA in 2019. It wasn't long before Hornby revealed its plans for an 00 gauge model, in its 2022 range announcements (RAILWAY MODELLER, February 2022), and these have now been delivered to retailers.

Our samples in detail

The real fleet consists of three-car (Class 755/3) and four-car units (Class 755/4), with models of both received for review. Train pack ref.R3963 depicts three-car unit 755 327, consisting of Driving Motor Second (DMS) 912327, Pantograph Trailer Standard (PTS) 981327, Power Pack (PP) 971327 and DMS 911327. Train pack ref.R3964 portrays four-car unit 755 422, consisting of DMS 911422, PTS 961422, PP 971422, PTS 981422 and DMS 912422. (The Power Pack, containing the Deutz diesel engines, is not a passenger-carrying vehicle and so is not counted as an extra coach.)

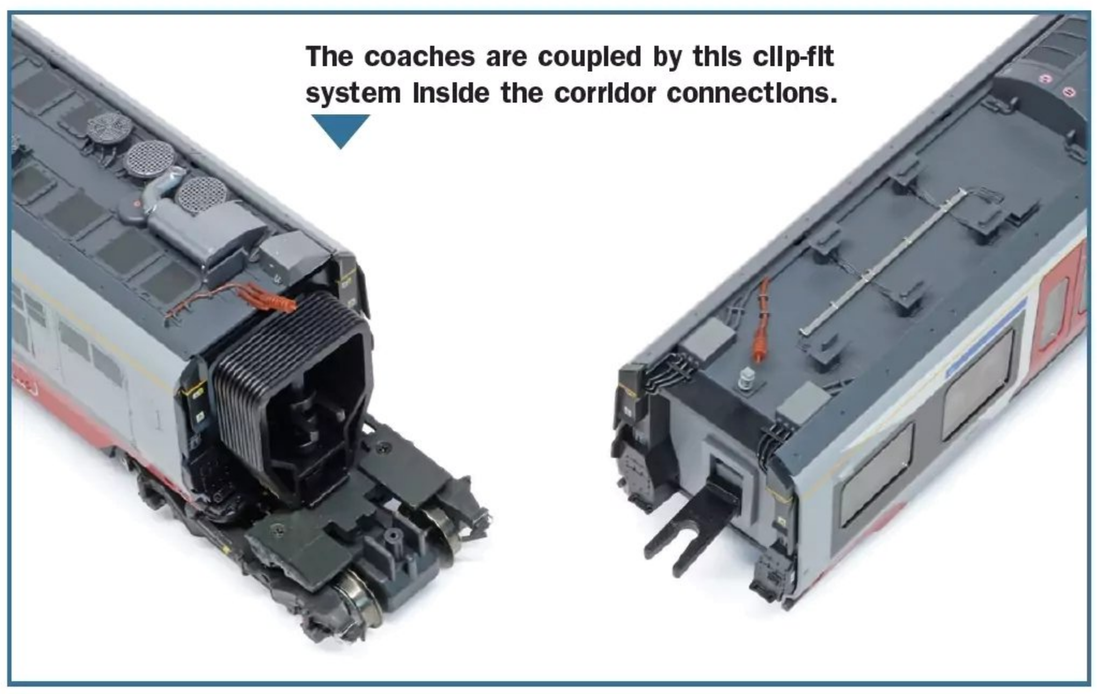
The three-car Class 755/3 model (train pack ref.R3963), depicting unit 755 327.

Both sets are presented in a substantial lidded box, with the models resting in plastic trays and protected by clear plastic overlays. In both cases, the DMS and PTS coaches are permanently coupled via their articulated bogies, with through wiring for the interior lighting. The trains are assembled via a simple clip-fit system between the PTS vehicles (and the DMS in the case of the three-car set) and the Power Pack, which successfully combines a prototypical appearance with practicality and functionality: it's a very user-friendly system, with the clips inside the corridor connections fitting together and detaching easily with a gentle push or pull. One must take care, however, to disconnect the correct bogie of the Power Pack at the right end: the bogie permanently attached to it also has a pick-up wire, as the vehicle contains a 21-pin Digital Command Control socket.

Once assembled, the models look stunning, and capture the stylish appearance of their prototypes virtually to perfection. Comparing their dimensions to those quoted by Stadler, all are precisely at or close to scale, with the exception of the overall lengths over the couplings: these are 10mm and 13mm overscale on the Class 755/3 and 755/4 respectively, which is presumably the collective result of slightly easing the gaps between the vehicles to negotiate the minimum curves of 438mm (second radius) specified by Hornby.

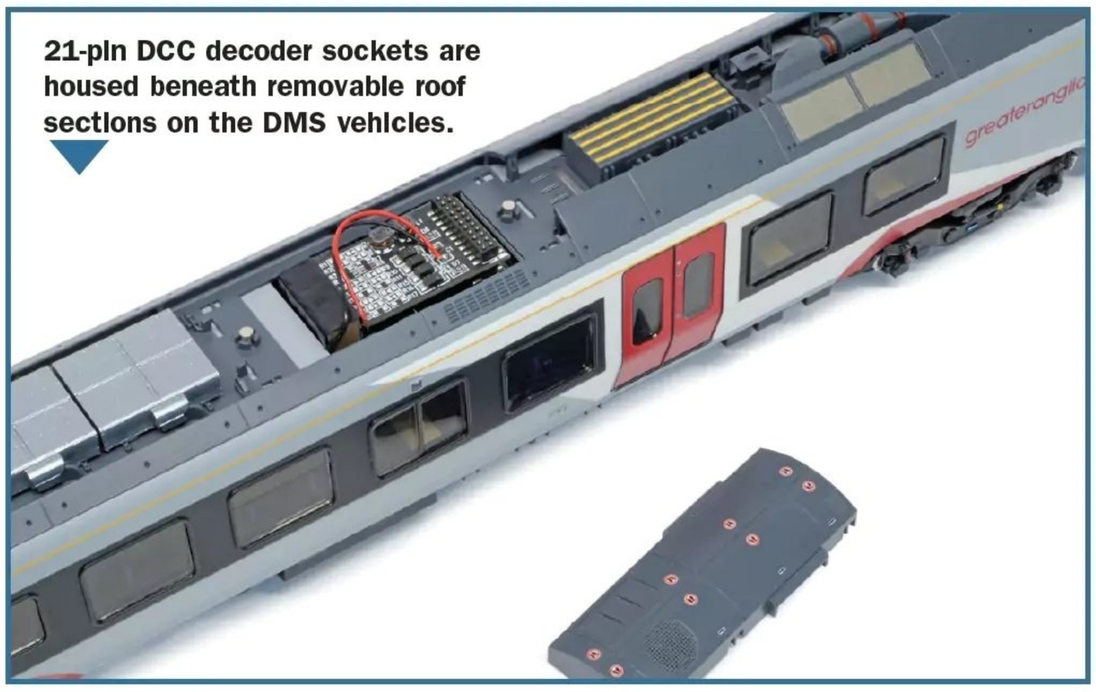


Working Dellner couplings permit multiple operation.

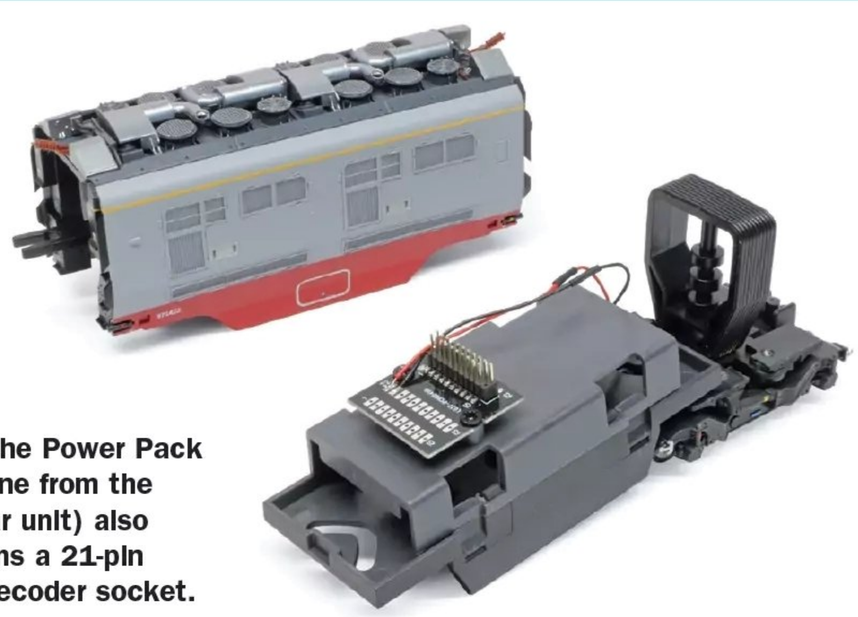


The coaches are coupled by this clip-fit system inside the corridor connections.





21-pin DCC decoder sockets are housed beneath removable roof sections on the DMS vehicles.



The Power Pack (this one from the four-car unit) also contains a 21-pin DCC decoder socket.

PROTOTYPE VIEW Class 755 FLIRT



Three-car unit 755 336 passes Beeston Regis, forming the 12:36 Greater Anglia Norwich-Sheringham service on 19 June 2022. *Photo: Glen Batten*

Prototype information

Greater Anglia won the East Anglian train operating franchise in 2016 with a commitment to replace the entire fleet of rolling stock, principally with the FLIRT units ordered from Stadler. The 12-car Class 745 Electric Multiple Units would take over from the Class 90 locomotives, Mk.III coaches and Driving Van Trailers on the Liverpool Street to Norwich express services, while the bi-mode Class 755s were to replace the Class 153, 156 and 170 Diesel Multiple Units on local and regional services.

Stadler constructed 38 Class 755s in Switzerland and Poland between 2018 and 2020, consisting of 14 three-car units (classified 755/3) and 24 four-car sets (Class 755/4). They can operate either on electric power from the 25kV overhead wires, or using diesel power from the Deutz engines in the Power Pack vehicle – with four engines in the Class 755/4 and two in the Class 755/3.

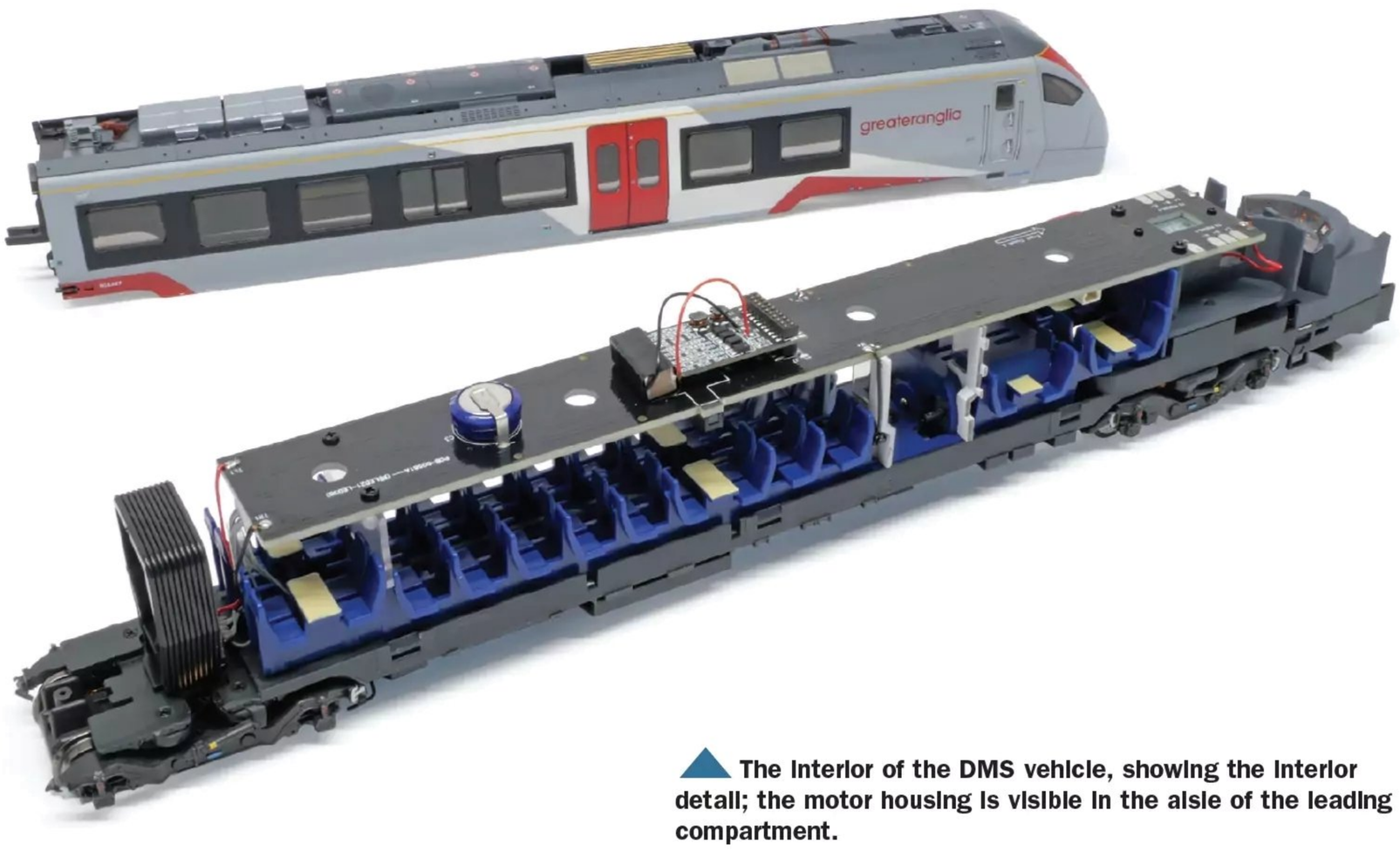
The first unit was delivered to Britain in November 2018, and the class entered revenue-earning service in July 2019. They are used on Greater Anglia secondary routes and branch lines, including the Wherry Lines (Norwich to Great Yarmouth), the Bittern Line (Norwich to Sheringham), Ipswich to Ely, and the Felixstowe and Sudbury branches, as well as working in multiple on the main line from Norwich to London.

The front ends look spot-on, complete with Dellner couplers that can be connected, allowing the models to run in multiple as the prototypes sometimes do – although we found them very difficult to disconnect again, and unfortunately, partly scraped off the finely printed warning symbols from one coupler of each model in the process.

The roofs bristle with fine detail, all of which is correct, as far as could be ascertained – relatively few pictures online show the real things from elevated viewpoints. Correctly, the Power Pack on the three-car unit has just two exhausts, set diagonally opposite, while that on the four-car set has four, reflecting the different numbers of engines in the prototypes. The PTS vehicles have very finely detailed, plastic pantographs, which the manufacturer describes as 'posable'; they are sprung, but only lightly, and not strongly enough to run against an overhead wire.

The bogies are equally well detailed, with brake discs on the wheels, suspension systems and yaw dampers, though the latter are the subject of one minor error: on the bogies between the PTS/DMS and the Power Packs, both pairs of dampers slope in the same direction when they should slope in opposite directions, suggesting that the bogies permanently attached to the Power Packs have been fitted the wrong way round.

Supplied separately for the modeller to fit are a set of sand pipes, and the dampers that connect the vehicles; in the case of the latter, there are full or partial versions, the former being



The interior of the DMS vehicle, showing the interior detail; the motor housing is visible in the aisle of the leading compartment.





The Power Pack of the four-car unit. Also visible here are the partial representations of the dampers between the coaches.



Roof detail is impressive, and the Greater Anglia colour scheme has been applied well.

suitable only for static display, while the latter allow the model to operate and have been fitted for photography, along with the sand pipes.

The interior is, for the most part, very impressive, with the seats complete with fine armrests, though at the outer end of each DMS, the motors are mounted inboard of the bogies, meaning that they take up part of the aisles between the seats in the leading passenger compartments. This is because the enclosed compartments behind the driving cabs – which might have seemed to offer ample space to hide the motors completely – house pre-fitted sound speakers. However, it's not really a major issue – there have been far more intrusive mechanisms in model multiple units than this – and Hornby does deserve credit for powering the models correctly, rather than perhaps hiding the motor in the Power Pack, for it is the leading bogies on the DMS vehicles that drive the prototypes.

Decoration is virtually flawless, with the Greater Anglia livery applied crisply and accurately; some very slight fuzziness could be seen between the grey, black and white areas in places, but only on extremely close inspection, and it's probably as good as can be expected when masking such a complex livery. The four-car unit also had a couple of tiny scratches, one of which had slightly chipped a running number, but neither was serious.

Mechanism, performance & lighting

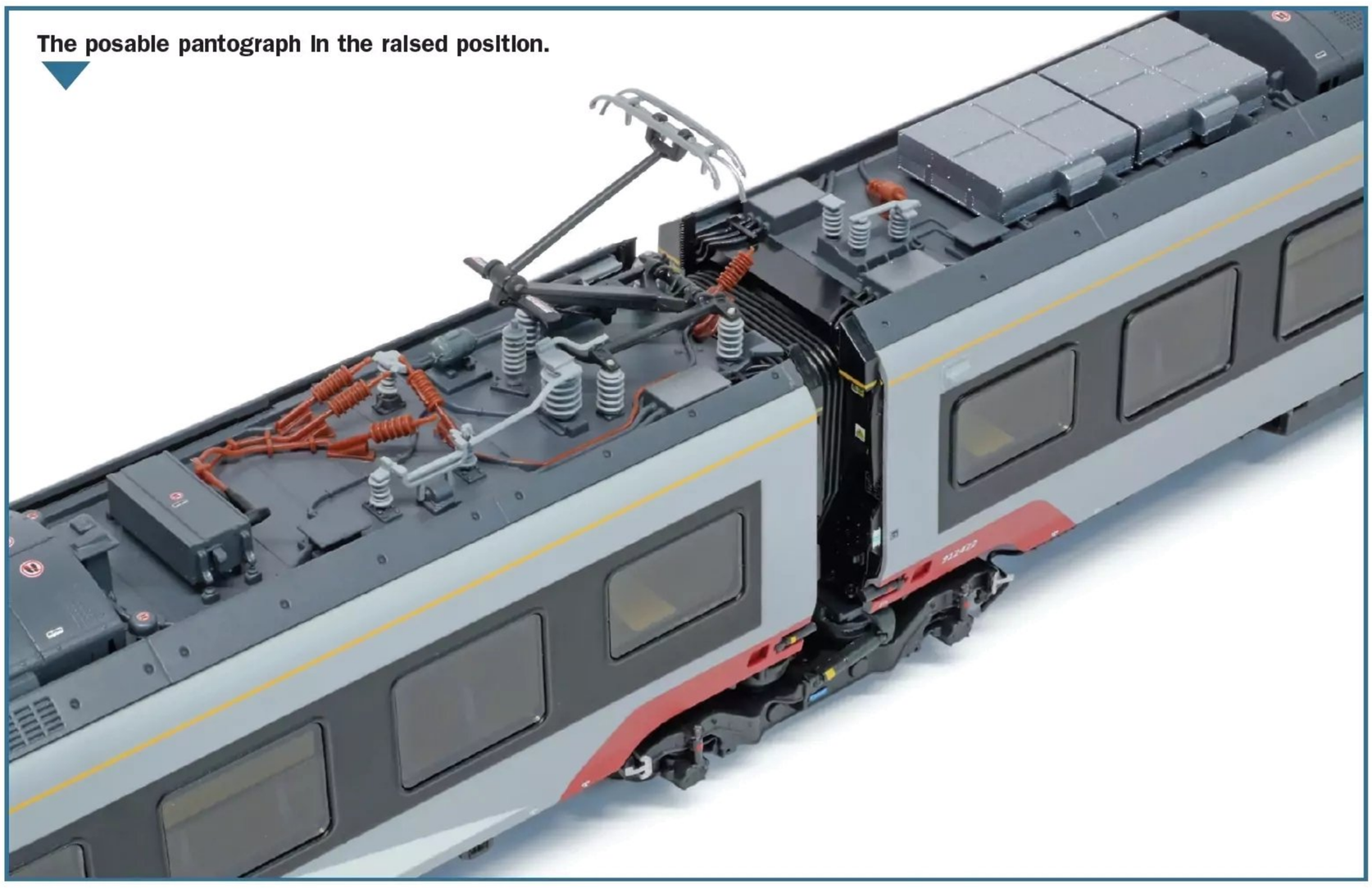
As mentioned above, the leading bogie of each DMS is driven, by a five-pole skew-wound motor. Provision for DCC consists of three 21-pin sockets, one inside the Power Pack and one in each DMS, the latter beneath detachable roof sections held in place with magnets. As well as the aforementioned speakers in each DMS, provision is made within the PP for a speaker, allowing the prototypical sounds of the diesel engines and electric traction motors to emanate from the correct parts of the train.

The models feature full interior and directional lighting, which operates when power is applied to the track on 12V dc analogue control, while the fitting of the manufacturer's HM7000 digital decoders allows the headlights to be switched between night and day mode, as well as adding cab interior, footstep, and door opening lights.

The destination displays in the passenger saloons do not illuminate – although they do have pieces of black Neoprene behind, which suggests that this may have been the original intention – but it would therefore have looked better if the displays had been printed brighter, perhaps with decals like those applied to the Class 802/2 reviewed in the March issue.

Both models were beautifully smooth, quiet and controllable under 12V dc operation, and the lighting looked very impressive, especially when running in darkness – although some light bleed was then visible from the back of the panel housing the top headlights.

There appears to be some sort of stay-alive system installed, because after only a fairly short period of operation, the interior lights and cab destination displays stayed on – albeit dimly – even when power to the track was off, and both models stayed so illuminated for a good half-hour after being removed from the rails!



The posable pantograph in the raised position.

Attractive FLIRT

When the Class 755s entered service in 2019, Greater Anglia staff gave them



The four-car Class 755/4 model (train pack ref.R3964) presented as unit 755 422.



The Power Pack of the three-car unit: note that, as per the prototype, it has only two exhausts instead of the four on the longer set.

the irreverent nickname of ‘Basils’ – as in Basil Fawlty – because of their many initial faults. This may have been a little unfair – after all, new motive power often has teething troubles, with the Britannia Pacifics being a notable example from an earlier period of East Anglian railway history – and within a short time, the bi-mode FLIRTs had settled down to the point where, in 2022, they won an industry award for being the most reliable trains of their type in the country, for the second year running.

Like their prototypes, our Hornby FLIRTs have a few niggling faults, but no more than can occur on any new model – and overall, the manufacturer has done an outstanding job of bringing this most modern of multiple units to model railway metals.

Samples supplied by

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

PRICE
Ref.R3963 – £399.99
Ref.R3964 – £449.99

BR Class 02 0-4-0DH from Heljan





It was reported in our November 2020 issue that the Danish manufacturer Heljan was to develop models of the British Rail Class 02 0-4-0 diesel-hydraulic shunter in both OO and O gauge from all-new tooling, with examples of the smaller-scale version having now arrived with stockists.

Built by the Yorkshire Engine Co. for dock shunting and goods yard duties in northern England, these locomotives – with a wheelbase of just 6' – were able to tackle sharply curved lines in streets, docks, warehouses and factories, and even use traditional wagon turntables. They were designed as a direct replacement for the ex-Lancashire & Yorkshire Railway 'Pug' 0-4-0STs working dock lines in Liverpool, Manchester and beyond. As the work for which they were built vanished in the 1960s, many of the 20-strong class of BR examples found further work in industry, with some surviving well into the 1980s before being rescued for preservation. The locomotives were highly regarded by crews for their Rolls-Royce engines, all-round visibility and unique (for a BR locomotive) rear platform for shunting staff.

Five versions form the initial suite of releases in OO, covering BR and industrial guises: D2861 in BR green with red bufferbeams (ref.2840); D2864 in BR green with yellow bufferbeams (ref.2841); 02 004 in BR weathered green, minus insignia, with red bufferbeams (ref.2844); AY1021 in Arnott & Young yellow (ref.2847); and ex-D2868 *Sam* in industrial green with weathered/faded finish (ref.2850). Two more have been produced as part of the Gaugemaster Collection: *Diane* in Redland livery (ref.GM4240401) and 02 005 in BR blue (ref.GM4240402) – available either direct or through its dealer network.



The Class 02s were the only BR diesels to sport a rear platform.

Our samples in detail

For review we received a selection of BR and industrial guises. The livery application and printing across all three of these colour schemes is very good – the wasp stripes being particularly worthy of note, with no fuzziness between the black and yellow lines – although the overhead warning sign on the rear of the cab is translucent, with the stripes showing through. Lettering is clean and crisp, extending to renditions of the builder's plates on the BR examples – which almost give the impression of being separately fitted etched parts. There are no printed renditions of the Yorkshire radiator plates: instead, etched versions are provided for the modeller to fit.

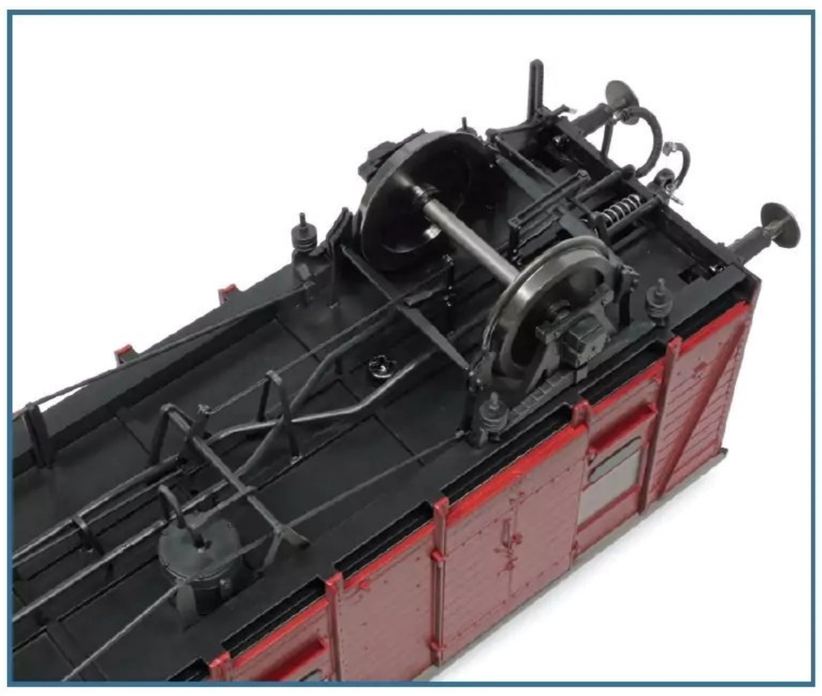
Construction comprises die-cast metal for the chassis block and body frame/running plate, with injection-moulded plastic accounting for much of the upper works – with details such as the bodyside grilles and access panels moulded in relief. Overall weight is 119g, despite its diminutive size.

Handrails are formed from metal wire, with the rear platform railing (complete with lamp iron) produced in durable plastic. The commendably fine radiator grille is a separate metal etch, as are the bufferbeam-mounted lamp irons and windscreen wipers. Flush glazing affords a clear view of the furnished cab interior, complete with painted control desk, handbrake wheel and round pedestal seats. Below the frames are fine renditions of the brake assemblies (complete with brake shoes



Southern Railway CCT from Heljan





Heljan has also delivered its latest ready-to-run O gauge item of rolling stock to be developed from all-new tooling – the Southern Railway PLV (Passenger Luggage Van)/PMV (Parcels & Miscellaneous Van) and CCT (Covered Carriage Truck), plans for which were outlined in our November 2022 issue.

Introduced by the South Eastern & Chatham Railway in 1919, the PLVs were a series of long-wheelbase four-wheel vans designed to convey parcels, mail and luggage traffic. The design proved to be a huge success, and the Southern Railway constructed a number of similar vehicles (later reclassified as PMVs following Nationalisation), featuring additional side ventilators and chalkboards, with some equipped for pull-push operation. Further examples were constructed with end doors – these vehicles being designated CCTs – for transporting motor vehicles. All types saw revenue-earning service into the mid-1980s, and, like most Southern parcels stock, could be seen on various workings from branch line



The front fixing screw for the body is under the headlamp on the bonnet.

set in line with the wheel treads), sanding equipment and air reservoirs – all of which have been produced as separate fittings.

The bufferbeams – which are formed from injection-moulded plastic – are supplied furnished with vacuum pipes and lifting eyelets, with three-link couplings and hooks provided as part of the supplied accessory bag. Buffer heads are plastic and not sprung. Cut-outs allow for the installation of tension-lock couplings, with self-centring NEM pockets provided for the user to fit; these attach to the underside of the chassis block by means of a single mounting screw. Decorated infills are provided, but we found these to be a rather poor fit, having been designed to stand proud, rather than flush – with some not even fitting the opening. There is also a noticeable difference in colour between these parts and the rest of the beam. Interestingly, the bufferbeam assembly as a whole is a separate fitting (attached to the underside of the chassis block by two screws); a better option may have been to include fully furnished versions of each beam, allowing the originals with openings to be swapped out, in a similar way to that offered by other manufacturers.

Outer bufferbeam marker lights illuminate when power is applied, displaying a prototypical shunting lamp code at both ends (left white and right red). Central, bonnet and cab-mounted lamps are decorative and do not function. Cab interior lighting is also present; this can be switched on/off independently via a magnetic switch located just in front of the cab, using the magnetic wand tool provided. Lighting functions can be controlled independently via digital control, using F0 (marker lights on/off) and F2 (cab lights on/off).

Mechanism and performance

The model is equipped with a flywheel-fitted coreless motor, housed within the bonnet, providing drive to the rear axle. Current is transmitted to the motor through a split chassis design, with the current collected from all the wheels via brass bearings.

Each model is supplied for 12V dc use; a Next18 decoder interface is located atop the motor for those wishing to equip the model for digital operation. Provision for sound is by means of a factory-fitted 15mm x 11mm 'sugar cube' speaker, which is present beneath the control desk in the cab.

The decoder and mechanism can be accessed by removing the body: this is held in place by three screws, the first two positioned below the cab, with the third located under the decorative headlamp atop the bonnet. Once disengaged, the bonnet and cab can be carefully lifted away.

On test, the model was found to be very smooth and quiet in operation, with good slow speed performance – the gearing ratio being very much suited to these shunting locomotives. It was comfortably able to haul five Pullman cars round the Pecorama loft layout, with its 1 in 48 gradients and 3' radius curves.

Little and large

Despite a few shortcomings, Heljan has really proved itself with these impressive little shunters. If some of the minor observations detailed here were to be addressed for future production runs, then this would make what is already a very good model, even better. It will also be interesting to see how these compare to the firm's 7mm scale releases, which – at the time of writing – are due imminently; we hope to appraise an example in due course.

Samples supplied by

HELJAN A/S,
Rebsagervej 6, DK-5471
Søndersø, Denmark.
www.heljan.co.uk

UK office for spares and retailer returns – Gaugemaster House,
Ford Road, Arundel,
West Sussex
BN18 OBN.
www.gaugemaster.com

PRICE
£169.95 each



passenger to continental boat trains, from Cornwall to the Scottish Highlands, with some examples remaining in departmental service (though often modified) into the following decade. A large number have been preserved.

No fewer than 13 versions form the first series of releases, with the Heljan tooling suite covering the three main variations in the timber bodywork (even or uneven planked, or plywood bodies), and roofs with or without vents. Seven versions of the PLV/PMV are available: SR Maunsell Olive green (ref.9150); BR crimson (ref.9151); BR(S) green (ref.9152); BR blue (ref.9153); BR blue with weathered finish (ref.9154); BR Gulf red (ref.9155); and BR crimson Cycle Van (ref.9156).

The CCT is offered in the six following liveries: SR Malachite green (ref.9170); BR crimson with weathered finish (ref.9171); BR(S) green (ref.9172); BR blue NOV (ref.9173); BR Departmental Olive green (ref.9174); and BR blue (ref.9175). Further details about the liveries, including running numbers, can be found in the manufacturer's 2025 catalogue.

For review, we received a sample of CCT S1765S (ref.9171) – an even-planked vehicle with no roof vents, in weathered BR crimson. Printing of all the lettering and tare markings is clean and crisp, including those on the solebar and renditions of the cast SR number/builder's plates. The factory weathering is nice and subtle, with various tones employed in areas such as the roof and around the running gear; this could no doubt be enhanced further with various powders and weathering methods if desired.

With the model tipping the scales at 410g, construction consists largely of plastic components detailed with separate factory-fitted moulded and etched metal parts – including lamp irons and grabrails (formed from fine metal wire). The window frames are moulded in relief, with separately fitted bars on the reverse side of the glazing. Headstocks are furnished with pre-fitted vacuum brake and steam heat pipes (continuations of these pipes run the full length of the underside) and functional screw-link couplings, with sprung drawgear. Buffer heads are metal and also sprung.

The ends of the vehicle – which sport the characteristic end doors – have been produced from a separate tool. This well thought out design choice allows for both the CCT and PLV/PMV to be produced from the same body tooling. The fit of these parts is near indistinguishable from the rest of the body, with a similar process used for the side doors, which feature moulded renditions of the grab handles, latches and strap hinges (complete with bolt detail).

Below the solebar are fine depictions of the truss rods, leaf springs, and W-irons which are equipped with functional sprung axleboxes, housing metal wheelsets fitted within brass bearings; the axlebox covers are legibly embossed 'S.R'. The braking system is also well represented, with depictions of the vacuum cylinder, brake pull rods, safety loops and brake shoes – the majority of which are separately fitted parts. Steps for the side doors, and solebar gussets, are supplied for the modeller to fit.

These characterful vans will doubtless prove popular with Southern Railway and post-Nationalisation era modellers alike, joining the firm's growing stable of parcels vehicles which so far includes the BR Mk.I CCT (reviews, January 2023), Mk.I Brake Gangwayed, and General Utility Van (reviews, September 2024).

Sample supplied by

HELJAN A/S
(as above)

PRICES
Pristine £199.99
Weathered £219.00

Cartic-4 car carrier from Revolution Trains



The Revolution Trains Cartic-4 in Silcock & Collings orange & cream livery.

The latest ready-to-run rolling stock project from Revolution Trains has come to fruition, with the delivery of its suite of N gauge Cartic-4 car carriers, plans for which were announced in our May 2021 issue.

Designed jointly by British Rail and the Ford Motor company, the first of the main production fleet entered service in 1966. The wagons featured a double deck and operated in fixed four-car sets sharing five bogies, with the centre three articulated. In all, more than 500 sets were built, some of these being employed by BR on its Motorail services, with the majority used by transportation companies MAT (Transauto) and Silcock & Collings for new car deliveries for Ford and other companies.

From 1982, in response to increasing problems of vandalism and damage caused in transit, side screens and roofs were fitted – MAT opting for 'expamet' mesh side screens, with Silcock & Collings trialling fibreglass panels on its fleet, some of which also received roofs. In the mid-1990s, MAT was acquired by STVA and its versions were painted in STVA pale grey livery. The last of the double-deck Cartic-4s was withdrawn in the mid-2000s.

The Revolution Trains tooling caters for each of the aforementioned configurations, with 14 different model pack options having been produced in the following colour schemes: BR Rail blue with original handrails and Motorail placards; MAT blue with MAT Transauto/MAT branding; unbranded Silcock & Collings orange; Silcock & Collings orange and cream with fibreglass panels (with or without roofs); MAT blue with 'expamet' mesh side screens; and STVA grey with mesh screens.

For review we received samples of two packs: ref.RT-N-CAR4-101B in BR Rail blue with original handrails and Motorail placards, and ref.RT-N-CAR4-125B in Silcock & Collings orange & cream with fibreglass panels and roofs. Presented in an attractive lidded card box, the four-car formation is supplied in two pre-connected half sets. Pegs on the underside of each car clip into floating connector plates on the articulated bogies. Two different spacing options are provided, catering for those with tighter 'train set' curves.



The Silcock & Collings versions feature separate representations of the fibreglass roof panels.

The models make extensive use of metal castings for the majority of the superstructure, to maximise weight – the four-car sets tipping the scales at 76g (Motorail) and 103g (Silcock & Collings). Photo-etched metal parts are used throughout, including (but not limited to) super-fine renditions of the access ladders, deck connector plates, and upper road deck. Much of the period/prototype specific fittings – such as the mesh side screens and fibreglass panels – are also etched. Particularly worthy of note are the commendably



The British Rail blue livery with Motorail branding.

IHA-F covered steel carrier from Revolution Trains

Revolution Trains has also received stocks of its IHA-F covered steel carriers in OO, plans for which were announced in our October 2023 issue.

The first batch of 48 wagons was built by Fauvet Girel in 1991, registered in France and given the UIC code 'Sfhimmns', the 'f' signifying that they fitted the British loading gauge. Further batches were constructed in 1993, 1998 and 2001-2, bringing the total to 250 – almost all of which are still in service, conveying steel to destinations across the country, from Port Talbot to Middlesbrough, and through the Channel Tunnel to France and Belgium.

Revolution has produced no fewer than 16 examples for the initial release, each with different running numbers, with tooling accounting for the minor detail variations between batches: four in 'as-built' condition with brown handrails, four with domestic traffic HT markings, four with domestic traffic H dot markings, and four in current refitted condition with Ernewa branded canvas hoods. An example of the latter version (ref.RT-OO-IHA-404A) was received for review.



The model consists largely of finely moulded plastic components, decorated with numerous separately fitted plastic and etched metal parts. Buffer heads are plastic, but sprung.

Most impressive is the moulded rendition of the canvas hood, which convincingly mimics the creases and ripples of the material, stretched over its supporting framework.

The end-mounted locking mechanism has also been reproduced faithfully, with the claw-like latches and grab handles produced as fine photo-etched

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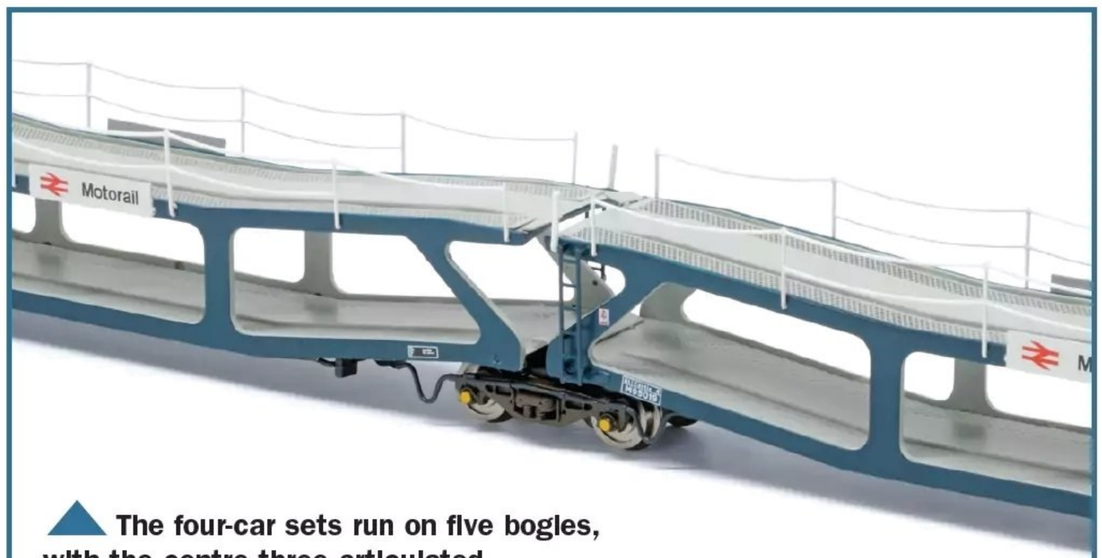
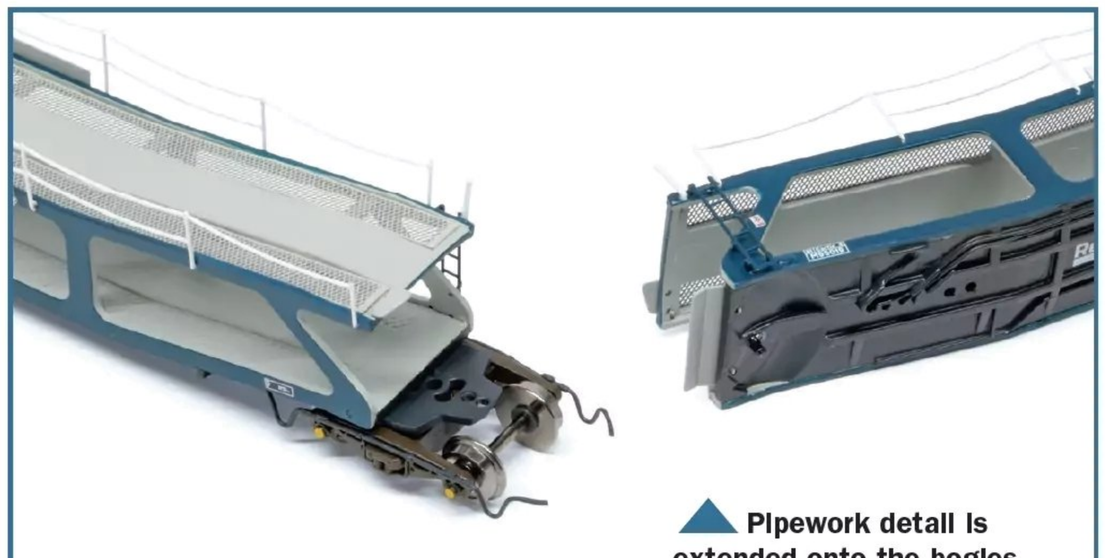


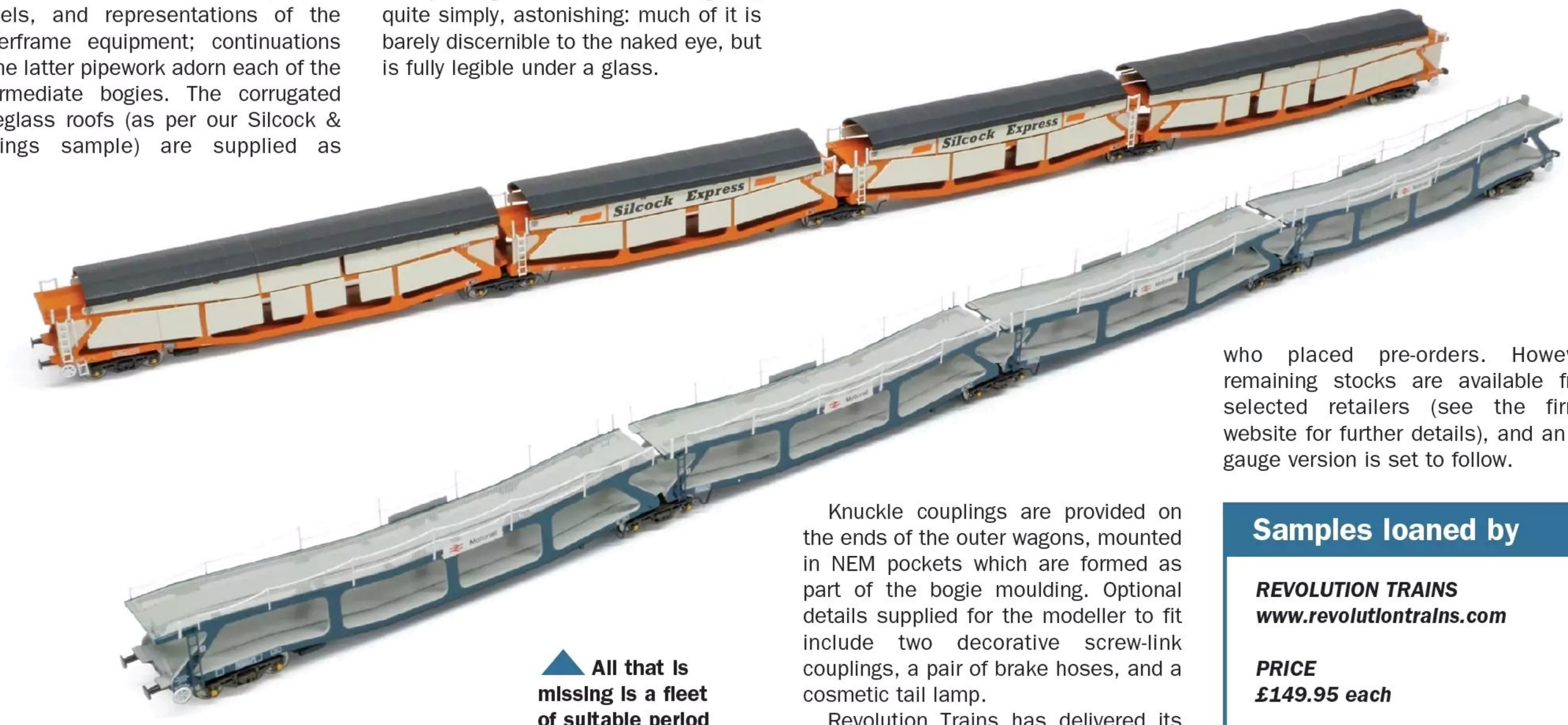
▲ The four-car sets run on five bogies, with the centre three articulated.



▲ Pipework detail is extended onto the bogies.

fine depictions of the upper deck railings on our BR Motorail example.

Other fine details present include separate metal wire handrails, brake wheels, and representations of the underframe equipment; continuations of the latter pipework adorn each of the intermediate bogies. The corrugated fibreglass roofs (as per our Silcock & Collings sample) are supplied as separate plastic fittings and are a simple friction fit – although two of those on our sample were distorted. The printing of the data markings is, quite simply, astonishing: much of it is barely discernible to the naked eye, but is fully legible under a glass.



▲ All that is missing is a fleet of suitable period motor vehicles.

Knuckle couplings are provided on the ends of the outer wagons, mounted in NEM pockets which are formed as part of the bogie moulding. Optional details supplied for the modeller to fit include two decorative screw-link couplings, a pair of brake hoses, and a cosmetic tail lamp.

Revolution Trains has delivered its allocation of these models to customers who placed pre-orders. However, remaining stocks are available from selected retailers (see the firm's website for further details), and an OO gauge version is set to follow.

Samples loaned by

REVOLUTION TRAINS
www.revolutiontrains.com

PRICE
£149.95 each

OO

metal fittings. The mesh deck of the end platform is also etched, as are the plethora of eyelets, lashing points and frame-mounted data panels. The concave platform railings are produced in fine durable plastic. The Y25 fabricated bogies are equipped with free-rolling metal wheelsets on pin-point axles; the manufacturer specifies that these can be swapped for P4 or EM versions using 26mm axles, with the brake blocks all adjustable to accommodate this. Sprung self-centring NEM pockets are mounted to the underside of the chassis, with slimline tension-lock couplings fitted as standard. Optional air pipes are provided for the modeller to fit if required.

Printing is first class, right down to the numerous small inscriptions and warning markings – all of which are written in French.

These intercontinental wagons will be certain to complement the firm's forthcoming ready-to-run models of the CBD90 Tata battery hybrid shunting locomotives in OO, these machines being employed at both Port Talbot and Scunthorpe steelworks.

The manufacturer is also currently developing versions of the wagon in 2mm scale – we hope to bring you a full review of these in due course.





Sample loaned by

REVOLUTION TRAINS
www.revolutiontrains.com

PRICE
£48.95 each

New Bulleid wagons from Irish Railway Models

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Accurascale IRM (Irish Railway Models) has received stocks of its latest variants in a series of OO gauge Irish wagons designed by Oliver Bulleid – the Córas Iompair Éireann 12-ton H van and grain wagon.

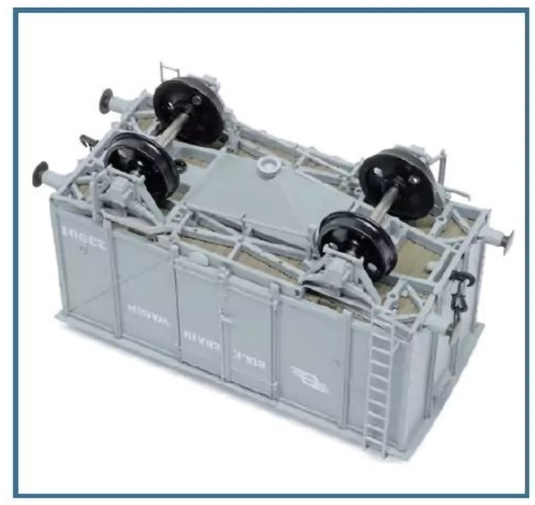
Under the tenure of Oliver Bulleid as its Chief Mechanical Engineer, CIÉ embarked on a programme of rolling stock renewal in the early 1950s, introducing several types of goods vehicles, based on standard two-axle chassis with a 10' wheelbase to Bulleid's patented triangulated design. One such vehicle was the 12-ton H van, with the design soon established as CIÉ's standard covered wagon, which could be seen across the entirety of the network.

By 1953, over 1,300 unfitted examples had been outshopped by Inchicore Works, these being joined by 219 wagons equipped with vacuum brakes – distinguishable in appearance by the presence of brake wheels (rather then the usual lever) – with a further 99 H vans later retrofitted with vacuum brakes between 1961 and 1962. (Accurascale IRM has modelled the vacuum-fitted vehicles.)

One of the more distinctive wagon types to appear was a series of bulk grain hoppers. Also of 12-ton capacity, these were a direct development of the H vans, distinguishable by the presence of roof-mounted walkways and manholes, with access ladders on the bodysides and an unloading chute between the frames. 56 of these were initially constructed by Inchicore in 1955, but the level of traffic led to several standard H vans being converted in the following years, with a total of 49 vans adapted between 1961 and 1964.

Both vehicle types remained in traffic well into the 1970s, the H vans being withdrawn following the introduction of more modern bogie stock optimised for trainload 'liner' operations, while in the case of the grain wagons, their intended traffic ceased altogether.

Supplied as triple packs, for review we received a sample of a CIÉ Bulleid H van pack (ref.IRM1279), containing Nos.18687, 18695 and 18703 in brown with CIÉ roundel, and a CIÉ Bulleid bulk grain pack (ref.IRM1285), comprising Nos.23901, 23928 and 23934, in CIÉ grey with 'flying snail' motif.





The profile of each van body has been captured well and moulded finely, with crisp representations of the vertical metal stanchions, diagonal bracing and plethora of bolt detail. Particularly worthy of note are the fine depictions of the door locking mechanisms and etched metal lamp irons – all of which are separately fitted. The distinctive roof furniture of the bulk grain wagon has not been overlooked, with the walkways and associated access ladders produced as etched metal fittings.



Livery application is excellent, with the printing of all lettering and tare markings clean and sharp, and the H vans featuring the characteristic 'VAC BRAKE' wording on the body sides. The solebars are adorned with convincing depictions of cast numberplates – each having been produced as separate fittings. Naturally, the overall pristine finish would benefit from a spot of weathering, to replicate the true look of these wagons in service.

The tooling shares the same common triangulated four-wheel chassis as the firm's previously released Bulleid 12-ton corrugated opens (see reviews, September 2024), and LB and Permanent Way Department 12-ton flat wagons (reviews, October 2024), though suitably furnished with additional details specific to each vehicle: the H vans feature fine depictions of the vacuum brake system – complete with separately fitted pull rods, metal wire safety loops and handbrake wheels – and the bulk grain wagon incorporates its characteristic unloading chute between the frames. Moulded in plastic, the intricate lattice design features fine depictions of the W-irons and axleboxes, with the internal metal weight cleverly disguised as the planked wooden deck – this being fully decorated and visible on the underside of each vehicle. Axleboxes are equipped with extremely free-rolling, chemically blackened metal wheelsets housed in brass bearings, whilst buffer heads are turned metal and sprung.

Slimline tension-lock couplings are fitted as standard, mounted in NEM pockets attached to the underside of the floor. Long-pronged versions of these couplings (supplied with adaptor collars) are provided as part of the accompanying accessory pack, in addition to optional scale instanter couplings.





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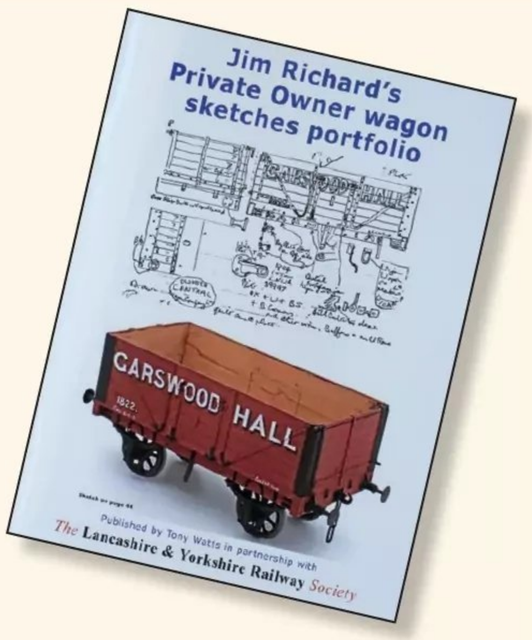
£82.50 per triple pack

Book Reviews



Jim Richard's Private Owner wagon sketches portfolio

Tony Watts in partnership with The Lancashire & Yorkshire Railway Society

Here's an unusual book. From a virtual desert of information a couple of decades ago, we now have almost an overabundance of Private Owner wagon information, but this is a little different. Aside from models, there are no photographs of wagons: instead, we are presented with the work of a single man out in the field with a notebook and pencil – what some may describe as the ultimate old-school approach to research.

Jim Richards had a loose association with the railways, with even a brief dalliance as a driver in 1926, though he spent most of his years in the farming industry. Beforehand, during the 1920s and 1930s, he spent time studying the humble wagon and noting every detail. We can assume that no camera was available to him, so the detail was entered meticulously into a notebook in pencil. It is these notes that are presented here.

It should be understood that these are quite a way from the drawings that graced these pages for many years: those were scaled and draughtsman-drawn. These are literally sketches with accompanying annotations. They are presented in landscape form at two to a page and, although no scale is given, the reproduction is fairly close to 4mm:ft. The annotations are largely incursive and detail the lettering on the maker's plates. Scrap details of these and other fittings are shown, again, not to scale. At the foot of most of the drawings are what I took to be overall dimensions. Again, assumptions are to the forefront and I presume that these are over-bufferbeam measurements. Plank depths are also clearly marked, and it is interesting to note the difference in these across the wagon – often decreasing from top to bottom. Naturally for the time, all measurements are in feet and inches.

The question is, could these be used as the basis for modelmaking? The answer is obviously yes, as Jim's 7mm models built from the drawings are illustrated on the inside covers and on pages 1 and 96. Whether the modern eye would be prepared to work from the drawings is possibly more of a pertinent question.

This is a fascinating presentation of one man's research, and the drawing enthusiasts (yes, they exist!) will have plenty to drool over here, but more than that, it is an illustration of how we used to do things in the very early modelmaking days, and possibly points out how lucky we are now.

CF

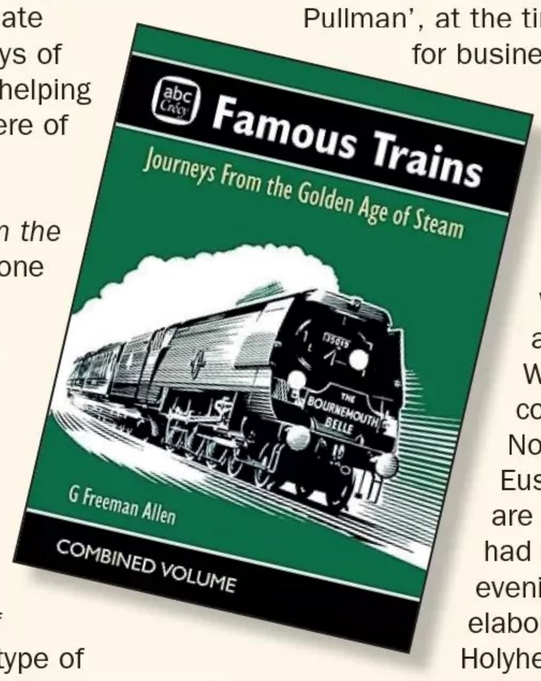
The Lancashire & Yorkshire Railway Society
www.lyrs.org.uk

295mm x 210mm, 96pp
Softback, £18.00
ISBN 978 1 9162551 5 9

abc Famous Trains

Journeys from the Golden Age of Steam – G Freeman Allen

A new book from Crécy Publishing will provide a source of nostalgia for those fortunate enough to have experienced the days of BR steam-hauled expresses, while helping to capture the sights and atmosphere of that era for those of a younger generation.



Abc Famous Trains, Journeys from the Golden Age of Steam combines, in one volume, eight abc guides, each covering a particular British named train. Written by prolific railway author G Freeman Allen, they were brought to print by Ian Allan Publishing in two batches in 1955-56.

The guides contained both information for the dedicated rail enthusiast – such as the legions of trainspotters of that era – and the type of information on history, landscape and commerce of the areas traversed that had appeared in the ground-breaking 1924 Great Western Railway 'Through the Window' guide to the journey from Paddington to Penzance. The maps of the journey were similarly shown in linear form down the sides of the pages – something now again recognisable, albeit in digital form, for users of sat-navs!

The 'Cornish Riviera Express', the focus of that GWR 1924 guide, again features as No.3 in the abc series, but also appearing as No.1 is the 'Elizabethan' – renamed in the 1953 Coronation year from the 'Capitals Limited' – which the book hails as 'The World's Longest Daily Non-Stop Run' on its journey along the East Coast Main Line from London King's Cross to Edinburgh Waverley.

No.2 is the 'Royal Scot', along the West Coast Main Line from London Euston to Glasgow Central over Shap and Beattock; No.4 is the 'Atlantic Coast Express' from London Waterloo to various termini in Devon and North Cornwall; No.5 is the 'South Wales Pullman', at the time a recently introduced service for businessmen from Paddington to Swansea; No.6 is the 'Queen of Scots', another Pullman service running from London King's Cross to Glasgow Queen Street via Leeds, Harrogate and Edinburgh; No.7 is the 'Royal Wessex' and 'Bournemouth Belle', also covering the route to Weymouth but mentioning connections to Swanage too; and No.8 is the 'Irish Mail', from London Euston to Holyhead, where readers are told that until recently the mails had been handed over at Euston each evening by Admiralty officials in an elaborate ceremonial ritual, and that at Holyhead a watch set to Greenwich Mean Time was handed to the connecting ship's crew as part of their authority to carry the mails on to Dublin.

Although there is a little bit of repetition on such matters as how to calculate the train's speed by observing mileposts, and also owing to some of the routes overlapping, it is a fascinating window on a vanished world when a complex rail network covered the country, and an insight into how much, or little, some locations have changed in the past 70 years.

SA

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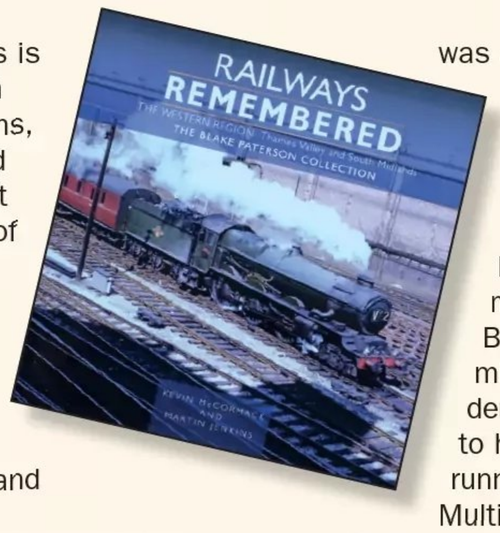
Railways Remembered: The Western Region, Thames Valley and South Midlands

Compiled by Kevin McCormack & Martin Jenkins



It would be very easy to say that this is yet another in a long line of Western Region transition period photo albums, and leave it at that. While this would be a fair description, it would lump it in with the Bradford Barton albums of days gone by, which it isn't. It is, however, yet another collection of a single photographer's work, of which there are an increasing number, though where this differs is the approach of both the original lensman and the compiling and publication team.

The main difference between this book and the Bradford Bartons is twofold: first, its sheer size. Coming in at a whopping 250mm square pushes it into the realms of 'coffee table book' size. Secondly, while many older, and even more recent, photo albums are a mix of monochrome and colour, this contains over 150 full colour images, most reproduced at full page size. These are accompanied by medium length captions which are descriptive, though untechnical.

The other noticeable difference is the photographer's angle: this is an album of railway photographs, not locomotive photographs, and while there are no shots completely devoid of motive power, it is not always the main focus; indeed, in some cases, it falls very much into the background. This is a review in a modelling magazine, and therefore this is an important point. Most modellers aim to create an overall scene, while many photo albums focus on the motive power. Many of these images present a cracking overall view into what was a period of decline, and where the steam-age infrastructure, while still in place, was fading fast.

The period covered (1962-71), while commonly referred to as 'transition', could more accurately be called unexpected. Most modellers conveniently ignore that the BR corporate livery sprang forth in the mid-1960s, and this album demonstrates that it was just possible to have classic Great Western steam running alongside Hymeks and Diesel Multiple Units in full blue paintwork with double arrow logos.

This is very much a Western Region book: there is but one regional interloper featured and the diesels are firmly WR in origin. BR Standard locomotives are almost absent. What you do get is a panoply of GW steam from Kings to '1400s', most in the unclean livery of the time. It's delicious stuff!

This is a lovely book and, with many similar-sized volumes heading toward £40.00, it's remarkably good value. The usefulness to the modeller of this fascinating period cannot be understated.

CF

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Heljan reveals Deltic and Class 122 in TT:120

The Danish model railway producer, Heljan, has revealed that it is developing models for release in TT:120.

In what will be seen as a surprise move by many, this announcement follows the manufacturer's previous aborting of plans to release models of a Brush Type 2 diesel (Class 31) in this scale (see News, RM December 2022).

Signifying a renewal of its interest in the burgeoning British TT:120 market, Heljan recently published photos showing engineering prototypes for a Deltic diesel locomotive (later Class 55) and Class 122 railcar.

Whilst the Deltic will complement the East Coast Main Line steam locomotives and Mk.I coaching stock that are already produced by Hornby, the Class 122 railcar will be a suitable match for the existing suite of GWR laser-cut kits and accessories manufactured by Peco. Many modellers will no doubt look to exploit the potential that the railcar model offers for a compact Western Region branch line model, such as that suggested as part of our 'Competition Cameos' Plan of the Month article in the May issue.

The target Suggested Retail Price for both models is £199.99. Further details regarding liveries, identities, mechanical specifications and projected delivery dates will be published in due course.

www.heljan.co.uk





Engineering samples of the Deltic...

...and Class 122 railcar in TT:120.

Isle of Wight Steam Railway exclusive locomotive, carriages and station building by Bachmann in OO

The Isle of Wight Steam Railway (IoWSR) has joined forces with Bachmann Europe plc to commission a range of exclusive 4mm scale models focused on the locomotives, rolling stock and buildings to be found on this, the island's only preserved railway.

It was revealed in the April RM issue that Bachmann is producing OO gauge models in its EFE Rail range of 54' former London, Brighton & South Coast Railway carriages that were rebuilt and allocated to the Isle of Wight by the Southern Railway in 1936-39. Three of the prototype vehicles survived to be counted among the IoWSR fleet and two of them, nine-compartment third No.2416 and eight-compartment composite No.6349, feature in a coach pack commissioned by the railway from Bachmann.

Before being acquired by the IoWSR, No.2416 was included in the final BR steam-hauled working from Shanklin to Ryde on 31 December 1966, whilst No. 6349 was originally reserved for another preservation scheme following its withdrawal but ended up at the IoWSR when the other scheme foundered. Both coaches are regularly in service today, wearing the Southern Railway Malachite green livery in which they are depicted in the new exclusive twin pack. Each pack (ref.E86038) is priced £134.95 and delivery is expected at the end of 2025.

To provide fitting motive power, the IoWSR has also commissioned an EFE Rail OO gauge model of London & South Western Railway Adams O2 0-4-4T No.24 *Calbourne*, which was the first locomotive to be acquired by the embryonic steam railway in 1967 and is the only surviving member of a class which was ubiquitous on the island in later steam days. The prototype locomotive returned to service after overhaul in 2021, painted in the same Malachite green livery in which it is portrayed by the commissioned model (ref.E80513), which is priced £174.95.

To provide a suitable setting for the locomotive and carriages, the IoWSR has also commissioned an exclusive Scenecraft model of its Haven Street station building.

While the station itself was built for the opening of the Ryde & Newport Railway in 1875, the present station building was constructed after the Grouping by the SR in 1926, after the layout had been improved to allow for a passing loop with a new island platform.

The model depicts the building as modified in the 1930s, with a porch added to the entrance to the waiting and ladies rooms. Closed by BR in 1966, the station reopened as the IoWSR headquarters in 1971. The model is adorned with the building's current late SR paintwork, with Malachite green doors and signage, white window surrounds, brown timber framing and Southern Railway period posters. The model (ref.44-1013Z) is priced £79.95.

For further details, call 01983 882204 or visit:

www.shop.iwsteamrailway.co.uk



The exclusive EFE Rail model of LBSCR Third carriage No.2416 (top) and a Composite numbered as 6354, the same type as the preserved No.6349.



The EFE Rail model of O2 0-4-4T *Calbourne* meets the real thing.



The Scenecraft model of Haven Street station building.

Bachmann unveils Class 66 from brand new tooling in 00



Bachmann Europe plc has revealed that it has reached an advanced stage of development with an OO gauge Class 66 diesel locomotive from all-new tooling.

This announcement comes two decades after the release of the manufacturer's first iteration of this prototype (see review, RM July 2005). However, the new model will share nothing with its predecessor.

The extensive tooling suite caters for both the original, four-door locomotives introduced from 1998 and the 'low-emission' five-door machines that were built from 2004 onwards, alongside a plethora of detail differences to cover individual Class 66s at various points in their careers. These include different arrangements for the cab windows, headlight clusters, cab front handrail mounting points, cab interiors and sandboxes/brackets, amongst many others.

The roof and bodyside grilles are etched, the latter revealing interior detail and providing the ability to see right through the model. Other details of note include sprung buffers and rotating axle heads, whilst interchangeable front valances will be supplied with and without coupling cut-outs. Furthermore, each model will be supplied with a full set of decorated, version-specific bufferbeam pipework and accessory parts.

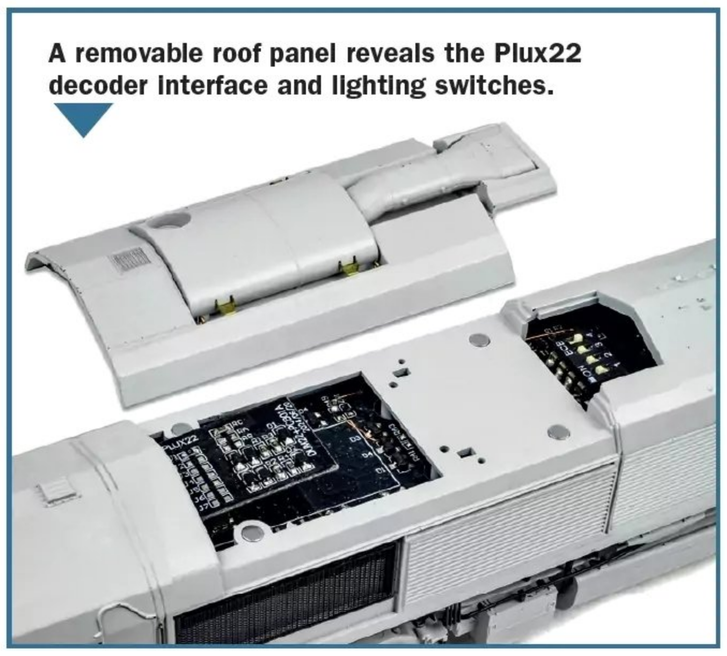
Designed for operation around curves of second radius (438mm) or greater, the model will be equipped with a five-pole, twin-shaft motor with two flywheels providing power to both bogies. Pick-up is from all wheels, and all axles are driven.

The models will sport a full complement of working lights, with directional lights which, on 12V dc analogue, can be controlled independently at either end, with a choice of day or night mode lights. Under digital control, there will also be individual cab lighting and engine room lights.

A Plux22 DCC decoder interface will be accessible via a removable roof panel that is held in place with magnets (and where the on/off lighting switches for analogue users are also located).

All models will come with a 'sugar cube' speaker pre-fitted, together with the manufacturer's 'Bach-Up' stay-alive system to provide uninterrupted power to prevent stalling, light flicker and interruptions to sound (on versions so equipped).

12 versions have been confirmed for the initial batch of releases, comprising 66 015 and 66 096 in English Welsh & Scottish maroon & gold; 66 515 and 66 606 in Freightliner green; 66 761 *Wensleydale Railway Association and* 66 777 *Annette* in GB Railfreight Europorte orange & blue; 66 847 *Terry Baker* and 66 850 *David Maidment OBE* in Colas Rail Freight orange & yellow; 66 304 and 66 422 *Max Joule 1958-1999* in Direct Rail Services Compass livery (small logo); 66 501 in 'Freightliner 60 1965-2025' green and 66 601 in 'Freightliner 60 1965-2025' orange. Each will be available DCC Ready (RRP £299.95), DCC Sound Fitted (RRP £339.95) or DCC Sound Fitted Deluxe (RRP £369.95).



A removable roof panel reveals the Plux22 decoder interface and lighting switches.

Sound Fitted and Sound Fitted Deluxe versions will feature two speakers and an ESU Loksound V5DCC decoder. (Both these versions are also operable under 12V dc analogue control, with engine start-up sequence and running sounds when power is applied.)

The Sound Fitted Deluxe versions will also come with tinted windscreen glazing and auto-release couplings fitted at both ends, which will provide DCC-operated, hands-free uncoupling with the press of a function button. This feature was first seen on the manufacturer's Class 31/1 model (see review, RM September 2024).

For further information, refer to the manufacturer's website:
www.bachmann.co.uk



Trains real and model at Bluebell Railway event

This year's Bluebell Model Railway Show, which is being staged by the 11-mile West Sussex heritage line on the weekend of 28 & 29 June, promises to bring together no fewer than 20 model railways, together with society displays and trade support (including Peco).

The model railway attractions (including *Mynydd Tatws* in OO9 by Jenny Kirk, *pictured*) will be split across two of the railway's stations – Sheffield Park and Horsted Keynes, with visitors able to journey between the two locations by steam-hauled train. Tickets (including train travel) will be priced £30.00 for adults and £1.00 for children aged 3-15 (under 3s free), but enhanced platform tickets will also be available on the day that will allow entry to the event, but not train travel.

For this year's event, the Bluebell Railway has partnered with Brighton Model Railway Club, which will have displays in the Birch Grove Suite at Sheffield Park station.

For further details, including opening times and layout listings, refer to our Societies & Clubs pages, or go to:
www.bluebell-railway.com



Horsted Keynes station will be the location for some of the model railway attractions at the June event. Wainwright C Class 0-6-0 No.592 prepares to depart with a passenger service for East Grinstead. ***Photo: Craig Tiley***



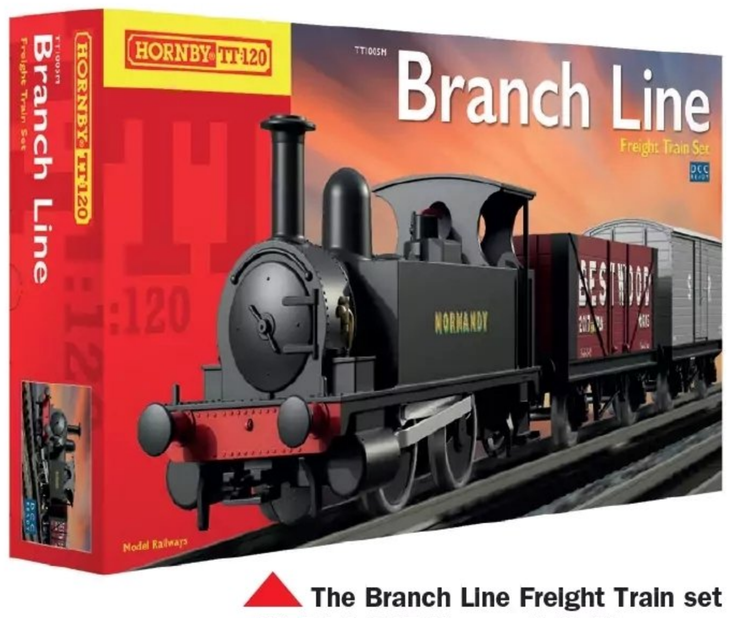
Mynydd Tatws **by Jenny Kirk will be one of the layouts attending. This 009 model was featured in the September 2022 edition of RAILWAY MODELLER.**
Photo: Zoë Kirk-Robinson/RM Archive

HORNBY® TT:120

Adams B4, Stroudley 'Terrier' and four-wheel coaches new for TT:120 from Hornby



1



▲ The Branch Line Freight Train set with B4 0-4-0T *Normandy* (left).

Hornby has announced a raft of new releases for its TT:120 models range, including several new tooling announcements – some featured in a new train set – as well as new liveries for models featuring existing tooling.

The Branch Line Freight Train Set (ref.TT1005M, photo 1) – offering an entry point for new starters in this scale – includes a newly tooled and adapted version of the London & South Western Railway Adams B4 0-4-0T steam locomotive plus two wagons, along with a loop of track, controller and everything else a new entrant to the scale might need to get going.

The locomotive in the set represents the black-liveried B4 No.96 *Normandy* based on the Bluebell Railway, one of two preserved examples of these locomotives. The model utilises simplified detailing both to accommodate the mechanism and to keep the train set within an entry level price range.

The wagons in the train set comprise a Bestwood Iron Works open wagon and SR closed wagon, and with a minimum space requirement of just 71cm x 83cm, this set demonstrates the space-saving advantages of modelling in TT:120. The train set has an RRP of £99.99 and is available for pre-ordering, with delivery expected in autumn 2025.

Stroudley LBSCR Terriers

Also sure to appeal to enthusiasts of the Southern Railway are newly tooled TT:120 models of the Stroudley A1 & A1X Class 'Terriers' (photo 2) in London, Brighton & South Coast Railway Stroudley's 'Improved Engine Green' (actually lined ochre livery), Southern Railway lined Olive green and British Railways lined black with early emblem.

The LBSCR-liveried model represents locomotive No.40 *Brighton*, which, after entering service in March 1878, was chosen by the class's designer, William Stroudley, to represent the railway company at that year's Paris Exhibition.

The SR-liveried model depicts locomotive W14 *Bembridge*, which was originally built as LBSCR No.78 *Knowle* in 1880. Later rebuilt as a Class A1X, after the Grouping it was initially renumbered by the SR as No.678, but then a transfer to the Isle of Wight in 1929 saw it first being numbered W4 and then, as depicted, W14 with the local name *Bembridge*.

2



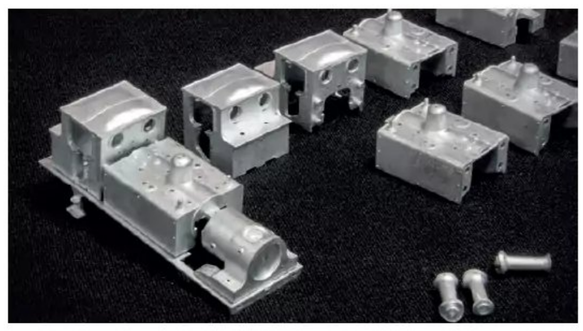
▲ SR green 'Terrier' No.14 *Bembridge*.



▲ LBSCR 'Terrier' No.40 *Brighton*.



▲ BR lined black 'Terrier' No.32655.



▲ Sample castings for the 'Terrier'. *Photo: Craig Tiley*

The BR-liveried version depicts the preserved example No.55 *Stepney*, based at the Bluebell Railway, but in its 1950s BR black guise as No.32655.

The 'Terrier' model features a coreless motor and mostly cast metal construction, together with a tooling suite catering for detail differences within the class over time. The locomotives are also provided DCC ready with a six-pin decoder socket, allowing for straightforward digital conversion, along with NEM tension-lock couplings aiding compatibility with other available rolling stock.

These locomotives have an RRP of £159.99 and *Bembridge* has an anticipated delivery date of July 2025, while *Brighton* and No.32655 are expected to arrive in November 2025.

Four-wheel carriages

As a suitable accompaniment to the 'Terrier' locomotives, there is a range of new tooling LBSCR, SR and BR-liveried four-wheel coaches (photo 3) typical of the late 19th and early 20th century era. Such vehicles were operated by many pre-Grouping railway companies in the days before bogie carriages became more commonplace, and many were later cascaded down to quieter, more rural branch lines where passenger numbers were lighter.

Some survived into the Nationalised era of the 1950s and 1960s and eventually became departmental vehicles, while others saw use as summer houses or chicken coops. As a result, a number of examples have survived to be restored.

The Hornby four-wheelers represent a First Class coach either in LBSCR lined red with crest (ref.TT4055), SR dark green (ref.TT4051) and BR maroon (ref.TT4059); a Third Class coach in LBSCR lined red (ref.TT4056), SR green (ref.TT4052) or BR maroon (ref.4060); a Brake Third coach in the same range of liveries (refs.TT4057, TT4053 & TT4061 respectively); and a full brake coach again in equivalent



▲ Four-wheel Brake Third coach in Southern Railway green.



▲ Four-wheel Third coach in LBSCR lined red livery.



▲ Full brake coach in British Railways maroon.

3



▲ Engineering samples of the new LBSCR four-wheel coaches. *Photo: Craig Tiley*

4



Princess Coronation No.6233 *Duchess of Sutherland* in LMS Crimson Lake.

liveries (refs.TT4058, TT4054 & TT4062 respectively).

These carriages have an RRP of £34.99 and an expected delivery date of December 2025.

'Duchess' heads up new livery versions of existing models

Following on from its first TT:120 LMS Stanier Princess Coronation Class Pacifics reviewed in the September and October 2024 issues of RAILWAY MODELLER, Hornby is now also adding a model of No.6233 *Duchess of Sutherland* (ref.TT3034M) in LMS Crimson Lake livery and in 1938 as-built condition with a single chimney, prior to receiving a double chimney in 1941 (photo 4).

The model is being produced DCC ready with an 18-pin socket to ease conversion to digital control, and features a five-pole skew-wound motor and NEM couplings. The RRP of the model is £179.99 and delivery is anticipated in July 2025.

Trio of Class 66 diesels in new liveries

Turning to Privatisation era models, the Class 66 is to appear in three new liveries of EWS maroon & yellow (ref.TT3030M), Freightliner green (ref.TT3031M) and GBRf dark blue with red and white flashes (ref.TT3032M, photo 5). These models have a five-pole skew-wound motor, directional and interior lighting, including working headlamps, a DCC ready 18-pin socket, metal buffers and NEM couplings. The RRP of these models is £143.99 and delivery of the EWS-liveried version is anticipated in September 2025, while the other two versions are expected a month later.

New liveries for HSTs & Mk.III trailers

Adding to the range of Class 43 High Speed Train power car packs already available are new versions in the early Privatisation era liveries of GNER dark blue & red with gold lettering (ref.TT3047M, photo 6) and Virgin Trains red & charcoal grey with white lettering (ref.TT3048M, photo 7). The power car packs have an RRP of £239.99 and an anticipated delivery date of August 2025.

To accompany the power cars, a series of nine differently numbered Mk.III trailers is being produced in GNER livery, and a series of eight trailers in Virgin Trains red & charcoal. Each of these vehicles has an RRP of £41.99, with delivery anticipated in September 2025.

Class 08 in special Thornaby blue colour scheme

A new addition to the Hornby TT:120 range of Class 08 diesel shunters is a model of 08 817 (photo 8) in the version of BR blue livery it carried in the 1980s after being transferred from Scotland to Thornaby in North Yorkshire. The repaint it received included it being given the unofficial painted name 'Thornaby', the depot's kingfisher motif in white silhouette and a red solebar stripe. The model also features directional lighting, fully operational headlamps and a DCC ready six-pin socket. It has an RRP of £149.99 and an anticipated delivery date of October 2025.

New Pullman car identities

Adding to the range of 1923-47 era Pullman cars already available from Hornby in TT:120 are two new Kitchen First cars, *Cynthia* (ref.TT4003E, photo 9) and *Rosamund* (ref.TT4003G), and Third Class Brake car No.54 (ref.TT40048B). All three are in the distinctive Pullman umber & cream livery, and come with an accessory pack including corridor ends. Each vehicle has an RRP of £59.99 and delivery is anticipated in June.

8



08 817 in Thornaby BR blue livery.

9



Pullman Kitchen First car *Cynthia*.

10



HAA hoppers with red frames.

New wagon releases

New variants of the existing tooling for Hornby TT:120 wagons are triple packs of both HAA (photo 10) and HFA merry-go-round hopper wagons, with the former in BR Railfreight grey with red hopper support framing (ref.TT6037), and the HFAs in a similar EWS livery (ref.TT6036). These packs are priced at £80.99 and their arrival is expected in September.

Also available as a triple pack are TTA tank wagons in black livery with yellow & red Shell branding (ref.TT6035, photo 11) at an RRP of £89.99. Meanwhile, being produced as a single vehicle is an equivalent TTA tank wagon in grey with red solebar and Shell/BP branding (photo 12). This single vehicle has an RRP of £31.99. These wagons are also expected in September 2025.

For those with layouts set in the pre-Grouping era, there is another triple pack of 12-ton tank wagons in the black livery with white lettering of Royal Daylight (ref.TT6046, photo 13), priced £80.99, but here too there is the option of purchasing a single 12-ton tank wagon, in this case in the grey livery with red lettering and solebar of Fina Motor Spirit (ref.TT6047, photo 14), priced £27.99. Delivery of these is expected in December 2025.

Finally, for modellers of the up-to-date freight scene, there is a new TOUAX Sffgmss IFA wagon with a Geest 45' container (photo 15), priced at £52.99 and due in July.

www.hornby.com

12



TTA tanker in Shell/BP livery.

11



Triple pack of TTA tankers in Shell black livery.

13



Triple pack of 12-ton tankers in Royal Daylight livery.

14



12-ton tank wagon in Fina livery.

15



TOUAX Sffgmss IFA wagon with Geest 45' container.

5



Class 66 in GB Railfreight livery.

6



Class 43 HST power car in GNER blue.

7



HST power car in Virgin Trains livery.

Perth 2025 exhibition to return to city centre venue with 30 layouts

The annual Perth Model Railway Exhibition will once again be held over the last weekend of June – Saturday 28 & Sunday 29 – at the Dewars Centre, adjacent to the city's railway station and with on-site car parking available along with park & ride buses from Broxden, located just a short distance away.

The organisers, the Perth Model Railway Group (part of the Scottish Model Engineering Trust), do however wish to advise visitors that the venue has undergone some major changes since last year's event, resulting in one of the halls being now unavailable for use by the exhibition. Nevertheless, they have been able to acquire the use of some additional space upstairs and are looking forward to presenting 30 model layouts, 10 demonstrators and societies, and around 20 trade stands. There will also be catering available.

Layouts include: *A Steam Free Zone: The New Age Arrives, Bankfoot Light Railway, Dalnottar Riverside, Dalgarven Mill, Mid Street Sidings, Puddle Bridge* (O); *Four Feather Falls* (On30); *The Wantage Tramway* (P4); *Barrihandie* (p430), *Bata Dubh, Churn Lane, Dalmarnock Industrial, Deadmans Lane* (featured in June 2024 RM issue), *Dudley Road, Fence Houses NCB, Humphrey Road Sidings, Inches, Life in Longmorn* (featured in November 2022 RM issue), *Newhaven Harbour, St Seeb, Shieldinch, The Power of Tri-ang, Thornton Glen* (OO); *No Place* (2mm Finescale); *Calla Fountain Crossing, Eyemouth, Glen Ralf, Ronshafen, White Cow Flats* (N); *Dyna Hyfryd* (Nn3); *St Adrian CFF* (Z).

For more information concerning the exhibition, see the Societies & Clubs pages or visit:
www.smet.org.uk



Barrihandie* is due to appear at the Perth exhibition. *Photo: Karl Crowther

Bala Lake Railway Society chairman to run layout on Kilimanjaro

Past RAILWAY MODELLER contributor, current Bala Lake Railway Society chairman and keen skier and hillwalker, Tim Williams, has built a micro OO9 layout which he is planning to take to, and operate on, the 19,341' (5,895m) summit of Mount Kilimanjaro when he climbs the dormant Tanzanian volcano in June.

The east African peak is the highest free-standing mountain in the world, so Tim, whose *Chwarel Tegid* layout featured in the December 2022 edition of RAILWAY MODELLER and also at the 2022 Warley show, has been training hard as well as testing his layout during a skiing trip to the French Alps and on a climb to the summit of 2,930' (893m) Gwynedd peak Cadair Idris.

The layout itself – named the *Kilimanjaro Summit Railway* – is a 3D print with a small circle of track, designed to fit in a small plastic box purchased from a supermarket and measuring 120 x 120mm in size. There is a hidden on/off switch, with a small potentiometer to provide some speed control so Tim can use different locomotives. A pair of 100mah Li-po batteries are located under the layout, providing about 7.6V.

The 'stock box' is also 3D printed and has been designed to fit over the track and around the front of the layout, so everything packs away neatly in the single box.



Space and weight are at a premium. The basic layout, when packed away with all stock, weighs in at 262g, although that will increase a little once Tim adds some scenery, but he plans to use lightweight materials for this.

Tim is planning to take three locos: a Brian Madge Ruston LB; a simple Man Rider based on the Bala Lake Railway works trolley, this model being a custom 3D-print design with a Japanese micro chassis; and a final loco with an internal battery with a push switch on top, just in case there are issues with track power at 19,341'. In addition, there are two items of rolling stock: Tim's 3D-print design of a Dinorwic Quarry 'Yellow Truck' which was used for carrying visitors around the quarry, and the other is a Dinorwic slate wagon, which is a Tebee 3D print.

Kilimanjaro is an extreme environment, where altitude sickness can be a hazard, and Tim says he will be taking one of the longer routes to the summit, the Lemosho route, so the layout needs to be able to survive over a week of being carried in a backpack. To test it out he therefore took it skiing in France, where it was bounced about in his backpack for seven days, and tested in a snowy environment. This testing was also useful in gauging how quickly the layout could be unpacked for operation and then repacked, as well as for practising photography.

Although Tim's Kilimanjaro exploit is not a formal charity challenge, he is encouraging any supporters to donate to the Bala Lake Railway Society President's Appeal, which is raising funds for new signalling equipment for the 2' gauge Welsh line. For details visit:
http://tinyurl.com/blrs-pres-50

The team at RAILWAY MODELLER wish Tim every success with his extreme mountaineering endeavour to run possibly the world's highest operating layout.

Rerun of successful Scarborough to Whitby line exhibition

An exhibition organised by Chris Martin and staged in Scarborough Public Library in early March, to mark 60 years since the last passenger train ran on the Scarborough to Whitby line, was so successful that it drew no fewer than 710 visitors over the two days.

As a result, there is to be a rerun of the exhibition, entitled 'Another Chance to See The Last Train to Whitby', staged at Scarborough Public Library, in Vernon Road YO11 2NN, on Friday 23 & Saturday 24 May, with the display open from 0900-1800 and entry free.

The exhibition features photographs and memorabilia relating to the Scarborough to Whitby line, plus the N gauge model layout *Gallows Close Goods* (featured in the June 2024 issue of RAILWAY MODELLER) depicting the former Scarborough yard as it was in the 1960s. The site is now occupied by a supermarket.

There is paid-for parking near the public library and Scarborough railway station is also close by. The library building is accessible with ramps, automatic doors, lifts and a disabled toilet. For details email Chris Martin at:
martin4dl@btinternet.com



Gallows Close Goods*, the N gauge layout depicting the Scarborough yard in the 1960s. *Photo: RM Archive

Online courses to help modellers learn skills at their own pace

Model Rail Solutions Ltd, under the trading name The Rail Solution, has launched a new e-learning website which aims to provide courses on different aspects of railway modelling while helping people with a range of abilities to enhance their technical skills.

The Rail Solution courses aim to give expert guidance while covering many aspects of both analogue and digital model layout operation, as well as aspects of maintenance and technical know-how.

Initially there are 10 courses, each designed to help both beginners and experienced modellers build on their knowledge. Course topics include analogue (dc) wiring, Digital Command Control (DCC) essentials, speed matching and programming, servicing locomotives, and more general skills such as how to solder and how to use a multimeter. The aim is that further courses will be added regularly, ensuring an ever-expanding library of useful content.

The courses comprise step-by-step tutorials and practical demonstrations enabling learners to develop their abilities, improve their skills and gain confidence in working on their layouts while doing so at their own pace, from the comfort of their own homes. The e-learning platform also features an app for mobiles and the courses will always remain available to view once purchased.

As part of this initiative, a free monthly information sheet is to be published, providing additional insights, tips and examples of best practice for modellers. This resource is being made available to all enthusiasts, whether they have enrolled in a course or not.

For further details, and to explore the course topics currently covered, the email address and website are:
enquiries@TheRailSolution.com
www.TheRailSolution.com

Auction sees Hornby Dublo loco collection attain figure over £1,000

At Warwick and Warwick auctioneers' 19 March 2025 Toys, Postcards and Cigarette Cards Auction, the Model Railways section once again proved popular.

One stand-out lot was lot 550, comprising a collection of Hornby Dublo locomotives including LMS Princess Coronation Class 4-6-2 No.46247 *City of Liverpool* in maroon (ref.3226); LMS Princess Coronation No.46245 *City of London* in maroon (ref.2226); LMS Class 8F 2-8-0 No.48094 in black (ref.3224); BR rebuilt West Country Pacific No.34042 in green (ref.3235); and five other steam locomotives, some tender and others tank engines. This lot realised £1,100.

Warwick and Warwick auctioneers' next Toys, Postcards, and Cigarette Cards auction is due to be held on Wednesday 21 May. For details visit:
www.warwickandwarwick.com

LNWR 'Crystal Palace' brake van from Rapido Trains UK in OO

Rapido Trains UK has announced that its latest OO gauge rolling stock project is the London & North Western Railway Diagram 17B brake van.

Introduced in 1917, these vehicles were produced at Earlestown right through to 1924 (by then under London Midland & Scottish auspices) with 539 examples being constructed in total.

With a 10' wheelbase and 18' body length, the Dia.17B was equipped with windows on all sides and ends (plus side duckets), this abundance of glazing earning the vehicles their nickname of 'Crystal Palace' brakes.

The vans could be seen across the LNWR network. Their reach expanded upon LMS ownership, and further still when a number of them survived in traffic following Nationalisation.

Several were purchased by private railway companies, with examples going to the National Coal Board, Royal Naval Armaments Depots, Manchester Ship Canal, Ore Mining Branch, and even the Longmoor Military Railway.



CAD render of the LNWR version.

Each model will have a multitude of separately fitted parts, including brake gear, running boards, rails, ogees (duckets), lamp irons, and a chimney.

Variants representing the vans in their early life will be fitted with windows on the veranda ends and have veranda side doors, whereas later and privately owned examples will be open-ended and have the doors replaced with an iron bar.

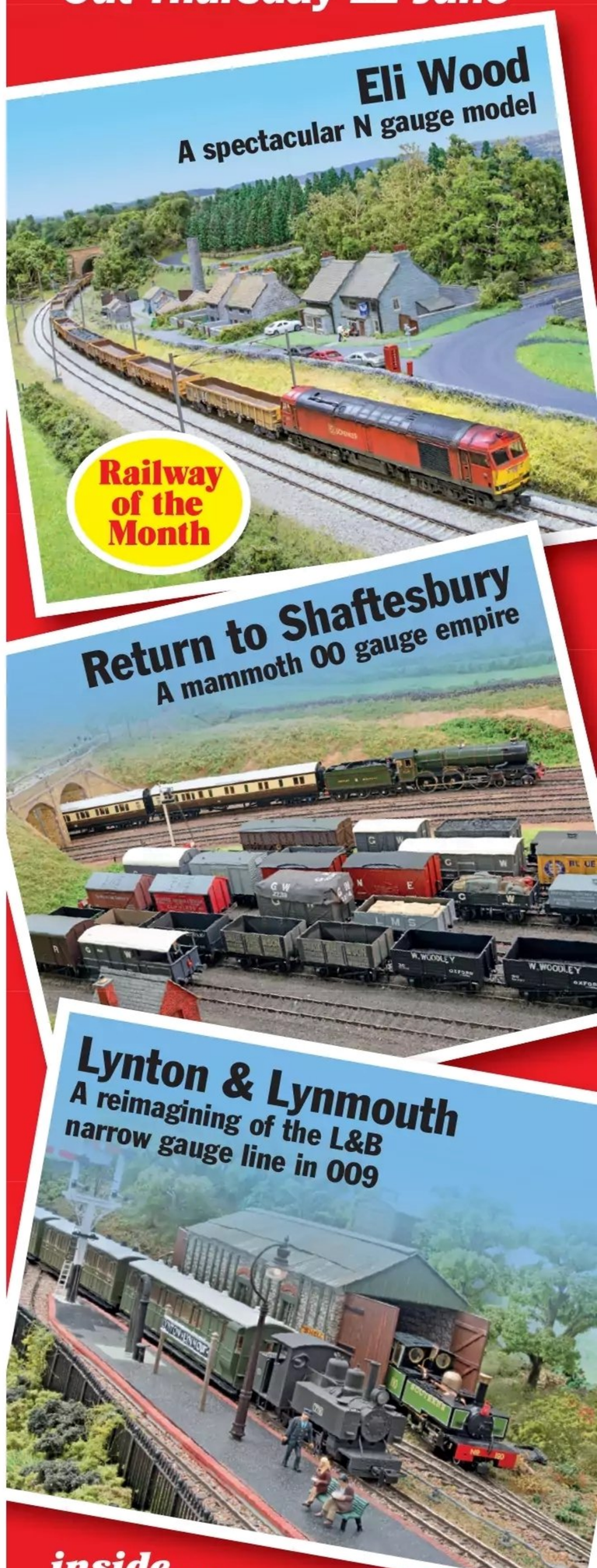
Each model will be fitted with metal bearings, NEM pockets, and either disc or spoked wheels. A selection of lamps will be supplied separately, for fitting as desired.

The models are currently at the design stage. The order book is open (priced £46.95 each), and orders can be placed directly with the manufacturer, or via Rapido Trains UK retailers.
www.rapidotrains.co.uk



CAD renders of the LNWR, LMS and BR livery versions.

Coming next month
July 2025
Out Thursday 12 June



inside ...

- TURQUAR 7
A fantasy exhibition layout inspired by Warhammer 40,000
- BARRIHANDIE HARBOUR
Modelling a harbour scene with a working Clyde puffer in 4mm
- LNER OPEN WAGONS IN O
Adding realism to Parkside plastic kits

plus all the regular features ....

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.

AUGUST 2025 issue deadline: JUNE 1st

LIVE EVENTS

Saturday 10 May
BEER, Devon
Event: 009 Society visit with layouts.
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. Quote discount code RM50. Additional Beer Heights Light Railway train rides £4.00.
Amenities: parking, refreshments, disabled access (hilly, unsuitable for 3-wheel scooters).
Features: 009 Society visiting Pecorama with various narrow gauge layouts set up in Lecture Theatre and Gallery building. Tickets also include Pecorama model railway exhibition, Beer Heights Light Railway and gardens.
Website: www.pecorama.co.uk

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 across the road. Trains run frequently to Birchington-on-Sea station, 5 mins walk from venue. Buses stop in nearby Station Road. Light refreshments.
Features: up to 16 layouts, including *London Underground & trams*, *Ramsgate Harbour 88* and *New Bridge Street*, plus 7 traders. Launch of EKMRS limited edition OO gauge coal wagon in 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 MRS.
Venue: Queens School, Aldenham Road, Bushey, Herts WD23 2TY.
Open: 1000-1630
Admission: adults £8.00, children £4.00, family (2+2) £16.00. Accompanied children under 15 – up to 2 free with each adult.
Amenities: close to M1 Jct 5 with on-site parking. Wheelchair access. Refreshments.
Features: 20 layouts incl: *Oakley Lane, Welham Mitey* (O); *Books Bridge, St Marys* (0-16.5); *Astonbury Junction, Brief Encounter, East Anstey, Fareford Depot, Inchyra Paper Mill, Thomas Town* (00); *Achalraj* (009 Himalayan); *Donnersbachkogel* (HO Austrian), *Geeksville Depot* (HO USA); *Exbridge* (TT); *Turntable Yard, Tinners 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: club test tracks in N, 009, OO and O gauge. Run your own locos. Plus club shop.
Contact: Phil Evans, phil_evans@sky.com
Website: https://www.hmrg.net/

Saturday 10 May
HYDE, Cheshire
Event: 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: various layouts including *Middleton Road, Monyash, Harper Hill, Rethlow* and other surprises plus 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 MRC.
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 O, OO, 009, N & Lego plus children's layout and 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 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 parking. Venue has level access. Catering available.
Features: layouts incl: *Bramsden* (East Suffolk diorama); *Flintcombe, Longwood Edge, Market Bosworth, Splott* (P4); *Brighton East, Grimesthorpe, Hope-Under-Dinmore, Jane's Creek, Roundtrees Sidings, Sheepcroft* (EM). Plus demonstrators and trade 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: large free car park adj to museum (satnav DN40 1QF). No.5 bus from Grimsby Town station to Immingham every 30 mins on Sats, hourly on Suns. Disabled access to exhibition area, not museum layouts. Refreshments.
Features: 15 visiting layouts incl: *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). Museum layouts *Immingham Loco Shed 1912-1970* (OO) and *Barnetby to Wrawby 1970* (N). Exhibits relating to Great Central Railway and Immingham Docks.
Contact: 01469 727272.
Website: www.imminghammuseum.org

Saturday 10 & Sunday 11 May
SHEFFIELD RAILEX
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 A61 (M1 Jct 36) and signs for Sheffield (North); from south of Sheffield, follow A57 (M1 Jct 33) and signs for Sheffield (Centre) on Sheffield Parkway (directions on website). Venue has car park or use on-street parking. Stagecoach bus No.86 from Chapeltown to Sheffield City Centre, connecting with rail services at Chapeltown station, runs half-hourly on Saturday, stopping outside venue; on Sunday, runs along A61. Disabled access. Café.
Features: 15 layouts incl: *Broadley, Chesil Exchange* (O); *Braynerts* (P4); *Hartley Bank Screens* (EM); *Dunsfold Road, Trevago* (OO); *Ulvaryd (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, 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: by car, turn off A6121 into Recreation Ground Road, which then becomes Kings Road, then Green Lane. Stamford rail & bus stations are 25-30 mins walk away but free bus service to show will be provided, starting at railway station and stopping at main town car parks (see website for timetable). Refreshments.
Features: layouts incl: *Attlyn, Beijiao, 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, Shabbey Road, Sharnbrook Summit & Deviation, St Jude's Bay, St Seeb, The Kwai Bridge, Upsey Junction, Whipton*, 20-plus traders, Learning & Kiddies' Zone, outside ride-on railway.
Email: stamfordmodelrail@gmail.com
Website: www.mdmrc.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. Fundraiser Guides' 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: 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 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 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: ample free parking, disabled access and refreshments. There will be a free vintage bus shuttle from Ely railway station.
Features: 14 layouts, demos, Tony Wright's loco clinic, trade support & 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 RAILEX 2025
ANDOVER, Hampshire
Organiser: Salisbury & South Wilts Railway Society, supported by Peco, Bachmann, WWScenics, 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.
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* (OOn3 Irish); *Ashgate, Blackmoor*, *Harringford Light Railway*, *Wantage Tramway*, *Woodbury Wharf* (009); *Golden Mile* (2mm Finescale); *Brian's Continental, Griswald, Shaftesbury Parkway, Templecombe Collection, Sturminster Newton* (N). Demos & trade stands.
Contact: Publicity Manager, 07768 448369.
Website: www.sandswrs.co.uk
Facebook: www.facebook.com/SSWRailSoc/

Saturday 17 & Sunday 18 May
JARROW, Tyne & Wear
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 on entry.
Amenities: free limited on-site parking plus limited disabled parking, as well as permitted on-street parking. Refreshments incl. bar.
Features: layouts including: *Brafferton* (O); *Mariana Mesa* (On30); *Steeple Bumpleigh* (EM); *Copper Wort* (OO); *Jersey Royal* (OO & HOf); *West End Drift* (4mm); *Neuburg 1913* (HOm); *Cockersands Level, Enchanted Forest* (OO9); *Coketown, Fleetwood, Setterington, St George's Fish Quay* (N). 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 due to problems with previously advertised venue of Minffordd Gweithdy. Refreshments incl. cakes.
Features: selection of layouts plus demos. Aim is to show skills of railway modelling and how to take up the hobby. Event dedicated to the memory of the late Paul Towers (obit, RM April 2025).
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 (2+2) £16.00.
Amenities: parking in Tesco's car park across road & Black Dyke Mill. Refreshments available.
Features: around 10 layouts, 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: short-stay parking in Square, long-stay (pay & display) in walking distance. Entrance ramp and lift. Tea and cakes.
Features: layouts incl: *Bunker's Lane* (RM Oct 2024), *Farmer's Drove, Fryupdale Brewery, Greycliffe, Hartburn, Kaninchenbau, Saith ar Hugain, Selbourne, Sheep Dip,* demonstrations, pre-loved items table.
Website: www.stowrail.org.uk

Sunday 18 May
WINDSOR, Berkshire
Event: 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: trains, boats, planes, model cars, toys, foreign die-cast and old and tinplate toys.
Contact: 07895 581631.
Website: www.windsortoyfair.co.uk
Facebook: www.facebook.com/groups/210989330426683/

Friday 23 & Saturday 24 May
SCARBOROUGH, North Yorkshire
Event: another chance to see The Last Train to Whitby Exhibition (prev held in March), marking 60 years since Scarborough to Whitby line closed.
Organiser: Chris Martin.
Venue: Scarborough Public Library, Vernon Road, Scarborough YO11 2NN.
Open: Saturday 0900-1800
Sunday 0900-1600
Admission: free.
Amenities: paid-for parking nearby. Scarborough rail station is close by. Library accessible with ramps, automatic doors, lifts & disabled toilet
Features: photos, memorabilia, N gauge model *Gallows Close Goods* (RM June 2024) depicting the former Scarborough yard in the 1960s.
Email: Chris Martin, martin4dl@btinternet.com

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. Quote discount code RM50. Additional Beer Heights Light Railway train rides £4.00.
Amenities: parking, refreshments, disabled access (hilly, unsuitable for 3-wheel scooters).
Features: visitors invited to operate the Swiss RhB-themed DCC layout *The Andeer Line* (HOm) – instructions given. Tickets also include access to Pecorama model railway exhibition.
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. 500m from Plumpton stn. Disabled access. Refreshments.
Features: all vintage layouts, featuring Bassett-Lowke, Hornby Trains, recent vintage style tin-plate, Dublo, Trix Twin, Tri-ang. Trade support.
Contact: Philip Cooke, 07785 567251.
Email: sussexvintagemrc@hotmail.co.uk
Facebook: www.facebook.com/sussexvintage

Saturday 24 May
SAFFRON WALDEN, Essex
Event: Charity Model Railway Show.
Organiser: Saffron Walden Model Railway Club in aid of charity Guide Dogs for the Blind.
Venue: URC Hall, Abbey Lane, Saffron Walden, Essex CB10 1AG.
Open: 1000-1600
Admission: free but with donations gratefully accepted by cash or card.
Amenities: parking at Swan Meadow car park (CB10 1DA) with card payments. Venue is wheelchair accessible. Refreshments available.
Features: approx seven layouts plus trader and second-hand items on sale. Reps from Guide Dogs charity will be present with dogs.
Contact: Julian Nettle, 01799 521029.
Email: julian.nettle@btopenworld.com

Saturday 24 & Sunday 25 May
RAILEX 2025
AYLESBURY, Buckinghamshire
Organiser: Risborough & District Model Railway Club.
Venue: Stoke Mandeville Stadium, Guttmann 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 members' layouts. 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, lettered 'J F Fox, Coal Merchant, Brockenhurst'. John Fox, life-long N gauge enthusiast and club chairman, bequeathed funds for wagons in N and OO.
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 and 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 (detailed directions on website). Parking on site at £2.00 per vehicle (card payments available). 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, 0 & 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, Oulton TMD, Ruddington, Venture Park, Sodor, Wilford Rd* (OO); *Cwm Happas* (009); *Central Alonzo Mill, Kostritzer* (HO); *Uppingham* (TT); *Bear Creek, Black Diamonds, Brookthrope, 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* (009); *Megsdorf* (HO); *Camelot* (TT:120); *Low Fell, Skell Ghyll* (N); *The Playout* (Lego) plus demos & traders.
Contact: Roland Wood, 07897 595344.
Email: roland@sdrmweb.co.uk
Website: www.sdrmweb.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.freeservers.com

Sunday 25 May
BROXBOURNE, Hertfordshire
Event: Railway 200 Celebration.
Organiser: Hoddesdon Model & Railway Club.
Venue: Club Site, The Old Mill, Mill Lane, Broxbourne, Herts EN10 7AX.
Open: 1030-1600
Admission: adults £5.00, children free.
Amenities: parking at Broxbourne Riverside (Old Lido) off Nazeing New Road (B194), EN10 6QS. Follow path from car park, under railway line to club site. See website map for route from Broxbourne station & Riverside car park.
Features: model railway layouts in G, O, OO & N plus sales stand and train rides for children.
Contact: 07708 579822.
Website: www.hoddesdonmrc.org.uk/news/events/

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: layouts in various scales & 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 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 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: car parks (charges payable) nearby, and bus stops. Short walk along Abbey & Main Streets from Bangor railway station. There is disabled access via a lift.
Features: varied displays incl: 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 00, 009 & N, covering 1930s to present plus exhibits for children. Members on hand to demonstrate and explain.
Email:
secretary@coventrymodelrailwayclub.org.uk
Website: www.coventrymodelrailwayclub.org.uk

Saturday 31 May
MINEHEAD, Somerset
Event: Exmoor Rail.
Organiser: The Exmoor Coast Railway Modellers.
Venue: West Somerset Community College, Bircham Road, Minehead TA24 6AY.
Open: 1000-1630
Admission: adults £7.00, children £2.00, family (2+2) £16.00.
Amenities: free on-site parking, within walking distance of WSR station & bus routes. All exhibits on ground floor. Food & drinks.
Features: 18 layouts in various gauges, incl: *Westcliff* (EM); *Bethesda Sidings* (4mm/00); *Calderbridge, Lambourne, Wiveliscombe* (00); *Bleat* (009); *Wincanton MPD* (N) plus others.
Contact: David Nelhams, 01643 706736.
Email: nelhams66@yahoo.com
Facebook: www.facebook.com/groups/679738333277625/

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 displaying models, railway exhibits & 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* (0-16.5); *End of the Line, North Milford Halt, Octagon, Sandside Quarry, Shunting Puzzle, Whitby Quay* (00); *Porthllechen* (009); *Tyskie Wielkopolska* (H0); *Medan Vale, Porthallow* (N); *Zig Zag* (N Australian) plus trade stands, loco doctor & N/TT/00/0 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 free with each adult, additional children £1.00.
Amenities: access from A63 with large on-site car park, entry via Waterhouse Lane (satnav HU1 2PS). 500m from Hull Paragon Interchange rail and bus station. Food & drink outlets.
Features: layouts incl: *Chester's Yard, Napier Road* (O); *Holland Beck, Kenston, Padsbridge, Wardwood, Wyminster* (00); *Barrowfleet* (00 & 009); *Lane End* (009); *Dettingen* (H0 German); *Aldergrove, Holgate, Itlings Lane* (N); hands-on children's layouts, demos & trade stands.
Websites: www.hullmrs.org
www.hullmodelrailwayshow.blogspot.com

Sunday 1 June
SOUTHPORT, Merseyside
Organiser: Nomads MRC.
Venue: Southport Community Centre, Norwood Road, Southport PR8 1HQ.
Open: 1000-1630
Admission: £5.00, under 11s free (cards accepted – all profits to a local charity).
Amenities: limited on-site parking, on-street parking nearby. Easy access for disabled visitors. Hot drinks and cake.
Features: 12 quality layouts in 2mm, 4mm (OO and EM) and 7mm, most not having been seen in Southport before. Trade support.

Friday 6 to Sunday 8 June
BISHOPS LYDEARD, Somerset
Organiser: Taunton Model Railway Group in conjunction with WSR Summer Diesel Festival.
Venue: Bishops Lydeard Station, West Somerset Railway, Taunton TA4 3BX.
Open: Each day 1000-1630
Admission: small admission charge (note children must be accompanied).
Amenities: free parking. Tea, coffee & baps.
Features: Two finescale OO gauge layouts, *Bath Green Park* and *Tamerig New*.
Contact: 07879 852736
Email: secretary.tmrg@hotmail.com
Website:
www.tauntonmodelrailwaygroup.co.uk
Facebook: www.facebook.com/tauntonmodelrailwaygroup

Saturday 7 June
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. Quote RM50 for discount. Additional Beer Heights Light Railway train rides £4.00.
Amenities: parking, refreshments, disabled access (hilly, unsuitable for 3-wheel scooters).
Features: visitors will be invited to operate the Swiss RhB-themed DCC layout *The Andeer Line* (H0m) – instructions given. Tickets also incl. access to Pecorama model railway exhibition, gardens & Beer Heights Light Railway ride.
Website: www.pecorama.co.uk

Saturday 7 June
GAYDON, Warwickshire
Event: 3rd Joint Vintage Model Railway Show.
Organisers: Trix Twin Railway Collectors Association, Bassett Lowke Society & The Train Collectors Society.
Venue: British Motor Museum, Banbury Road, Gaydon, Warwickshire CV35 0BJ.
Open: 1030-1600
Admission: adults £10.00, early entry £15.00 (from 0930), acpd U18s free.
Amenities: venue is just 10 mins from Jct.12 on the M40 and has plenty of free parking. Disabled compliant. On-site cafeteria.
Features: larger event than 2023's with layouts and exhibits from Gauge 1 to N, incl. most of the major UK 'collector' makes such as Trix, Bassett Lowke, Tri-ang and Hornby (Liverpool).
Contact: Bryan Pentland, 07801 818764.
Email: bryanpentland@hotmail.co.uk
Website: www.traincollectors.co.uk

Saturday 7 June
KNOWL HILL, Berkshire
Organiser: Marlow, Maidenhead & District MRC.
Venue: Knowl Hill Village Hall, Bath Road (A4), Knowl Hill, Berkshire RG10 9XB.
Open: 1000-1530
Admission: adults £5.00, children 5-14 £2.00 (under 5's free), family (2 adults + 2 or more children) £12.00.
Amenities: free parking, refreshments.
Features: club and members' layouts, guest layout, demonstration, trade support.
Email: juliansaxtonmmdmrc@btinternet.com
Website: www.mmdmrc.org.uk

Saturday 7 June
MILTON KEYNES, Bedfordshire
Event: Milton Keynes MRS Annual Exhibition.
Organiser: Milton Keynes Model Railway Society with sponsors AGR Model Shop, Cheltenham Model Centre and Elaine's Trains.
Venue: Featherstone Road, Wolverton Mill, Milton Keynes MK12 5TH.
Open: 1000-1630
Admission: adults £8.00, children aged 5-16 £2.00, U5s free.
Amenities: free parking and refreshments. Expanded exhibition area this year.
Features: 26-plus layouts incl: *Dunwich Tramway* (O); *Tony's Forest* (0-14); *Bossington, Canal Tunnel Junction, Carterton, Church Hill Road, Fenchurch St Peter, Much Wittering, Nairn Road, Rush Green Colliery, Wagon Repair Sidings, Wheal Imogen* (00); *Dyffryn y Rhaeadr* (009); *Fort Myers* (H0); *Grazellar Bahn* (H0e); *Bilton Goods* (3mm); *Kyle of Lochalsh* (2mm); *Brinklow, Dimsdale View, Farmers Drove, Lin North, Lymebrook Yard, New Dalby, Nakato, Ouseford* (N). Plus trade stands & demos.
Email: secretary@mkmrs.org.uk
Website: www.mkmrs.org.uk
Facebook: www.facebook.com/MKMRS/

Saturday 7 June
NORTHOLT, Middlesex
Organiser: Northolt Model Railway Club.
Venue: Northolt Village Community Centre, Ealing Road, Northolt, Middlesex UB5 6AD.
Open: 1030-1700
Admission: by donation.
Amenities: venue adjacent to The Crown public house & Northolt tube station is within walking distance. Buses 90, 120, SL9, 140, 282 pass Church Road. Refreshments.
Features: club members' and visitors' layouts on display plus train rides on 660' long 3½" and 5" gauge track outside.
Contact: Alan Worthington, 0208 5740053.
Email: akworthington@btinternet.com
Website: https://northoltmodelrailway.club
Facebook: www.facebook.com/northoltmodelrailwayclub/

Saturday 7 June
SHREWSBURY FESTIVAL OF MODEL RAILWAYS
SHREWSBURY, Shropshire
Organiser: Chantilly Grey event management.
Venue: St Mary's Church, Dogpole, Shrewsbury SY1 1DX.
Open: 1000-1600
Admission: adults £8.00, U16s £2.00, U5s free.
Amenities: town centre car parks nearby. 5 mins walk from Shrewsbury rail & bus stns. Refreshments & hot food available.
Features: 20 layouts incl: debut of 009 *Nant Gwernol, Brief Encounter Monochrome, Coventry 1839, Lintor Town, Halesfield MPD, Campbell's Quarry, Castlebank Sidings 1977.* Trade support.
Contact: 07714 793100.
Email: chantillygrey@gmail.com
Website: www.chantillygrey.com/shrewsbury-festival-of-model-railways-2025.html

Saturday 7 & Sunday 8 June
BAKEWELL, Derbyshire
Event: Peak Rail Exhibition.
Organiser: Chesterfield Railway Modellers.
Venue: Agricultural Business Centre, Bakewell, Derbyshire DE45 1AH.

Open: both days 1000-1700
Admission: adults £5.00, family £12.00.
Amenities: venue has parking and disabled access. Refreshments available.
Features: various layouts plus trade support.
Contact: 07833 987388.
Website:
www.chesterfieldrailwaymodellers.co.uk

Sunday 8 June
DURSLEY, Gloucestershire
Organiser: Gloucester Gauge O Group (GOG) in assoc. with Dursley Wings & Wheels Society.
Venue: Dursley & District Community Centre, Rednock Drive, Dursley, Glos GL11 4BX.
Open: 1030-1630
Admission: adults £5.00, children £3.00, family £10.00. (Profits to be split between the Community Centre Association and a charity to be confirmed).
Amenities: exhibition across three rooms, two of which are accessible including centre's licensed bar, which will be open. Light refreshments also available.
Features: layouts in 0, 00, TT & N gauges. GOG test track upstairs.
Contact: Dave 07894 050151 or Rich 01453 544489.
Email: dave@wingsandwheelssociety.org.uk

Sunday 8 June
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 00 gauge model) and *Soldor*, home to a little blue engine, driven by visitors. Club layouts.
Website: www.cvmrc.weebly.com/tiverton-junction.html

Saturday 14 June
BURTON-ON-TRENT, Staffordshire
Organiser: 7mm Narrow Gauge Association.
Venue: Burton Town Hall, King Edward Place, Burton-on-Trent DE14 2EB.
Open: 1030-1630
Admission: non-member adult £10, family £15, member adult & family £5.00. Acpd U16s free.
Amenities: venue close to town car parks, Burton railway station and local bus stops, and has wheelchair access. Refreshments and bar.
Features: 7mm scale narrow gauge layouts incl: *Crossways Wagon Works* (0/09); *Donegal* (0-21); *Nicola Landing* (On2/On3); *Bridport Town, Clerely End, Gileston Light Railway, Itsnot Moor, Rhiw Goch, Shropshire Minerals Light Railway* (0-16.5); *Sawyers Bend* (On30); *Fürenalpbahn* (0e, 1:45); *Esgairgeiliog* (7mm scale, 15.75mm gauge); *Apadobe Mine* (09). Demonstrations, 14 specialist traders and Association goods.
Email: exhibition@7mmnga.org.uk
Website: www.7mmnga.org.uk/AGM.php

Saturday 14 June
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: open days with O gauge East Coast Main Line layout in operation.
Contact: B Hodgkinson, 07943 182520.
Email: gmrscontact@gmail.com
Website: www.gainsboroughmodelrailway.co.uk

Saturday 14 June
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: club test tracks in N, 009, 00 and O gauge. Run your own locos. Club shop.
Contact: Phil Evans, phil_evans@sky.com
Website: https://www.hmrg.net/

Saturday 14 June
SWINDON, Wiltshire
Organiser: WorldWide Group of The N Gauge Society and Wiltshire Five Towns Area Group.
Venue: Hawksworth Hall, GWR Steam Museum, Firefly Road, Swindon SN2 2EY.
Open: 1000-1600
Admission: adults £5.00, partners and accompanied children free.
Amenities: Outlet Shopping Centre North Car Park & 5 mins walk from Swindon rail station. Food and refreshments in museum café.
Features: all displays in N. Layouts: *Hillside Junction*, *Bruce Springs*, *Glacier* (US), *Eheim*, *Silk Road* (European). Dutch scratch-built buildings display & working dioramas. Technology displays incl. coreless motor operation and electronic shuttle operation. Two 20' T-Trak modular layouts featuring European and USA scenarios. Trade by Mount Tabor Models.
Contact: John Brady, 07818 077663.
Email: wwg-editor@outlook.com
Facebook: www.facebook.com/groups/783399915738015/

Saturday 14 & Sunday 15 June
HANWORTH, Feltham, Middlesex
Event: Railway 200 Steam Gala Weekend.
Organiser: HKWR Model Railway Group.
Venue: Hampton & Kempton Waterworks Railway, Snakey Lane, Hanworth, Feltham, Middlesex TW13 7ND.
Open: both days 1000-1700
Admission: adults £9.00, children £5.00, U3s free. Advance booking recommended.
Amenities: free parking, unlimited steam train rides (2' gauge). Representation of Stephenson's *Rocket*, 1960s diesels, 7¼" gauge sit-on train. Kempton Steam Museum triple expansion engine in steam (separate fee). Refreshments.
Features: model railway show in carriage shed featuring 10-plus layouts in various scales.
Contact: Chris Leach, 07403 623789.
Email: chrisleach66@gmail.com
Website: www.hamptonkemptonrailway.org.uk
Facebook: www.facebook.com/Kemptonsteamrailway/

Saturday 14 & Sunday 15 June
MIDDLETON RAILWAY (LEEDS) MODEL RAILWAY EXHIBITION 2025
LEEDS, West Yorkshire
Organiser: Middleton Railway Trust.
Venue: Middleton Railway, The Station, Moor Road, Hunslet, Leeds LS10 2JQ.
Open: both days 1000-1630
Admission: adults £12.00, children £6.00 (covers exhibition and unlimited train rides).
Amenities: free parking on site or in nearby streets. Steam passenger trains 1030-1530 from Moor Road station. Models set among real thing in Engine House. Footplate experience for £5.00 (ages 18-76). Except for footplate rides, all is disabled accessible. Light refreshments.
Features: 15 layouts incl: *John Street Yard* (EM); *Knaresborough Goods, South Millfields, Wellhouse Road* (00); *Scrayingham* (009); *Culthwaite* (N) plus vintage Hornby Dublo, Tri-ang & Tri-ang Hornby trains. Also trade support.
Contact: Exhibition Manager Ian Dobson, 01274 613687 (evenings only please).
Email: middletonmre@middletonrailway.org.uk
Website: www.middletonrailway.org.uk
Facebook: www.facebook.com/MiddletonRailwayOfficial/

Saturday 21 June
BANSTEAD, Surrey
Event: Summer Model Railway Exhibition.
Organiser: North Downs Model Railway Circle.
Venue: 3rd Banstead Scout Group, Scout Ridge, Banstead, Surrey SM7 1RB.
Open: 1000-1700
Admission: adults £6.00, senior/disabled £5.00, U16s £3.00 (all profits to Scout Group).
Amenities: free parking. Refreshments.
Features: 20 invited layouts plus traders.
Contact: Stuart Robinson, 07758 458827.
Email: stuart.robinson27@ntlword.com
Website: www.ndmrc.info

Saturday 21 June
LUDLOW, Shropshire
Organiser: Craven Arms & District Model Railway Circle.
Venue: Ludlow Racecourse, Bromfield, Ludlow, Shropshire SY8 2BT.
Open: 1000-1600
Admission: adults £7.50, acpd U16s free.
Amenities: on A49 Shrewsbury to Hereford road. Ample free on-site parking, including dedicated disabled parking spaces. Ludlow station 2.6 miles; wheelchair-friendly venue; cafeteria.
Features: 20-plus layouts along with demonstrations and society & trade stands.
Contact: Chris Jamieson, 07510 109347.
Email: cadmrcexhibitions@gmail.com
Facebook: www.facebook.com/CADMRC/

Saturday 21 June
PORT TALBOT, South Wales
Organiser: St Theodore's Church.
Venue: St. Theodore's Church Halls, Talbot Road, Port Talbot SA13 1LB.
Open: 1000-1600
Admission: adults £5.00, acpd child £1.00.
Amenities: limited parking, so use Aldi store car park 3 mins walk away. Full disabled access and toilets. Hot & cold drinks and light refreshments plus home-made cakes available.
Features: around 8 layouts, model aircraft, buses, fire engines and soldiers. Traders.
Contact: Simon Llewellyn, 07961 019957.

Saturday 21 June
ST OSYTH, Essex
Event: NMRA BR Summer Meet.
Organiser: Thamesiders Model Railroad Group supported by the National Model Railroad Association (NMRA) British Region, Orwell Models & Coastal DCC.
Venue: Village Hall, St Osyth CO16 8PE.
Open: 1000-1530
Admission: donations requested.
Amenities: parking available on site and on Longfields side street. Venue is accessible by public transport and hall has wheelchair access. Tea & coffee plus cakes & biscuits.
Features: H0 and N modular set-ups, plus demonstration boards representing T-Trak and D'Ikea'Kato dioramas. Trade stands, bring and buy plus some representation from NMRA itself.
Website: www.thamesidersmrg.org.uk/summer-meet-2025/

Saturday 21 & Sunday 22 June
EXETER, Devon
Event: Exe Model Railway Exhibition.
Organiser: Exe Model Railway Society.
Venue: The Matford Centre, Matford Park Road, Marsh Barton, Exeter EX2 8FD.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £10.00, acpd children free (cash or card accepted).
Amenities: free car park. Disabled friendly with level access. On-site restaurant.
Features: over 30 layouts in various gauges. 15 traders. Selection of demonstrations.
Contact: 07775 765716.
Email: train@exemrs.co.uk
Website: www.exemrs.co.uk
Facebook: www.facebook.com/exemrs/

Sunday 22 June
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 00 gauge model) and *Soldor*, home to a little blue engine, driven by visitors. Club layouts.
Website: www.cvmrc.weebly.com/tiverton-junction.html

Saturday 28 June
HEMEL HEMPSTEAD, Hertfordshire
Organiser: Carey Baptist Church.
Venue: Carey Baptist Church, Marlowes, Hemel Hempstead HP1 1LD.
Open: 1000-1600
Admission: £5.00, family (2+2) £15.00, U10s free. Raising money for church funds.
Amenities: No parking on site but car parks in Gadebridge Park or Hillfield Road. Wheelchair access limited. Light refreshments.
Features: 7 layouts incl *St Pankraz in Steiermark* (Austrian H0), *Ontario Street* (Canadian H0), *Quarry Lane End* (British 009), *Catesby Sidings* (British N), *Cusworths Yard* (British EM), *On Picasso Lines* (French H0) and a Faller Hit Train layout in H0. Trade support.
Email: theuptons36@btinternet.com

Saturday 28 June
HERNE BAY, Kent
Event: Railway 200 Pop-up Exhibition.
Organiser: East Kent Model Railway Society.
Venue: The Seaside Museum, William Street, Herne Bay, Kent CT6 5EJ.
Open: 1100-1600
Admission: adults £4.00, concessions £3.00, acpd U16s free (museum admission fees).
Amenities: pay parking nearby in Market Street & Beach Street. Herne Bay station – with trains from London, Faversham, Whitstable, Margate and Ramsgate – is 15 mins walk away. Buses stop in the nearby High Street.
Features: EKMRS operating three or four layouts in museum and selling limited edition 00 wagon in livery of T S King of Herne Bay. Herne Bay & Kent Coast Railway 200 Exhibition, curated by local historian Mark Jones, runs until Sat 19 July (museum open Tues-Sat 1100-1600).
Email: ekmrswhitstable@gmail.com
Website:
www.theseasidemuseumhernebay.org
Facebook:
www.facebook.com/seasidemuseumhernebay

Saturday 28 & Sunday 29 June
PERTH 2025 MODEL RAILWAY EXHIBITION
PERTH, Perth & Kinross
Organiser: Perth Model Railway Group (part of the Scottish Model Engineering Trust).
Venue: Dewars Centre, Glover Street, Perth PH2 0TH.
Open: both days 1000-1700
Admission: adults £10.00, children £4.00, family (2+2) £20.00 (card/touchless payment welcome at the door).
Amenities: on-site parking available and next to Perth railway station. Also served by park & ride bus from Broxden. Buffet & bar.
Features: 30 layouts incl: *A Steam Free Zone: The New Age Arrives, Bankfoot Light Railway, Dalnottar Riverside, Dalgarven Mill, Mid Street Sidings, Puddle Bridge* (0); *Four Feather Falls* (On30); *The Wantage Tramway* (P4); *Barrihandie, Bata Dubh, Churn Lane, Dalmarnock Industrial, Deadmans Lane* (featured in June 2024 RM), *Dudley Road, Fence Houses NCB, Humphrey Road Siding, Inches, Life in Longmorn, Newhaven Harbour, St Seeb, Shieldinch, The Power of Tri-ang, Thornton Glen* (00); *No Place* (2mm FS); *Calla Fountain Crossing, Eyemouth, Glen Ralf, Ronshafen, White Cow Flats* (N); *Dyna Hyfryd* (Nn3); *St Adrian CFF* (Z). Trade stands.
Website: www.smet.org.uk
Facebook: www.facebook.com/people/Perth-and-District-Model-Railway-Group/100064346933297/?locale=el_GR

Saturday 28 & Sunday 29 June
BLUEBELL MODEL RAILWAY WEEKEND
SHEFFIELD PARK & HORSTED KEYNES, East Sussex
Organiser: Bluebell Railway in association with Brighton Model Railway Club.
Venue: Sheffield Park Station, East Sussex TN22 3QL & Horsted Keynes Station, Haywards Heath, East Sussex RH17 7BB.
Open: both days 1000-1600
Admission: adults £30.00, acpd children (aged 3-15) £1.00, U3s free (prices are for travel and event admission and can be booked online but on-the-day tickets for event will be available at railway booking offices. Enhanced platform ticket will be available for purchase on each day allowing event entry & not train travel).
Amenities: Sheffield Park stn: on A275 East Grinstead to Lewes road, signposted from A22 & A23. Plenty of parking incl. disabled. Facilities on Platform 1 accessible to wheelchairs, as are trains, but not to mobility scooters. Horsted Keynes stn: 1½ miles NW of village with parking

but disabled visitors go to station entrance due to uneven ground. Served by bus No.270 from Haywards Heath stn. Rail connections at East Grinstead. Refreshments.
Features: Sheffield Park layouts incl: *Chertsey Bridge, College Halt, Crystal Palace High Level, Dougdale, Foxwell Lane, Ipswich to Weymouth Hornby 3 Rail, Kingnorth N Gauge, Little Sewage Works Railway, Making Tracks, Mamhead, Mynydd Tatws, OO Live Steam Roadshow, Orestone Quay, Penmawr, Plumpton Green, St Mellion, Teaton, Thredys Wharf, Wordsley Wharf*. Plus trade stands. At Horsted Keynes: *Arunvale, Chilcompton Tunnel, Hillside Park, Holmeshurst, Mini Modules, Small N Working, Sturminster Newton, The Glyn Valley Tramway, Train Simulator Classic, Westhey* plus traders.
Contact: 01825 720800.
Email: enquiries@bluebell-railway.com
Website: www.bluebell-railway.com/special/model-railway-weekend/
Facebook: www.facebook.com/bluebellrailway/

Sunday 29 June
ELMSWELL, Suffolk
Organiser: Stowmarket Model Railway Club.
Venue: Blackbourne Community Centre, Elmswell, Suffolk IP30 9UN.
Open: 1030-1600
Admission: adults £6.00, acpd U12s free.
Amenities: free parking. Refreshments.
Features: 15-plus layouts plus trade stands.
Contact: Malcolm Swift, 07876 243427.
Email: enquiries@stowmodelrail.club
Website: www.stowmodelrail.club/Exhibition.htm
Facebook: www.facebook.com/groups/stowmarketmodelrailwayclub

MEETINGS

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 – 2000
The Enfield Transport Circle (TETC)
TETC AGM followed by 'Walking the route of the Stockton & Darlington Railway' illustrated presentation by Kenneth Crane of TETC.
Venue: 1st Floor Meeting Room, Enfield Drill Hall Sports Club, 1 Old Park Avenue, Enfield EN2 6PJ.
Entry: £6.00 donation (first visit is free).
Website: www.tetc.chessck.co.uk/Meetings

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 mobile 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: bryanholland60@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 Blackbourn, 01472 505853 or 0774 596 1538
Email: sc.blackbourn@ntlworld.com

Thursday 22 May – 2000
South East Essex Railway Society
'Ingatestone 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

Monday 2 June – 1930
Peak Rail Association (Sheffield Branch)
'A 43 Year Railway Career' by Robin Skinner.
Venue: The Farm Road Sports & Social Club, Farm Road, Sheffield S2 2TP.
Entry: £5.00.
Contact: Dave Sharp 01142 745478 or davidsharpsheffield@gmail.com
Website: www.peakrail.co.uk/sheffieldbranch

Tuesday 3 June – 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: seers.rail@gmail.com

Tuesday 3 June – 2000
The Enfield Transport Circle (TETC)
'On the Route of the Fenman' pictorial review of line from London Liverpool Street to King's Lynn/Hunstanton by Richard Crane.
Venue: First Floor Meeting Room, The Enfield Drill Hall Sports Club, 1 Old Park Avenue, Enfield EN2 6PJ.
Entry: £6.00 donation on entry (visitors' first visit is free).
Website: www.tetc.chessck.co.uk/Meetings

Thursday 5 June – 1930
The Great Central Railway Society (Sheffield branch)
'My Life around the Railway' by John Law.
Venue: The Farm Road Sports & Social Club, Farm Road, Sheffield S2 2TP.
Entry: £4.00.
Contact: Bob Gellatly 07519 011213 or gcrs@talktalk.net
Website: www.gcrsociety.co.uk

Monday 9 June – 1930
Lincoln Railway Society
Topic and speaker to be confirmed.
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 17 June – 1930
The Leicester Railway Society
'The Midland Main Line in the 50s and 60s' by Mike Lee.
Venue: The Braunstone Civic Centre, 209 Kingsway, Leicester LE3 2PP.
Entry: £5.00.
Contact: Brian Holland 07785 707573 or bryanholland60@aol.com
Website: www.leicesterrailwaysociety.com

Wednesday 18 June – 1930
The Grimsby & Cleethorpes Railway Group
'Restoring World's First Internal Combustion Passenger Train' by Steve Hoather.
Venue: The No.1, Station Approach, Cleethorpes DN35 8AX.
Entry: £3.00.
Contact: Stuart Blackbourn 01472 505853 or 07745 961538.
Email: sc.blackbourn@ntlworld.com

Thursday 19 June – 1930
Marlow & District Railway Society
'Crich National Tramway Museum' by Frank Bagshaw.
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.

Thursday 26 June – 2000
Gauge O Guild
'Locomotive Backheads' – Nick Dunhill.
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 at 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 the month at West London Aero Club, White Waltham Airfield, Maidenhead, SL6 3NJ. New members of all skill levels are welcome. Email: tornado.gr.1@hotmail.co.uk or percy.richard1946@gmail.com

Bridgend Model Railway Group – formerly Bridgend Model Railway Club – meets weekly on Thursdays at 1900 upstairs at the Laleston Gardener's Club, Cliff Cottage, Wind St, Laleston CF32 0HN. Two layouts in 7mm and one in 4mm, and visitors are welcome. For details 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 Menshed, at The Old Print Works, Castle Square, Haverfordwest SA61 2AA. Modellers can just attend or decide to join the club. 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. Call 07974 893172 or email Alan & Sally Barriball at: furzepark@hotmail.com

Leyland Model Railway Club meets at Hillthorpe Farm, Knoll Lane, Little Hoole PR4 4TB every Monday and Wednesday (except 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 from 1900-2100 and have open days on the second Saturday of each month from 1000-1600, with last admission at 1530. 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 and an O-16.5 layout. Disabled accessible toilet and a kitchen providing drinks and snacks on open days. Contact Gerry Blaikie on 01524 425523.

Northampton and District Model Railway Club has a new venue for its activities. Members now meet at Roade Village Hall, Bailey Brooks Lane, Roade, Northampton NN7 2LS on Fridays from 1900-2200. The location will be familiar as the venue for recent exhibitions. The new site allows more space and the club welcomes new members. Visit www.ndmrc.org

North Wales Small Scale Model Railway Club (formerly N Gauge Society North Wales Group Conwy) meets at the Sea Cadets Hall, Deganwy, Conwy, on the first and third Monday of the month all year. Meetings start at 1830-1900 or thereabouts. Telephone 07796640131 or email oakleygrange@hotmail.co.uk

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. Layouts in N to O gauge. See rmrmclub.com or contact rmrmhonsec@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 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 and enjoy a chat and a coffee. All welcome (however, U16s should be accompanied by an adult). See the club website http://seatoncarewmrc.byethehost8.com or email contact.scmrc@gmail.com

Sidmouth Model Railway Group welcomes enthusiasts to its meetings. Range of layouts (N, OO and O) in progress for all wishing to be part of an active group. Visit www.sidmouthmrg.com or email: sidmouthmrg@gmail.com

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Trade

Retailers' Announcements

YORK - MONK BAR MODEL SHOP LTD. *2 Goodramgate (by Monk Bar)*. Large selection of new model railways, Scalextric, plastic kits, diecasts, etc. *Tel: 01904 659 423.*

HULL - EAST YORKSHIRE'S ONLY SPECIALIST model railway shop. Model Railways bought, sold and exchanged. *53A MODELS, 430 Hessle Road, Hull.* (Closed Mondays). *www.53amodels.co.uk. Tel: 01482 227 777.*

COLWYN BAY, CLWYD MODELS. Opening times: Thursday, Friday + Saturday 10-1pm, 2-5pm. Second hand model railway books, videos, layouts, diecast bought, sold and exchanged. *447, Abergele Road, Old Colwyn, Colwyn Bay LL29 9PR. Tel: 01492 518 709, keith@clwydmodels.co.uk*

PLUS DAUGHTERS OF BASILDON ESSEX. N gauge specialist for the UK, Continental and American Modeller. New and second hand, bought, sold or exchanged. *PLUS DAUGHTERS, 8 Britannia Court, Burnt Mills Industrial Estate, Basildon, Essex, SS13 1EU. Tel: 01268 726 211.*
www.plusdaughters.co.uk

DINGWALL (ROSS-SHIRE)-SPORTS & MODEL SHOP, 66 High Street, Dingwall, IV15 9RY. PLASTICS-METALS-SCENICS. OO and N scale, PECO, Hornby, Bachmann, Metcalfe, Wills, Ratio & Dapol. *Tel: 01349 862 346.*

SWANAGE MODEL RAILROADING CENTRE – N GAUGE TO G SCALE. Good selection of Preowned models in N, OO and O gauge. Open Wednesday, Thursday and Saturday 9.30 to 2pm. *Other times by appointment please, call John on 07956 973 072.*

Trade Sales Products

O GAUGE ETCHED KITS. Locomotives, Carriages and Wagons. Connoisseur Models on line catalogue, *www.jimmcgeown.com* or send 2nd class address label for free printed catalogue. *1 Newton Cottages, Nr Weobley, Herefordshire, HR4 8QX.*

LOCOMOTECH MOTORIZING KITS FOR PECO AND SOUTH EASTERN FINECAST TURNTABLES. Standard (3.5rpm) £29.99, Deluxe (2 rpm) £39.99, U.K. postage £3.90. 12V motor. Enclosed all-metal gearbox. Reviewed by Railway Modeller May 2016. *More information and order online at www.locomotech.co.uk Telephone orders: 01903 871149 – afternoons only.*

NEW WEBSITE: *www.zetlandmodelrailways.co.uk* Good quality second-hand North American, Continental & British, "O", "HO", "OO", "N" & "Z" scales. *Email: Bob@zetlandmodelrailways.co.uk*

OVER 1000 OO GAUGE LOCO, COACH AND WAGON KITS, many no longer in production. Etched brass, white metal and plastic kits from over 20 Manufacturers and covering various Railway Companies. Also hundreds of items by Hornby, Bachmann, Dapol and others. *Tel: 01444 413723 email: andrew@wmcollectables.co.uk Website: www.wmcollectables.co.uk*

Trade Sales Books

RAILWAY MODELLER BACK NUMBERS – for more information on which issues are available, please contact: *Technical Advice Bureau, PECO, Underleys, Beer, Seaton, Devon, EX12 3NA, England, telephone: 01297 20580*. Please see website for prices.

Trade Services

DECALS AND 3D-PRINTED COMPONENTS FOR LOCOS, ROLLING STOCK, SIGNALS AND BUILDINGS. Scales 2mm to 16mm. Plus fully custom decal and component (3D-printed and etched metal) design and production service. *See www.aardstorm-models.com.*

KIT BUILDING SERVICE, LOCOS, ROLLING STOCK, QUALITY WORK AT REASONABLE PRICES. *Contact: JOHN NOWELL, 28 Victoria Road, Tuebrook, Liverpool, L13 8AW. Tel: 0151 259 5957, email: johnnowell@blueyonder.co.uk www.tuebrooktrains.co.uk*

Wanted (Trade)

This section is reserved for the use of traders only.

WE VALUE YOUR USED MODEL RAILWAYS very highly. Best prices paid for good condition modern 00 and N Gauge second hand items. Send us your list of surplus items in any gauge or make (s.a.e. please) for our quotation by return post. We also buy tinplate of all kinds, Dinky Toys, Corgis and Lesneys. We will travel anywhere to collect. *RAILWAY ROUNDABOUT, The Walnut Tree, Egremont Street, Glemsford, Suffolk, CO10 7SA. Tel: 01787 280 452. Email: bill.railwayroundabout@gmail.com*

MODEL RAILWAYS WANTED - cash waiting for British & American N & OO/HO scales plus Continental HO model railway equipment. British and American 0-Scale also considered along with interesting items of railwayana. (Closed Mondays). *53A Models, 430 Hessle Road, Hull. 01482 227 777. www.53amodels.co.uk*

AIRFIX/FROG/REVELL and other makes of unmade Second-hand plastic kits wanted. Aircraft especially wanted. Any quantity. *KINGKIT, Unit 8, Cedar Court, Halesfield 17, Telford, TF7 4PF. Tel: 01952 586 457.*

WANTED - TRAIN COLLECTIONS O, OO, N. Always calling in areas SOMERSET, DEVON, CORNWALL, S-WALES, WILTS, HAMPSHIRE, most places in UK covered. Will dismantle layouts any size. Interested in British N gauge Farish, Minitrix, Peco, OO Bachmann, Hornby, Mainline, Lima, Wrenn, Tri-ang. Damaged, scrap locos, Peco points, track work, buildings, cars, people, books, diecast, EFE buses. Cash paid, friendly service offered. *R.FOSTER 15 Rosebery Avenue, Yeovil, Somerset BA21 5LW. Tel: 01935 424165. Email: russelltrains@aol.com*

MODEL RAILWAYS ALWAYS WANTED, including Hornby, Lima, Bachmann, Dapol, Modern Image, OO, O, N gauge, kits and kit built. Send lists or give me a call. *BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.*

WE CARE A GREAT DEAL MORE! We realise that your collection large or small is a prized possession, so we will always give our highest price, we will respond quickly to receiving your list and collect, dismantle and remove your items efficiently because we care. Whatever you have to sell from single items to large collections. Give us a call and prepare to be amazed! S&J MODELS. *Tel: 01606 872 786.*
Email: sjmodels@tiscali.co.uk
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THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object, collections large or small. *PAUL CULL, telephone: 01302 481 274 or mobile: 07767 356 890 or send list to: The Bungalow, Dentons Green Lane, Kirk Sandal, Doncaster, DN3 1JP. Email: simonecull06@tiscali.co.uk*

HORNBY & BASSETT-LOWKE O GAUGE TRAINS, wagons, coaches and accessories. Anything considered. Top prices paid for single items and/or complete collections. *Tel: 01993 840 064 (Oxon) 0797 991 0760.*

ALWAYS WANTED BY TRI-ANGMAN-collections, layouts, seeking, Tri-ang, Hornby, Dublo, Wrenn, Bachmann etc. Will collect across most of the UK. More than fair prices paid. *Tel: 07966 333 605. Email: Laurence@tri-angman.co.uk www.tri-angman.co.uk*

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED – SMALL & LARGE, any scale and any condition. British, European and American collections all required. Nationwide collections, distances no object. Contact us today for a quick and friendly service. *Telephone: 01302 371 623, mobile: 07526 768 178. Email: anoraksanonymous@googlemail.com*

WANTED WANTED MODEL RAILWAYS, ALL MAKES, ALL SIZES from N Gauge, 00 scale to G Scale and larger, will travel all UK. We also dismantle layouts, over 35 year's experience. *Send lists to DEREK BARNETT, 6 Vale Gardens, Penkridge, Staffs, ST19 5LQ. Tel: 01562 750 076 daytime, or text me 07721 333 521 anytime and I will ring you back, email footplate@btconnect.com*

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www.railsofsheffield.com

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

BATH BRISTOL MELKSHAM TROWBRIDGE SHEPTON WANTED: Model Railway & Model Car Collections. Railways: All Gauges & Makes. Hornby, Dublo, Triang, Bachmann, Wrenn etc. Mid & Large collections always needed. Metal & Plastic Kits. Live Steam. 45MM, Mamod etc. Model Cars: Dinky, Corgi, Matchbox EFE etc. I am a retired, personal, hobbyist/dealer. *Contact Roger: telephone 01225 360 037. Mobile: 07752 222 645.*
Email: rogersmith200@hotmail.com

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.*

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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).

TRIX TWIN AND TRIX EXPRESS. Avid collector. TTRCA No26, anything will be considered. Please phone anytime, will collect. *Tel: 01736 754 200. Mobile: 07478 059 249.*

RAILWAY PHOTOGRAPHS - original 35mm slides (or negatives) any railway subject, steam to blue diesel era. Good price for quality material. *JOHN TURNER, 01482 227 777 or 01652 632 370 (evenings).*

N OR OO GAUGE, British outline Model Railways sought by collector, Wrenn, Hornby, Bachmann, Farish etc. Will travel to collect. *Tel: 01702 461 214 after seven, 07399 73 44 94, daytime. Send lists to: psdavis17@talktalk.net*

HORNBY O GAUGE LMS Princess Elizabeth & Southern L1. Both 20 volt electric. *Tel: 01993 840 064 (Oxon) or 0797 991 0760.*

WANTED TRIANG TT AND LONE STAR TREBLE O LECTRIC BY PRIVATE COLLECTOR. Good price paid, will travel. *Tel: 01980 862 387 or email: hamptonrob1951@outlook.com (Wiltshire).*

WRENN 1966 TO 1992-items wanted by collector preferably boxed, single or complete collections. *Please telephone: 0773 0957 800/01582 401 053 or visit my website www.wrennspecialist.co.uk*

KIT ITEMS, WHITEMETAL, BRASS OO & O, DJH, Wills, Millholme, Alan Gibson etc. Engines, coaches, wagons, unmade, part made, engines working or not. Kit spares – will travel. *Tel: 01302 481 274, mobile: 07767 356 890, email: simonecull06@tiscali.co.uk*

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*

BOXED TIMPO TRAINS, WESTERN WW2. Also 1960's/70's loose boxed plastic toy soldiers, cowboys, knights, Britains boxed plastic garden, zoo, farm. *Telephone: 07823 443 474.*

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.

May 2025

18 May (Sun) 10am - 2pm
LINCOLNSHIRE, Lincolnshire Showground, Lincoln, LN2 2NA.
Adults (16+) £3.50, Seniors £3, accompanied children free. Catering and Free Parking. J & J Fairs.
Tel: 01522 880 383 www.j-jwebbtoyfairs.com jandjfairs@gmail.com

24 May (Sat) 10.30am-2pm
LUDLOW RACECOURSE Bromfield, Ludlow, Shropshire SY8 2BT, (off A49), admission £2. TONY OAKES FAIRS.
Tel: 01270 652 773 & 07825 631 323.

25 May (Sun) 10am - 2pm
SPALDING, Springfields Events & Conference Centre, Camelgate, Spalding, PE12 6ET. Adults £3.50, Seniors £3, accompanied children free. Catering and Free Parking. J & J Fairs.
Tel: 01522 880 383 www.j-jwebbtoyfairs.com jandjfairs@gmail.com

June 2025

1 June (Sun) 10.30am-2pm
HAYDOCK PARK RACECOURSE, The Exhibition Centre, WA12 0HQ (M6 Junction 23). Up to 85 tables. Adults £3, Children £1. TONY OAKES FAIRS.
Tel: 01270 652 773 & 07825 631 323.

1 June (Sun) 9.45am-1.15pm
RAYLEIGH ESSEX, The Sweyne, Park School, Sir Walter Raleigh Drive, off London Road, SS6 9BZ. Adults £2.50, under 16 free, refreshments on site and

free car parking. SRP TOYFAIRS.
Tel: 07498 912 091 or 0773 999 8012 www.srptoyfairs1.co.uk

7 June (Sat) 10am-2.30pm
EWELL (Nr Epsom) TOY & TRANSPORT BAZAAR, Bourne Hall, Spring St, Ewell, Surrey, KT17 1UF**.** Buses 293 and 406 stop at the spring. Five minutes from Ewell West Station. Bus & Rail Models, books, photos, DVD's, vinyl, maps, timetables, tickets, memorabilia. Admission £3 u16 free with adult. No Dogs.
Tel: 07949 356 706 e-mail: ttbazaars@btinternet.com

8 June (Sun) 10am-2pm
STONEHOUSE TOY AND TRAIN FAIR, near Gloucester, Magpies Social Club, Old Ends Lane GL10 3RH. Catering and free parking, early entry from 9am £5, free entry after 10am!
Tel: 07732 330 305, 01380 725 322, stevedevizes@aol.com

10 June (Tue) 6.30pm - 8.30pm
HOOK TOY & TRAIN FAIR. Community Centre, Ravenscroft Rd, Hook RG27 9NN. Free parking, café, easy access from M3 & Hook railway station. Admission £1.
stevedevizes@aol.com 07732 330 305.

12 June (Thurs) 7pm-9pm
THEYDON BOIS, Theydon Bois Village Hall, Coppice Row (B172), Theydon Bois, near Epping, Essex CM16 7ER. Close to M25 J26 and M11 J5. Admission £1. Contact JOE LOCK.
Tel: 07866 641 215.

14 June (Sat) 9am-2.30pm
MAIDSTONE, at Lockmeadow Market Hall, Barker Road, Maidstone, Kent ME16 8HR. Admission £3.
Tel: 01732 840 787 or 01622 298 159.

15 June (Sun) 10am-3pm
ASHBY LEISURE CENTRE - North Street, LE65 1HU. Train and toy fair. Admission £3. Snacks.
Tel 07807 038 161.

15 June (Sun) 10.30am-3pm
STAFFORD – MORE THAN 300 STALLS. The Prestwood Centre, Stafford County Showground, Weston Road, Stafford, ST18 0BD. Adults £5, Seniors £4.50, Children £1. There are many stalls selling OO and O gauge trains.
Tel: 01604 846 688 www.bpfairs.com

15 June (Sun) 10.00am - 2.00pm
SWINDON TOY AND TRAIN COLLECTORS FAIR, Grange Leisure Centre, Grange Drive, Swindon SN3 4JY. Cafe and free parking.
Telephone: 07732 330 305, 01380 725 322, stevedevizes@aol.com

17 June (Tues) 6.30pm-8.30pm
ROYAL WOOTTON BASSETT TOYFAIR, Memorial Hall, SN4 8EN. Our quarterly (third Tuesday) evening fair on the edge of Swindon. Free parking. Home cooking. Just £1 entry.
stevedevizes@aol.com 07732 330 305.

21 June (Sat) 10.30am-2.30pm
OSWESTRY – The Pavilion, Oswestry Showground, Park Hall, Whittington Rd SY11 4AS. JACKSON & JACKSON EVENTS.
For bookings contact DAVID on 07967 681 080 jacko17356@icloud.com

22 June (Sun) 9.45am-1.15pm
***NEW EVENT - BROMLEY - Bromley High School*,** Blackbrook Ln, BR1 2TW, 3 miles from the old Crofton Halls event, Orpington.
Tel: 0773 999 8012, 0749 891 2091 www.srptoyfairs1.co.uk

22 June (Sun) 10.30am-3pm
COVENTRY – 160 STALLS, The Connexion, Ryton on Dunsmore, Coventry, CV8 3FL. Lots of stalls full of new and used model railways – many at bargain prices. Adults £3.50, Seniors £3, Children £1.
Tel: 01604 846 688 www.bpfairs.com

24 June (Tues) 5pm-8pm
GARSTANG TOYFAIR – Catterall Memorial Hall PR3 0HR (at junction of A6 and A586. Refreshments, £1 entry. EMANUEL FAIRS.
Tel: 0756 477 3121.

29 June (Sun) 10.30am-3pm
BOLTON STADIUM – MORE THAN 250 STALLS. The Premier Suite, Bolton Stadium, Bolton, Lancashire BL6 6JW. Adults £4.50, Senior Citizens £4, Children £1. OO and O gauge for sale from dozens of specialist dealers.
Tel: 01604 846 688 www.bpfairs.com

29 June (Sun) 9.45pm-1.15pm
MIDHURST, THE GRANGE, Bepton Road, West Sussex, GU29 9HD. Refreshments on site and free car parking. SRP TOYFAIRS.
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Opportunity Yours

RM Classified Advertisement Order Form — last date for receiving copy for September 2025 issue is 9th June.
Please insert the following advertisement under the section headed: .....

PLEASE NOTE: If you do wish to renew an existing advert, phone, write or email within 3 months of the original advert being placed.

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Advertisements without a box number must include your name, address or telephone number. Standard abbreviations (LMS, META, 0-6-0), normal hyphenations (O-gauge, 2-rail, pre-war) and prices count as one word. Telephone numbers, whether exchange or all figure, count as two words.

CONDITIONS OF ACCEPTANCE
All copy is subject to our approval. We reserve the right to request amendments.
Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone number at which the organiser can be contacted.
Advertisers are expected to acknowledge all enquiries that enclose an SAE (even if the item has already been sold).
Advertisers are reminded of the Trade Descriptions Act and must avoid misrepresentation of goods offered. The Business Advertisements (Disclosure) Order 1977 requires all who sell goods in the course of a business to indicate this clearly in the advertisement.

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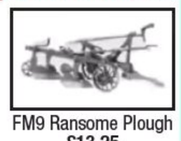

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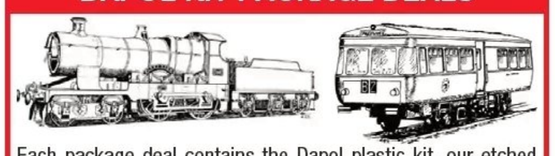

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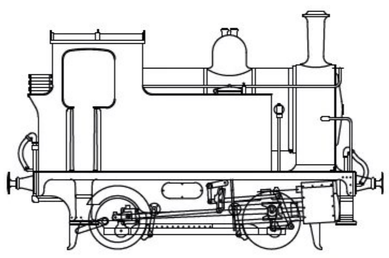

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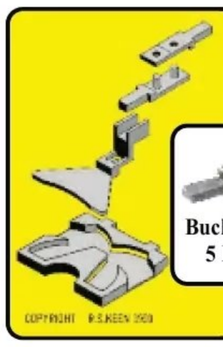

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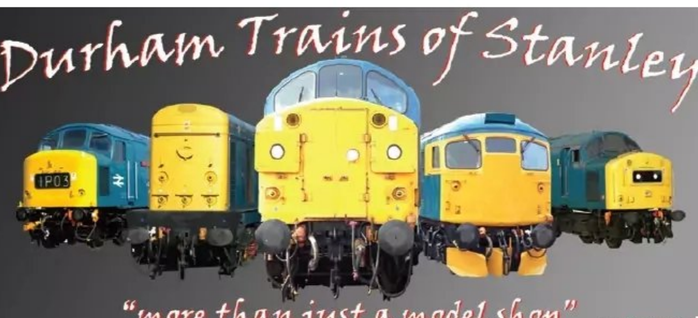

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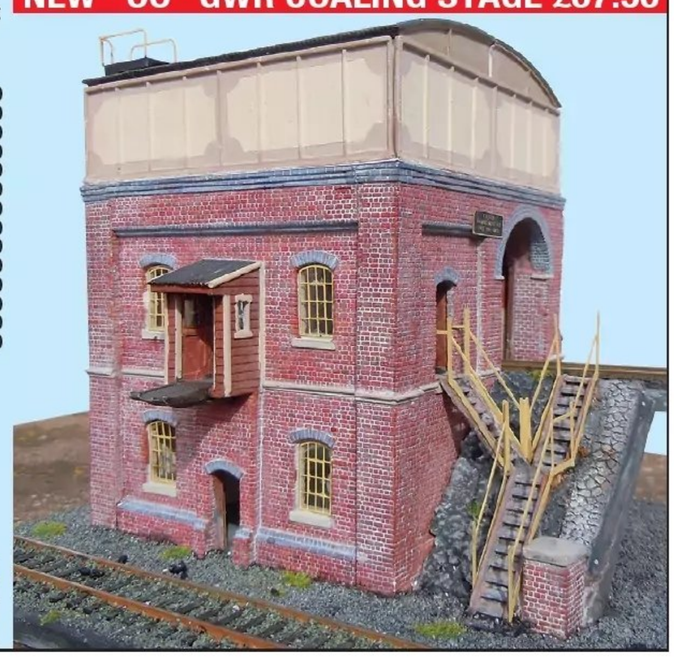

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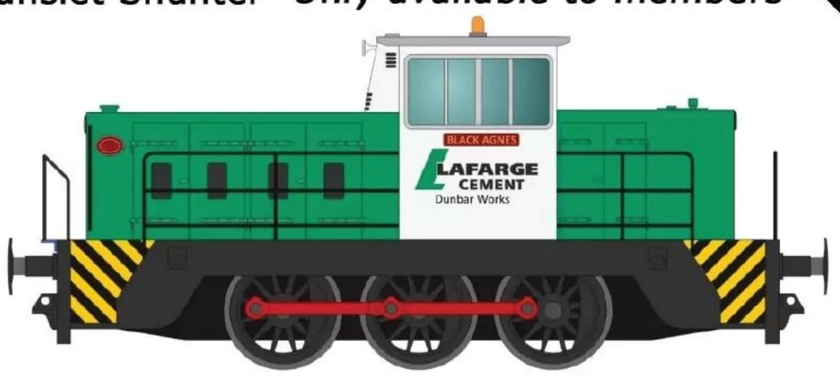

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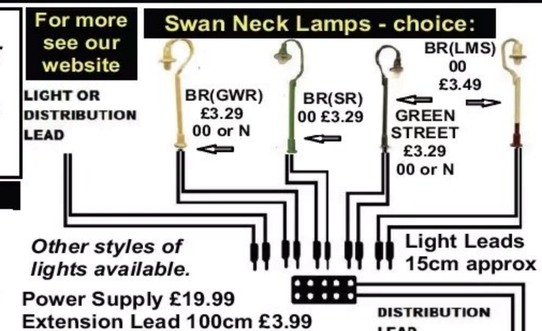

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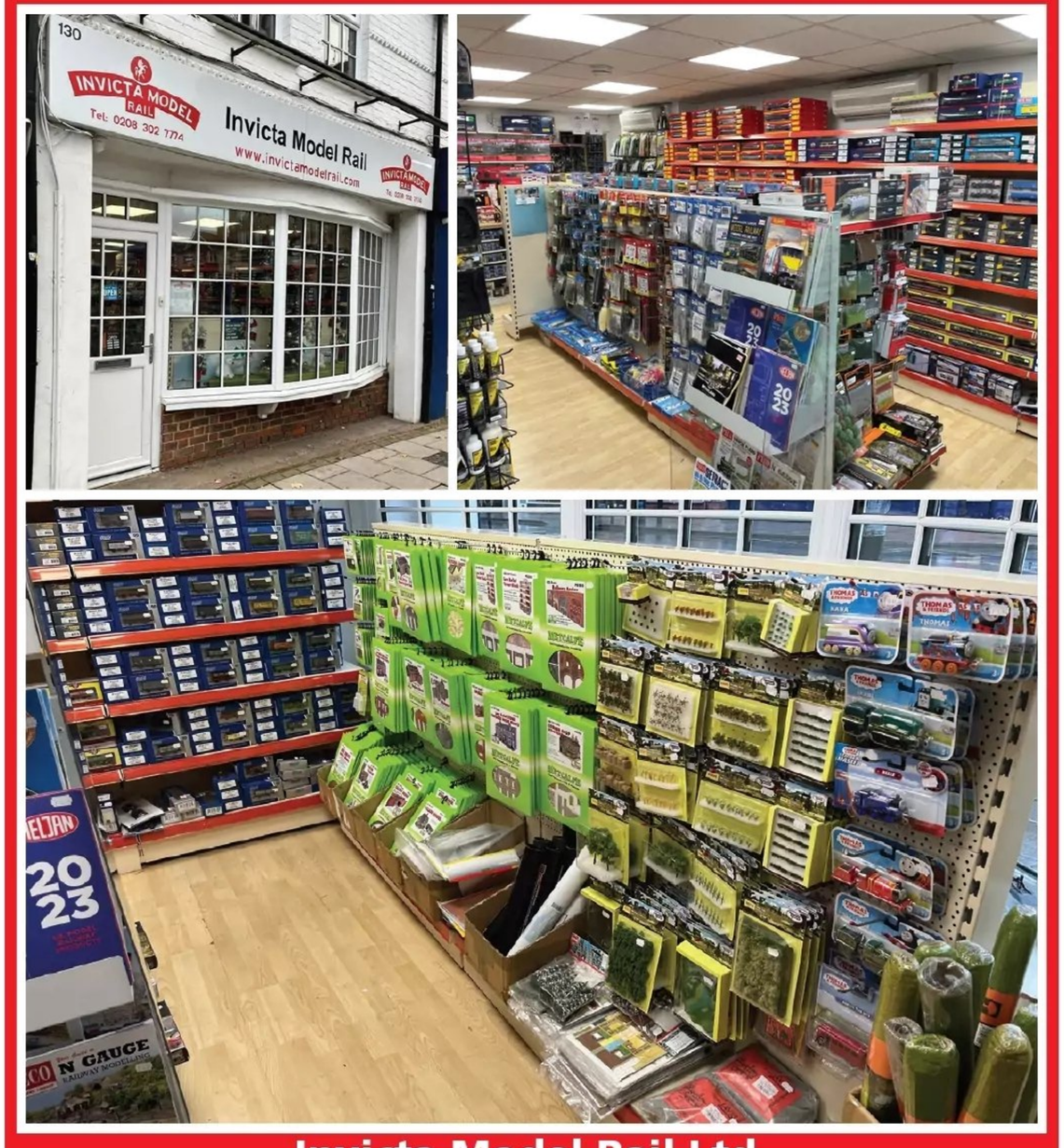

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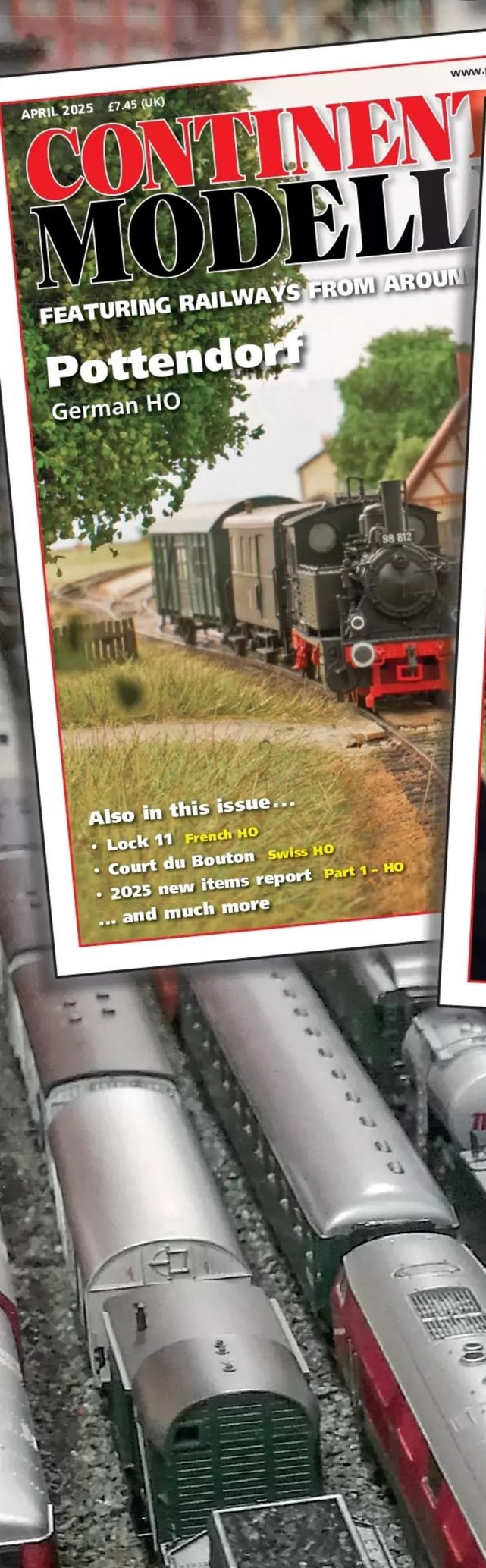



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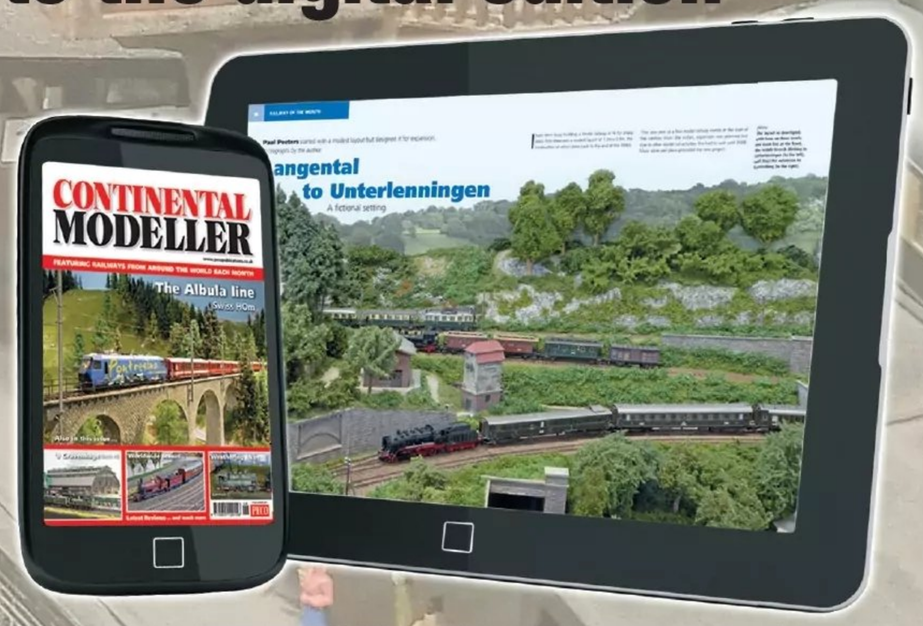

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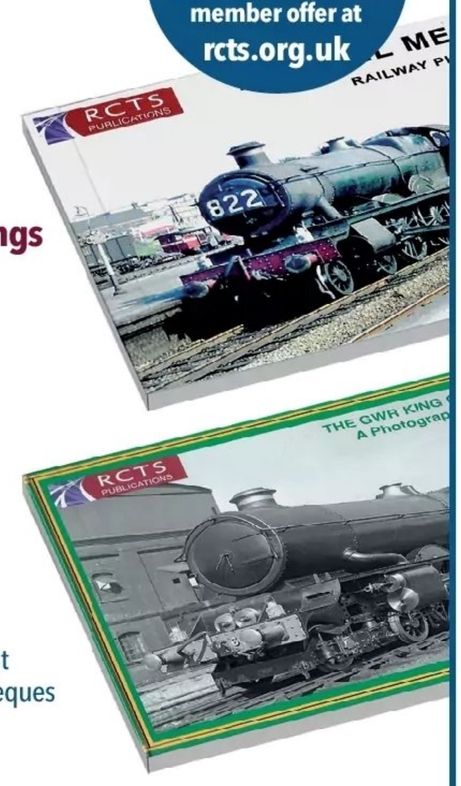

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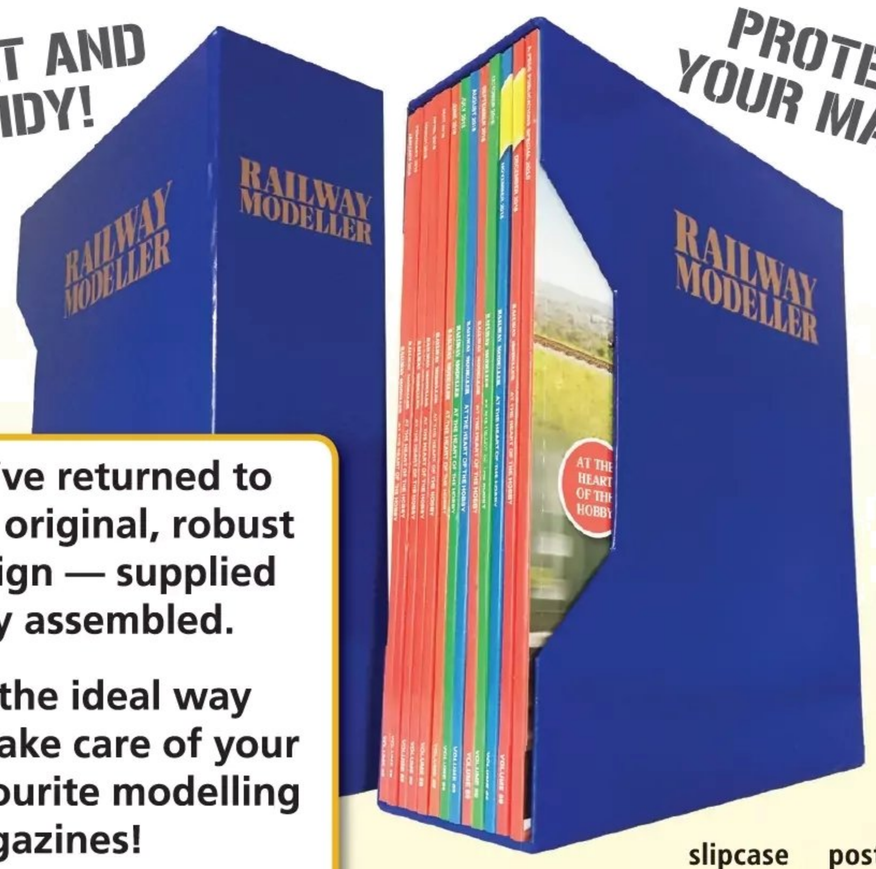

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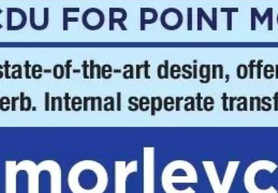

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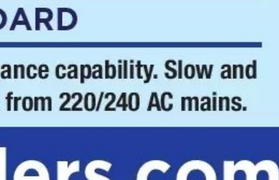

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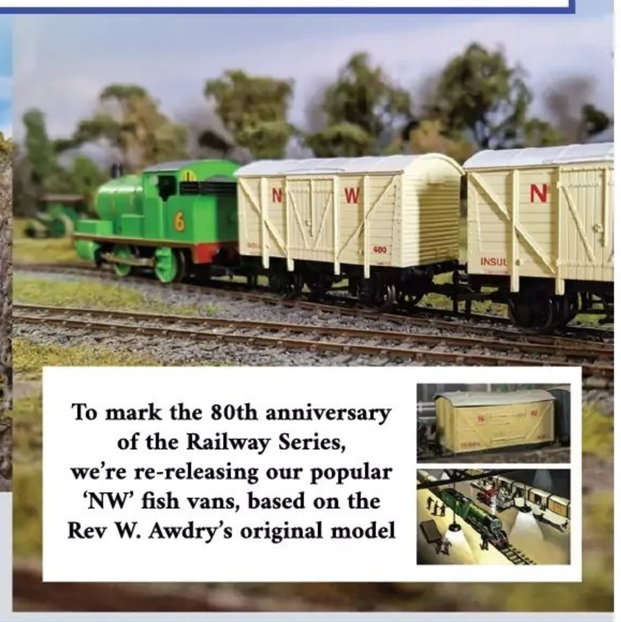

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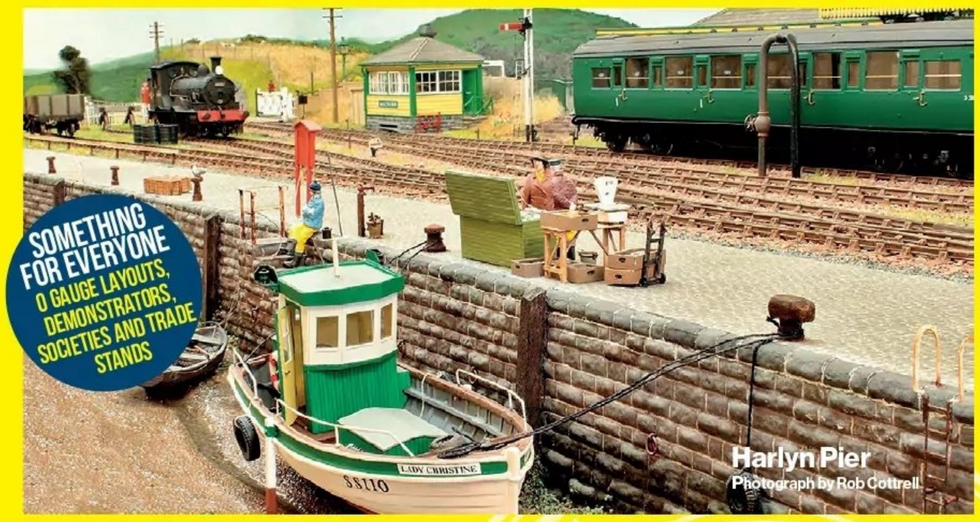

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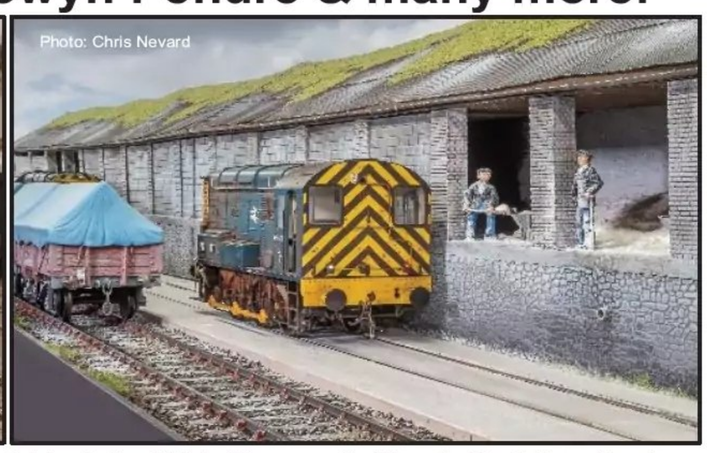
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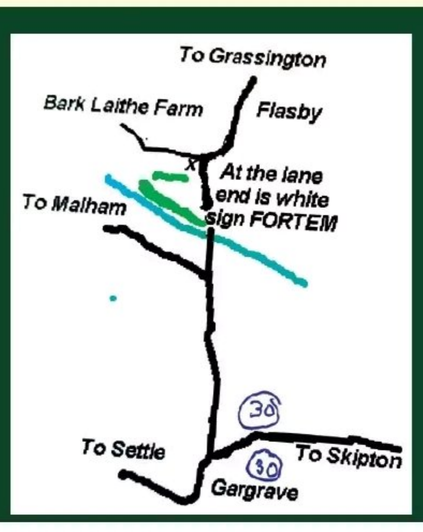

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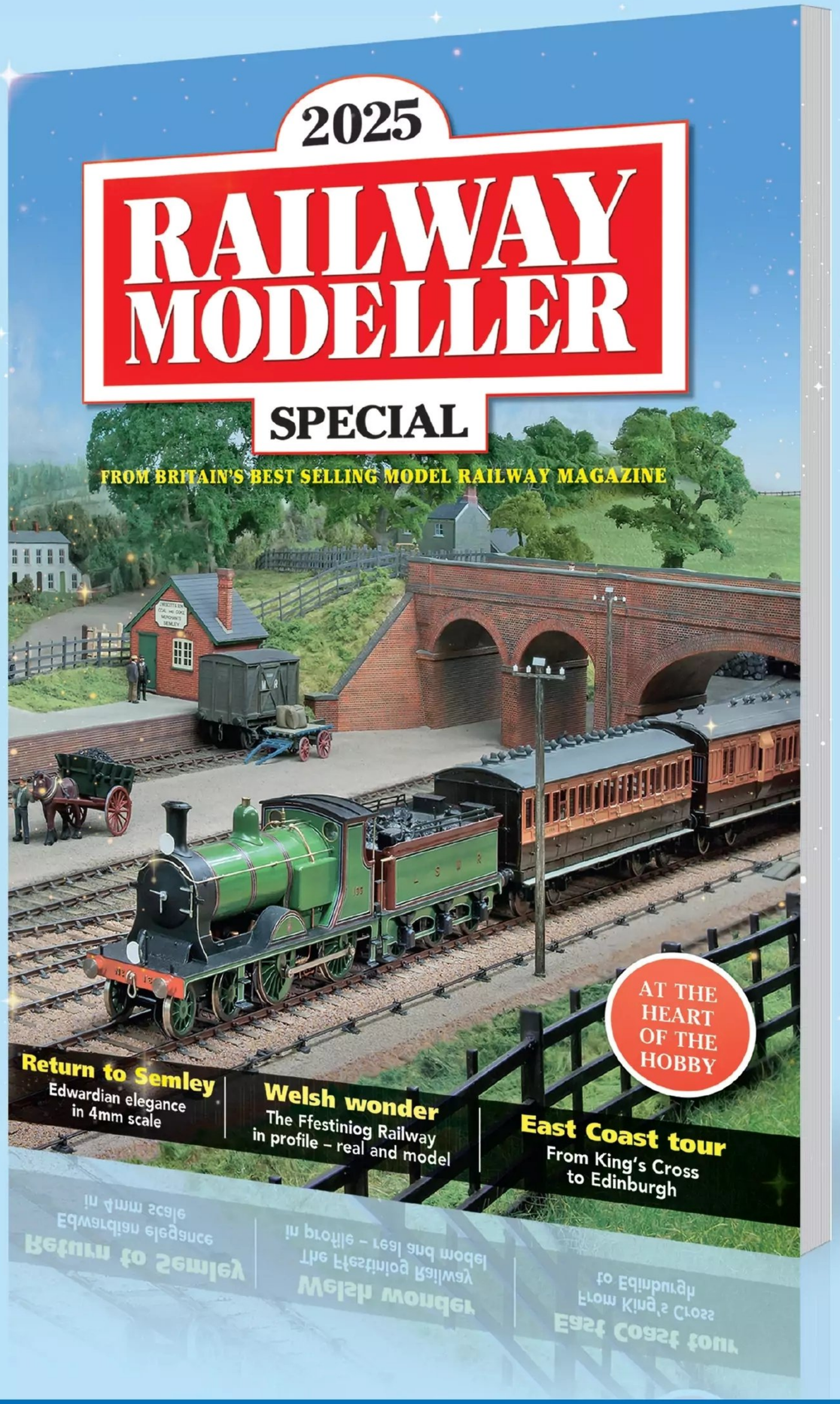

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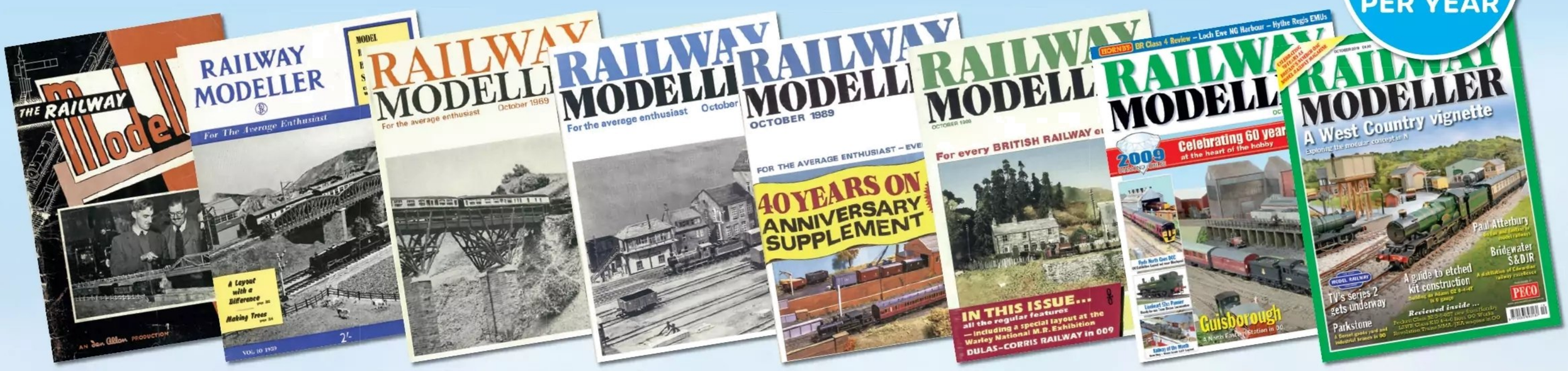

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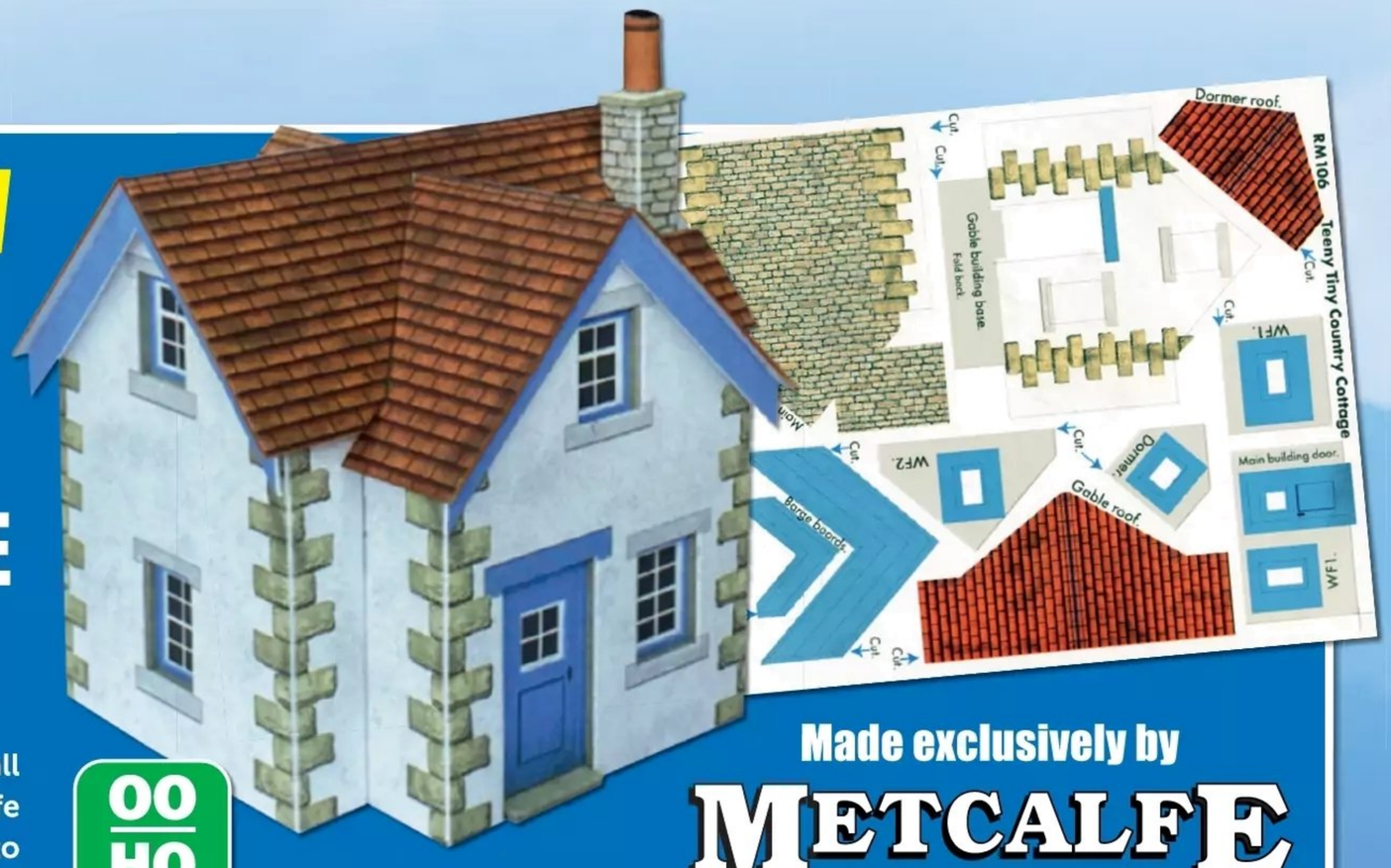

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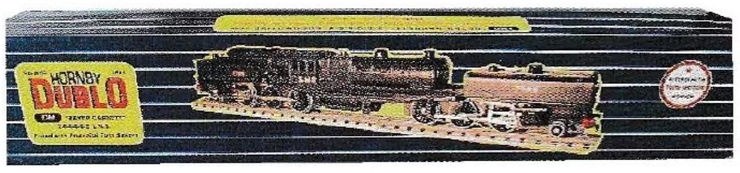

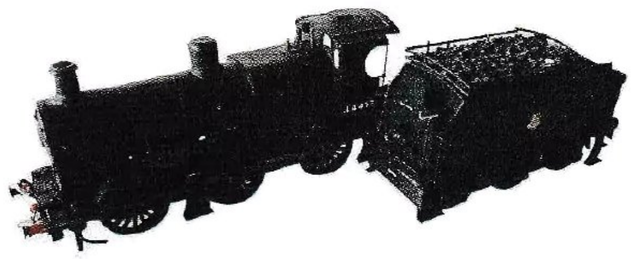

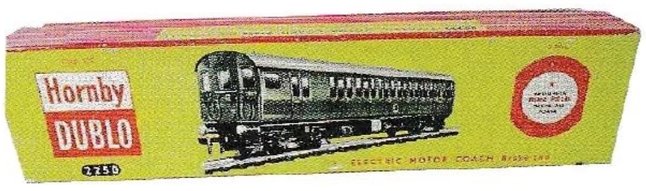

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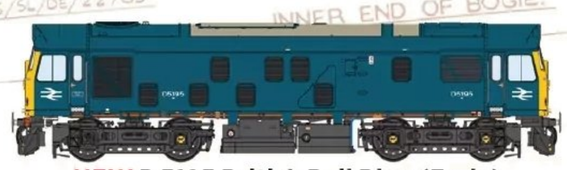
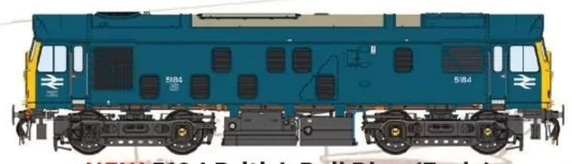
NEW D5225 British Railways Green



NEW 25042 British Rail Blue



NEW D5195 British Rail Blue (Early)



NEW 5184 British Rail Blue (Early)



NEW D5231 Green (Yellow ends)



NEW 25043 Green (Yellow ends)

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