BRITAIN'S No.1 MODEL RAILWAY MAGAZINE

NOVEMBER 2025 £6.45 AT THE HEART OF THE HOBBY VOLUME 76 No 901

RAILWAY MODELLER

Scottish sojourn

How YOU can build this OO layout – part one of our step-by-step guide

The Summit Railway

Taking a working 009 model to the top of Mount Kilimanjaro

Making a start in N

A beginner's layout using Peco Setrack

Churchward Star Class 4-6-0

Drawn, described and modelled

Reviewed inside ...

SECR O1 from Rapido Trains UK
LNER J26 Class 0-6-0 from Oxford Rail
British Rail Class 89 from Rails of Sheffield

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RAILWAY MODELLER

Contents

November 2025 vol 76 No.901

856 Penworth
Railway of the Month
Mark Butler spent three decades creating this exquisite model of a Great Western branch line terminus in N gauge, much of the scenery for which was inspired by the celebrated *Vale Scene* at Pendon Museum in Oxfordshire. The layout is set to appear at the Rail-Ex Taunton show this October.

864 Making a start in 009
Plan of the Month
Using a Peco 009 Setrack starter set as his starting point, James Walker created this self-contained North Wales narrow gauge scene in just 100 x 75cm.

868 Scottish sojourn
Chris Ford begins the construction of an 00 gauge layout inspired by the railways of the West Highlands. The project makes extensive use of commercially available items, including many from the Peco range. Chris makes a start this month by building the baseboards.

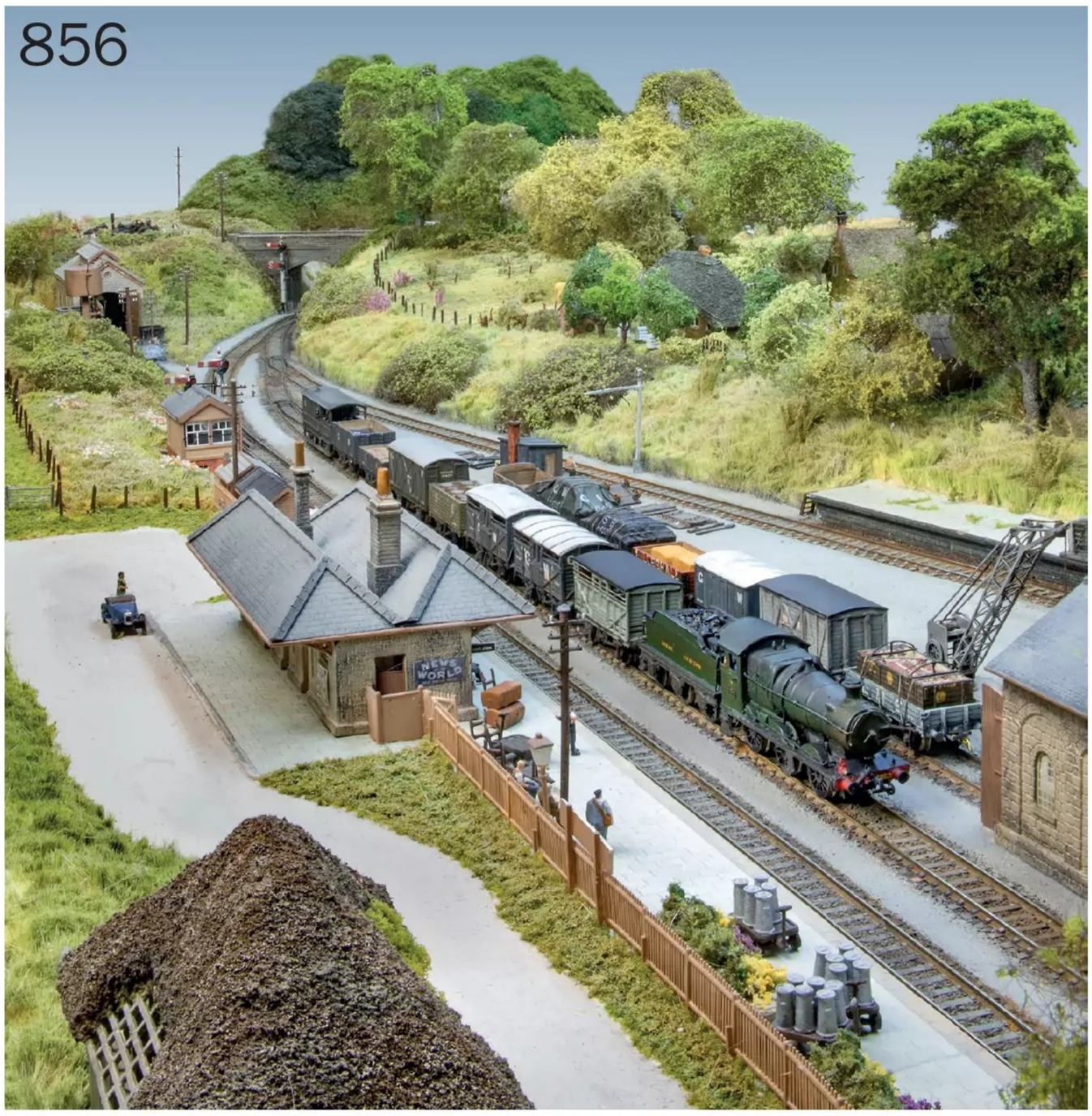
872 Return to Allerton Gardens
Through the Railway Room Door
We first visited this home-based 00 gauge BR Eastern Region layout in the February 2013 issue. For this return visit, its builder, David Dobbs, takes us on a tour of the Motive Power Depot, which has been expanded considerably during the intervening years.

878 Churchward Star Class 4-6-0
Scale Drawings
To complement John Cockcroft's constructional article for one of these locomotives on page 882, we present these 4mm scale drawings for the class that were prepared – together with accompanying prototype notes – by the late Ian Beattie.

882 A Star Class in 7mm
Project of the Month
John Cockcroft begins constructing a David Andrews etched kit for one of these Great Western Railway four-cylinder machines, which form the subject of our Scale Drawings feature. In this first instalment, John describes the construction of the tender and makes a start on the locomotive chassis.

886 Kimbolton
A former station on the line that once ran east from Kettering to Huntingdon and Cambridge, modelled in 00 by Andy Moore and members of St Neots Model Railway Club. The layout will be in action at Spalding Model Railway Exhibition on 1 & 2 November.

891 From the Archive
Toby Jennings delves into the RAILWAY MODELLER Digital Archive to look back at issues of the magazine from 75, 50 and 25 years ago.















RAILWAY MODELLING *Explored*

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

903 A first layout in N

Constructed by Simon Kirk using Peco Setrack, *Kings Meaburn* is an example of an ideal starter project for someone who is new to the hobby and looking to build their first model railway.

906 Building a BR 13-ton hopper wagon kit in O

Having tackled the 4mm scale version in the July 2021 issue, Callum Willcox assembles this latest addition to the range of Peco (by Parkside) plastic rolling stock kits for 7mm scale.



WHAT'S ON THE COVER



868 896 878 903 914

892 Express Daisy Sidings
Micro Marvel

Yes, it is called 'Express Daisy', not 'Express Dairy' – all will be explained! The Hornby Ruston 48DS inspired Andy Avis to create this compact shunting layout in EM.

896 Talking Points

Tim Williams explains how and why he took a model railway to the summit of Mount Kilimanjaro.

898 Cambois Bay

A slice of the industrial North East, modelled in OO gauge by Ian Blenkinsop, complete with a set of the area's trademark timber coal staiths.

902 Mileposts – Golden Jubilee for New Forest Model Railway Society

Phil Kempsey takes us back to the 1970s and the founding of this Hampshire-based model railway society, which is set to celebrate its 50th anniversary with a special exhibition this November.

911 Comment

Former Hornby Marketing and Development Manager Simon Kohler asks whether the number of new models being released is in danger of saturating the market.

912 Readers' Letters

914 New Product Reviews

Leading the reviews this month is the South Eastern & Chatham Railway Class O1 0-6-0 in OO gauge from Rapido Trains UK. Also assessed are the BR Class 89 electric locomotive in OO, by Accurascale in conjunction with Rails of Sheffield; the London & North Eastern Railway Class J26 0-6-0 in OO by Oxford Rail; the Class 60 diesel in OO from Accurascale; and the Dapol Black Label Hawksworth inspection saloon in OO.

924 News

Rails of Sheffield unveils Caledonian '439' 0-4-4T by Bachmann in OO; Collett and Hawksworth Halls in N by Graham Farish/Bachmann; Rapido Trains UK announces U Class 2-6-0 and two Scottish 4-4-0s in OO, plus SECR G Class 4-4-0 for Rails; more liveries for Class 60s, 92s and Manors from Accurascale; Pete Waterman to judge Peco RAIL200 Model Layout Competition; Dapol seeks support for planned Gresley full brake and buffet car in N gauge; and much more...

931 Societies & Clubs

The biggest and best guide to the exhibition scene.

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SEE PAGE 72a FOR DETAILS

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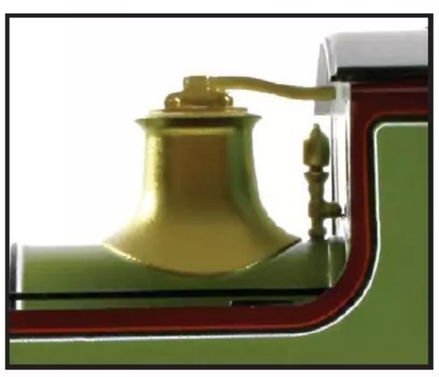

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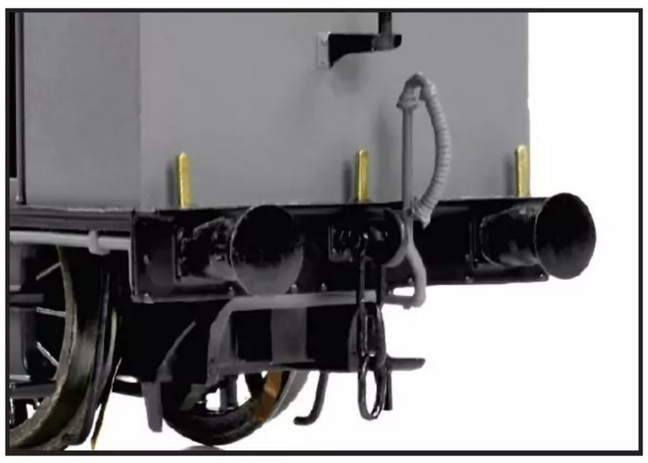
WITH/WITHOUT BOILER CLACK VALVES



SEPARATELY FITTED METAL HANDRAILS



WITH/WITHOUT BUFFER BEAM VACUUM BRAKE HOSES (FRONT & REAR)



WITH/WITHOUT BARS ON REAR CAB WINDOWS WITH/ WITHOUT BUNKER COAL RAILS



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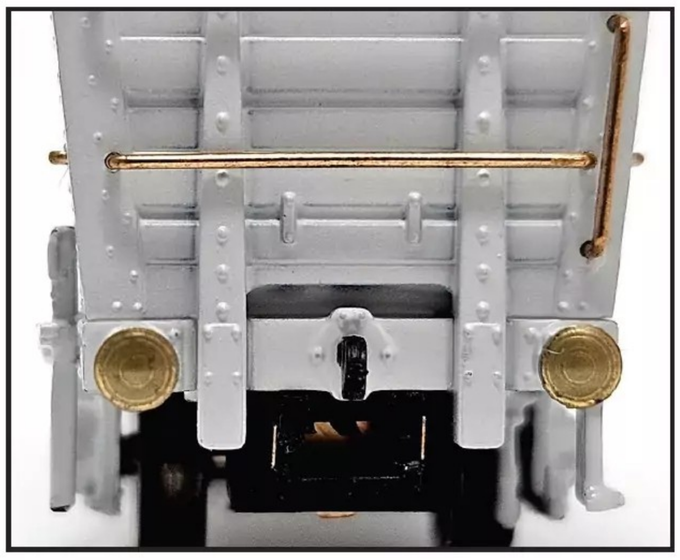
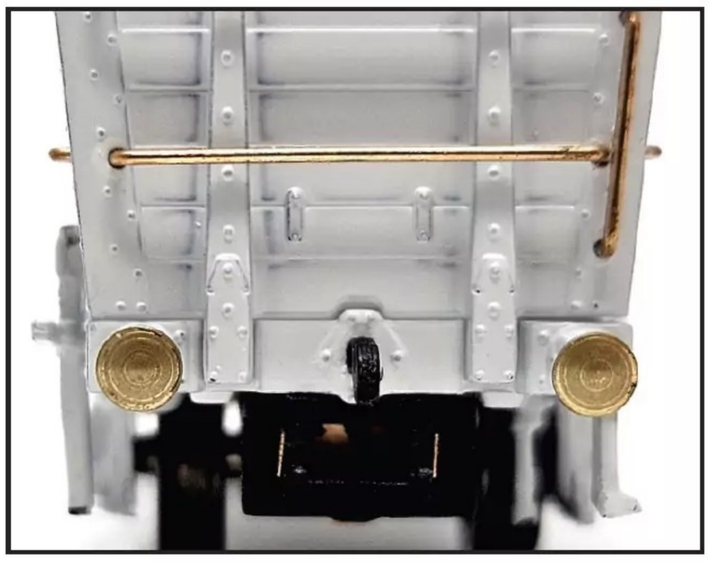
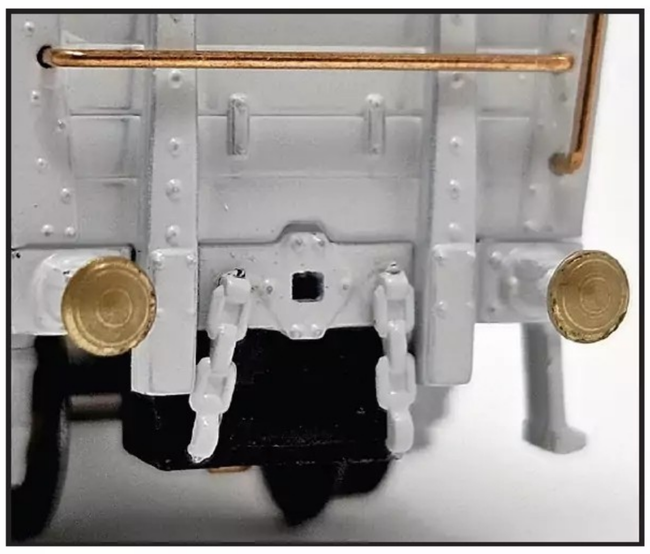




FULL LENGTH/SHORTENED WOODEN END PILLARS ON P7 VARIANTS WITH/WITHOUT END SLOTS FOR INCLINE HAULAGE

PRECISION MOULDED INTERIOR WITH DETAILED HOPPER DOORS AND WOODEN BAFFLES





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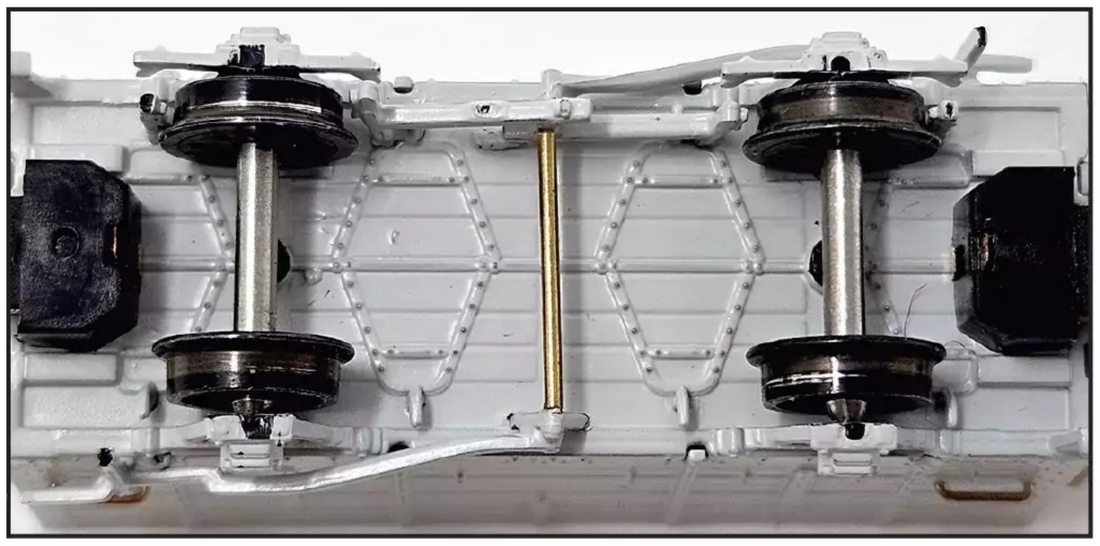

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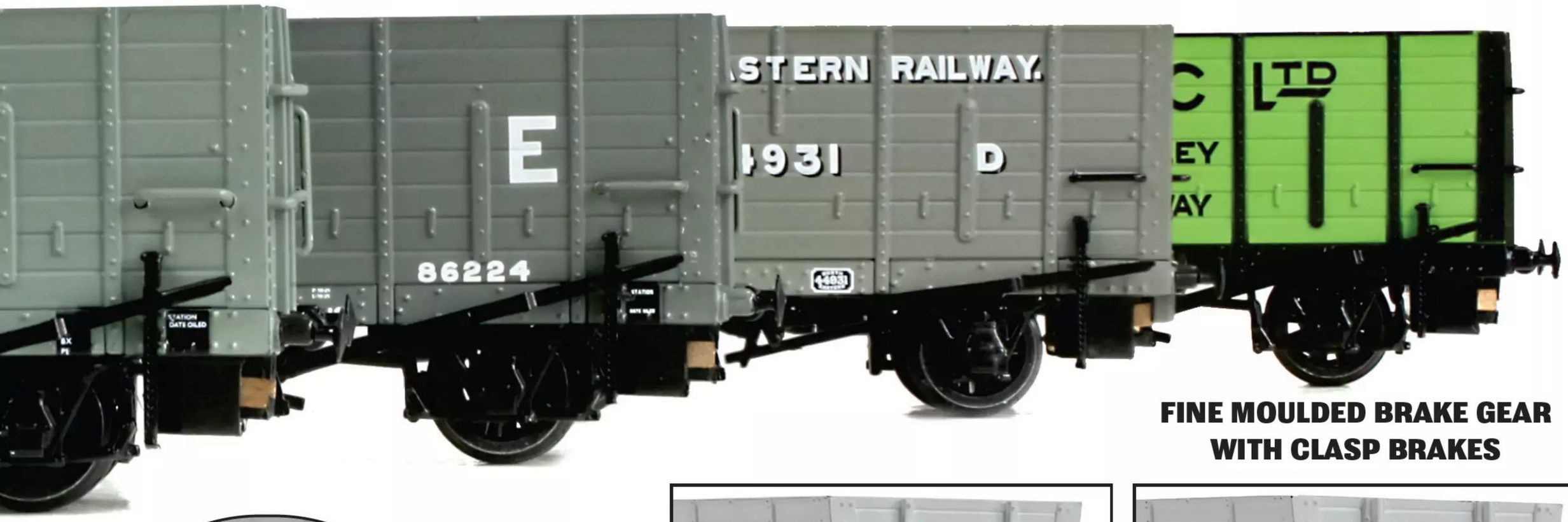
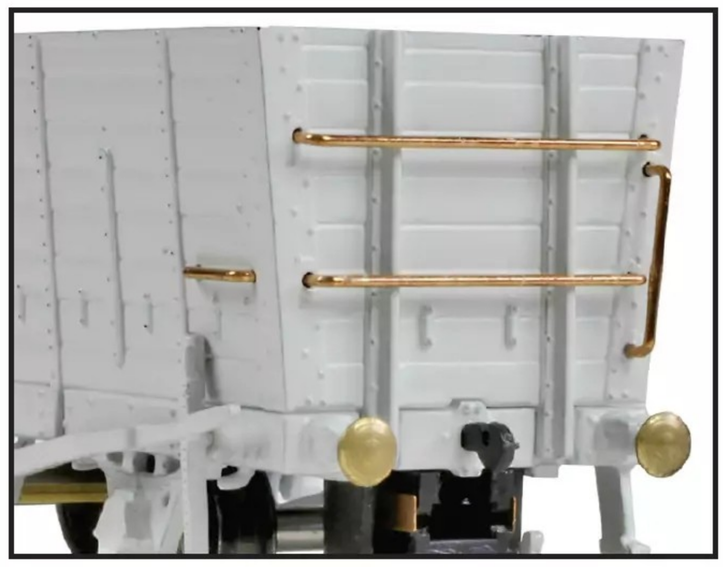


FINE MOULDED BRAKE GEAR WITH CLASP BRAKES



SINGLE OR DOUBLE 'W IRON' AXLE GUARDS





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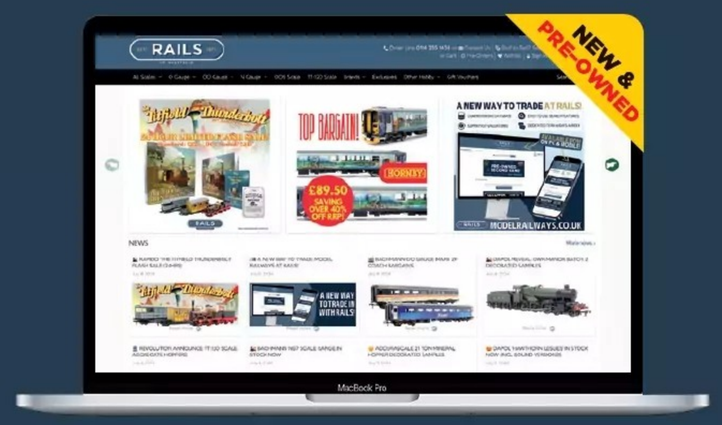

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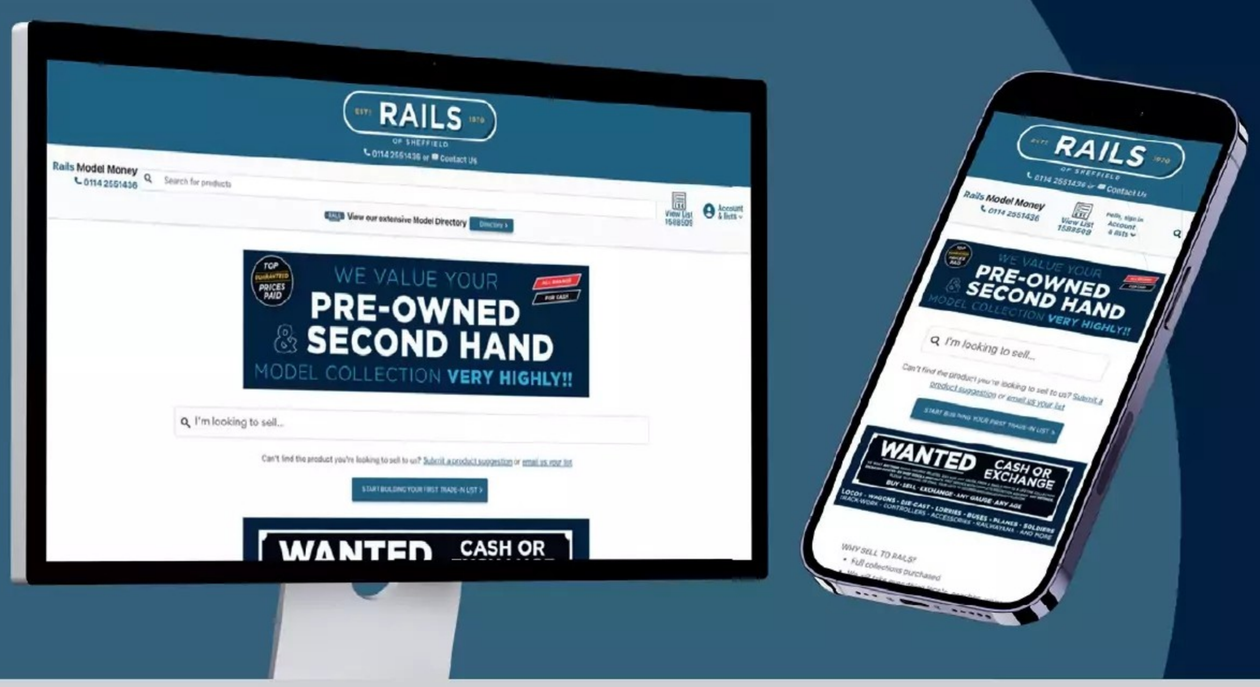

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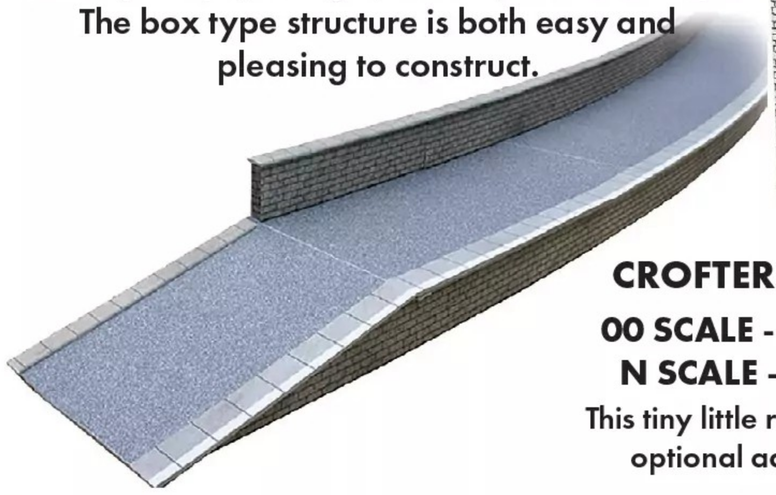



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Wessex Trains 31601 *The Mayor of Casterbridge* at Bradford on Avon with 2V74, the 11.00 Weymouth-Bristol Temple Meads on October 25, 2004. MARK FEW

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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*
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(35-825ZSF) DCC sound-fitted
(35-825ZSFX) DCC sound-fitted Deluxe

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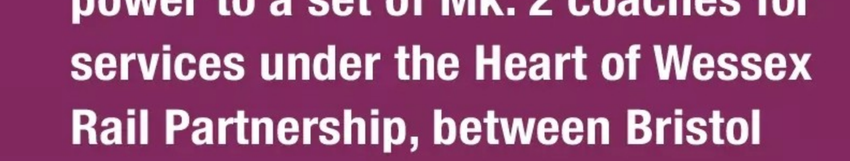

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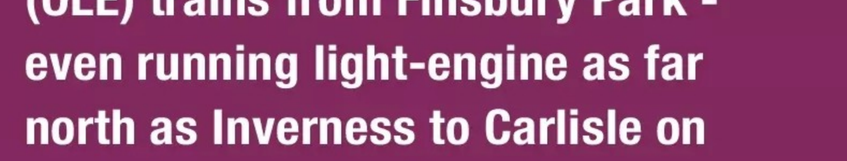

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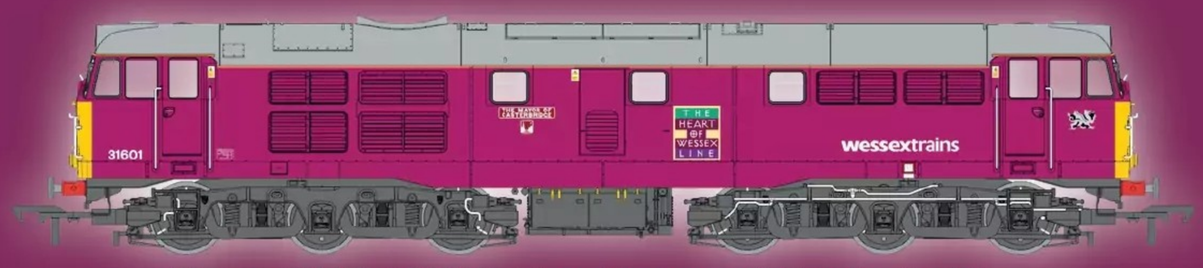
Purchase 31601 *The Mayor of Casterbridge* in Wessex Trains pink livery and 31452 *Minotaur* in Fragonset Railways livery together in DCC ready, DCC sound-fitted or DCC sound-fitted ‘Deluxe’ guises (find all product codes below) and benefit from more advantageous prices on ‘early-bird’ pre-orders, all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



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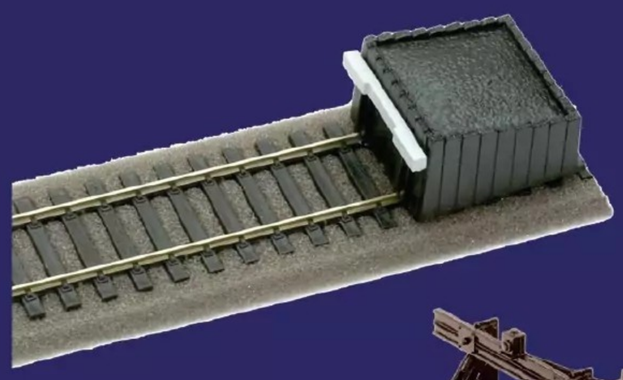



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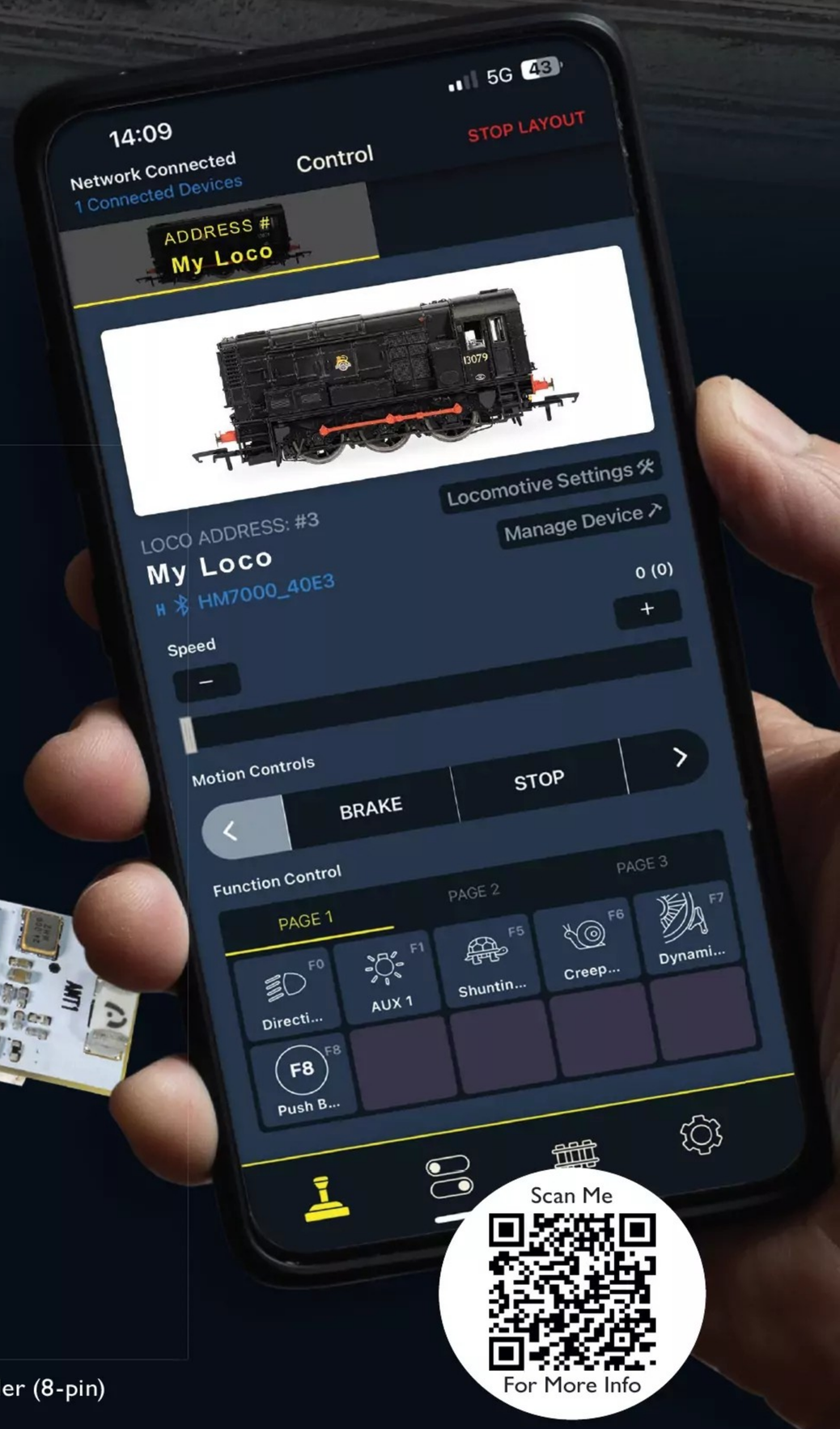

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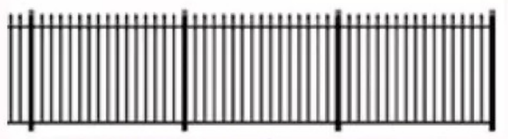
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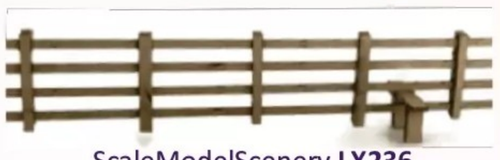
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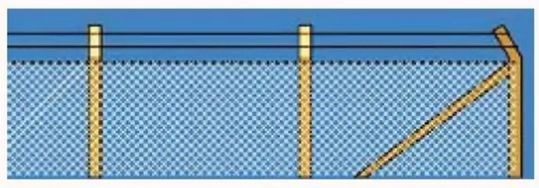
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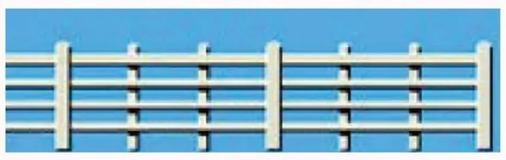
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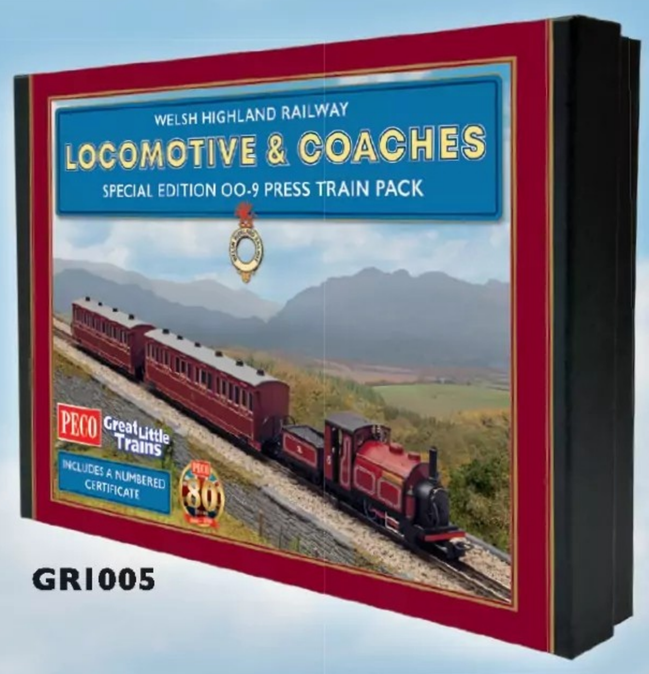

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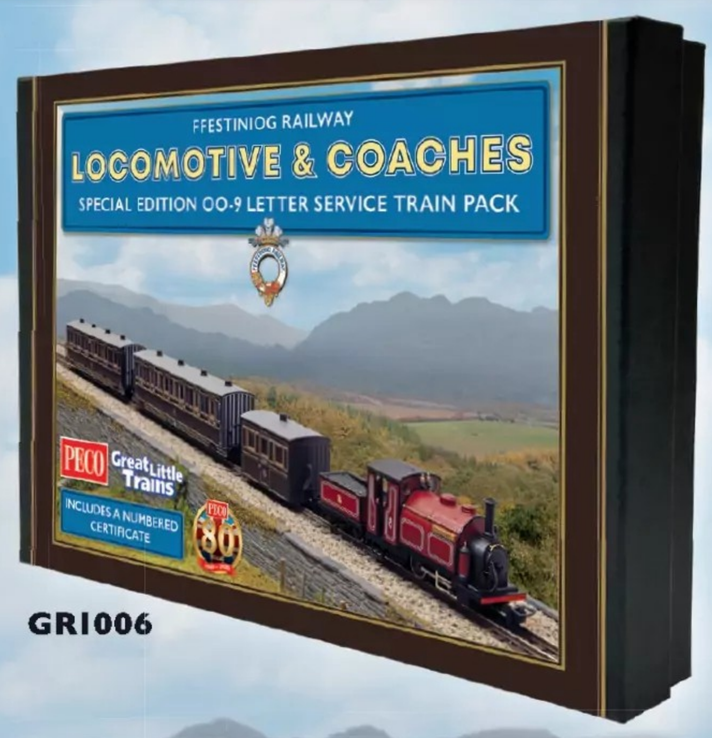

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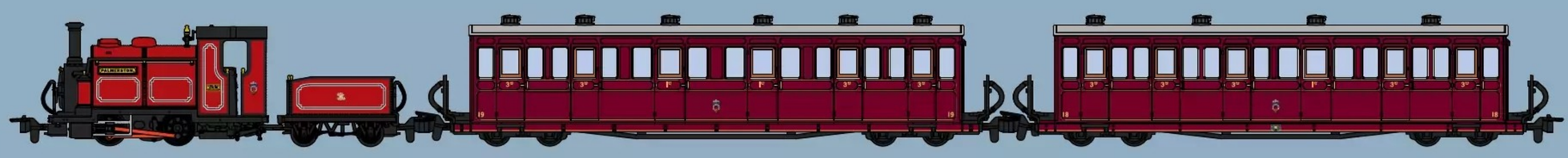

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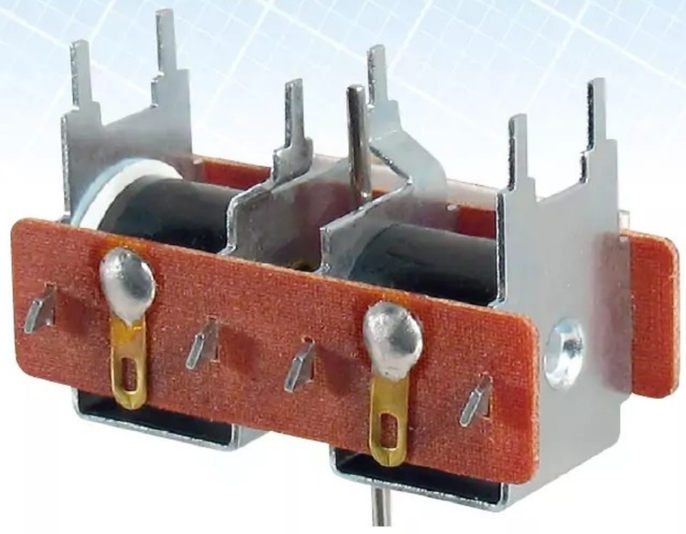

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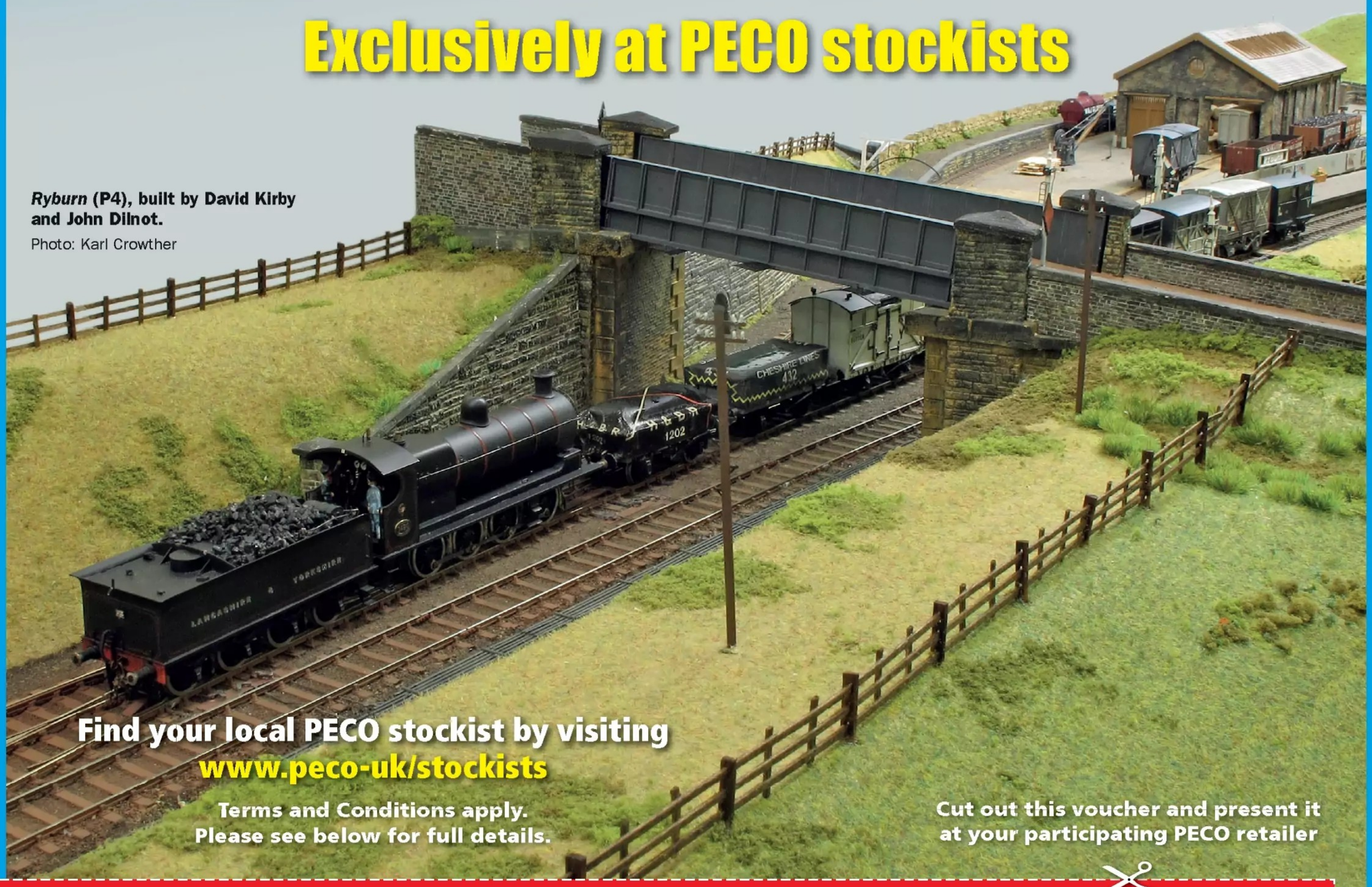

***Ryburn* (P4), built by David Kirby and John Dilnot.**
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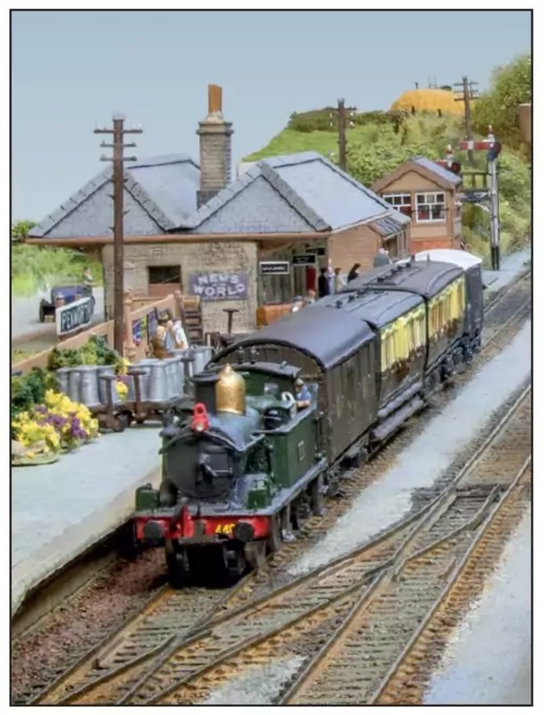
Welcome

Small is beautiful



I recently received a letter from regular RM reader Alex Charlesworth, who wished to convey just how much he enjoys reading articles on smaller model railways, which are often presented under our dedicated Micro Marvels heading. He asked whether a second RAILWAY MODELLER Cup could be considered for smaller layouts, having observed that recipients of this annual award tend to be larger, more complex systems.

Whilst it is true that large, show-stopping models have collected most of 72 RM Cups that have been awarded since 1953, there have been some notable exceptions: *Porthleven* (1967), *Nether Stowey* (1992), *Cheddar* (2007) and *Arun Quay* (2019) all had scenic sections no greater than 8' x 2', whilst *York* (2023) featured a viewing window that was less than 6' long. Proof, if it were needed, that layouts that capture the imaginations of our readers are not always vast, sprawling railway empires.

We are championing smaller, space-friendly projects in this month's issue, starting with *Penworth* (pictured). With a scenic section measuring just 6' x 2', this exquisite N gauge model is almost certainly one of the smallest layouts to have occupied our Railway of the Month slot (overleaf). In addition, on p892 we have *Express Daisy Sidings*, a 4' x 1' self-contained shunting puzzle in EM gauge, whilst on p898 there is *Cambois Bay*, an atmospheric North Eastern essay in 00 measuring just 4' x 1' 8".

A small layout project is ideal for a new entrant to the hobby or someone with only limited experience. Accordingly, the 4' x 2' N gauge layout *Kings Meaburn* on p903 shows what can be achieved using Peco Setrack components, with each item of track being labelled on the accompanying plan, to help those who may wish to build their own version. In a similar vein, our Plan of the Month feature looks at an 009 layout that was built in just 100cm x 75cm, this time using a combination of sectional and flexible track systems.

However, all of these layouts are huge compared to the truly micro 009 model that forms the basis of this month's Talking Points feature. When Tim Williams set himself the challenge of taking a working model railway to the top of Mount Kilimanjaro, it was essential that size and weight were kept to an absolute minimum – the footprint of the resultant 'layout' was just 120mm x 120mm! You can read about Tim's incredible feat on p896.

Whilst coming up with a plan for a small and manageable project can be comparatively straightforward, making a practical start can still be a daunting prospect for those without any prior layout-building experience. Therefore, we are delighted to welcome back RM regular Chris Ford with his latest step-by-step layout build – this time showing how a contemporary Scottish Highlands scene can be created in 00. This, too, is a compact project, measuring just 285cm x 50cm, including fiddle yard. Over the next few issues, Chris will share his wealth of knowledge and guide readers through every stage of construction. You can join Chris on p868 as he embarks upon this inspirational layout-building journey…



Craig Tiley Editor

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Railway of the Month

Photography by Craig Tiley



A 1930s rural idyll in 6' x 2'

Penworth

MARK BUTLER spent three decades creating this exquisite model of a Great Western branch line terminus in N gauge, much of the scenery for which was inspired by the celebrated *Vale Scene* at Pendon Museum in Oxfordshire. The layout is set to appear at the Rail-Ex Taunton show this October.

Wow! That was my reaction when I first visited Pendon Museum some 30 or so years ago, not long after I had started my first finescale layout in OO.

I was completely taken by the exquisite detail that was evident on all the scenery for the museum's then embryonic *Vale Scene*, so much so that I approached one of the museum guides to find out how the buildings were made. This individual went into great detail about how all the bricks were scribed onto card and individually painted. I decided to try this technique, but after constructing a couple of buildings, it became apparent that I did not have the available space to create the type of village scene I wanted to make.

My thoughts turned to N gauge. I joined the N Gauge Society and went to a big exhibition that the society had organised in Gravesend. It was here that I saw the late Andy Calvert's award-winning layout *Nether Stowey [Ed. It was Railway of the Month in our September 1992 issue and went on to win that year's RM Cup]*. It had everything I was looking for – a Great Western branch line terminus and a beautifully created village scene. That was it then: N gauge it was going to be.

I decided that I was going to build an exhibition layout, and that it had to have plenty of operating potential to maintain the interest of the public at shows. I pondered for a long time, drawing various layout plans, but nothing I came up with seemed to warrant the use of more than one locomotive on the layout at a time.

Some time went by, and then the first of three books by Stephen Williams on Great Western branch line modelling was published by Wild Swan. Upon seeing the photographs and track diagram of Helston, I was able to see that it was not uncommon for this Cornish branch terminus sometimes to have two locomotives within the station complex at one time.

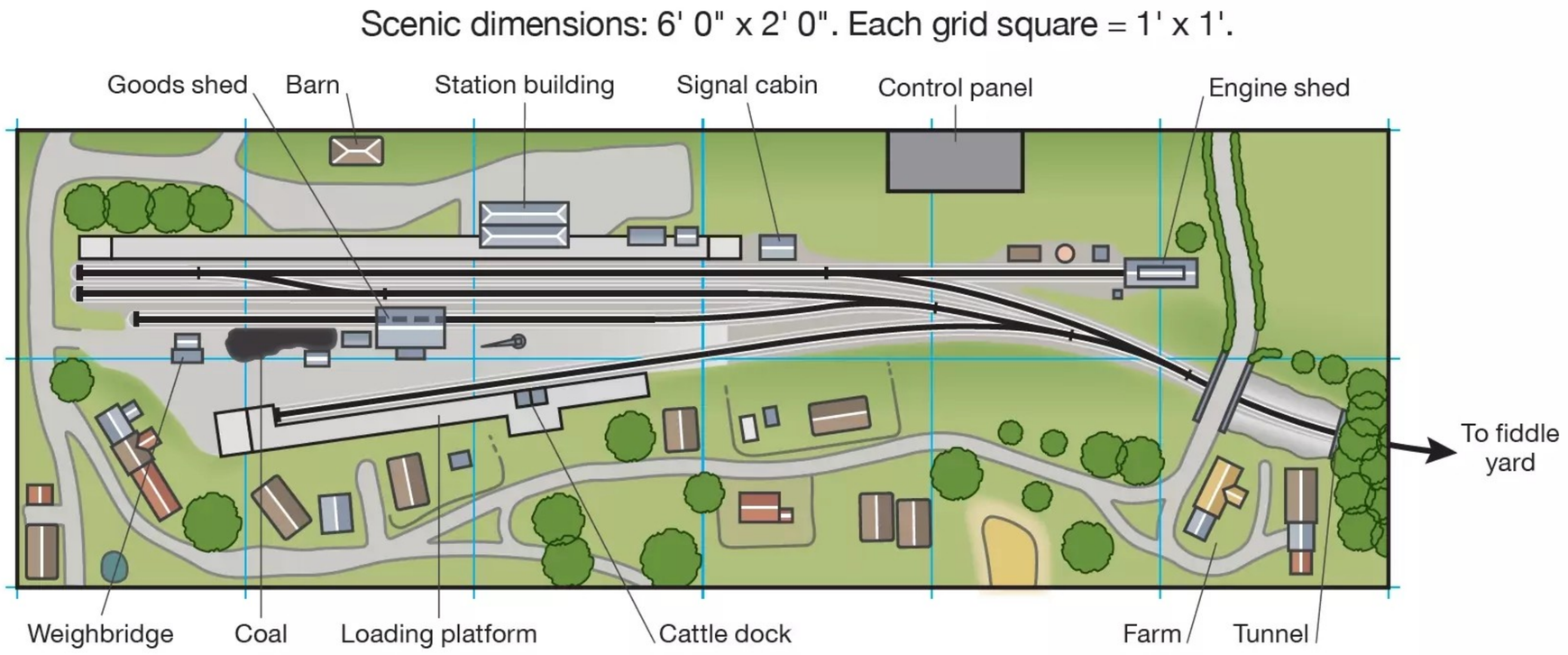


Left
An auto train headed by a Collett 0-4-2T arrives at Penworth. The adjacent locomotive shed is inspired by the facility that once existed at Helston.

Right
All the buildings are replicas of those on *The Vale Scene* at Pendon Museum, including the Waggon & Horses Inn – modelled in 4mm by the museum's founder, Roye England, in the 1930s.

Left
The yard crane is from the excellent etched kit by N Brass – though, unfortunately, it is no longer available.

Below
The streamlined railcar is a 3D-printed body on a Tomix chassis. The station building is from Ratio, with a double hipped roof from plasticard to resemble Faringdon. The goods shed is based on the Ratio kit with added office and altered loading bay with interior detail.



Baseboards and trackwork

When it comes to woodwork, I'm the last person you would want to build the foundations for a layout to take to exhibitions. Luckily my father, who was a wood machinist, offered to build the baseboard for me.

The whole of the scenic section of the layout, including the station, yard and village, was to fit in an area of 6' x 2' and this would be all one board to avoid joints in track, scenery, etc. The baseboard has a frame made of 2" x 1" wood and the baseboard top is ½" chipboard. There are two wooden legs with supports which fold up underneath the layout for transportation.

Right from the outset, I wanted all of the wiring to be kept as simple as possible. The track was laid out on the baseboard so that I knew where the holes needed to be drilled for the point motors. At the same time, with some stock on the layout, the positions for the electromagnets for uncoupling were marked and holes drilled. I had experimented with DG couplings, but I could not assemble them with any success and reverted to MBM couplings, even though this restricted where I could uncouple. (I must stress that there is nothing wrong with DG couplings, the problem was with me assembling them.)

It was about this time that Peco had introduced its code 55 track and points, and this gave me the kind of rail height above sleeper level I was happy with, but still had the overly thick sleeper height. Therefore, borrowing another trick from Andy Calvert's *Nether Stowey* layout, I filled in all the area around the track with artists' mount board, which brought the ground level up to about sleeper height. Ballasting was carried out by the time-honoured method using Woodland Scenics fine ballast, applied with PVA glue that had been diluted with water and a dash of washing-up liquid added to break the surface tension.



Layout electrics

As with the woodwork side of the layout, electrics is not my forte. Fortunately, a very good friend of mine, Stuart Falmer, offered to complete the wiring for me.

I told Stuart that, for point control, I would rather have two-way switches on a mimic diagram to indicate the point directions, instead of using push switches. He used mini SPDT (Single Pole Double Throw) toggle switches from Railroom Electronics, making the control panel small enough to fit the confined space available.

Scenery

The main bulk of the scenery was formed with polystyrene, shaped for the embankments, roads, etc. When I was happy with the contours, all the polystyrene was covered with Polyfilla, which was first mixed with PVA glue to stop it cracking. Once it was all dry, I painted the scenery with a neutral colour from a couple of Dulux tester pots. The roads, which on *Penworth* are chalk, were painted using Wickes barley colour masonry paint, with talcum powder sprinkled on top and patted down gently.

For the embankments and other areas of long grass, I used about 150 packs of Woodland Scenics field grass natural straw, stuck down in clumps and, when dry, cut to the length I required. This was then painted a suitable colour using green and cream enamel paints thinned right down to almost a water consistency. It is a very slow method to produce long grass, but I think the results are worthwhile.



Left
The signal box is part kit and part scratch-built, with the top half from the Ratio kit cut in half and a scratch-built brick base from plasticard. The signalman is from Modelu, as are all the figures on *Penworth*.

Below
A '4500' 2-6-2T arrives with a passenger service, composed of a 'B' set and a Stanier brake third, the latter a through coach from the London Midland & Scottish Railway.

Trees were made using metal armatures from various manufacturers, which were painted with my Polyfilla and PVA mix to create the bark effect and then painted various browns and greys. A material called postiche (artificial hair) was draped over the armatures to create the main shape of the tree. Foliage from Green Scene was then sprinkled over the postiche and secured with firm hold hairspray. All the techniques are described by Gordon Gravett in his series of books on modelling trees (published by Wild Swan).

Pendon inspiration

With the exception of the buildings around the station area, all the structures on the layout are scratch-built from plasticard and are copies of buildings that can be seen on Pendon's *Vale Scene*.

One thing I am asked frequently at exhibitions is how I make my thatched roofs, as seen on some of my cottages. These start out with a plasticard roof, which is the same for all of my buildings, but these have a thin layer of DAS modelling clay glued onto them. Before the clay dries, it can be shaped to form a basic thatch shape; when this is dry, I give the roof a coat of enamel paint to seal it (normally a brown colour). After the paint has dried, the roof gets layer after layer of Woodland Scenics earth colour powders, stuck on with watered-down PVA. I keep applying the layers until I get the thatch effect I require. When all is dry, I then paint the roof colours with enamel paints until I get the colour I require; I normally dab the colour on. The runners on thatched roofs, which are sometimes quite ornate, are simply lengths of brass attached with superglue and painted.



"– *Penworth* has been a labour of love to build and it gives me immense enjoyment on the exhibition circuit –"

Mark Butler

Left
'Collett Goods' 0-6-0 No.2253 arrives with a freight working, which includes a trio of cattle wagons.

Below
The harvesting scene is copied from a picture in the book *In Search of a Dream*, the life story of Roye England, the founder of Pendon Museum. The traction engine and thresher are kit-built, with the elevator being scratch-built.

Locomotive fleet

I had thought, when I first started to construct *Penworth*, that I would have to build the locomotives I needed to run on the layout. However, as time has progressed, many N gauge locomotive models from new tooling have come onto the market. My roster currently running on *Penworth* is as follows:

- '2251' Class 'Collett Goods' 0-6-0 – heavily modified Langley Models kit.
- '517' Class 0-4-2T – heavily modified Dapol '1400'.
- '2721' Class 0-6-0PT – heavily modified Dapol '5700'.
- No.4582 – heavily modified Dapol '4575' 2-6-2T.
- No.4541 – heavily modified Dapol '4500' 2-6-2T, painted in the livery it would have received in 1913.
- GWR streamlined railcar No.1 – 3D print on Tomix chassis.
- Drummond M7 0-4-4T No.37 – heavily modified first generation Dapol model.

Both of the small Prairies have been re-motored with coreless motors.

Rolling stock

Coaching stock comprises a Dapol GWR 'B' set, which has been weathered, but is soon to be replaced with a



Above
The farm is based loosely on Holborn Farm which was in the Vale of White Horse, as are all of the village buildings. The large barn is in the process of being rethatched.

Collett Diagram E129 'B' set, constructed from 'cut and shut' early Graham Farish suburban coaches. The autocoach started life as a standard Dapol model, to which I added Evergreen plastic strip to produce the panelling seen on early examples. I also cut out windows in the luggage end of the coach and then repainted the model.

The branch passenger coaches were created using the four-wheel models that were available as part of a Shredded Wheat cereal promotion in the late 1980s. Exanples of these models were 'cut and shut' to produce a Diagram T20 centre brake third and a Diagram E40 bogie brake third. These two vehicles have also been panelled with Evergreen plastic strip. There is also a Stanier brake third, introduced in 1933, which is used as a through coach from the London Midland & Scottish Railway.

Below
A '517' Class 0-4-2T arrives with a branch passenger train. The weighbridge office is scratch-built, with the weighbridge from Ratio.

Wagons are a mixture of Bachmann, N Gauge Society and 2mm Association kits, modified and weathered.

A labour of love

Penworth has been a labour of love to build and it gives me immense enjoyment on the exhibition circuit. I would like to thank Tony Bevin, Stuart Falmer, Haydn James, Duncan and Zara Jones, and Tony Saunders, who help or have helped operate *Penworth* at exhibitions. Finally, I would like to thank my wife for her support throughout the layout's construction.

See *Penworth* at Taunton

Penworth **is one of more than 30 layouts that are booked to appear at this year's Rail-Ex Taunton show, which is taking place at Taunton School (post-code TA2 6AD) on the weekend of 25 & 26 October. See Societies & Clubs for further details, or go to: www.railextaunton.uk**



Plan of the Month

Making a start in 009

Using a Peco 009 Setrack starter set as his starting point, **JAMES WALKER** *created this self-contained North Wales narrow gauge scene in just 100 x 75cm.*

Photography by the author

If you were to head to North Wales in the 1930s, you would be certain to find delightful narrow gauge railway lines such as the Welsh Highland and Ffestiniog – maybe even the much lesser-known Mid Snowdon Railway, a narrow gauge cross country route running between Hanarah in the north and Porthkel in the west. Amongst the delightful stops along this route is the small passing station of Fford Dinrhyd…

An impulse purchase

The origins of this fictional scheme began with an impulse purchase of a Peco 009 Setrack Starter Track Set (ref.ST400) and some narrow gauge stock, obtained when I visited AGR Models in Leighton Buzzard.

Fletcher Jennings 0-4-0WT *Jack Jones* (adapted from a Bachmann *Rheneas* model) crosses the Dolgoch-inspired brick viaduct.

This was followed by a trip to an exhibition staged by Northampton & District Model Railway Club in Roade, at which the 009 layout *Baileys Wharf* inspired me to start a new project. I soon started formulating ideas for what I could build.

I am what you might describe as a serial project starter, but this time I was determined to start a layout and finish it. I decided to build small, and that I would document the progress on YouTube as a way of keeping myself focused on the project.

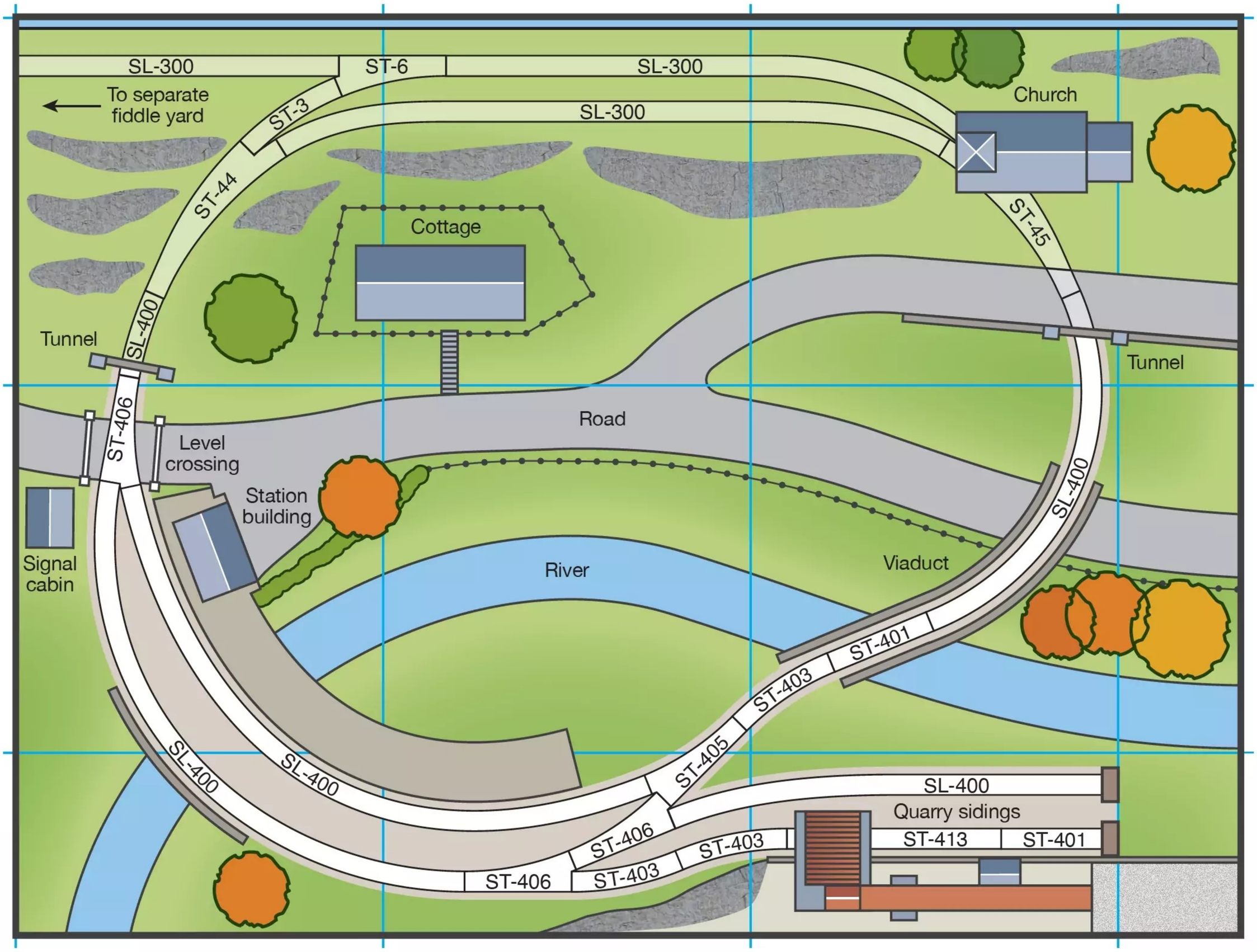
Lay of the land

I played around with many of the Setrack pieces that came in the Starter Track Set, together with some Peco Streamline 009 plain track, and leftover N gauge track from a previous project, until I had a track plan that I was happy with. (The plan could be replicated using entirely Peco 009 Setrack, but I was making use of what I had lying around.)

I had opted for a footprint of 100cm by 75cm for the baseboard size. The resultant layout is essentially a single line circuit, with a passing loop and a couple of sidings. The fiddle yard at the back comprises two roads (laid utilising the aforementioned items of N gauge track, including two curved points), with an additional set of points to allow trains to be loaded and unloaded via a cassette system.

FFORD DINRHYD

Overall dimensions: 100cm x 75cm. Each grid square = 30cm x 30cm.



The layout is controlled using 12V dc analogue, with isolating sections.

The baseboard was constructed with a 2" x 1" softwood frame and 9mm plywood top, a section of which was cut out for a river to run through the scene from one side to the other.

I chose to locate my build in the Welsh mountains of Snowdonia, with the river modelled in a deep cutting and the line running through tunnels between the mountains. To achieve this, I used some leftover insulation board to cover the entire baseboard, thereby elevating the track. The basis for the mountains was then created by building a framework out of foamboard and using offcuts of insulation board.

I wanted to include an exposed slate mountain face. This was achieved by shaping the insulation board and then scoring the surface with deep cuts, after first observing how real slate mountains look.



Measuring just 100 x 75cm, this compact and self-contained layout offers ease of both portability and storage.



Modelling a fictional railway enables a wide variety of locomotives to be used, such as this Bachmann Ffestiniog Double Fairlie.

The area was then covered in a very runny application of filler. A mixture of plaster cloth and Sculptamold was then applied to the remainder of the scenery to build up the natural look of the land.

Bridging the gaps

Because the river runs through the layout from one side to the other, I needed two bridges. For one of these I took inspiration from Dolgoch viaduct on the Talyllyn Railway. This was constructed using mount board covered in embossed brick sheet.

The other bridge was a little more complicated and I used modeller's licence for a more freelance design. This bridge had a stone pillar structure created from plasticard and DAS modelling clay, into which I carved the stonework. I then added N gauge trusses to span the river, before adding a deck (painstakingly built from matchsticks) that supports the two lines and the station platform: I wanted the line to feel as if it were built on a budget.

What's in a name?

The name Fford Dinrhyd is the closest Welsh translation (or so I hope) I could get for Burford Road, which was the name of the OO gauge layout I was working on at the

Baldwin Class 10-12-D No.6 *Captain Mainwaring* is a Bachmann model that has been repainted into Mid Snowdon Railway blue livery.



Quarry Hunslet 0-4-0ST *Britomart* (Bachmann) stands adjacent to the granite loader, built from a Dapol plastic kit for a dockside crane.





time. As my work on *Fford Dinrhyd* progressed, I created an entire world for my line to exist in, with much inspiration taken from the writings of Rev. W Awdry. The name of the railway company (Mid Snowdon Railway) is a homage to his own Mid Sodor Railway.

I have imagined that Fford Dinrhyd was originally the end of the Porthkel Railway, this serving a small low-lying slate quarry. The quarry was short-lived and is now used for granite extraction. This is represented on the layout by the two sidings and the working wagon loader, which is an adapted Dapol plastic kit for a dockside crane.

Throughout its existence, Fford Dinrhyd kept its small station, which was a popular drop-off spot for ramblers, although in truth it only really survived because of the nearby pit and its use as a passing loop, the majority of passengers being workers for the slate quarries.

The station is represented by a short platform and a small station building. There is also a small signal box, this controlling the points and the level crossing. I haven't yet decided if I will install signals on the layout.

Nearby is a pair of workers' cottages, built from a Wills Craftsman kit (ref.CK21). Above one of the tunnels is the local church: this was created from a kit-bashed Dapol model. The church and houses are lit, with the church illuminated using an LED from a flickering tealight to represent candlelight.

Motive power

The great thing about modelling narrow gauge is the freedom to go freelance. Accordingly, the Mid Snowdon Railway has a small but eclectic fleet of locomotives, its oldest being a Fletcher Jennings 0-4-0WT. This was originally a Bachmann *Rheneas* model, which has been modified with a Narrow Planet kit, before being painted in the company's striking plain blue livery and named *Jack Jones*.

No.6 *Captain Mainwaring* is a Baldwin Class 10-12-D, again painted in the blue livery of the MSR. In addition, there are two Double Fairlies, a Small England and a Quarry Hunslet – all are 'on hire' from other railways until I get around to painting them in the company colours! I have fond memories of watching *Dad's Army* with my grandmother and eventually all the locomotives will be named after various characters from the TV series, in her memory.

Setting the scene

One of the reasons I wanted to finish a layout was so that I could tackle scenery, which is a stage I very rarely got to with my previous projects. This build gave me the opportunity to do things I had never done before and learn new skills, such as using static grass: it was great fun to get to grips with this.

The layout is set in autumn, and with that I created trees from wire or seafoam and decorated them with various autumnal tints.

Not everything went smoothly, however. For the river I had used a two-part resin originally, and this went well, but there wasn't enough of it to cover the river bed with sufficient depth. Therefore, I used some Woodland Scenics E-Z Water, but this reacted with some of the previously applied resin, and it also started to harden before it reached the other side of the layout. However, using a tube of acrylic sealant, I was able to blend the two pours together. The harsh edge of E-Z Water (where it had hardened too quickly) was turned into a small weir which, amazingly, meant that I managed to prevent my attempt at a river from being a bit of a disaster!

Almost there

This project has been a learning experience. My tracklaying has needed some fettling in places, and it transpired that I didn't leave sufficient clearance in the fiddle yard to run Peco Lynton & Barnstaple bogie coaches, which I purchased when the layout build was at an advanced stage (the two roads in the fiddle yard needed to be spaced further apart), but these are valuable lessons learned for the next project…



Despite the basic track plan, trains can pass on the scenic section. A passenger service waits to cross a train of loaded slate wagons.



A view from the road that belies the very small size of the layout. *Captain Mainwaring* is seen crossing the viaduct whilst engaged on a light engine move.

The buildings visible here were constructed from kits in the Wills range – the ref.SS60 Station Platform Building and the ref.CK21 Semi-detached Stone Cottages.

Watch the build online

Videos charting the construction of the layout can be viewed on the author's YouTube channel: **www.youtube.com/@WesternSignalman**

A 21st century Highland odyssey – part 1

Scottish sojourn



CHRIS FORD *begins the construction of an OO gauge layout inspired by the railways of the West Highlands. The project makes extensive use of commercially available items, including many from the Peco range. Chris makes a start this month by building the baseboards.*

Constructional photos by the author. Finished layout photography by Craig Tiley



A preview of the finished layout, with a ScotRail Class 156 two-car Diesel Multiple Unit (Realtrack Models) in the platform. The trackwork and structures were modelled using products from the Peco range.

With the exception of the ubiquitous Great Western Railway, one of the most enduring railway modelling subjects must be the set of lines radiating out from Scotland's Central Belt. Although these are essentially main lines, a combination of geography and traffic flow means that many have a very romantic branch line feel – travelling through glorious scenery, often with single line working and shorter than normal train formations.

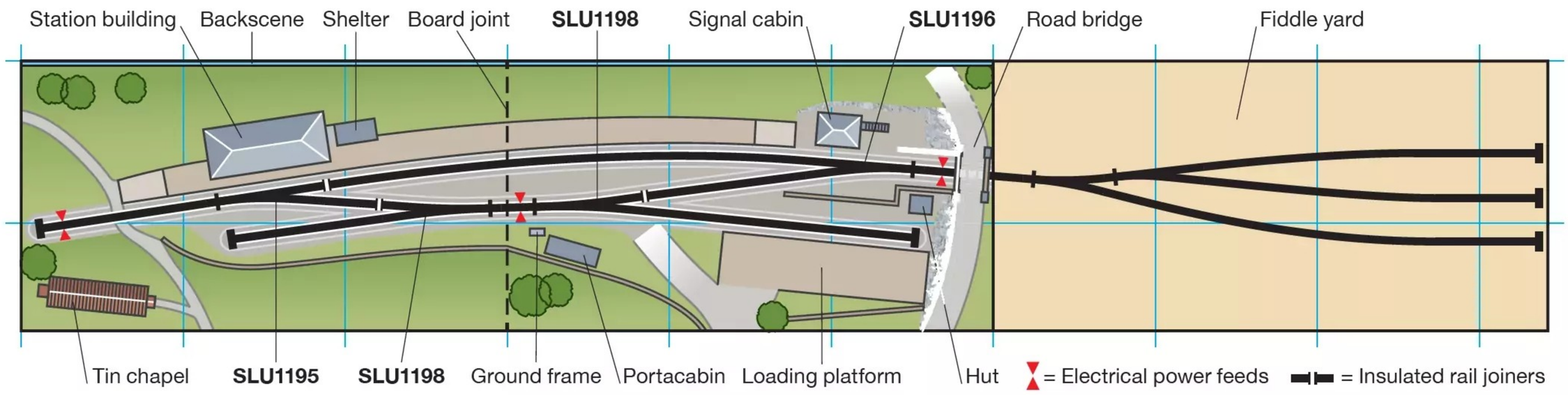
As far as modelling is concerned, this popularity can only have been bolstered by the many layout articles penned by Ian Futers that have been published in RAILWAY MODELLER over the years, many of which used the northern Scotland lines as inspiration. This, coupled with the annual tradition of dedicating the March RM to Scottish subjects, suggests that this popularity is far from being on the wane.

Could this be done differently though? The steam/diesel transition and BR blue to Sectorisation periods are popular, but it was the editor's suggested 'bang-up-to-date' period that won through in this case. The scenic aspect is still there, of course, and despite the passenger traffic being mainly short units, there is scope for the steam specials that roam the area, not to mention the still healthy use of locomotive power from vintage English Electric Type 3s to the Class 66s in a plethora of liveries.

Although the scope of the plan was tied to being used in an easy-to-move exhibition format, it was designed, in part, to be extendable in either direction. To this end, the rails may run right up to the board edge to allow for further sections to be added. Given enough space (such as a large bedroom or garage setting) this project could easily provide a starting point for a 'round-the-room' system with some ambitious scenic work and where this station section forms as little as 20% of the whole. Of course, while this project is placed firmly in a Highland setting, it would be possible to translate the general build and shape into any period or area

CAOL

Overall dimensions: 285cm x 50cm. Each grid square = 30cm x 30cm.



with different buildings and stock. It would also be a simple jump to backdate this plan to any period before 2025, with a simple change to station livery, signage and stock. For example, the late 1960s, with Type 2 diesels in green and Mk.I coaching stock, together with fitted and unfitted goods vehicles, would be easy to project onto the concept.

Enough of the theory, though, and on to the build. Due to various factors, my execution of the layout project was somewhat disjointed and I worked in a very non-linear fashion, with much leapfrogging between different projects. This will become apparent from the step-by-step photos, which include items which are covered in later articles.

Baseboard construction

Items used

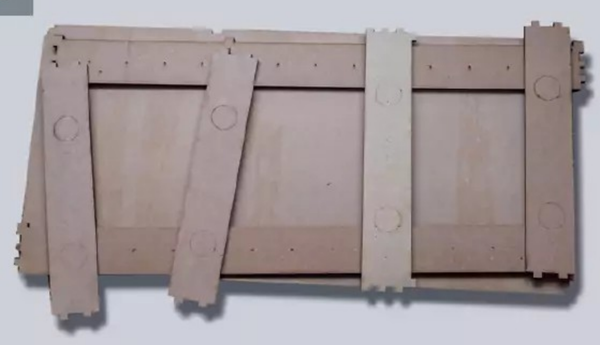
Baseboard kits from White Rose Modelworks:
1 x 1050mm x 500mm
2 x 900mm x 500mm

2 x 900mm backscene boards (to be fitted at the end)

Wood glue (this can be supplied when ordering)

M6 (6mm diameter) bolts and wing nuts for joining boards together. (White Rose Modelworks can supply over-catches and alignment dowels if preferred.)

1



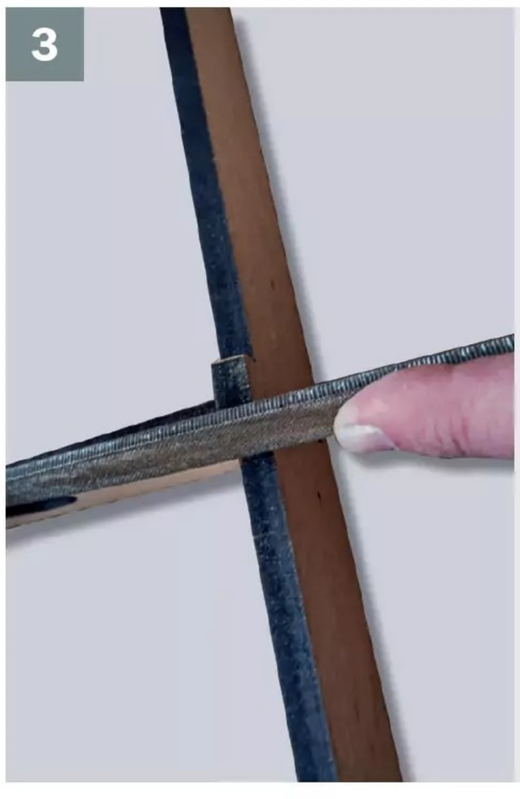
For the baseboards, I decided to use kits from White Rose Modelworks. I ordered some fairly simple DIY assembly packs (there is a fully assembled service available) with no extra fittings, and to a custom size of 500mm depth. In order for the layout to fit inside the specified 3m maximum length, a combination of three boards was selected: two 900mm long boards for the scenic part, and one 1,050mm long board for the fiddle yard and controller. All three came with a top, two ends and sides, and two supporting cross-pieces, all in MDF.

2



Having built a few of these kits, I have a preferred order of construction. The slightly thinner cross-pieces are joined to one side and are checked with a carpenter's square, supported here by bottles of wine whilst the glue goes off. This makes sure that I have a central fixed right-angle around which to build the rest of the board. The two ends are then added using the same method, followed by the second side which is dropped on the top.

3



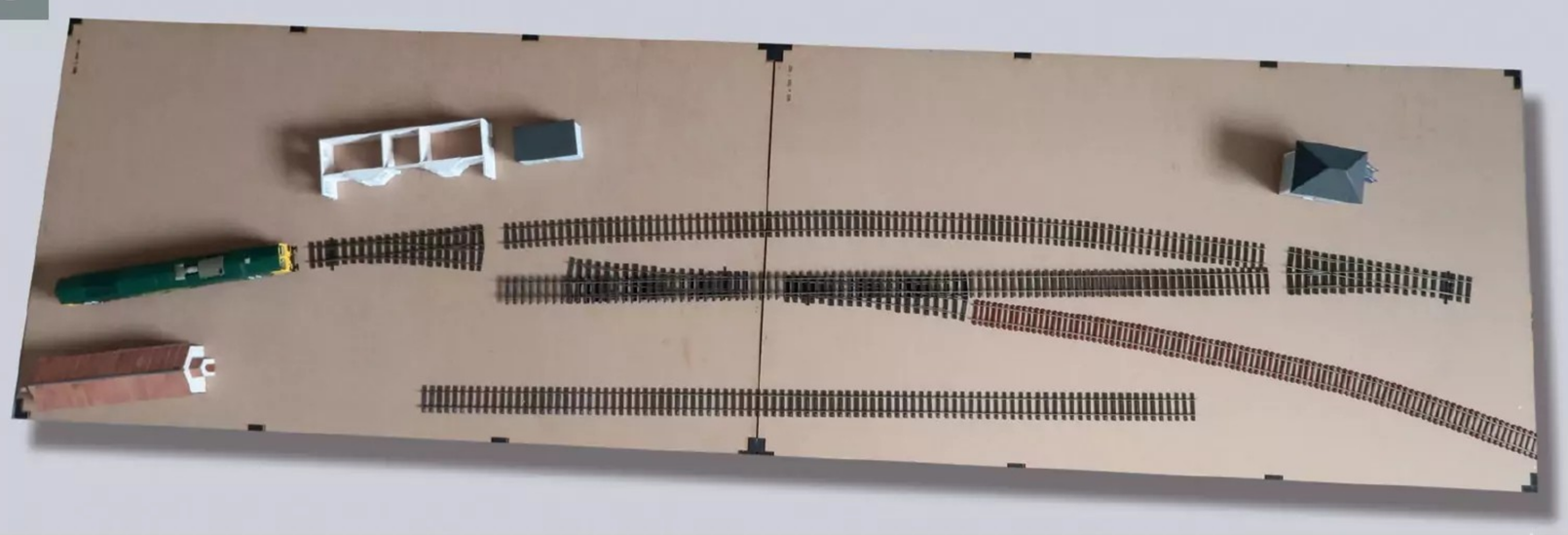
The tenons are cut very accurately, so much so that I find creating a slight chamfer on the leading edge of each one eases the entry into the mortice hole. This means that I won't force it and end up splitting the tenon.

4



The top was now added and all was well. A combination of keeping everything square at the beginning, together with the chamfers, meant it just dropped straight on. The other two boards were constructed in the same way.

5



With the two scenic boards laid together I spent some time moving lengths of track around to obtain the best flow and position. Note that, prior to this, I'd already been busy with the main structures, so that I could judge how things would look.

6



With the track layout finalised, it was time for some drastic cutting to create the dropped scenic front edge. This was done with my trusty second-hand 1970s Workmate and the (almost as old) jigsaw, with the base plate swivelled to the maximum setting to create an angled cut.

7



The three finished boards were then set up to make sure all was well. The board ends were all centre-popped for bolt holes to be drilled, thereby guaranteeing an accurate join with pairs of M6 bolts and wing nuts.

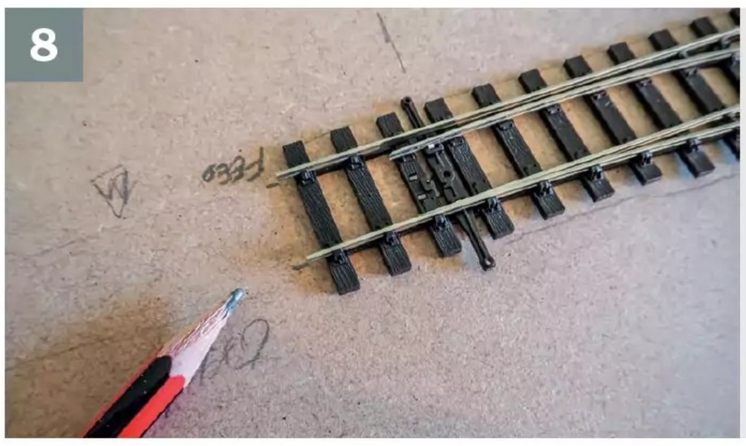
Laying the track

Items used (scenic section)

Peco
2 x SLU1198 bullhead Y-points
1 x SLU1195 bullhead medium radius right-hand point
1 x SLU1196 bullhead medium radius left-hand point
3 x SL108F bullhead plain track
1 x SL104F steel sleeper track
1 x SL14 track pins
1 x SL110 nickel silver rail joiners
1 x SL111 insulating rail joiners

From other suppliers
4 x Double Pole Double Throw switches
1 x Model Signal Engineering SM4 wire-in-tube pack
UHU or similar adhesive, wire of various colours, wire cutters, small hammer, small pliers, file, trimming knife, terminal block connectors, copper panel pins.

8



Once the basic track layout was decided upon, the feeds (for 12V dc analogue control) could be marked and the holes drilled. I am very old school with this and pare everything back to the minimum that I think I can get away with. Essentially, there were three main feeds: one at each end of the loop and one in the centre between the two points serving the sidings.

9



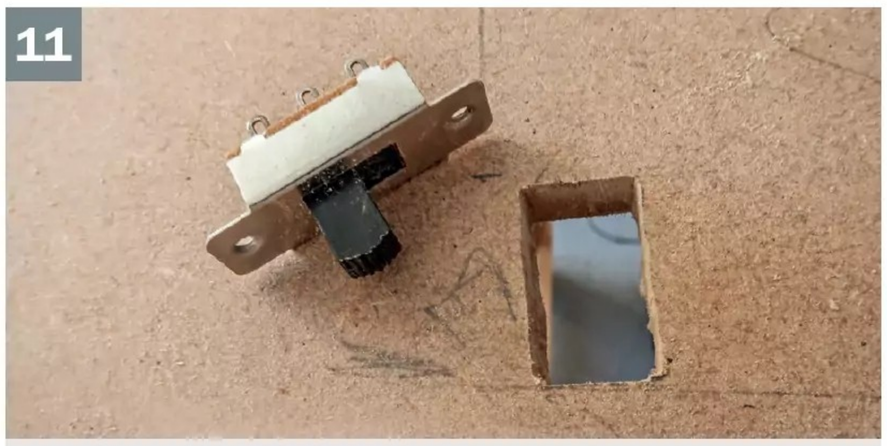
Holes were drilled for the feed at the left-hand end (as per the plan) and then I approached the wiring for the point that is reached from the headshunt. Items of Peco bullhead code 75 pointwork are equipped with Unifrog, which allows them to be used in 'live' or 'dead' frog mode (see RM November 2017 for a detailed explanation). Opting for 'live' frog mode, I elected to adopt my usual approach of feeds to the frog and the fishplate of each outer stock rail at the heel of the unit, without any modification being made to the supplied point. (The frog is supplied with a length of pre-fitted nickel silver wire.) The three resultant wires are then soldered to the three corresponding tags on one side of a DPDT (Double Pole Double Throw) slide switch. This switch not only changes the frog polarity, but will also provide mechanical changing of the point route setting (more anon).

10



Here the two feed wires and the frog wire are dropped through corresponding holes and run to the rear of the baseboard. This was the most awkward with five wires to line up – the other two holes being for the yet-to-be-fitted feeds from the outer stock rails that will be connected to the DPDT switch.

11



An aperture was created at the rear of the board for housing the DPDT switch. This is a simple push fit and, although small screws could be added for security, I rarely do this. The three wires were fed up through the hole and soldered before the switch was inserted.

12



The point tiebar and DPDT switch are linked with wire-in-tube. A handy pack of this is available in the Model Signal Engineering range from Wizard Models, which will be enough for a handful of similar-sized layout projects.

13



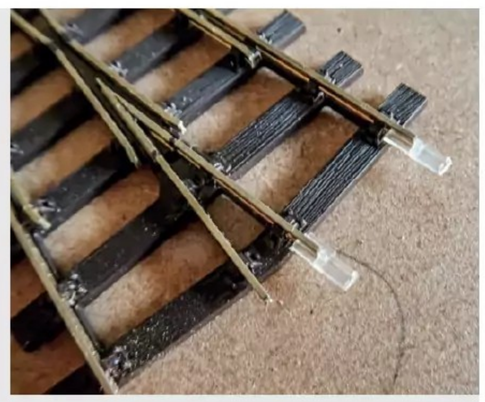
The tube was cut to length and the wire threaded through. A short upward bend was created, inserted through the hole in the tiebar and trimmed. The other end, which was left slightly over-length, was fed through a pre-drilled 1mm hole in the switch handle and bent as shown. The tube was pinched at each end with a Peco track pin. Note that, this time, I needed to fine-tune the throw with a small joggle in the wire. Sometimes I get lucky and it works first time!

14



After thorough testing, the central part of the tube was fixed down with a small hot-glue gun. This method was repeated for the other three points.

16



This was the first time that I had used Peco code 75 bullhead points, and I found that the distance from the edge of the sleeper to the rail end necessitated the trimming of the insulating joiners by about 25% at each end. This doesn't affect the working, but does make the join neater. (The locations of insulated joiners are indicated on the plan.)

15



The headshunt had been pre-measured during the earlier mock-up stage. Here, the largest locomotive in the form of a Class 66 shows how tight this will be. Note how the track could be continued easily beyond the baseboard end and onto another scenic section in the future.

17



To allow the platform line to sit flat, the two loop point tubes were cut into the board surface using a trimming knife.

Next month

In part two, Chris completes the tracklaying on the scenic section and fiddle yard, before making a start on the layout's key structures.

Through the Railway Room Door

Return to Allerton Gardens

We first visited this home-based OO gauge BR Eastern Region layout in the February 2013 issue. For this return visit, its builder, **DAVID DOBBS***, takes us on a tour of the Motive Power Depot, which has been expanded considerably during the intervening years.*



▲ *Allerton Gardens* previously appeared in RAILWAY MODELLER as the Railway of the Month in the February 2013 issue.

Although *Allerton Gardens*, with its Motive Power Depot (50H) and adjacent station, is a fictional layout, its supposed location is on the East Coast Main Line: more precisely, a quarter of a mile north of Hensall Junction and just south of Temple Hirst, with access to the Lancashire & Yorkshire and the Hull & Barnsley railways. It is imagined that 50H replaced sheds at Selby (50C) and Hensall, which had closed by 1954.

Located on the northbound side of the station, the shed boasts a wide variety of locomotives, including both passenger and freight classes. Its allocation numbers around 60 and includes Thompson B1s, Gresley K3s, Gresley J39s, Robinson O4s, Thompson O2s, WD 2-8-0s and BR 9F 2-10-0s – plus a variety of diesels.

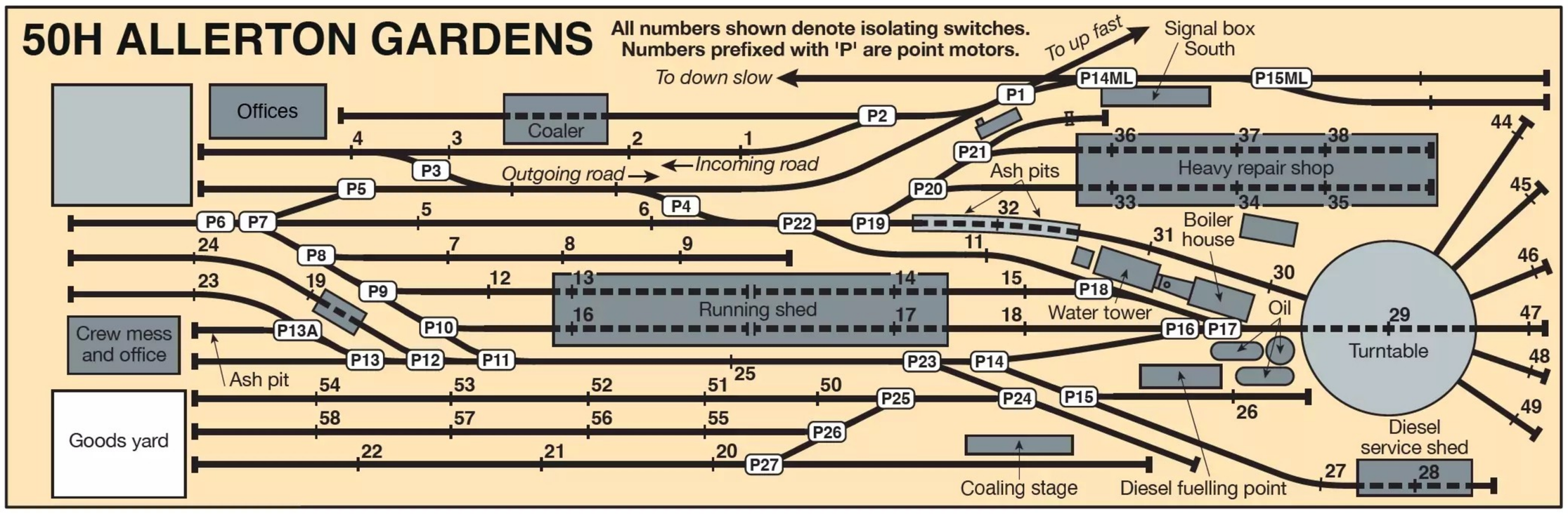
Other locomotives also visit for maintenance and fuelling when away from their home depot. In the past, this could cause the depot to become congested, especially with increased freight and passenger workings from Hull, Goole and Lancashire, so over the years additional roads were laid. (In reality, this was just because I wanted to buy more engines!)

Steam shed operation

The general operation at 50H, although it is only a medium-sized depot, needed to be divided up in terms of where each locomotive would be stabled in relation to its next duty, or in the case of its next examination.

Every locomotive that arrives on shed, from whichever direction, does so via the 'incoming' road. There may be one, or several, locomotives arriving on shed, but they will always stop at that point. In the real world, each locomotive's crew, usually the driver, would then go into the Running

◀ A locospotter's paradise! The typical spotter's view over the wall at Allerton Gardens, with LNER A4, A1 and A2 Pacifics and a B17 4-6-0 among the fine display of motive power on view. *All photography by Karl Crowther*



Foreman's office to report their arrival. The driver would write out any defect he found on the locomotive on the 'locomotive defect card', for forwarding to the Engineering Foreman. That would be the end of that crew's shift.

From there, the shed disposal crew would be assigned to the locomotive for disposal duty. They would take over the locomotive and first drive it to the coaler to fill the bunker/tender. From there they would move the locomotive to the ash pits.

The crew carrying out the disposal of the locomotive would have been instructed by the Running Foreman what was to happen to the locomotive next. It may have been due for its next duty, in which case the fire would be cleaned, the ashpan and smokebox cleared of ash, and then the tender filled with water, before it was stabled in the running shed ready for its next duty. There are two ash pit roads and the Running Foreman would have instructed the disposal crew which ash pit, and therefore which



▲ The layout's control panel: operated on 12V dc analogue, it has no fewer than 59 isolating switches.

Peppercorn A1 Pacific No.60147 *North Eastern* is stabled outside the main running shed, which was made from a pair of Metcalfe card kits. ▼



road, the locomotive needed to be stabled on, to ensure it was in the right position for its next duty.

If the locomotive was due for a mileage examination, the disposal crew would be required to remove the fire entirely, together with ash from the ashpan and smokebox. After next replenishing the locomotive's water supplies, it would be taken forward to the washout roads. If the locomotive was due for a No.6 mileage exam (valves and pistons), the disposal crew would be required to do as before, but would then leave it outside the shed until the boiler pressure had subsided, the shed shunter then moving it onto No.3 or No.4 road as required by the foreman fitter.

There is a shorter two-road shed for major repairs, such as hot axleboxes that require an engine to be lifted with the 30-ton crane, together with superheater repairs and other heavy jobs. No.2 road is used mainly for



Dieselisation is starting to take a hold, in the form of an English Electric Type 1 (later Class 20) and a Brush Type 4 (Class 47).

BR Standard 4MT 2-6-4T No.80097 has its smokebox door open for examination. Also visible are Midland 3F No.43762, Thompson L1 No.67727 and J39 No.64970.

blowing through boiler tubes with an air lance, 'X' day examinations and repairs. The outbound roads are equipped with inspection pits and water columns. Every locomotive was examined before it left the shed by a fitter dedicated to this job: this worker had sole responsibility for ensuring a locomotive was fit for the duty and had sole discretion to 'stop' the locomotive if it had a fault that the Running Fitters could not fix. The Running Foreman would then have to find an alternative locomotive to fulfil the diagram.

Traditional control

This is the approach to operations that I have adopted on *Allerton Gardens* to achieve some semblance of order with the locomotive movements. With typically around 60 locomotives 'on shed', it has been helpful to differentiate between the various duties and types of motive power, and therefore the times they would be required for traffic or maintenance.

My layout is configured for 12V dc control, with the shed area operated using its own dedicated controller and mimic diagram (as illustrated). Access to the locomotive shed is by reversal on the Down slow, into a headshunt and then forward into the depot. Access from the Up line is via two single slips, which cross the Down fast line directly into the depot. The depot has a total of 59 isolating switches and 27 points – rather a lot of wiring, but this gives full operational flexibility for all the movements required.

Fowler 4F 0-6-0 No.44097 is not the only LMS visitor in this scene: the front end of a Heljan Beyer-Garratt can just be spotted behind the water tower on the right.

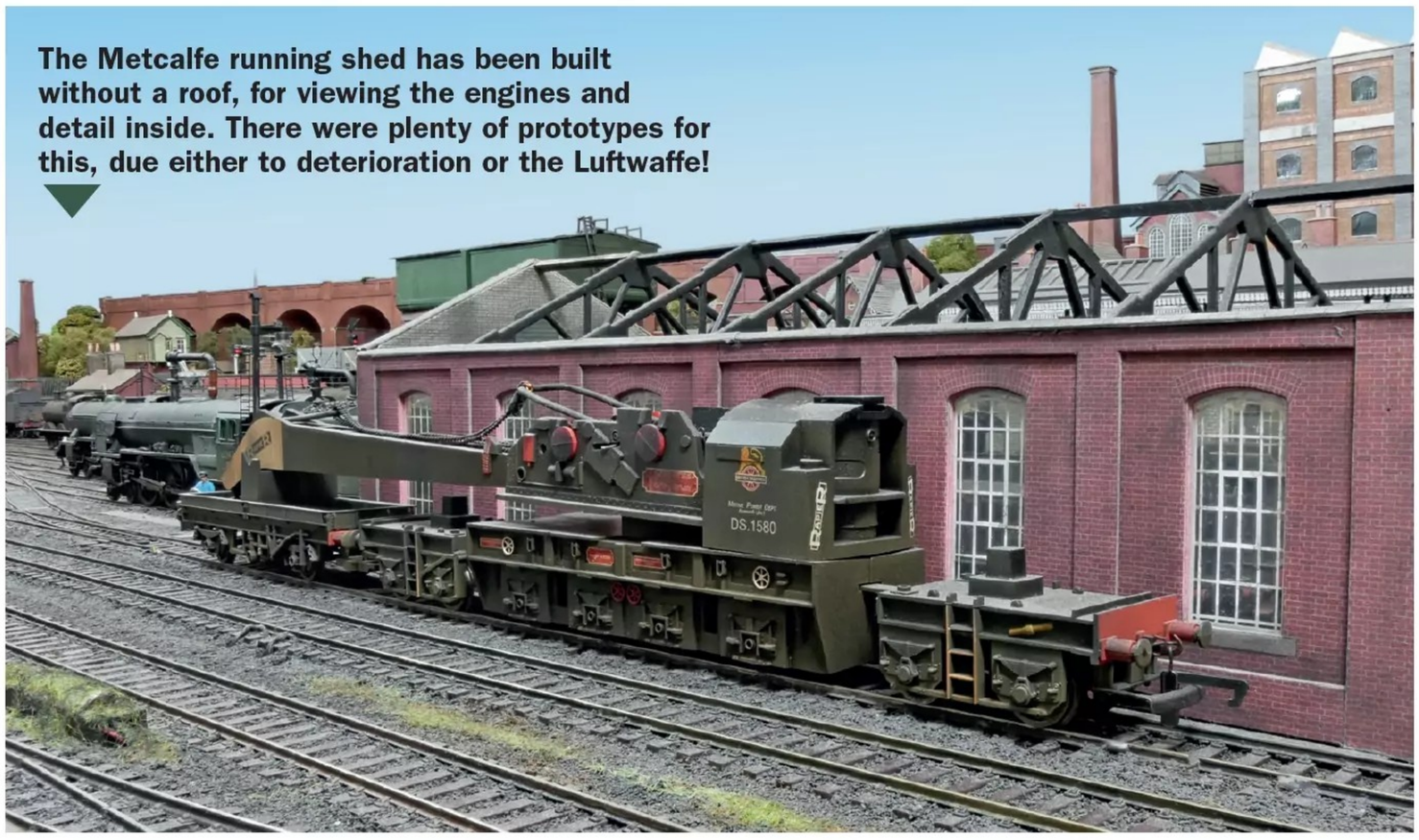
Shed structures

The coaler is replenished by coal wagons that are pushed up a ramp from the 'incoming road'. The main structure itself is a Metcalfe kit, adapted to fit the space. A 13,800-gallon tank was added to the roof of the coaler for the shed's water supply. The coaling of locomotives is by tubs, which drop coal directly into the locomotive bunker/tender.

The shed offices and crew mess room were scratch-built using mount board, covered with brick paper from Scalescenes. The windows are from the same supplier.

A stationary boiler has been modelled using an old Hornby 'Black Five' body, whilst the actual boilerhouse was built from Slater's corrugated Plastikard.

The shorter two-road heavy repair shed is from a Scalescenes kit, whilst the larger running shed is a pair of Metcalfe kits that have been adapted and joined together. I have imagined that the running shed was built with a roof originally, but later became derelict, hence it is modelled without a roof. The benefit for me is being able to see what locomotives are in the shed, plus the detail inside, which includes four inspection pits.



The Metcalfe running shed has been built without a roof, for viewing the engines and detail inside. There were plenty of prototypes for this, due either to deterioration or the Luftwaffe!



Bachmann WD 2-8-0 No.90445 turns on the Peco turntable, with the heavy repair shed behind – built from a Scalescenes kit.

The diesel depot is a Bachmann single-road cast resin model, whilst the fuelling point is a mix of Knightwing parts and Slater's corrugated Plastikard.

The turntable was built from a Peco LK-55 kit, fitted with a Locomotech Deluxe Mk.II motorising kit, which is linked to an old Gaugemaster controller.

12 years on

Prior to writing this article, I hadn't realised just how much work I had carried out on the layout over the last decade or so since it was first featured in RM. It goes to show that, even when you think your layout is 'finished', there is still plenty of scope for further development…

2-6-2 tanks of Gresley and Ivatt design – V3 No.67664 and 2MT No.41253 – are stabled by the turntable.



Scale Drawings

Churchward Star Class 4-6-0

To complement John Cockcroft's constructional article for one of these locomotives (see p882), we present these 4mm scale drawings for the class that were prepared – together with accompanying prototype notes – by the late **IAN BEATTIE**.



▲ Star Class 4-6-0 No.4042 *Prince Albert* leaves Bristol Temple Meads with an Up local train formed of a two-carriage 'B' set in 1951, the year it was withdrawn. *All archive photos: Rail-Online*

Arguably the most influential British steam locomotive of the 20th century and incontrovertibly George Jackson Churchward's masterpiece, the four-cylinder Star Class 4-6-0 express passenger design was a huge technological step forward on its appearance in 1906/7; it also set the Great Western top link blueprint for the ensuing 40 years – encapsulating the Castles and Kings – until the company was subsumed by Nationalisation into British Railways in 1948.

Locomotive, Carriage & Wagon Superintendent (later Chief Mechanical Engineer) from 1902 until his retirement in December 1922, the Devonian Churchward (he was born in Stoke Gabriel, near Totnes, in 1857) introduced a series of superbly designed and thoroughly engineered machines, from branch tanks through freight and mixed traffic to express tender engines, which galvanised GWR services and handed the company such a technical supremacy that only on the advent of Grouping some 20 years hence did other railways begin to catch up.

Early in his incumbency, Churchward had prevailed upon the GWR directors to purchase an eventual total of three French de Glehn/du Bousquet four-cylinder compound Atlantlcs, which impressed hugely by their smooth application of power. Whilst his two-cylinder 4-6-0s (the Saints) and associated 4-4-2s of 1902 onwards were superb engines in their own right, they were not premium passenger haulers in this vein and could not match the sheer vivacity of the French Atlantics. Many features of the latter appealed and were incorporated into the Stars; however, compounding was deemed too extreme for GWR use. To test the four-cylinder divided-drive layout (that is, inside cylinders driving the leading coupled axle whilst outside cylinders were linked to the trailing axle) within a simple format, a singleton four-cylinder 4-4-2 was ordered from Swindon Works. Duly outshopped in 1906, No.40 underwent a comprehensive sequence of trials from which it emerged such a triumphant success that Churchward rapidly processed an order of 10 replicas for delivery in 1907.

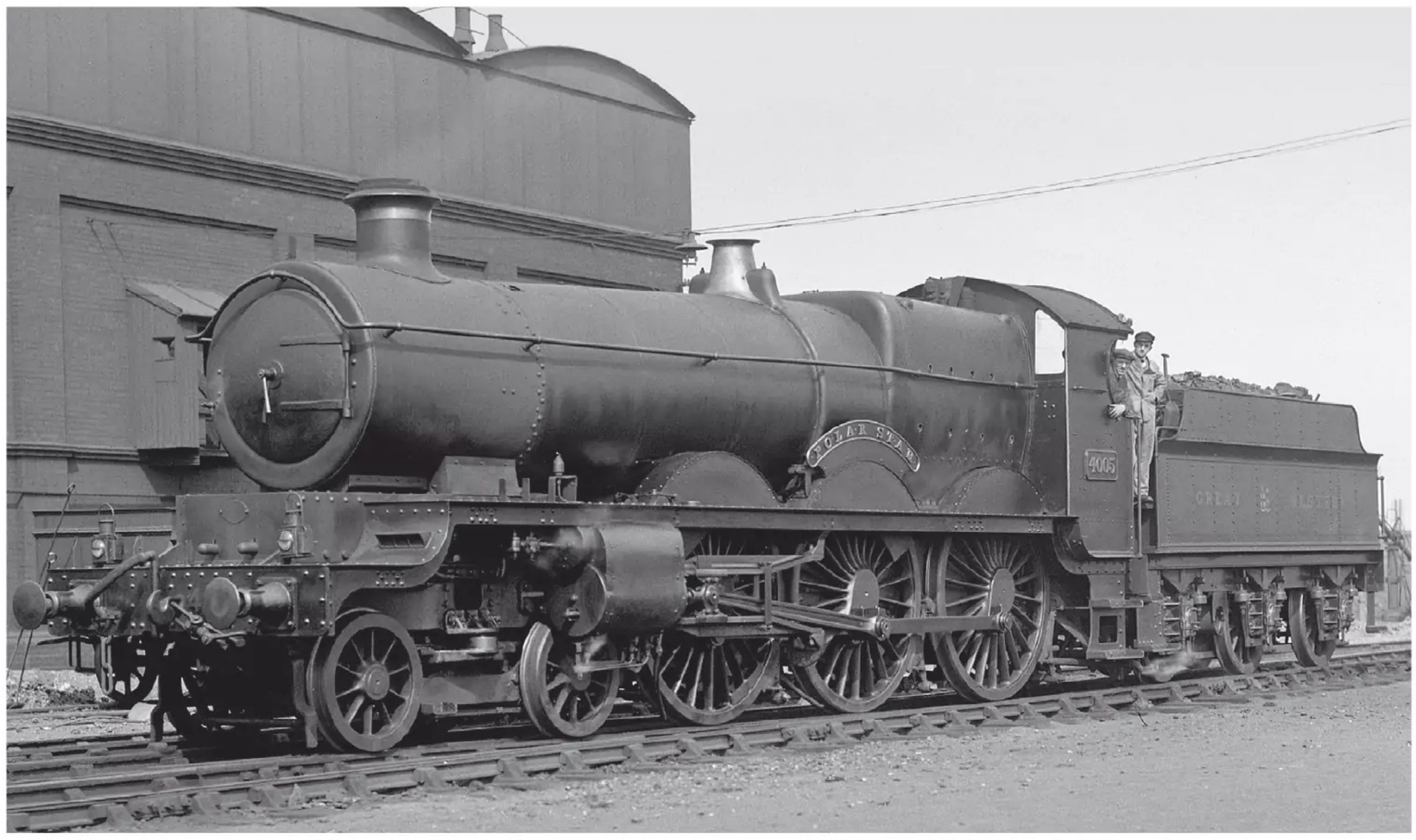
No.40 remained nonetheless unique: the 4-6-0 wheel arrangement was decided upon in preference, chiefly in view of its advantageous adhesion over the 4-4-2 format, together with twin inside-mounted Walschaerts valve gear with

derived outside linkage in place of a complex 'scissors' motion fitted to No.40, which was very similar to that installed on Deeley's Midland Railway 4-4-0 No.990. Whereas No.40 had followed its two-cylinder counterparts in sporting a severely 'squared' running plate, mounted atop which the cab necessitated tall, three-tread footsteps, the Stars proper featured much more elegant curved step-down fillets to the running plates fore and aft, requiring just two-tread steps onto lowered cab panels.

Numbered from 4001, the 10 4-6-0s were provided with names first supplied to the original broad gauge express passenger engines, the eponymous Stars. So overwhelming was the engines' performance that further batches were outshopped in quick succession: 10 in 1908, numbered from 4011 and named after Knights: 10 each in 1908 and 1909 (Kings and Queens respectively); five in 1913 (Princes); 15 Princesses in 1914 and finally, after an interruption owing to World War I, 12 Abbeys in 1922-23. The sole Atlantic, No.40 *North Star*, was rebuilt as a 4-6-0 in 1909, renumbered 4000 in 1912 and eventually rebuilt as a Castle in 1929.

As was to be expected with such a radical design, and not least to keep the class at the cutting edge of loco technology, manifold changes were effected both during the production period and for long afterwards. Superheating was standardised with No.4031 in 1910 after considerable experimentation on earlier Stars; from 1908 the original swing link-type bogie was replaced by the de Glehn-style version with external bearings and side-control springs familiar on all subsequent GWR 4-6-0s and fitted retroactively to older class members; top feed was an early modification; 15" diameter cylinders became standardised from No.4041 in 1913; neater scalloped inside cylinder covers arose in 1909 with No.4021; and outside steam pipes made their appearance in BR days.

The cessation of Star production in 1923 coincided

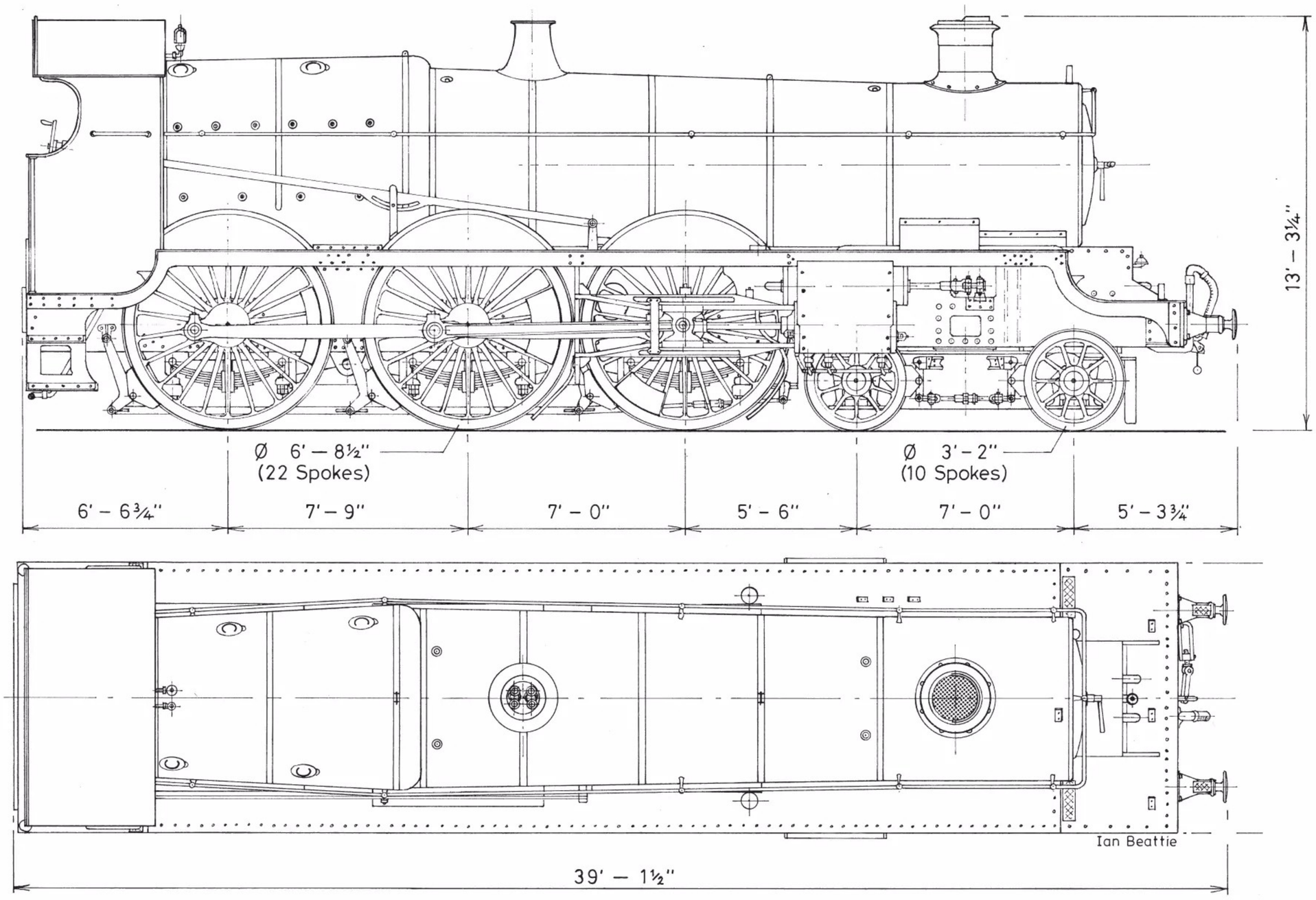


No.4005 *Polar Star* at Old Oak Common shed in May 1934. It has the original box-like casing over the inside cylinders; No.4042 opposite and No.4066 below both have the later, scalloped design.

No.4066 *Malvern Abbey* at Iver with an Up special on 21 June 1930. Renamed *Sir Robert Horne* and then *Viscount Horne*, it was rebuilt as a Castle in 1937.



Churchward 'Star' Class 4-6-0 drawn in 4mm scale



Drawings first published in May 1998 RM.

FT 0 1 2 3 4 5 6 7 8
SCALE

with the launch of the Castle Class 4-6-0, an intimate, updated derivative of the Stars supervised by Churchward's successor, Charles Collett; the close kinship of the two classes is emphasised by the fact that 16 Stars were converted to Castle guise between 1925 and 1940.

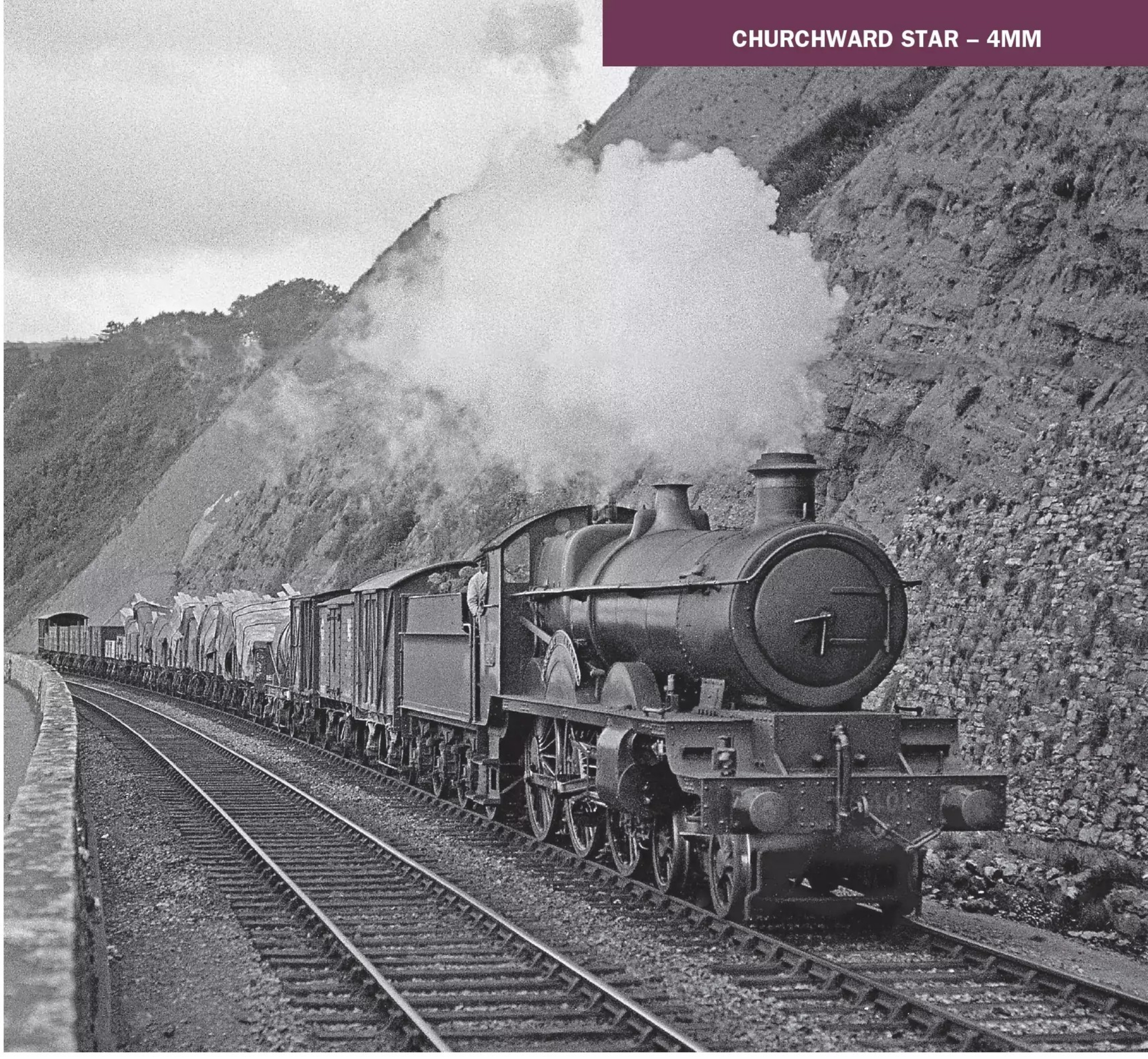
The seminal Star express engines were withdrawn over a long period: the first in 1932 and the last, No.4056 *Princess Margaret*, in October 1957 – not counting those rebuilt as

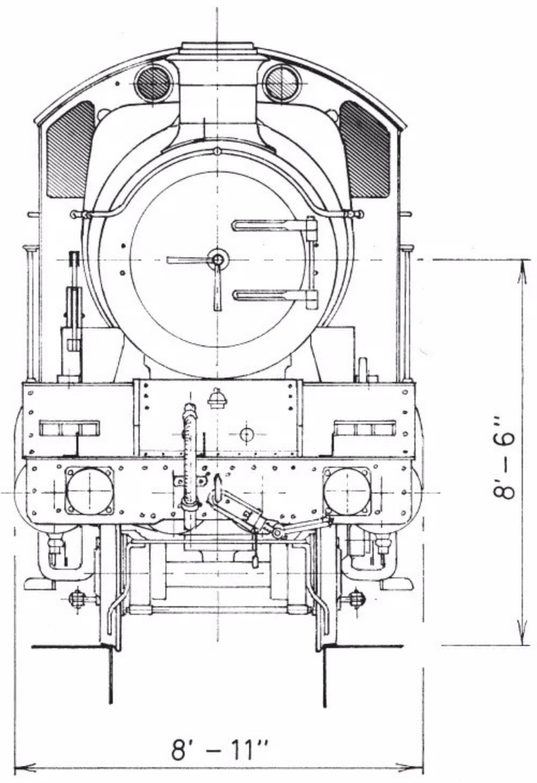


▲ No.4061 *Glastonbury Abbey* when fitted with a cast-iron chimney in the early 1920s. Later Stars such as this were built new with boiler top feed (the casing and pipes either side of the safety valves) while others had it fitted retrospectively.



◀ No.4014 *Knight of the Bath* approaches Flax Bourton, west of Bristol, on a Wolverhampton to Paignton express in 1939. This locomotive's name led GWR men to give it the affectionate nickname of 'Friday Night'!





Technical details

Type: Express passenger
Overall length: 64' 1½"
Cylinders:
4, 14¼" x 26" bore x stroke
Boiler pressure: 225psi
Heating surface: 2142.9 sq. ft
Grate area: 27.07 sq. ft
Tractive effort: 25,090lbs
Mean weight in working order:
115 tons 12 cwt
Number built: 73, 1906-23
Preserved: 1

Castles. No fewer than 47 had entered BR service in 1948, performing with immense despatch on express trains to the last.

Fortunately, No.4003 *Lode Star*, one of the initial 1910-vintage batch, survives today in superb external, but non-operational, order.

Notes on the drawings

The locomotive views here portray the Star Class in early format, incorporating saturated (non-superheated) boiler, bogie brakes – removed 1923-25 – alongside swing-link bogies, equalising suspension beams between coupled wheels (made superfluous in time by more flexible springs) *inter alia*.

Note that the main frames swung inboard to allow the front bogie wheels adequate clearance on curves.

The accompanying technical details apply to the earliest, saturated Standard No.1 boiler, as illustrated.

Tenders used throughout the class's collective life included 3,000, 3,500 and 4,000-gallon types in several varieties.

No.4012 *Knight of the Thistle* runs along the sea wall between Teignmouth and Dawlish with an Up goods train, circa 1926.

A sparkling ex-works No.4063 *Bath Abbey* at Exeter shed, circa 1930. It was converted to Castle No.5083 in 1937.

Various kits for a Star have been produced over the years, including (for 4mm) a whitemetal body kit by Wills and (for 7mm) an etched kit by Dave Andrews (see page 882). In ready-to-run form, an 00 model was released by Hornby in 2013 (see review, RM January 2014), an example of which is illustrated here.





Project of the Month

Part 1 – Tender and locomotive chassis

A Churchward Star Class 4-6-0 in 7mm



JOHN COCKCROFT *begins the construction of a David Andrews etched kit for one of these Great Western Railway four-cylinder machines, this class of locomotives forming the subject of our Scale Drawings feature on p878. In this first instalment, John describes the construction of the tender and makes a start on the locomotive chassis.*

John's completed model depicts 1923-built No.4067 *Tintern Abbey* in late 1920s condition. In 1940 it was rebuilt as a Castle.

Model photography by the author

Over the past 11 or so years, I have had four of my O gauge locomotive builds featured in these pages (see end panel). With each of these, I have tried to encourage those modellers who may be nervous of undertaking what may seem a daunting task, but one which is both fascinating and rewarding!

Each time I have tried to add new elements to the range of techniques involved in the build. Accordingly, the following article is aimed at anyone who is looking to build an outside-cylinder locomotive. It also moves on to one of the most popular railways – the Great Western! I hope this article will help anyone wanting to add to their range of skills, and also the many of you who want to widen your loco stud to include a GWR tender engine.

The kit

The particular kit that I used to make this model is one of the last that was designed and produced by David Andrews. David has now decided to cease production of his kits, which is a sad day for the hobby. However, there are other kits available for many of the GWR locomotives, and the issues I raise will be of use to anyone wanting to build a Star Class or any other more modern GWR tender locomotive design.

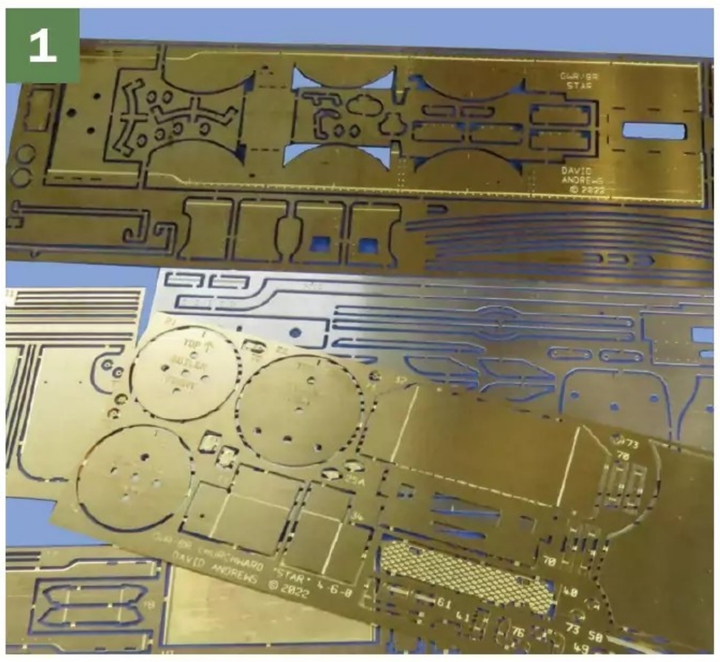
As with my previous articles, I have written the article as a series of photos with extended captions so that it is easier to follow, and they say a picture is worth a thousand words!

As a preamble, I should mention that outside-cylinder locomotive models do require some important considerations. The main one is that the nature of a model means that what can be inches on the real thing has to be scaled up much more, to be sure of clearance on the small scale models we produce. This is particularly important when you consider the clearances between the crankpins and coupling rods on the wheels and the connecting rod and slidebar/crosshead on the cylinders.

As an aside, I was once running a 4-6-0 model at speed when the front crankpin nut worked its way loose sufficiently that it hit the con rod, resulting in the con rod being bent upwards and a trail of mess being left around the motion and coupling rods, caused by the sudden jamming up of everything. It was all rather embarrassing given that it was a loco I had built! Now I am almost paranoid about secure fixings and adequate clearances!

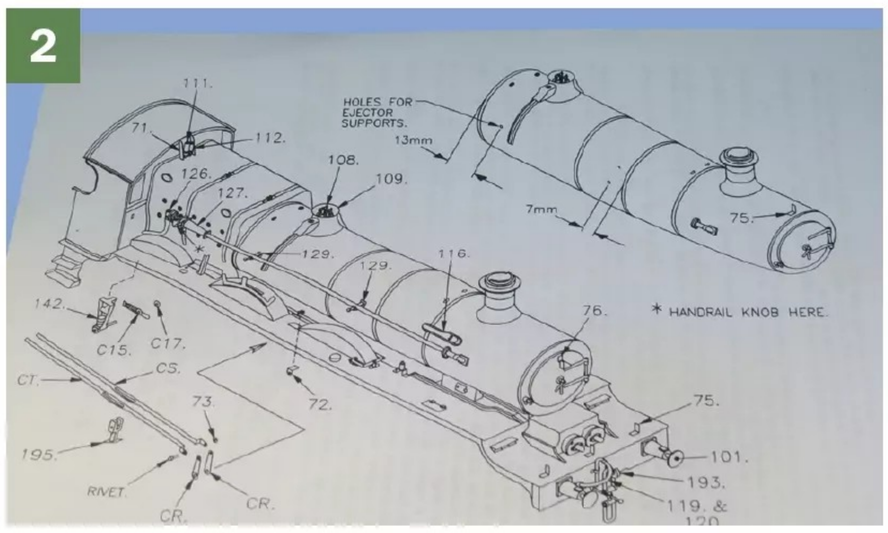
Making a start

1



Here is a sample of the etched sheets as they come out of the box. Don't be daunted by the apparent complexity – everything has its place!

2



One of a number of diagrams included in the instructions. This is supplemented by written instructions in numbered paragraphs. I ticked each paragraph once I had completed that stage in construction. I didn't always follow the sequence of paragraphs when I thought it was easier to fit detail when it was more accessible.

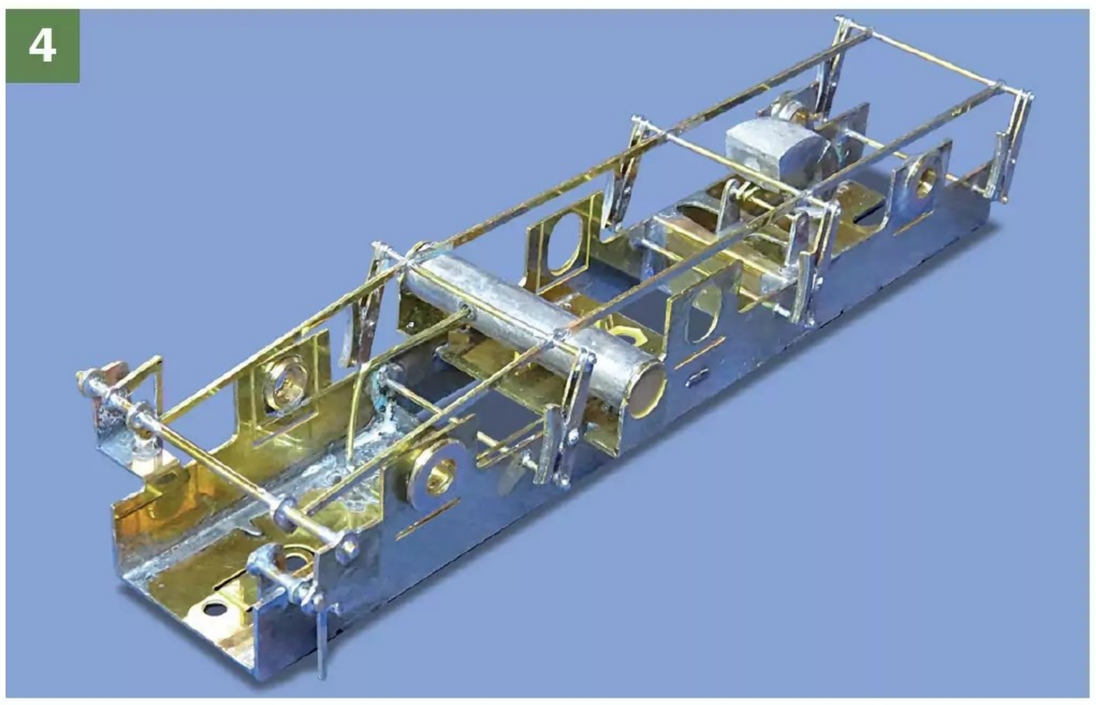
3



The kit includes a lot of castings and turned parts. I sort these into a tray before starting construction. This gives me a good idea of where parts go as the build progresses.

The tender

4



I usually start building a tender loco with the tender, partly to get a feel for the kit. I followed the instructions to make the sub-frame for the tender. But in this case I elongated the front and middle bearing holes up and down so that the bearings would be able to move. I then secured them with wire retainers – the back bearing is soldered solid. The purpose of this is to rest the front of the tender on the back of the loco, to transfer some of its weight to hold the loco down.

5



The tender brakes have double hangers and separate shoes. I made a simple jig to locate the two hangers and position the shoe at the correct angle to be in line with the wheels.

6



The most challenging parts of most GWR tenders are the flared top and the curved corners. On this kit, both the sides and rear of the tender are one long etch. The flared corners are formed by finger-like prongs that you flood with solder and file to a smooth curve. I annealed the top edge of the side by heating it with a blowtorch until it went bluish, then brushing it with cold water to quench it. This process makes the metal more flexible, which meant I was then able to use wooden formers and brass rod to force the metal into a curve. It requires care, and the flare has to be even and needs to start at the same height on each side. Here you can see the whole etch with the flared top edge.

7



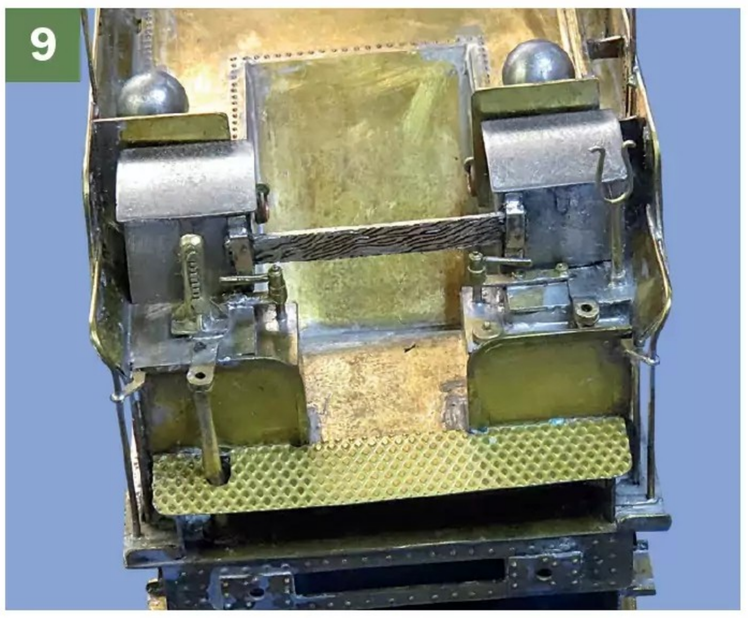
Forming the curved corners and flooding the corner flare and filing it to a smooth shape didn't prove too difficult. I soldered the unit to the tender footplate, taking care to ensure it was vertical. I then soldered on the beading, which can be seen in this photo. I used hair clips to locate the strip of beading, then applied small blobs of solder to secure it at 10mm intervals. I always start adding these blobs at one end and then work along so that expansion does not distort the beading. When I was happy that it was straight and even, I joined the tags together, but allowed the work to cool as I worked, so that heat expansion did not cause the beading to bend outwards.

8



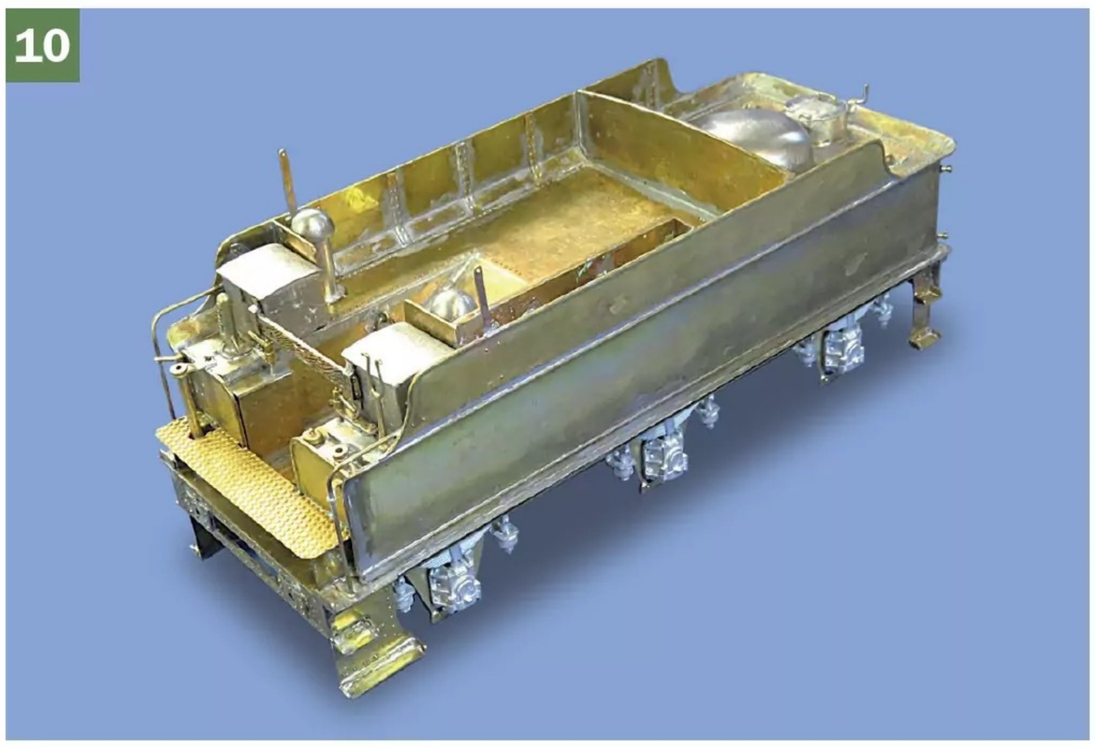
The back end of the almost finished tender. I fitted details such as the rear steps and handrail stanchions before I soldered on the tender top. The castings come last and I usually glue them in place with superglue.

9



This photo is to assist anyone building a model of a GWR 3,500-gallon tender. They are somewhat complicated and cluttered. The two holes are for the handbrake and water scoop handles, which I leave until last due to their vulnerability.

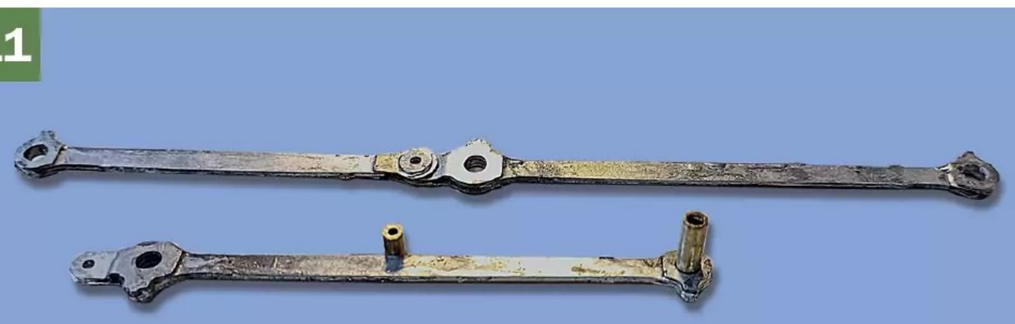
10



A general view of the completed tender body. Fitting the upper side panels is carried out in a similar way to the beading. I use a series of solder tags, carefully ensuring that the panel is straight, vertical and located exactly above the beading. On this kit, the riveted straps inside the side panels come as part of the tender coal space etch. I bent them up vertically and first soldered the coal space in place, before pushing the straps gently against the sides and securing them with solder.

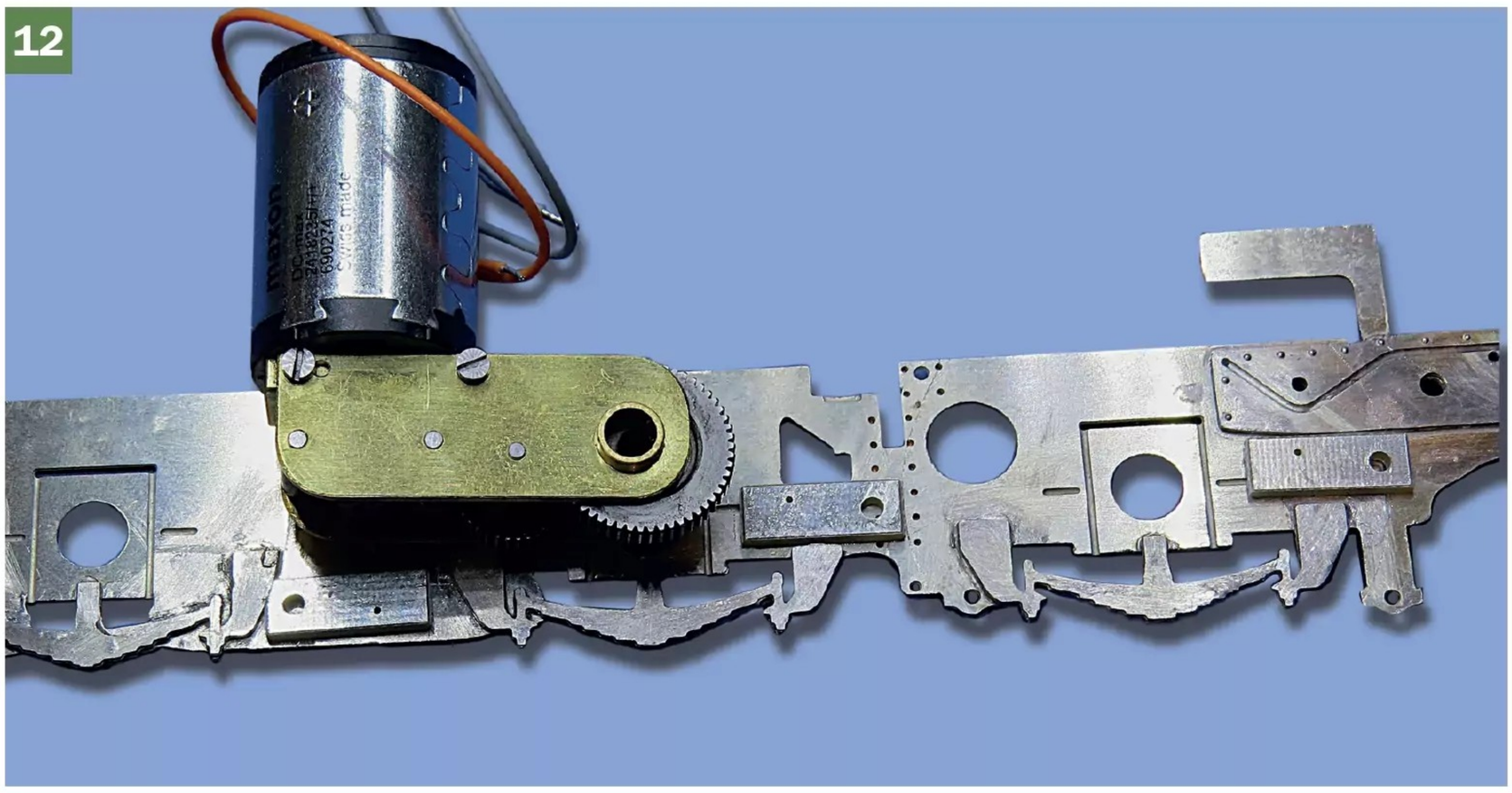
The locomotive chassis

11



I generally start building the locomotive by assembling the coupling rods. In most etched kits, these are made by laminating two or three etched rods together to build up the required strength and thickness. To help get the laminates parallel with each other and the crankpin holes in line, I use the jig seen at the bottom of the photo. One pin is to locate the bearing and the other is to push the laminates against to keep them in line. I use quite a lot of solder to flood the layers and then file the edges to make them look like a solid forged rod. In the photo they look pretty rough, but filing and abrasives soon tidy them up. To secure the flexible joint, I tap the outer forked joint 12BA and fit a short screw, which I then fix with a quick dab of solder. I later use the rod as a jig to locate the chassis bearings.

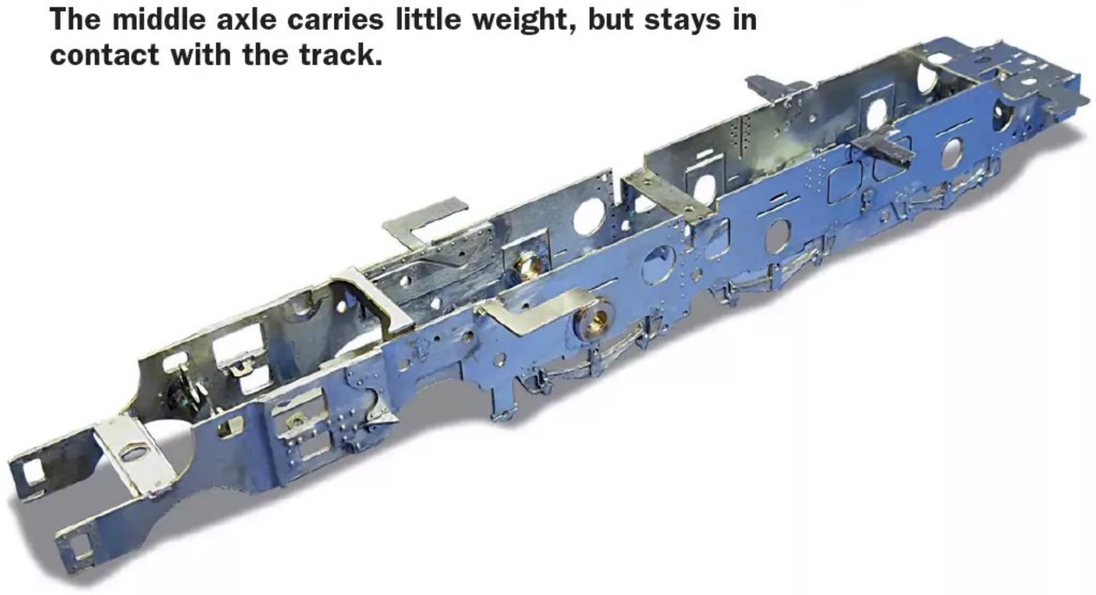
12



Here I have carried out some preliminary work on the frames of the locomotive. The next stage is to check out the location of the motor and the pick-up pads. I use plunger pick-ups available from Geoff Stratford. They are based on a printed circuit board pad that has a wire spring engaging on a plunger pick-up, this projecting through the frames behind the wheel rims. Here I am testing the locations of the holes for the plungers, which I will then drill. This work has implications for the location of the chassis spacers, so you have to get it right before starting work on assembly.

13

I drilled holes for the pick-ups and then assembled the frames on the spacers, creating provision for the changes. Naturally, the wheels all need to be in contact with the rails at all times for reliable running and electrical pick-up. To achieve this, I make the centre and rear axles free to move up and down, to accommodate any slight unevenness when running over trackwork. The front bearing is soldered solid and the bearing holes for the centre and rear axles are filed up and down by about 1mm each way. To control the level of the rear axle, I fitted a steel rod from the rear spacer along the middle of the chassis to support the axle, while leaving it free to rock. The middle axle carries little weight, but stays in contact with the track.



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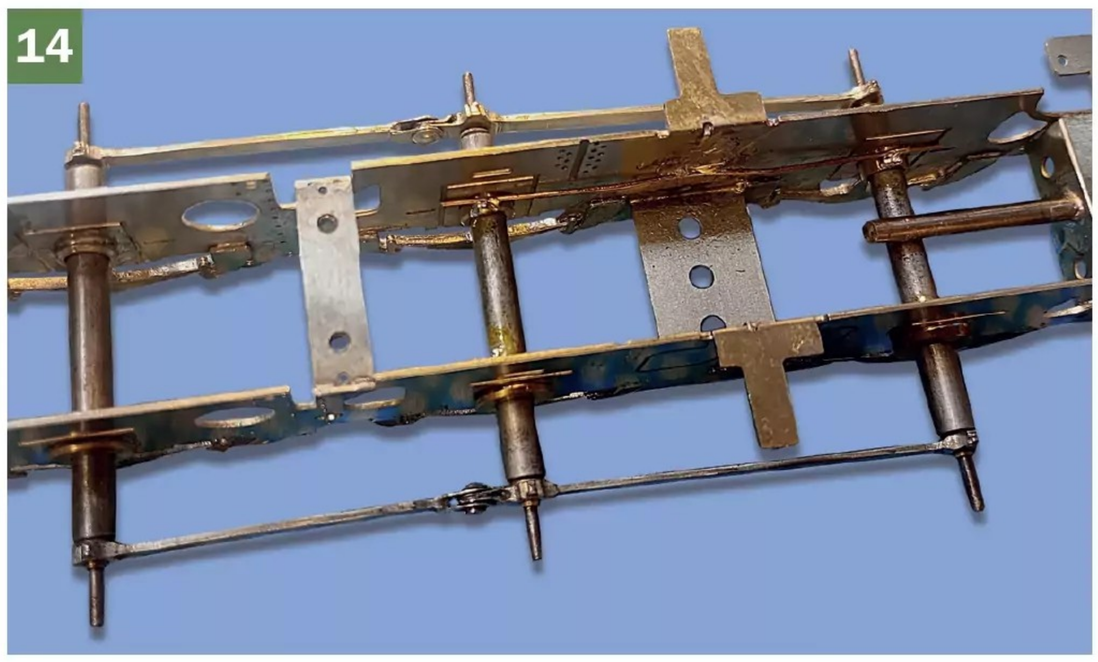
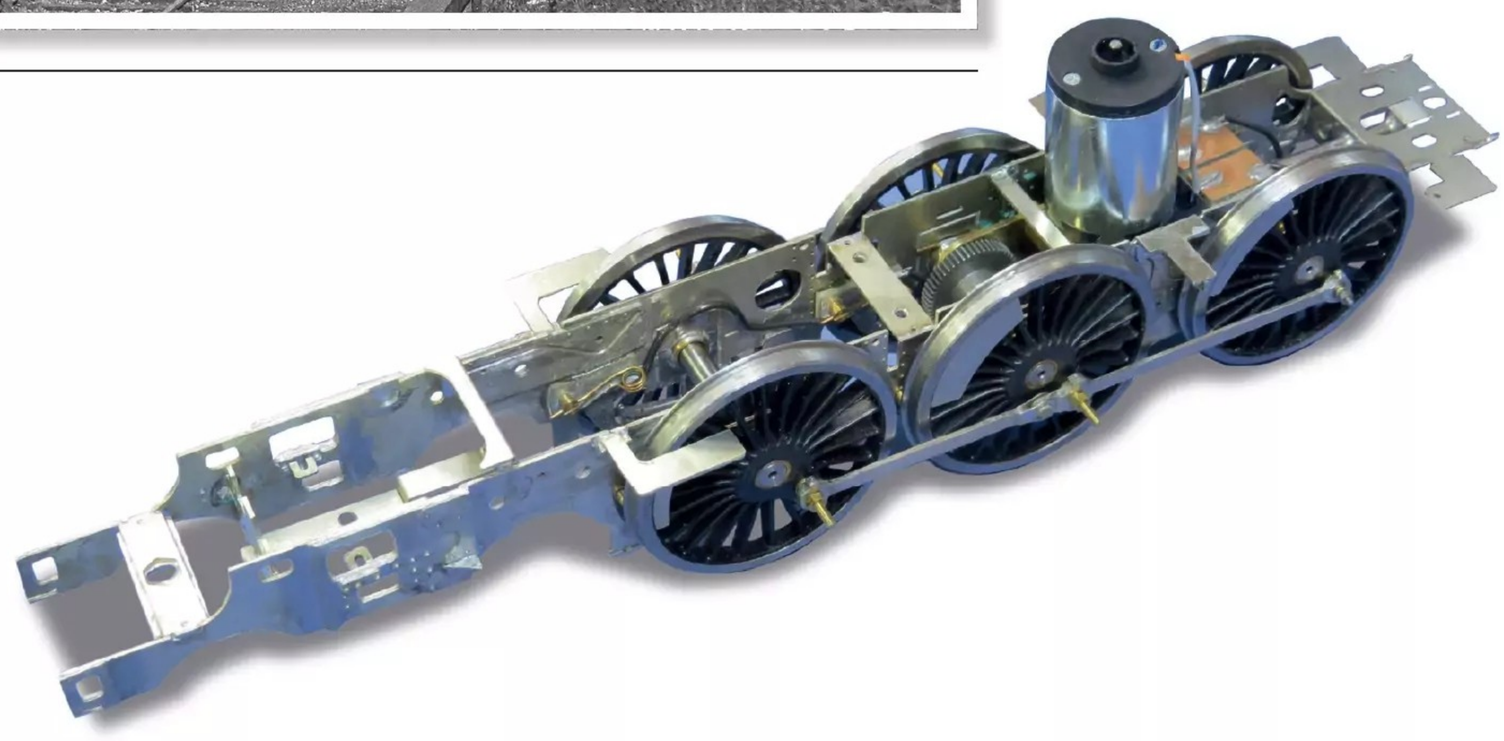


To control and locate the bearings for the axles in the frames, I use a set of special extended axles that are inserted through the coupling rod bearings. Once in place, these are then used to set the frame bearings accurately. I secure the middle and rear axle bearings using 0.7mm wires, these being soldered to the frames at one end and the top of the bearings at the other. They act as light springs and prevent the bearings from rotating with the axles. This process ensures that the spacing of the wheels and the centres of the coupling rods are exactly the same. No chassis will run smoothly if this is not the case.



The real No.4067 *Tintern Abbey* heads past Kensal Green on its way out of London with an express from Paddington to the West of England on 7 August 1932. The second coach is one of the luxury 'Super Saloons' built by the GWR in 1931/2 for use on boat trains connecting with ocean liners at Plymouth. *Photo: Rail-Online*

15 After a series of tests for free running, both with and without the motor, I fitted the pick-ups and wired them to the motor. When I was satisfied with the running performance in this form, I moved on to the locomotive upper works so that I could ensure the chassis fitted under the body, with any necessary adjustments able to be made as the job progressed. The chassis is a simple 0-6-0 at this stage – we will return to fitting the detail once the basic locomotive body has been assembled and test fitted.



Next month

In the December RM John will continue with the construction of the locomotive body.

Previous O gauge locomotive build articles by the author

LNER Class N10 0-6-2T
RM Mar/Apr/May 2014

LMS Fowler 4F 0-6-0
RM Aug/Sep/Oct 2021

LSWR Adams Class O2 0-4-4T
RM Oct/Nov/Dec 2019

SECR Wainwright L Class 4-4-0
RM Sep/Oct 2024

John's model is paired with a 3,500-gallon tender. No.4067 received a 4,000-gallon version a few years later, prior to its rebuilding as a Castle.



BR steam in Cambridgeshire

Kimbolton

A former station on the line that once ran east from Kettering to Huntingdon and Cambridge, modelled in OO by **ANDY MOORE** *and members of St Neots Model Railway Club. The layout will be in action at the Spalding Model Railway Exhibition on 1 & 2 November.*

Photography by Paul Bason



Much more appropriate is BR 2MT 2-6-0 No.78020, allocated to Kettering from 1954 to 1959, and a regular performer on the line.

Kimbolton would have been the nearest station to where I now live. I hatched a plan to recreate it in model form and started to collect suitable stock. The chosen period was the BR era up to 1959, whereupon the station was closed to passengers and the track was lifted east of Kimbolton towards Huntingdon and St Ives.

Having found some redundant baseboards that would accommodate Kimbolton in OO with no compression, planning commenced in 2012.

I decided to use C&L rail components and Timber Tracks sleepers, this being my first attempt at hand-built track. It was laid on the three scenic boards (two at 4' 6" long and one at 4'), this replicating the formation between the occupation crossing at the western end of the station and the B660 bridge at the eastern end. (A further 4' extension was added at a later stage, this to enable the model to return to single track at the eastern end.)

I chose not to model the munitions sidings added in World War II to service RAF Molesworth, as these were situated to the north of the line and would have been difficult to fit on 2' wide boards.

B17 No.61633 *Kimbolton Castle* visits its 'home' station, with modeller's licence: it is unlikely to have appeared on the line in reality.



Ex-Great Eastern Railway J15 0-6-0 No.65425 – a renumbered Hornby model – enters the passing loop with a westbound pick-up goods train.

Help from others

Although I took the boards to a number of St Neots Model Railway Club open days and modelling days, in 2022 I realised that, at my then current rate of progress, I was unlikely to finish the project in a reasonable timescale.

Serendipitously, my predicament coincided with storage becoming available at the club; an influx of new members without a project; and a vacant spot at the club's next exhibition. I was invited to exhibit *Kimbolton,* which gave an enormous incentive to complete it. I set about recruiting some volunteers – every offer of help was accepted – and tasks were allocated appropriately.

Having the scenic boards at the club meant they were on hand for the helpers to get stuck in and, due to the 17' scenic length, there was always plenty of room for everyone to work. The team numbered 13 at its peak, with a few others watching progress and giving encouragement. The advantage of being involved with a thriving club was that there was a large pool of expertise and talent upon which to draw.

Research

Fortunately, there are many books on the line (see reference sources panel), whilst the internet provided a source for photographs.

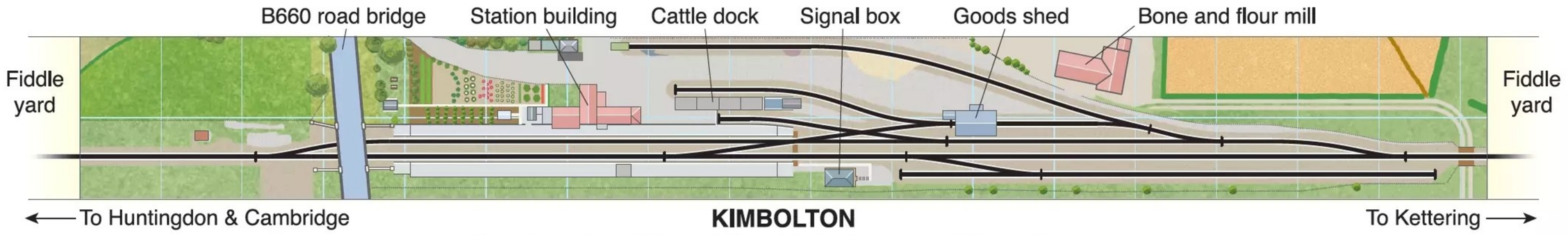
Although the station building has been much modified over the years since the station closed (see prototype panel), I was able to refer to plans for the surviving structure that were submitted as part of a recent planning permission application. I was also able to photograph those elements that were unaffected by the modifications.

The bone and flour mill proved particularly difficult to research, with no published plans available and it only appearing in the distance of one picture.

I had hoped that exhibiting the layout would flush out more local information. Some details have been forthcoming, but no further photographs. However, those who remember the line when it was open have kindly commended the layout for capturing the prototype so well.



Ivatt 2MT 2-6-0 No.46496 shunts wagons into the goods yard past the bone and flour mill. See the following spread for a picture showing the real locomotive's claim to fame on the line.





A Ratio plastic kit (ref.536) was a good match for the standard Midland Railway signal box at the real location.

Track plan

Using the plan in *Branch Lines around Huntingdon* (see reference sources panel) provided a good basis for the model.

The layout is designed to be viewed from the north, looking south, and has been built to scale, without compression. The eastbound lay-by siding was, in reality, referred to as the 17-wagon siding; on the model we can only manage 16 because the tension-lock couplings mean that the wagons are further apart than on the prototype.

Due to the through station configuration, we required a fiddle yard at each end; one representing Cambridge and the other Kettering. The fiddle yards are each formed of a sector plate with two long sidings and a third with points to three shorter sidings. These fiddle yards were 5' 6" long, but it was realised that to accommodate a seven-coach holiday train, they would need to be extended, so a 60cm flap was added to each.

Points on the scenic boards are powered by Tortoise and Cobalt motors, whilst those in the fiddle yard are hand-operated. As per the prototype, trains cross at Kimbolton. Shunting was managed by the train engine dropping off or retrieving wagons.

Scenery & structures

The topography of the scene modelled is flat, as the line at Kimbolton was on a plateau, hence the presence of many WWII airfields in the area. The only relief is the B660 bridge, which was demolished soon after the line closed.

Fellow St Neots MRC member Will Heath offered to construct the station building, together with the bone and flour mill, these forming the most distinctive buildings on the layout.

The signal cabin was a standard Midland Railway box design, and so the Ratio plastic kit (ref.536) was an excellent fit. The goods shed is currently represented by a Metcalfe Models card kit, as it has the correct footprint – in due course it will be replaced by another Will Heath model, based on the still extant Midland building.

Smaller buildings are modified kits or scratch-built, whilst the semaphore signals are Ratio kits.

Presentation

The two fiddle yards are screened by information boards showing the prototype before and after closure, plus information about the St Neots Model Railway Club team who helped get the layout ready for exhibiting. This includes a tribute to the late Colin McCallum.

The Kettering-Cambridge route map has been painted on the front edge of the baseboards. This includes Buckden, where St Neots MRC meets, and Raunds, where Rosebud Kitmaster was once based.

The final touch is the hanging of the original Kimbolton signal box nameboard on the front of the layout. I bought this nameboard at an auction a few years ago – my thanks to Phil White for bringing the lot to my attention!

Bachmann Ivatt and Hornby BR Standard 2MT 2-6-0s meet in the passing loop. The two classes were very similar, the BR Standard engines being based on the Ivatt design.

Kimbolton station

The villages of Tilbrook, Catworth and Kimbolton in Cambridgeshire all have a Station Road leading to the same place, but since 1964, no station.

Branch Lines around Huntingdon, Kettering to Cambridge, published by Middleton Press and co-written by the late Allan Mott (a St Neots MRC member), and *The Arrival of The Midland Railway at Kimbolton, Cambridgeshire in 1866* by local historian John Slack, both reveal how the area was opened up by the Midland Railway.

The Midland did, in fact, take over the route that had been approved by Parliament for the Kettering, Thrapstone & Huntingdon Railway in 1864. The ambition of the Midland Railway was to provide a connection between the industrial north and the agricultural east. The route linked at Huntingdon to the line from Godmanchester to St Ives, and thence over the Great Eastern Railway, approaching Cambridge from the north.

The closure of the line became inevitable when the timber trestle bridges over the River Ouse between Huntingdon and St Ives (east of Kimbolton) required replacement. Kimbolton lingered on as a freight-only terminus until 1964, having closed to passengers in June 1959.

Some elements of Kimbolton station have survived. This includes the station building, though now heavily modified, together with the platforms and goods shed.



The Cambridge-bound platform at Kimbolton, photographed from a westbound train on 21 March 1959. The running in boards would have been dark blue, denoting that this section of the line was under Eastern Region control.



Ivatt 2MT 2-6-0 No.46496 departing from Kimbolton with one of the last trains on Saturday 13 June 1959; the line closed to passengers from the following Monday. The track was lifted from the section east of Kimbolton in June 1961.



As the train pictured above pulls away towards Kettering, the photographer also takes the opportunity to record the entrance to the goods yard, the goods shed, and the large bone & flour mill.
All archive photos: The Transport Treasury

Lighting was planned to have been LED strips; however, difficulties creating the necessary fascia to mount it on in time for our first exhibition forced a change to three clusters of GU10 LED lights. These are far easier to mount behind the backscene.

The operating team are provided with Kimbolton-branded baseball caps, complete with an Eastern Region blue totem. (This colour is because, after Nationalisation, this Midland branch line came under Eastern Region management as far west as Kimbolton.)

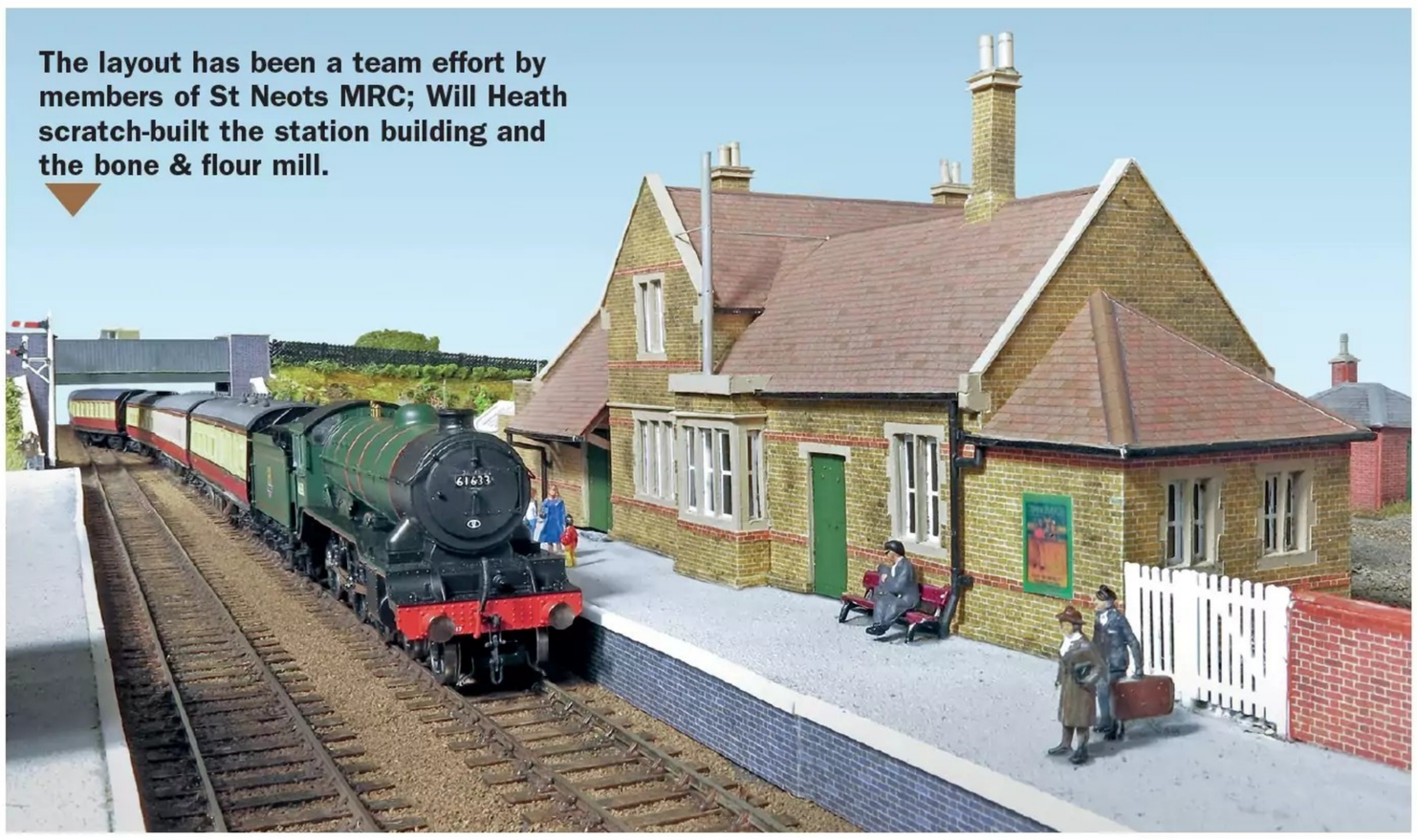
Locomotives & stock

There were four passenger trains each way per day between Kettering and Cambridge, formed of three or four carriages, mostly of Stanier corridor design, but also ex-London & North Eastern Railway stock. There would often be additional vehicles such as cattle wagons, horse boxes, Siphon Gs, and non-corridor coaches to boost capacity.

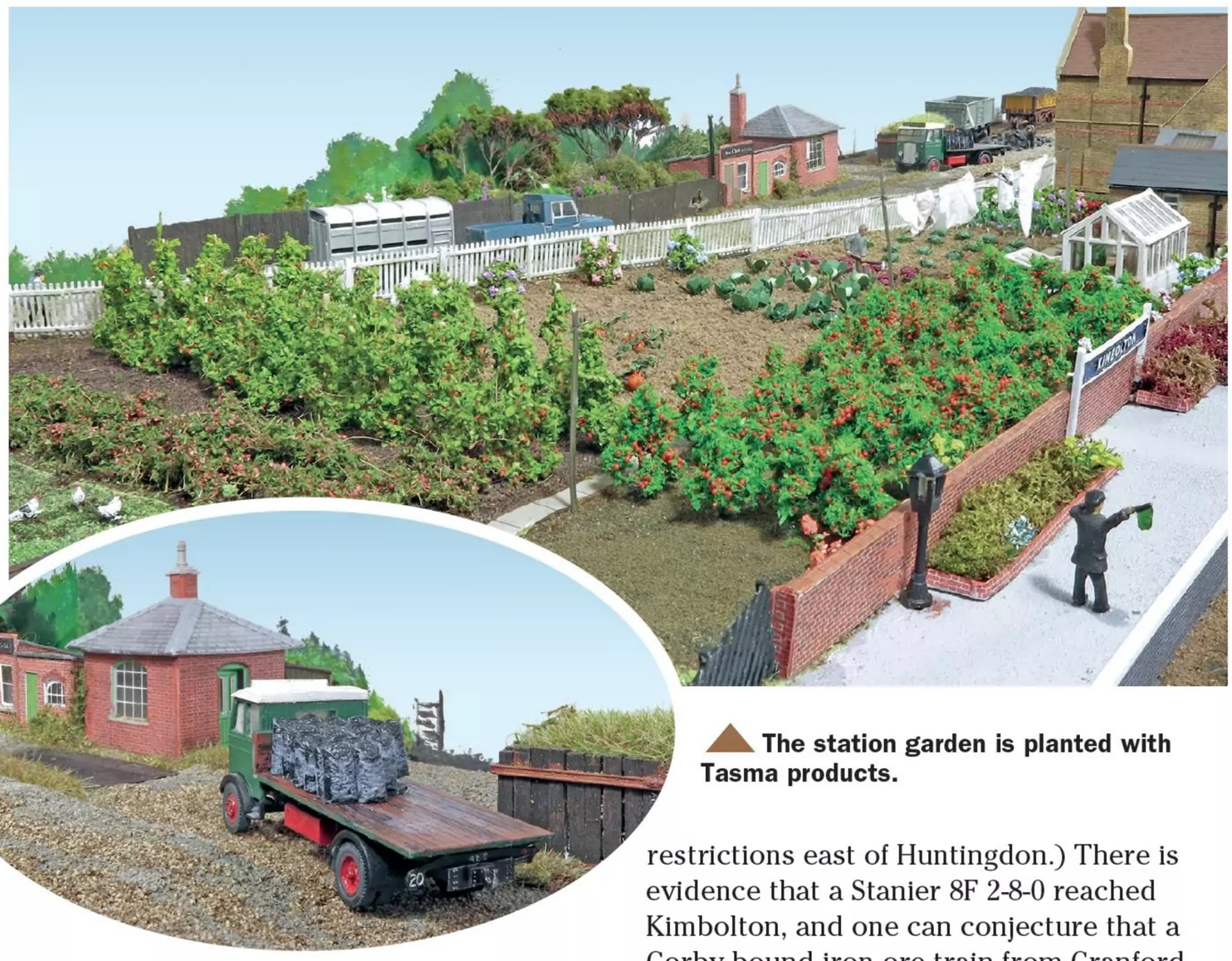
In the summer holidays, special trains of seven Stanier coaches could be seen, heading to the coast from Leicester. These heavier trains would be double headed to cope with the gradient between Buckden and Grafham.

Freight post-war comprised pick-up goods, whilst in summer months there were long trains of vans carrying fruit from around Cambridge to the Midland cities, which was one of the line's original purposes.

Everyday motive power comprised Ivatt 2MT 2-6-0s, BR Standard 2MT 2-6-0s, Midland



The layout has been a team effort by members of St Neots MRC; Will Heath scratch-built the station building and the bone & flour mill.



The station garden is planted with Tasma products.

The weighbridge and office adjacent to the Midland Railway sleeper-built buffer stop.

3F 0-6-0s and ex-GER J15 0-6-0s. The layout boasts ready-to-run and kit-built examples of these. The kits were made for me by fellow club member Mike Watts, enabling me briefly to have a BR Standard 2MT 2-6-0 before the ready-to-run example arrived from Hornby. All locomotives have been renumbered to examples seen on the line and, in some cases, the appropriate shed code has been added too.

To provide some larger engines, B17 4-6-0 No.61633 *Kimbolton Castle* is used on the pretext that it is visiting its 'home' station. (In reality it is unlikely to have ever run on the Kettering-Cambridge line due to weight restrictions east of Huntingdon.) There is evidence that a Stanier 8F 2-8-0 reached Kimbolton, and one can conjecture that a Corby-bound iron ore train from Cranford and Twywell required running round and, as the loop at Thrapston was full, the exercise was carried out at Kimbolton. This same pretext enables us to use Stanier Jubilee 4-6-0 No.45660 *Rooke*, which was photographed on an iron ore working at Twywell – albeit on 12 May 1965, after the line had closed east of this point. The inclusion of War Department 2-10-0 No.90775 is because 10 years ago I drove the full-size version on the North Norfolk Railway. Even this class is soon to become available in ready-to-run form!

Locomotives on the Kettering-Cambridge line always travelled smokebox first, being turned on arrival at Kettering and Cambridge. A small turntable at Huntingdon enabled pilot engines to be lined up for double heading of heavier westbound trains. Engines on iron ore trains came onto the branch tender first, leaving smokebox first on the full workings.

Hornby 8F 2-8-0 No.48069 stretching a point by using the loop in Kimbolton to run round its iron ore train for the return trip to Corby.

See it at Spalding

Kimbolton will be in action at this year's Spalding Model Railway Exhibition, which will be taking place over the weekend of 1 & 2 November 2025. See Societies & Clubs for further details, or go to: **www.spaldingmodelrailwayclub.org.uk**

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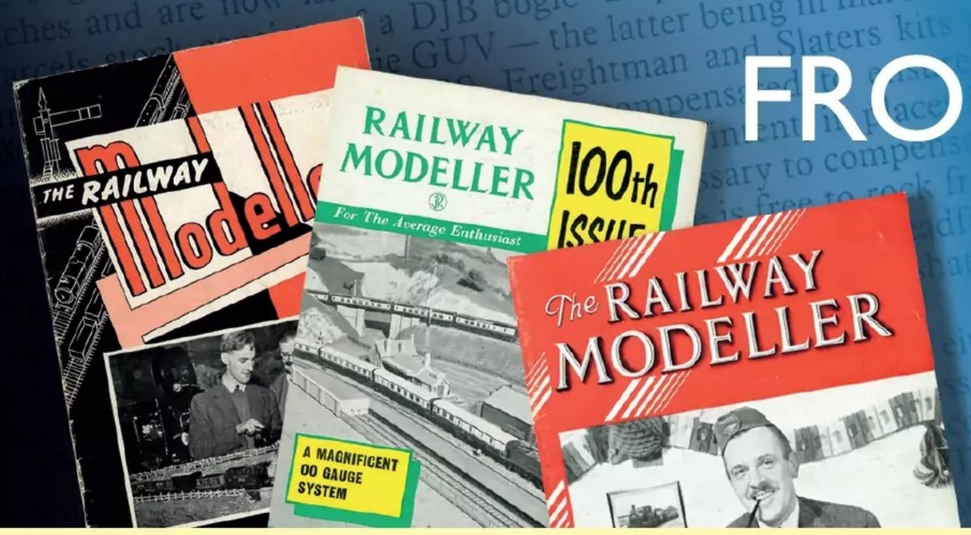
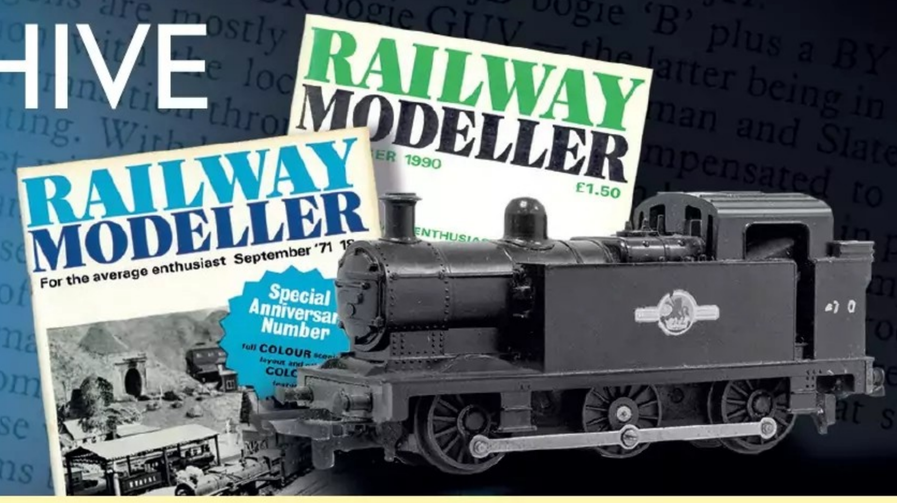


FROM THE ARCHIVE

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

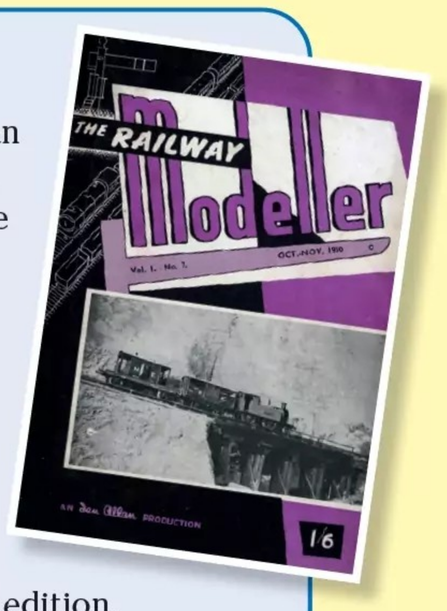


TOBY JENNINGS *delves into the RM Digital Archive to look back at historic issues of the magazine.*

75 years ago: October-November 1950

"Why not a narrow gauge layout?" was the question asked as the title of the opening feature in this issue. Back then, of course, there were all sorts of reasons why not: the advent of N gauge, or OOO as it was then called, had provided suitable track to portray such lines in 4mm:ft scale, but while those working in 7mm scale on 16.5mm gauge track could use proprietary chassis, modellers in 4mm scale faced a major scratch-building exercise. Nonetheless, the author – P D Hancock, himself a pioneer of narrow gauge modelling with his *Craig & Mertonford Light Railway* layout – makes a strong case for this then new idea. He would doubtless have been very pleased to see how this section of the hobby has taken off in the last few years.

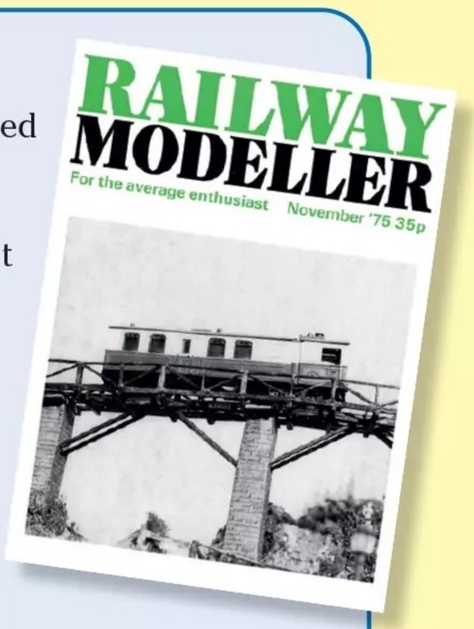
'Back to the Oval' by the author 'North Star' is an interesting discourse on how the general practice of model railway construction developed, from the oval of train set track, through simulated 'main lines' with two termini and intermediate stations, or variations on this theme, to the out-and-back terminus, until modellers finally arrived at the concept of a frontal scenic section with a fiddle yard at the rear. Except it wasn't called a fiddle yard here: this writer refers to it as 'magazine sidings'. The earliest use of the term 'fiddle yard' in the RM Digital Archive is in the November 1958 edition.



50 years ago: November 1975

Oddly enough, both the editorial and the two layouts featured in this issue also focus on the possibilities of narrow gauge modelling. One interesting point made in the editorial, though perhaps not so true today, is the assertion that many modellers believed narrow gauge lines to be "roughly built, poorly maintained systems, which was occasionally true, but that this permits careless modelling, which is never the case." That charge could not be laid at the door of the featured layouts, though: the Railway of the Month, despite its whimsical name of *Aberbinear Bayfore* and its 'rabbit warren' track plan, is a fine piece of modelling, and so is the *Aire Valley Railway*, where the latest developments are discussed. In *Whatsisname's Yard*, master scratch-builder Allan Downes – in his typically humorous writing style – shows how the appearance of dilapidated and neglected buildings can be modelled properly.

Other constructional articles show how to fit lighting to suburban carriages – perhaps less necessary in today's world of ready-to-run models which come with it fitted – and a relatively simple conversion job on the Wrenn/Hornby Dublo R1 0-6-0T, which would still be relevant today: surely no R-T-R manufacturer is going to model Rhondda & Swansea Bay Railway 0-6-0T No.799, built by Beyer Peacock? Famous last words?



25 years ago: November 2000

Would you believe it: the Railway of the Month in this issue is also a narrow gauge layout! A fine example of the genre it is indeed, portraying a fictional Welsh Highland Railway station in OO9, titled *Bryn y Felin*, which has captured the look of its characterful prototype very well.

Similarly nailing the atmosphere of its railway system, despite being fictitious, is *Cadiford Water* – a 4mm scale Southern Railway layout, supposedly set somewhere in the Portsmouth area, but with a Little Petherick Creek-style bridge adding a little flavour of the 'Withered Arm' lines in Cornwall.

Railway of the Month in a previous issue featured here – September 2000 – was *Ramsgate Harbour*, and this issue details its superb fleet of 7mm scale South Eastern & Chatham Railway, London Chatham & Dover Railway and South Eastern Railway locomotives. Many opine that SECR livery is the finest ever put on a steam locomotive, which may be true, but the LCDR and SER colour schemes are very attractive too. It's gratifying that modellers have preserved them for future generations.

This issue also features an easy conversion of a ready-to-run model that can provide some interesting variety for a locomotive fleet: in the Student Modeller feature, J S Wells turns a Dapol Austerity 0-6-0ST into one of these locomotives' Hunslet Class '50550' predecessors. Today, one could just conceivably see an R-T-R manufacturer doing a '50550', but there are surely many other industrial classes that would be picked first (famous last words again?) so this conversion would be a great use for second-hand Dapol and Hornby Austerities.



RAILWAY MODELLER Digital Archive

The full RM Digital Archive is available to subscribers, details for which can be found on page 72a.



Express Daisy Sidings

Modelling and words: **ANDY AVIS** *Photography:* **ANDREW BURNHAM**

In 2021, Hornby released its model of the Ruston & Hornsby 48DS in the attractive Express Dairy livery. It was an easy conversion to EM gauge and this was the spark that led me to create *Express Daisy Sidings*, or simply 'Daisy', as the layout is affectionately called.

I had been planning on building a small layout for some time and decided that I would use what I had around me – the basis of this being an old 4' x 1' baseboard from a project abandoned long ago.

Design criteria

I started by drawing up a list of requirements. These were that the layout would have to be:

- Very light and able to fit into the back of a car with display stands, stock and passengers.
- Interesting to operate.
- Well presented, with finished scenery and its own self-contained lighting.
- Quick to set up and put away.
- Able to fit on the aforementioned baseboard so that it doesn't get too big.

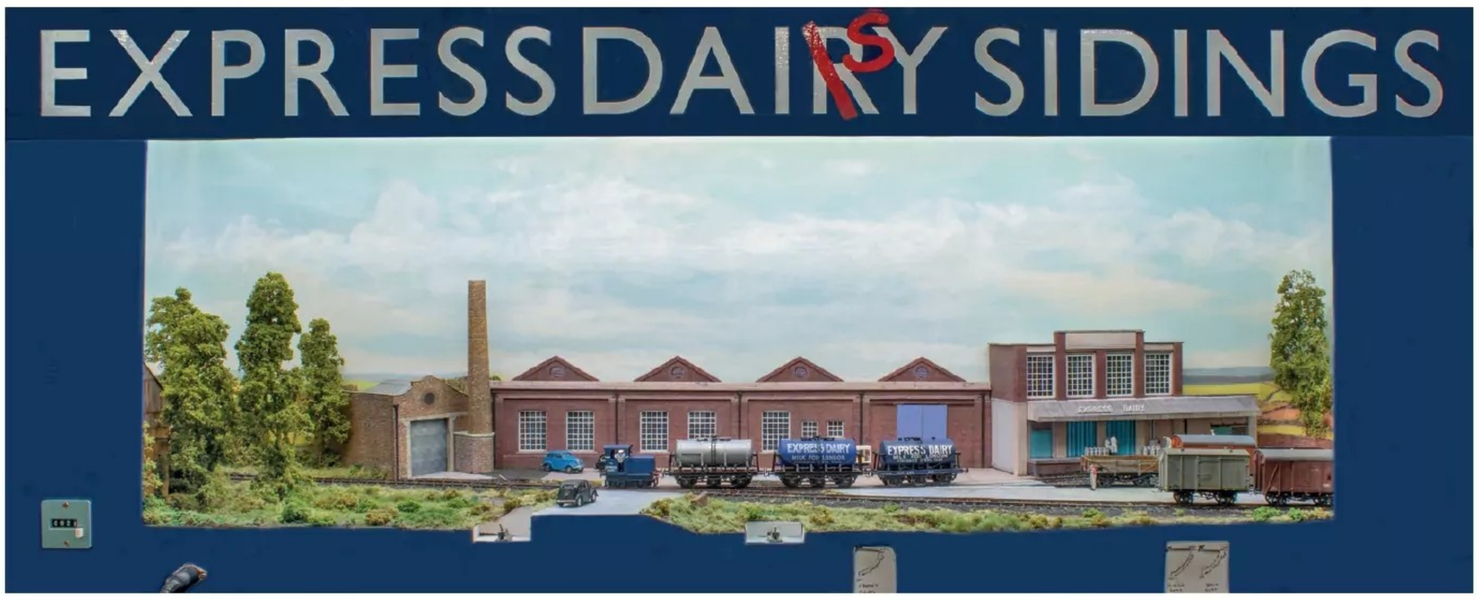
It was a tough challenge that I had set myself, the biggest problem being the 4' length, as working in EM (18.2mm gauge) means using more gentle curves and longer points than those available in OO.

Adopting the 'Inglenook' design seemed to be the most workable option, if I used short points and by laying the main track on a slight diagonal across the board. However, the biggest breakthrough was realising that I didn't need a fiddle yard, as the train that had just been made up would also be the next train to arrive.

The Ruston & Hornsby 48DS in Express Dairy blue from Hornby was the catalyst for the layout's creation.

Baseboard and presentation

The 4' x 1' (1,015mm x 305mm) baseboard is made of 2" x 1" (50mm x 25mm) timber framing with a fibreboard top. I left this in place, and on top of this fixed some offcuts of 4mm ply to create the surface of the scenery. This is neither level nor flat, the



Left to right on the layout's frontage are the counter for the shunting moves, the point levers, and the uncoupling magnet switches.

idea being that it would add some changes in elevation to the finished layout.

Around this was formed an open-fronted box, made from hardboard, which forms the sides, roof and fascia of the cameo design. Softwood battens run under the roof for stiffening, onto which are fixed LED lighting strips (as are sold by building suppliers for kitchen units). I use a mix of warm and cool white at a ratio of 3:1, which gives a pleasing representation of British daylight.

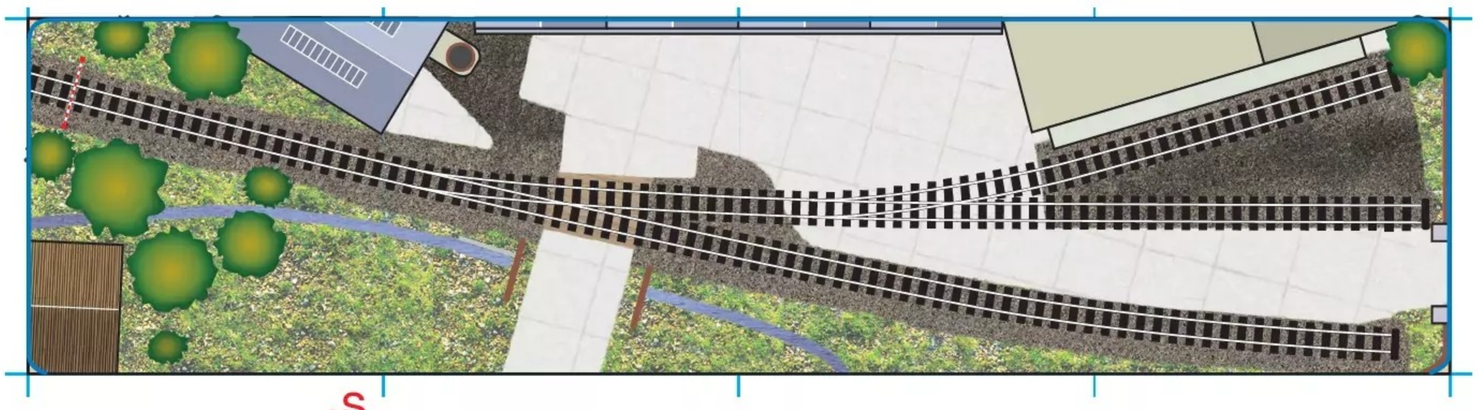
The layout sits on top of a bookcase when at home, but at shows it is supported by two adjustable metal trestles with a curtain covering the legs.

EM trackwork

To reflect the industrial theme, the track condition varies across the layout. From the main line, which is just beyond the level crossing gate, the track is reasonably level and well maintained. But it gets deliciously awful as you venture further, with lumps and bumps and tight curves – especially the line leading to the milk dock platform road.

The track is a mix of hand-built and flexible track using code 75 bullhead rail. The hand-built track uses a variety of methods. The track in the sidings is some old rivet and ply that I had made up some time ago and was starting to look a little weary, and was perfect for an out-of-the-way siding where the chairs would be buried in the ash ballast.

The two points were made using EM Gauge Society plans for an A5 point. I used a length of flexible track for the line leading to the level crossing (and ultimately the main line). Before fixing this down, I adjusted the sleepers to the correct distance for 30' track panels.



EXPRESS DAIRY SIDINGS Overall layout size 4' x 1'. Each grid square = 1' x 1'.

For the infill between the rails, I used a similar method to that described by the late John Pryke in *Model Railroader* back in October 2000 for his *Union Freight* layout. This uses cardboard covered with concrete texture paper from Scalescenes for the roadway on the outside of the tracks, and plasticard for the infill, as this is easier to trim and will not wear like cardboard. This was then coated in a concrete textured paint.

Layout and point control

Traditional 12V dc analogue control has been adopted, using an old AMR handheld controller that plugs into the front fascia of the layout.

Both points are worked by wire-in-tube, operated by two old GEM levers mounted on the front of the layout. When the point is thrown, the linkage operates a microswitch that changes the polarity of the vee on the point. This means that I have no electrically dead sections of track, which is ideal if you are running small four-wheeled shunting locomotives.

Scenery and structures

Many 'Inglenook' layouts can appear contrived and almost toy-like, with minimal

The Hornby Ruston 48DS can be converted easily to EM gauge. The driver of this example is a modified Dapol track worker figure.



Track in the sidings has been modelled with a deliberately 'rough' look, buried in ash ballast, to replicate a typical industrial site.

The concrete infill around the track was modelled using Scalescenes textured paper outside the rails, and painted plasticard between them.

effort on scenery and brightly coloured wagons in primary colours so that they are easier to see to shunt.

This approach does not inspire me – I wanted to create a believable scenic model railway.

Many 'Inglenooks' offer little explanation as to why the shunting space on the main running line is so restricted. On 'Daisy', I justified the short length by having a level crossing gate closed across the line. This is a modified Wills kit and was based on a photo of some private siding gates at Croydon from the 1950s. The matching gate on the other side of the road is painted onto the backscene. To make sure that it is viewed at the correct angle (so that it appears to be in perspective) the gates are hidden behind some trees that act as a view blocker.

The trees are seafoam, these having been painted with a grey/brown mix and then covered in Woodland Scenics flock for the leaves. They do not represent any specific type of tree, but just give an impression of a tree shape.

To avoid having anything running parallel to the front edge, the front siding is curved gently and the buildings, which are modified Scalescenes, project out at different angles

from the backscene into the layout to provide some depth.

The backscene is made up from Peco sheets. I modified these by adding extra trees and buildings, and also took care to make sure that the shadows were all going in the same direction.

The layout is populated with 3D-printed figures of dairy workers from Modelu that had been released at around the time I was finishing the buildings.

The one exception is the driver of the locomotive, who is a modified figure from the Dapol track workers set. The arms and head have been repositioned and the hat modified to a flat peaked cap. This style was worn by the drivers of the various vehicles that the dairy company used to transport the milk. (Film footage exists of a shunter in action at Morden, which shows the driver is wearing this uniform.)

Stock and couplings

As the layout is based on a creamery, some milk tanks were required. These are from the Hornby and Dapol ranges, and have had some minor work done to them (including conversion to EM gauge) to try and make them look more like the prototypes. The rest of the wagons that I run are from my collection of converted ready-to-run or kit-built items.

All items of stock have been fitted with Alex Jackson couplings, which I have found to be quite unobtrusive and very reliable, providing that they are set up correctly and maintained. To uncouple them I use a permanent magnet mounted on an arm, which is operated by a cam. I prefer this method to the electromagnet that most modellers use, as the contact area is longer and therefore more reliable. There are three uncoupling points on the layout – one in each siding – with each magnet operated by a lever on the front of the layout.





The star of the show is of course the 48DS in the blue Express Dairy livery that I converted to EM gauge. The conversion is very simple and easy, and would be a good starting point for a beginner venturing into EM. I was encouraged to write a manual sheet describing how I did it, which is available to members of the EMGS.

The level crossing gate, modified from a Wills kit, acts as the 'scenic break' and sets the limit for the shunting – the aim being to assemble the train in the fewest moves.

A shunting puzzle

The layout is operated as a classic 'Inglenook' shunting puzzle. It has three sidings and a headshunt, and the purpose of the shunting puzzle is to make up a train of five wagons in a certain order, as determined by the wagon cards that have been dealt out.

The loco always starts and finishes in one of the back roads, so as to clear the entry for the imagined main line locomotive to collect the assembled wagons and deliver the next train.

As the aim of the 'Inglenook' shunting puzzle is to complete it in the smallest number of moves, I installed a counter that is mounted to the front of the layout. This is an electro-mechanical counter that is operated automatically by the locomotive passing over reed switches buried under the track. At each pass the counter makes a rather loud clunk as it counts up another move. This can add a rather delightful sense of tension when an operator is carrying out a few too many moves.

Reliability is important to me, so I coat the top of the rails with graphite. This does have the disadvantage of making the rail surfaces more slippery, but only a small number of wagons are being shunted at any one time.

An entertaining model

For a small shunting plank, I am surprised at how entertaining it can be. It is quite relaxing to spend 15 minutes or so doing a bit of wagon worrying.

It also seems to be popular when I exhibit it, especially when I get other people to have a go at the puzzle. For some reason it draws a crowd.

You may be wondering why it is called *Express Daisy Sidings*? Well, I did have an idea to build a model of Morden station in South London. During my research, I found that the sidings at Morden were marked up as Express Dairy Sidings in the signal box at St Helier. But there is a story that someone changed it to 'Dai**s**y' with a pen. So *Express Daisy Sidings* it is!

Finally, I have been a member of the EM Gauge Society for many years, joining when I had just left school. Therefore, I am delighted to have my layout featured in RAILWAY MODELLER during what is the society's 70th anniversary year. To find out more about the EMGS, go to: **www.emgs.org**

Forthcoming exhibitions

The layout will be attending the Poole & District MRS exhibition on Sunday **19 October**, Tolworth Showtrain on **8 & 9 November** (see Societies & Clubs) and the Southampton MRS exhibition in Eastleigh on **24 & 25 January 2026**. For further details go to:
www.pdmrs.com
www.tolworthshowtrain.co.uk
www.southamptonmodelrailwaysociety.co.uk

Taking railway modelling to new heights

Every year, tens of thousands of individuals attempt to climb Mount Kilimanjaro. However, of all those who conquer this, the highest mountain in Africa and the highest freestanding mountain in the world, Tim Williams claims to be the first to have taken a working model railway to its summit. Here he explains how, and why, he embarked upon this unusual challenge…



The completed layout ready for its trip to Tanzania, seen here with the model of the Bala Lake Railway maintenance trolley.

Climbing Mount Kilimanjaro has been an ambition of mine for over 20 years; however, the idea to take a model railway to the summit was more recent. The Bala Lake Railway Society, of which I am Chairman, is running an appeal to raise funds for new signalling equipment (see panel). Raising the profile of this appeal with enthusiasts and the wider public is an important part of my role. So, I decided to incorporate a publicity stunt into the trip, and that was how *The Summit Railway* was born!



The author at the summit of Mount Kilimanjaro after his seven-day ascent.

Travelling light

Resilience testing in the mountains before heading out to Tanzania in June was essential. I had a ski trip booked for late March, so the initial target was to take a 'bare bones' layout to the Alps. My thinking was, if I could build something that survived a week of cold, snowy conditions while being bounced about in my backpack, it ought to survive Kilimanjaro.

The layout had to be OO9, and also small and light, with everything fitting inside a small sandwich box (with internal dimensions of 120 x 120 x 35mm). I have increasingly been using 3D-printing technology for my modelling projects, for the most part using my own designs, so FreeCAD was fired up and I started experimenting.

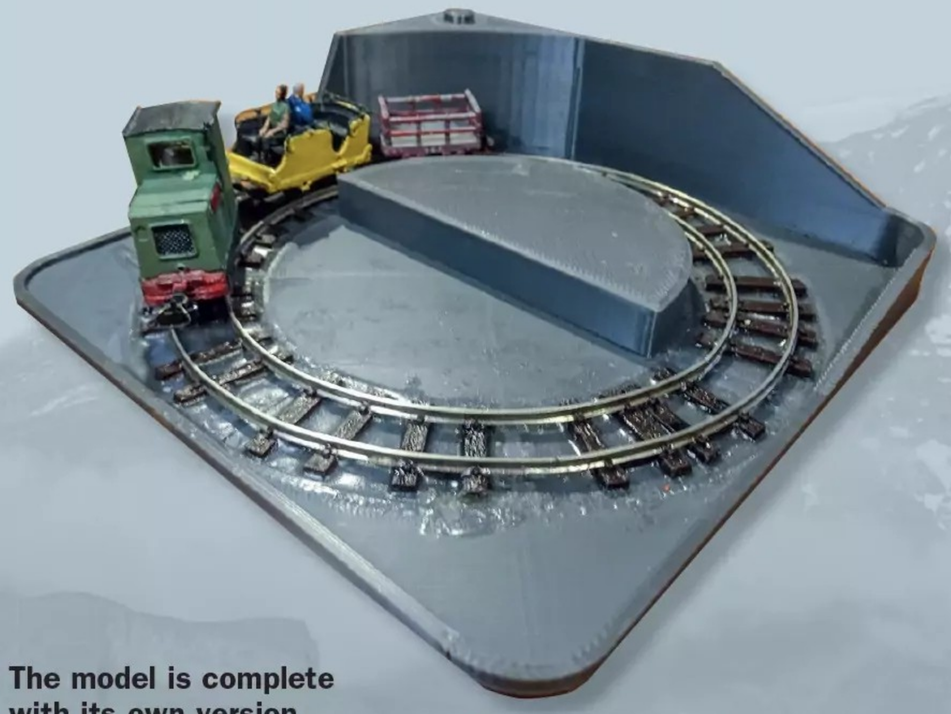
I designed a 3D-printed baseboard that fitted inside the box lid, with a small partition at the back to hide an on/off switch, and a semi-circular raised section in the centre with a hole underneath for housing a pair of 100ma LiPo (Lithium Polymer) batteries. The stock box was designed to fit around the front, where the scenery would be lower in profile.



Fabricating the small circular running line from Peco Streamline OO9 track was tricky due to the very tight curvature used. To overcome this, the sleepers were first removed, with the rails then bent to shape. The sleepers were then reattached individually and the track glued down with UHU. The layout was then put in the freezer to make sure that warm/cold cycles didn't cause the track to distort.

Locomotives and rolling stock

Having more than one locomotive in case of failures was essential. The first choice was a kit-built Brian Madge Ruston LB: a small, reliable slow runner, which bears a strong resemblance to one of the Ruston diesels resident at Bala. For the second loco, I decided on a model of the Bala maintenance trolley, also known as 'The Thing', which takes the form of a custom 3D-print, fitted to a Japanese micro chassis. I was concerned about the effect of dust and freezing temperatures on the ability of the track to transmit power, so the



The model is complete with its own version of the summit board that stands at the top of Mount Kilimanjaro.

The layout under construction, showing the 3D-printed base and heavily adapted Peco 009 track.



The complete set-up with the layout in its storage tub at the top, and the foam-lined stock storage tray below. The rule shows just how small the model is!

The highest model railway in the world? *The Summit Railway* is pictured at the top of Mount Kilimanjaro on 25 June 2025.

third and final loco was also a custom 3D-print design on a Japanese chassis, based loosely on the London & North Eastern Railway Y6 steam tram (aka 'Toby'), with an integral battery and the chimney as the on/off switch. For rolling stock, I chose a Dinorwic slate wagon (a Tebee 3D-print) and yellow truck.

Testing and refinements

With this work complete, I was ready for a week of high-altitude testing in the Alps. This included several climbs in excess of 3,000m, with the layout being operated on a glacier. The testing highlighted some problems.

Firstly, photographing the layout directly on the ground was difficult – it needed to be raised up. Options were limited, so I tried putting the layout on the box. However, it kept sliding off, so some Velcro was added to hold it in place. I also found that the padding in the stock box was too tight, while the padding that sat on top of the stock kept trying to blow away in the wind. So, the box padding was replaced, and the top padding was fixed securely into the box. Getting the layout level was tricky, so I added a tiny spirit level next to the on/off switch. A shallow extension to the stock box was also added in the middle, to provide a little more space for spare batteries and a track cleaner.

Secure scenery

The scenery came next. I wanted the layout to look like the summit of Kilimanjaro, so when placed close to the summit sign, it would fit in. The available photos of the summit showed everything from a barren rocky plateau to a continuous snow field. I decided to go 'half way' and modelled a rocky look with patches of snow. The rocks are mashed-up insulation board, with a lot of PVA glue to ensure it was solid but lightweight.

The front of the layout has a platform, with a short path to a bridge leading to the summit. The nameboard is in the style of the summit sign, with the altitude set just a little lower, and a Tanzanian flag to add colour.

With the scenery finished, my attention turned back to the loco fleet ('The Thing' and the tram having gone to the Alps unfinished, so paint and passengers were required). For fun, 'The Thing' gained four Star Wars Stormtroopers as passengers, while suitcases and skis were fitted to the wagon. I also added a 3D-printed model of the Bala pump trolley, as I had recently purchased the full-size prototype!

There were some further resilience tests on hikes in the Lake District and North Wales, while my training also required daily aerobic exercise and a strict diet.

Climbing the 'walker's mountain'

The layout was completed just a few days before departure and it weighed in at just 300g, including the stock. So it was packed in my hand luggage for the long flight to Tanzania.

Kilimanjaro is a 'walker's mountain'. You don't need ropes or specialist climbing equipment – just a pair of good boots and the fitness to cope with walking long distances at high altitude. I was on the mountain for nine days, ascending via the Lemosho route, reaching the summit on the seventh day, 25 June. The upward climb was an undulating route, which aided acclimatisation. (This is crucial when you are ascending to 5,895m/19,341' where the air is very thin.) Fortunately, I acclimatised well and had sufficient energy at the summit for my model railway operation!



It was a wise decision to take three locos: the tram developed a fault on day five, while the Ruston suffered from a loose drive belt at the summit. That left 'The Thing' to have the sole honour of operating at the top, with the pump trolley as a trailer. The Ruston was posed for a summit picture and was later fixed with a spare drive belt.

The descent took two days – this was when my legs finally started to complain! I was supported by a team of porters, with the chef, Richard, providing tasty meals and my excellent guide, Filbert, leading the way.

From Tanzania to Aldershot…

Just a few weeks after my return, I was engaged in another publicity stunt, this time taking the pump trolley on a full-line trip at Bala! As for *The Summit Railway*, it is still being taken out and about – most recently to the top of Yr Wyddfa/Snowdon on 11 July. I also hope to bring it along to the Aldershot model railway exhibition on 11 & 12 October *[Ed. See Societies & Clubs]*, where it will be displayed alongside my OO9 exhibition layout *Chwarel Tegid* (see RM December 2022).

The Bala Lake Railway President's Appeal

The Bala Lake Railway in Wales is a 1' 11⅝" gauge heritage line that runs for 4½ miles from its headquarters at Llanuwchllyn to a terminus located on the outskirts of Bala. Opened in 1972, it was constructed on part of the former standard gauge route between Ruabon and Barmouth.

The recently launched President's Appeal seeks to raise £10,000 for the development of the railway's signalling system, including preparation for the future extension into Bala. To find out more, including how to make a donation: https://tinyurl.com/blrs-pres-50

Further information

To read Tim's blog with more pictures: https://www.my-place.org.uk/ksr

To view videos of *The Summit Railway* in action, including at the summit of Mount Kilimanjaro: https://youtu.be/WTBhOot0rm8?feature=shared

Cambois Bay

Modelling, words and photography: **IAN BLENKINSOP**



▲ ***Thompson*, the Wansbeck Engineering locomotive, has collected some wagons of steel plate to take back to the shipyard.**

In my fiction, Cambois Bay is at the end of an extension of the North Seaton branch of the Blyth & Tyne Railway. A port has been developed at the mouth of the River Wansbeck, where quantities of coal are shipped from surrounding collieries.

The North Eastern Railway decided upon the name Cambois Bay in an attempt to attract tourist and excursion traffic to the area. The NER had a habit of adding 'Bay' or '-by-the-Sea' to place names – Whitley Bay and Newbiggin-by-the-Sea, for example.

The model itself is of the National Coal Board/British Railways exchange sidings, where coal is exchanged from the NCB system for onward shipment by BR to landsale depots around South East Northumberland, and lies just beyond Cambois Bay station.

Planning and presentation

I had some definite ideas of what I wanted to include when planning this 4mm:ft scale (OO gauge) model. Amongst these were coal shipping staiths (no 'e'), a river frontage and some of the vernacular buildings. As with most modellers, space is at a premium, with only 4' x 1' 8" being available.

In order not to make the scene look too crowded, I thought carefully about how I

could make layers and levels work for me. In the final plan I have four different levels, from the coal staiths down to the shoreline, and six different layers fading away to buildings in the distance, which have been modelled to 2mm:ft scale and in a faded condition. The buildings at the front of the model taper in to try and force sight lines.

Much thought was given to the backscene, as this is pivotal to the appearance of the model. To create this, I started by referring to my collection of shipping and port photos, most of which are 6" x 4" and black & white. I selected a couple where the subject matter had been photographed from the other side of a river, this putting the features at a distance and therefore looking quite indistinct.

Next, I put digital scans of the photos into some colourising software (which is freely available online). After they had been colourised, I loaded them into a photo editing suite where I added a pale grey tint and increased the transparency. Once satisfied with the images, I had them printed to A3 size to create the backscene. In the event, most of the background is obscured by other features – much as distant features are in reality.

In this vein, I have normally painted the outer framing of my models a dark colour, but in the case of this layout I went for a pale grey (Toulon), as this matches almost exactly the predominant colour of the backscene, which I think makes the model seem bigger.

Lighting is probably the most important aspect of a model. We have come a long way, from individual spotlights mounted on poles, through fluorescent tubes, to LED strips. At the moment, I favour LED panels, which can be bought in a variety of sizes and hues. I have used 'cold white', which to my eyes produces the cold East Coast weather conditions quite well. To avoid a street lamp effect, I mounted the panels close together. The front of the model is lit with an LED strip lamp, as in the past this part of my models has always seemed a little dark. I think a solution to this would be something based on theatre footlights, which is perhaps something to work on…

The staiths

Back in the day, millions of tons of coal were shipped annually out of the North Eastern ports, and so quick and efficient ways of doing this were devised. Most involved emptying hopper wagons directly into a ship's hold, with one of the methods for this using structures called staiths. These were massive timber-built affairs, towering over the ships that they loaded and designed to use gravity and gradients to good effect.

Full wagons of coal were marshalled in sidings called 'the field' and these were run by gravity onto the staiths, discharging their coal into a hopper and then through a chute into the ship. The empty wagon would then return by gravity to the empty sidings called 'the hole'. No locomotives were required, and in good conditions a thousand tons could be expected to be loaded every hour. It was hard and dirty work. The gangs on the staiths were called 'teemers' – a hardy breed.



A view down Faulkner Street at the west end of the model.

For a number of years, I worked on colliers loading at North East ports, generally for ports in the south of England, usually the River Thames, which we always called 'The London River'. I was fascinated by the staiths and their operation, and promised myself that one day I would build a model of one. However, when that time came, I realised what an undertaking this would be, as such a model would be vast in size and totally dominate the scene, rather than merging into it. In part, I overcame this by designing the model so that the staiths were at the back and partially hidden by the exchange sidings, which would be built on an embankment. I based the staiths on the NER examples on the River Coquet at Warkworth Harbour (Amble) in Northumberland.

Making the staiths operational is a work in progress, but will involve a motorised 20-ton hopper to give the impression of it moving

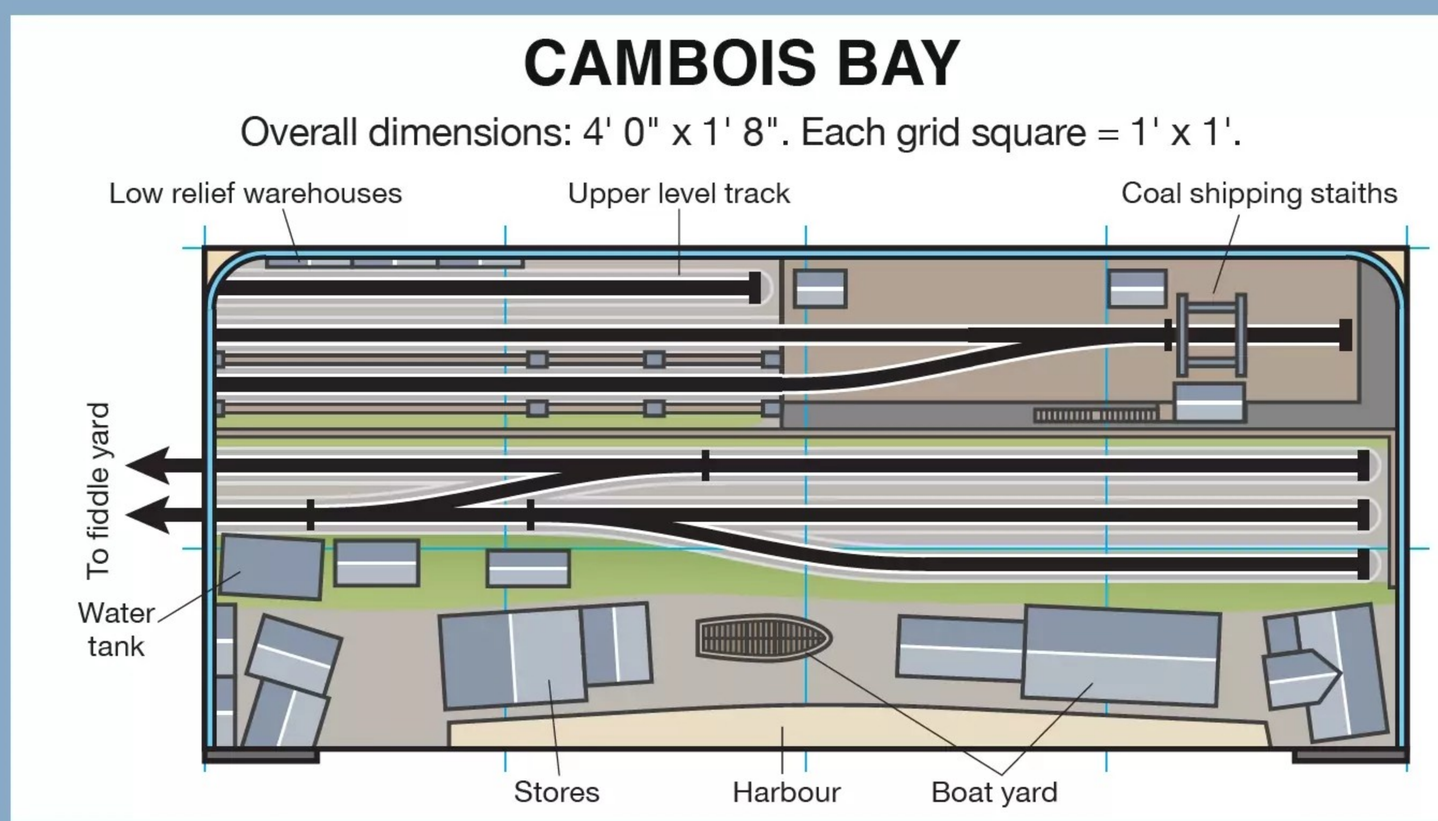
National Coal Board No.28 (a Planet Industrials Kerr, Stuart 0-6-0T) in the exchange sidings.



E George's boat yard with a small fishing vessel under construction. In the background is ex-NER Q6 0-8-0 No.63429 (a Hornby model).



The whole scenic section, showing the buildings at each end that act as view blockers.



by gravity. The model itself was built from balsa wood, assembled using jigs to hold the parts in place and ensure identical replication of the various timber arrangements.

Trackwork

All the trackwork is on an embankment, which runs in front of the staiths and their approach. I have used faithful and dependable Peco Streamline code 75 products. Points are operated by Peco solenoids, which have been surface-mounted for accessibility – these are hidden by the shunter's bothy and water tower, the latter also acting as a view blocker for the fiddle yard exit.

The track plan is simple, but allows for the exchange of coal traffic and other goods, which have been identified by the needs of other rail users in the area. I ballasted the track using chinchilla sand, dyed before use, whilst I also gave the ends of the sidings a sprinkle of static grass. Due to having a pacemaker, I am not supposed to use a static applicator, but I have found that rubbing the grass between finger and thumb gives the same effect. I used a 'dead grass' mix.

The signals are made from Model Signal Engineering parts (obtainable from Wizard Models) and operated by servos. If I ever build another layout I will go back to wire-in-tube operation, as I do get a fair amount of twitch from some of the servos – my physics degree should allow me to sort this out, but life's too short!

Structures

For the buildings, I referred to many photos of old Blyth and the surrounding areas.



Point motors are surface-mounted and hidden in strategically placed structures.

A J27 (Oxford Rail) is shunting the NCB exchange sidings and will collect full wagons of household coal for distribution around the area.





I have taller buildings at each side of the model, which I hope balances out the scene, with the heights of the remainder dropping towards the middle of the model, where I have used a boat under construction as a centrepiece.

Construction of the buildings uses a 2mm MDF carcass, with laser-cut fittings from a variety of suppliers, or cut for me by my good friend Phil Baggley. My days of painting brick and stone surfaces are now long gone, but the availability of quality brick papers has been a boon. These can be scanned and put into a photo editor, and their tints of colour density adjusted as required.

In the background are some 2mm scale buildings to introduce forced perspective, although I rather cheated with these as they are photocopies of some 4mm ones I had, reduced to 2mm scale to suit.

I got carried away with photocopying: the building of McRae's marine store started out as a black & white photo, which I colourised and scaled before printing and fixing to a carcass. I added some individual planks and framing, etc. to give it some relief.

I'm not keen on over-egging the layout with so-called cameos, as these can become rather contrived and disconnected… troupes of morris dancers can turn up in the most unexpected places. I have avoided populating the place with little people, although there are some excellent examples on the market now, so maybe in the future one or two may make a tentative appearance.

McRae's marine store is based on a well-known building in South Blyth. The model was made using a printed photo of the actual building, which was colourised (the original photo was black & white) and scaled to suit.

The east end of the layout, showing Handyside's yard.

Locomotives and stock

After doing all of that, it's easy to forget that there should be some trains running. I have a simple sequence of movements, usually involving traffic exchange. If I want more intensive operation, I have another model that allows this.

Rolling stock is of the area and is pitched in the early to mid-1960s period, with J27s, Q6s, K1s and Ivatt 4MTs doing most of the work. On the industrial side, Ashington was the site of the central workshop for most of the Northumberland coalfield and so a variety of motive power could be seen on running-in turns (well, that's my story!), but generally this is handled by locos that did run on the Ashington system.

Life aquatic

This layout proved instructive to build, and allowed me to try out a few new (to me) ideas and produce something that reminds me of my life aquatic.

The business end of the staiths. The wagon (just visible on the right) will have travelled down the grade by gravity into an inclined headshunt. It will reverse and stop over the hopper, where the coal will be discharged. It will then continue down the gradient to the 'hole'.



See it at Solrail in Workington

Cambois Bay is booked to appear at this year's Solrail model railway exhibition (taking place at Energus, Blackwood Road, Lillyhall, Workington, Cumbria CA14 4JW) on the weekend of **15 & 16 November 2025**. See Societies & Clubs for further details, or go to: **https://sites.google.com/view/solrail/2025-exhibition**

Golden Jubilee for New Forest MRS

***PHIL KEMPSEY** takes us back to the 1970s and the founding of this Hampshire-based model railway society, which is set to celebrate its 50th anniversary with a special exhibition this November.*



A Hornby T9 4-4-0 on *Wotchumgobye* – an OO layout that is still very much a 'work in progress'.

***Brookley Road* was the society's first layout. It is seen here at a local exhibition, c.1978.**



The early 1970s must have been quite an exciting time for would-be model railway enthusiasts, with no shortage of literature, such as RAILWAY MODELLER, *Model Railway Constructor*, *Airfix* and *Tri-ang* magazines on sale each month to whet the appetite.

With large stores such as Beatties and Hattons, it was possible to go along and browse the shelves to make your first purchase, with a choice of scales including Graham Farish N gauge, GEM TT, Liliput 009, or the larger OO gauge, such as Tri-ang Hornby or Wrenn.

In 1974, GEM offered its yard lengths of N gauge track for 44p, Peco OO flexible track was 50p, and a Peco small radius point was £1.25.

Amongst the most popular controllers then were the Hammant & Morgan (H&M) series, with a Clipper setting you back just under £6.

Locomotives of the day included the Tri-ang Hornby Hymek at around £6.59, whilst the firm's BR 9F No.92220 *Evening Star* would cost £12 and, for those wanting something a little smaller, the pannier tank was available for £5.80.



Members rebuilding the fiddle yard on *Knightwood* with one of the original builders Dennis Farr (*left*) alongside father and son team John (*centre*) and Richard Simmons.

A society is formed

And so it was, in August 1975, that contract electrician John Linnel got chatting to Ken Hatchett while connecting machinery at Ken's business, and through their mutual interest in model railways, the decision was made, with several other enthusiast friends, to meet up and discuss the possibility of forming a model railway club in the New Forest area. It was no accident that the group met at the Wheel Inn, at Pennington, because the mother of one of the enthusiasts was the landlady, and a room was available free of charge!

Amongst the society's current layouts are two diesel and electric era models: *Mossbank Yard*, a 25' x 10' OO layout, and *Hollybank Depot*. *Knightwood*, meanwhile, is a 1950s period OO layout measuring some 27' x 9', whilst *Wotchumgobye* is a 16' x 11' OO steam era Digital Command Control-equipped layout, with a 12V dc controlled 009 branch that is still receiving final detailing. Under construction are an N gauge layout of around 12' x 4' and a Southern OO gauge layout measuring 16' x 2', which is planned to be DCC.

Built in 1982, *Knightwood* has been exhibited almost every year at our annual society exhibition, and has visited several other club shows over the years. The layout fiddle yard has recently had a major refurbishment carried out by father and son club members John and Richard Simmons, where the aged Sundeala boards have been replaced by 12mm birch plywood. The original 1980s-vintage Peco code 100 track, points and PL-10 point motors were all relaid across the fiddle yard, with only some minor adjustments being made to the track alignment. The main scenic side of the layout has been tidied up over the years, with some of the original buildings being repaired or replaced as required.

To commemorate the society's 50th anniversary, we commissioned Dapol to produce a limited run of seven-plank wagons that carry the branding 'J F Fox, Coal Merchant, Brockenhurst'. John was a lifelong N gauge enthusiast, and society chairman for several years, and recently bequeathed the club sufficient funds to produce these wagons in N and OO gauge.

The club is to hold a special 50th birthday open day on Sunday 30 November 2025, and the remaining J F Fox wagons, in both scales, will be on sale on the day. The main hall where the club meets, and several adjacent rooms, will be displaying club layouts, augmented by those of members, and guest layouts of various scales, together with trade stands. There will also be a society members' sales table with surplus stock and accessories for sale.

The society welcomes visitors on Tuesday evenings to see what we do, before they consider joining the club. Our average Tuesday evening (1900-2200) attendance is around 30 members, with work in progress on steam and modern era layouts in OO and N gauge.

We can be found at Brockenhurst Village Hall, Highwood Road, Brockenhurst SO42 7RY. Our website is: **www.nfmrs.org**

The OO version of the limited edition wagon that the society commissioned from Dapol.



A first layout in N gauge

Constructed by **SIMON KIRK** *using Peco Setrack,* Kings Meaburn *is an example of an ideal starter project for someone who is new to the hobby and looking to build their first model railway.*

Layout photography by the author

Having revived what had been my two sons' 25-years-stored 6' x 4' Hornby layout for the grandchildren, I took the opportunity offered by a leftover 4' x 2' board to have a go at building my very own N gauge layout.

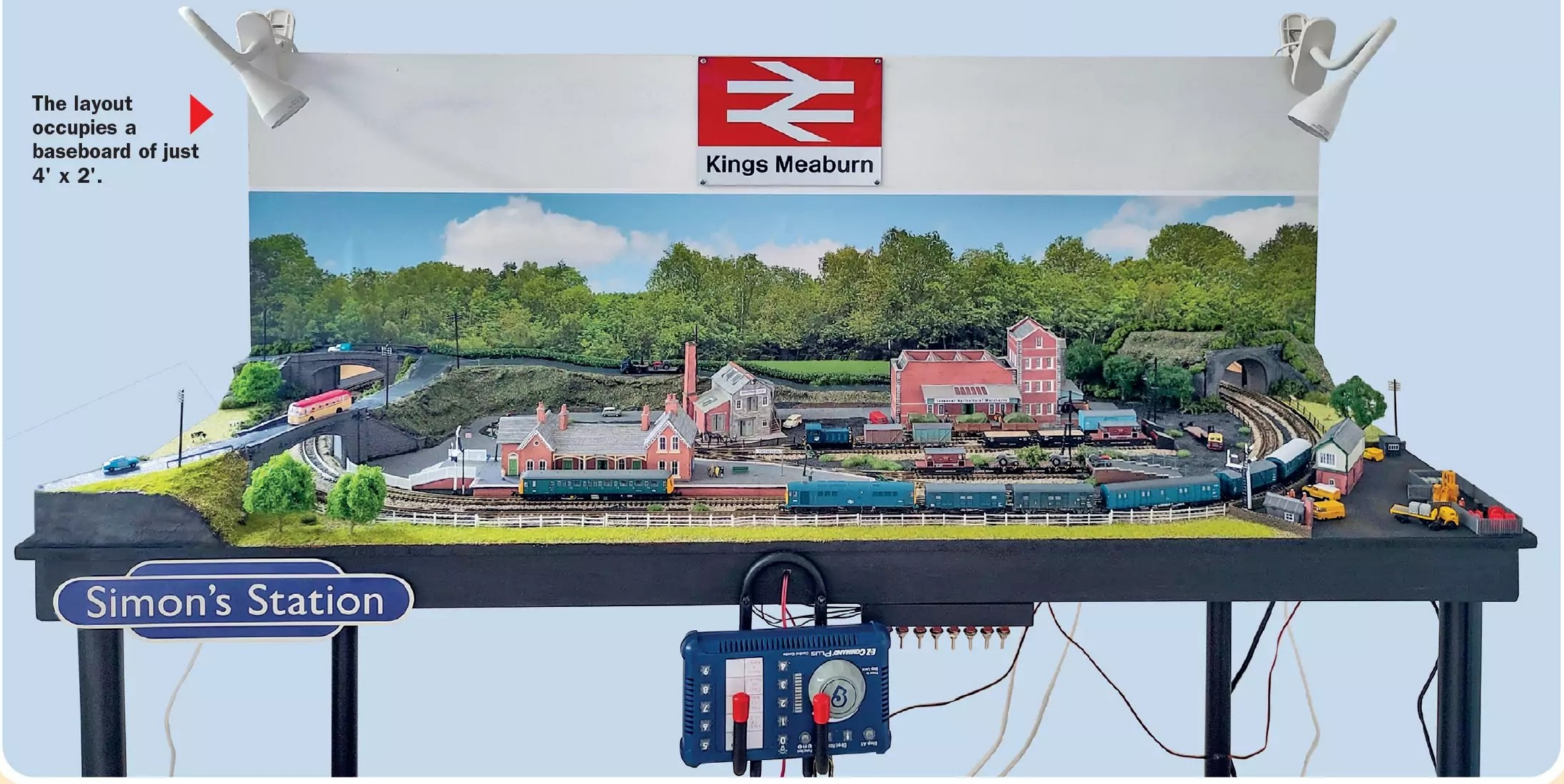
Recalling my journeys to school on BR blue slam-door stock, and having grown up in a largely nationalised world, I became particularly interested in the Modernisation Plan period and its often unusual-looking diesel failures. This seemed an entertaining theme for a small layout, plus it didn't require me to master either steam-age paraphernalia or later catenary (and if I've understood things reasonably correctly, choosing the late 1960s period has allowed me to retain brake vans at the ends of freight trains).

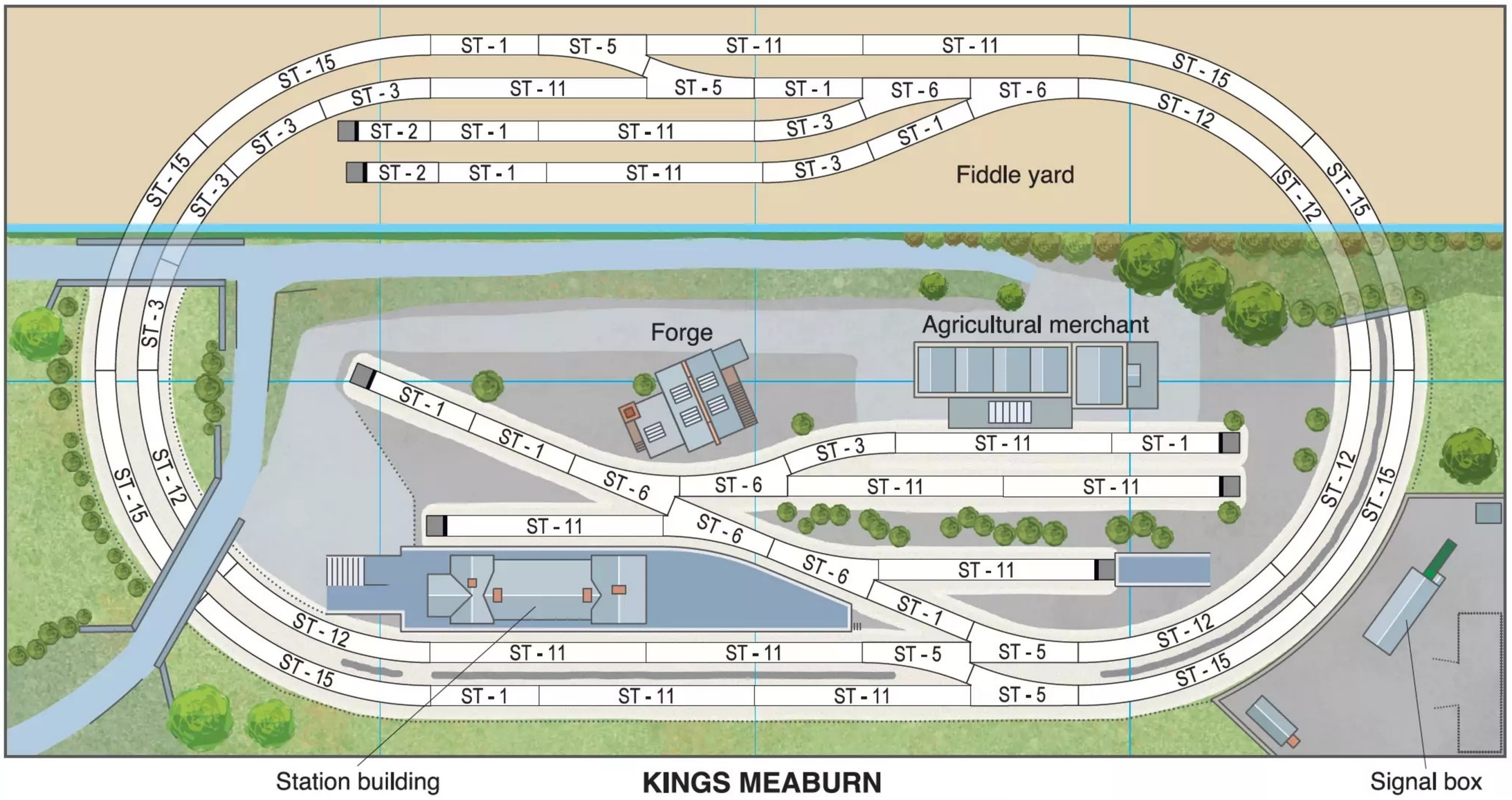
I also liked the idea of creating a 'back story', like those that I saw accompanying most model railways, as this seemed to me to be what distinguished them from a train set. It just so happens that I live in an area where some routes of former railways are still physically evident, not to mention the thriving Settle-Carlisle line. Consequently, I decided that the Stainmore and Eden Valley lines hadn't closed or become disused from 1962 and that the Eden Valley line had – implausibly – actually gone from Appleby to Temple Sowerby via Kings Meaburn, rather than Kirkby Thore.

Making a start

Therefore I now had a bit of 10mm MDF, a wholly fictitious setting and reference to the *Lapford* layout scheme (Plan 1A) in the *Peco Setrack N Gauge Planbook* (ref.IN-1). Added to this were far too many ideas from all the

The layout occupies a baseboard of just 4' x 2'.





small layouts that I'd seen in the pages of RAILWAY MODELLER, at exhibitions large and small, and elsewhere. I also wanted my little layout to suggest that, with greater vision, the railway could have continued to be as central and essential to the area as when it was first built, evolving as both an alternative and a complement to much of what is now done by road, or not at all.

By way of local context, the real Kings Meaburn is an ancient farming settlement in the Eden Valley, now once more in Westmorland. Lyvennet Agricultural Merchants takes its name from the river that passes through the village, a tributary of the Eden, and there was formerly a blacksmith's forge in the village.

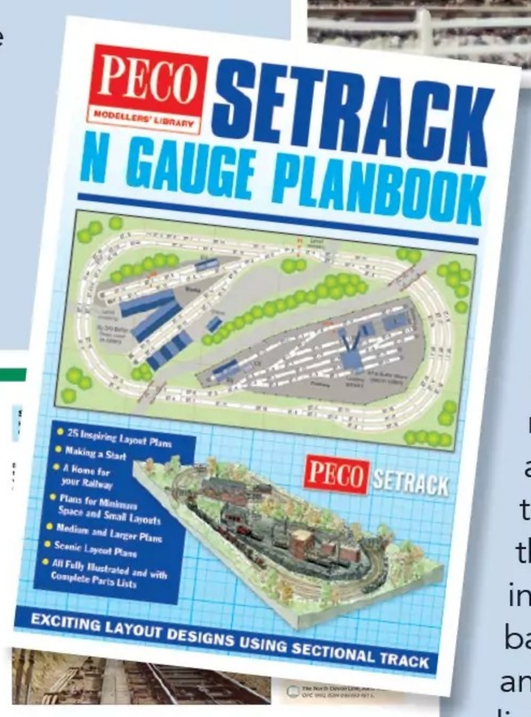
Despite having a track plan and various published 'how to' guides, together with enjoyable hours spent on the internet and browsing in online and real shops, the actual development and building was definitely more 'made up as I went along' than properly planned. On reflection, starting out without any real relevant skills seems to have been no bad thing, as the build has served as my introduction to everything from baseboards through tracklaying and point motors to scenics and lighting.

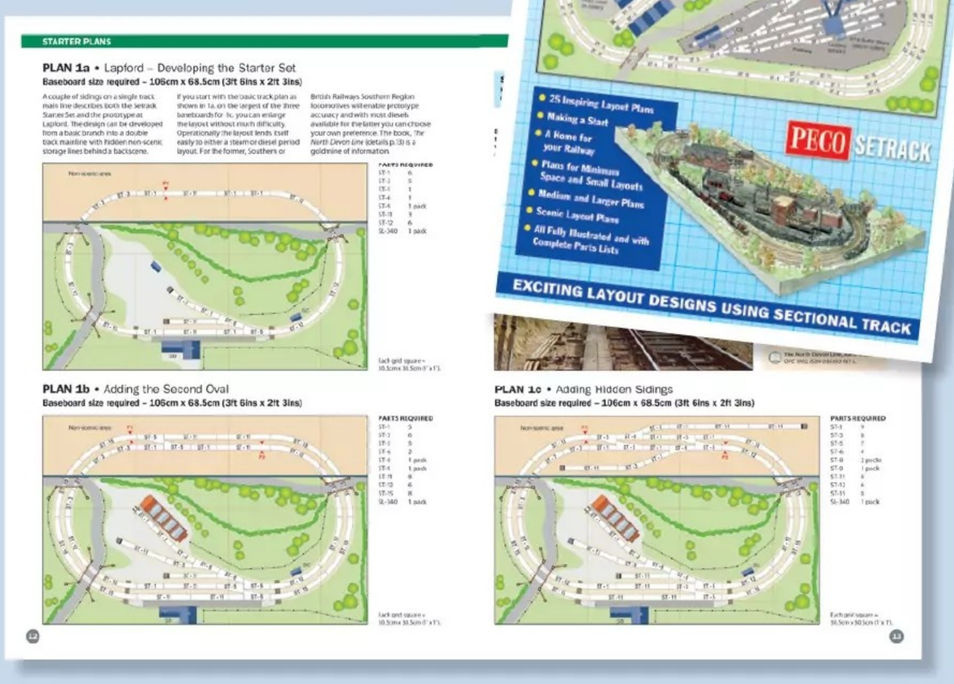
I decided to go for Digital Command Control (DCC) as it seemed to me a simpler way for a complete beginner to manage multiple locos, with a Bachmann EZ Command Plus digital controller.

The buildings are Metcalfe Models card kits, whilst the rolling stock so far comprises a Rapido Trains UK Class 28, a Dapol Class 122 diesel railcar, Graham Farish (by Bachmann) Classes 04 and 24, and an EFE Class 17, together with Graham Farish, Dapol, Sonic Models and Peco wagons.



A Dapol Class 122 'bubble car' waits in the station, where the building is made from a Metcalfe card kit.





The layout was inspired by *Lapford* in the *Peco Setrack N Gauge Planbook*.

Baseboard, backscene and track

Before all that, even my limited carpentry was able to cut and screw some 2" x 1" around the underside edges of the board (with no

need for bracing as it was staying indoors) and then simply screw inexpensive metal legs into the corners.

Another piece of MDF from the timber merchant's offcut bin provided a backboard and, after making a right mess of pasting up a backscene, I did what I should have done first and bought a self-adhesive one.

I used Peco Setrack and Peco TwistLock motors (on the scenic section). After fiddling around with the track for far too long (I'm sure I took it apart and put it back together more times than was good for it – and some of it is obviously not laid as straight as it should be) I roughly marked up and laid cork underlay. Although not the neatest shoulder, the use of a ballast spreader undoubtedly helped keep the application of the loose granules reasonably tidy, though there's no getting away from the fact that this was a tedious task that will require more patience on my part next time.

Scenic details

Landscaping was just thin sheets of insulating polystyrene, cut with an inexpensive hot wire foam cutter and then overlaid with plaster cloth. Embellishments came in the form of various DIY store sample pots and hobby shop tubes of paint, with different types of scatter materials or scenic mats, as well as printed card and fine wet and dry paper.

A Graham Farish (by Bachmann) Class 04 next to the blacksmith's forge. Such a business formerly traded in the real village of Kings Meaburn…



…while Lyvennet Agricultural Merchants is named after the river that flows through the village.



Scenic details such as hedges, trees and bushes came from the usual range of suppliers. Belatedly, I decided to give the rails a hint of rust and, even more belatedly, I experimented with a small patch of static grass.

Electrical matters

The electrical side of things was a new world for me. Soldering felt even less likely than carpentry, so I looked for the simplest solutions, from point motors to bus wires, power feed joiners, Capacitor Discharge Units and distribution boards, plus a toggle switch module and the all-important transformer. The resulting underside is certainly not tidy. Only latterly did I decide to add lighting – another disruption that would of course have been better planned from the outset – again going for the simplest and least expensive version of 'plug and play' items.

Modelling supplies

Through the course of all this, it was probably living in a rural area that provided the most obvious constraint. There are a couple of specialist shops within a reasonable driving distance, but mail order was very helpful. Shops with the easiest websites to use, or the small-scale suppliers offering a personal touch both in the making of items, in offering kits that did the whole job (electrically, for example) and in the form of helpful online and email advice, were the ones I found most useful and tried to favour.

Wherever possible, and if the opportunity arose when travelling around, I detoured to visit shop premises. Whilst online was, and is, undoubtedly essential, I find being able to see and inspect certain items close-up very helpful when weighing up my next purchase. It's also the only way of avoiding paying postage for the smallest items, which can often be those that have a big scenic impact.

Mine from start to finish

Building the layout turned out to be quite a challenge for someone with limited prior experience. My approach was to learn just enough, by doing, because what I really wanted to do was simply watch trains go by.

Overall, though, it's been a pleasure to get to the point where I look at what I've put together and feel pleased that it's mine from start to finish. I've learnt enough from the experience for me to now consider carefully what's next (because, of course, there will be another layout), not least because I want more space to be able to watch more trains go by at once!

An EFE Rail Clayton heads a milk train. These largely unsuccessful locomotives just survived long enough for many to receive BR blue livery.



Building a BR 13-ton hopper wagon kit in O

*Having tackled the 4mm scale version in the July 2021 issue of RAILWAY MODELLER, **CALLUM WILLCOX** assembles this latest addition to the extensive range of Parkside (by Peco) plastic rolling stock kits for 7mm scale – supplied complete with wheels, bearings and transfers.*



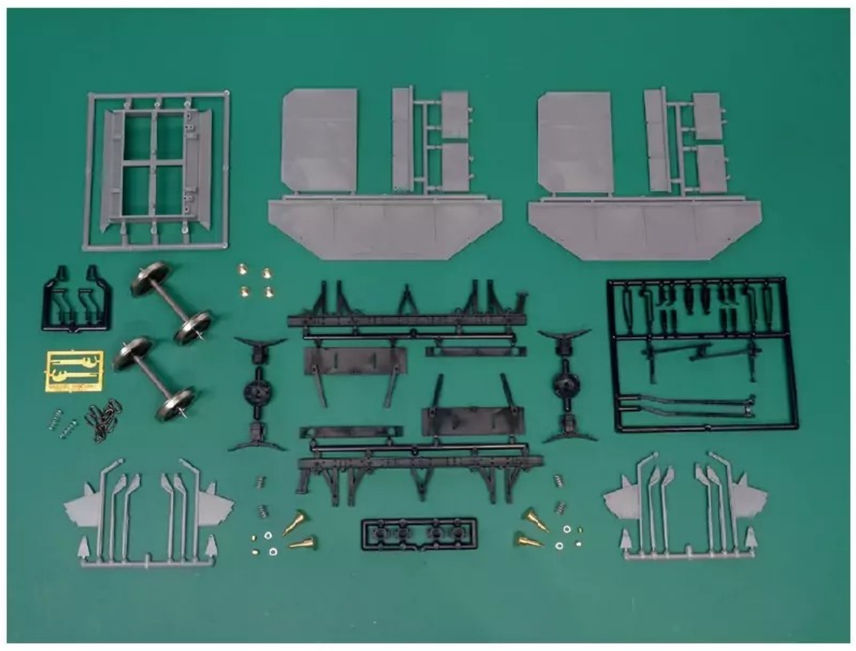
▲ **The completed, painted and weathered wagon.**

The British Railways 13-ton hopper (ref.PS116) is the latest addition to the 7mm scale/O gauge range of plastic wagon kits from Parkside Models, manufactured by Peco.

Based on a London & North Eastern Railway design, over 2,600 of these unfitted wagons (diagrams 1/142 & 1/144) were built between 1949 and 1953. Originally intended for coal traffic, the design also proved useful for transporting aggregates, including limestone and sand. With the introduction of large capacity wagons in the 1960s, many of these hoppers were phased out, but some examples remained in service until circa 1980.

The kit contains all the parts needed to construct a complete wagon, including wheels, bearings, couplings, wire and transfers. The only additional items required are adhesives, model filler/plastic putty, paints and a set of basic tools: a sharp knife, a set of needle files, a pin vice (with 0.5mm drill bit), tweezers and a cutting mat.

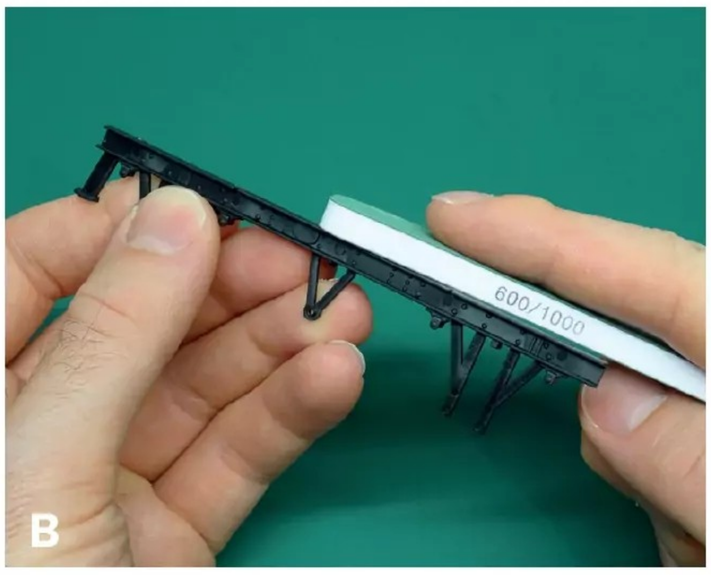
Photography by the author



The contents of the kit as supplied.

Building the wagon kit

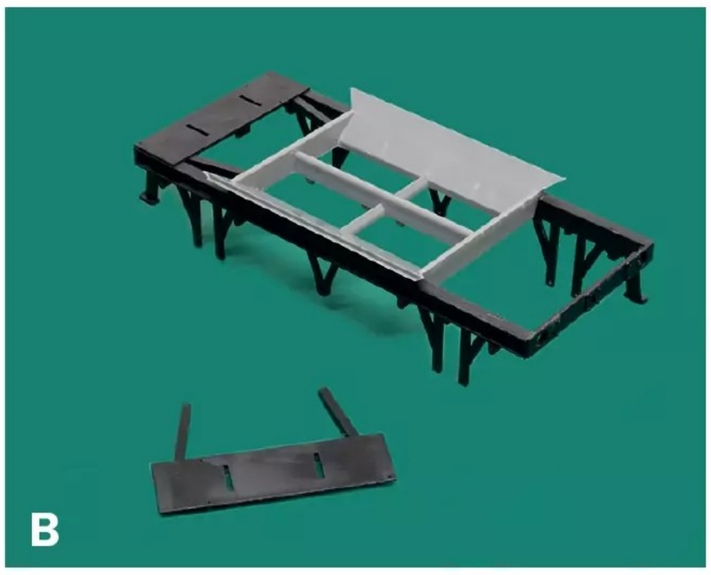






The first task is to remove each component carefully from the sprue using a sharp modelling knife, cutting as closely as possible to the edges of the parts to minimise the amount of cleaning-up required (A). It's worth noting that some of the parts feature additional moulding spigots that also need removing (inset). Witness marks from this process can be removed with a fine sanding block or file, applying only light pressure to avoid damaging the parts.



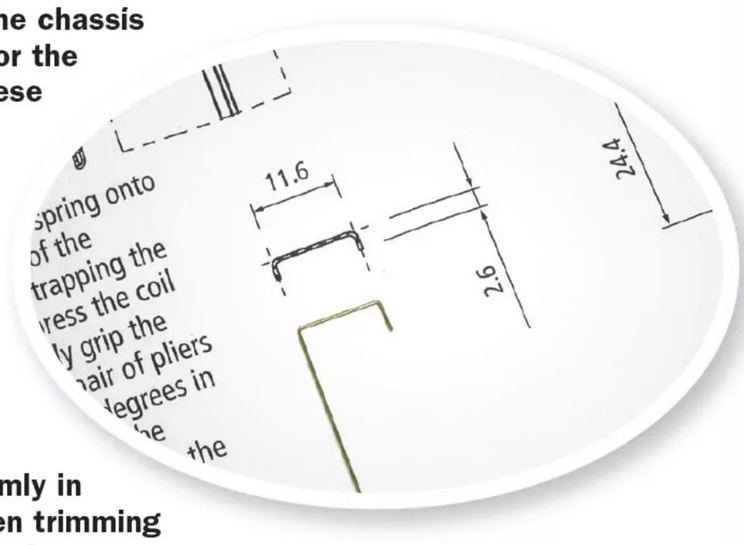


Assembly of the kit begins with the chassis, starting with the solebars, which are attached to the hopper bottom. Undertaken on a flat surface (such as a cutting board or a piece of glass), these were fixed in position using Plastic Weld: this was applied by brush along the joining edges of the two locating triangles on the rear to create a strong bond. During the curing process, care was taken to ensure a 90° angle between the parts, with the W-irons standing vertically (A). With both solebars in place, the two bufferbeams were attached, followed by the end bracing/platforms – once again with solvent applied by brush to the joining edges (B).

3



Situated at each end of the chassis are three locating holes for the various wire handrails; these were opened up with a 0.5mm drill bit in a pin vice. Using the scale diagram printed as part of the instructions, the chassis-mounted grabrails were fashioned out of the wire provided: this was achieved by forming the 90° angles whilst holding the wire firmly in a pair of tweezers and then trimming to length (inset) – these being sprayed white prior to fitting.



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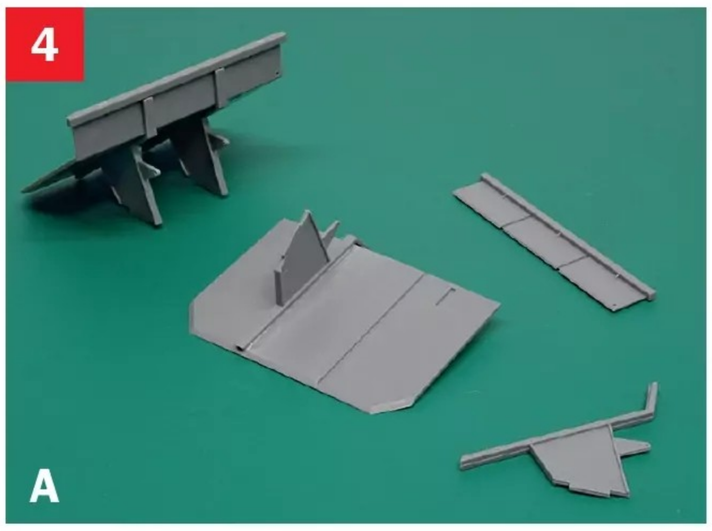
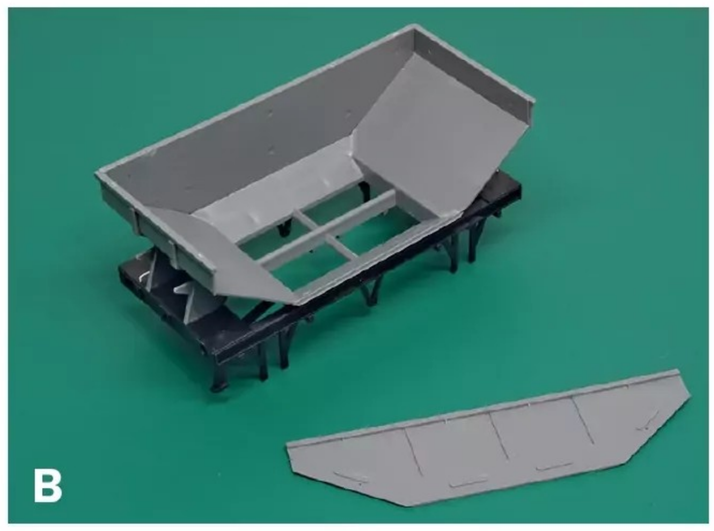
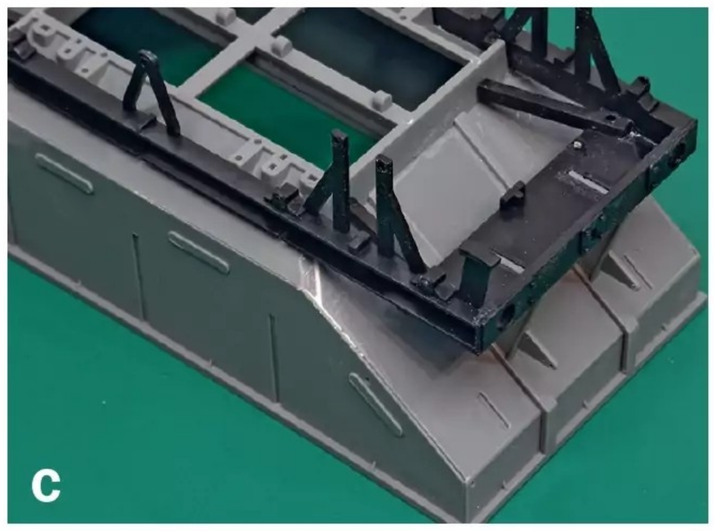








Assembly of the hopper body begins with the end sections, each comprising a pair of panels and two vertical supporting struts, complete with strengthening ribs. These were formed by fitting the supports into their respective locating grooves – starting with the larger of the two panels, with the small top panels then lowered into position (A). Once set, these sub-assemblies were fixed into position using the corresponding holes on the chassis, followed by the hopper sides (B) – ensuring the top edges were level with those of the ends – with solvent being applied by brush along the internal joining edges. Due to the accumulative effect of tolerances between parts, some gaps may occur – these being filled with general purpose model filler or plastic putty, and sanded smooth (C). Once I was happy with the overall fit, the vertical strengtheners were added, with locating slots once again provided for these fittings (D).

5



The triangular mounting brackets for the horizontal handrails – positioned on the outer faces of the sloping ends – were next to be added: a length of wire was threaded through the openings to ensure they were aligned correctly with those on the hopper supports.

6





Due to the potential obstructions posed by the fitting of the handrails and other details, it was at this stage that I elected to make a start on the paintwork. Flaking paint and rust patches are synonymous with steel-sided wagons, with the 13-ton hopper being no exception. To achieve this effect, I used a combination of paints and powders, full details of which were described in the March 2020 issue. First, a 50/50 mix of Humbrol Matt Cote and Enamel Thinners was applied to the hopper body. Into this a blend of various Humbrol weathering powders was worked (A), building up a rusty surface with varied tones and textures (B).

7





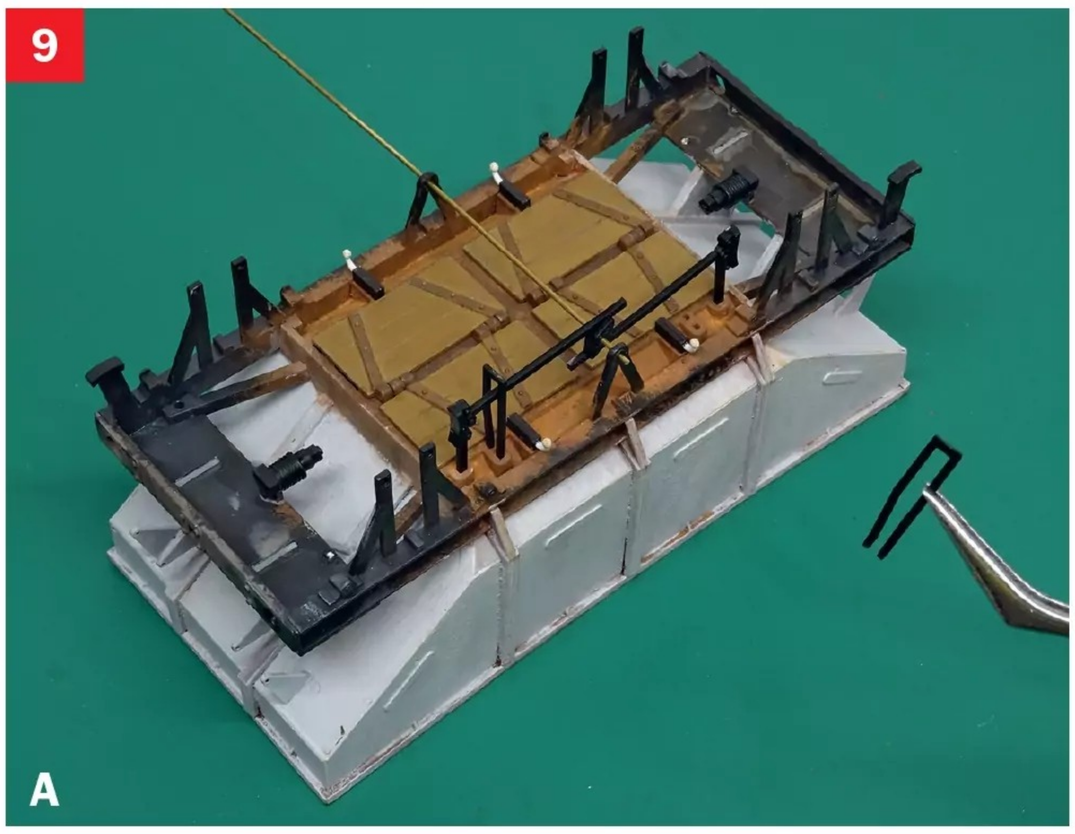
Once dry, the rust effect was painted over with a light BR freight grey, created by mixing AMMO by Mig acrylics ref.MIG-0032 Satin Black and ATOM COLOR ref.20123 Cold Grey. This was thinned with Decal Fix, and applied over the top of the powders: two or three thin layers were applied, until the powders were no longer visible (with the exception of the inside of the hopper and bottom of the shute), before being left to dry completely – with the effect to be 'activated' at a later stage.

8



Details such as the shute doors were next tackled prior to fitting – the straps having been decorated using the aforementioned rust technique, with the wooden planking picked out (inset) using an artist's pencil. (The latter method I hope to explore in more depth in a future article.) With the doors fitted as per the instructions, the door latches (with the handles picked out in white) and cosmetic drawbar springs were fitted.

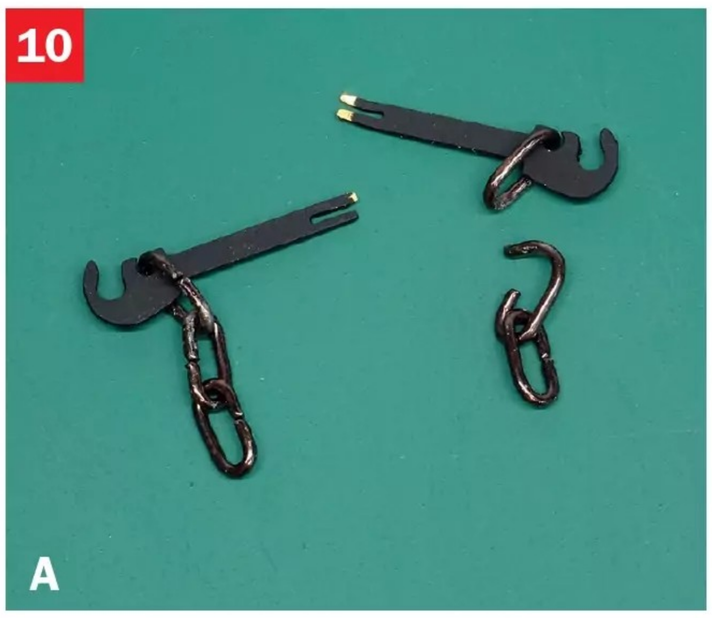
9



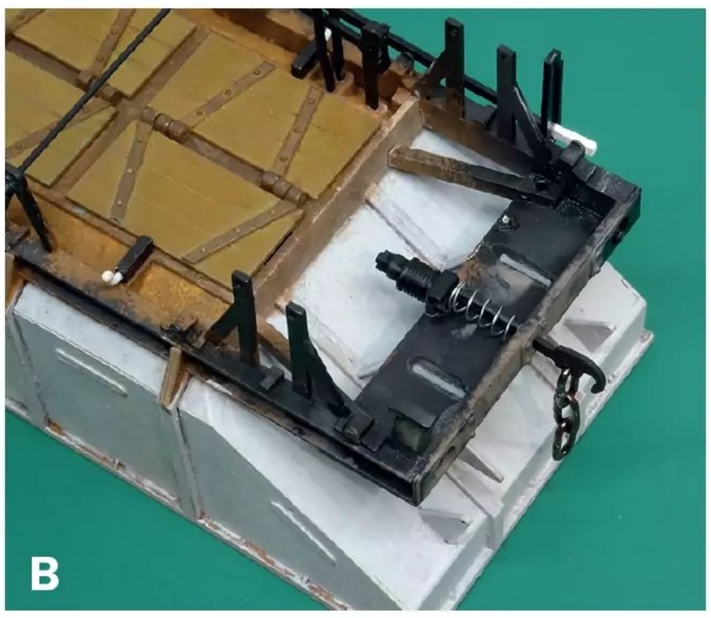


Assembly of the brake gear starts with the push rods and brake blocks: these slot neatly into openings within the base of the hopper, over which the separate safety loop fits. A length of brass rod is supplied for the cross rod. This was threaded through the V-hangers and secured with a small dab of contact adhesive, leaving a section protruding either side (A). Finally, the brake levers were fitted – these slotting into the ratchets attached to the sides of the solebars, with the opposing ends fitting over the projecting brass rod. Once secured, the rod was trimmed flush with the boss of the brake lever. Note the lever with the Morton clutch detail, which is to be fitted on the same side as the brake shoes (B).

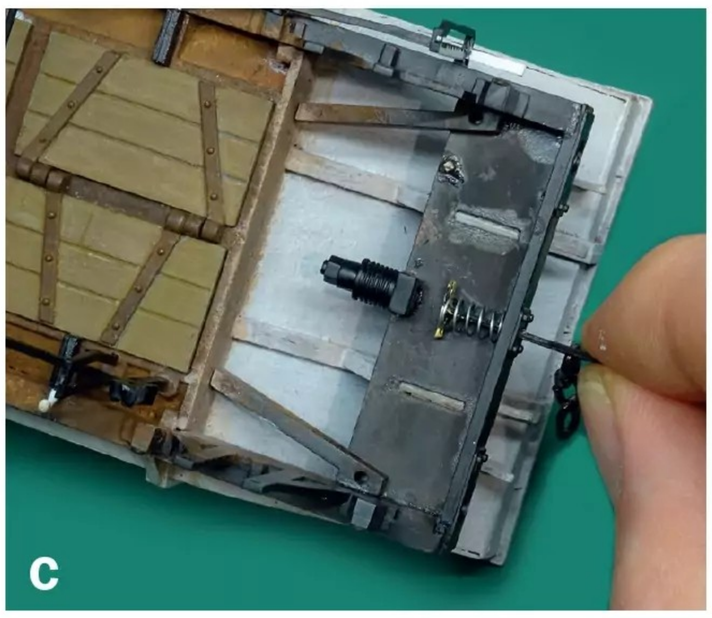
10



A



B



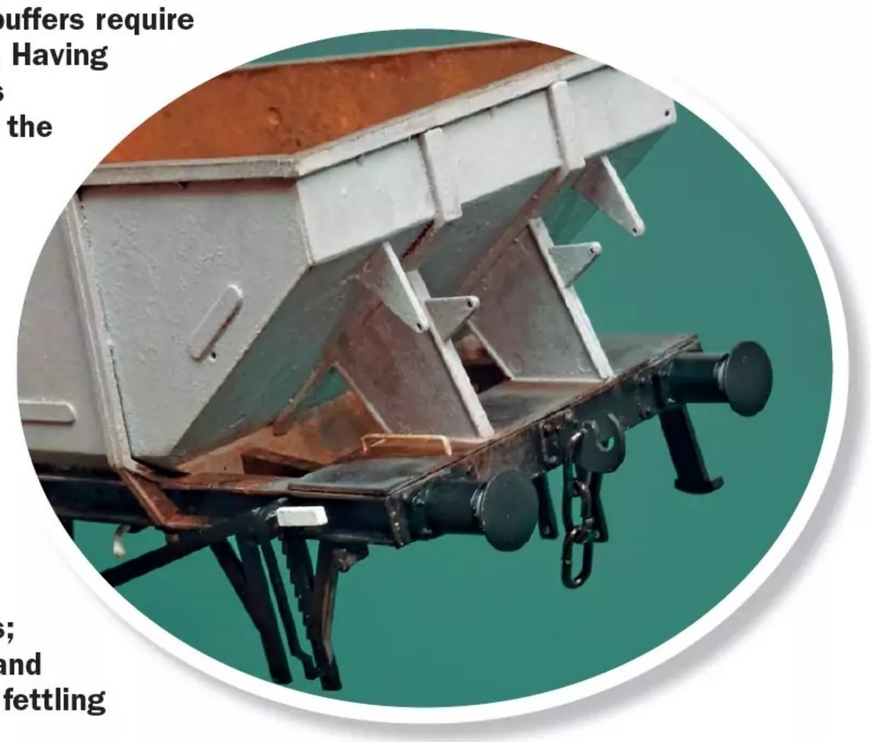
C

Assembly of the couplings begins by removing the brass hooks from the fret. Once cleaned, these were sprayed matt black, before adding the three-link couplings – the latter being formed by opening up two of the loops carefully with a pair of fine-nose pliers (A). The complete assemblies were then fitted to the headstocks: this was achieved by first inserting the shank into the rectangular hole in the bufferbeam, threading it through the supplied spring on the reverse side during the process (B). Whilst compressing the spring up against the rear of the bufferbeam, the two 'fingers' were twisted (once again using pliers) at 90° angles in opposing directions to secure the assembly (C).

11



Like the couplings, the buffers require assembly prior to fitting. Having sprayed the turned brass buffer heads black (with the shafts picked out in a metallic silver), the associated springs were placed over the shafts before inserting them into the plastic buffer shanks. With the buffers compressed, the washers and securing bolts were fitted. Finally, the complete buffer assemblies were added to the headstocks; these can be a tight fit and may require some minor fettling (inset).



12

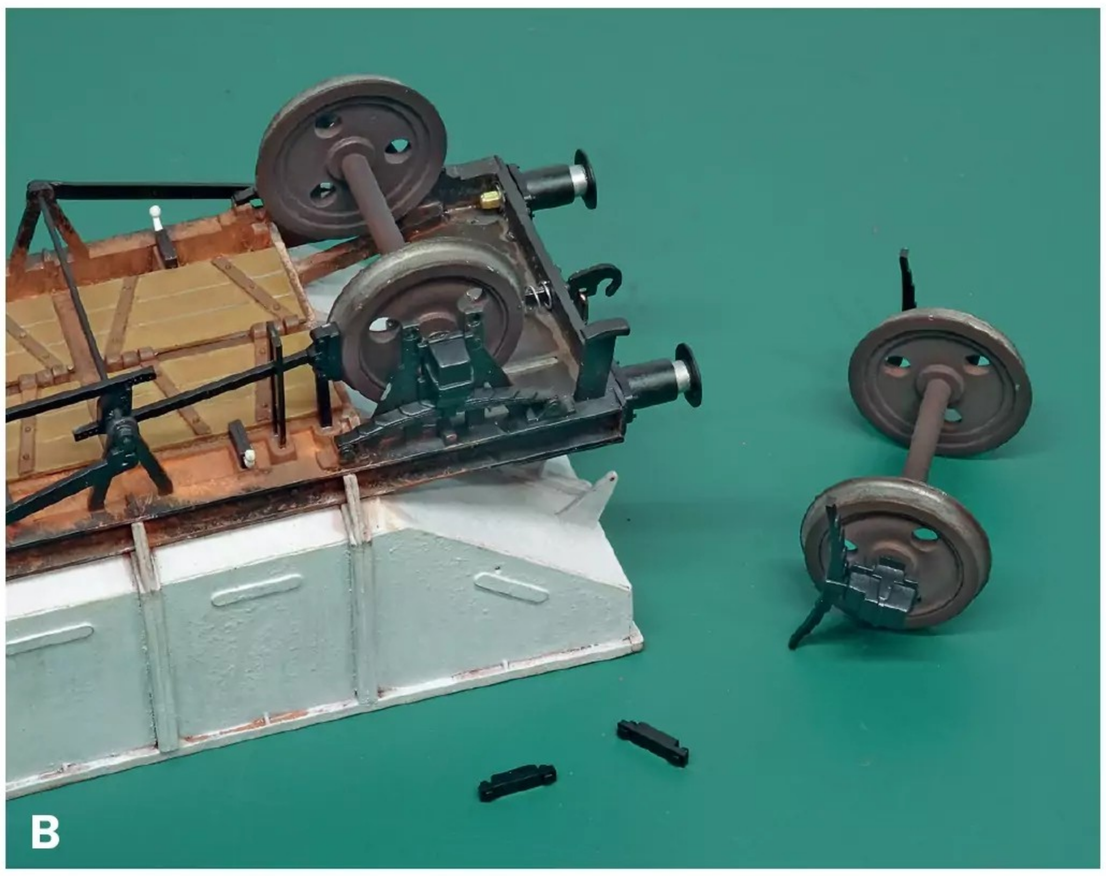


Like the hopper body, the wheelsets were painted and weathered prior to fitting to the axlebox assemblies. These received a coat of ref.MIG-042 Old Rust; once cured, this was toned down with black weathering powder and sealed with matt varnish.

13



A

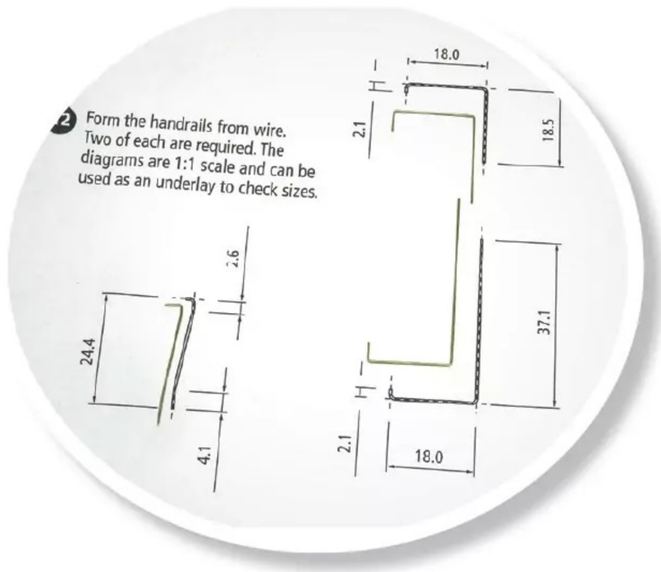


B

The kit features working axlebox springs. Each axlebox was first prepared by inserting a brass bearing into the provided opening, which was then secured with a small drop of cyanoacrylate (A). Having placed the assemblies on the ends of each wheelset, the units were slid into the verticals of the W-irons (the leaf springs should slot neatly into the mounting points on the solebar), checking each could move up and down freely; some fettling and oiling may be required (B). Once I was happy, the retaining bars were fitted, ensuring no solvent or glue got onto the surfaces of the moving parts.

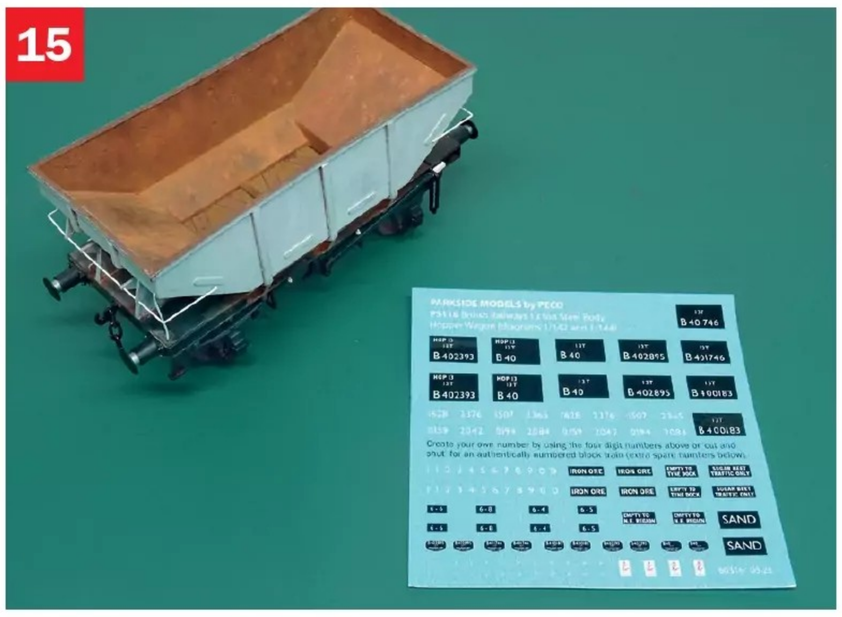
14





Having been formed and painted – once again using the provided scale diagrams as a guide (inset) – the remaining handrails were fitted to the hopper, starting with the vertical grabrail on the right-hand corner of each end. Once secured with contact adhesive, the horizontal handrails (formed as two parts) were threaded into their associated angled brackets; if this is done correctly, the two parts should meet within one of these brackets, thus concealing the join between the two sections.

15



Waterslide transfers, consisting of a selection of different running numbers, tare markings and labels, are provided. The position of these varies between vehicles, so it's worth checking images of your chosen prototype for reference. Whilst the transfers were soaking, the surface of the model was prepared by wetting it lightly with a watered-down mix of Micro Sol – this helps to soften the transfer, encouraging it to adhere to the model. (Care must be taken not to over-saturate the surface, as this may cause the paintwork to 'reactivate' prematurely – see step 16.) Each transfer was then applied in accordance with the markings of the chosen prototype; once I was satisfied with the positioning, a cotton bud was used to remove any creases or air bubbles.

16



With the last of the transfers in place, it was time to activate the rust effect. This starts by wetting the paintwork with a brush loaded with water: this 'reactivates' the Decal Fix within the paint, allowing it to be chipped away with a cocktail stick, exposing the powders underneath. Using images of various prototypes for reference, numerous rust patches and scratches were added. These affected areas can be teased gently with a moistened brush (in a downward motion) to give the effect of rust bleed. Once I was happy with the effect, the paint was left to re-cure fully once more, before being sealed with a quick misting of matt varnish.

17





Finally, the solebars and running gear were toned down with Humbrol Black weathering powder (A). The same powder was also dusted lightly on the inside of the hopper in a downward motion, recreating the build-up of coal dust, with areas such as the chute doors naturally receiving a heavier application (B). Finishing touches included a subtle build-up of grease on the buffer heads, using Humbrol enamel No.33 Matt Black, dabbed with a cotton bud.

18 **The complete model ready for service.**



Supplier information

Peco: https://peco-uk.com/

PECO TV

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

Comment

Observations and opinions on railway modelling

Simon Kohler



Where *are* all the models going?

"One of my favourite model railway catalogues is the Hornby Dublo Second Edition of 1960, which features on the cover the prototype DP1 *Deltic*. This was the catalogue that both my brother and I would pore over, seemingly every day of that year, despite knowing that there was little chance of us owning any of the wonderful models illustrated therein.

Recently, whilst reminiscing with a copy of that same catalogue, one thing I did notice as I flicked through the pages once more was the small number of completely new models. Hornby's nemesis, Tri-ang Railways, who were most definitely on a 'charge' due to the ever increasing demand for more and more new models, were quite controlled with what they produced. For example, in their 1961 Seventh Edition catalogue, they boasted of only two new locomotives – Bulleid air-smoothed Battle of Britain Pacific No.34051 *Winston Churchill* and GWR Achilles Class 4-2-2 No.3046 *Lord of the Isles*. What interested me was that these new models were released with no other livery, number or detail variants. This trend continued well into the days of Tri-ang Hornby and indeed into the early years of Hornby Railways, with the notable exception of the 0-4-0 freelance models 'Connie', 'Polly' and 'Nellie', the first of which was produced in 1960.

This contrasts sharply with what occurs these days, as it seems that several of the more recent entrants into the British ready-to-run arena are showering us with numerous interpretations of their latest tooling project, be it a new locomotive or item of rolling stock, with perhaps a dozen or so variants in some cases, if not more. I can understand the logic of these brands and the need to introduce so many variants at once, as they have to recoup their tooling investment and production costs, which may have to be paid in advance. My concern is, where *are* all these models going?

In the past, for example, it would be commonplace for model companies such as Hornby or Bachmann to produce, in the first year, two or three versions of a new model, with possibly a further two the next and, if all went well, a couple more the year after. This way, they would be able to maximise their investment by maintaining maximum production numbers, keeping in mind that the greater the production run the better their buying price.

However, the newer brands appear to follow a different business model to the long-established manufacturers. These younger firms are today faced, some would say, with a much smaller pool of suitable prototypes to model, certainly in OO, and therefore choose to release a greater number of variants, including the more obscure and arguably less popular interpretations. The result is much lower manufacturing numbers per item. However, when adding all of the different variants together, this does result in quite a high total production number.

On a similar note, is there a real need for so much duplication, in particular when looking at current diesel traction? For example, how many iterations of a particular British Rail Type 4 or 5 Co-Co diesel by different manufacturers can the market support? In some cases, one brand alone may be offering more than 20 versions of a particular locomotive class, if you include sound options and the odd retailer special.

If we look at recent steam era introductions, are modellers really demanding that all 12 or 24 (if again you include sound versions) of a particular class of 0-6-0ST become available in one hit, which could be in addition to models of the same class that are being produced by another manufacturer? Add all of these together and I wonder if there really are homes for the several thousand models of this 0-6-0ST that will undoubtedly be manufactured to cover the tooling costs?

...can the market continue to absorb this many new releases indefinitely, or will there come a time when the market becomes completely saturated?...

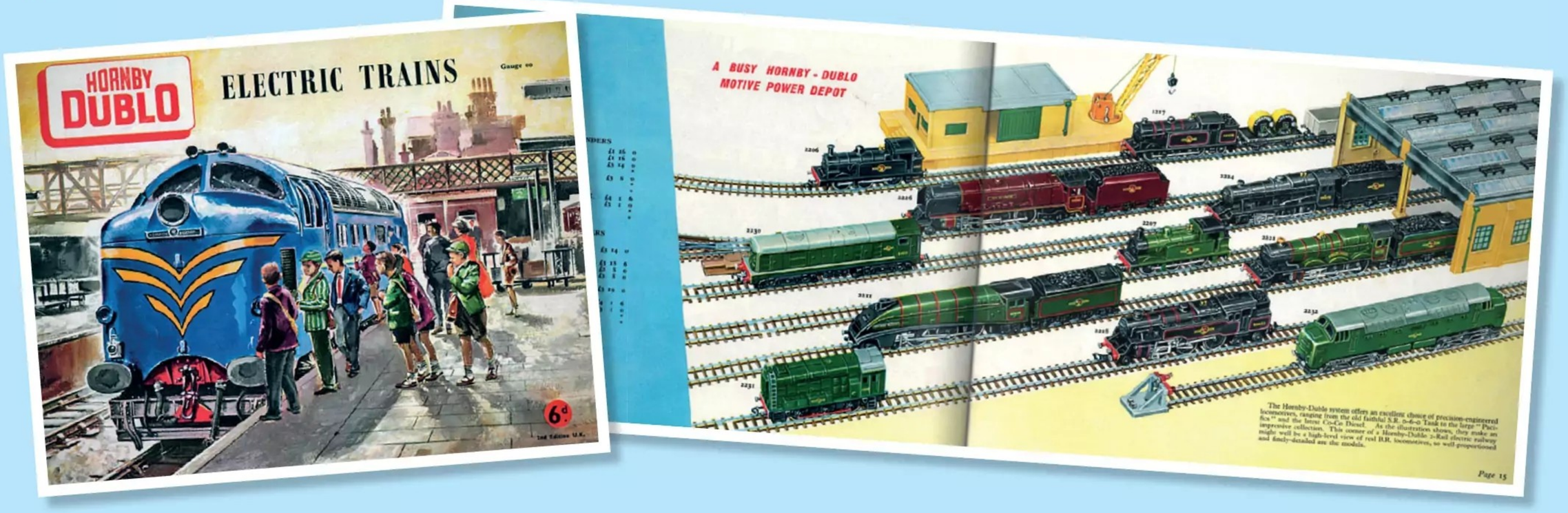
Presumably, the answer is yes, but can the market continue to absorb this many new releases indefinitely, or will there come a time when the market becomes completely saturated?

There will be some who will argue that the modeller has never had it so good, as they no longer have to wait for the particular livery/number/detail variant they crave. Alternatively, there will be others who believe that the model railway market cannot sustain such a continuous onslaught of new models.

From the outside looking in, I do worry whether there are enough modellers with deep enough pockets to support so many new releases..."

***Simon Kohler** has over 40 years experience of working in the model railway industry.*

The Hornby Dublo Second Edition catalogue of 1960 – a time when ready-to-run models were produced with very limited number, livery and tooling options.



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.

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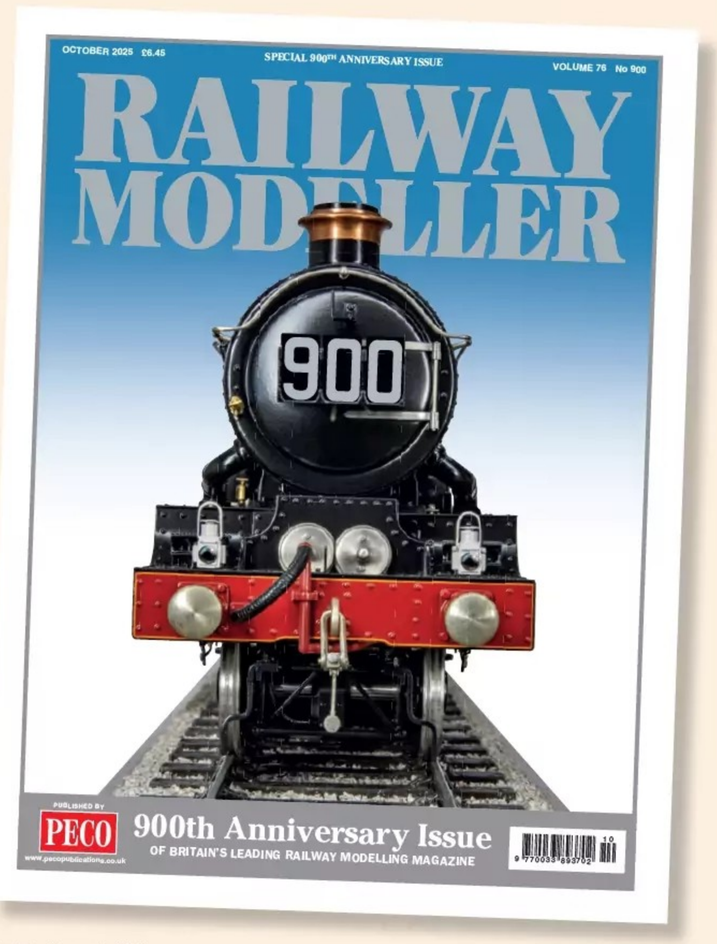
RAILWAY MODELLER No.900 – Congrats...



Congratulations on the 900th issue of RAILWAY MODELLER. It is an appropriate bumper edition and I hope that the magazine will continue to be published for many more years.

ANDREW TUCKER

What a stunning front cover for the latest issue of RM (No.900). I have always thought that Beeson locos often look better than the prototype and that proves it. I look forward to seeing No.1000.

TIM WATSON

Congratulations on reaching RM No.900 – quite an achievement. And I do love the quality of the outer cover! I look forward to number 1000 in eight years and four months' time.

Also, it was heart-warming to read in Readers' Letters that Garry Dixon had benefited from my yacht varnish and kitchen roll 'water' idea.

ALISDAIR MACDONALD

I have been reading RM since about 1957 and have to congratulate those responsible for the cover image on the 900th issue. It is, to my mind, the most outstanding cover of all the issues – fitting for the premier model railway magazine. Congratulations, and keep up the good work.

BOB GRANT

Congratulations to all concerned in the production of issue 900 of RAILWAY MODELLER. Although I am a long-time subscriber, I first saw the cover on the shelf in my local newsagent. It was an absolute show-stopper. I am a former journalist, and I know a great cover when I see one.

I probably picked up my first RM around issue 200. My father was a railway enthusiast and passed on the love of all things rail-related to me and my two brothers. It is a hobby and an interest with so many facets, and the arrival of RM never fails to lift my spirits, no matter how mad our world is getting. Thank you for the hard work and good luck to you all... and here's to Issue 1000.

PHIL TAYLOR

The cover of your 900th (or 899th!) edition, featuring Sydney Pritchard's magnificent Castle, is such a stunning piece of artwork I feel that I should frame it. It was also delightful to look back at the 100th edition from February 1959. This was my first copy of RM (I've still got it), delivered by the local newsagent after much pestering of my parents. I was 11 years old, and have been reading the mag ever since. I was greatly inspired, and still am, by that edition's Railway of the Month. Mr Penfold's layout, with its spacious and open looks, was indeed 'a magnificent system'. It taught me at an early stage that sometimes less is more.

JOHN CONDON

...and a couple of brickbats

Congratulations on your 900 years of publishing as announced on the front cover of your latest issue. Do you have any pictures in your archives of what the railways looked like in 1125? I'd like to make a model of the train Henry I used to get around his kingdom in those days!

JANE SULLIVAN

By all means celebrate reaching the 900th issue, but calling it the '900th Anniversary Issue' is inaccurate. It suggests that RM has existed since the year 1125 AD (thereby predating railways by 700 years). The inclusion of the word 'Anniversary' is ridiculous, superfluous and confusing.

CHRISTOPHER PAYNE

A '4400' to Princetown – eventually!



With their 4' 1½" coupled wheels, the '4400' 2-6-2Ts were the staple motive power on the steep and twisting Princetown branch. *Photo: Simon Payne*

38 years ago I started constructing a model of the Princetown branch in OO gauge (see my Plan of the Month article in the October 1987 issue of RAILWAY MODELLER). The branch was operated mainly by one class of small Prairie tanks – the '4400s' – and when I started there was no ready-to-run version (only a whitemetal K's kit).

Naturally, therefore, I was delighted when Rapido Trains UK announced that it would be producing models of these locomotives! This excellent model has now arrived. So it may have taken nearly 40 years, but patience has paid off eventually! The accompanying photo shows the model in its new home.

SIMON PAYNE

Northport Quay – thanks



A Midland Great Western Railway E Class 0-6-0T on *Northport Quay*. *Photo: Andrew Burnham*

A huge thank you to everyone involved in production of the article in this month's RM *[Ed.* Northport Quay*, RM October]*. From the splendid photos by Andrew Burnham to the overall presentation of the article in general, it all had me wondering, 'Did I really make that?'. Being part of the 900th edition of the magazine feels very special too, so once again, many thanks to all concerned.

DAVE HOLMAN

Mistaken identity



The car pictured on p776 of the October issue is an Austin A35, not an A30 as stated. My uncle had an A30 and my dad had two A35s. The radiator grille of the A30 was chrome whereas the one on the A35 was painted, usually the same colour as the bodywork. The A30 also had semaphore direction indicators, whilst the A35 had flashing indicators. Lastly, the rear window was full width on the A35 and small on the A30. The radiator grille and indicators are the giveaways on the model illustrated.

ROBERT GREEN

Inexpensive O gauge outdoors

The letters about the Tri-ang 'Big Big Trains' in recent issues reminded me of my start in O gauge. In about 1988, my wife gave me a Mamod live steam engine. I promptly bought a few lengths of Peco O gauge track to start a railway in the garden.

At some point, I bought a Lima O gauge battery-operated train set with an LMS 4F 0-6-0. Then I purchased a Lima track-powered 4F that had lost its tender. I attached it to the tender of the battery version, which in turn I converted to a 3F 0-6-0T. Both Lima locos still run well on my outdoor line. They have been joined by a scratch-built SR 2-BIL, which uses a motor bogie from a Lima O gauge Class 33.

More recently, I managed to acquire a second track-powered 4F, which I have converted into a Maunsell Q Class 0-6-0. Together with a scratch-built *Toby* tram engine (battery-powered by a Stomper toy car mechanism) I am able to run a satisfying sequence outdoors. I can use normal OO gauge controllers for track power, as the Lima mechanisms only draw a low current. I also have a few Big Big wagons, together with some Faller and Timpo items. I certainly think that cheap O gauge could still provide a great introduction to model railways.



From top: an SR 2-BIL Electric Multiple Unit, *Toby* the tram engine, 4F 0-6-0, 3F 0-6-0T and Maunsell Q Class 0-6-0. *Photo: John Deaves*

JOHN DEAVES

Stockton & Darlington model – 50 years on

While comparing the September 1975 RAILWAY MODELLER with the September 2025 edition, I was pleasantly surprised to see myself in both issues, along with the layout that my fellow modellers and I built in 1975 of the Stockton & Darlington Railway.

Percy Young and myself still keep in touch and reflect on the building of the layout and that, sadly, Roly Johnson, David Allinson and others are no longer with us.

It is gratifying to see that Darlington Model Railway Club, along with Darlington Council and Hopetown management, have given the layout a new home and a refreshed look. The photographs of the layout taken in 1975, of which I still have my copies, took me back to the nights spent in the old ambulance station where the layout was built. The ambulance station gave the team a place to erect the layout (at nearly 48' long) and test it before its display at the opening of the North Road Museum on 27 September 1975, the opening carried out by HRH The Duke of Edinburgh. However, the person facing myself across the layout was not William Whitelaw as stated, but was none other than Darlington Councillor Steve Mcloughlin. Back in 1975, Mr Whitelaw was the Deputy Conservative Party Leader.

As for the layout, we were often asked why we did not model the first five miles of the S&DR? There's a simple answer: the old ambulance station was not wide enough, so we chose to build the steam-hauled section only, from Shildon to Stockton.

RICHARD BARBER

Memories of Bournemouth

The photograph of Bournemouth Central MPD on p775 of the October RM brought back happy memories. I can understand Nigel Smith and the Warley club choosing the layout as inspiration, because of its compact size for containing most main line steam servicing features. We lived a five-minute walk from the station.

For us photographers, the situation was perfect, as the view from the extended Down platform (which could hold two passenger trains) was directly across the running tracks from the MPD – perfect for the viewfinder of my father's Rolleiflex to capture full-length broadside views of Bulleid Pacifics.

The layout of the MPD was restrained by a road overbridge to the west, the station approach to the east, and a rather-too-close street of typical Edwardian brick-built 'villas' to the north. Once the sheds expanded to cater for the needs of large express locomotives, there must have been complaints from the home owners; the Southern attempted to placate them by securing a large sign to the slab concrete sectional fence saying in two lines 'QUIET PLEASE – RESIDENTIAL AREA' more or less opposite the large turntable. Some hope!



Bulleid West Country Class Pacific No.34093 *Saunton* on Bournemouth shed in June 1952. *Photo: Rail Photoprints*

I can possibly enhance the caption by adding that Nos.34060 and 80085 were there in June to August 1965.

ANDREW BELLIS

Patriot tender lining

In the article *A Patriot for Dentdale* by Ian Nuttall in the October issue, he raises the question about the lining on the tender rear.

Whilst also finding very few pictures in my selection of books that show the rear of a tender, I would offer the following observations. Firstly, I have a model of a rebuilt Royal Scot in N gauge produced by Graham Farish in the post-war LMS livery. It does not carry any lining on the tender rear. So clearly Bachmann did not find any clear references, or hedged their bets the opposite way to Ian.

Secondly, I have a copy of *Railway Liveries 1923-1947* by Brian Haresnape. On page 140, there is a photo of the Stanier Turbomotive 4-6-2 in the post-war livery, which shows at least part of the tender rear. Whilst it is not possible to be absolutely definitive, it certainly suggests that the tender rear was unlined.

By the way, Brian Haresnape's book also confirms that the boiler bands did have straw lining either side, but this was actually a modification to the livery within a few months of its use.

I hope this might be of assistance, even if, as I say, it is not possible to be definitive one way or the other.

PHIL LUNDBERG

Snippets...

Shop memories

I enjoyed reading the letter from Mike Corp in the October RM. It brought back lots of happy memories of visiting Max Williams' shop and remembering how helpful he always was. I didn't ever know his wife's name, but his daughter 'Bunty' worked there later. I can remember the huge bowl on Max's pipe, which must have taken quite a bit of tobacco. I bought my son's first model loco there in the 1970s (a Wrenn A4), which he still uses as a special favourite.

PAUL BAULCH

The wheel cost?

Simon Kohler presented a well-reasoned argument in the August issue over the current pricing of models by Hornby and other manufacturers, but admitted there may be some puzzling cost anomalies. I like to improve older models, just as Ian Nuttall describes in his excellent RM articles, and the fitting of steel wheels in, say, Peco Wonderful Wagons, is one of my priorities. Looking back at magazines from 2003, a set of 10 Hornby wagon axles in a blister pack was £3.00. Today they have an RRP of £21.75! Using the same inflation calculator as Simon, they should only be £7.00. That surely needs some 'justification'?

SEAN WADDINGHAM

Support service

I refer to the editorial in the September edition about supporting local model shops, with which I agree. Although I had never built a layout before, I decided to enter the Peco RAIL200 Model Layout Competition. As I did not know where to start, I visited AGR Models in Leighton Buzzard. Here I asked numerous questions and asked for advice. The person in the shop was very patient and willing to give his opinions on which materials to use, etc. I came away with a number of products. Without this personal service I probably would not have had the confidence to go ahead.

STEPHEN DIX

'4400' tension

In the review of the Rapido Trains UK '4400' 2-6-2T (RM October), there is a reference to 'supporting struts' in the sentence regarding the fitting of smokebox extensions. The wording is slightly ambiguous and could lead the reader to believe these were supports for the smokebox extensions, whereas I'm fairly certain the 'struts' visible in the photo are actually tie bars in tension to provide support for the front footplate, where it is stepped just in front of the smokebox saddle, and for the bufferbeam.

NIGEL R B FURNESS

FROM RAILWAY MODELLER BY OUR EDITORIAL STAFF AND CONTRIBUTING MODELLERS

SECR Class 01 0-6-0

New from Rapido Trains UK in 00



The South Eastern & Chatham Railway has seen a huge surge in popularity amongst modellers in recent years, with many of the company's elaborately lined green locomotives forming the subjects of numerous releases from various ready-to-run manufacturers, in addition to a flurry of period passenger and goods vehicles. In our January 2024 issue, Rapido Trains UK revealed its intention to produce the first R-T-R model in 00 of arguably one of the most elegant freight locomotives of the early 20th century – the SECR 01 Class 0-6-0.

Supplied Digital Command Control ready or DCC sound-fitted, 12 versions form the initial release, covering SECR green (including No.65 as preserved); SECR grey; a selection of Southern Railway black liveries with Egyptian or Bulleid lettering; East Kent Railway black; BR black with 'BRITISH RAILWAYS' in SR 'sunshine' lettering; BR black with early emblems; and No.31065 in BR black with late crests, depicting No.65 at the end of its service career, when it was the last of the class to be withdrawn from traffic.

In addition to the standard models, Rapido has produced a version of No.65 in 'what if' Bluebell Railway-style lined blue and bearing the name *Bramble* – inspired by the ornate colour scheme carried by the flagship of the Bluebell Railway fleet, SECR P Class 0-6-0T No.323 *Bluebell*.

Our sample in detail

Our review sample (ref.966005) represents No.1437 in Southern Railway black with Egyptian lettering. Originally numbered 437, the locomotive was one of 65 Os built by Sharp, Stewart & Company, entering service with the South Eastern Railway in October 1897. Rebuilt as an 01 at Ashford Works in March 1914, it had an 'A' prefix (short for Ashford) added to its SECR number following the Grouping in 1923 – this being an addition by the Southern Railway denoting ex-SECR locomotives in the company's fleet; it wouldn't receive its SR number, 1437, until 1931. It scraped into British Railways ownership at Nationalisation in January 1948, being allocated the number 31437. However, it was withdrawn from traffic at Tonbridge in October 1948 – having never gained its BR identity.

To all intents and purposes, the model depicts the locomotive in circa 1931 condition, having gained its four-digit SR number applied to the tender sides. It may have retained this livery as late as 1946: a photograph of the locomotive taken that year at Ashford depot shows it in ex-works condition and sporting Bulleid 'sunshine' lettering. Features specific to this model include riveted bufferbeams with tapered buffers, fully riveted smokebox, and steam heating pipes – the latter supplied as part of the covering accessory bag.

Upon releasing the locomotive from its packaging, the first aspect to note is the weight: despite its rather compact size, the locomotive and tender tipped the scales at an impressive 242g, with the locomotive alone accounting for 178g! This is no doubt helped in part by the extensive use of die-cast metal for the model's construction, which extends, but is not limited, to the boiler barrel and firebox (including the dome and safety valve base), running plate (incorporating cab steps and wheel splashers), cab, chassis block and tender body. Other metal fittings to note include turned buffers (which are sprung) and a hinged, etched cab fallplate, which rests convincingly on the tender footplate.



▲ The DCC socket in the tender.

The antique ancestry of the prototype has been captured faithfully. This is no more evident than in the design of the flat-top tender, with leaf springs which sit atop the running plate (each produced as separate plastic fittings) and bodyside handrails; the latter are formed from a fine durable plastic, as are the rest of the handrails and pipework throughout. Other fittings include detailed depictions of the steam reverser (mounted on the driver's side), clack valves and Ramsbottom safety valves, extending to the roof-mounted, bell-shaped whistle. However, the real show-stopper has to be the representation of the Stephenson valve gear, which is clearly visible between the frames. Though non-functional, the intricacy of this assembly is exceptional, with depictions of the slidebars, connecting rods, expansion links, eccentrics and eccentric rods, and big-end straps – complete with detailed renditions of the hexagonal bolt heads!

This tremendous attention to detail extends to the largely exposed





The steam reverser.

footplate. The backhead fittings are simply exquisite, all picked out in appropriate colours, with the majority of these details having been produced as separate fittings. Particularly worthy of note are the ultra-fine valve handwheels (with a convincing dull brass finish) and the controls for the steam reverser; the enclosure on which the latter are mounted features a depiction of the cylinder drain cock lever and a finely printed notice reading 'CYLINDER DRAINS OPEN', accompanied by an ornate graphic of a hand pointing in the direction of the open position. All this detail is complemented by the firebox glow, which radiates through the crack between the firebox doors when power is applied under analogue control; it is understood that this feature is synchronised with the sound functions on factory-fitted DCC sound examples.

Slimline tension-lock couplings, housed within dovetail-mounted NEM pockets, are fitted as standard: these are mounted to the underside of the locomotive and tender chassis, each with a degree of sideways articulation. (We found these to be glued lightly in place when removing them for photography.) Scale SR screw-link couplings with additional links are provided as part of the comprehensive accessory bag, and can be hung on the stowage hooks on the bufferbeams; though primarily decorative items, we found these to be perfectly functional if attached securely – though only suited for layouts with extremely generous curvature. In addition to a pair of coupling hooks (minus chains), other optional fittings include cab doors and the aforementioned steam heat pipes, plus etched versions of the cabside numberplates with our sample.

The model also includes a wide selection of painted headcode discs, allowing the operator to configure their own route code. These comprise: three plain white discs; two with a black cross on a white background; one marked 'SPL' (Special); and one Bluebell Railway 'CLEANEST ENGINE WINNER TODAY' disc. As supplied, the reverse side features two moulding spigots which can be removed using a pair of cutters. (Care must be taken to avoid damaging the delicate decoration of these fine details.)



The accessory pack.

The overall finish is superb: the black paintwork exhibits a silky satin sheen – with no notable variation between metal and plastic components – while areas such as the smokebox and tender top are presented with a more matt finish. The Egyptian-style lettering and numbers are all applied faultlessly on our sample, with those on the front bufferbeam complete with black shading. Also worthy of note is the fine embossed print of the cast works plates which adorn the wheel splashers – which give the impression of being separately fitted etched parts.

Mechanism and performance

The model is equipped with a flywheel-fitted motor, housed within the forward half of the boiler barrel, providing drive to the centre coupled axle. Current is collected from all wheels via plunger pick-ups (with all axles seated in brass bearings), and from the tender wheelsets through the pin-point axle ends via metal contact strips. The locomotive and tender are connected together with a sturdy eight-pin push-fit coupling, which has been designed to provide a reduced gap on straight track, whilst allowing the model to negotiate second radius curves.

For those wishing to equip the model for digital operation, a 21-pin decoder interface is located within the tender; this is complemented by a dual factory-fitted 15mm x 11mm 'sugar cube' speaker with resonance chamber sited below the printed circuit board. This is accessed by removing the tender body, which is held in place by two screws at the rear, directly behind the bufferbeam: once these are removed, the body can be hinged gently away from the chassis at the rear, disengaging the lugs at the front behind the footplate. All models – including our DCC ready example – are equipped with the MoPower 'stay-alive' system, to smooth out any interruptions to current collection when operating on DCC.

PROTOTYPE VIEW SECR 01 0-6-0



01 No.1316 in Southern Railway black with Egyptian lettering, shunting at Ramsgate on 10 April 1937. *Photo: The Transport Treasury*

Prototype information

Conceived by James Stirling upon his appointment as South Eastern Railway Locomotive Superintendent in 1878, the O Class 0-6-0 was a goods locomotive of which 122 were built between 1878 and 1899. Of these, 65 were constructed by Sharp, Stewart and Co., with 57 built at Ashford Works – the final five of which were turned out under the then newly formed South Eastern & Chatham Railway, following the merger of the SER with the London Chatham & Dover Railway.

Commencing in 1903 under Wainwright's tenure, a total of 59 examples were rebuilt with larger H Class domed boilers and square-style cabs (similar to those fitted to Wainwright's C Class 0-6-0s) and reclassified as O1, with the final rebuild undertaken by the Southern Railway in October 1927.

55 came into British Railways stock in 1948, with the last example – No.31065 – withdrawn from traffic at Ashford Works on 24 June 1961, having piloted C Class No.31592 on the famed 'South Eastern Limited' railtour over the Hawkhurst branch on 11 June prior to that line's closure. Subsequently saved for preservation, it is now restored to its former SECR splendour as No.65 on the Bluebell Railway.

On test, the O1 proved to be a smooth and quiet runner through the speed ranges. In haulage tests, it managed 12 Pullman cars around the Pecorama loft layout, with 1 in 48 gradients and 3' radius curves.

Wainwright winner

The Rapido O1 is yet another fine example of SECR motive power – and one can argue it's the firm's best model to date! OO modellers are now seemingly spoiled for choice when it comes to modelling this pre-Grouping company – with R-T-R models of the C Class 0-6-0 from Bachmann, D Class 4-4-0 from Rails of Sheffield/Locomotion (manufactured by Dapol), H Class 0-4-4T from Hornby and P Class 0-6-0T by Hattons/Accurascale, soon to be joined by the G Class 4-4-0, also being developed by Rapido for Rails of Sheffield (see News pages).

Finally, it's worth noting that the model is the firm's third all-new locomotive project in recent months (following the Stroudley E1 0-6-0T, reviewed in RM September 2025, and the Churchward '4400' 2-6-2T, in RM October 2025) with this impressive run of new releases set to continue with the forthcoming arrival of the Andrew Barclay 'Caledonia' 0-4-0 fireless and cut-down Bagnall 0-4-0STs *Judy* and *Alfred* (the Port of Par twins).

Sample supplied by

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British Rail Class 89 from Rails of Sheffield



Rails of Sheffield has delivered its latest exclusive ready-to-run model in OO – the British Rail Class 89 Co-Co electric locomotive. The model – plans for which were outlined in our July 2020 issue – has been produced as a joint venture with the manufacturer Accurascale.

Five liveries, covering the whole career of the unique prototype, form the initial release: InterCity Executive, Intercity 'Swallow' (original or as preserved with modern overhead warnings) and Great North Eastern Railway blue with white or gold lettering – each available Digital Command Control ready or DCC sound-fitted.

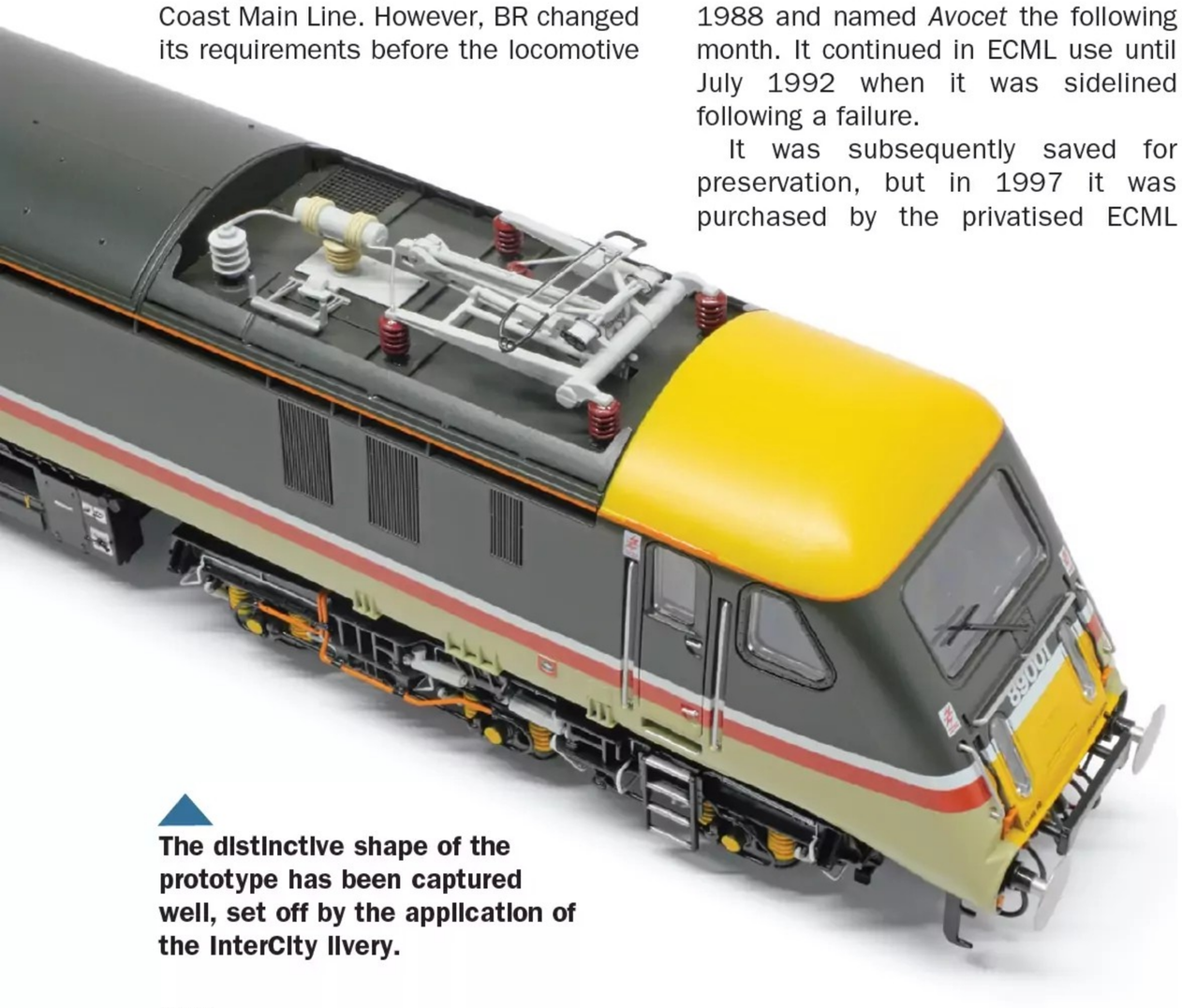


A brief history

Designed by Brush Traction and constructed by British Rail Engineering Ltd at Crewe Works in 1986, 89 001 was intended to be the first of a planned fleet to take over from High Speed Trains on the electrified East Coast Main Line, and supplement existing motive power on the West Coast Main Line. However, BR changed its requirements before the locomotive was even completed, eventually ordering Class 90s and 91s instead.

The locomotive was used as a test bed between 1986 and 1988 on both the East and West Coast routes, eventually settling into service working between King's Cross and Leeds. Delivered in the InterCity Executive livery, it was repainted in the new 'Swallow' colour scheme in December 1988 and named *Avocet* the following month. It continued in ECML use until July 1992 when it was sidelined following a failure.

It was subsequently saved for preservation, but in 1997 it was purchased by the privatised ECML operator GNER to help with a motive power shortage. Repainted into GNER dark blue, it returned to operation on King's Cross to Leeds and Bradford trains. Withdrawn for a second time in 2000, it joined the preserved AC Locomotive Group fleet at the end of 2006. The ACLG is currently restoring the locomotive back to operational condition for a return to the national network, in partnership with Locomotive Services Ltd.



The distinctive shape of the prototype has been captured well, set off by the application of the InterCity livery.

Our samples in detail

For review we received a pair of samples: (ref.ACC2281) in BR InterCity Executive livery, as carried by 89 001 from new in October 1986 until November 1988; and (ref.ACC2296) depicting the locomotive in its later GNER guise (February 1999-June 2007) with gold lettering. Each model comes presented in a lavishly decorated card box, finished in the colour scheme of the prototype.

Paint application and decoration is second to none, with both guises having been reproduced faithfully. All lines are straight with clean separation between colours; this is no more evident than on the striking InterCity Executive guise, with the red & white banding conforming neatly to the curvature of the sloping ends. Printed details include crisp renditions of the period-specific overhead warning flashes and data panels, extending to the cast Brush maker's plate on the underframe equipment.

Comparison between the model and photos of the real machine shows that Accurascale has gone to great lengths to replicate the distinctive wedge-shaped profile of the prototype (which earned it the nicknames of 'Aardvark' and 'Badger'). The bodyshell consists largely of plastic mouldings; bodyside grille detail is moulded in relief, with those on the roof produced as separate metal etches. Other separate fittings to note include fine metal wire grab handles, etched nose-end steps and windscreen wipers. Buffers are turned metal and sprung – the heads on the InterCity Executive model having been polished and quartered.

The abundance of bogie furniture found on the real machine has also been portrayed faithfully, with crisp representations of the suspension springs (including those atop the frames), wheelset guide rods and the plethora of hydraulic dampers. This level of detail extends to the myriad of intricate and complex pipe runs, with the majority of these details having been produced as separate plastic and metal parts – all of which are picked out neatly in appropriate colours.

A detailed representation of each cab interior is visible through the glazing, with the Class 89's pioneering wraparound control desks modelled in full – complete with dials which illuminate in the direction of travel when under power. The upper portion of the bulkhead is well decorated with printed safety notices and finely painted

details; the lower portion has been adapted slightly to accommodate the bogie mechanism, but this is hardly noticeable from most viewing angles.

The Brecknell Willis high-speed pantograph and associated 25kV overhead equipment is located atop the roof at the No.1 end. The pantograph is sprung, allowing the modeller to pose it manually in either the stowed (lowered) or deployed (raised) position, as per normal operation. DCC sound-fitted models benefit from an additional level of functionality, with the ability to raise and lower the pantograph independently under DCC operation – this being operated by its own dedicated coreless motor mounted within the body. It is understood that this operation is synchronised with the sound functions, with the pneumatic sound of the arm being raised or lowered, complete with an arcing thud and crackle once the panhead is extended fully – simulating contact being made with the overhead wire. (This is a purely theatrical effect, with no current travelling through the pantograph itself!)

As supplied, the model is equipped with slimline tension-lock couplings at each end, fitted within detachable self-centring NEM pockets independent of the bogies. These can be removed to allow for the fitting of the optional bufferbeam details provided as part of the separate accessory pack, featuring yellow air/red air brake pipes and decorative coupling hooks with optional screw-link and drop-head buckeye attachments. A pair of etched lamp irons are also included, allowing for the detachable brackets to be modelled; once shaped, these can be slotted into the associated openings located below the right light cluster at either end.

Mechanism, lighting & performance

The chassis comprises a substantial metal casting, housed within which is a centrally mounted, twin flywheel-fitted five-pole motor that provides power to both bogies. All axles are driven and power is collected from all wheels, with all axles featuring brass bearings. The models are also equipped with a PowerPack capacitor as standard for uninterrupted power.

A printed circuit board sits atop the chassis casting, and is equipped with a 21-pin decoder interface. Access to this is via the removal of the locomotive body: a straightforward procedure, requiring the unclipping of four retaining lugs, each located just inboard of the cab doors at each end (as well as disconnecting the multiple working cables). Once these are released, the body can be lifted clear. (The model's packaging was used as a cradle during this process, to avoid damaging the overhead equipment.)

In addition to the aforementioned illuminated control desks, the models are equipped with directional and cab interior lighting. For 12V dc users, the majority of lighting functions can be controlled independently via a bank of six switches atop the blanking plate. The switches are: 1 – marker lights No.1 end (on/off); 2 – marker lights No.2 end (on/off); 3 – Night mode No.1 end (on/off); 4 – Night mode No.2 end (on/off); 5 – Day mode No.1 end (on/off); 6 – Day mode No.2 end (on/off); 7 – red marker lights No.1 end (on/off); and 8 – red marker lights No.2 end (on/off). Cab interior lighting is restricted to DCC operation only.

Factory sound-fitted examples are equipped with a LokSound V5 sound decoder, pre-loaded with a sound project incorporating no fewer than 27 control, light and sound functions. Sounds are emitted through a powerful dual speaker system, comprising a 15mm x 11mm 'sugar cube' and 'Accurathrash' bass speaker. (The latter is only fitted to factory sound-fitted examples.) The model incorporates built-in Hall sensors, which automatically activate flange squeal when entering curves under a certain radius. (This sound can also be toggled manually using function F8.)

Tipping the scales at 541g, the model hauled 24 Pullman cars on the Pecorama loft layout, with its 1 in 48 gradients and 3' radius curves.

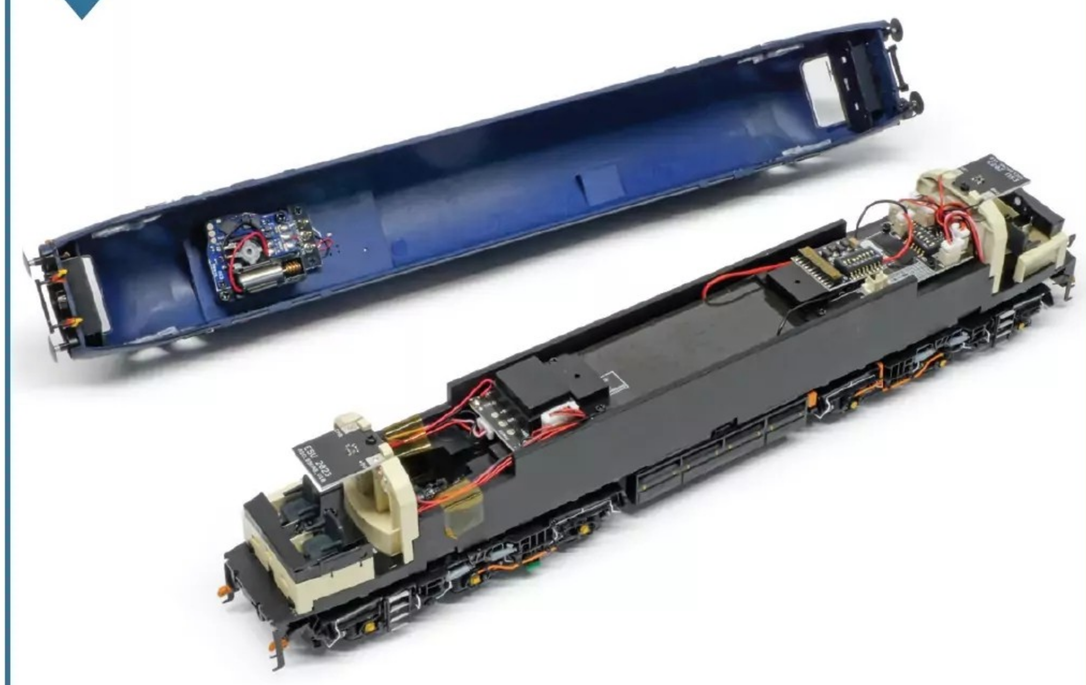
'Badger' set

The parties involved with the creation of this model deserve to be commended for bringing this much celebrated one-off to modellers in OO. No doubt interest will only grow in the coming months, with the real machine's impending return to main line operation in the not so distant future... For details and to order, see the retailer's website.



Our samples depict the Class 89 in original InterCity and later GNER liveries.

The 21-pin DCC decoder interface is on top of the chassis casting, along with the lighting switches for 12V dc users.





Samples loaned by

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PRICES
DCC ready – £229.99
DCC sound-fitted – £329.99

LNER J26 Class 0-6-0 from Oxford Rail



Oxford Rail has delivered the sequel (or, in the case of the prototype, prequel) to the North Eastern Railway Worsdell Class P3/London & North Eastern Railway J27 Class 0-6-0 in OO (see reviews, September 2021) – the NER P2/LNER J26 Class 0-6-0. Plans for this model were reported in our March 2020 issue.

The initial releases – all supplied Digital Command Control ready or DCC sound-fitted – are P2 No.1678 in NER lined black livery (ref.0R76J26004); J26 No.1057 in LNER plain black (ref.0R76J26001); No.65767 in British Railways black with early emblems (ref.0R76J26002); and No.65736 in BR black with the late crests (ref.0R76J26003).

A brief history

Introduced in 1904, the P2 Class was developed to handle the ever-increasing length and weight of goods trains over the North Eastern Railway network. The locomotives were largely based on the P1s (also designed by Wilson Worsdell), but fitted with a much larger 5' 6" diameter boiler, with an initial operating pressure of 200psi – though this was later reduced to 180psi. A total of 50 locomotives were constructed, with 30 examples built at Darlington between 1904-05, and 20 at Gateshead in 1905.

The design was modified in 1906 to produce the NER P3 (later LNER J27) of which a total of 115 were built – the most significant change being a deeper firebox with a shallower, sloping grate, and a slight reduction in the number of boiler tubes. The differences between the two boiler types were relatively small, so it was decided to standardise both classes with the newer P3 type. This required some minor modifications to the stays, with the first P2s receiving the new boiler in 1910, and the last J26 adapted by the LNER in 1925.

Other alterations under the NER included replacing the circular cab spectacles with a larger squared design, similar to the then newly introduced T2 Class (LNER Q6) 0-8-0. However, a full roll-out was abandoned by the NER before the Grouping in 1923, resulting in 28 J26s retaining their original circular spectacles.

A further boiler redesign took place in 1937, when the LNER modified Diagram 57 to produce Diagram 57A; these had barrels of one-plate construction (as opposed to three), with an increased number of tubes – the most visible change being the repositioning of the dome, which was moved 1' 1" further back towards the cab. Although this diagram offered both saturated and superheated versions, the class retained only the saturated type.

When introduced these locomotives were allocated to long-distance mineral and freight trains, though over time the class was displaced onto secondary duties as larger locomotives were introduced, with York, West Hartlepool, Haverton Hill and Newport having the largest allocations by the Grouping in 1923. All passed into British Railways ownership following Nationalisation in 1948, with the entire class by then concentrated in the Tees area.

Withdrawals began at pace during the late 1950s, and the widespread introduction of Type 2 diesels marked the end, with the last J26 being withdrawn in June 1962 and all being scrapped.

Our sample in detail

The Oxford tooling focuses on examples of the class with original round cab spectacle plates, with either the Diagram 57 boiler with Ramsbottom safety valves or Dia.57A boiler with Ross 'pop' safety valves, and our sample – No.1057 in LNER plain black – being fitted with the former.



Our sample depicts No.1057 in LNER black with Diagram 57 boiler and Ramsbottom safety valves.

Built at Darlington Works in 1904, No.1057 retained its NER number after the Grouping in 1923, becoming No.5741 in January 1946 under Thompson's renumbering scheme, and gaining its BR number – 65741 – in July 1948 following Nationalisation. It received a 57A boiler in October 1957, shortly before being allocated to the newly opened Thornaby (51L) shed in June 1958, where it spent the rest of its working life until withdrawal from service on 23 October 1961.

To all intents and purposes, the model depicts No.1057 circa 1923 following the Grouping, with capuchon chimney and four tender coal rails; photographic evidence shows the locomotive still to be in this condition as late as 1931, whilst on a working at Newport yard. (It had received Ross 'pop' safety valves by the time it gained its Thompson number in 1946.)

Much like the prototype, at a glance the J26 appears to be outwardly similar to the firm's previous J27 model, with the same being true of its construction: this taking the form of die-cast metal for the running plate and chassis, with moulded plastic parts utilised for the boiler, cab and tender body. Handrails on the boiler barrel and smokebox are metal wire, while those fitted to the cabsides and tender are a durable fine plastic. Other metal fittings include turned brass whistles (mounted atop the cab roof), sprung buffers, etched lamp irons and a hinged fallplate between the locomotive and tender. On the scales the J26 weighs in at 224g, 14g lighter than the J27.

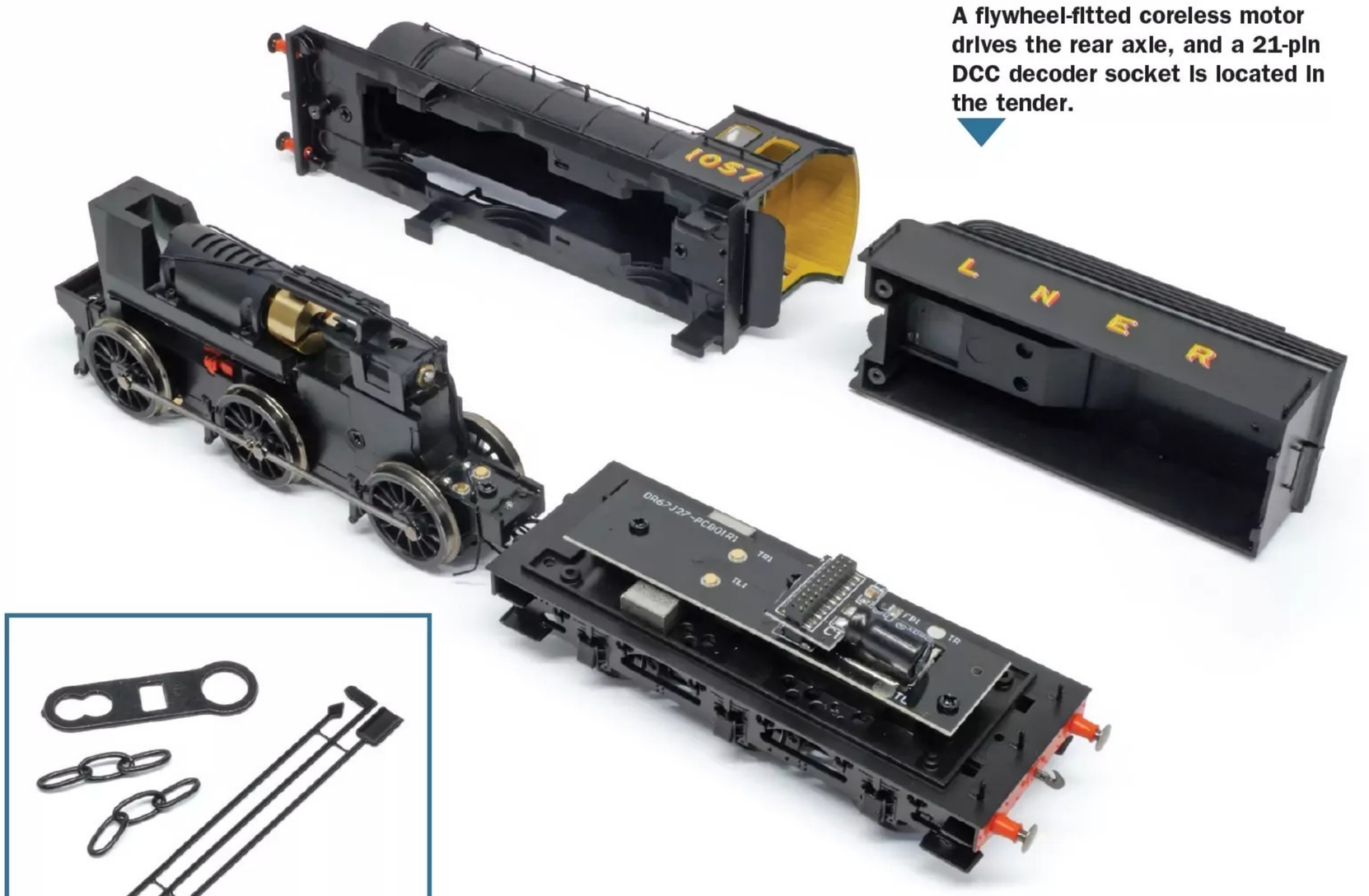
Slimline tension-lock couplings in NEM pockets are fitted as standard, but these can be detached and the supplied three-link couplings fitted instead. However, like the J27, the beautifully fine chains need to be modified slightly – the top link requiring cutting and opening, prior to inserting into the provided opening within the hook. Also supplied in the accessory pack are a selection of etched fire irons and a spare tender drawbar. Brake rigging on both the locomotive and tender is pre-fitted.

In keeping with the company's motto – 'In pursuit of excellence' – the J26 has seen a number of notable detail and tooling enhancements. These include – but are not limited to – the



strengthening of the screw connection for the drawbar (which was prone to snapping on the J27 if over-tightened), changing the size of the hexagonal crankpins to be standard with those of other releases, and modifying the retaining lugs on the tender body for ease of access. There have also been corrections to the number and positioning of the rivets on the running plate and splashers, whilst the wheel centres now feature additional detail, with the metal tyres painted – giving them an overall finer appearance.

Decoration is also an area which has seen much improvement, with the majority of the LNER black paintwork exhibiting a smooth satin finish, and a realistic matt finish on the smokebox and cab roof. Application is very good for the most part, with the contrast between metal parts (such as the running plate) and plastic components being nigh-on indistinguishable. However, the boiler barrel and associated fittings have a noticeably glossier finish, despite also being plastic parts. Vivid renditions of the yellow Gill Sans lettering and cabside numbers – complete with red, white & black shading – are applied crisply, with those on the front bufferbeam finished in gold. Cab detail is well represented, with fittings picked out in appropriate colours – extending to the printed dials on the gauges.



A flywheel-fitted coreless motor drives the rear axle, and a 21-pin DCC decoder socket is located in the tender.

Coupings, fire irons and a spare drawbar are provided.

Mechanism and performance

The model is equipped with a flywheel-fitted coreless motor housed in the boiler barrel, providing drive to the rear coupled axle (all three coupled wheelsets feature brass bearings). Current is collected via wiper pick-ups from all wheels, with the exception of the rear wheelset on the tender – the locomotive and tender being electrically connected.

A 21-pin DCC decoder interface is located in the tender, complemented by a factory-fitted 15mm x 11mm 'sugar cube' speaker with resonance chamber sited below the printed circuit board. Access is achieved with the removal of the tender body, held in place by two screws at the front: once disengaged, the body can then be tilted back gently, releasing the two retaining lugs at the rear. DCC factory sound-fitted examples are equipped with an ESU LokSound V5 decoder, ESU having worked closely with Oxford Rail to produce a new and improved sound profile for the class.

Though no guidance is given for accessing the mechanism, we found this to be a simple process – starting with the removal of the large screw for the tender drawbar to access two smaller screws under the cab, with a third screw situated under the front NEM pocket. Once these are removed, the body can be lifted upwards gently, taking care not to snag the reverser on the inside motion.

On test, the model was found to be a smooth and quiet runner through the speed ranges, although a slight wobble was observed when in motion: the cause of this was determined to be the rear coupled axle, which appeared to be marginally out of alignment on our sample. This aside, the J26 was capable of handling seven Pullman cars around the Pecorama loft layout, with its 1 in 48 gradients and 3' radius curves.



A welcome return

Oxford Rail is to be commended for filling another missing link for modellers of the North East – delivering a robust model at a cost-effective price relative to other engines of this size.

Sample supplied by

OXFORD RAIL,
Oxford Diecast, PO Box 62,
Swansea SA1 4YA
www.oxfordrail.com

PRICE
Ref.OR76J26001 – £129.95
(DCC sound-fitted £229.95)



British Rail Class 60 from Accurascale



It was revealed in our August 2024 issue that Accurascale was to release all-new models of the Brush Type 5/BR Class 60 in 00 to complement its growing range of modern air-braked freight vehicles. Supplied Digital Command Control ready or DCC sound-fitted, the tooling covers the class from their introduction into traffic (including class pioneer 60 001 with its numerous unique detail differences) and their subsequent in-service modifications – including those overhauled as part of the 'Super 60s' programme for current main line operation.

The manufacturer's first run of models covers 10 examples, in BR Sectorisation triple grey (with Coal and Metals sector branding); 'shadow Privatisation' guises, with Mainline and Transrail triple grey liveries, as well as one in Loadhaul black & orange; plus a pair of post-Privatisation liveries, English Welsh & Scottish Railway maroon & gold and GB Railfreight blue & orange. Three Accurascale website exclusives have also been produced: two models depicting the first and last examples to be built – 60 001 *Steadfast* in Railfreight Construction triple grey and 60 100 *Midland Railway - Butterley* in DB red; and 60 055 *Thomas Barnardo* in DC Rail Freight grey.

Our sample in detail

We received a sample of ref.ACC2906-DCC, presented as 60 007 in Loadhaul black & orange, equipped with Digital Command Control and sound. Outshopped in BR Railfreight grey with Petroleum sector branding on 5 February 1992 and allocated to Thornaby, the real machine was one of 31 Class 60s to be operated by the 'shadow' private company Loadhaul in the build-up to Privatisation, and was one of only five of the fleet to gain the operator's full black & orange colour scheme. As with the rest of the class, it became the property of EWS in 1996 – but retained its livery in active service until 2006, when EWS vinyls were finally applied over the Loadhaul branding. In 2011, it was one of seven locomotives to be included in the initial 'Super 60' overhaul and upgrade programme by DB Schenker, and the first to be outshopped in September that year – receiving the name *The Spirit of Tom Kendell* during a rededication ceremony at Knottingley depot on 7 September, sporting DB red with 'Switch on to Safety' branding. It was withdrawn from service in late 2023, and is currently stored at Toton yard, awaiting potential sale and reinstatement into service.



The radiator room at the No.1 end includes lighting.

Cross-referencing with images of the prototype, the model appears to be correct from when it received its Loadhaul livery (circa mid-1995) to 1998 when the red 1970s to late 1990s style overhead warning signs were replaced with the current yellow design. Features specific to 60 007 during this period, to name but a few, include: original BMAC light clusters; three-pane driver's windows; National Radio Network pods; scavenger vents and additional set of ports at the apex of the roof at the No.2 end (inboard of the exhaust); three-piece fabricated lamp irons; and original horns (without snow shields).

Application of the striking Loadhaul livery has been completed to a very high standard, all exhibiting a smooth satin finish. The stark lines of this colour scheme have been applied clean and straight throughout, with no notable paint bleed or fuzziness between the orange and black, or indeed the yellow ends. Printing of the Loadhaul branding is particularly sharp, as are the smaller details such as the aforementioned overhead warning flashes and gauges on the fuel tanks.

The injection-moulded plastic body is embellished with separately fitted components, including roof horns, exhaust silencer, lamp brackets, etched metal grilles and commendably fine renditions of the windscreen wipers – the latter also etched parts. Cab handrails are formed from metal wire and separately fitted, with those on the nose ends produced in durable plastic. Buffer heads are metal and sprung.

As supplied, both ends are factory-fitted with cut-out versions of the snowploughs, providing access for the self-centring NEM pockets, equipped with tension-lock couplings – the loops of the latter moulded in clear plastic. Fully furnished versions of each bufferbeam – complete with pipework, screw-link couplings and full renditions of the ploughs – are provided for the modeller to add. Fitting these is relatively straightforward, with the assemblies held in place by four screws. Stand-alone versions of the pipework and screw-links are also provided, for those wishing to decorate ends with couplings fitted – though this may hamper operation.

The cab glazing affords a clear view of the well-furnished interiors, complete with period features. Details include fully decorated control desks with dials which illuminate when the model is under power, and finely printed safety notices which adorn the cab partition. Cab lighting is also present.

The ultra-fine etched bodyside grilles at the No.1 end afford a clear view of the radiator room and the cooling



Alternative, fully detailed bufferbeams are provided.



system within – the internal machinery having been produced as separate mouldings, with pipework picked out in the appropriate colours (the radiator on the secondman's side even sporting its own individual etched mesh).

The visibility of this detail is enhanced by the addition of engine room lighting. The drive shaft from the motor (which passes through this area) joins with the bogie gear tower – which is enclosed within the vestibule between the cab and engine room bulkheads, this being boxed in just below the window line, giving an unobstructed view of the opposite window.

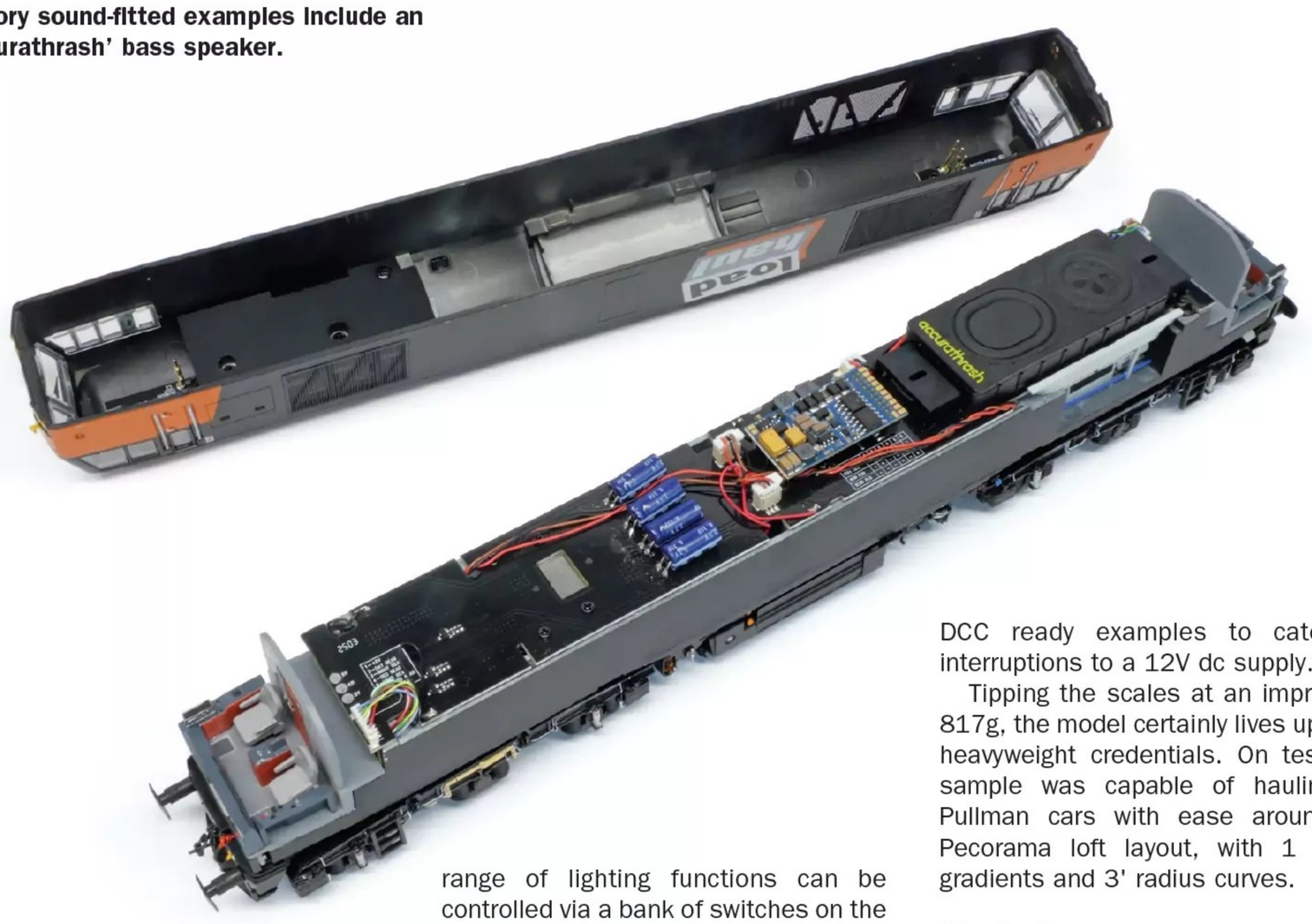
DCC sound and lighting functions

Factory sound-fitted examples are equipped with a LokSound V5 sound decoder, pre-loaded with a bespoke sound project incorporating no fewer than 29 control, light and sound functions – with recordings taken on the main line with a trailing load of over 2,000 tons! This sound set includes two distinct sound files depending on the era represented, with our sample incorporating the original start-up sequence with Woodward governor and ABB turbos.

Sounds are emitted though a powerful dual-speaker system, comprising a 15mm x 11mm 'sugar cube' and 'Accurathrash' bass speaker (the latter is only fitted to factory sound-fitted examples), while built-in Hall sensors activate flange squeal automatically when entering curves under a certain radius; this feature can also be toggled manually using function F11.

In addition to the aforementioned illuminated control desk, cab interior and radiator room lighting, the model comes pre-programmed with an extensive list of lighting configurations for prototypical operation, including yard, shunting, and top and tail modes, plus hazard lights, as well as the usual day/night functions and independently controllable tail lights. For 12V dc users, it is understood that a limited range of lighting functions can be controlled via a bank of switches on the DCC socket blanking plate.

Factory sound-fitted examples include an 'Accurathrash' bass speaker.



Mechanism and performance

Removal of the body requires only the unclipping of four securing clips – two each side, located to the rear of each bogie. Once these are disengaged, the body can be lifted clear.

The chassis comprises a substantial metal casting, housed within which is a centrally mounted, twin flywheel-fitted five-pole motor that provides power to both bogies. All six axles are driven and power is collected from all wheels – all of which feature brass bearings. The bogies have also been designed with provision for regauging, with the firm's drop-in wheelsets: EM/18.2mm gauge (ref.ACC3271) or P4/18.83mm gauge (ref.ACC3272).

A printed circuit board sits atop the chassis casting, this being equipped with a 21-pin decoder interface. Access is via a removable roof section held in place with magnets. The models are also each equipped with a 'PowerPack' capacitor to smooth out any interruptions to current collection. (This feature is also fitted as standard in DCC ready examples to cater for interruptions to a 12V dc supply.)

Tipping the scales at an impressive 817g, the model certainly lives up to its heavyweight credentials. On test, our sample was capable of hauling 24 Pullman cars with ease around the Pecorama loft layout, with 1 in 48 gradients and 3' radius curves.

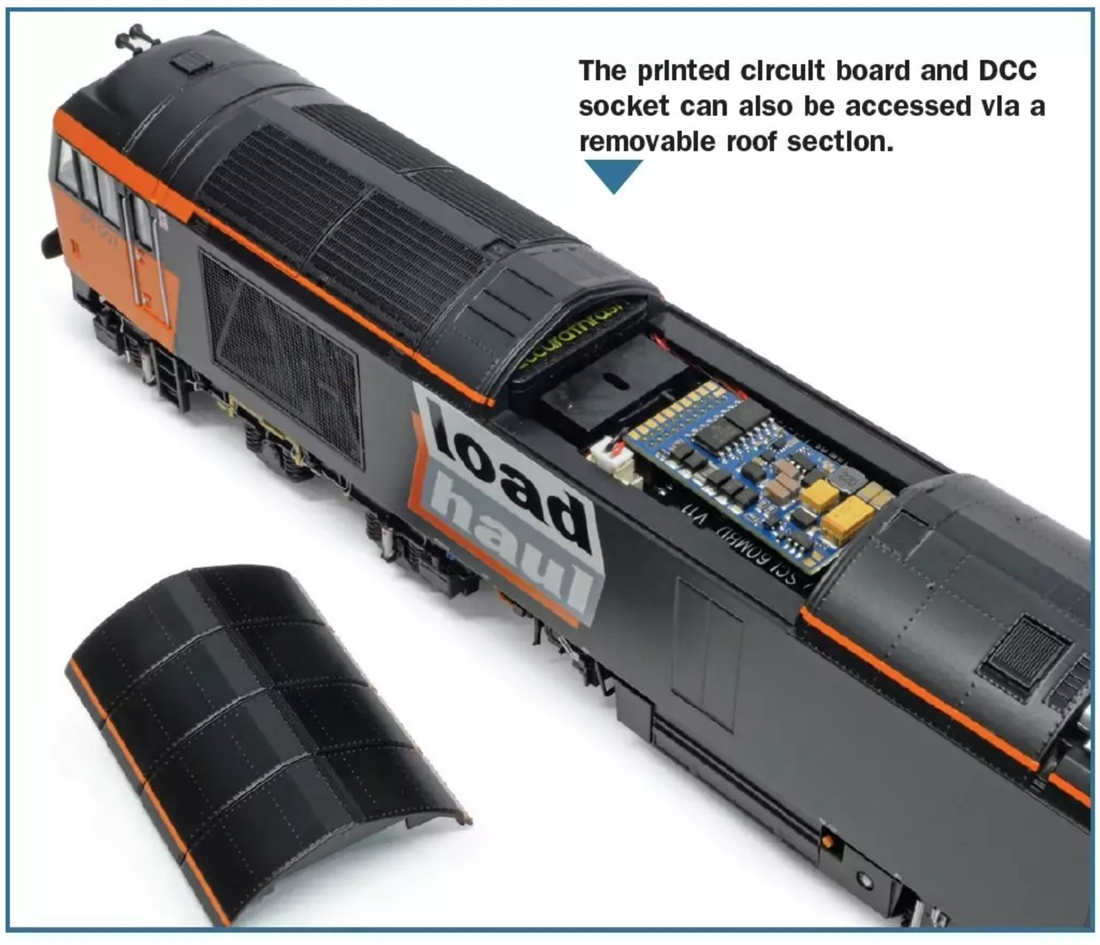
'Tug' of war

Model duplication has been a topical subject of late, the 60 being the latest example of this conundrum – with two all-new ready-to-run models of this particular prototype in 00 arriving within weeks of each other: the Cavalex model having featured in the review pages of our previous (October 2025) issue. Both manufacturers have done a sterling job, with each model having its own merits – ultimately giving the discerning modeller even more choice.

The Accurascale offering certainly hits the mark, with the firm having confirmed a second production run featuring several new liveries, including a number of exclusives (for full details see News).



The printed circuit board and DCC socket can also be accessed via a removable roof section.



Sample supplied by

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

PRICES
DCC ready – £169.99
DCC sound-fitted – £269.99

Black Label GWR inspection saloon for Rails of Sheffield by Dapol



Rails of Sheffield has received stocks of its all-new ready-to-run Great Western Railway Diagram Q13 inspection saloon in OO, produced exclusively in conjunction with the manufacturer Dapol under the premium Black Label brand. Plans for the saloons were announced in the news pages of our August 2023 issue.

Ordered under F W Hawksworth's tenure as the last Chief Mechanical Engineer of the GWR, seven of these 52' inspection saloons (INSP) were built at Swindon Works as Lot 1701 to Diagram Q13, entering service in 1948 on the Western Region of British Railways. Unlike other GWR saloons, the Q13s were purpose-built, with the design featuring an open saloon at each end – incorporating large windows for observing track, and with a complement of loose furniture – a central guard's compartment, and staff amenities including a galley kitchen and lavatory. They were not fitted with any controls other than a vacuum brake and speedometer. The vehicles had long and illustrious service careers, with examples remaining in active main line traffic well into the 1990s, and all seven have been preserved.

Seven versions have been produced, in liveries reflecting the widespread use and long lives of the prototypes: W80943 in BR Western Region chocolate & cream (ref.BL-201-001); W80976W in BR Western Region chocolate & cream with small yellow panels (ref.BL-201-002); ADW80970 in BR blue & grey (ref.BL-201-003); DW80975 in both its BR InterCity Executive (ref.BL-201-004) and BR ScotRail guises (ref.BL-201-005); No.80972 in Great Western chocolate & cream with 'Twin Cities' crests, as preserved on the Severn Valley Railway (ref.BL-201-006); and W80974W in BR Western Region chocolate & cream, as preserved on the North Yorkshire Moors Railway (ref.540377) – this version produced exclusively for Locomotion Models as part of its Railway Icons range.

Our samples in detail

For review we received samples of W80943 (ref.BL-201-001) in Western Region chocolate & cream livery, and DW80975 (ref.BL-201-005) in its BR ScotRail guise. Each is presented in a sleek lidded black card box with signature Black Label branding; the models are cradled in clear plastic 'ice cube' packaging within a foam insert, accompanied by a comprehensive owner's manual.

After releasing the models from their packing, what is immediately clear is the quality of finish and fidelity to the prototypes – both liveries exhibiting a smooth satin finish with clean delineation between the colours. The application of the numbers and lettering is impeccable throughout – all being legible under a glass – with this level of fine printed detail extending to the intricate black & yellow lining applied to the body and roofline of our BR Western Region chocolate & cream sample. Our only observation is the shade of the blue used for the banding on the ScotRail colour scheme, which we feel is a touch on the dark side.



▲ The tail lamp illuminates red or white according to direction.

Construction of each vehicle centres around a die-cast metal chassis with a plastic bodyshell, detailed with separately fitted plastic and etched metal parts – the models tipping the scales at 172g. Door handrails and latch handles stand proud of the body, each having been reproduced finely as separate etched or wire brass fittings. Roof furniture is also well represented, with finely moulded depictions of the shell ventilators, kitchen extractor unit and roof-mounted water tanks – complete with metal wire filler pipes. The roofing panels are defined by fine rows of rivets.

The saloon ends – with their distinctive three large window panes – are adorned with fine renditions of the lighting control cables, windscreen wipers and warning gongs, all of which have been produced as separate fittings. The latter are era-specific, not being present on our sample of DW80975, having been removed by the period depicted.

One end is equipped with a BR(W) lamp, which illuminates according to the direction of travel when power is applied, displaying a white aspect when leading and red when trailing. The rectangular buffer shanks have been captured faithfully, with the large round buffer heads formed from metal and sprung.

Below the frames there are fine depictions of the truss rodding, braking apparatus (including brake pipes and



▲ Interior lighting is powered via pick-ups on the bogies.

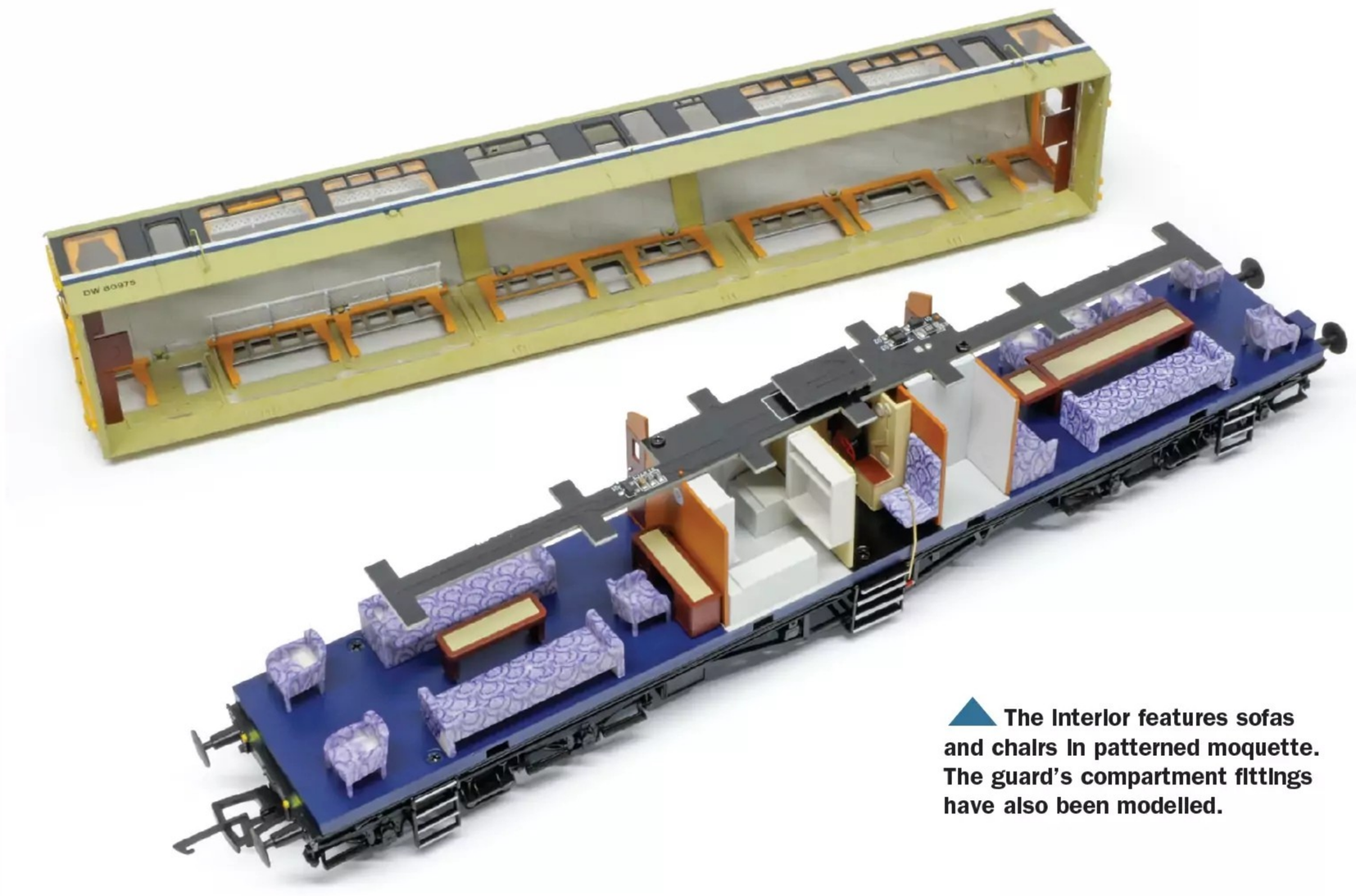
pull rods), dynamo (complete with a partial representation of the belt drive), battery cabinet and gas cylinder with printed gauge. Caution must be exercised when handling to avoid damaging delicate details such as the central access step assemblies.

The 9' pressed steel bogies bristle with fine detail, with full-relief representations of the leaf and coil springs, axlebox covers, rivet detail and brake shoe assemblies – the latter having been set slightly wider than the wheel treads, allowing for regauging to EM/P4. One remarkable feature is the inclusion of the dynamo wheel on one of the inboard axles; this detail aligns neatly with the aforementioned drive belt for a convincing 'unbroken' appearance on straight track, allowing the bogies to pivot freely and negotiate second radius curves. (A similar technique has also been used for the brake pull rods.)

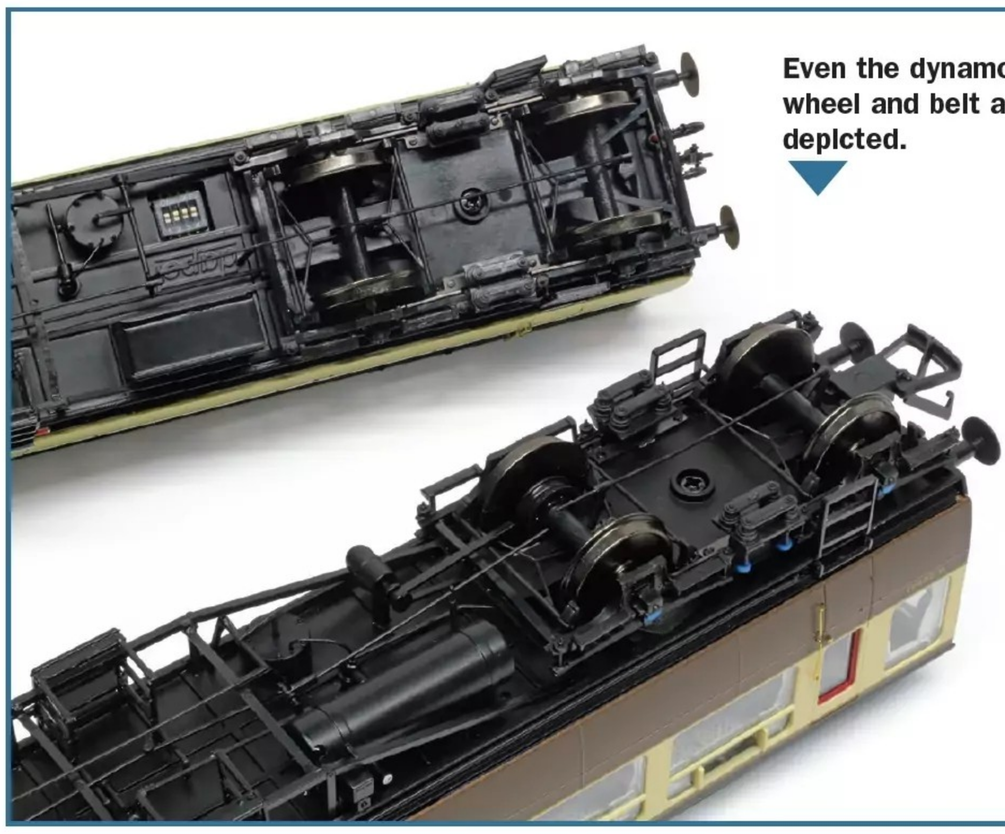
As supplied, NEM slimline tension-lock couplings are fitted at both ends, mounted in sprung brackets attached to the underside of the floor. These assemblies can be removed to allow for the fitting of the outer bogie frame stretchers, which are supplied as part of the accompanying accessory bag, along with decorative screw-link couplings and headstock pipework. An illustrated step-by-step guide to this process is documented as part of the covering owner's manual, with these details having been fitted to the lamp-equipped end for photography.

The well-furnished saloon interiors are clearly visible through the windows, complete with tables and chairs, and a detailed depiction of the guard's compartment – featuring the vacuum brake valve (complete with gauges), handbrake wheel, guard's chair and desk unit. Particularly impressive is the decoration of the individually fitted armchairs and sofas, which feature renditions of the ornate pattern of the moquette. However, some of this detail has been lost in some places. Other fittings to note include the beautifully moulded curtains (complete with tie-back detail), luggage racks and clocks adorning the saloon partitions.

To show all this off to the best advantage, the models boast interior lighting, which (as per the head/tail lamp) illuminates when power is applied to the track under 12V dc operation or constantly when using digital control. Current is collected through the metal wheelsets with pin-point axle ends, via current collecting strips formed into the bogies. Lighting functions can be controlled via a bank of four on/off switches located on the underside of the chassis. These are: 1 – tail lamp (on/off); 2 – tail lamp end saloon interior lighting (on/off); 3 – kitchen/guard's compartment light (on/off); and 4 – non-tail lamp end saloon lighting (on/off). Following the installation of a suitable Next18 decoder (provision for this being located atop the lighting bar, above the guard's compartment), under Digital Command Control operation these same selections can be made using functions 0, 1, 2 and 3 respectively.



▲ **The interior features sofas and chairs in patterned moquette. The guard's compartment fittings have also been modelled.**



Even the dynamo wheel and belt are depicted.

Access to the decoder and interior requires the removal of the coach body. This is achieved by first pulling out the tops of the centre door handrails – pivoting them carefully away from the body without detaching them from the step at the bottom – while the body itself is held in place by eight evenly spaced retaining clips (four each side). For those wishing to populate their saloons, Rails also offers an aftermarket crew pack produced exclusively for the retailer by Modelu, containing five fully coloured 3D-printed figures and priced £29.95 per pack.

For further details and to explore the full range, see the retailer's website.

Samples supplied by

RAILS OF SHEFFIELD
21-29 Chesterfield Rd,
Heeley, Sheffield S8 0RL
Tel: 0114 255 1436
www.railsofsheffield.com

PRICE
DCC ready – £149.95 each



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NEWS FROM RAILWAY MODELLER

NOVEMBER 2025

Rails unveils exclusive Caledonian '439' Class by Bachmann in 00



▲ The preserved Class '439' in its new LMS Crimson Lake livery at Bo'ness. *Photo: Jonathon Gourlay*

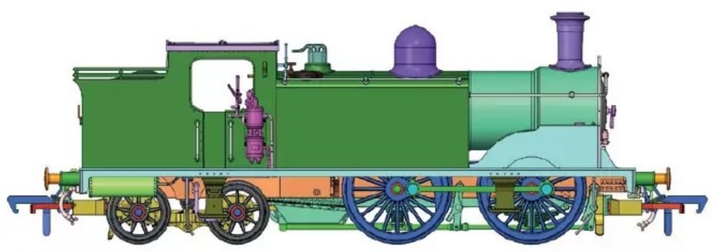
In another boost for modellers of the Scottish railway scene, Rails of Sheffield has announced a new exclusive OO gauge model, to be produced in partnership with Bachmann Europe, of the Caledonian Railway '439' Class 0-4-4T.

The '439' Class was designed by John F McIntosh and introduced into service from 1900. Thereafter they could be found on branch line traffic in rural areas as well as on suburban passenger duties around the Scottish Central Belt. By 1925 there were 92 class members in service – 68 built to the original design and 24 to slightly modified designs brought in by William Pickersgill and the London Midland & Scottish Railway. The fitting of vacuum brakes by the LMS meant they could then be found on banking duties over Beattock Summit and some even on lines north of Inverness. 74 made it into BR ownership, with some then operating on branch lines in the Highlands, and while the majority were withdrawn in 1962, the efforts of the Scottish Railway Preservation Society ensured that No.419 was saved for posterity. It is now based at the Bo'ness & Kinneil Railway and has just been unveiled by the SRPS as No.15189 in LMS Crimson Lake, the first time it has carried this livery for over three-quarters of a century.

This is the first time that this locomotive class has been modelled ready-to-run in any scale. Rails states that there will be six livery variations: No.439 in the original Caledonian Railway lined blue; No.15189 in LMS lined Crimson Lake; No.15216 in LMS lined black; No.55224 in British Railways lined black with late crest; No.419 in as-preserved Caledonian Railway lined blue; and, as a Railway Icons special edition produced in association with the National Railway Museum and helping to mark the Stockton & Darlington Railway bicentenary, No.419 in its 1975 Rail 150 Cavalcade condition. The SRPS is also selling an exclusive model of the engine in BR lined black with early emblem as No.55189 (**www.srps.org.uk**).

All livery variants will be available as Digital Command Control ready (RRP £184.95), DCC sound-fitted (£294.95) and DCC Sound Fitted Deluxe (£324.95) models, with the latter having auto-release couplings fitted at both ends for DCC-operated, hands-free uncoupling. The DCC models are fitted with a Next18 decoder interface and a Bach-up Stay Alive system.

Other features common to all the models include electrical pick-up from all wheels, separate metal bearings fitted to each driving axle and a die-cast metal running plate with integral side tank weights.



▲ Computer Aided Design render of the Bachmann/Rails Class '439'.

The models also have sprung metal buffers and an accessory pack featuring air tanks, additional bufferbeam pipework, cab steps and screw-link couplings.

DCC ready models will display firebox glow when operating on dc, while DCC sound-fitted models will show firebox glow and flicker when operating on analogue or digital control.

Engineering samples are expected soon. All versions can be pre-ordered via the Rails website and delivery is expected during 2027.

www.railsofsheffield.com

Collett and Hawksworth Hall 4-6-0s in N



▲ The original Collett Hall...

In the Graham Farish N gauge range, Bachmann has also revealed it is producing models of the Great Western Railway Collett '4900' and Hawksworth '6959' Class locomotives.

Following the adaptation of the Saint Class *Saint Martin* with smaller coupled wheels and a Collett-pattern cab, successful trials led to Chief Mechanical Engineer Charles Benjamin Collett ordering 80 such locomotives from Swindon Works. The first was delivered in 1928 and at the same time *Saint Martin* was renumbered as the class leader, No.4900. The new-builds were numbered 4901 onwards and each was named after an English or Welsh country house. In all there were 259 class members, including *Saint Martin*, by 1943.

Frederick William Hawksworth, Collett's successor as CME, saw cost savings to be made in construction and maintenance, so along came the later Modified Halls. With these, metal plate was used for the frames which ran the entire length of the locomotive, replacing the plate and bar frames of the original design. In addition, the bogie was made solely from plate instead of bar, and superheating was increased to improve the locomotive's performance.

While the Halls had their cylinders and smokebox saddle cast together in two halves, the Modified Halls had two separate cylinders and a fabricated saddle. The first of the new locomotives was outshopped in 1944 and numbered 6959, and although initially the new locos were coupled to Collett tenders, from 1947 a new type of tender similar to those on the County Class, with high, flat sides and welded construction, was brought in.



▲ ...and the Hawksworth Modified Hall.

A total of 71 Modified Halls were built between 1944 and 1950, with just 22 of them built for the GWR and the remaining 49 being built for British Railways. Classified 5MT by BR, many class members remained in service until the end of Western Region steam in 1965. There are 11 Halls and six Modified Halls surviving today.

As for the Graham Farish model, Bachmann has undertaken detailed surveys and extensive research on both classes to ensure accuracy, including designing new Hawksworth-type tenders which are interchangeable with the Collett type also used on the Graham Farish Castle models.

A distinguishing feature of the Modified Halls was the flat front plate of the leading bogie, and the models come with an optional front plate to replicate this which fits into the NEM pocket if the standard coupling is removed.

In each of the models a coreless motor is mounted within the locomotive, connected to the driving wheels through a die-cast metal gearbox. Current collection is from all coupled wheels. Traction tyres feature on the rear coupled wheelset and for DCC users, a Next18 DCC decoder socket is located in the tender, and a pre-fitted speaker aids the addition of sound. Alternatively, sound-fitted models come with a Zimo MS590N18 DCC sound decoder pre-installed for use on DCC and analogue.

Livery versions are '4900s' No.4962 *Ragley Hall* in BR lined green with early emblem, and No.4936 *Kinlet Hall* in BR lined green with late crest. '6959' versions are No.7904 *Fountains Hall* in BR lined black with early emblem, and No.6960 *Raveningham Hall* in the pseudo-Great Western livery with crest that it wore in the Rail 150 cavalcade in 1975.

Standard versions of all four models are priced £189.95 and they will also be available as sound-fitted versions at £299.95. Delivery is expected in early 2026.

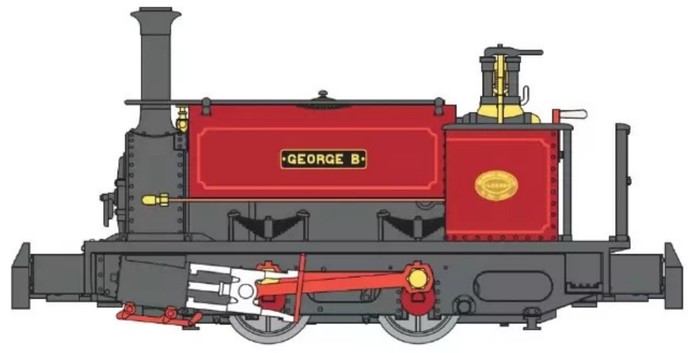
www.bachmann.co.uk

Bala Lake Railway Quarry Hunslet *George B* exclusive in 009

The Bala Lake Railway, operator of a fleet of Quarry Hunslet 0-4-0STs on its four-and-a-half-mile-long line alongside Llyn Tegid, the largest lake in Wales, has teamed up with Bachmann Europe to offer an exclusive OO9 model of ex-Dinorwic Quarry, Llanberis, class member No.680 *George B*, built in 1898 and now preserved at the BLR.

Measuring just 58mm over its couplings, the exclusive model uses a unique combination of tooling from the Bachmann Quarry Hunslet range and features prototypical Dinorwic Quarry maroon livery, a detailed and decorated open cab interior, dumb buffers (with two lengths supplied), angled frames, backhead injectors and Ramsbottom safety valves. Other features from the prototype include a blower supply fitted to the left side of the loco, a single tank-mounted lubricator and etched works and name plates for both *George B* and *Wellington*, the loco's original name from 1898 until after 1935.

The model also has a coreless motor and flywheel, NEM coupling pockets and is equipped with a six-pin DCC decoder socket.



The model is being produced in a strictly limited quantity at a price of £154.95 plus post and packing. Pre-orders are being taken and delivery is expected in early 2027. With *George B* now due to have an overhaul, proceeds from sales of this model will go towards bringing the loco back into service, hopefully in 2027.

https://shop.bala-lake-railway.co.uk

New liveries for Accurascale Class 60s, 92s and Manors in OO

Following on from the review of the Accurascale Class 60 model in OO (see p920), the manufacturer has announced a second run, comprising four liveries for general release, plus two Accurascale Exclusives liveries.

60 019 is portrayed in EW&S maroon & gold livery with some of its unique features – such as gold-coloured cab vents, a split-height cantrail, and a lower reflective strip wrapping around the ends.

The model of 60 047 is presented in the yellow and orange house colours of Colas Rail Freight, a livery which the prototype – originally named *Robert Owen* – gained in 2014 when restored at Toton after a period out of service.

60 051 is portrayed in Railfreight Petroleum livery, featuring the triple grey colour scheme with sector-specific markings, a guise this prototype retained until 1997.

In the case of 60 074, Accurascale is producing two versions of the same prototype in one production run, both in a striking light blue guise. This colour was first applied to the prototype in 2009 as part of a charity partnership between DB Schenker and the Teenage Cancer Trust, and details on the underframe and buffers were picked out in white. The second livery version of the loco dates from three years later, when 60 074, having been chosen for refurbishment under the 'Super 60' programme, re-emerged in a refreshed light blue livery which included body-coloured window frames. Accurascale will be donating a proportion of proceeds from sales of both versions of 60 074 to the Teenage Cancer Trust, which provides specialist nursing care and emotional support for young people aged 13–24.

As for the liveries on the two Accurascale Exclusives versions, 60 022 will be modelled in its rare 'ghost' undercoat livery, in which it ran for 14 months from late 1990 with unpainted grey bodysides plus black detailing, numbers and safety markings.

The other Accurascale Exclusives livery is a case of 'role reversal' as the model manufacturer's Class 60 Project Manager Steve Purves has been allowed by freight operator Cappagh Group to design a livery for both the model and full-size prototype 60 099, which, following an extensive overhaul at UKRL, has re-emerged in his distinctive colour scheme. The new blue & grey livery blends DC Rail Freight and Cappagh Group identities while recalling its heritage with design nods to British Rail Trainload Freight. Priced at £169.99 for DCC ready models and £269.95 for DCC sound-fitted versions, delivery of these locomotives is expected in the fourth quarter of 2026.



60 074 in Teenage Cancer Trust blue.



60 022 in undercoat.



60 099 in its new DC Rail Freight livery.



92 029 in DB red.

Return of Class 92 electrics...

Also in OO, Accurascale has announced the return of its models of Class 92 electric locomotives, nicknamed 'Dysons', with a limited edition release of 92 029 in DB Cargo red as part of its continuing partnership with the Martin House Children's Hospice charity. The prototype loco hauled the 'Garsdale Growler' charity railtour in aid of Martin House in August 2023.

Other versions are 92 002 *H G Wells* in Railfreight grey, 92 030 *Ashford* in Railfreight Distribution European livery, 92 031 *The Institute of Logistics and Transport* in EWS maroon & gold livery and 92 033 *Railway Heritage Trust* in Caledonian Sleeper teal livery.

Key model enhancements from the first production run are improved grille detailing; etched 'Polo Mint' discs; refined bogies; and improved sound.

The dc/DCC 'Silent Fitted' versions – with an ESU LokPilot decoder controlling pantographs and lighting, and which are fully dc control compatible – are priced at £229.95, while DCC sound-fitted models are priced £299.95. Delivery is expected in the fourth quarter of 2026.

...and '7800' Manors

Accurascale has revealed it is producing another run of its OO gauge '7800' Manors, with the launch beginning with a model of BR-built No.7827 *Lydham Manor,* presented in pseudo-Great Western lined livery, as preserved at the Dartmouth Steam Railway for many years. This particular model will be available exclusively via the Accurascale website.

Other versions available in the second production run of Manors are: No.7825 *Lechlade Manor* in BR lined black with early emblem; and Nos.7819 *Hinton Manor*, 7822 *Foxcote Manor* and 7828 *Odney Manor* all in BR lined green with late crest.

Accurascale states that it has introduced several refinements for this second run, including a redesigned speaker system on sound-fitted models with a re-engineered sound chamber providing improved clarity and performance. The RRP for the DCC ready versions is £189.99 while for DCC sound-fitted models it is £289.99, and delivery is again expected in the fourth quarter of 2026.

www.accurascale.co.uk



No.7827 *Lydham Manor* in preservation-era GWR green.

Croydon charity model show raises thousands for good causes

The organisers of the second South Croydon Model Railway Show, held on 13 September, have hailed the event as a huge success, with young families as well as seasoned modellers coming to visit the 15 layouts on show. Six different gauges were represented and there were two overseas layouts to add to the mix.

As it was a charity event, the organisers (Christopher Dean and the 7th/12th Croydon Scout Group) were pleased to announce that it raised £1,300 for worthy causes and, in addition, a further £1,084 was raised for the Poppy Appeal by one of the exhibitors.

Rapido Trains UK 'U-boat' surfaces alongside two new Scottish 4-4-0s in 00



U Class 2-6-0s in SR green and BR black.

Rapido Trains UK has confirmed plans for OO gauge models of the Southern Railway U Class 2-6-0.

The manufacturer's General Manager, Andrew Hardy, did, in fact, tease the prospect of models covering these large-wheeled Maunsell Moguls (hitherto not produced in ready-to-run form) in an interview published in our September 2024 issue (p734).

Numbering 50 in total, the first 20 locomotives were rebuilds of River Class 2-6-4Ts, these being completed in 1928, with the remaining all-new examples delivered by early 1931. However, the rebuilds and all-new examples did sport various external differences, including a higher running plate on the latter (and therefore smaller coupled wheel splashers). Cab window arrangements and tenders were further points of difference. Built without smoke deflectors, the whole class received these during the mid-1930s.

With widespread operation across the Southern Railway network (later BR Southern Region), these mixed traffic machines survived in use until 1966. Four are preserved.

The tooling suite will cover the all-new examples, catering for various detail differences, including flush or riveted bufferbeams; different domes and cylinders; smoke deflectors on later versions; snifting valves on Southern-liveried locos; and Automatic Warning System equipment on two BR-liveried models.

Rapido is offering 10 versions, which cover a range of Southern Railway green, Southern Railway black and British Railways black liveries, each of which is available DCC ready (£229.95) or DCC sound-fitted (£344.95).

Two more 'Scottish Legends'

The first of two OO gauge announcements for Scottish pre-Grouping 4-4-0s, which will join the manufacturer's 'Scottish Legends' range, covers the Great North of Scotland Railway V & F Class (LNER D40) 4-4-0s, built by Neilson, Reid & Co.

A total of 13 V Class locomotives with saturated boilers were completed between 1899 and 1921, these being augmented in 1920 by eight examples of the similar F Class design, which had superheated boilers and received names.

Following the 1923 Grouping, both classes were given the D40 designation by the London & North Eastern Railway, with only three class members withdrawn prior to Nationalisation. The last survived in service until 1958. One example, No.62277 *Gordon Highlander* (formerly a Class F) was preserved and repainted into GNSR livery for use on railtours across Scotland until 1966.



1960s condition *Gordon Highlander*.

Detail variations and options covered by the tooling suite relate to the chimneys, whistles, running plates, tender spring dampers, tender coal rails, smokeboxes (and doors), lubricators, washout plugs, lamp irons, clack valves, snifting valves, steam heat and vacuum pipe valances, and boiler side ejector pipes.

12 versions are listed, covering GNSR green, GNSR black, LNER apple green, LNER plain black, LNER lined black, BR plain black and BR lined black liveries, together with a version of GNSR-liveried No.49 *Gordon Highlander* in 1960s railtour condition. Each version is available DCC ready (£229.95) or DCC sound-fitted (£344.95).

A further version depicting No.49, in 'museum condition' (reflecting the current appearance of the locomotive at the Museum of Scottish Railways) will be available, with the same price points, from the Scottish Railway Preservation Society (**www.srps.org.uk**).

Highland Railway Loch Class

The second Scottish pre-Grouping 4-4-0 provides a suitable stablemate for the manufacturer's Highland Railway Big Goods 4-6-0 (see review, RM March 2025).

Designed by Highland Locomotive Superintendent David Jones for use on the Inverness-Perth line and outwardly resembling their six-coupled predecessors, 15 Loch Class 4-4-0s were constructed during 1896-7 by Dübs & Co., all receiving the names of Scottish lochs. A further three were completed in 1917 by the North British Locomotive Co., these differing in a number of ways from the first examples.

All 18 passed to London, Midland & Scottish Railway ownership, with 10 of the Dübs-built machines receiving new boilers, resulting in these having a markedly different profile. Two survived Nationalisation, although neither received BR livery, with the last withdrawn in 1950. None are preserved.

The Rapido models cover the Dübs-built examples (which were coupled to tenders identical to those with the HR Big Goods). Eight versions are being produced, covering various HR green livery styles, together with LMS lined Crimson Lake, LMS lined black and a 'what if' version in HR yellow. Each version is available DCC ready (£219.95) or DCC sound-fitted (£324.95).

Detail variations and options across the tooling relate to the chimneys, domes, safety valves, smokeboxes (including doors and darts), lubricators, safety valve turrets, tender gongs, toolboxes, tablet catchers, whistle rods and lubricator pots.

All the aforementioned locomotive models will be equipped with factory-fitted speakers and an ESU 21-pin decoder socket. The projects are currently at the tooling stage.

More 'Evolution' coaches planned

A third batch of models has been announced to utilise the manufacturer's generic tooling suite for 48' pre-Grouping

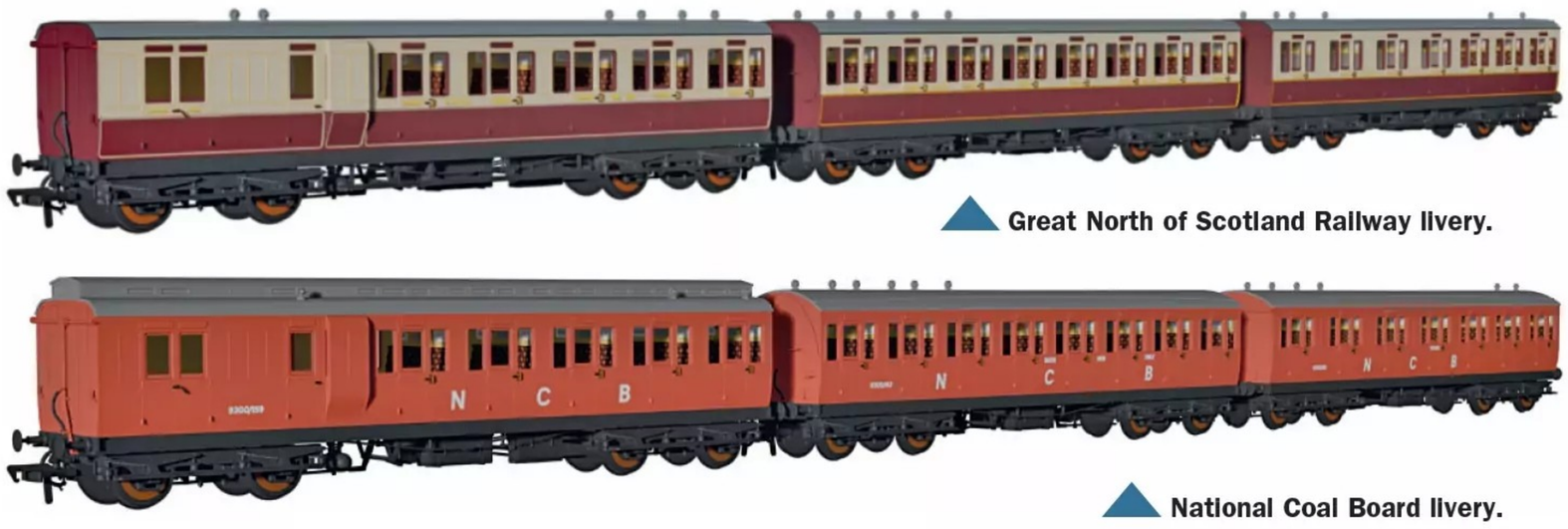


Loch 4-4-0 in LMS red.

bogie coaches in OO. (Plans for the first batch of models were reported in our November 2024 issue, with batch two liveries in the March 2025 edition.)

Batch three liveries will comprise London, Brighton & South Coast Railway mahogany, Great North of Scotland Railway Purple Lake & cream, Southern Railway Olive green, London & North Eastern Railway carriage brown, British Railways (Eastern Region) crimson and British Railways (Southern Region) Malachite. Additionally, there will be National Coal Board, British Railways Engineering and Departmental liveries, together with camping coaches. There will also be pairs of vehicles in generic crimson and brown liveries. Individual models are priced £69.95, with triple packs priced £199.95.

A Kent & East Sussex Railway two-coach set in Southern Railway green is also being produced, which will be available exclusively from the manufacturer's website (priced £135.95), with sales helping to fund the upkeep of Peckett No.1631 *Marcia*, which is based on the K&ESR.



Great North of Scotland Railway livery.

National Coal Board livery.



Camping coach livery.

Kerr, Stuart short-tank 0-4-0T

In our July issue Rapido Trains UK revealed that it was to enter the British OO9 market with locomotive models based around Kerr, Stuart & Co. Sirdar long-tank Class 0-4-0T *Diana*. The firm has now announced a 'what if' short-tank version.

The newly tooled locomotive body fits over the same Sirdar chassis (with six-pin DCC socket), but with slightly longer tanks than the real short-tank Sirdar locos that operated around the world.

Six livery versions are being produced, comprising Penrhyn lined black, lined dark blue, Ffestiniog Railway lined red, lined green, lined umber and 'Fawkes Gunpowder' lined maroon. Each is available DCC ready (£139.95) or DCC fitted (£179.95).

In addition, a version in works grey has been commissioned by Fourdees (**www.fourdees.co.uk**), whilst a DCC ready version in plain blue has been produced exclusively for the OO9 Society (**www.009society.com**).

Unless otherwise stated, orders for all of the models referred to above can be placed direct with the manufacturer, or via Rapido Trains UK retailers.

www.rapidotrains.co.uk



'What If' Kerr, Stuart Sirdar 0-4-0T.

Rails exclusives including SECR G Class, 'Billinton Brakes' and OO9 War Department models

Models of the South Eastern & Chatham Railway G Class 4-4-0s are to be produced in OO by Rapido Trains UK, which will be available exclusively from the retailer Rails of Sheffield.

Upon delivery of the first five GNSR Class V 4-4-0s in 1899, from an original order of 10, the GNSR decided that the remaining five were surplus, owing to the company's financial struggles. The builder, Neilson, Reid & Co., instead sold these to the South Eastern & Chatham Railway, where they received the G Class designation.

Operating on a variety of passenger services across Kent, all five passed into Southern Railway ownership, but none made it to Nationalisation.

Models of this quintet are to be produced in SECR lined green, SECR plain grey and Southern Railway Olive green liveries, with numerous detail variations being included. The mechanism will match that of the GNSR models in the main Rapido range (see opposite), with each version available DCC ready (£229.95) or DCC sound-fitted (£344.95).

To accompany the G Class, Rails has commissioned 'Evolution' coaches in SECR Wellington brown livery. A further triple pack in SECR red (with different running numbers to those being produced by Rapido Trains UK as part of the manufacturer's first batch) will also be available.



SECR G Class 4-4-0.

LBSCR brake vans in OO

Rails has also commissioned from Rapido Trains UK two types of London, Brighton & South Coast Railway brake van from new tooling.

Referred to collectively as 'Billinton Brakes', the two designs comprise 10-ton four-wheel and 20-ton six-wheel variants. Around 90 of the former were built between 1894 and 1907, with 20 of the latter delivered between 1900 and 1902. Nearly all passed into Southern Railway ownership, but were largely phased out during the 1930s, with the last remaining examples of each type being taken out of use in the 1940s.

Seven versions of the four-wheel brake are being produced (priced £44.95 each) and six of the six-wheeler (£46.95), with both types being finished in a selection of LBSCR and Southern Railway liveries.

War Department 0-4-0T in OO9

Finally, to complement its previously announced triple packs of OO9 wagons in War Department livery (see News, RM July 2025), Rails has commissioned a WD-liveried short-tank Sirdar 0-4-0T in WD green livery (priced £139.95).

For further details of all the Rails Exclusive models described here, go to the retailer's website:

www.railsofsheffield.com



LBSCR four-wheel brake van...



...and the six-wheel version.



Sirdar 0-4-0T in War Department livery.

The latest news from the PECO group of companies

Pete Waterman to judge Peco RAIL200 Model Layout Competition



Pop record producer and railway modeller Pete Waterman has been confirmed as the head judge for the Peco RAIL200 Model Layout Competition.

Pete has been a staunch supporter of the competition since it was launched earlier this year, even completing his own demonstration 'Modular' entry. He chronicled the construction of this model through a series of short videos, published on his Railnuts Facebook page.

Judging for the contest, which closed to entries on 30 September, was due to take place during early October, with the judging panel (which will also include representatives of Peco and RAILWAY MODELLER) looking to select finalists that demonstrate creativity and ingenuity.

For each competition category ('Modular' and 'Standalone'), a winner will be declared for dioramas by entrants aged under 16, and for those aged 16 and over – so four winners in all. These winners will be announced in the December issue of RAILWAY MODELLER, on sale from 13 November. Arrangements will be made for up to 50 selected finalists (including the winning entries) to be displayed at the National Festival of Railway Modelling, which will be taking place at the NEC in Birmingham, on the weekend of 22 & 23 November.

It is planned that the 'Modular' finalists will be joined together for the event, with a special train running from one end to the other to provide a fitting finale to the contest. For further details about the competition, go to:
www.peco-uk.com

Peco seven-plank open wagons in N and TT:120 as KMRC exclusives



Peco has produced two exclusive wagon models for retailer Kernow Model Rail Centre, one in N gauge and the other in TT:120.

The N gauge wagon represents a 1910 RCH 10-ton, seven-plank open wagon in the livery of T. H. Carter of Haslemere, Surrey, a firm which was a coal and coke merchant in the first decade of the 20th century. Its Private Owner wagon was numbered 15 in accordance with the tradition of giving privately owned wagons high numbers to imply the presence of a whole fleet of vehicles, and it was registered with the London & South Western Railway as No.1478 in 1907. It is not clear how long the T. H. Carter business continued after the mid-1920s. Based on a Peco model of a vehicle with a 9' wheelbase, the N gauge wagon has detachable couplings and metal-tyred wheels for free running.

The other model is only the second exclusive TT:120 scale wagon to be marketed by KMRC and is again a seven-plank open wagon, in the livery of Helston Gas Company No.30. The retailer states that Helston Gas Company, on the Lizard in Cornwall, operated a fleet of five wagons, but they were numbered 10, 20, 30, 40 and 50, again to give the impression of a much larger fleet. The TT:120 model is based on the standard Peco RCH 1923 9' wheelbase, seven-plank open wagon and has fine plastic moulding with thinner wagon body walls for accuracy, interior detailing, separately fitted brake lever, and brake shoes positioned in line with the free-running metal-tyred spoked wheels. A standard (removable NEM355) coupler is fitted, compatible with other TT:120 rolling stock on the market.

Both the N gauge and TT:120 wagons are priced at £21.99 and are available now either online or from both the Camborne, Cornwall, and Guildford, Surrey, Kernow Model Rail Centre branches.
www.kernowmodelrailcentre.com

Lynton & Barnstaple last train re-enacted at Pecorama event

Saturday 13 September saw Pecorama in Beer, East Devon, marking 90 years since the closure of the 1' 11½" gauge Lynton & Barnstaple Railway (see the August issue of RAILWAY MODELLER), with the Dartmoor 009 Railway Group operating a combination of modular layouts joined end to end depicting the line's route and stations.

The closure of the North Devon narrow gauge line by the Southern Railway on 29 September 1935 saw a packed nine-coach train crossing Exmoor hauled by the 1897 Manning Wardle 2-6-2T No.759 *Yeo* and its 1925-built classmate No.188 *Lew*, so as part of the exhibition the modellers put together a train replicating this as closely as possible using Heljan L&B locomotives and carriages from the Peco 009 range.
www.pecorama.co.uk



Lew* and *Yeo* on the recreated last L&B train. *Photo: Andrew Burnham

Metcalfe launches space-saving station building in OO and N



Metcalfe Models has revealed a station building kit which is the first in its new range representing a fictitious village named 'Little Cardlywick' – a pun, no doubt, on the card construction of the manufacturer's building kits.

The twin-gabled station building, with printing representing North Country gritstone walls with limestone mullioned and bay windows, and with a small glazed canopy roof between the two gables over the double entrance doors on one side, is described as a space-saving structure with all the features of a large station, but taking up very little room.

It was due to become available for both OO gauge modellers, under ref.P0135 at a price of £15.50, and for N gauge modellers, under ref.PN915 at a price of £12.00, at the time this RM issue was due to go on sale in October.
www.metcalfemodels.com

Shop News

Gaugemaster model store is now rebranded as Model Giant



Following an extensive refurbishment, Gaugemaster has rebranded its model store – formerly known as The Engine Shed – as Model Giant and has added the motto 'For Big Imaginations', because it is reckoned to be one of Europe's biggest model shops.

Located in Ford, West Sussex, near the A27 and the town of Arundel, as well as adjacent to Ford railway station, served by trains from London Victoria, Brighton and Portsmouth, the store has also updated its opening hours and can now be visited from 10:00-17:00 Monday to Friday, 09:00-18:00 on Saturdays and 10:00-16:00 on Sundays and bank holidays.

Although the store now has a modern new look, the aim has been to retain the ethos of providing expert advice, a friendly atmosphere and an extensive product range backed by the Gaugemaster team.

Model Giant can be found at Gaugemaster House, Ford Road, Arundel BN18 0BN. For further details call 01903 884488 or visit the retailer's website: **www.gaugemasterretail.com/modelgiant**

Dapol seeks support for planned Gresley full brake and buffet cars in N

Dapol has announced two new carriage product lines in N gauge: the Gresley Brake Gangwayed (BG) and the BR refurbished Gresley buffet in BR blue & grey livery. However, before embarking on this project it is inviting expressions of interest from modellers via its website.

More than 30 Diagram 113 full brakes (BGs) were built by the London & North Eastern Railway between 1929 and 1934. The last examples were withdrawn from service in 1967. The proposed livery versions for the Gresley BG are: LNER 70183 in teak; LNER No.4145 in lined teak; BR E70168E in crimson; BR E70176E in maroon; and BR E70146E in blue.

These vehicles will be supplied light bar ready – with ref.2A-000-040 Steam Era lighting units and ref.2A-000-041 1970s-80s Era lighting units available to purchase separately.

During the 1960s, finding itself short of Mk.I catering vehicles, British Railways brought some LNER Gresley-designed buffet cars back into front-line service on the Eastern, Western and Southern Regions. Some received extensive refurbishment in the early 1970s which included new panelling on one side, removing several windows and interior remodelling in Formica in place of wood panelling. One buffet, W9135E, achieved some celebrity during the 1970s, being used extensively on summer Saturday trains from Paddington to Devon and Cornwall. Dapol is therefore proposing this Western Region interloper as one of its two models in BR blue & grey livery, the other being an Eastern Region example, E9115E. These vehicles will also be supplied light bar ready, for the ref.2A-000-041 1970s-80s Era lighting unit to be fitted if desired.

Dapol advises that there is no charge for placing an expression of interest pre-order and it will be only when the models have arrived in its warehouse at Chirk, Clwyd, that an invitation will be sent to modellers to progress payment, which has been set at £39.95 plus £3.95 post & packing.



Gresley full brake.



Gresley buffet car.

Glyn Valley 009 building kits

Dapol has also revealed for 00 9 modellers a new series of laser-cut card kits of buildings from the 2' 4¼" gauge Glyn Valley Tramway, which ran up the Ceiriog valley from an interchange with the GWR at Chirk, where today Dapol is based.

The kits are made from self-coloured card, with interior details where applicable, and also contain all necessary injection-moulded or 3D-printed accessory parts including glazing to complete the model. The subjects chosen are the brick-built station building and locomotive shed at Glyn Ceiriog (both with an RRP of £34.99), the small brick-built waiting room from the intermediate station at Pontfadog (RRP £14.99) and another kit based on one of the GVT girder bridges, with the girder sides in green and the bridge measuring 155mm in length and 42mm in height (RRP £19.99). These kits are expected to be available by the time this RM issue appears in print.

Livery samples of new N gauge locomotives

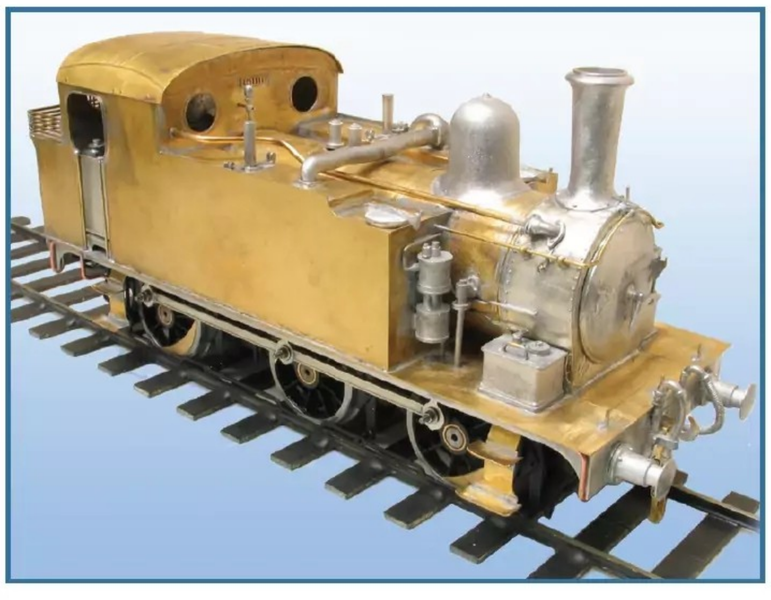
Dapol recently revealed decorated samples for a number of its forthcoming N gauge locomotive releases from new tooling, these comprising Bulleid air-smoothed light Pacifics, Churchward Moguls and LNER J72 0-6-0Ts.

www.dapol.co.uk



Bulleid light Pacific No.21C164 *Fighter Command*.

Legacy kit for LNER J69/1 in O is re-released by Connoisseur Models



Connoisseur Models has announced that it has re-released a 'legacy' kit, first produced in 1991, for an LNER Class J69/1 'Buckjumper' in O gauge.

Though it was retired from production for many years, owing to the greater range of O gauge models that have become available, the decision has been taken to bring the kit back with a level of extra casting detail that modellers now expect. There are also extra instructions detailing how legacy issues can be addressed with simple hand tools helping to get the best results from the kit's etched components.

Jim McGeown, of Connoisseur Models, also advises that the printed instruction booklets are available to view and download on his website (see address below) and suggests that downloading the instruction booklet will allow modellers to evaluate the kit and determine its suitability before purchase.

The kit is available 'postage free' direct from:

Connoisseur Models, 1 Newton Cottages, Nr Weobley, Herefordshire HR4 8QX.

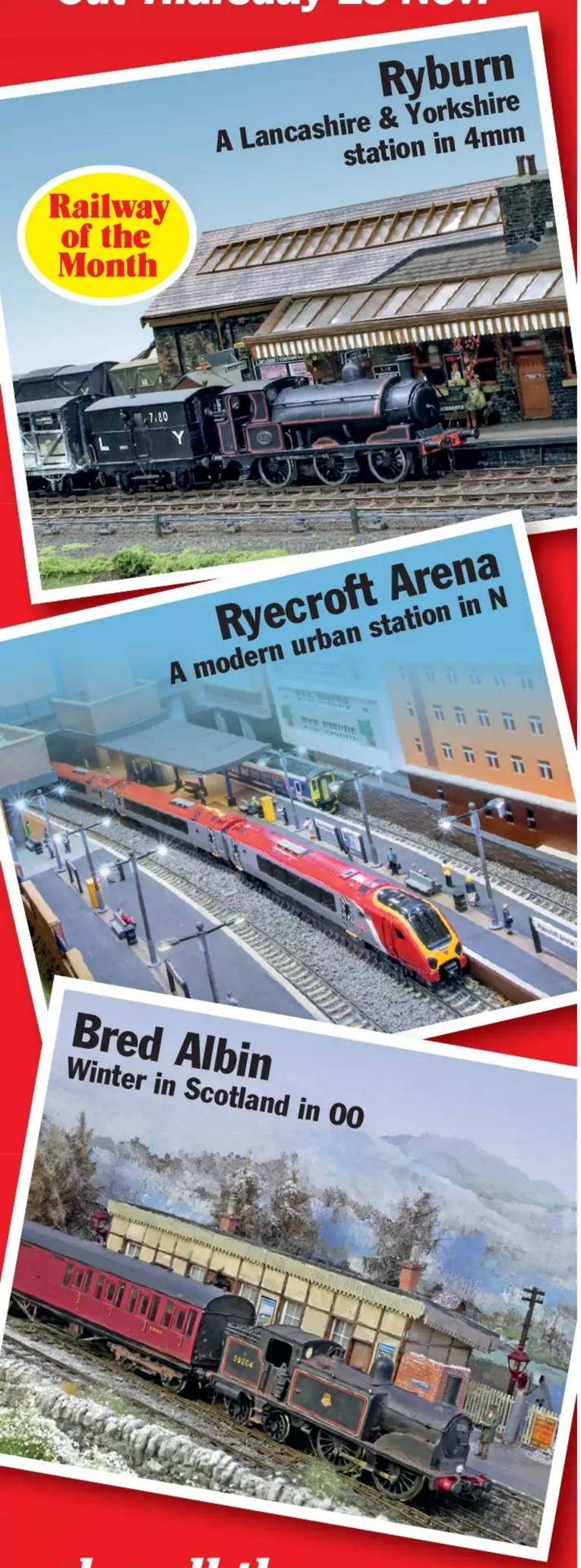
Telephone: 01544 318263.

www.jlmmcgeown.com

Coming next month

December 2025

Out Thursday 13 Nov.



plus all the regular features ...

SAVE 50p ON NEXT MONTH'S RM!
Use the coupon printed on p38a of this issue to save 50p on the cover price of the December 2025 edition of RAILWAY MODELLER, when purchased from a Peco stockist.

Heljan reveals new batch of Class 25s in O with 'one-off' variants

Heljan is producing a new batch of late body style Class 25s in O gauge (first reviewed in the January 2019 RM issue), including standard BR green and BR blue machines from the 1960s, 1970s and 1980s plus a selection of more unusual 'celebrity' examples.

In BR two-tone green there is No.D5243 with headcodes, and in BR blue there is 25 232, again with headcodes, while among the 'unusual' one-offs there is 25 912 *Tamworth Castle* in BR blue with yellow cab ends and sides, silver-painted roof and name in silver lettering.

Also being produced are 25 095 in mid-1980s BR blue with 'domino' headcodes and extra depot embellishments, and a late BR green survivor in the form of 25 102 with TOPS numbers and full yellow ends. Finally, for Scottish Region modellers there is a model of *ETHEL 2* – one of a trio of Class 25s converted into mobile train heating generators in the mid-1980s. However, purchasers should note that this model will be powered and fitted with lights as with the other Class 25s.

Heljan advises that in response to customer feedback, the latest Class 25 models have been upgraded to feature detailed authentic pattern wheelsets with drilled holes replacing the previous solid disc wheels. Headcode displays and decoration have also been improved. Other features include twin motor/flywheel drive; powered roof fan; cab interior detailing; wire handrails; etched metal grilles; bufferbeam, underframe and bogie detailing; sprung buffers; and sprung screw-link couplings.



Each version is to be produced in limited quantities at a price of £499.00 but can be pre-ordered now with delivery expected in spring 2026.

www.heljan.co.uk

KMRC exclusive Cornish mine engine house from Bachmann Scenecraft

Kernow Model Rail Centre has announced the release of a new exclusive model of a Cornish engine house in 4mm scale from Bachmann Scenecraft.

Cornish engine houses were the structures that housed the beam engines used in the county's tin and copper mines during the 18th and 19th centuries, following the invention of the atmospheric engine by Thomas Newcomen of Dartmouth in 1712. Built from local stone, they were essential for pumping water out of the deep shafts and lifting cassiterite, a tin oxide mineral ore, to the surface. Many engine houses survive today as ruins evoking the county's industrial heyday, particularly on the cliffsides at Botallack in West Cornwall, as immortalised in the recent TV adaptation of Winston Graham's *Poldark* novels.

However, such engines were not exclusive to the Duchy after which they were named, but were also built in other mining areas around the country and overseas where Cornish miners emigrated, including Peru, Australia, South Africa and the USA.



The ref.44-057Z Bachmann Scenecraft Cornish Pumping House and Chimney is exclusive to Kernow Model Rail Centre and is available to order now at an RRP of £99.99.

www.kernowmodelrailcentre.com

Footplate commissions Hawthorn Leslie 0-4-0ST in O from Dapol

Retailer Footplate has revealed an exclusive O gauge model it has commissioned from Dapol of the Hawthorn Leslie 0-4-0 saddle tank industrial locomotive. The model will feature a heavy die-cast compensated chassis, sprung axleboxes, and a powerful five-pole motor with flywheel.

The models will reproduce sprung and dumb buffer variants, different cab and chimney options, working firebox glow and prototypical three-link couplings.

The prototypes chosen are: Turners Asbestos No.2789 *Asbestos*; British Celanese Limited No.2491 *Henry*; No.3135 *Invincible* as preserved on the Isle of Wight Railway; Port of London Authority No.56; NCB Netherton No.2779 *Bedlington*; Newport Power Station No.3793 *Faraday*; an unlettered plain black-liveried version; Tyne Electric Supply Co. No.13; and Marston Breweries' *Marston Thompson & Evershed Ltd No.3*.

The models will be available exclusively from Footplate and Dapol, with pre-orders now open. Delivery is expected in late 2026.

www.footplate.co.uk
www.dapol.co.uk



Hawthorn Leslie 0-4-0ST with dumb buffers.



Marston Breweries livery.

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.

JANUARY 2026 issue deadline: NOVEMBER 1st

LIVE EVENTS

Saturday 11 October
ABBOTSKERSWELL, Devon
Organiser: South Devon Model Railway Society.
Venue: Church House, Slade Lane, Abbotskerswell, Devon TQ12 5NZ.
Open: 1000-1600
Admission: adults £2.00, children 50p, family £5.00. Proceeds to Church House Trustees.
Amenities: parking to be confirmed. Refreshments at Orchard Coffee & Crafts.
Features: Open Day: 0, 00 & N gauge layouts.
Email: southdevonmrs@hotmail.com
Website: www.sdmrs.org.uk

Saturday 11 October
WATFORD, Hertfordshire
Organiser: South-West Herts MRS.
Venue: St Peters Church Hall, Bushey Mill Lane, Watford WD24 7TF.
Open: 1000-1600
Admission: adults £4.00, up to two acpd U16s can enter free per adult.
Amenities: close to M1 Jct. 5 with A41. On-site parking. Wheelchair access. Refreshments.
Features: club layouts incl. brand new *Fudge Town* plus *Silverbury* (DCC), *Tedburn St Mary* and *Thomas Town* children's layout (all OO); *Dudley Frey* (N). Plus club members' layouts.
Contact: Michael Roualle, 07377 188329.
Email: Exhibition Manager Philip Chown via pc.SWHMRStr41n@gmail.com
Website: www.southwesthertsmrs.org.uk
Facebook: www.facebook.com/SouthWestHertsMRS/

Saturday 11 & Sunday 12 October
FARNHAM & DISTRICT 50TH EXHIBITION
ALDERSHOT, Hampshire
Organiser: Farnham & District MRC.
Venue: Alderwood Leisure Centre, Tongham Road, Aldershot, Hants GU12 4AS.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £12.00, children £3.00, family £26.00, including show guide.
Amenities: free parking. Wheelchair access. Catering from 0930 each day.
Features: 40 layouts incl. *Northport Quay* (7mm scale Irish broad gauge; *The Yard* (O/O-16.5); *Worton Court* (O-16.5); *Plumpton Green* (P4); *Cadhay Sidings, Llawryglyn* (EM); *Bigbury-on-Sea, Fence Houses NCB, Hazelbury Junction, Much Murkle, Tellindalloch, 200 Years of Railways display* (OO); *Clyre Valley Railway, Chwarel Tegid* (O09); *Neuburg Project* (HOm); *Ulvaryd Strand* (HOe); *North Quay, Port Jubilee, Rydes Vale, Tucking Mill & William Smith's Wharf* (2mm Finescale); *McDermot's Machinery* (N Finescale); *Ashfield, Brinklow, Charity Layout*, *Haxton Castle, Royal Albert Bridge, Smalldale Quarry* (N). Traders.
Email: exhibition@farnhammrc.org.uk
Website: www.farnhammrc.org.uk

Saturday 11 & Sunday 12 October
BARROW-IN-FURNESS, Cumbria
Organiser: Furness Model Railway Club.
Venue: Chetwynde School, Rating Lane, Barrow-in-Furness, Cumbria LA13 0NY.
Open: both days 1000-1700
Admission: adults £8.00, children £4.00 (card payments accepted).
Amenities: see website for details.
Features: new venue with layouts incl. *Chop It Up Lumber* (1/24th); *Arnside, Castle View, Coppell, Poulton-le-Fylde Junction, Sodor* (OO); *Saint Agur* (HO); *Cwm Hyfryd* (Nn3); *Nazareth Portland, Rycroft Arena* (N); *Tapton* (Z) plus demonstrations by Scottish Modellers, several traders, model boat and model engineering displays, Train Sim, miniature train rides & exhibits.
Contact: Exhibition Manager, 07764 273581.
Website: www.furnessmrc.com
Facebook: www.facebook.com/furnessmodelrailwayclub.fmrc

Saturday 11 & Sunday 12 October
BOURNEMOUTH, Dorset
Organiser: South Western Model Railway Club.
Venue: Bournemouth School for Girls, Castle Gate Close, Castle Lane West, Bournemouth BH8 9UJ.
Open: both days 1000-1600
Admission: adults £7.00, acpd U16s free.
Amenities: wheelchair-friendly venue.
Features: layouts incl. *Wedmore, Thiswaye* (O); *Upbeck St Mary* (EM); *Bosuns Wharf, Rodwell Lodge, Watershoot Bay* (OO); *Quarry Bank* (009); *Burnham-on-Sea* (2mm Finescale); *Hells Glen, Stafford Potteries* (N). Demo & trade stands.
Contact: Tim Drew, 07711 891118.
Email: tjdrew52@gmail.com
Facebook: www.facebook.com/southwesternmrc/

Saturday 11 & Sunday 12 October
KIRKBY IN ASHFIELD, Nottinghamshire
Organiser: Elizabethan Railway Society.
Venue: The Summit Centre, Lowmoor Road, Kirkby in Ashfield NG17 7LL.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: £5.00 (cash only). Acpd U16s free.
Amenities: free parking. Disabled access. Refreshments available.
Features: 10 layouts plus trade stands.
Contact: 07904 422812.
Email: ers-showmanager@talktalk.net
Website: www.elizabethanrailwaysociety.com
Facebook: www.facebook.com/groups/2103031423251526/?locale=en_GB

Saturday 11 & Sunday 12 October
WARLEY AT STATFOLD
TAMWORTH, Staffordshire
Organisers: Warley Model Railway Club & Statfold Country Park.
Venue: Statfold Country Park, Ashby Road, Tamworth, Staffs B79 0BU.
Open: both days 1000-1700
Admission: pre-booked tickets purchased online – adults £17.50, child/senior £15.00, carer £10.00, family £57.50. At the gate prices – adults £19.50, child/senior £17.00, carers (pre-notified) £12.00, family £65.50.
Amenities: site is off B5493 north of Tamworth with easy access from M42 Jct. 11. Free car parking. Free shuttle bus from Tamworth rail station to Statfold Country Park from 0930-1630. Full disabled access. Refreshments.
Features: layouts incl. *82G, Stodmarsh, The Henley-in-Arden Line* (O); *Gileston Light Railway* (O-16.5); *Backan Ford Tramway* (On30); *Mount Woodville Works* (P4); *Blicsdale, Bottom of the Barrel, Burton Leicester Junction, Children's Layout, Fairwood Junction, Funville, Helston, Minories, Northbridge, Layout with No Name, Trinity Dock Street Bridge, Welby Lane RTC, Wickham Market, Wardwood* (OO); *Upsan Down Tramway* (12mm gauge); *Tan y Bwlch* (009); *Kleine Albula* (HOm); *Gare Sainte Marie, Kaninchenbau* (HOe); *Nové Mesto na Nedostatku* (TT:120); *Oberdorf II* (Nm); *York* (2mm Finescale); *Alston, Burdock, Hawes Junction, Hapless Cement Works, Macclesfield Hibel Road* (N). Tech Zone demos, trade & society stands.
Contact: 01827 830389.
Email: query@warley-mrc.org.uk
Website: www.thewarleyshow.co.uk
Facebook: www.facebook.com/warleyatstatfold/

Saturday 11 & Sunday 12 October
62ND WAKEFIELD MODEL RAILWAY SHOW
WAKEFIELD, West Yorkshire
Organiser: Wakefield Railway Modellers' Society.
Venue: Queen Elizabeth Grammar School, Sports Hall, Northgate, Wakefield WF1 3QX.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £10.00, 2 children aged 12-17 can enter free with each paying adult. Unaccompanied young people (12-17) £2.00.
Amenities: car park. Wheelchair access. Catering.
Features: layouts incl. *Nafferton, Prime Cereals, White Rat Sidings* (O); *Boston and Frodsham, Chatsworth Road, Queens Road Sidings* (P4); *Hartley Bank Screens, Hudson Street* (EM); *Edenbridge, Inchyra Paper, Roydburn Mills, South Millfields, Stanley Ferry, Thomas* children's layout, *Trevago ECC* (OO); *Chicago 31st Street Yard, Gusslingen, Lacota Grain* (HO); *Kayeton* (N).
Email: committee@wakefieldrms.org
Website: www.wakefieldrms.org
Facebook: www.facebook.com/wakefieldrms/

Sunday 12 October
CLEVELAND, Yorkshire
Organiser: Cleveland Model Railway Club.
Venue: Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland TS12 2LQ.
Open: 1000-1600
Admission: adults £1.00, children 50p.
Amenities: free parking. Nearest bus stop on Arriva route No.5: 'Hollybush, Skelton'. Disabled access (except for mezzanine). Refreshments.
Features: open day: see the club's layouts in a relaxed atmosphere and chat with members.
Email: Clevelandmrc.publicity@gmail.com
Facebook: www.facebook.com/groups/clevelandmrc

Sunday 12 October
HEATH PARK, Cardiff
Organiser: Cardiff Model Engineering Society.
Venue: Heath Park Miniature Railway, King George V Drive East, Cardiff CF14 4AW.
Open: 1300-1700
Admission: £2.80 (card payment only), U4s free (must be acpd on rides). Service dogs only.
Amenities: refreshments, gift shop.
Features: miniature railways (steam and electric trams), model and garden railways.
Website: www.heathparkminiaturerailway.co.uk

Sunday 12 October
UFFCULME, Devon
Organiser: Culm Valley Model Railway Club.
Venue: Old Well Garden Centre, Waterloo Cross, Uffculme, Cullompton EX15 3ES.
Open: 1000-1600
Admission: free but donations welcome.
Amenities: garden centre with parking located close to Junction 27 of M5 just off A38. 'Railway Room' is adjacent to top car park.
Features: *Tiverton Junction* (30' long OO gauge model) and *Soldor*, home to a little blue engine, driven by visitors. Club layouts.
Website: www.cvmrc.weebly.com/tiverton-junction.html

Thursday 16 – Sunday 19 October
MIDLANDS MODEL ENGINEERING EXHIBITION
LEAMINGTON SPA, Warwickshire
Organiser: Meridienne Exhibitions Ltd.
Venue: Warwickshire Event Centre, near Leamington Spa – on the junction of the A425/B4455, visitor car park CV31 1FE.
Open: Thursday-Saturday 1000-1630
Sunday 1000-1600
Admission: adults £13.50, seniors (age 65-plus) £12.50, children (5-14) £5.00, U5s free. Tickets are valid for any one day and can be purchased in advance via website.
Amenities: free parking, shuttle bus from Leamington Spa railway station on Thursday only (charges apply). Restaurant & coffee shop.
Features: 35 clubs & societies displaying modelling skills. Plus 39 specialist trade suppliers. Society of Model & Experimental Engineers will give demonstrations covering lathe work, milling, Computer Aided Design, simple CNC machining and 3D printing. Competition and display entries.
Email: info@meridienneexhibitions.co.uk
Website: www.midlandsmodelengineering.co.uk
Facebook: www.facebook.com/MeridienneEx/

Friday 17 – Sunday 19 October
AUTUMN STEAM WEEKEND
BISHOPS LYDEARD, Taunton, Somerset
Organiser: Taunton Model Railway Group in conjunction with West Somerset Railway.
Venue: Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3RU.
Open: 1000-1600
Admission: small charge (note children must be accompanied).
Amenities: free parking. Refreshments.
Features: two finescale OO layouts, *Bath Green Park* and *Tamerig New* plus sales table.
Email: secretary.tmrg@hotmail.com
Website: www.tauntonmodelrailwaygroup.co.uk
Facebook: www.facebook.com/tauntonmodelrailwaygroup

Saturday 18 October
CHELMSFORD, Essex
Organiser: Chelmsford & District MRC.
Venue: St John Payne School, Patching Hall Lane, Chelmsford CM1 4BS.
Open: 1000-1600
Admission: adults £7.00, juniors (12-17 inclusive) £2.00.
Amenities: free car park. Disabled access. Bus routes Nos.C1 and 170 from Chelmsford bus station to Patching Hall Lane. Refreshments.
Features: 21 layouts in O, On30, OO, and HO plus traders and club stand.
Contact: use form on the club website.
Website: www.cdmrc.co.uk

Saturday 18 October
BECKENHAM MODEL RAILWAY SHOW 2025
FOREST HILL, South East London
Organiser: Beckenham & West Wickham Model Railway Club sponsored by Harrison Brown Models, Heritage in Motion and Invicta Model Rail.
Venue: Forest Hill Boys School, Dacres Road, Forest Hill, London SE23 2XN.
Open: 1000-1630
Admission: adults £10.00, acpd U16s free (card payment possible). Save £2.00 if purchasing tickets in advance via link on club website.
Amenities: free on-street parking. 15 mins' walk from Forest Hill and Sydenham rail stations. Bus No.75 from Lewisham and Catford stations to Sydenham, Penge East and West Croydon stations stops at Dacres Road. Fully accessible to hand-powered wheelchairs. Café and raffle.
Features: layouts incl. *Batcombe, Croxley Hall Depot, East Glasson Port Authority, East Highland Railway, Fareford East, Horton Common, Joganji Rover, London Road Sidings, Medway Quay, New Oak Lane, Newport Street, Nudge Nudge, Plugstreet, Rawdon West, San Telmo, Small N Working, Smithfield, Southwick, Steamtown, Templegate Wagon Works, The West Exchange Siding, Tramlink.* Demos. Trade & society stands.
Email: bwwmrc@me.com
Website: www.bwwmrc.co.uk
Facebook: www.facebook.com/Beckenhamandwestwickhammrc/

Saturday 18 October
ICKENHAM, West London
Organiser: Ickenham & District Society of Model Engineers.
Venue: Ickenham Village Hall, 33 Swakeleys Road UB10 8DG.
Open: 1000-1630
Admission: adults £3.00, children £1.00.
Amenities: disabled access. Refreshments.
Features: seven layouts on display.
Contact: use contact form on the website.
Website: www.idsme.co.uk
Facebook: www.facebook.com/IckenhamSME/

Saturday 18 October
SHOREHAM-BY-SEA, West Sussex
Organiser: West Sussex N Gauge MRC.
Venue: Shoreham Baptist Church, Western Rd, Shoreham-by-Sea, West Sussex BN43 5WD.
Open: 1000-1700
Admission: adults £5.00, acpd U15s free.
Amenities: refreshments available, hot lunches, sandwiches, cakes, etc.
Features: N gauge show with layouts including: *Benbridge, Hells Glen, Mini-Modules, Neustift, Thomas the Tank Soldor Station, West Sussex N Gauge Modular.* Club shop with large selection of pre-owned rolling stock and accessories.
Contact: 01403 266689.
Email: exhibitions@wsng.co.uk
Website: www.wsng.co.uk

Saturday 18 October
WELLINGBOROUGH, Northamptonshire
Organiser: Kingsway Model Railway Society.
Venue: Kingsway Centre, 130 Kingsway, Wellingborough NN8 2EN.
Open: 1000-1600
Admission: free.
Amenities: free car park with step-free access to the hall. Wellingborough rail station is 1.55 miles from venue. Refreshments.
Features: open day: club has two layouts: a fixed DCC OO layout in its railway room and a portable N layout. The OO layout is still a 'work in progress' and a large part can be switched between DCC or dc control. The N gauge layout can be operated using DCC or dc. Also two new exhibition layout projects, one in N, the other in OO finescale depicting Highley on the SVR. Group is always looking for new members.
Contact: visit Contacts page on website.
Website: www.kmrs.org.uk
Facebook: www.facebook.com/p/Kingsway-Model-Railway-Society-100089599261594/

Saturday 18 October
ANNUAL WINCHESTER AMERICAN & CONTINENTAL O GAUGE EXHIBITION
WINCHESTER, Hampshire
Organiser: Bevis King (who is taking over for the first time in 2025 as Alan Marlow is stepping down after five years of running the show).
Venue: Kings School, Romsey Road, Winchester, Hants SO22 5PN.
Open: 1000-1600
Admission: adults £8.00, children £2.00, family £12.00.
Amenities: cooked breakfasts.
Features: overseas layouts in scales 1:43 to 1:50 incl 2-rail and 3-rail O gauge and 7mm scale narrow gauges. Plus traders and new R-T-R Emporium. Visitors can bring their own stock to run on four-line test track (2-rail only).
Contact: Bevis King, 07889 461946.
Email: brwk@bevteccom.co.uk
Website: www.alan49.x10.mx/index1w.htm

Saturday 18 October
WOMBOURNE RAILEX
WOMBOURNE, nr Wolverhampton
Organiser: Midarc Promotions.
Venue: Wombourne Civic Centre, Gravel Hill, Wombourne WV5 9HA.
Open: 1000-1600
Admission: adults £8.00, U16s free.
Amenities: free car parking on site & nearby. Wheelchair access and facilities. Light refreshments available all day.
Features: layouts incl: *All White, Funville, Burford, Tan y Fron, Purves Halt, Hackworth (Jutland Street), Parracombe Road, Mewn Cof, Plas Brondanw, Emerald, Gare Sainte Marie, Carterton, Much Wittering, Sakura Densa, Dinosaur World, Halden Lane, Henley-in-Arden, Mushroom Farm, Small World, Project New Street*. Plus trade & society stands.
Contact: Bryan Shear, 07927 059930.
Email: midarc@hotmail.co.uk
Facebook: www.facebook.com/p/Wombourne-Model-Railway-Show-100080232878395/

Saturday 18 & Sunday 19 October
CAISTOR, Lincolnshire
Organiser: Caistor Model Railway Club.
Venue: Caistor Town Hall, High Street, Caistor, Lincolnshire LN7 6TJ.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £5.00, U16s £3.00.
Amenities: refreshments available plus tombola in aid of Caistor Food Bank.
Features: 12 layouts plus trade stands.
Contact: Graham Parkin, 07733 414866.
Facebook: www.facebook.com/groups/464928214440733/?locale=en_GB

Saturday 18 & Sunday 19 October
DUNDEE, Eastern Central Lowlands
Organiser: Dundee Model Railway Club.
Venue: The Ardler Community Complex, Turnberry Avenue, Dundee DD2 3TP.
Open: 1000-1630 both days
Admission: adults £6.00, children/concess £4.00, family (2+2) £14.00, acpd U5s free.
Amenities: free car park in East Scotscraig Lane. Venue is 2.7 miles from both Invergowrie and Dundee rail stations. Blue Badge parking and route to the entrance is accessible to wheelchairs with assistance. Café Ardler will be open.
Features: model displays in various scales.
Contact: 07497 919817.
Email: dundeemrc@outlook.com
Website: www.dundeemrc.uk
Facebook: www.facebook.com/DundeeModelRailwayClub/

Saturday 18 & Sunday 19 October
GREENOCK, Inverclyde
Organiser: Greenock & District MRC.
Venue: Lyle Kirk (Union Street Building), 31 Union Street, Greenock PA16 0TG.
Open: Saturday 1000-1700
Sunday 1200-1700
Admission: adults £6.00, children/concessions £5.00, family (2+2) £20.00.
Amenities: buffet with snacks, teas & coffees.
Features: layouts in various scales, including 009/00 layout *Minffordd* making its debut.
Email: info@greenockmrc.co.uk
Website: www.greenockmrc.co.uk
Facebook: www.facebook.com/p/Greenock-District-Model-Railway-Club-100064730287091/

Saturday 18 & Sunday 19 October
40TH UCKFIELD MODEL RAILWAY EXHIBITION & SCALEFOUR SOUTHEAST
UCKFIELD, East Sussex
Organiser: Uckfield Model Railway Club.
Venue: Uckfield Civic Centre, Civic Approach, Uckfield, East Sussex TN22 1AE.
Open: both days 1000-1700
Admission: adults £10.00, acpd children free (note: up to two children aged 5 to 15 inclusive will be admitted free if accompanied by a paying adult. Unaccompanied & additional children £5.00. Acpd U5s free). Admission on the door only – cash or card. A5 Exhibition Guide £1.00. Only assistance dogs are permitted in venue.
Amenities: free parking in adj. High Street car park and at rail station courtesy of APCOA and Network Rail. 5-minute walk from rail and bus stations. Easy wheelchair access. Periscopes offered for a £5 returnable deposit. Refreshments.
Features: layouts incl. *Ditchling Green* (O & O-16.5); *St Oswalds* (O-16.5); *East Lynn Quay* (S); *Flintfield*, *Fryers Lane, Laxfield, Pwllheli* (P4); *Janes' Creek* (EM); *Roman Road, Rye Sands, Sheep Dip, Shepherdswell EKR* (OO); *Devil's Bridge* (009); *Broken Creek* (HO USA); *Les Caves du Roy* (HO Lebanon); *Linfield* (3mm Finescale); *Callaton, Ley Hill, Mrs Wilberforce's Yard* (2mm Finescale), *Todmorden Midland* (N). Trade support.
Contact: Adrian Colenutt, 01903 745759.
Email: enquiries@uckfieldmrc.co.uk
Website: www.uckfieldmrc.co.uk
Facebook: www.facebook.com/UckfieldModelRailwayClub

Sunday 19 October
POOL, Redruth, Cornwall
Event: Cornwall Model Railway Exhibition.
Organiser: Cornwall O Gauge Group.
Venue: Carn Brea Leisure Centre, Station Road, Pool, Redruth, Cornwall TR15 3QS.
Open: 1000-1600
Admission: adults £7.00, family £10.00.
Amenities: free parking, wheelchair access, refreshments.
Features: 15 layouts, demos, trade stands.
Email: secretary@cornwall0gauge.org.uk
Website: www.cornwall0gauge.org.uk/site/

Sunday 19 October
POOLE, Dorset
Organiser: Poole & District Model Railway Society sponsored by Model Railway Solutions.
Venue: Corfe Hills School, Higher Blandford Road, Broadstone, Poole BH18 9BG.
Open: 1000-1630
Admission: adults £8.00, acpd U16s free (cash or card taken on the door).
Amenities: free car park. Wheelchair friendly venue. Light refreshments available.
Features: layouts incl. *Harlyn Pier* (O); *Alstone Quay, Gretton & Wenlock Rly* (O-16.5); *Cwm Caradoc, Express Daisy Sidings, Portskerra* (EM); *Beattock Summit, Children's Layout, Fence Houses, Millburn, Piddle Regis* (OO); *Red Hook Bay* (HO USA); *Shaftesbury Parkway* (N); *Lightening Ridge* (Z USA). Demos & trade stands.
Contact: Exhibition Managers Steve Cope or Derek Orchard via email address below.
Email: pdmrs.exhibition@yahoo.com
Website: www.pdmrs.com

Saturday 25 October
BIRMINGHAM, West Midlands
Organiser: Birmingham Model Railway Club.
Venue: Arden Hall, Water Orton Road, Castle Bromwich, Birmingham B36 9PB.
Open: 1000-1600
Admission: adults £6.00, acpd children free.
Amenities: venue has a large car park and local bus No.X12 stops outside, while bus No.X13, also serving the nearest railway station at West Orton, stops nearby within walking distance, as do buses Nos.71, 94 & 96. Refreshments available.
Features: around 18 layouts including: *Avonbridge* (O); *Evington St John, Hogsmead on Sodor, Welby Street* (OO); *St Clemente* (HO); *Sainte Marie* (HOe); *Lone Star* (OOO); *Brocolitia and Bearhunt, Gibben Quarry, Market End, Sugar Creek, Todmorden Midland* (N); *El Cremallera* (Nm); *Jones of Taunton* (moving bus layout). In addition, there will be a BMRC club information stall and around 11 trade stands.
Contact: Bob Brueton, 07766 923361.
Email: birminghammodelrailway@gmail.com
Website: www.birminghammodelrailway.co.uk
Facebook: www.facebook.com/groups/241148405415

Saturday 25 October
BRADFORD, West Yorkshire
Event: Tinplate Vintage & Live Steam Fair.
Organiser: Eccleshill Mechanics Institute.
Venue: Eccleshill Mechanics Institute, 93B Stone Hall Road, Town Centre, Bradford BD2 2EW.
Open: 1000-1600
Admission: charity event, with all proceeds going to the Eccleshill charity.
Amenities: free car park nearby. Commercial kitchen selling food and drinks all day.
Features: live steam railway models; tinplate Gauge 1 electric layout; Bassett-Lowke Northern electric O Gauge layout. Plus sales tables with vintage Bassett-Lowke, Leeds Model Company, Bonds and other vintage toys, or new O gauge electric locomotives and rolling stock.
Contact: to book sales table, call John, 07973 410342. Table £15.00 incl. sandwich & drink.
Email: john@jelmechanical.co.uk
Facebook: www.facebook.com/story.php?story_fbid=913207091009825&id=100069616260044

Saturday 25 October
COVENTRY, West Midlands
Event: COVGOG Open Day.
Organiser: Coventry & Warks O Gauge Modellers.
Venue: The Church of the Holy Cross, St Austell Road, Wyken, Coventry CV2 5AE.
Open: 1000-1500
Admission: free.
Amenities: refreshments available.
Features: club's full test track will be up and running, including a scenic section based on Water Orton station, so bring along stock to run. Also two layouts, demonstration on 3D printing, a bring and buy table, traders.
Contact: 02476 313221.
Email: clifton.p1@sky.com
Website: www.covgog.co.uk

Saturday 25 October
EXETER GARDEN RAILWAY SHOW
EXETER, Devon
Organiser: South Devon Garden Railway Group.
Venue: Matford Centre, Matford Park Road, Marsh Barton Industrial Estate, Exeter EX2 8FD.
Open: 1030-1630
Admission: adults £12.00, acpd U14s free.
Amenities: free parking & level access. Refreshments available.
Features: live steam & electric layouts incl. *Blackgang Amalgamated Railway*, Gauge 3 Society (Gauge 3); Devon Area G Scale, *Hambleden Valley, Whiteleaf Rack Railway* (G scale); Central Somerset & Two Moors Group, *Dreckly, Ffordd y Deryn*, Hampshire Area Group – 16mm Association, *Lyme Bay, Mwch Grumblyn, Phurcombe Hall & Phurcombe Hall Static* (16mm scale); *Morton Road* (Gauge 1); plus *Kinder Bahn 2* vintage Playmobil fun for children as well as Newton Abbot MES & Tiverton MES displays of miniature live steam locos, etc., and Westland & Yeovil MES display of locos in gauges 5" to 32mm. Trade stands.
Contact: 01548 550077.
Email: show.coordinator@sdgrg.org.uk
Website: www.exetergardenrailwayshow.com

Saturday 25 October
NARROW GAUGE NOW
MANSFIELD, Nottinghamshire
Organiser: East Midlands NG Modellers Group.
Venue: Portland College, Nottingham Road, Harlow Wood, Mansfield NG18 4TJ.
Open: 1000-1600
Admission: adults £10.00 (cash only), acpd children free.
Amenities: free car parking. Disabled friendly venue. Refreshments.
Features: 30-plus exhibits incl. *Melin Llechi* (SM32); *Penrhyn Quarries* (10mm scale on 16.5mm gauge); *Chesterfield Road, Whiteoak Light Railway* (O-16.5); *Jubilee Works* (O-14); *Bunkers Lane, Derwent Road* (09); *5.5mm Modular Group* (12mm gauge); *Bardsea Quay* (009/EM); *Angst-Lesspork, Blackmoor, Millthorpe, Nant Gwernol* (009). Demos, layout design clinic, trade stands.
Email: narrowgaugenow@hotmail.com
Website: www.narrowgaugenow.uk
Facebook: www.facebook.com/groups/3052081245086394

Saturday 25 October
WHITSTABLE, Kent
Organiser: East Kent Model Railway Society (Whitstable).
Venue: Swalecliffe & Chestfield Community Centre, 19 St John's Road, Swalecliffe, Whitstable, Kent CT5 2QU.
Open: 1000-1600
Admission: adults £5.00, acpd U16s free.
Amenities: free parking on roads. Venue is a short walk from Chestfield & Swalecliffe station and Stagecoach East Kent buses stop outside.
Features: layouts incl. Paul Edwards' *Swanage*; Stuart Addison's *London Underground and Trams Layout*; and Martin Barnard's *Broomfield Pond*, plus a kit-building demo & trade stands.
Contact: Nick Evans, 07743 704547.
Email: nickevanscomms@sky.com
Facebook: www.facebook.com/EKMRSWhitstable/

Saturday 25 & Sunday 26 October
ABERDEEN, North East Scotland
Organiser: Aberdeen Model Railway Club.
Venue: Curl Aberdeen, Eday Walk, Aberdeen, Aberdeenshire AB15 6LN.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £8.00, children £4.00, family £20.00.
Amenities: free parking. Buses pass venue along the Lang Stracht from the city centre.
Features: layouts in a variety of scales and gauges plus traders & society stands.
Contact: 07768 266444.
Email: Info@aberdeenmrc.co.uk
Facebook: www.facebook.com/AberdeenModelRailwayClub/

Saturday 25 & Sunday 26 October
FESTIVAL OF STEAM & PETE WATERMAN'S RECORD-BREAKING *MAKING TRACKS*
ABERYSTWYTH, Ceredigion

Organiser: Vale of Rheidol Railway.
Venue: Vale of Rheidol Railway, Park Avenue, Aberystwyth, Ceredigion SY23 1PG.
Open: check railway website for details.
Admission: for train fares visit VORR website, where it is also possible to book hourly time slots between 1000 & 1600, on dates from Saturday 25 October through to Sunday 2 November, for viewing *Making Tracks* layout at added cost of adults £10.00, children (3-15) £5.00.
Amenities: railway car park (charges apply) is off Park Avenue/Boulevard St Brieuc. A path connects VORR station with Cambrian Coast Line & bus stations. For accessibility arrangements see website. Café at Aberystwyth.
Features: marking Railway 200, VORR will showcase its steam locos and museum. Plus Pete Waterman's Guinness World Record-breaking 208'-long portable *Making Tracks* layout will go on display until Sunday 2 November with rolling stock from the steam age to modern era, and under supervision the public can use tablets to control trains. As evening falls, the line will also adopt a Hallowe'en atmosphere. A narrow gauge display will showcase Welsh railway history, and models and scenic materials suppliers will be on hand to share insights.
Contact: 01970 625819.
Email: info@vor.wales
Website: https://vor.wales
Facebook: www.facebook.com/rheidolrailway/

Saturday 25 & Sunday 26 October
CHELTENHAM, Gloucestershire
Organiser: Cheltenham GW Modellers Group.
Venue: St Margaret's Hall, Coniston Road, Off Windermere Road, Hatherley, Cheltenham, Glos GL51 3NU.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £6.00, children £2.00, family (2+2) £12.00. Note: cash only. Event is raising funds for Cheltenham Cobalt Unit.
Amenities: bus route D runs from the town centre and railway station to Windermere Road. Disabled access. Refreshments.
Features: layouts incl. *Snowdon NWNGR* (8mm scale/1:38); *Hanbig Sidings* (O); *Bond Lane, Portskerra* (EM); *Aimford End, Bristol St Philips, Honeycombe Leaze, Melton Park Crossing, St Luke's Road, Thomas drive yourself layout* (OO); *Bruckless, Co. Donegal* (OOn3); *Morley* (OO9); *Binegar* (N). Model road vehicles. Trade stands.
Contact: Mike Walker, 01242 517788.
Website: www.cheltmodrail.org.uk
Facebook: www.facebook.com/p/Cheltenham-Great-Western-Modellers-Group-100067525716491/

Saturday 25 & Sunday 26 October
CREWE, Cheshire
Organiser: Modern Image O Gauge.
Venue: Crewe Heritage Centre, Vernon Way, Crewe, Cheshire CW1 2DB.
Open: Saturday 1000-1600
Sunday 1000-1530
Admission: adults £10.00, U15s free with accompanying adult or £5.00 unacpd.
Amenities: free shuttle bus from Crewe station.
Features: layouts and traders, heritage centre, main line locomotives, silent auction in aid of Prostate Cancer UK.
Website: www.modernimageogauge.co.uk

Saturday 25 & Sunday 26 October
GREAT BRITISH MODEL RAILWAY SHOW GAYDON, Warwickshire
Organiser: Publishing Works.
Venue: British Motor Museum, Banbury Road, Gaydon, Warwickshire CV35 0BJ.
Open: Saturday 0930-1700
Sunday 0930-1600
Admission: model show only tickets in advance: adults £14.00, children £7.00; show & museum inclusive advance tickets: adults £17.00, children £9.00. On the day model show only tickets: adults £16.00, children £8.00; on the day show & museum inclusive tickets: adults £20.00, children £10.00. For concession and family ticket prices see website. U5s free in all cases.
Amenities: venue is adjacent to M40 Jct 12 and has free parking. Free bus from Leamington Spa rail station on Saturday only. Fully accessible venue with restaurant/café.
Features: 36 layouts, incl: *Hill Farm & Morton Yard, Live Steam 16mm Modular Layout* (SM32); *Roche Junction* (G scale); *Andrews Yard, Burlish Road, Charnwood Forest, Kimble, Norman Colliery, Stodden Hundred Light Railway* (O); *Blackhawk House* (On30); *Market Bosworth* (P4); *Arrowmouth, Bad Loads, Daisy Lane, Holly Park, Live Steam Roadshow, Middleton Central, The Shunter's Challenge, Trains of Yesteryear, Trawsfynydd Branch, Tri-ang Minic Motorway* (OO); Bachmann Europe *Thomas & Friends* (OO & OO9); Hornby Hobbies *Multitrack* (OO & TT:120); *Fort Whiting, Hergest, Richard Wallace Layout, Ryders Green Wharf, Tan y Bwlch* (OO9); *Megsdorf* (HO); *Hanton Tarrant* (TT, 3mm scale); *Church Hill Station, Tolmanthorpe* (TT:120); *Brunel's Quay Lostwithiel, Edrom, Market End, Nine Mills* (N). Also demonstrations plus 30-plus traders & society stands.
Contact: Publishing Works, 01507 524496.
Website: https://gbmrs.com
Facebook: www.facebook.com/GBMRShow/

Saturday 25 & Sunday 26 October
LEEDS, West Yorkshire
Organiser: Leeds Model Railway Society.
Venue: The Grammar School at Leeds, Alwoodley Gates, Harrogate Road, Leeds LS17 9NA.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £10.00, acpd U16s free.
Amenities: ample free parking. Lunches and refreshments available.
Features: 20-plus layouts incl. *Chesters Yard, Arcadia Pennsylvania, Schnapsidee* (O); *Halifax King Cross* (P4); *High Peak Stone, Hartley Bank Screens, Hudson Street* (EM); *Wentworth Junction, Oakdale, Taylor Made Waste, Pennhelen Cove, South Millfields, Boomerang Lane, Two Goods, TGB Metals, Somers Spur, Remember Tri-ang* (OO); *Pine River* (HO); *Bluish TT* (TT:120); *Chipping Norton, Modbury* (2mm Finescale).
Contact: John Aldrick, 07771 691820.
Website: www.leedsmrs.org
Facebook: www.facebook.com/Leedsmodelrailwaysociety

Saturday 25 & Sunday 26 October
STOCKPORT, Greater Manchester
Organiser: Hazel Grove & District MRS.
Venue: Woodford (War Memorial) Community Centre, Chester Rd, Woodford, Stockport SK7 1PS.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £7.00, acpd children free to a max of two, otherwise children £3.00.
Amenities: free parking. Courtesy bus from Hazel Grove station (see website). Service bus Stagecoach 42B runs from Manchester through Parrs Wood, Cheadle and Bramhall to event. Refreshments available.
Features: club & visiting layouts. Trade stands.
Email: contact@hgdmrs.org.uk
Website: www.hgdmrs.org.uk
Facebook: www.facebook.com/HazelGroveRailwayModellers/

Saturday 25 & Sunday 26 October
RAIL-EX TAUNTON 2025
TAUNTON, Somerset
Organiser: Somerset Railway Modellers Club.
Venue: Taunton School, Staplegrove Road, Taunton TA2 6AD.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £15.00, concessions £13.00, U16s free.
Amenities: free on-site parking, level access & restaurant catering.
Features: 35 layouts incl. *Bradstock Loco, Castlebanks 77, Holmeshurst, Love Lane Stabling Point* (O); *Harton Gill* (P4); *Carterton, Llandyfai, Overlord, Rosebury Goods, Rush Green Colliery, West Harkenback* (OO); *Beat the Drum & The Shed, Feòrag* (OO9); *Central Alonzo, Klapping* (HO); *Kleine Albula* (HOm); *Cwm Bach & Llados Halt, Kings Park, Penworth, Westwick* (N). Trade stands.
Contact: Tony Ingalls, club secretary by email.
Email: ingall@btinternet.com
Website: www.railextaunton.uk
Facebook: www.facebook.com/RAILEXTAUNTON

Sunday 26 October
KIDDERMINSTER, Worcestershire
Organiser: Wyre Forest Model Railway Club.
Venue: Club Rooms, First Floor, 101 Comberton Hill, Kidderminster DY10 1QH.
Open: 1100-1600
Admission: free, but donations appreciated.
Amenities: light refreshments available.
Features: club open day with models including a junior layout and new O gauge layout. DCC and dc test tracks in N/OO available for visitors to use plus second-hand stall.
Contact: David Rook, 01902 843760.
Website: www.wyreforestmrc.com

Sunday 26 October
REEPHAM, Norfolk
Event: Whitwell & Reepham Railway O Gauge Day.
Organiser: Whitwell & Reepham Railway.
Venue: The Sidings Function Room, Whitwell & Reepham Station, Norwich, Norfolk NR10 4GA.
Open: 1030-1630
Admission: adults £3.00, U16s free.
Amenities: disabled access. Food & drink available from the regular weekend Sidings menu.
Features: 7mm scale layouts plus trade support and Norfolk Mardlers demonstrating kit-building skills. Brake van rides on standard gauge railway. 7¼" gauge Top Field Light Railway will hold Driver for a Fiver experiences.
Email: robertewles79@gmail.com
Website: https://whitwellstation.com
Facebook: www.facebook.com/WhitwellAndReephamRailway/

Sunday 26 October
UFFCULME, Devon
Organiser: Culm Valley Model Railway Club.
Venue: Old Well Garden Centre, Waterloo Cross, Uffculme, Cullompton EX15 3ES.
Open: 1000-1600
Admission: Free but donations welcome.
Amenities: garden centre with parking located close to Junction 27 of M5 just off A38. 'Railway Room' is adjacent to top car park.
Features: *Tiverton Junction* (30' long OO gauge model) and *Soldor*, home to a little blue engine, driven by visitors. Club layouts.
Website: www.cvmrc.weebly.com/tiverton-junction.html

Sunday 26 October
WIMBORNE, Dorset
Event: Annual O Gauge Model Railway Exhibition.
Organiser: Central Southern Gauge O Group.
Venue: Allendale Centre, Hanham Road, Wimborne Minster, Dorset BH21 1AS.
Open: 1000-1600
Admission: adults £7.00, acpd children free.
Amenities: pay & display parking.
Wheelchair access. Restaurant.
Features: finescale O gauge and 7mm scale narrow gauge layouts, plus other 7mm scale displays and fine and coarse scale test tracks with dc & DCC operation. Trade stands.
Email: csgog@outlook.com
Website: www.csg0g.org

Saturday 1 November
BLACKHEATH, West Midlands
Organiser: St Pauls Church, Blackheath.
Venue: St Pauls Church Hall, Vicarage Road, Blackheath, West Midlands B62 8HX.
Open: 1000-1600
Admission: adults £6.00, children £4.00, family £13.00. Proceeds to work of the church.
Amenities: some on-site parking plus street parking or 2 hours' free parking at a local Sainsbury's store. Good local train & bus services with Rowley Regis rail station a quarter of a mile away and bus stops served by bus No.X8 and others close by. Wheelchair access & disabled toilets. Hot & cold catering.
Features: 16 layouts & many trade stands.
Contact: 07854 376561.

Saturday 1 November
CRAWLEY, West Sussex
Organiser: Seaboard Southern Model Railroad Group.
Venue: Hut 13, Tilgate Park Recreation Centre, Tilgate Drive (off Brighton Road), Crawley RH10 5PH.
Open: 1000-1600
Admission: free entry.
Amenities: just 2 minutes from M23 Jct.11, follow the A23 (Brighton Road) towards Crawley. Just after half a mile, turn right at the traffic lights into the K2 Sports Centre (for further directions see 'Open Days' section on the club website). Free parking. Good disabled access (help available as one step to climb). Refreshments.
Features: open day: one large twin level HO layout (DCC) and N gauge layout operating trains. Visitors may run their own DCC locos and trains. Club members will be on hand to discuss existing and future plans incorporating continental mid-week club evening. New members welcome. If you wish to attend please contact the club secretary via secretary@seaboard-southern.org.uk
Contact: Malcolm Dickie (Secretary), 07915 068816.
Email: Malcolm.g.dickie@gmail.com
Website: www.seaboard-southern.org.uk
Facebook: www.facebook.com/seaboardsouthern/

Saturday 1 November
HIGHBRIDGE, Somerset
Event: 15th Vintage Hornby Train Show.
Organiser: Bristol & Somerset Group, HRCA.
Venue: The King Alfred School, Burnham Road, Highbridge, Somerset TA9 3EE.
Open: 1000-1600
Admission: adults £5.00 (cash only), acpd children free.
Amenities: free car parking. Level site which is wheelchair-friendly. Refreshments.
Features: Hornby Dublo three rail & two rail layouts, plus vintage O gauge tinplate clockwork and electric from Hornby and other makes. Trade stands with new and pre-owned.
Email: mikebarton918@btinternet.com
Website: www.somersethrca.org.uk
Facebook: www.facebook.com/p/The-Hornby-Railway-Collectors-Association-HRCA-100064472451391/?locale=en_GB

Saturday 1 November
NEWBURY, Berkshire
Organiser: Newbury Model Railway Club.
Venue: St Bartholomew's School, Buckingham Road, Newbury, Berkshire RG14 6JP.
Open: 1000-1630
Admission: adults £8.00, children £4.00, family £20.00.
Amenities: venue has free parking and is wheelchair-friendly. Refreshments.
Features: 15 layouts incl: *Chalfont* (Gauge 3); *Mamhead* (O); *Stonethwaite & Bainrigg* (0-16.5/NG7); *Minories, Sheepcroft* (EM); *Liverpool To Manchester: Edge Hill, Much Murkle, Penmawr, Sproston Green TMD* (OO); *Mynydd y Ddraig, Trebach* (OO9); *Bovington Junction, Ludlow, Meldon West* (N); plus demos & trade stands.
Contact: Paul Leonard, 07590 429643.
Website: www.newburymrc.co.uk
Facebook: www.facebook.com/p/Newbury-Model-Railway-Club-100090699515494/

Saturday 1 November
INDUSTRIAL & NARROW GAUGE MODEL RAILWAY EXHIBITION
RUGBY, Warwickshire
Organiser: Heart of England NG Modellers.
Venue: Rugby Indian Association, Edward Street, Rugby CV21 2EZ.
Open: 1000-1530
Admission: adults £5.00, U16s free.
Amenities: free parking. Refreshments.
Features: layouts in gauges from SM32 to OO9, incl: *G45 & SM32 Test Track, Hill Farm, Morton Yard* (SM32); *Justin's Yard* (O); *Clifton Brook, Club Modules, Melinau'r Abaty* (NG7/O-16.5); *Hilten Junction* (OO & OO9); *Amery Quarry, Blackmoor Gate, Box Quarry, High Lodge, Morton Hill, Pine Twist, Quarry End, Scrapton* (OO9); *Cafe Tramhalte De Komp* (HOe); plus Coventry Model Railway Club display, Industrial Railway Society stand & trade support.
Email: exhibition@hoengm.co.uk
Website: www.hoengm.co.uk
Instagram: heartofenglandnarrowgauge

Saturday 1 November
SHEFFIELD, South Yorkshire
Organiser: Sheffield Model Railway Enthusiasts.
Venue: Carterknowle Methodist Church,

Edgedale Road, Sheffield S7 2BQ.
Open: 1000-1630
Admission: adults £3.00, acpd children free.
Amenities: bus Nos.97 and 98 (to Totley), No.75 (to Jordanthorpe), and Nos.76 & 87 (to Low Edges) all stop on Abbeydale Road immediately opposite the church. Most layouts will be in an accessible ground floor hall but there will be only stairs access to first floor clubrooms. Refreshments available.
Features: 7-plus layouts & club sales stand.
Contact: use contact form on group website.
Website:
www.sheffieldmodelrailwayenthusiasts.com
Facebook: www.facebook.com/p/Sheffield-Model-Railway-Enthusiasts-100071365631536/

Saturday 1 November
WESTBURY, Wiltshire
Organiser: West Wilts Gauge O Group.
Venue: Paragon Hall, Westbury Labour Club, Haynes Road, Westbury, Wiltshire BA13 3HA.
Open: 1000-1600
Admission: adult £6.00, concess & GOG members £5.00, children £2.00, family 2+2 £12.00.
Amenities: adjacent pay & display car park in central location.
Features: layouts in O gauge fine scale, O gauge vintage, Hornby OO vintage, Test Tracks in O & OO, plus layouts in 7mm NG, 009, HO European & American and N, plus Scalextric slot car racing, traders and bring & buy.
Contact: Barrie, 07870 515807.
Email: wwgogsec@gmail.com
Website: www.wwg0g.co.uk

Saturday 1 & Sunday 2 November
CARDIFF, South Glamorgan
Organiser: Cardiff Model Railway Show team.
Venue: Sophia Walk, Pontcanna, Cardiff CF11 9XR.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £10.00, U15s free. Tickets can be bought in advance via website.
Amenities: hot & cold refreshments. Raffle.
Features: layouts in major scales, demonstrations and trade & society stands.
Email:
enquiries@cardiffmodelrailwayshow.co.uk
Website: www.cardiffmodelrailwayshow.co.uk
Facebook: www.facebook.com/Cardiffmodelshow/

Saturday 1 & Sunday 2 November
ELGIN, Moray, Scotland
Organiser: Elgin Model Railway Club.
Venue: Moray Sports Centre, Linkwood Road, Elgin IV30 8AR, Scotland.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £8.00, children £4.00, family (max 2+2) £20.00, U5s free.
Amenities: free parking. Bus Nos.33A or 33C run to venue from Elgin bus & rail stations. Venue has disabled access. Refreshments.
Features: layouts incl: *Ashgrove Sidings, Dhunnaemare, Dava Project, Strathpeffer Station, Bata Dubh, Lineside T-Trak, Rainhill 200, Dunallander, Nanjai Eki, The American Railroad, Thomas* plus more. Also other modelling & hobbies – Kennedy Trust, Aircraft Models, Kinloss & Forres Model Club, Military Modelling, 009 Society, Moray Meccano Modellers, Trucks & Transportation, Model Engineering, Culbin Model Club, Aberdeen Modellers Society, 2mm Scale Society, Swedish Air Force Models, Elgin Wargames Group. Plus trade stands.
Email: enquiries@elginmodelrailwayclub.co.uk
Website: https://elginmodelrailwayclub.co.uk
Facebook: www.facebook.com/ElginModelRailwayClub?ref=embed_page

Saturday 1 & Sunday 2 November
NEWPORT, Isle of Wight
Organiser: Wight Model Railway Group.
Venue: Medina Leisure Centre, Fairlee Road, Newport, Isle of Wight PO30 2DX.
Open: 1000-1600 both days
Admission: adults £6.00, acpd U16s free.
Amenities: on Southern Vectis bus routes 5 Newport-East Cowes and 9 Newport-Ryde [via Fairlee]. Refreshments by the Pullman Belles.
Features: local & visiting layouts from N to Gauge 1, static exhibits, traders and club stall.
Facebook: WMRG [Wight Model Railway Group]

Saturday 1 & Sunday 2 November
50TH GRAVESEND MODEL RAILWAY SHOW
NORTHFLEET, Kent
Organiser: Gravesend Railway Enthusiasts Society (GRES).
Venue: Northfleet School For Girls, Hall Road, Northfleet, Kent DA11 8AQ.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £6.00, acpd U16s free (payment by cash or card but not American Express).
Amenities: venue is near A2 & Bluewater with free parking, and linked by local buses to Gravesend and Ebbsfleet. Fully accessible. Hot & cold food & drinks, plus Sunday roast dinners.
Features: new, larger venue with around 20 layouts, incl: *Folly Lane, Newchapel Junction, St Paddy, Gravesend West* and children's layout *Windmill Hill*, plus as this is the 50th society exhibition, there will be a special GRES-branded wagon on sale. Demonstrators & trade stands.
Contact: George Marcar, 07821 254232.
Website: www.gres.org.uk
Facebook: www.facebook.com/people/GRES-Gravesend-Railway-Enthusiasts-Society/61552508150631/

Saturday 1 & Sunday 2 November
ROCHDALE, Greater Manchester
Organiser: Heywood Model Railway Group.
Venue: Masonic Hall Ballroom, 1 Richard St, Rochdale OL11 1DU.
Open: both days 1000-1700
Admission: adults £5.00, children £3.00, family (2+up to 3) £10.00.
Amenities: on-site and nearby parking. Bus and Metrolink stops & railway station nearby. Wheelchair access. Refreshments.
Features: 12-plus layouts incl: *G Gauge Isle of Man* (45mm); *Copley Beck Shed* (O); *Hemsby Wharf* (09); *Knapford Thomas layout, Mortimer, Rockport* (OO); *Who'd a' Thout It* (Dublo 3-rail); *Winterman's Lane* (vintage Tri-ang OO); *Erwood* (OO & 009); *Dreamland* tram layout, *Hafen Autenbach*, *Whispering Hollow USA* (HO); *Stamford East* (N). Trade & society stands.
Email: phil.delnon@myphone.coop
Website: https://www.hmrg.net/

Saturday 1 & Sunday 2 November
SPALDING MODEL RAILWAY EXHIBITION
SPALDING, Lincolnshire
Organiser: Spalding Model Railway Club.
Venue: Springfields Events Centre, Camel Gate, Spalding PE12 6ET.
Open: Saturday 1000-1700
Sunday 1000-1630
(0930 entry for advance ticket holders plus disabled visitors and wheelchair users).
Admission: adult advance tickets £11.00 (see www.spaldingmrc.co.uk); adult on the day tickets £12.00. Acpd juniors (5-16) £1.00 in both cases, U5s free. Free show guide included.
Amenities: venue is next to Springfields shopping outlet, just off the A16 & A151 roundabout north-east of the town centre. Free parking. By rail, Saturday-only hourly service runs between Lincoln & Peterborough calling at Spalding (see www.eastmidlandsrailway.co.uk) – from station, cross road and walk past Sainsbury's to bus station next to car park. From bus station, No.505 bus runs Spalding-Kings Lynn, calling at Springfields. Venue has a restaurant.
Features: layouts incl: *Frittenden Road, Shagbats, Warren Hill, Wolfe Lowe* (O); *SMRC WIP Layout* (O-16.5/NG7); *Blakey Rigg* (S); *Amberdale, Brief Encounter Monochrome, Clayton End Signalmen, Deeping Road MPD, Fen Marsh Depot, Kimbolton* (featured in this RM issue on p886-890), *Lower Hanworth*, *Mill Road Trams, Natford PMD*, *Providence Colliery, Sanside Quarry, Welby Lane RTC* (OO); Whaplode Vintage Train Group (OO 3-rail); *Lower Hanworth* (OO & 009); *Glenties* (Irish OOn3); *Pentrefan, Porthllecen, Sanside Quarry* (009); *Mauch Chunk* (Pennsylvania USA HO); *Donnersbachkogel* (Austrian HO & HOe); *Kaninchenbau* (Alpine HOe); *Uppingham* (3mm scale); *Amberton Vale, Corsham, Just Four, Mackenzieville Yard & Glendale Junction, Woodhead* (N). Skills demos & trade stands.
Contact: see contact page on club website.
Website: www.spaldingmrc.co.uk

Saturday 1 & Sunday 2 November
WEYMOUTH, Dorset
Organiser: Weymouth Model Railway Association.
Venue: Weymouth College, Cranford Avenue, Weymouth DT4 7LQ.
Open: Saturday 1000-1630
Sunday 1000-1600
Admission: adults £7.00, children £2.00, family £15.00.
Amenities: free parking & good transport links as venue is 20 mins' walk from Weymouth rail station & is served by Stagecoach, First Group 7 Dalmory bus Nos.2, 4, 10, X12, X51 & X54. Good access for all & full catering throughout.
Features: 30-plus layouts, demos & stands.
Website: www.weymouth-model-railways.org.uk

Sunday 2 November
HUDDERSFIELD, West Yorkshire
Organiser: Huddersfield Railway Modellers.
Venue: Unit 13A Bath Mills, Albert Street, Lockwood, Huddersfield HD1 3PY.
Open: 1000-1600
Admission: free.
Amenities: venue has full disabled access. Refreshments & tombola.
Features: open day: layouts incl *Porthmadoc* (16mm live steam); *Moorbrook Junction* (O gauge dc & DCC); *Skelthwaite* (4mm DCC) & *Wellington Road* (4mm finescale dc). Second-hand stall.
Contact: James Porter, 07516 456312.
Email: info@huddersfieldrm.co.uk
Website: www.huddersfieldrm.co.uk
Facebook: www.facebook.com/groups/771044219628322

Sunday 2 November
NORMANDY, Surrey
Event: GOGG Autumn Open Day.
Organiser: Guildford O Gauge Group (GOGG).
Venue: Normandy Village Hall, Manor Fruit Farm, Glaziers Lane, Normandy GU3 2DD (4 miles west of Guildford).
Open: 1000-1600
Admission: adults £5.00.
Amenities: ample free parking.
Features: open day at club centre with 5 layouts and 10 traders. *Normandy Junction* layout will be running a good selection of full length O gauge trains and the club test track is available for visitors to run their own stock if required. Three other layouts and a bring and buy stall.
Email: ron1patterson@yahoo.co.uk
Website: www.gogg.co.uk/opendays.html
Facebook: www.facebook.com/groups/325807073206930

Saturday 8 November
MICRO NORTH
DARLINGTON, County Durham
Organiser: Darlington Model Railway Club.
Venue: Hopetown, Darlington DL3 6SW.
Open: 1000-1700
Admission: adults £7.00, U16s free.
Amenities: parking is in Skerne Bridge Car Park on John Street (fees payable). North Road (Darlington) rail station is adjacent & frequent buses from town centre. See Hopetown website for accessibility info.
Features: show of micro layouts & traders.
Contact: 07762 772719.
Email: info@DarlingtonMRC.co.uk
Facebook: www.facebook.com/p/Darlington-Model-Railway-Club-100041630905166/

Saturday 8 November
HUTTON CRANSWICK, East Yorkshire
Organiser: Foreman's Garage Showroom
Venue: Foreman's Garage Showroom, Main Street, Hutton Cranswick, Driffield, East Yorkshire YO25 9QY.
Open: 1000-1700
Admission: £4.00 per person.
Amenities: unrestricted parking locally. Showroom is conveniently located beside the village station on the Yorkshire Coast Line, providing easy access for those exploring this attractive stretch of railway. Hot refreshments.
Features: seven layouts, incl. Hull Group's *Millicent Street* (O). This is the third model railway show to be held at this venue. Catering provided by Janet Foreman, proprietor of the garage, whose charity, the village fete fund, will benefit.
Contact: 01377 270565.
Email: yorkshire.wellies@btinternet.com

Saturday 8 November
RAILWAY STUDIES & MODELLERS SHOW
NEWTON ABBOT, Devon
Organiser: The Railway Studies Collection.
Venue: Passmore Edwards Centre, Market Street, Newton Abbot TQ12 2RJ.
Open: 1000-1600
Admission: by donation (suggested £5.00) to support the preservation and continued development of the Railway Studies Collection.
Amenities: paid parking is nearby. Venue is 20 mins' walk from Newton Abbot rail station & 5 mins' walk from bus station. Event is held throughout the library, including the first floor with stairs or lift access. Refreshments available at on-site The Owl & The Pussycat Coffee House.
Features: third bi-annual show taking place at the home of the Railway Studies Collection, with layouts in a variety of gauges, including: South Devon Garden Railway Group's *Budley Bay – Electric* (G); *Dungeness Daydreaming Micro-Layout* (1:22 scale); *Ashmouth, Central Depot*, South Devon Model Railway Society's *Kingdoms Crossing*, *Oswestry Road*, *Teigncombe* (OO); *GLB Bitterfeld, Dugelsbach* (HO); *Moor Boxes* (N); plus Dartmoor 009 Railway Group's *Devonmoor* – new modules depicting narrow gauge railways around the UK. Also traders, exhibitors and family-friendly activities. Plus displays from the collection, which was instigated by David St John Thomas, of David and Charles Publishers and is believed to be one of the largest collections of its type outside the NRM at York. It has material of interest to railway & social historians, writers & modellers.
Contact: Railway Studies Collection or Newton Abbot Library, 01626 886223.
Email:
railwaystudies.library@librariesunlimited.org.uk
Website: www.railwaystudies.org.uk
Facebook: www.facebook.com/RailwayStudies/

Saturday 8 November
SOLIHULL, West Midlands
Organiser: Solihull Model Railway Circle in association with St Marys Church Hall and 3rd Solihull St Mary Scout Hall.
Venue: St Marys Church Hall, Hobs Meadow, Solihull, West Midlands B92 8PN.
Open: 1000-1630
Admission: adults £5.00, children £3.00, family (2+2) £15.00.
Amenities: venue is 15 mins from M42 Jct.6 and has free parking. Bus No.72 to Hobs Moat Road stops in front of the nearby ice rink; bus No.A45 stops at nearby Wheatsheaf; bus Nos. 60, X1, X2 stop in Coventry Road – for info call Network West Midlands on 0871 200 2233.
Features: layouts including: *Avonbridge, Awreville, Henley-in-Arden* (O); *A Scottish Branch, Cherwell, Rush Green Colliery* (OO); *Grange Aggregates, Leigh St George, Maun Valley Junction* (N). Plus trade stands.
Contact: 07817 093264.
Website: https://solihullmrc.org
Facebook: www.facebook.com/Solihullmrc.org/

Saturday 8 & Sunday 9 November
CREWE, Cheshire
Organiser: Alsager Railway Association.
Venue: Legends Conference Centre, Bentley Motors Ltd, Sunnybank Road, Crewe CW2 8WD.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £10.00, acpd children free.
Amenities: ample parking. Disabled access. Light refreshments.
Features: layouts incl: *Barnwell, Clatterbridge, Corporation Road, Kinlochewe, Loughborough Midland, Newfield, South Millfields, Tidworth* (OO); *Dyna Hyfyd, East Anstey* (N). Demos & stands.
Contact: 07747 087050.
Email: jrfcox93@gmail.com
Website: www.alsagerrailwayassociation.co.uk

Saturday 8 & Sunday 9 November
NEWCASTLE UPON TYNE, Tyne & Wear
Organiser: Newcastle & District MRS.

Venue: Jesmond Park Academy, Newton Road, Heaton, Newcastle upon Tyne NE7 7DP.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £10.00, acpd U16s free, family £18.00.
Amenities: free parking at the school and overflow car parks will be signposted. No.38 bus runs to and from Central station & Freeman Hospital every 10 mins and bus Nos.18A and 52 also pass the school. Nearest Metro stations are South Gosforth and Four Lane Ends, both about half a mile away. Full disabled access & catering.
Features: layouts incl: *Asenby St Peter, A.Bodge Engineering, Coopers Quay, Falstone, Londonderry Sidings* (O); *Giants Hill* (1/35th scale, 16.5mm gauge); *High House Colliery*, *Trerice* (S4); *Greenbooth, Hills of the North, Mutton, Weaver Hill* (OO); *Oxforth East* (OO & 009); *Neuburg 1913 & Neuburg 2013* (HOm – public are encouraged to operate these layouts, which will be exhibited side by side); *Kaninchenbau* (HOe); *Benhopedale, Inverkeithing, Nazareth Portland Cement, Northallerton* (N); plus trade stands.
Contact: Charlie Miller, 07941 157811.
Email: pmbgos@btinternet.com
Website: www.newcastlemodelrailway.org.uk
Facebook: www.facebook.com/p/Newcastle-and-district-model-railway-society-100064457871758/

Saturday 8 & Sunday 9 November
NOTTINGHAM, Nottinghamshire
Organiser: Nottingham Model Railway Society.
Venue: Richard Herrod Centre, Foxhill Road, Carlton, Nottingham NG4 1RL.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £7.00, acpd U16s free.
Amenities: level access to site. Refreshments.
Features: 10 layouts in gauges from 0-16.5 to N, incl: *Chesterfield Road* (0-16.5); *Trent Lane Junction* (OO); *Belmont* (US, HO); *TTeam Red* (TT:120); *A Taste of Alber* (Czech, TTe); *Burdock* (N). Plus trade stands.
Contact: Tony Keen, Exhibition Manager via email address below.
Email: exhibadmin@nottingham-modelrailway.org.uk
Website: www.nottingham-modelrailway.org.uk

Saturday 8 & Sunday 9 November
TOLWORTH SHOWTRAIN
TOLWORTH, Surrey
Organiser: Hampton Court Model Railway Society.
Venue: Tolworth Recreation Centre, Fullers Way North, Tolworth, Surrey KT6 7LQ.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £10.00, children £3.00, family (2+2) £21.00. Special Sunday offer: one child can enter free with each paying adult.
Amenities: free parking & free bus link from Surbiton rail station.
Features: 20-plus layouts as well as trade stands and live steam railway.
Contact: 07762 772719.
Email: secretary@hamptoncourtmrs.co.uk
Website: https://www.hamptoncourtmrs.co.uk
Facebook: www.facebook.com/groups/HCMRS/

Saturday 8 & Sunday 9 November
WINCANTON, Somerset
Organiser: King Arthur's School, Wincanton.
Venue: King Arthur's School, West Hill, Wincanton, Somerset BA9 9BX.
Open: Saturday 1000-1630
Sunday 1000-1600
Admission: adults £7.00.
Amenities: catering from Carol's Cafe.
Features: 20-plus layouts, some of which are off the 'national circuit', & 6 trade stands plus railway displays & other attractions.
Contact: Steve Rodd, 07970 113270.
Email: roddrail@gmail.com
Facebook: www.facebook.com/winkyrail/

Sunday 9 November
UFFCULME, Devon
Organiser: Culm Valley Model Railway Club.
Venue: Old Well Garden Centre, Waterloo Cross, Uffculme, Cullompton EX15 3ES.
Open: 1000-1600
Admission: Free but donations welcome.
Amenities: garden centre with parking located close to Junction 27 of M5 just off A38. 'Railway Room' is adjacent to top car park.
Features: *Tiverton Junction* (30' long OO gauge model) and *Soldor*, home to a little blue engine, driven by visitors. Club layouts.
Website: www.cvmrc.weebly.com/tiverton-junction.html

Saturday 15 November
BARRY, Vale of Glamorgan
Organiser: Barry & Penarth MRC.
Venue: Highlight Park Community Centre (next to Tesco), Stirling Road, Highlight Park, Barry CF62 8NX.
Open: 1030-1630
Admission: adults £5.00, acpd U16s free.
Amenities: disabled access. Refreshments.
Features: layouts plus local trade support.
Contact: 07900 857719.
Email: bmd6753@yahoo.co.uk
Website: https://bpmrc.club
Facebook: www.facebook.com/BarryandPenarthModelRailwayClub/

Saturday 15 November
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 welcomed.
Amenities: free parking on site and alongside park. Public transport nearby (see website for details). Light refreshments available.
Features: 7mm scale layouts *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). New layouts under construction comprise a wagon works (standard gauge) & *Aberbraan* (modular standard and narrow gauge). Visitors can bring locos & stock to run. Plus demos.
Contact: use form on group's website.
Website: www.lawlogg.uk
Facebook: www.facebook.com/lawlogg

Saturday 15 November
CAMBORNE, Cornwall
Event: 1st Camborne Model Railway Show.
Organiser: Camborne Railway Modelling Group.
Venue: Camborne Community Centre, 9 South Terrace, Camborne TR14 8SU.
Open: 1000-1700
Admission: adults £3.00, children £1.00, U5s free (cash only please).
Amenities: free on-site parking. Venue is accessible to people with mobility difficulties & has toilets. Light refreshments available.
Features: layouts in various scales and eras.
Contact: Wayne Shurrocks, 07469 944847.
Email: cambornerailwaymodellinggroup@gmail.com

Saturday 15 November
MRX2025 – AUTUMN: CELEBRATE RAILWAY 200 EXHIBITION
HIGH WYCOMBE, Buckinghamshire
Organiser: High Wycombe and District Model Railway Society sponsored by The Transport Treasury and AGR Model Railway Store, Leighton Buzzard.
Venue: Cressex Community Centre & Social Club, 203 Cressex Road, High Wycombe HP12 4PZ.
Open: 1030-1630
Admission: adults £6.00, children 6-16 £1.00, U6s free.
Amenities: disabled parking on site subject to availability. Free on-street parking nearby. Hot and cold drinks and snacks available to buy.
Features: marking the 200th anniversary of the birth of the modern railway, this autumn exhibition features 11 model railway layouts, in a wide range of familiar scales and gauges, including: *Swansea Riverside, Templegate Wagon Works* (O); *East Dock* (EM); *Shadwell East, Thornfield* (OO); *Mynydd y Ddraig, Whipsnade Central* (009); *Crystal Springs, St Pankraz in Steiermark* (HO); *Allegra, Heathbury* (N). Also junior modellers' new layout *Shadwell East* (OO). Plus trade support.
Contact: use contacts form on website.
Website: www.hwdmrs.org.uk
Facebook: www.facebook.com/hwdmrs/

Saturday 15 November
PORTSMOUTH, Hampshire
Organiser: South Hants Model Railway Club.
Venue: Admiral Lord Nelson School, Dundas Lane, Portsmouth PO3 5XT.
Open: 1030-1630
Admission: adults £8.00, acpd children (aged 16 and under) free. Some exhibits are quite high for young children but stools & periscopes can be borrowed – £2 deposit which is refunded when they are returned.
Amenities: from the A3(M), A27 or M27 take the A2030 – the venue will be signposted and is opposite Ocean Park shopping centre. (Note: from the Southampton direction (M27–A27) do not take the Portsmouth City Centre and (Ferries) exit but continue to the A2030 exit.) Venue has free parking (with more also available at Ocean Park, but check restrictions) & good disabled access. Firstbus route 2 & Stagecoach route 21 pass nearby – alight at Copythorn Road (near Star & Garter traffic lights) and it is 10-15 mins' walk to venue via Burrfields Road. Hilsea rail station is a 15-min walk from venue. Refreshments (servery closes at 1300 but snack bar is open after that).
Features: layouts in a variety of scales, incl: *Fen End Pit* (16mm scale); *Ditchling Green* (7mm scale); *East Lynn* (S gauge); *Lambourn, Pwllheli* (P4); *Butley Mills, Janes Creek* (EM); *Pengwynn Crossing, Rye Sands* (OO); *FallerStadt* (HO); *Ley Hill* (2mm Finescale). Plus demos on how to solder, scenic modelling and 3D printing, trade stands & stands from the EM Gauge Society, Scalefour Society, Model Electronics Railway Group (MERG) and 2mm Scale Roadshow.
Email: exhibition@shmrc.org.uk
Website: www.shmrc.org.uk

Saturday 15 November 2025
RETFORD, Nottinghamshire
Organiser: Bassetlaw Railway Society.
Venue: Elms Hotel, London Road, Retford DN22 7DX.
Open: 1000-1600
Admission: adults £6.00, acpd U16s free.
Amenities: free parking. Disabled access.
Features: 10-plus layouts and also trade and society stands.
Contact: 07921 839460.
Email: julian.pratt@me.com
Website: https://bassetlawrailwaysociety.org
Facebook: www.facebook.com/people/Bassetlaw-Railway-Society/61559849788746/?_rdr

Saturday 15 & Sunday 16 November
BARNSLEY, South Yorkshire
Organiser: Barnsley Model Railway Club.
Venue: Hoyland Leisure Centre, West Street, Hoyland, Barnsley S74 9HX.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £8.00, acpd U16s free.
Amenities: free on-site parking. Elsecar station (on Sheffield-Barnsley line) is approx 1½ miles from venue. Stagecoach bus routes No.2 & 66 from Barnsley bus station pass nearby. Centre is fully accessible – all on ground level. Hot and cold drinks and cold snacks available.
Features: layouts incl: *Harley Bank Services* (EM); *Halland* (OO); *Altenburger* (HO); *Bad Teiming, Blue is the Colour, Burnham-on-Sea, Glen Colliery, Spion Kop* (N). Also P2 *Cock o' the North* display & demos by BMRC Modellers & MERG. Also trade stands.
Contact: 07774 806487.
Email: bmrc.enquiries@gmail.com
Facebook: www.facebook.com/BarnsleyModelRailwayClub/

Saturday 15 & Sunday 16 November
BROADSTAIRS, Kent
Organiser: Crampton Tower Museum.
Venue: Crampton Tower Museum, The Broadway, Broadstairs CT10 2AB.
Open: both days 1000-1600
Admission: adults £5.00, children £3.00, family (2+2) £13.00.
Amenities: park in St Peters Road car park (free on Sats). Venue is next to Broadstairs rail station. Stagecoach buses pass nearby.
Features: up to 10 visiting layouts will join 6 permanent layouts, plus trade stands. Weather permitting, for an additional payment children will be able to ride the outdoor railway.
Contact: 01843 873311.
Website: www.cramptontower.co.uk
Facebook: www.facebook.com/cramptontowermuseum/

Saturday 15 & Sunday 16 November
COLNE, Lancashire
Event: Model Rail and Hobby Show.
Organiser: Pendle Forest Model Railway Society.
Venue: Park High School, Venables Avenue, Colne, Lancashire BB8 7DP.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £7.00, concess £6.00, children £4.00, family (2+2) £16.00.
Amenities: free parking on site. Free shuttle bus from Colne railway and bus stations. Refreshments and light meals available.
Features: 12-plus layouts plus demonstrations, trade stands, society second-hand stall, other hobby demos and children's activities.
Email: secretary@pfmrs.org.uk
Website: www.pfmrs.org.uk
Facebook: www.facebook.com/groups/356406847774076/

Saturday 15 & Sunday 16 November
FALKIRK MODEL RAILWAY EXHIBITION
FALKIRK, Central Lowlands
Organiser: Falkirk Model Railway Club.
Venue: Forth Valley College, Grangemouth Road, Falkirk FK2 9AD.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £10.00, acpd children free. Admission price includes full colour programme and entry to raffle.
Amenities: free 459-space car park. Free classic bus link to Falkirk railway station. Venue has disabled access. Full cafeteria with hot and cold food plus coffee shop.
Features: over 20 layouts incl: *Arcadia Pennsylvania Terminal (USA), East Road, St Marnock* (O); *Canalside Ironworks* (1:48 scale); *Ashton Steel, Bakers End, Cartom, Clarence Sidings, Devonport Road, Eleanor Bridge, Haigh Junction, Newton Ferrier, Round Tree Sidings, The Mauch Line* (OO); *Ladywell & Birnam Railway, Minffordd* (009); *Mittenwald* (HO); *Leven Bank, Lily Lane, Shires Rise – Kids layout* (N); & a mix of over 20 quality trade and society stands.
Email: show@falkirk.wascotland.org.uk
Website: www.falkirkmrc.com
Facebook: www.facebook.com/FalkirkModelRailwayExhibition/

Saturday 15 & Sunday 16 November
SOLRAIL MODEL RAILWAY EXHIBITION
WORKINGTON, Cumbria
Organiser: Solrail not-for-profit company in association with West Cumberland Guild of Model Engineers.
Venue: Energus Building, Blackwood Road, Lillyhall, Workington, Cumbria CA14 4JW.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £8.00, acpd children (5-16) free or unaccompanied £1.00.
Amenities: free parking. Regular bus service from town and railway station on Saturday only. Full disabled access. Refreshments available.
Features: the largest model railway exhibition in Cumbria with 17 layouts including: *Bankgate Sidings, St George's Wharf* (O); *Llareggub Wharf* (O-16.5); *Garrigill, Highhouse Colliery, Picton* (S4); *Ravensworth Road, Skeetsmere* (EM); *Cambois Bay, Cleator Inland Terminal, Long Melford Junction, Maybourne, Sandside Quarry, Thomas the Tank Engine* (OO); *Ballybunion* (O09 based on famous Irish steam monorail); *Marklin* (HO); *Tapton Junction* (Z). Plus Scaleforum Cumberland room focusing on EM and S4, demonstrations of O gauge and DCC modelling and Train Simulator 2025. Trade & society stands.
Contact: Philip T Tuer, 01228 522118.
Email: philip@steamale.co.uk
Website: www.sites.google.com/view/solrail/home
Facebook: www.facebook.com/groups/1692763001043538

Sunday 16 November
HALIFAX, West Yorkshire
Event: Halifax MRC Open Day.
Organiser: Halifax Model Railway Club Ltd.
Venue: 2-4 Deal Street, Halifax HX1 1QE.
Open: 1000-1600
Admission: adults £3.50, family ticket £7.00, concessions £2.50, children aged 5-16 £1.50.
Amenities: parking nearby but no disabled access at present. Lunch 1200-1400.
Features: 14 layouts (O, OO, OO9 & N) plus trade stand and bring & buy stall.
Contact: 07821 075896 (text & Whatsapp).
Email: halifaxmodelrailwayclubltd@gmail.com
Website: www.halifaxmodelrailwayclubltd.co.uk
Facebook: www.facebook.com/p/Halifax-Model-Railway-Club-LTD-100080012250488/

Saturday 22 November
BANSTEAD, Surrey
Organiser: North Downs Model Railway Circle.
Venue: 3rd Banstead Scout Group, Scout Ridge, Banstead, Surrey SM7 1RB.
Open: 1000-1700
Admission: adults £6.00, U16s £3.00, seniors/disabled visitors £5.00, families (2+2) £12.00. All profits to 3rd Banstead Scout Group.
Amenities: free parking. Refreshments.
Features: layouts incl: *Congreaves Halt* (O); *Angle Crossing* (Sn42); *Atherington, Canal, Coombe Bissett, Derby Arms, Dulcote Leather Board Company, Good Shepherd, Llanengan, Llangurig, Midgeholme Colour Company, Rievaulx, Shutlanger Sidings* (OO); *Lafayette Spring, Five Mile Siding, Neumarkt, Willis Bluffs* (HO); *TT Demo* (TT); *Lakeside* (N) plus *Coedlei, Digital, Hampton Victoria, Hoe Pit Works, Itchen Bottom, Oregon, Ribblesford Midland*. Trade stands.
Contact: Stuart Robinson, 07758 458827.
Email: stuart.robinson27@ntlword.com
Website: www.www.ndmrc.info/Home/Tadworth.htm

Saturday 22 November
EATON BRAY, Bedfordshire
Event: Steam in Beds.
Organiser: Beds 16mm Narrow Gauge Modellers.
Venue: Eaton Bray Village Hall, Church Lane, Eaton Bray, nr Dunstable LU6 2DJ.
Open: 1000-1600
Admission: adults £6.00, acpd U16s free.
Amenities: free parking. Most of venue is wheelchair friendly but not stage layout.
Features: 3 live steam layouts, 14 traders.
Email: c.pretty0301@btinternet.com
Website: www.bag16mm.org.uk

Saturday 22 November
GUILDFORD, Surrey
Event: O Gauge Exhibition & Trade Fair.
Organiser: Guildford O Gauge Group.
Venue: Spectrum Leisure Complex, Parkway, Guildford GU1 1UP.
Open: 1000-1600
Admission: adults £8.00.
Amenities: ample free parking (for 1,000+ vehicles). The nearest bus stop is Elgin Gardens on the No.6 bus route from Friary Bus Station – from the bus stop follow the Stoke Park Cycle Path to venue. Refreshments.
Features: 9 club & visiting layouts. Large test track for 2- or 3-rail and coarse scale operation. Bring and Buy stand & 35-plus trade stands.
Email: info@gogg.co.uk
Website: https://www.gogg.co.uk/home.html
Facebook: www.facebook.com/groups/325807073206930

Saturday 22 November
LLANDUDNO, Conwy
Organiser: Deganwy Railway Modellers.
Venue: Craig y Don Community Centre, Queens Road, Llandudno, LL30 1TE.
Open: 1000-1600
Admission: adults £5.00, children £2.50, U5s free.
Amenities: free parking at the venue, disabled access & refreshments.
Features: 16 layouts incl: *Grey Stoke, Knype Bridge, Popeland* (O); *Annbank South, Arc Sidings, West Coast Medley* (OO); *Crummack Valley, Duff Ales, Prescot Aggregates, Silff Ffenestr, St Margaret's Holt* (OO9); *Churchtown, Wormhill* (N) plus *Noware in Particular, Llanfarthyn, Rossalls 1940s Trams, Chester Trams 1903* & trade stands.
Contact: Rob Pope, 07736 374529.
Email: coastlinepope@outlook.com
Facebook: www.facebook.com/events/craig-y-don-community-centre/deganwy-railway-modellers-model-railway-exhibition/1691695038222326/

Saturday 22 & Sunday 23 November
THORNBURY, Bristol & South Glos
Organiser: Thornbury & South Glos MRC.
Venue: Turnberries Community Centre, Bath Road, Thornbury, Bristol BS35 2BB.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £8.00, children aged 5-16 £3.00, family (2+2) £18.00.
Amenities: parking in car park opposite. Fully accessible building. Refreshments.
Features: 18 layouts plus trade support.
Contact: use contact form on club website.
Website: www.tsgmrc.co.uk

Sunday 23 November
UFFCULME, Devon
Organiser: Culm Valley Model Railway Club.
Venue: Old Well Garden Centre, Waterloo Cross, Uffculme, Cullompton EX15 3ES.
Open: 1000-1600
Admission: Free but donations welcome.
Amenities: garden centre with parking located close to Junction 27 of M5 just off A38. 'Railway Room' is adjacent to top car park.
Features: *Tiverton Junction* (30' long OO gauge model) and *Soldor*, home to a little blue engine, driven by visitors. Club layouts.
Website: www.cvmrc.weebly.com/tiverton-junction.html

Saturday 29 November
RAINHILL, Merseyside
Event: Christmas Model Railway Show.
Organiser: Rainhill Model Railway Club.
Venue: Rainhill High School, Warrington Road, Rainhill, Merseyside L35 6NY.
Open: 1000-1700
Admission: adults £5.00, children £6.00.
Amenities: all children have the opportunity to visit Santa and receive a gift. Full disabled access to all areas. Refreshment service.
Features: family-themed show utilising mainly club & club members' layouts in various scales. Also trade support & club shop. Ticket holders also have free entry to Merseyside & Southwest Lancashire 009 Group NG Show (see below).
Contact: Brian Davis, 01925 226266.
Email: brianandertondavis@gmail.com
Website: www.rainhillmrc.org.uk
Facebook: www.facebook.com/rainhillmrc/?locale=en_GB

Saturday 29 November
RAINHILL, Merseyside
Organiser: The Merseyside & South West Lancashire Narrow Gauge (009) Group.
Venue: Rainhill Village Hall, Dane Court, Rainhill, Merseyside L35 4LU.
Open: 1000-1700
Admission: adults £5.00 (entry is by cash only at the door and ticket also covers entry to the Rainhill MRC show at Rainhill High School – see details above, but note special provisions from Santa for children).
Amenities: free parking. Rainhill rail station is approx. a 15-min walk away. Refreshments.
Features: narrow gauge layouts in 009 and other scales plus demos & trade stands.
Website: www.009society.com/news/exhibitions-events/

Sunday 30 November 2025
BROCKENHURST, Hampshire
Organiser: New Forest Model Railway Society.
Venue: Brockenhurst Village Hall, Highwood Road, Brockenhurst, Hampshire SO42 7RY.
Open: 1000-1630
Admission: adults £7.00, acpd U18s free.
Amenities: free parking. Approx 5 mins' walk from Brockenhurst station via gate from Up side car park. Venue has full wheelchair access except for the stage area. Refreshments.
Features: open day showing club and members' layouts. Trade stands and displays.
Email: nfmrs@yahoo.com
Website: www.nfmrs.org

Sunday 30 November
GREAT HALE, Sleaford, Lincolnshire
Organiser: NG34 Model Railway Society sponsored by Arion Shop, B&H Models, Brickyard Models, Digitrains & Elaine's Trains.
Venue: Hale Magna Village Hall, Little Hale Road, Great Hale, Sleaford NG34 9LH.
Open: 1000-1600
Admission: adults £5.00, U16s free. Cash only – in aid of Lincs and Notts Air Ambulance.
Amenities: large car park & venue is wheelchair friendly. Refreshments available.
Features: display of styles of modelmaking, incl. model railways, doll's houses, plastic kits, Lego, tanks and boats plus trade support.
Email: Eddie King, info@ng34mrs.co.uk
Website: https://ng34mrs.co.uk
Facebook: www.facebook.com/NG34MRS

Sunday 30 November
HENFIELD, West Sussex
Event: Biennial Exhibition/Public Open Day.
Organiser: West Sussex G Scale Group.
Venue: Henfield Hall, Coopers Way, Henfield, West Sussex BN5 9EQ.
Open: 1100-1600
Admission: free but donations appreciated.
Amenities: parking is free & there is full disabled access. Food & refreshments.
Features: several layouts of varying sizes, stalls selling G scale items and a raffle. Members will be present to answer questions.
Contact: Mike Wakeling or Nicky Budgen via email address below or call 07801 597677.
Email: westsussex@gscalesociety.com
Website: www.gscalesociety.com/area-groups-near-me/west-sussex/

MEETINGS

Thursday 9 October – 1930
Locomotive Club of Great Britain (LCGB), St Albans branch
'The Seven Railway Termini of Swansea' by Chris Jones.
Venue: St Bartholomew's Church, 47 Vesta Avenue, St Albans, Herts AL1 2PE.
Entry: donation appreciated to help with running costs and cost of refreshments served during the interval.
Details from: 01442 247083.
Website: www.lcgb.org.uk

Thursday 9 October – 1930
South East Essex Railway Society
Test-Track night – N, TT, OO, O and 1 – help to set up from 1900 welcome as always.
Venue: Friends' Meeting House, 18 Dundonald Drive, Leigh on Sea, Essex SS9 1NB.
Details from: www.seers-rail.org/programme.html or seers.rail@gmail.com

Friday 10 October – 1900
Stephenson Locomotive Society
'The Northern Belle – Cruising in style by the LNER' by Sam Woods & Richard Barber.
Venue: The Conference Room, 1st floor (access via Black Swan Court Yard), Newcastle Arts Centre, 67 Westgate Road, Newcastle upon Tyne NE1 1SG.
Details from: www.slsnewcastle.org.uk

Saturday 11 October – 1400
Stephenson Locomotive Society
'Travels and Employment on the Railways in the 1950s' by Brian Lewis.
Venue: Kidderminster Railway Museum, adjoining SVR station, DY10 1QX.
Details from: 01597 824408.

Monday 13 October – 1930
Lincoln Railway Society
'Railways in a Cornish Landscape – Part 1' by Stephen Gay.
Venue: St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.
Entry: £4.00. Non-members welcome.
Contact: Publicity Member, 01522 698085 or email grahamlightfoot1948@gmail.com

Monday 13 October – 1930
Stephenson Locomotive Society
'Glasgow Dawsholm and Central Low-Level Services' by Albert Greig.
Venue: Lauriston Hotel, 15 South Crescent Road, Ardrossan KA22 8EA.
Details from: 01505 690811.

Tuesday 14 October – 1930
Wells Railway Fraternity
'Freight Operator GBRf followed by the Diesel and Electric Preservation Group' by Bob Tiller.
Venue: Wells Town Hall, Market Place BA5 2RB.
Entry: £2.00 non-members, free for members.
Details from: Andrew Tucker, 01749 830695.
Website: www.railwells.com

Wednesday 15 October – 1930
The Grimsby & Cleethorpes Railway Group
'Scottish Railways through the Years' by Mike Fish.
Venue: The No.1, Station Approach, Cleethorpes DN35 8AX.
Entry: £3.00.
Contact: Stuart Blackbourn, 07745 961538 or sc.blackbourn@ntlworld.com
Website: www.gcrsociety.co.uk

Thursday 16 October – 1930
Lutterworth Railway Society
'Florida Key West Extension' by Tom Ingall.
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 07771756013.
Website: www.lutterworthrailwaysociety.co.uk

Thursday 16 October – 1930
Marlow & District Railway Society
'The Great Northern in Ulster 1957-1965' by Leslie McCallister.
Venue: Bourne End Community Centre, Wakeman Rd, Bourne End SL8 5SX or on Zoom.
Entry: £3.00 non-members, free for members.
Contact: Martin Stoolman, 07954 849390.
Website: www.mdrs.org.uk

Tuesday 21 October – 1400
Stephenson Locomotive Society
'Railways Over The Stainmore Pass' presentation by E Chris Rowley.
Venue: Langdon Square Community Centre, Coulby Newham TS8 0TF.
Details from: 01429 270591.

Tuesday 21 October – 1930
The Leicester Railway Society
'Another Look at North Eastern Railways' by John Brigstock and Michael Chapman.
Venue: The Braunstone Civic Centre, 209 Kingsway, Leicester LE3 2PP.
Entry: £5.00.
Contact: Brian Holland, 0778 570 7573 or bryanholland60@aol.com
Website: www.leicesterrailwaysociety.com

Thursday 23 October – 2000
South East Essex Railway Society
'The story of HMS Hood, the Royal Navy battlecruiser' presentation by member Eddie Hardiman followed by a railway quiz.
Venue: Friends' Meeting House, 18 Dundonald Drive, Leigh on Sea SS9 1NB.
Website: www.seers-rail.org/programme.html or seers.rail@gmail.com

Tuesday 28 October – 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

Saturday 1 November – 1400
Stephenson Locomotive Society
'Railways in the Fylde' by Peter Fitton.
Venue: The Friends' Meeting House, Mount Street, Manchester M2 5NS.
Details from: 01614 426178.

Monday 3 November – 1930
Peak Rail Association (Sheffield Branch)
'Railways of North Lincolnshire' by Mike Fish.
Venue: The Farm Road Sports & Social Club, Farm Road, Sheffield S2 2TP.
Entry: £5.00 donation is requested.
Details from: Dave Sharp, 07487 685306

or davidsharpsheffield@gmail.com
Website: www.peakrail.co.uk/sheffieldbranch

Tuesday 4 November – 2000
The Enfield Transport Circle (TETC)
'The 2025 Bob Todd Tribute Presentation' – a compilation of the late Bob Todd's films from 1957 & 1964.
Venue: First Floor Meeting Room, Enfield Drill Hall Sports Club, Enfield EN2 6PJ (opposite the St Paul's Centre).
Entry: £6.00 donation suggested but visitors have free entry on their first visit.
Website: https://tetc.chessck.co.uk

Thursday 6 November – 1930
Lutterworth Railway Society
'Newcastle to Ashington Railway Improvements' by Ray Hobbs.
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 07771756013.
Website: www.lutterworthrailwaysociety.co.uk

Thursday 6 November – 1930
The Great Central Railway Society (Sheffield branch)
'25 Years around Doncaster' by Geoff Griffiths.
Venue: The Farm Road Sports & Social Club, Farm Road, Sheffield S2 2TP.
Entry: £4.00 donation is requested.
Details from: Bob Gellatly, 07519 011213 or gcrs@talktalk.net
Website: www.gcrsociety.co.uk

Friday 7 November – 1900
Stephenson Locomotive Society
'King's Cross To York And A Few Diesels' by Chris Nettleton.
Venue: Newport Community Hub, Union Street, Middlesborough TS1 5NQ.
Details from: 01429 270591.

Saturday 8 November – 1400
Stephenson Locomotive Society
'Pot Pourri – More Railway Films' by Ken Tyler.
Venue: Kidderminster Railway Museum, adjoining SVR station, DY10 1QX.
Details from: 01597 824408.

Monday 10 November – 1930
Lincoln Railway Society
AGM & Photo Competition.
Venue: St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.
Entry: £4.00. Non-members welcome.
Contact: Publicity Member, 01522 698085 or email grahamlightfoot1948@gmail.com

Monday 10 November – 1930
Stephenson Locomotive Society
'Unforeseen Footage Around the World' by Neil Hoskin.
Venue: Lauriston Hotel, 15 South Crescent Road, Ardrossan KA22 8EA.
Details from: 01505 690811.

Tuesday 11 November – 1930
Wells Railway Fraternity
'Stothert and Pitt – Crane Makers' by Pete Dunn.
Venue: Wells Town Hall, Market Place, Wells BA5 2RB.
Entry: £2.00 for non-members, free for members.
Details from: Andrew Tucker, 01749 830695.
Website: www.railwells.com

Wednesday 12 November – 1915
Stephenson Locomotive Society
'A Trans-Pennine Journey' by David Bousfield.
Venue: Abbott Hall Social Centre, Dowker Lane, Kendal LA9 4DN.
Details from: martyn.hill4472@hotmail.com

Thursday 13 November – 1930
Locomotive Club of Great Britain (LCGB), St Albans branch
'The Chinnor & Princes Risborough Railway' by Stanley Hart.
Venue: St Bartholomew's Church, 47 Vesta Avenue, St Albans, Herts AL1 2PE.
Entry: donation appreciated to help with running costs and cost of refreshments served during the interval.
Details from: 01442 247083.
Website: www.lcgb.org.uk

Thursday 13 November – 1930
South East Essex Railway Society
Test-Track night – N, TT, OO, O and 1 – help to set up from 1900 welcome as always.
Venue: Friends' Meeting House, 18 Dundonald Drive, Leigh on Sea, Essex SS9 1NB.
Details from: www.seers-rail.org/programme.html or seers.rail@gmail.com

Friday 14 November – 1900
Stephenson Locomotive Society
'A photographic journey from 1955 to 1967 of Steam at Carlisle and around Scotland' by Malcolm Paul.
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 18 November – 1400
Stephenson Locomotive Society
'George, Robert, Timothy, Thomas… And The Brolley Man… And Some Other Local Links' by Martin Peagram.
Venue: Langdon Square Community Centre, Coulby Newham TS8 0TF.
Details from: 01429 270591.

Tuesday 18 November – 1930
The Leicester Railway Society
'On both sides of the Tweed' by Dennis Lovatt.
Venue: The Braunstone Civic Centre, 209 Kingsway, Leicester LE3 2PP.
Entry: £5.00.
Details from: Brian Holland, 0778 570 7573 or bryanholland60@aol.com
Website: www.leicesterrailwaysociety.com

Wednesday 19 November – 1930
The Grimsby & Cleethorpes Railway Group
'Getting the Railways off the Ground' by Colin Brading.
Venue: The No.1, Station Approach, Cleethorpes DN35 8AX.
Entry: small entrance fee.
Details from: Stuart Blackbourn, 07745 961538 or sc.blackbourn@ntlworld.com

Thursday 20 November – 1930
Lutterworth Railway Society
'Tramways Evolution' by Neil Farmer.
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 07771756013.
Website: www.lutterworthrailwaysociety.co.uk

Thursday 20 November – 1930
Marlow & District Railway Society
'The Ken Nunn Collection 1923-1929' by Jeremy Harrison.
Venue: Bourne End Community Centre, Wakeman Rd, Bourne End, SL8 5SX or on Zoom.
Entry: £3.00 non-members, free for members.
Contact: Martin Stoolman, 07954 849390.
Website: www.mdrs.org.uk

Thursday 27 November – 2000
South East Essex Railway Society
Members' Photographic Evening.
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

CLUB NEWS/ NOTICES

Bedfordshire 16mm Narrow Gauge Modellers meet on the first Sunday of the month 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 Thursdays at West London Aero Club, White Waltham Airfield, Maidenhead SL6 3NJ. New members welcome. Email: tornado.gr.1@hotmail.co.uk or percy.richard1946@gmail.com

Bilton Grange Model Club is a recently formed group in east Hull, with members interested in OO, Tri-ang TT and O gauge plus some in military modelling, aircraft, tanks, ships and Warhammer. The group meets every second Tuesday in the month from 1900-2100 at the Bilton Grange Community Association building opposite The Grange pub in Grange Road, east Hull. Call 07748 406806 or email biltongrangemodelclubb@yahoo.com

Bridgend Model Railway Group meets weekly on Thursdays at 1900 upstairs at the Laleston Gardener's Club, Cliff Cottage, Wind St, Laleston CF32 0HN. Group has two layouts in 7mm and one in 4mm. 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

Camborne Railway Modelling Group is a new club in Cornwall meeting every Wednesday 1700-2100 at Camborne Community Centre, 9 South Terrace, Camborne TR14 8SU and welcomes members of all abilities and ages (but U18s must be acpd by a responsible adult). Members can bring their own projects or help with the club layout. Charge of £3.00 a visit for room rent & refreshments. Email cambornerailwaymodellinggroup@gmail.com or telephone Wayne on 07469 944847.

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 on Wednesdays at 1915 upstairs at Haverfordwest Menshed, at The Old Print Works, Castle Square, Haverfordwest SA61 2AA. Visit www.facebook.com/groups/1448793075977538/ or email: wordpress@pmrc.welshbrook.com

Kingsway Model Railway Society welcomes new members when it meets every Tuesday from 1900-2100 at the Kingsway Centre, 130 Kingsway, Wellingborough, Northants NN8 2HF. Visit website www.kmrs.org.uk, visit Facebook Kingsway Model Railway Society or send an email to secretary@kmrs.org.uk

Launceston Model Railway Group holds drop-in meetings on the 3rd Saturday of each month 1000-1400 at St Stephen's Church Hall, Roydon Road, Launceston PL15 8HL. All ages welcome but children must be acpd. O, OO and N layouts in dc & DCC. 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 meets at 9 Morecambe Street West, Morecambe LA4 5HE on Tues and Thurs from 1900-2100 and open days on second Saturday of each month from 1000-1600, with last admission at 1530. Small admission charge but children free. Layouts in O, OO (one DCC), N & O-16.5. Venue has a disabled accessible toilet and a kitchen for open days. Gerry Blaikie, 01524 425523.

New Forest Model Railway Society will be offering 3 months' free membership to those visiting the 50th anniversary exhibition at Brockenhurst Village Hall SO42 7RY on Sunday 30 November, and also to readers of RAILWAY MODELLER. Offer runs until the end of Feb 2026, with no obligation to join. Members meet Tues evenings at Brockenhurst Village Hall, with layouts in N & OO, dc & DCC. Visit www.nfmrs.org

Northampton and District Model Railway Club now meets at Roade Village Hall, Bailey Brooks Lane, Roade, Northampton NN7 2LS on Friday evenings from 1900-2200. Club welcomes new members. For details visit www.ndmrc.org

North Wales Small Scale Model Railway Club meets at the Sea Cadets Hall, Deganwy, Conwy, on the first and third Monday of each month at 1830-1900. Call 07796 640131 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. Wide range of layouts in N to O gauge. See rmrmclub.com or contact rmrmhonsec@yahoo.com

Seaton Carew Model Railway Club welcomes new members and enthusiasts, meeting 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. All welcome (U16s should be acpd by adult). See https://seatoncarewmrc.byethost8.com or email contact.scmrc@gmail.com

Sidmouth Model Railway Group welcomes enthusiasts to its meetings and has 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

Stockton & District Model Railway Club is a friendly group of all ages, skills and interests, and anyone is welcome to bring items to run on the O or OO layouts. Members meet every Monday & Wednesday from 6.30pm at Elmwood Community Centre, Stockton-on-Tees TS18 5EP. Contact John Madden on 01642 614253 or email secretary.stocktonmrc@outlook.com

Tamar Valley Model Railway Club meets at Bere Alston Bowling Club, Bedford Street, Bere Alston PL20 7DZ, on 3rd Wednesday of month, Jan to Nov, and on 2nd Wednesday in Dec, 1000-1600. Launceston & Cornwall N Gauge Enthusiasts attend. N, OO, OO 3-rail and O layouts. Members can buy tea, coffee & home-made cakes and cooked lunches. Les Whaley, 07972 333202.

Tonbridge Model Railway Club welcomes new members with meetings at the Christ Church Centre, High Street, Tonbridge from 1900 each Thursday. Access is by the rear Church entrance (opp. petrol station). Parking is in the main car park outside Sainsbury's, TN9 1SF. Club has layouts in O and O.16.5/O9 plus 4mm scale. Next exhibition 21 February 2026. Find club@TonbridgeMRC or email tonbridgemrc@yahoo.co.uk

West Midlands N Gauge Club is in its 30th year and is seeking new members. The club meets on the 1st and 3rd Saturdays in the month at Tipton Green Methodist Church, Park Lane West, Tipton DY4 8LD, 1400-1700, including coffee and cake. There are four working layouts and two new projects are under way. For photos and further details visit www.wmngc.co.uk

Wisbech Model Railway Club, formed in 2005 by Brian Baylis, is marking 20 years of modelling history. Members meet on Thursdays at 1900-2100, now on the ground floor of Wisbech Social Club and Institute, 15 Hill Street, Wisbech PE13 1BA (through the front door to the left). New and returning members of all skill levels welcome; U16s must be acpd by a parent or guardian. Two N gauge club layouts and OO gauge layout, all in dc. Contact chairman Jack Daniels at jack_daniel5@icloud.com or layout manager Richard on 07702 644066.

RAILWAY MODELLER

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Replies to box numbers should be sent to:
Peco Publications, Beer, Seaton, Devon EX12 3NA

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.

CANADA and USA. Narrow Gauge Model Railway Supply Canada serving narrow gauge modellers in Canada and the USA. OO9 track, points, guidebooks, tools, and accessories. *ngmrsc.ca*.

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.

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.*

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.

WANTED – TRAIN COLLECTIONS O, OO, N. Always calling in areas SOMERSET, DEVON, CORNWALL, S-WALES, WILTS, HAMPSHIRE, most places in UK covered. Will dismantle layouts any size. Interested in British N gauge Farish, Minitrix, Peco, OO Bachmann, Hornby, Mainline, Lima, Wrenn, Tri-ang. Damaged, scrap locos, Peco points, track work, buildings, cars, people, books, diecast, EFE buses. Cash paid, friendly service offered. *R.FOSTER 15 Rosebery Avenue, Yeovil, Somerset BA21 5LW. Tel 01935 424165 email russelltrains@aol.com*

MODEL RAILWAYS ALWAYS WANTED, including Hornby, Lima, Bachmann, Dapol, Modern Image, OO, O, N gauge, kits and kit built. Send lists or give me a call. *BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.*

WE CARE A GREAT DEAL MORE! We realise that your collection large or small is a prized possession, so we will always give our highest price, we will respond quickly to receiving your list and collect, dismantle and remove your items efficiently because we care. Whatever you have to sell from single items to large collections. Give us a call and prepare to be amazed! S&J MODELS. *Tel: 01606 872 786 email: sjmodels@tiscali.co.uk website: www.sandjmodelrailways.co.uk*

THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object, collections large or small. *PAUL CULL, telephone: 01302 481 274 or mobile: 07767 356 890 or send list to: The Bungalow, Dentons Green Lane, Kirk Sandal, Doncaster, DN3 1JP, email: simonecull06@tiscali.co.uk*

HORNBY & BASSETT-LOWKE O GAUGE TRAINS, wagons, coaches and accessories. Anything considered. Top prices paid for single items and/or complete collections. *Tel: 01993 840 064 (Oxon) 0797 991 0760.*

ALWAYS WANTED BY TRI-ANGMAN – collections, layouts, seeking, Tri-ang, Hornby, Dublo, Wrenn, Bachmann etc. Will collect across most of the UK. More than fair prices paid. *Tel: 07966 333 605. email: Laurence@tri-angman.co.uk www.tri-angman.co.uk*

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED – SMALL & LARGE, any scale and any condition. British, European and American collections all required. Nationwide collections, distances no object. Contact us today for a quick and friendly service. *Telephone: 01302 371 623, mobile: 07526 768 178, email: anoraksanonymous@googlemail.com*

WANTED WANTED MODEL RAILWAYS, ALL MAKES, ALL SIZES from N Gauge, 00 scale to G Scale and larger, will travel all UK. We also dismantle layouts, over 35 year's experience. *Send lists to DEREK BARNETT, 6 Vale Gardens, Penkridge, Staffs, ST19 5LQ. Tel: 01562 750 076 daytime, or text me 07721 333 521 anytime and I will ring you back, email footplate@btconnect.com*

WANTED TOP PRICES PAID! BUY-SELL-EXCHANGE ANY GAUGE, MAKE OR AGE. Also Specialists in diecast Lorries, cars, buses and railwayana. Friendly, fast, professional service from our family run business, established for over 40 years. "We are a real shop not just a phone number" Distance no object, from single items to lifetime collections, instant settlement by your preferred payment method. See our main advert. Deal with confidence from a name that you can trust. *Rails of Sheffield 21/29 CHESTERFIELD ROAD, SHEFFIELD, S8 ORL. Tel: 01142 551 436 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

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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For more information please ring 07855 280605.

Auctions

UK TOY AND MODEL AUCTIONS LTD. We are pleased to announce that our next auction will take place on Monday 10th November from 11am. This will be an INTERNET ONLY AUCTION plus our usual commission and phone bids. To include a nice collection of LBG, plus a selection of diecast models, model railways by Hornby, Bachmann, Wrenn, Hornby Dublo and O gauge. Our buyers premium 16% plus Easylive charges. *For further information please visit our website www.uktoyauctions.com. Phone 01270 652773, 07484 670385.*

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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).

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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

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.

October 2025

26 October (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

November 2025

2 November (Sun) 10.30am-2pm
KIDDERMINSTER, Kidderminster Harriers Social and Supporters Club, Stadium Close, Hoo Rd, Kidderminster DY10 1NB. Admission £1.50. TONY OAKES FAIRS.
Tel: 01270 652 773 & 07825 631 323.

2 November (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. KRJ VINTAGE TOYFAIRS.
Tel: 07977 646 386 & 07889 901 729

2 November (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

8 November (Sat) 10.30am-2.30pm
OXFORD, Exeter Hall, Oxford Road, Kidlington OX5 1AB, M40 J9. Up to 60+ tables, Hornby & Bassett Lowke, 'O' Gauge Trains,'00' Trains, Tinplate Toys, Dinky Toys, Corgi, Meccano, Britains Soldiers, refreshments, Free Parking.
Further details, telephone: 01869 347 489
www.toytraincollectorsfairs.com

9 November (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

11 November (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.

15 November (Sat) 10.00am-2pm
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16 November (Sun) 10am-3pm
ASHBY LEISURE CENTRE – North Street, LE65 1HU. Train and toy fair. Admission £3. Snacks.
Tel 07807 038 161.

16 November (Sun) 9.45am-1.15pm
BROMLEY – Bromley High School, Blackbrook Ln, BR1 2TW. KRJ VINTAGE TOYFAIRS.
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16 November (Sun) 10am-2pm
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Tel: 01522 880 383 www.j-jwebbtoyfairs.com
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BUXTON – 150 STALLS, The Pavilion Gardens, St Johns Road, Buxton, Derbyshire, SK17 6XN. Adults £3.50, Senior Citizens £3, Children £1. Many stalls full of OO and O gauge trains.
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25 November (Tues) 5pm-8pm
GARSTANG TOYFAIR – Catterall Memorial Hall PR3 0HR (at junction of A6 and A586. Refreshments, £1 entry. EMANUEL FAIRS.
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Email: pauldean020658@gmail.com

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Email: auctionfindssouthwest@gmail.com

30 November (Sun) 10.30am-3pm
WALSALL WOOD – Oak Park Active Living Centre, Coppice Road, Walsall Wood,
Details: Transtar Promotions.
Tel: 01922 643 385.

December 2025

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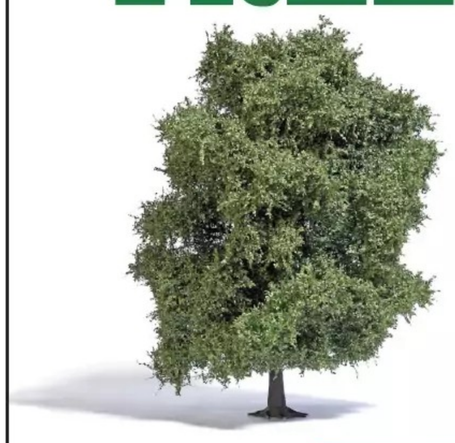

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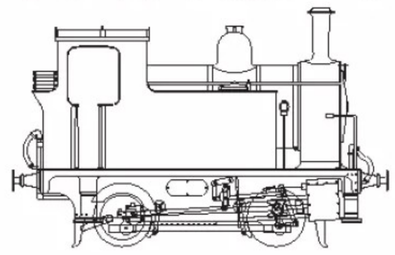

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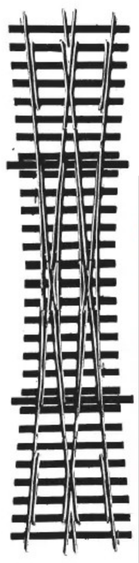

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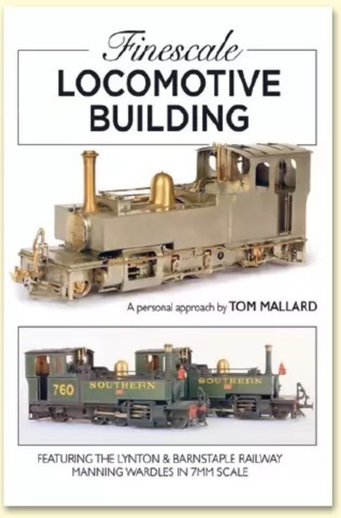

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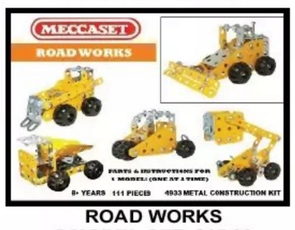

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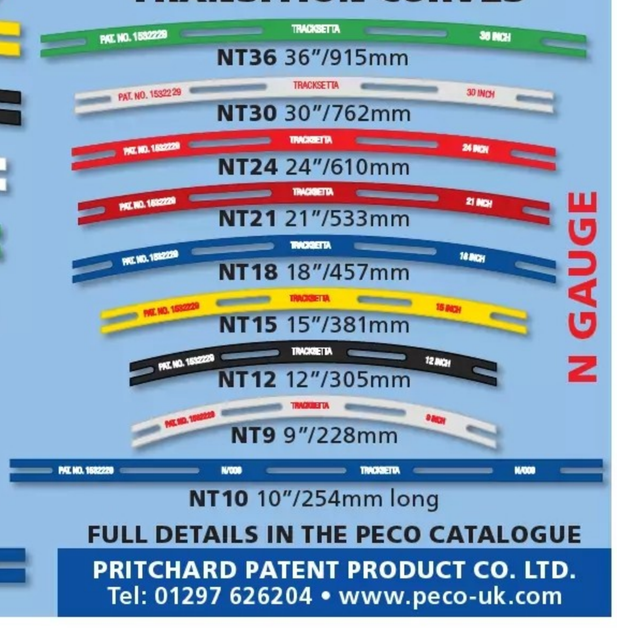

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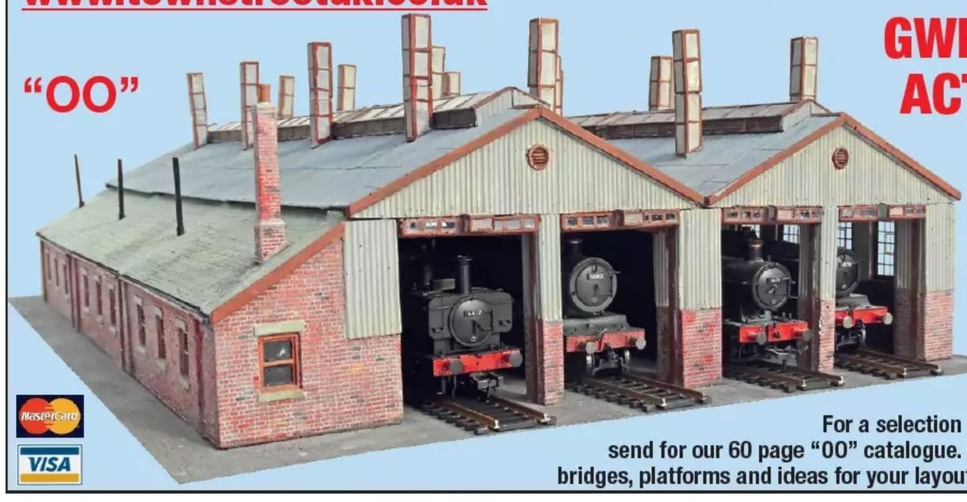

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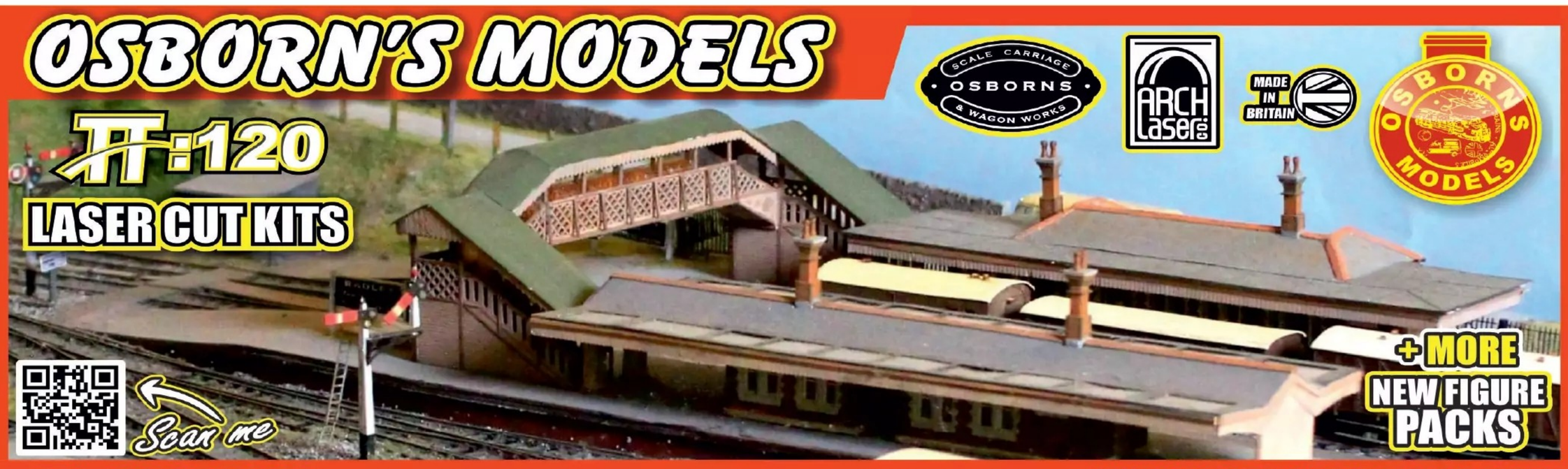

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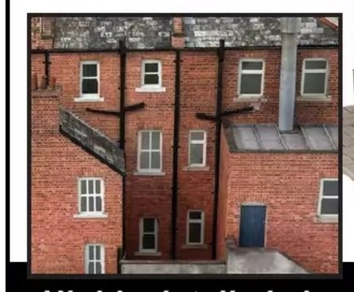

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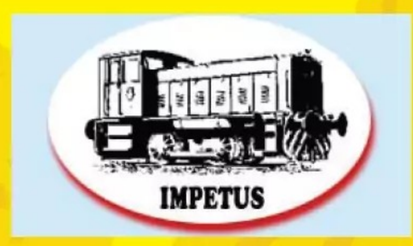

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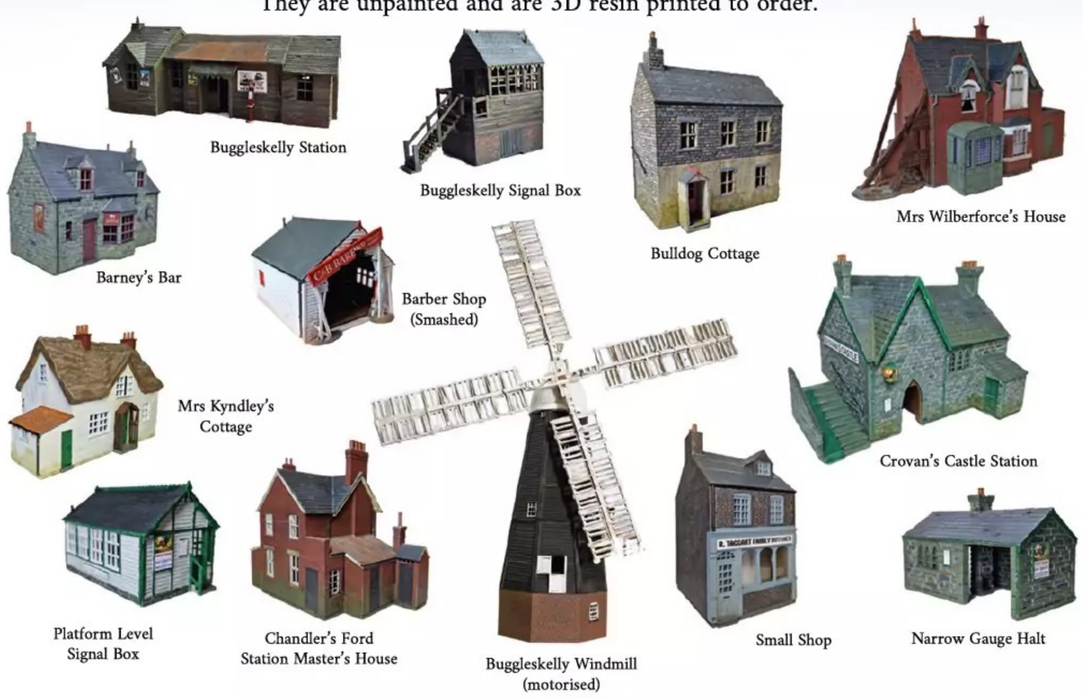

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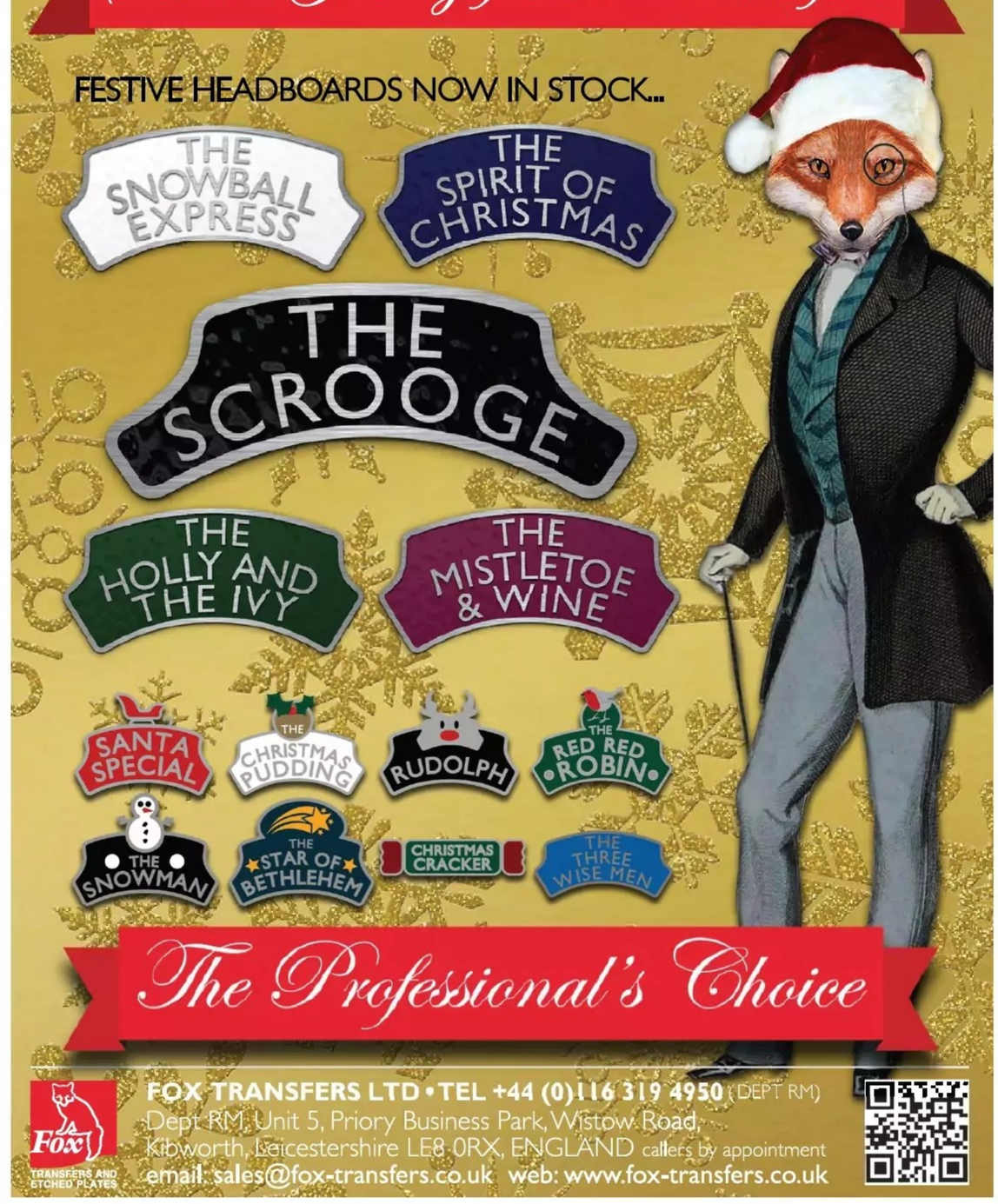

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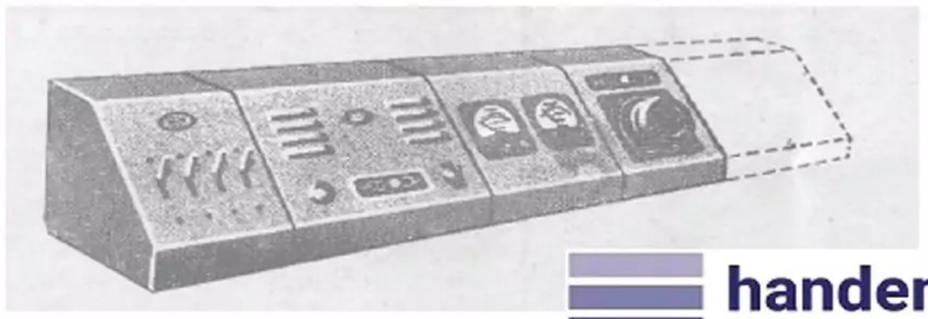

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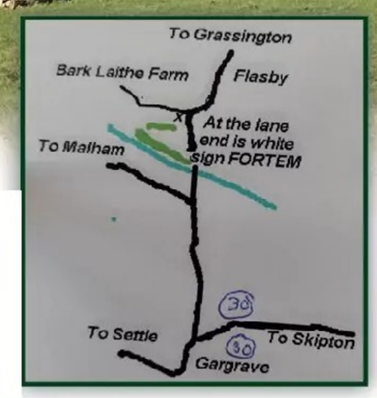

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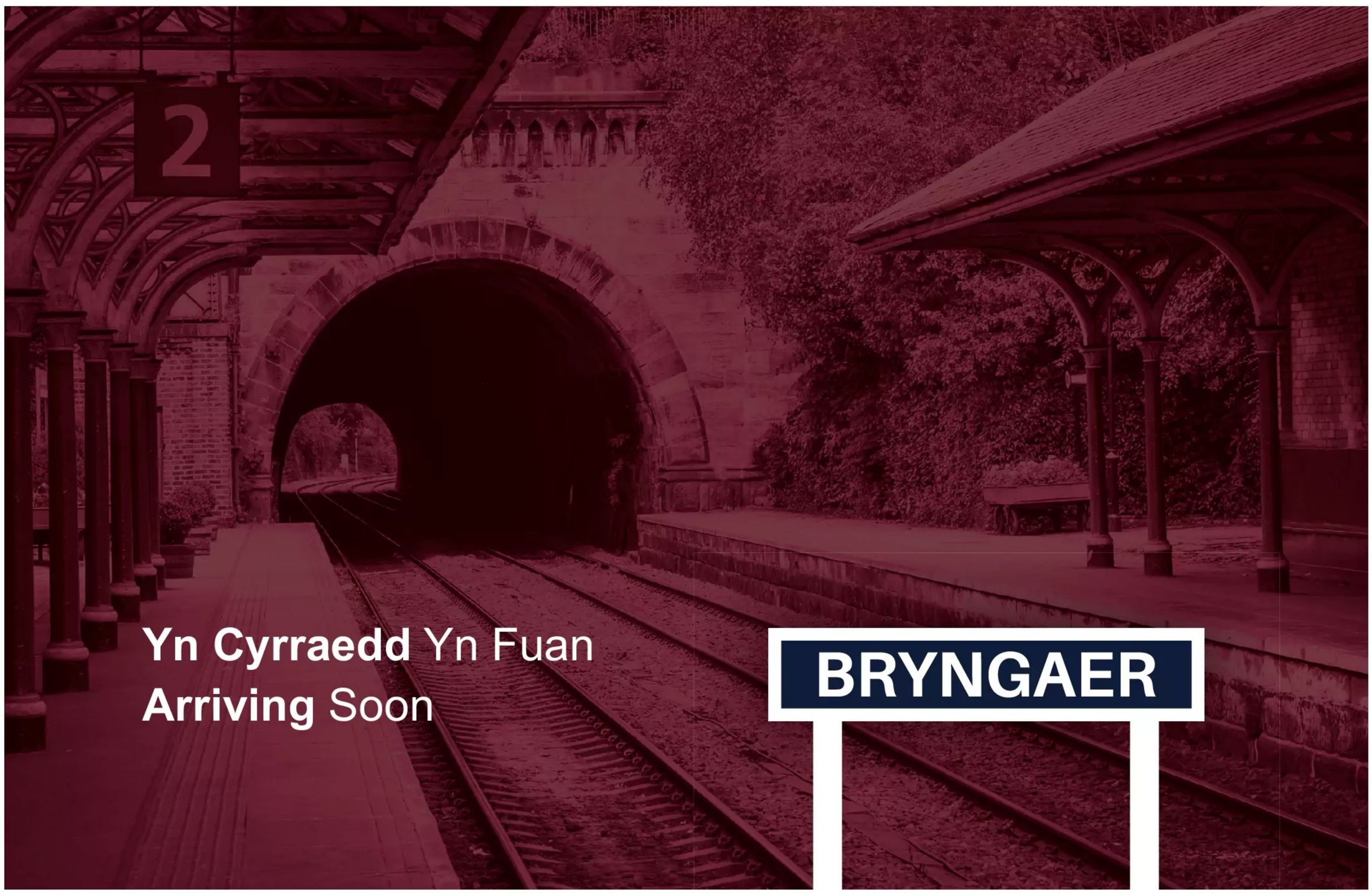

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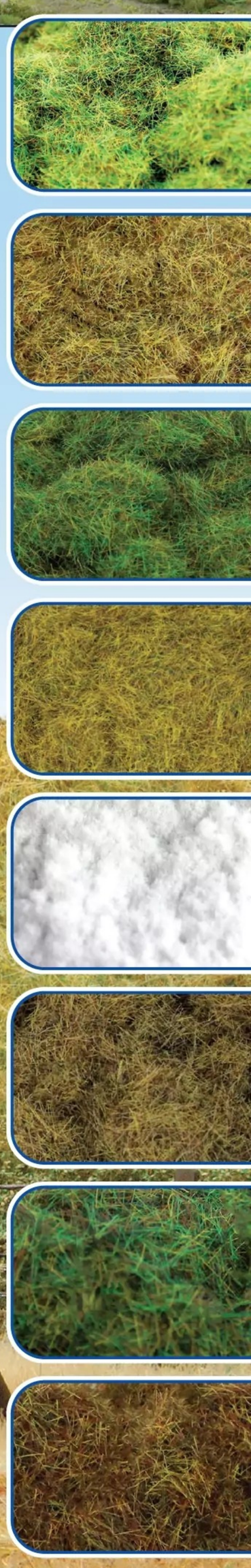

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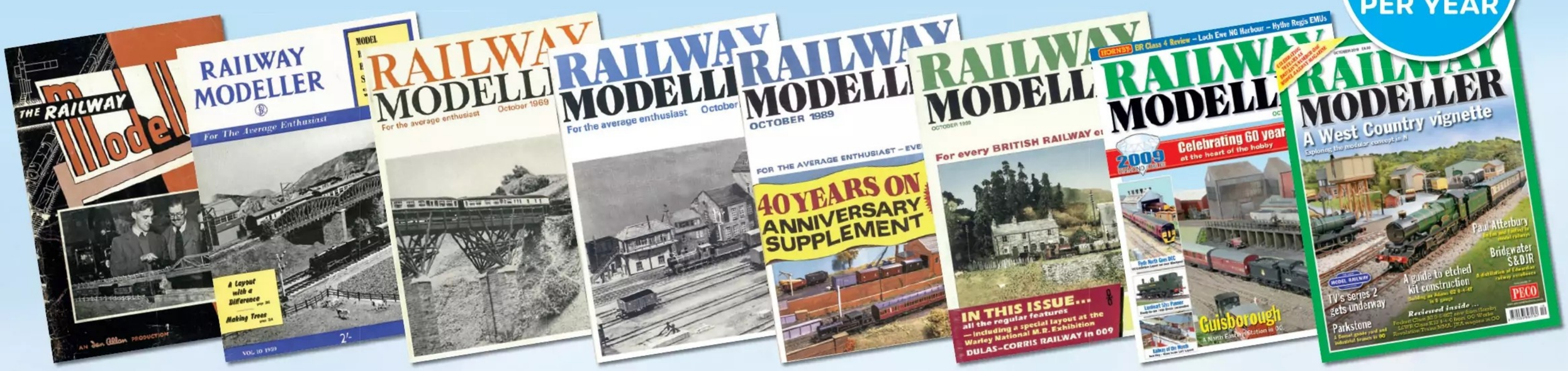

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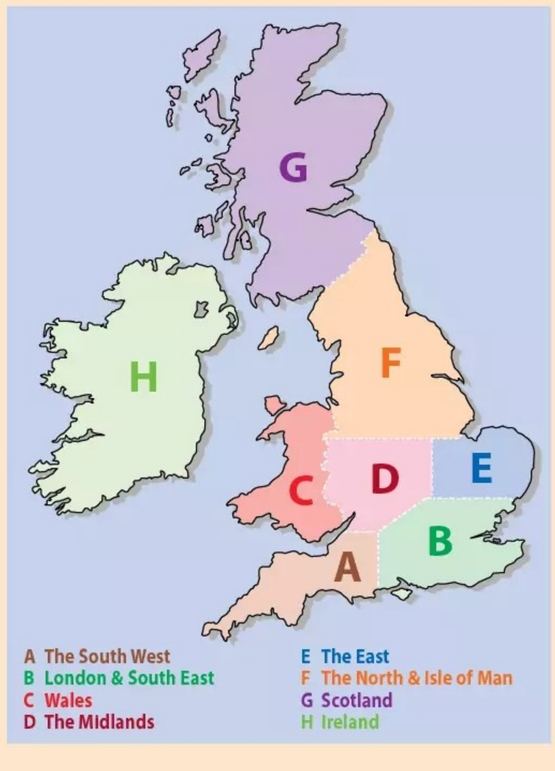

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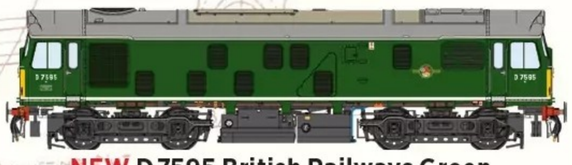

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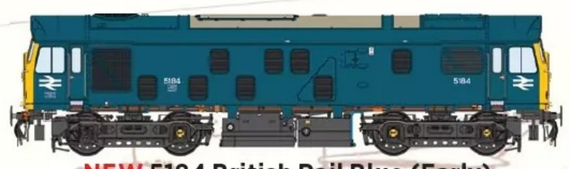

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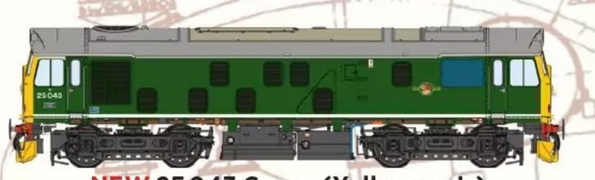

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