BRITAIN'S No.1 MODEL RAILWAY MAGAZINE

DECEMBER 2025 £6.45 AT THE HEART OF THE HOBBY VOLUME 76 No 902

RAILWAY MODELLER

PECO RAIL200 MODEL LAYOUT COMPETITION

Winners announced!

Full results inside this issue...

Reviving the Somerset & Dorset

The story behind a museum-based project in OO

Scotland in the snow

A BR steam era terminus in OO

Cardboard wonder

An unusual narrow gauge model in 009

The Manchester Christmas Show

A preview of this special centenary exhibition

Reviewed inside ...

Heljan Class 104 DMU in OO
Hornby four-wheel coaches in TT:120
Beilhack ZZA snowploughs from Accurascale in OO

PUBLISHED BY PECO

www.pecopublications.co.uk

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RAILWAY MODELLER

Contents

December 2025 vol 76 No.902

936 **Ryburn**
Railway of the Month
David Kirby describes the Lancashire & Yorkshire Railway branch line which he built in P4 as a joint project with John Dilnot, and which has recently returned to the exhibition circuit under new ownership.

944 **Peco RAIL200 Model Layout Competition results**
Ahead of this year's National Festival of Railway Modelling, which will be taking place at the NEC in Birmingham on 22 & 23 November, we are delighted to announce the winners and runners-up in our RAIL200 layout-building competition, together with other shortlisted entries and selected finalists.

952 **A Churchward Star Class 4-6-0 in 7mm – part 2**
Having started in the November issue, John Cockcroft completes the construction of a David Andrews etched kit for one of these Great Western Railway four-cylinder machines.

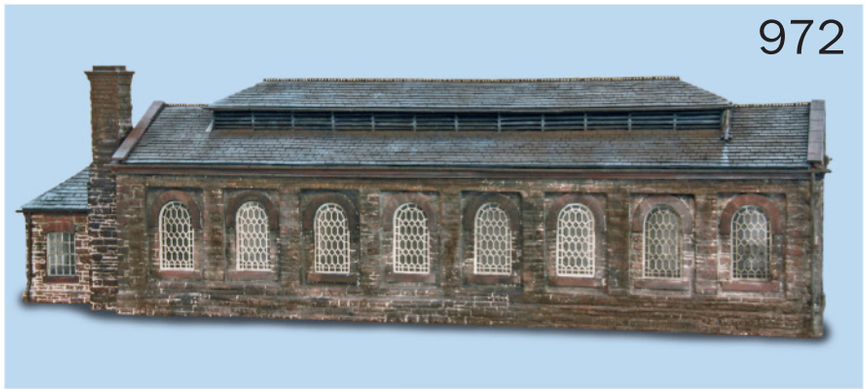
956 **Mileposts – The LNER Society Diamond Jubilee**
LNER Society Vice President David Woodward recounts the history of this organisation, which for the past 50 years has served to facilitate the study of this particular railway company and to provide a source of authoritative information for historians and modellers.

958 **Ryecroft Arena**
Plan of the Month
Having originally built it as a terminus to fiddle yard layout, Steve Farmer expanded the non-scenic elements of this Privatisation era N gauge model to create a main line continuous run in just 5' 10" x 2'.

963 **Talking Points**
Topical issues from the world of model railways. This month, Malcolm Briggs explains how a small team of modellers have sought to keep the memory of the Somerset & Dorset Joint Railway alive, by constructing an OO gauge model of Sturminster Newton station.

966 **Scottish sojourn – part 2**
Chris Ford continues the construction of this West Highland layout project in 4mm, which makes extensive use of products from the Peco range.

972 **An engine shed for Mallerstang Junction**
Scale Drawings
Ian Nuttall describes, with accompanying working drawings, how he scratch-built a Midland Railway-style locomotive shed for his grand Settle & Carlisle-inspired *Dentdale* empire.



RAILWAY MODELLING *Explored*

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

987 Millfield – a card wonder

Is it possible to use card for the baseboard of a model railway? Anthony Bilton has proved it with this small 009 system.

990 Build your free kit

Callum Willcox shows you how to build the Metcalfe Models card kit included free with printed copies of this issue.

993 A Christmas tree model railway

Dick Robinson describes how he made use of cake decorations and old Christmas cards to create this festive snow scene in OO.

WHAT'S ON THE COVER

980 Manchester Christmas show

With the Manchester Model Railway Society celebrating its centenary, we bring you a preview of its Christmas Model Railway Show, to be held in the city's Sugden Centre on 13 & 14 December.

982 Bred Albin

A photograph of Killin station inspired Alisdair Macdonald to create this Scottish snow scene, which will be appearing at the Manchester Christmas show.

994 Readers' Letters

996 New Product Reviews

We open this month's reviews with the first ready-to-run model of the BR Class 104 Diesel Multiple Unit, by Heljan in OO. It is followed by several new items from Hornby: in the new TT:120 scale, sets of four-wheeled coaches and KFA container wagons; and in OO, a single-chimney Caprotti 'Black Five', Great Northern Railway J13 0-6-0ST, and Great Eastern Railway Y14 0-6-0 – plus the firm's battery-powered Santa Express Christmas train set! We also assess the Beilhack snowploughs from Accurascale; the London Midland & Scottish Railway 20-ton brake van from Bachmann; BR demountable tank wagons from Clark Railworks; and the Great Central Railway Class 9N 4-6-2T from Sonic Models, all in OO.

1006 Book Reviews

1007 News

Railway Modeller views decorated samples of the Midland Railway '483' Class 4-4-0, GNR J13 0-6-0ST and 'Evolution' coach packs in OO by Rapido Trains UK; Hornby adds curved-frame Saint in BR black to its OO gauge range; Bachmann announces first ready-to-run Class 13 'Master and Slave' shunters in OO; new models of refurbished Class 37/5 and 37/7 diesels from Heljan in O; Peco reveals Ffestiniog Railway train sets in 009, and starts 80th anniversary celebrations with open days at Harburn Hobbies store; AGR Model Railway Store commissions exclusive dark blue coach in 009 from Peco; Dapol shows images of engineering prototypes for its OO gauge Class 323 Electric Multiple Unit; new manufacturer Bryngaer arrives with Cambrian Railway wagons in OO; permanent model railway display opens at Statfold railway museum during Warley show; Ashford International Model Railway Education Centre is opening its new layout exhibition to the public; and a remarkable, fully signalled OO gauge GWR layout is threatened with closure.

1015 Societies & Clubs

The biggest and best guide to the exhibition scene.

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SEE PAGE 68a FOR DETAILS

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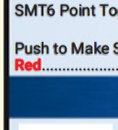

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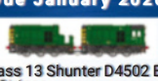

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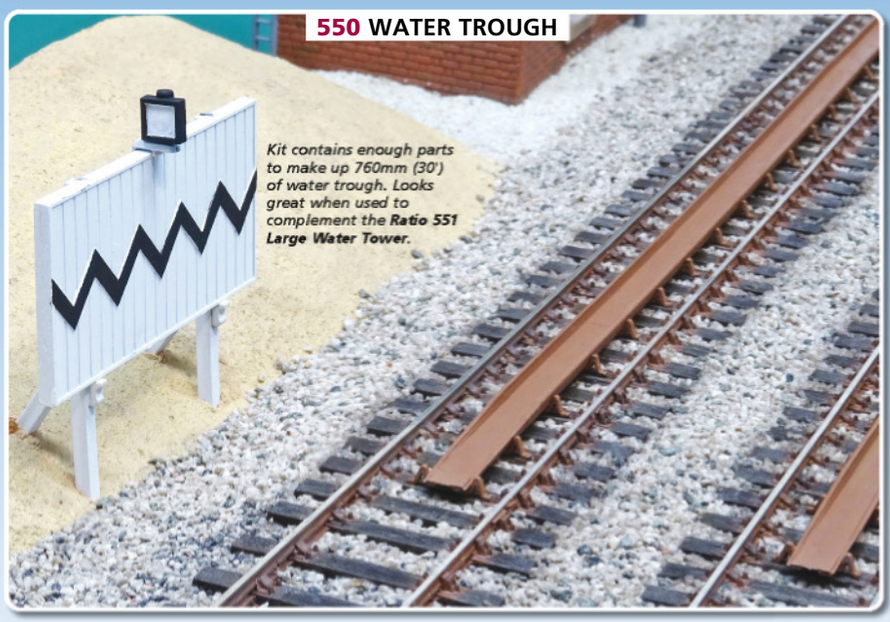
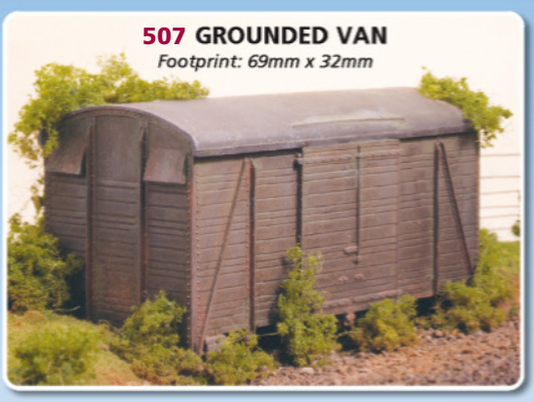


*Kit contains enough parts to make up 760mm (30') of water trough. Looks great when used to complement the **Ratio 551 Large Water Tower**.*

507 GROUNDED VAN

Footprint: 69mm x 32mm



511 LINESIDE HUT (x2)

Footprint: 42mm x 32mm

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Footprint: 122mm x 49mm

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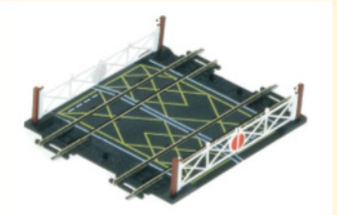

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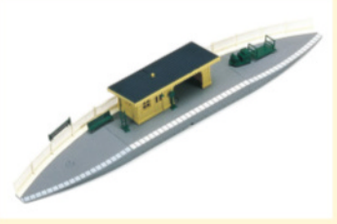

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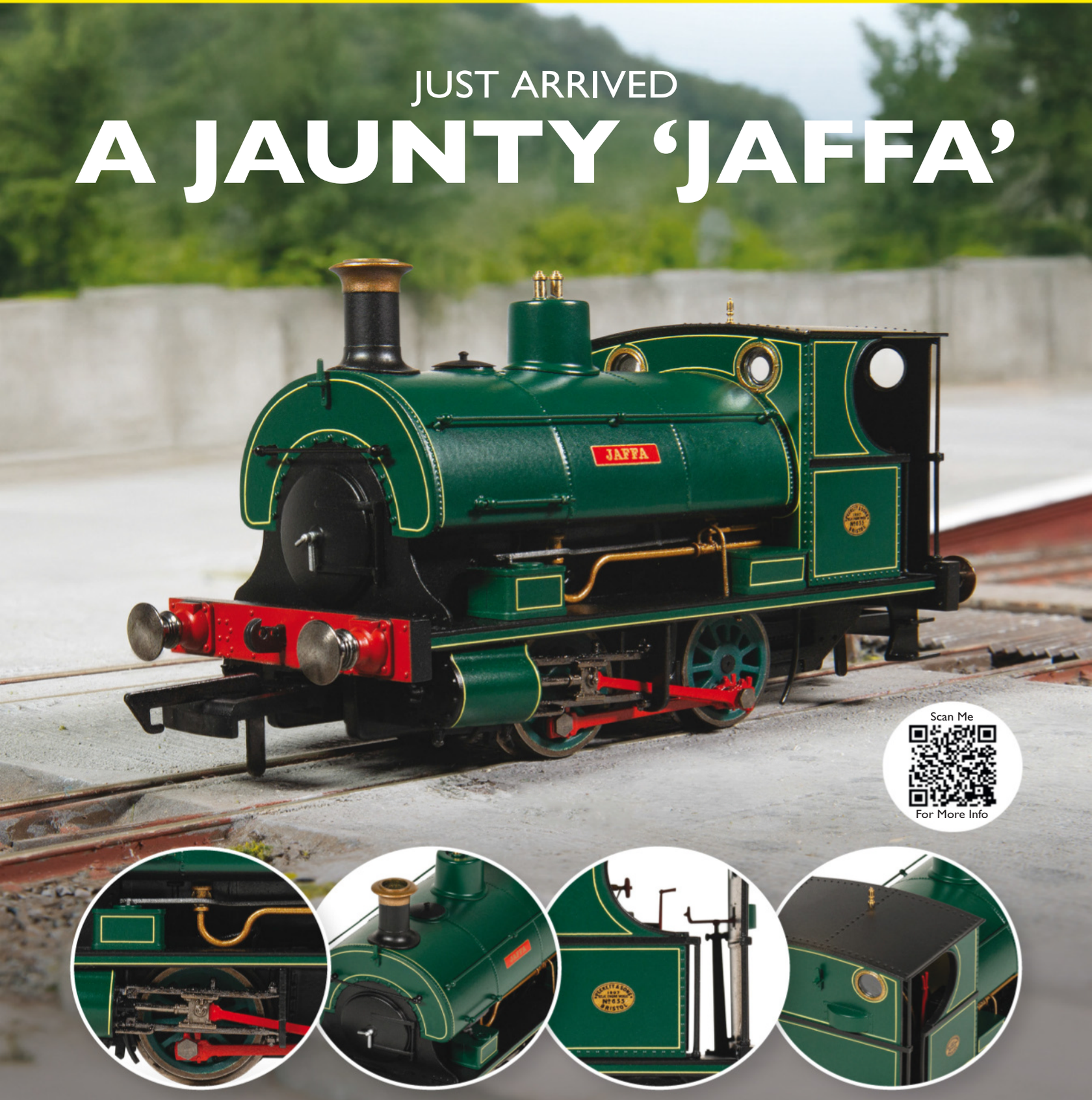

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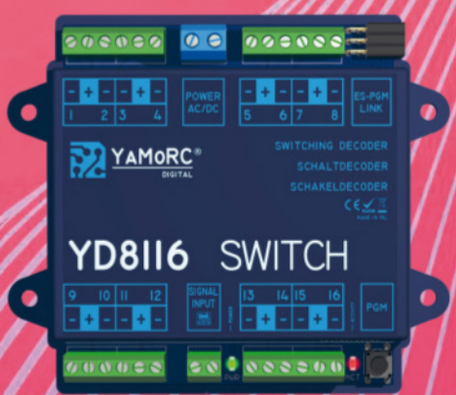

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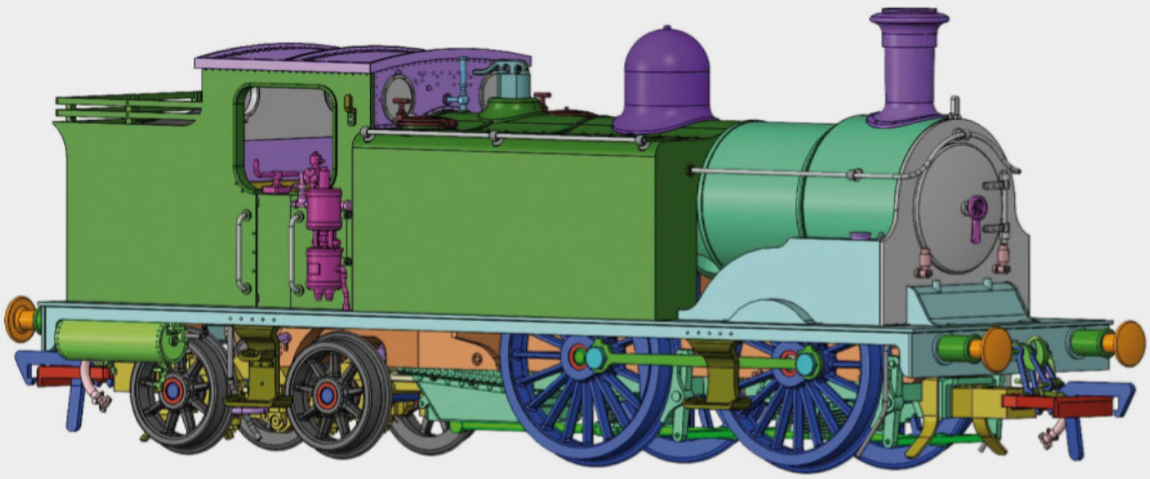

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59001 at Basingstoke with Yeoman PTA wagons. Photo: Paul Smith/Creative Commons.

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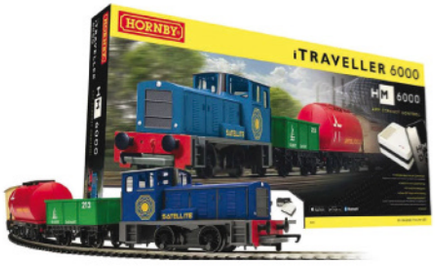

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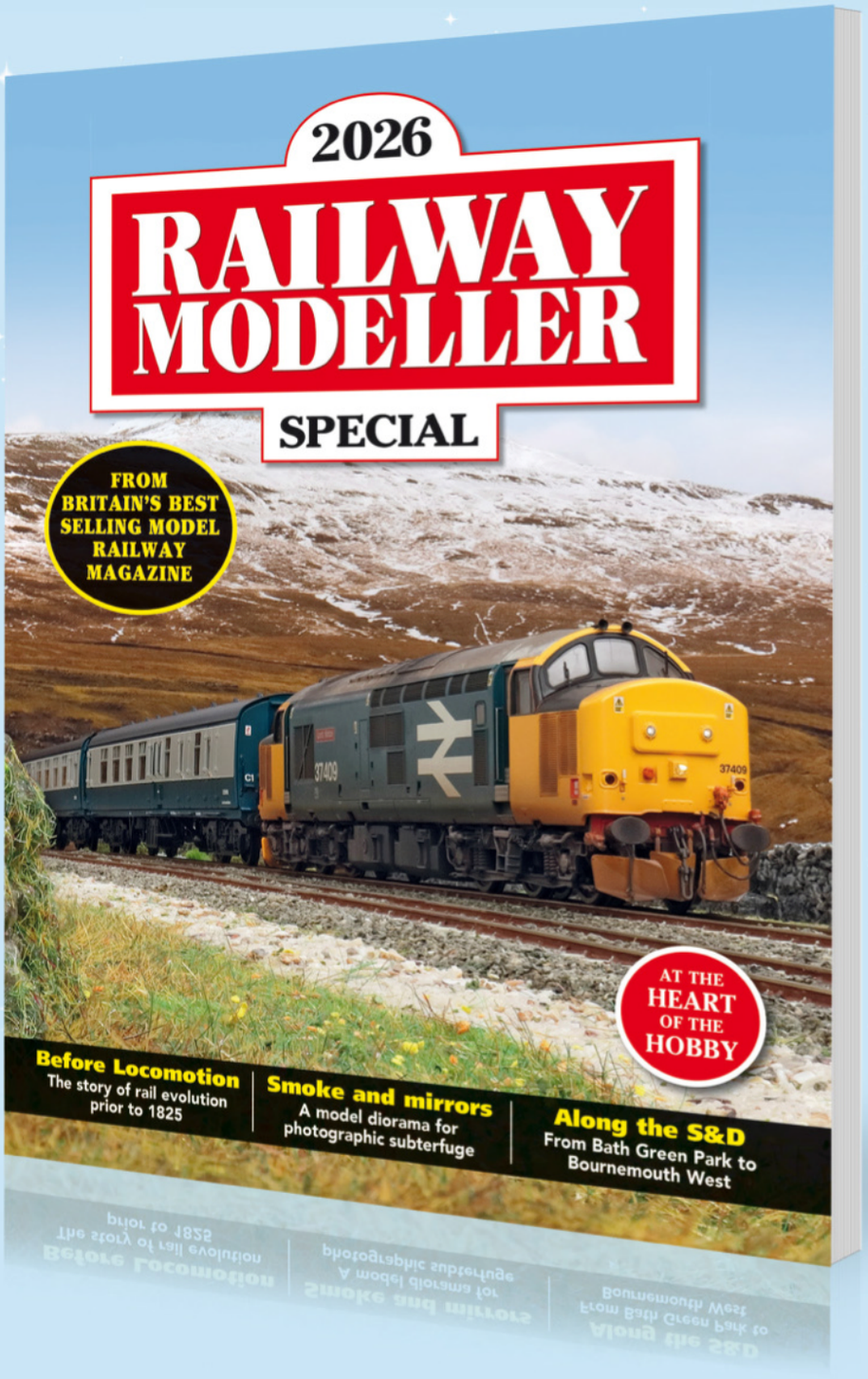

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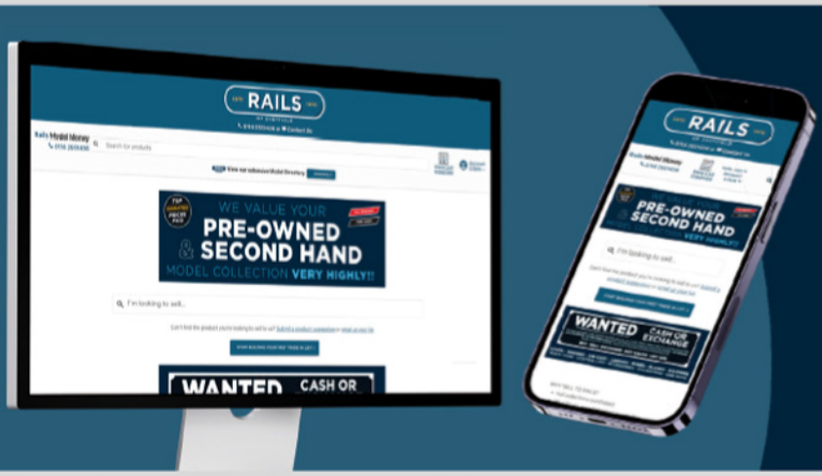

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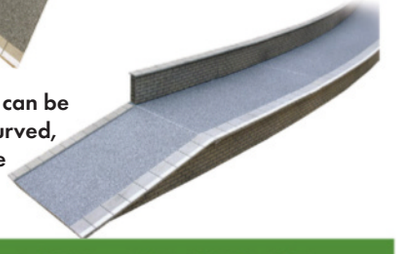

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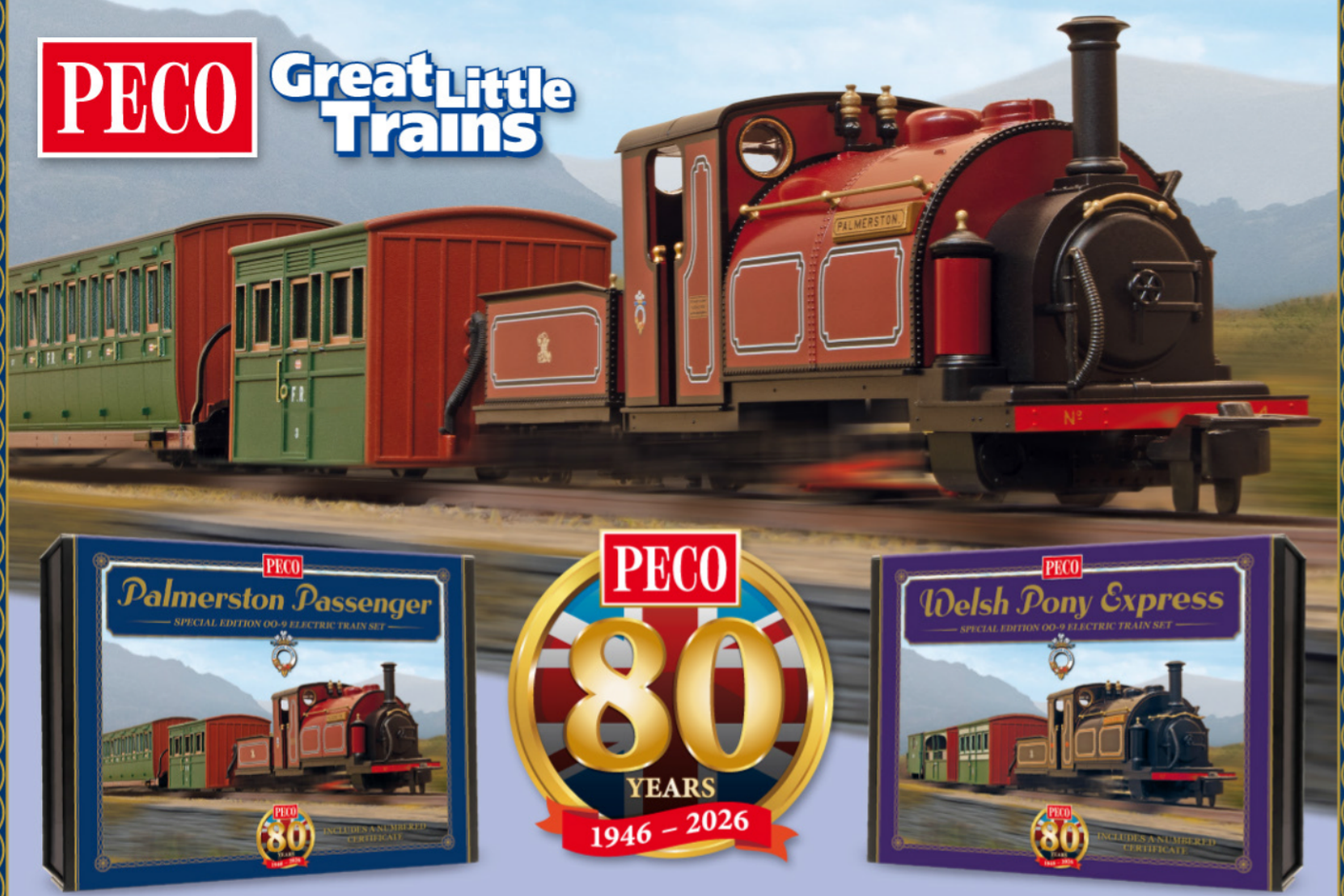

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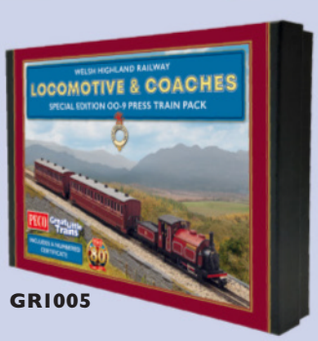

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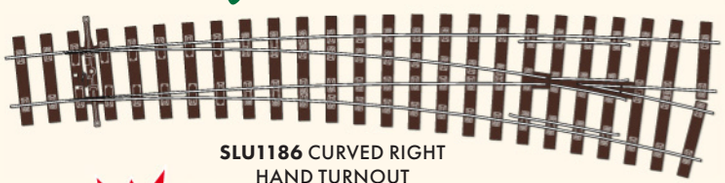

SLU1186 CURVED RIGHT HAND TURNOUT

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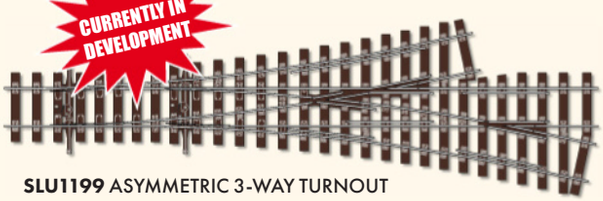

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These latest kits are inspired by buildings found on the Isle of Wight Railway but they are also perfectly suitable for many other lineside locations.

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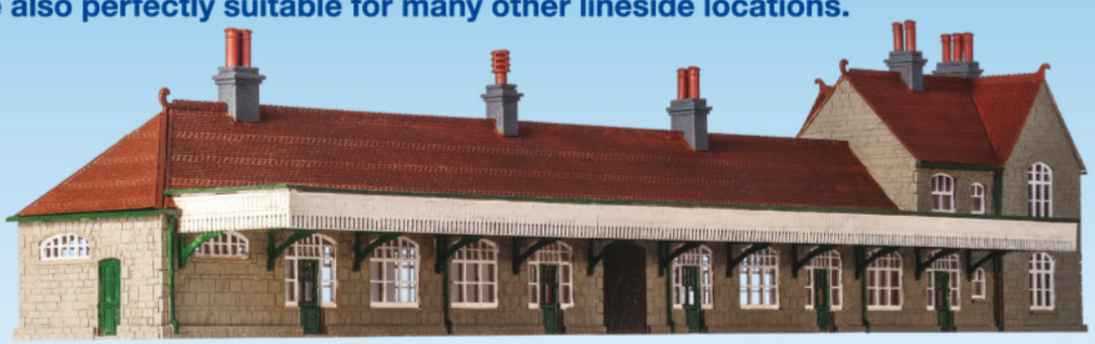

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LK12113 Goods Shed

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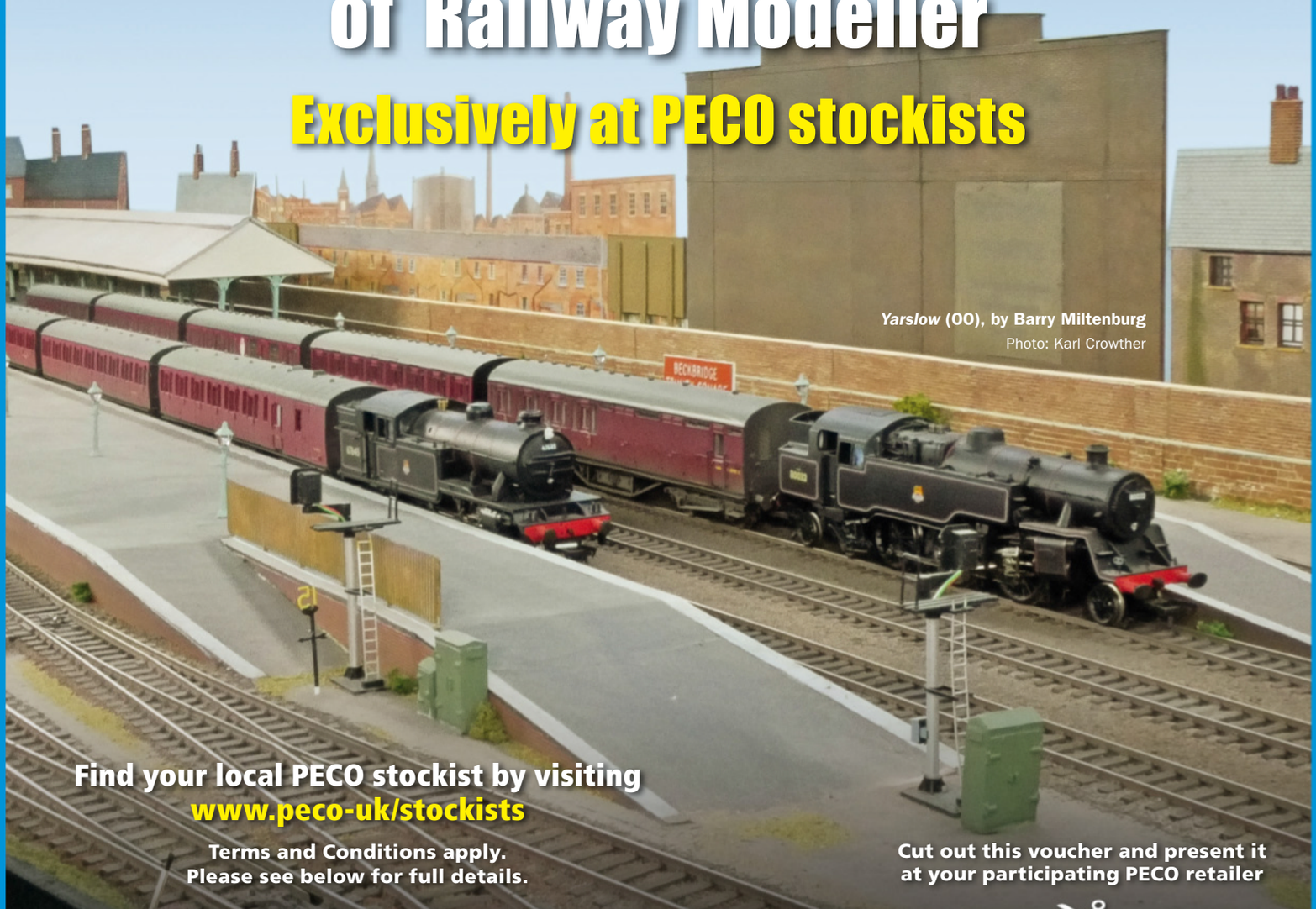

***Yarslow* (OO), by Barry Miltenburg**
Photo: Karl Crowther

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Published on the second Thursday of the preceding month.

ISSN 0033-8931

Annual subscription (12 issues):
United Kingdom – from £50.00 post free.
Overseas including Eire – £90.00, Air Saver Post.

Airmail rates on request.
Peco Technical Advice Bureau, address as below.
Back numbers information – see Classified advertisement under 'Trade Sales Books'.

Peco Publications & Publicity,
Beer, Seaton, Devon,
EX12 3NA, England.
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Welcome

A year to remember

As well as judging the winners and runners-up for the Peco RAIL200 Model Layout Competition, Pete Waterman created this demonstration 'Modular' entry.

What a year 2025 has been. With the hundreds of special events that have taken place nationwide to mark 200 years since the birth of the passenger-carrying railway, it has certainly been a year of celebration that will live long in the memory.

Inside this month's issue of Railway Modeller we bring our own Railway 200 coverage to an exciting conclusion, by revealing the results of the Peco RAIL200 Model Layout Competition. As you will discover with our special feature starting on p944, the competition has been a resounding success, with hundreds of entries received before the 30 September deadline. The standard of modelling was consistently high across all four categories – testament to the huge amount of time, effort and skill that had been put into creating them.

For me, the real measure of the competition's success lies with how it encouraged so many individuals to *get modelling*. For some, the competition provided the catalyst to start what was their very first practical railway modelling project, whilst for others it inspired an active return to the hobby after a break of many years. Therefore, for those who were informed that their entries were not among the selected finalists, I hope that they regard their participation in the competition as a wholly positive experience that was both enjoyable and rewarding – perhaps also acting as a springboard for a bigger project.

The 27 competition entries that are illustrated as part of our results feature will be amongst up to 50 selected finalists on display at this year's National Festival of Railway Modelling, which will be taking place at the NEC on 22 & 23 November. This is set to be a fitting grand finale to the competition, with a large number of the 'Modular' entries being joined together for the event, and Pete Waterman presenting the four winners' trophies.

If the competition has encouraged you to consider embarking upon your first layout project, then look no further than Chris Ford's latest step-by-step series, part two of which is presented on p966. With the series being spread over a number of issues, and shopping lists included as part of each instalment, this OO gauge Scottish terminus is an ideal winter project.

With this, the December-dated issue, thoughts naturally turn to the upcoming festive period. In the run up to this, Manchester Model Railway Society will be staging its next annual exhibition – billed as 'The Christmas Show' – on the weekend of 13 & 14 December. This, too, will be a celebratory event, with the Society set to mark the centenary of its founding in style. We have prepared an exhibition preview with all the highlights on p980, whilst a full layout listing can be found in our Societies & Clubs pages (starting on p1015). Members of the Railway Modeller and Continental Modeller editorial teams will be attending, so we look forward to seeing many of you there…

Craig Tiley Editor

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

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

Paper used in the production of this magazine is sourced from responsibly managed forests and other controlled sources

Distribution to the model trade, direct subscriptions (Home & Overseas) Pritchard Patent Product Co Ltd (address and telephone as above).

Distribution to the newsagency trade (Home & Overseas) Marketforce (UK)
121-141 Westbourne Terrace, Paddington, London W2 6QA

Printed by
William Gibbons & Sons Ltd., P.O.Box 103,
26 Planetary Road, Willenhall, West Midlands WV13 3XT

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

Railway of the Month

Photography by Karl Crowther

Below
Saddle tank No.753 waiting in the goods loop, bound for Sowerby Bridge.

Ryburn

DAVID KIRBY describes the P4 layout which he built as a joint project with **JOHN DILNOT**, and which has recently returned to the exhibition circuit under new ownership.

A plan was put before Parliament in 1864 to build a line up the Ryburn Valley to a terminus on the west side of the river at Ripponden. The act covering the construction of the line was passed in July 1865, but nothing happened for several years. A further plan, put forward in 1869, authorised the abandonment of the original section crossing the River Ryburn to Ripponden village and substituted an extension along the east side of the valley to terminate at Rishworth; this act was passed in July 1870.

The contractor's plan shows many trackwork differences to that actually constructed: it had been planned to extend the railway through a tunnel to pass under Blackstone Edge into Lancashire, but the construction of the line as built proved to be a very expensive enterprise. The intention of extending the line was to accommodate double track, although it was run as single, except for the first few years.

Trying to represent a real location in model form sometimes has its problems, so a compromise has to be sought, and this was the case with our layout, *Ryburn*: due to restricted room in our trailer that was used to transport it to exhibitions, the main section that houses the control panel could not be any wider than 36", so instead of the four sidings that were in place at Ripponden, we could only fit in three. We therefore called the layout *Ryburn* which, as stated, is the name of the river that flows through the valley. Motive power for the branch was supplied from Low Moor shed.

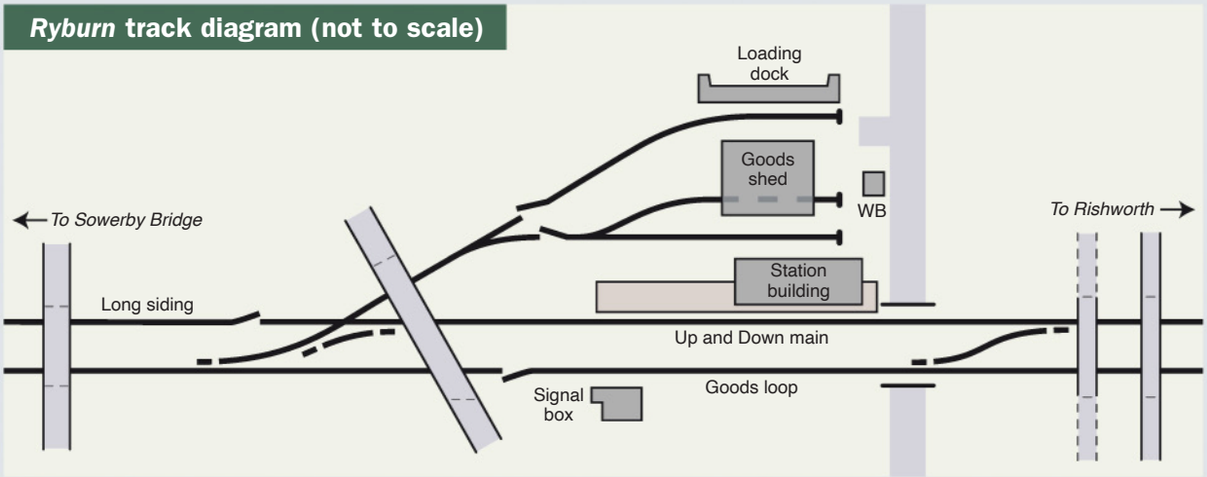
Construction materials & methods

The framework was made from 4" x 1" softwood topped with 10mm plywood, which was then glued and pinned to the framework. The baseboards have supporting legs that fold up underneath. Each board is located to the next with pattern maker's dowels, and held together with clips at the side and bolts through the end pieces.

Right
Saddle tank No.800 at Ryburn station goods loop with a small rake of ballast wagons and the 'birdcage' brake van, waiting for a local passenger train to pass.

Left inset
Empty and loaded coal wagons are stabled in the goods yard, with the local coal merchant about to make his horse-drawn deliveries.

Ryburn track diagram (not to scale)



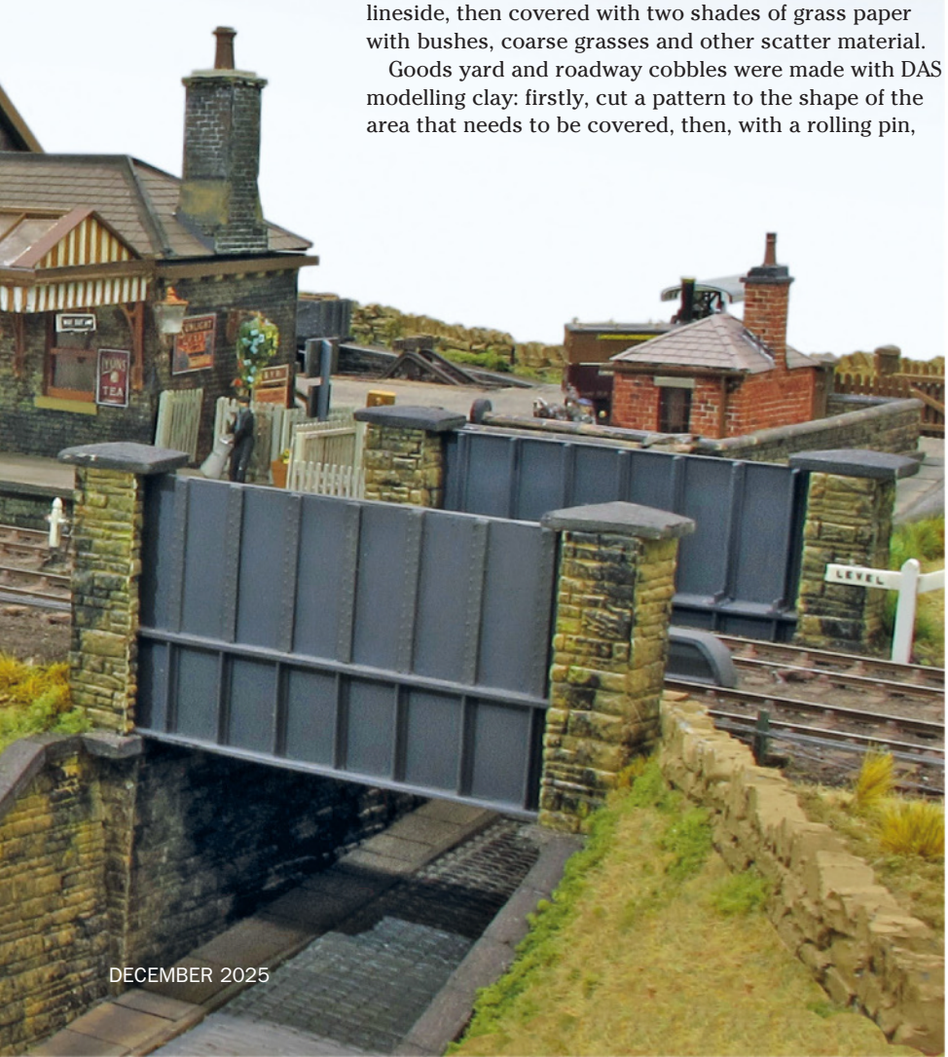
The overall length of the layout is 23' 3"; there are three baseboards of 4', one of 1' 3" and two fiddle yards of 5'; the centre control board is 36" wide, and all the rest are 22" wide.

The goods shed and station building have carcasses of aircraft ply covered with Wills embossed plastic sheet, while the small weighbridge office is made from white plastic sheet, covered in brick chads which are glued on: by leaving a small gap between each 'brick', the white background takes on the look of the mortar. The small coal yard office is plasticard, but instead of 'bricks', thin strips of balsa wood were glued on vertically to look like planks of wood. The bridges were made the same way with plywood and different Wills plastic sheets.

Right
An Aspinall 7' 3" 4-4-0 arrives at Ryburn with an excursion train for the nearby public school. The small standing stone with the letters LYR next to the fence in the left foreground is there to mark the boundary of the railway company's property.

Below
Saddle tank No.311 hauls a short train of cattle wagons past the station on its way to Rishworth to be loaded.

Far left
Ryburn signal box with its unusual bargeboards, which is based on the one that once stood at Dewsbury West Junction in West Yorkshire and was built by the Railway Signal Company.



Foundations for the scenery were made with multiple layers of expanded foam about 1" thick, glued together and shaped to represent the different areas of the lineside, then covered with two shades of grass paper with bushes, coarse grasses and other scatter material.

Goods yard and roadway cobbles were made with DAS modelling clay: firstly, cut a pattern to the shape of the area that needs to be covered, then, with a rolling pin, roll out the clay to about 3mm thick, put the pattern on the clay, cut round it with a pizza cutter and glue it in place, then emboss it with square or rectangular tube.

Measurements for the goods shed and station building were taken from Lancashire & Yorkshire Railway branch line booklets. Dimensions for the footbridge and the two stone bridges were taken by going to the old trackbed of the line with a long tape measure, taking down the dimensions and making the models from them.

Instead of using ready-made plastic lineside fencing, I opted for a more authentic look, using a semi-hard wood for the posts and using a jig to burn three holes through the wood, which were then glued in place every 2" along the embankment. The horizontal lengths were made from thin strips of balsa wood, all coated with creosote substitute, then threaded through the holes and glued in place. It looks good, but is very fragile.

Trackwork

C&L templates were used for all the points and crossings to B8 radius. All the other track was made up from pre-formed flexible track in metre lengths and glued in place. Point operation is via a slide switch to change the polarity and wire-in-tube to change the point blades.

The material used for the ballast, we think, is quite unique: original L&Y ash ballast. The line from Cleckheaton to Heckmondwike and Mirfield is now a greenway with all the stone ballast removed, but in just a few places there is still some of the old ash remaining. So, we filled a small bucket, riddled the large lumps out, steamed the moisture from it and put it through a tea sieve to get it to the right size. Then came the tedious job of painting glue between the sleepers, sprinkling the ash on, waiting until it was almost dry, turning the section over, retrieving the excess and repeating the process.

Below
A view of the goods yard and rear of the booking hall taken from the field next to the road. On the left of the picture a passenger train waits at the platform. In the centre are the steps allowing pedestrian access to the booking hall, where a parcel van driver makes a delivery. At the side of the weigh office are two thirsty horses taking a drink from the trough before their next task. Alongside the warehouse are two coal wagons waiting to be unloaded, whilst inside can be seen some bales of cotton or wool.

Left
The train standing at the platform is a local from Sowerby Bridge to Rishworth, hauled by Barton Wright 0-4-4T No.14.

Right
The 0-4-4T on a return working from Rishworth going under the metal footbridge, which as far as we know is still *in situ*. The first vehicle is a motor car van painted in L&Y passenger livery of plum & tan. The home signal, a scale 40' tall, has stay wires. The signal in the background is a fixed distant painted red, which is correct for the period modelled: they were painted yellow at a much later date.

Signals

The signals were constructed with components from Model Signal Engineering. Operation of these is via a microprocessor sold by Megapoints Controllers, which in turn operate a small inexpensive servo. The travel of the signal arm can be adjusted to the distance required by small buttons on the microprocessor, and there is a random in-built signal bounce.

Operation

Traffic on the layout consists of local passenger trains and special excursions for the nearby public school, not forgetting the annual holiday ('Feast Week'). Stock for the local passenger train would be four- or six-wheeled arc roof vehicles, while the excursion stock would have been stored lower down the line during the winter months.

Freight traffic inbound was mainly coal, cotton, wool, and a small amount of agricultural stores; cattle and the odd horse box would be seen from time to time.

Outbound traffic was mainly finished goods, so there would have been a lot of van traffic, the valley dealing mostly in textiles.

The layout is controlled from a central panel where the operator sets the road and signals for the appropriate train, which departs from one of the fiddle yards at either end.

All the train movements are controlled using bell codes, and there are 18 movements from start to finish, taking just over an hour to complete.

Locomotives and stock

Passenger locomotives would have been Barton Wright 0-4-4Ts and 0-6-2Ts; also, from 1906, there would have been an L&Y railmotor. Goods engines were Barton Wright 0-6-0s ('Ironclads'), 0-6-0STs or Aspinall 'A Class' 0-6-0s. To add a bit of variety, we ran the odd 4-4-0 and 0-8-0.

All locomotives and rolling stock were converted from OO to P4. Saddle tank No.800 is an etched brass kit originally sold by the late George Norton, but which is now marketed by London Road Models. The engine is driven by a Mashima 24 x 10 flat can motor and a High Level RoadRunner Plus gearbox with a ratio of 54:1. The prototype of this loco was built in January 1883 as an 0-6-0 tender engine but converted to a saddle tank in 1899, being withdrawn from service in 1928.

Saddle tank No.753 has a Mashima 24 x 16 round can motor and flywheel coupled to a Branchlines 67:1 gearbox.

Saddle tank No.311 was the oldest loco running on *Ryburn*: built in the late 1980s, from a George Norton kit, it is driven by a large Taff Vale motor and a Branchlines 67:1 gearbox.

0-4-4T No.14, designed by William Barton Wright, was built in 1886 and lasted until 1921. The model is made from an etched brass and nickel silver kit from Warren Shephard, and has a 14 x 20 Mashima flat can motor and a High Level 40:1 RoadRunner gearbox.

Aspinall small boiler 0-8-0 No.1490 was made from a London Road Models kit, and is powered by a Mashima 20 x 14 flat can motor with a Branchlines 67:1 gearbox and flywheel.

The Aspinall 7' 3" 4-4-0 was built from a Chowbent Castings kit, and is driven by a Mashima 20 x 12 motor and High Level 54:1 gearbox.

The six-wheeled arc roof coaches for the local passenger train are made from etched brass and were sold by D&S Models many years ago. The carriages of the excursion train were also kit-built many years ago and are believed to be from Mallard Models.

The ballast wagons are made from etched brass kits from Dragon Models. An unusual 'birdcage' brake van was scratch-built from plasticard sheet and sections; in

Left
Saddle tank No.753 about to stop by the signal cabin. In the foreground are part of the goods shed roof with its fancy ridge tiles, the scratch-built yard crane, and a double roll top covered van which is kit-built. Behind is the station starting signal with the shunt arm below, labelled 'S'.

Right
Aspinall small boiler 0-8-0 No.1490 with a mixed goods train which has just shunted the yard at Rishworth and is about to do the same here at Ryburn.

Below
The 7' 3" 4-4-0 about to leave Ryburn station with the excursion working, with various vans in the goods yard waiting to be unloaded.

reality, these vehicles had iron sheets bolted to the sides for extra weight. The various coal wagons were built from Slater's kits, and the vans are mostly kits from David Geen.

Under new ownership

Ryburn is now owned by Ray Hodson. The layout recently returned to the exhibition circuit following a programme of work that has included changing the operation from single to double track, equipping the layout for Dingham auto-couplings and revising the electronics (to allow for a second controller).

The sale did not include stock, so the layout now utilises L&Y locomotives and items of rolling stock from those used on the South Hants Model Railway Club P4 layout, *Eastwood*.

Ryburn's next booked appearance is at the Southampton Model Railway Society exhibition on the weekend of 24 & 25 January 2026. For further details go to: **www.southamptonmodelrailwaysociety.co.uk**

PECO RAIL200 MODEL LAYOUT COMPETITION

Ahead of this year's National Festival of Railway Modelling, which will be taking place at the NEC in Birmingham on 22 & 23 November, we are delighted to announce the competition winners and runners-up, together with showcasing other shortlisted entries and selected finalists.

The results!

Words by Craig Tiley

When the Peco RAIL200 Model Layout Competition was launched in our May edition, little did we know that it would be met with such an incredible response, capturing as it has the imaginations of hundreds of modellers throughout the railway modelling community.

We are delighted to report that purchases of the competition baseboard kits (produced for Peco by White Rose Modelworks) numbered over 600 in total, with finished entries being submitted online and by post prior to the competition deadline of 30 September.

Careful and thorough evaluation of all these entries was no small task, with this process being undertaken by a panel of representatives from Peco and RAILWAY MODELLER. Shortlisting five entries for each of the four award categories proved extremely difficult, such was the very high quality of entries that had been submitted.

These shortlists were then presented to pop record producer and railway modeller, Pete Waterman, who was invited to select the prize winners for each category.

Pete commented how the standard of entries was "excellent" and that choosing the winners and runners-up "wasn't an easy task". He was impressed by the large representation of younger modellers, which he saw as a positive sign for the future of the hobby.

A centrepiece at the NEC

The winners and runners-up, together with other selected finalists, have been invited for display as part of a special centrepiece at the forthcoming National Festival of Railway Modelling, which will be taking place at the National Exhibition Centre in Birmingham on the weekend of 22 & 23 November 2025. It is planned that Pete will be attending on the Sunday of this event to present the winners with their trophies (this is expected to take place adjacent to the competition display at 15:00).

The event will provide visitors with a unique opportunity to see the finalists from the two 'Modular' categories all joined together, with a special train running from one end to the other to provide a fitting finale to the contest.

In addition to the competition centrepiece, the two-day event is set to bring together more than 60 model railways, and 120 retailers and manufacturers. For further details, including opening times and ticket information, head online to: **www.nfrm.co.uk**

As part of his support for the Peco RAIL200 Model Layout Competition, Pete Waterman constructed a demonstration entry (for the 'Modular' category) depicting a modern main line station. Its construction was chronicled by Pete in a series of short videos uploaded to his Railnuts Facebook page. Illustrated here is the finished model, which was used to provide the image for this month's cover.

Congratulations

On behalf of Peco and RAILWAY MODELLER, we wish to express our heartfelt thanks to everyone who took part in the competition and helped to make it such a resounding success.

Congratulations to the four winners who, in addition to a winner's trophy, will each receive a £500 voucher (redeemable at approved Peco stockists but not exclusively on Peco products); a 12-month subscription to RAILWAY MODELLER with full access to the RM Digital Archive; and tickets to Pecorama.

Congratulations also to the four runners-up who, in addition to a special commemorative certificate, will each receive a £100 voucher (redeemable as above); a 12-month RM subscription with digital archive access; and tickets to Pecorama.

And so, without further ado, to the prize winners…

Modular (under 16)

Entries in the 'Modular' categories incorporate the length of Peco OO gauge Setrack (ref.ST204) that was supplied with each competition baseboard kit, this being placed lengthways across the board (in a specified position on the board surface). This is to enable multiple selected finalists from both 'Modular' categories to be joined together at the NEC event.

Brampton Bridge

By Hugo Sands (age 14)

WINNER

Description:

The model is of a modern main line crossing over a heritage railway. I designed it like this to show different periods of railway history, which is in keeping with the Rail 200 anniversary, this being the name of this competition.

A Kraken Day

By George Fearon (age 13)

RUNNER UP

Description:

I love trains and I have always been fascinated by the Kraken scene in the film* Pirates of the Caribbean.** ***I decided to combine the two. At first, I wasn't sure if it would be possible, but then I realised that I could model the tentacles out of polymer clay.

Also shortlisted…

Wizarding School!

By Alice Sheard (age 11)

Damems

By Edward Mitchell (age 13)

200

By Joseph Mayers (age 12)

Modular (16 and over)

WINNER

Project New Street

By Joseph Laurence

Description:

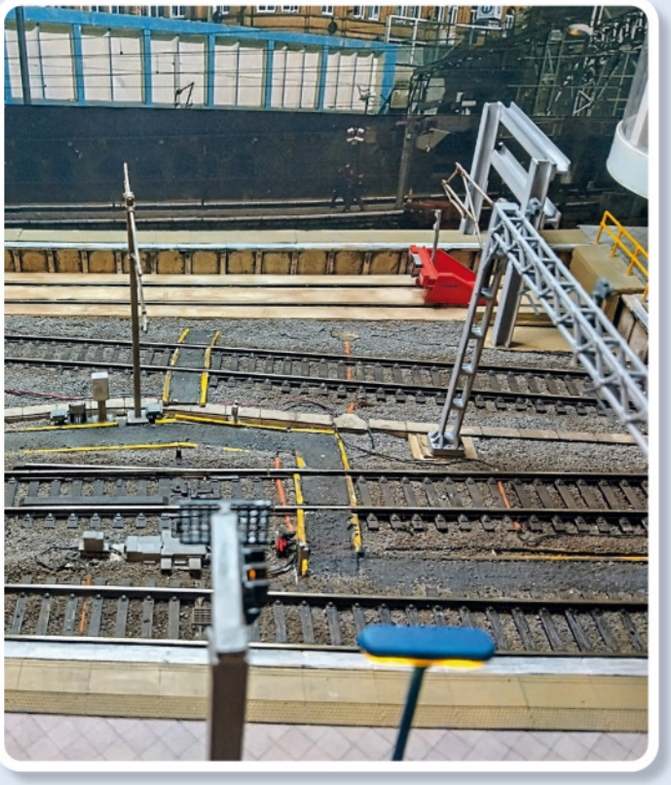
My layout is based on Birmingham New Street, incorporating Platforms 4C, 5B and 6B. The latter forms the modular line for the competition.

I've included the Navigation Street footbridge, which was installed during the 1990s, and part of Navigation Street itself. If you look carefully, you may even spot the Black Sabbath mural, which was recently unveiled in Birmingham.

The model is as close to scale as I can get it, based on reference to Google Maps and drawings that I have been able to find. Creating the model involved lots of scouring the internet for various images of the real thing, and a good few site visits to obtain plenty of photos.

This is my first-ever attempt at creating something ultra-realistic and true to scale. It has really helped me develop my modelling skills and pay attention to detail, which I have not done previously.

I've had lots of fun creating this and look forward to taking it out to shows in the future!



Mind the gap!

By Mike Tomlinson

Description:

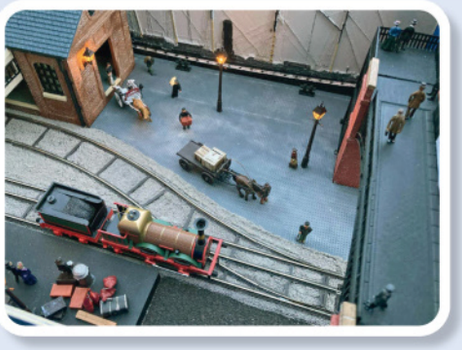
The inspiration for my entry is the London Underground – a fascinating and integral part of the UK's 200 years of railway history, from the first line opening in 1863, to it becoming the first underground passenger railway in the world, and to it comprising the 262 stations and 250 miles of track we have today.

The layout is based on part of Trafalgar Square tube station on the Bakerloo Line in the late 1960s, before it became Charing Cross. It shows the classic tile designs by Leslie Green, the other platform showing a history of tube posters.

The layout also incorporates the London Post Office Railway, complete with a scratch-built locomotive and rolling stock.

The platform tubes are made from postal tubes with mirrors at the end, so the platforms look much longer. The lift shafts and Post Office tube were recycled from household waste; the fire buckets are made from dowels shaped with a pencil sharpener; the lineside cables are made from spaghetti; and the platforms are filled with 100 hand-painted figures.

Also shortlisted…



The BWR (Brunel Was Right)

By Alan Jenkins

Whittingly Hospital

By Michael Campbell

Reflections of time

By Stephen Polhill

Standalone (16 and over)

Entries in the 'Standalone' categories do not make use of the section of Peco OO Setrack supplied with the baseboard kit. This means that any scale and gauge can be modelled, but precludes the selected finalists from being joined together at the NEC; instead they will be displayed as standalone exhibits.

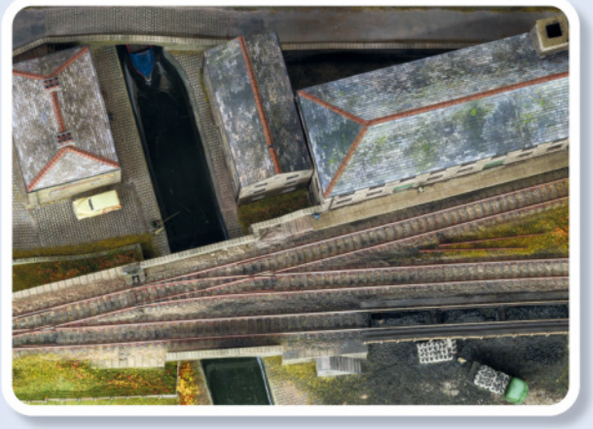
WINNER

Tykes Sidings (TT:120)

By Justin Clayton

Description:

My model is inspired by areas of Yorkshire where the industrial towns meet the moors of the Pennines. It tries to depict the different forms of transport that evolved through the Industrial Revolution – roads and canals, as well as the railway. It is modelled in 1:120 scale.



Wood End (OO)

By James Walker

RUNNER UP

Description:

To celebrate Rail 200 I wanted to model a fully functioning micro layout based on the days of 'railway mania' when even the smallest light railways were built to connect communities to the rest of the world. Whilst not fixed to a defined location, it is inspired by the London Brighton & South Coast Railway.

I chose to set the model in autumn, whilst the modelling at Pendon Museum inspired me to scratch-build the buildings – and even modify the Metcalfe Models card cottage kit that was given free with the December 2024 edition of Railway Modeller. I challenged myself to build working signals (including the ground signals), add lighting and include fine details like point rodding and signal wires.

Also shortlisted…

Thornebridge Distillery (OO)
By Connor Knight

The Haunted Hollows (OO)
By Natalie Rudd

Glen Seangan (T gauge/1:450)
By Tom Marshall

Standalone (under 16)

Two Bridge End (N)

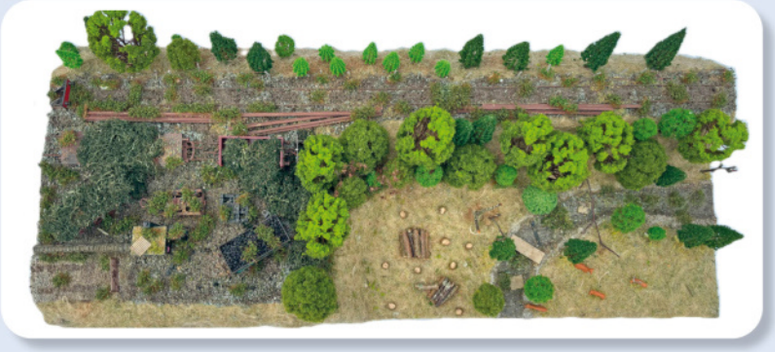
By Mylo Parkinson (age 9)

Description:

My competition entry was inspired by visiting Totnes with my family, when we rode on the South Devon Railway. I remember watching the main line trains pass over the river, and this is what inspired the layout. At Two Bridge End the railway runs across the top on a two-span bowstring bridge, while the road and river pass underneath to make a busy countryside scene.

End of the line? (OO)

By Oliver Turner (age 14)



Description:

When visiting heritage railways or whilst on cycle rides, I have often seen abandoned sidings and disused items of rolling stock. I thought this would be an interesting subject to model as it could be showing the past – or is it the future?

Also shortlisted...

Bridging the Gap (OO)

By Miles Forrest (age 14)

Symonds Park (OO9)

By Harry Symonds (age 13)

Wilmington Grammar School for Trains (OO9)

By Wilmington Grammar School pupils

Other finalists

Presented here is a selection of other entries that impressed the judges from both the 'Modular' and 'Standalone' categories. These are amongst the selected finalists that have been invited for display at the National Festival of Railway Modelling.

Abbey Shed (OO9)

By Ian Arkley
Category: Standalone (16 and over)

A Voyager Out of Time (OO)

By Kelvin Gray
Category: Modular (16 and over)

Hepton West (OO)

By Paul Chalkin *Category: Modular (16 and over)*

Dollis Hill(ish) (OO)

By Peter Austin *Category: Modular (16 and over)*

Deadwater Burn (OO)

By Ian Blenkinsopp *Category: Standalone (16 and over)*

Cherry Blossom Garden (OO)

By Ken Ricketts
Category: Modular (16 and over)

Bradshaw's Wharf – Waiting for High Tide (1:32/14.2mm gauge)

By members of Horsham MRC
Category: Standalone (16 and over)

Part 2 – Finishing the build

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

Having made a start in the November issue, **JOHN COCKCROFT** *completes the construction of a David Andrews etched kit for one of these Great Western Railway four-cylinder machines.*

John Cockcroft's completed O gauge model of a Star Class 4-6-0, finished in GWR livery as No.4067 *Tintern Abbey*.

Model photography by the author

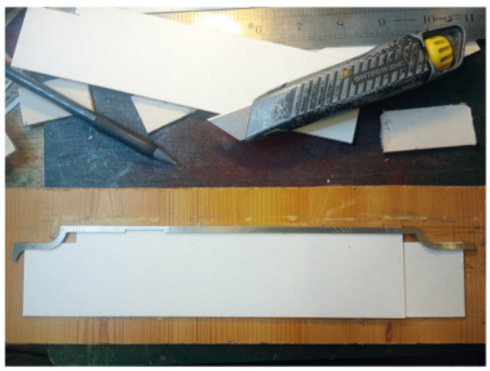
In last month's issue I began the construction of this etched locomotive kit by first completing the 3,500-gallon tender, before moving on to the locomotive itself and making a start on the frames.

This month sees the completion of the build. As explained in part one, these articles do not provide a blow-by-blow account of the assembly, but rather give some pointers and guidance for anyone looking to build their own outside-cylinder locomotive model in one of the larger scales.

For further details about the Churchward Star Class 4-6-0s, refer to the Scale Drawings feature that accompanied last month's article.

Building the locomotive (continued)

16 **Nothing is more annoying than finding that the footplate of a model is either bent or out of alignment. So to get a good base on which to make the body, I make a card platform that supports the main levels of the footplate. To get these levels right, I use the valance etch from the kit. Once I have created the card profile for one side, I use this to make a copy for the other side. I then make spacers narrow enough to fit between the valances of the footplate – on this model the valances bend inwards under the cab, so I had to make the card platform narrower at the rear. The platform is assembled onto a suitable piece of board and glued with a hot glue gun, checking that everything is square and level.**



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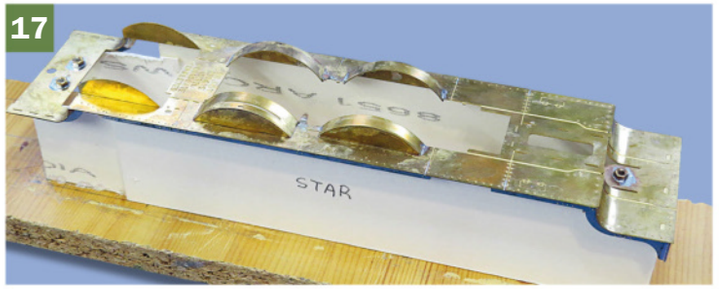
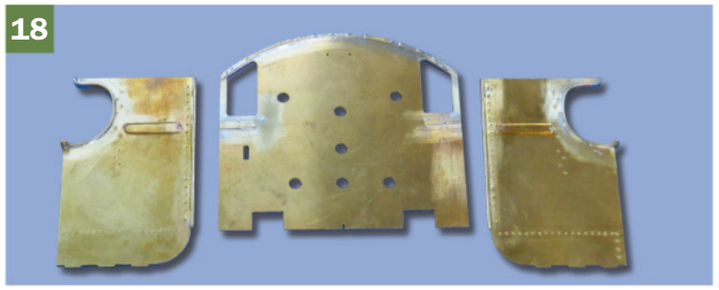
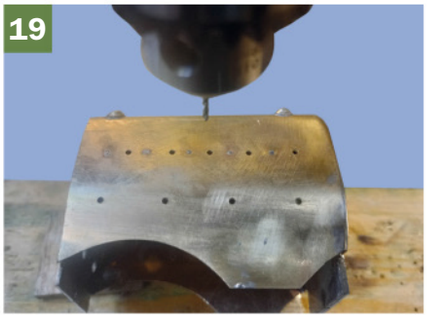


Here you can see the usefulness of the card platform. The three elements of the footplate are formed and soldered carefully to the valances and each other. On this kit the splasher sides are fold-up parts. I fitted the front and middle splasher tops, which add considerable rigidity. Though not in the photo, I also fitted some footplate detail at this stage, which was easier to do without the boiler in the way.

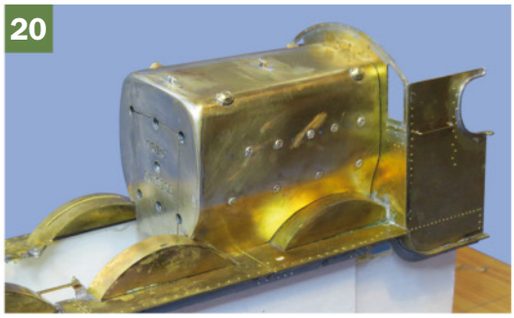
18



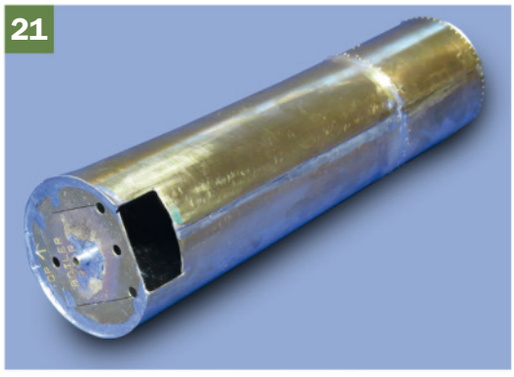
This photo shows the advantage of fitting some detail before assembly of the main parts of the locomotive. I soldered on various beading and overlays, and also the cab side handrails, before the cab was fitted. Star locomotives up to the late 1920s had small porthole windows high on the front above the firebox, but I didn't notice them and had to carry out a fiddly job drilling them much later in the build! Notice the holes in the cab front, which match those on the rear of the firebox, thereby making assembly much easier and more accurate.



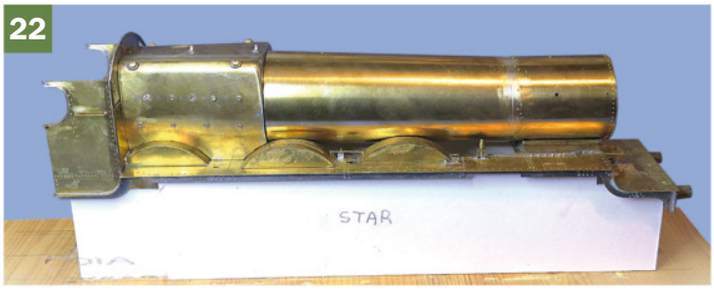
Making the firebox requires patience and care! The Star firebox is tapered with double curves on the sides. Like all Belpaire fireboxes in David Andrews kits, four spacer rods are provided that are screwed into the end bulkheads to separate and accurately position them prior to forming the wrapper. The front bulkhead is laminated from two etches, so that the front corners can be filed and smoothed into curved corners (as can be seen in the photo). I made a couple of mistakes during construction, including bending the wrapper inside out. This resulted in the holes for the washout plugs being incorrect because they differ on each side. Here I have filled the original holes and am drilling new ones in the correct location.



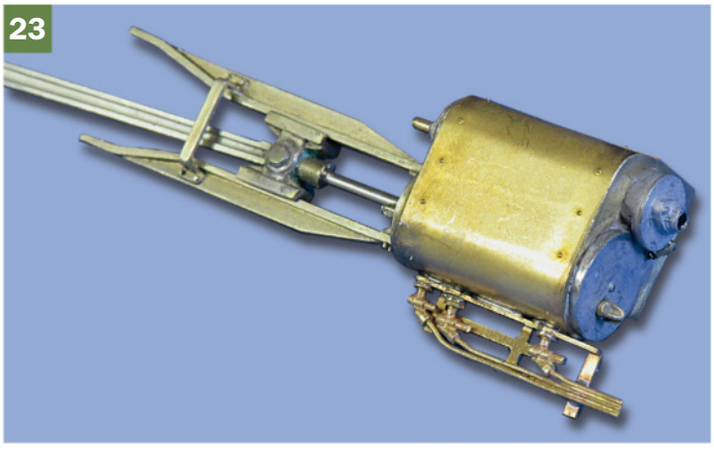
I filed and adjusted the firebox so that it fitted the cab and footplate without any gaps. (The temporary spacers between the bulkheads were removed once the wrapper had been soldered on.) You can see that the front corners have been filed to shape and washout plugs and other details fitted before assembly. Notice also that I had, prior to assembly, sawn between the location holes in the front bulkhead, leaving only 5mm at the bottom. This enabled the front of the firebox and boiler to be cut out to give access to insert extra weight at a later stage.



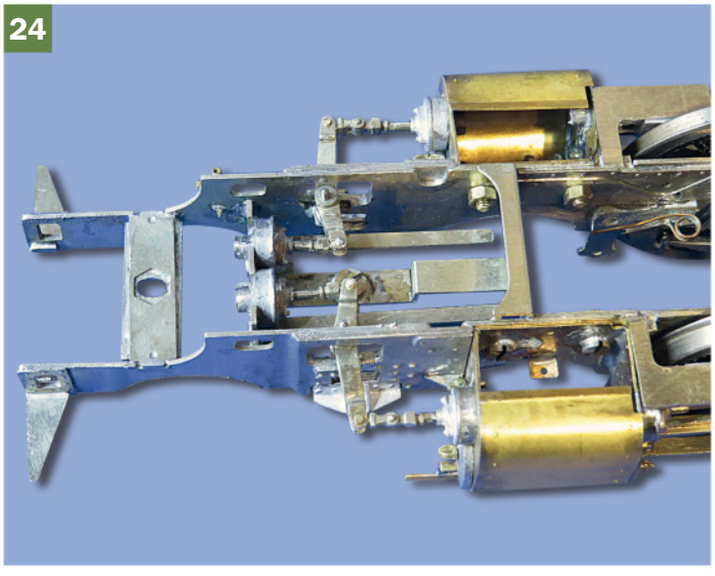
The boiler and smokebox are rolled and fitted with bulkheads, each with alignment holes to assist location. I soldered a short section of tube into the centre hole in both boiler and smokebox so that locating them would be easier. Notice also that I have sawn between the alignment holes and made a cut in the bottom of the boiler to enable me to cut out the bulkhead later (as mentioned in the previous step).



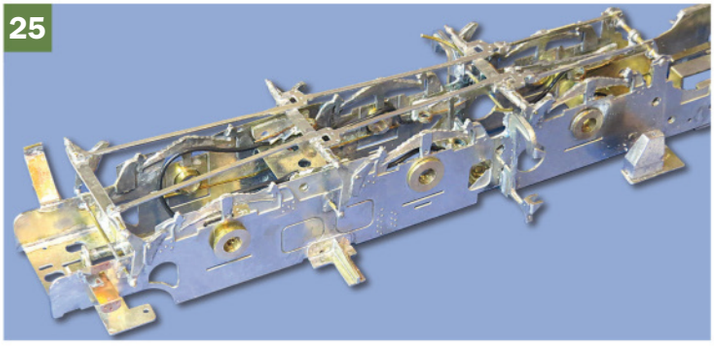
At last we can see the Star profile taking shape – what beautiful engines they were! Here, the boiler and firebox are placed on the footplate unit, but not yet soldered. Once they had been permanently soldered, I could move back to the chassis and check the fit of the cylinders and other details using the basic body, and also test run the model to identify any electrical shorts or other issues.



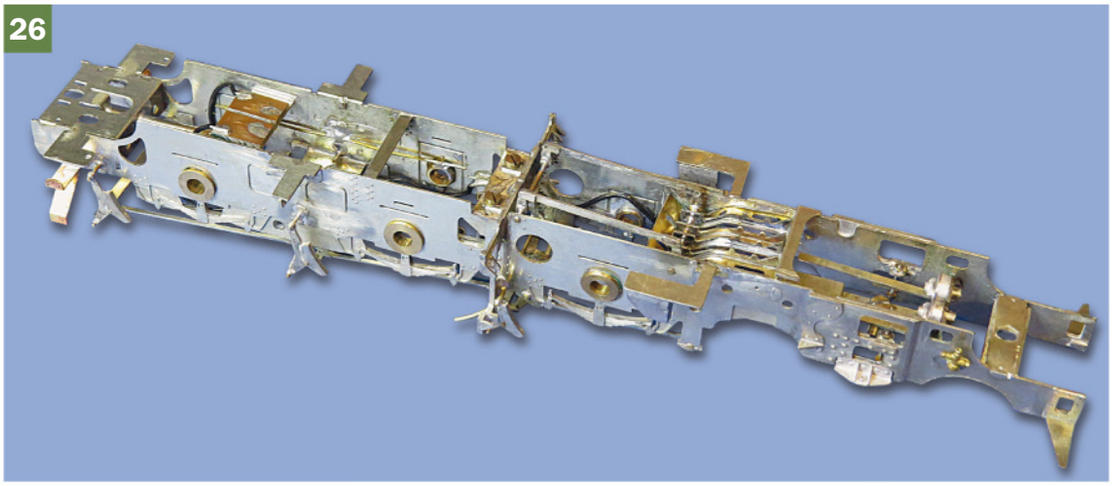
The cylinders are attached to the loco frames using a couple of bolts soldered into the back and secured with nuts. This enables them to be removed during construction and for maintenance. On my model I cheated a bit because I was sold a set of lost wax slide bars, cylinder ends and crossheads that had been made by Just Like the Real Thing. They were too perfect to ignore – however, all these parts are supplied separately with the kit and should present no difficulties. I always fettle and adjust the crosshead and piston rod until they fall in and out of the cylinder by gravity, without any binding.



The front end of the chassis showing the arrangement of the valve rocking levers in front of the cylinders. On my model they do not move but, in order to keep the cylinders removable, I did make them pivot. This view shows why the front coupled wheels have no sideplay, owing to how everything is packed in pretty tightly.

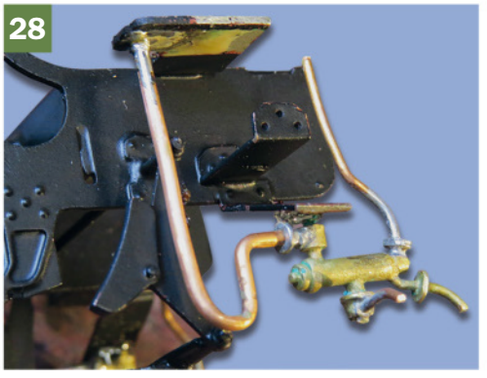


All the parts of the brake gear are supplied in the kit and look impressively complex. I just followed the diagrams in the instructions. Notice also the slide bar bracket between the front and middle bearings. I didn't fix the slide bars to them so that I could remove the cylinders. Notice also the front sandbox that sits on a bracket in front of the leading wheel.



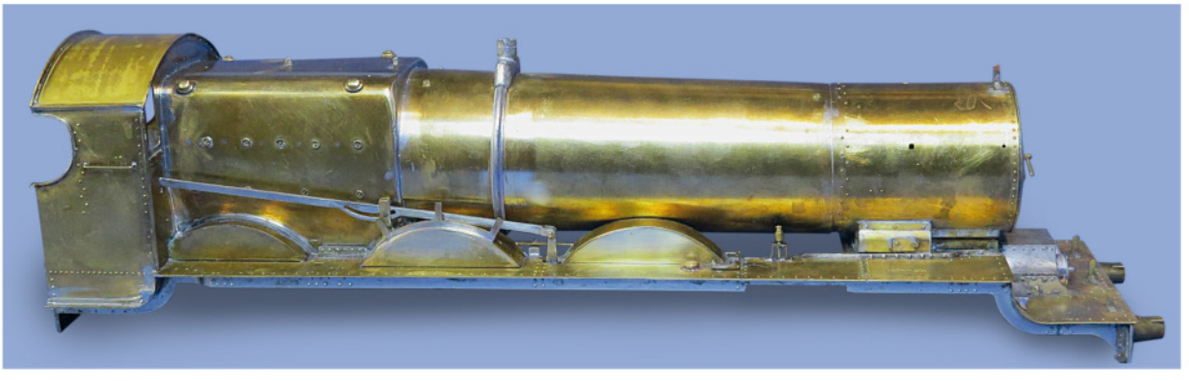
The locomotive chassis near completion. The peculiar curved structure near the front is for the valve guides, although I assembled it from the instructions in complete ignorance of what it represents! I painted the chassis and weathered it before fitting the wheels, as it is easier that way. Besides limiting sideplay on the front axle, I fitted 10BA crank pin screws to the wheel instead of the supplied 12BA. Next I tapped the crank pin bearings 10BA and screwed them on with the flange on the outside, this to reduce any projection that may foul the connecting rod.

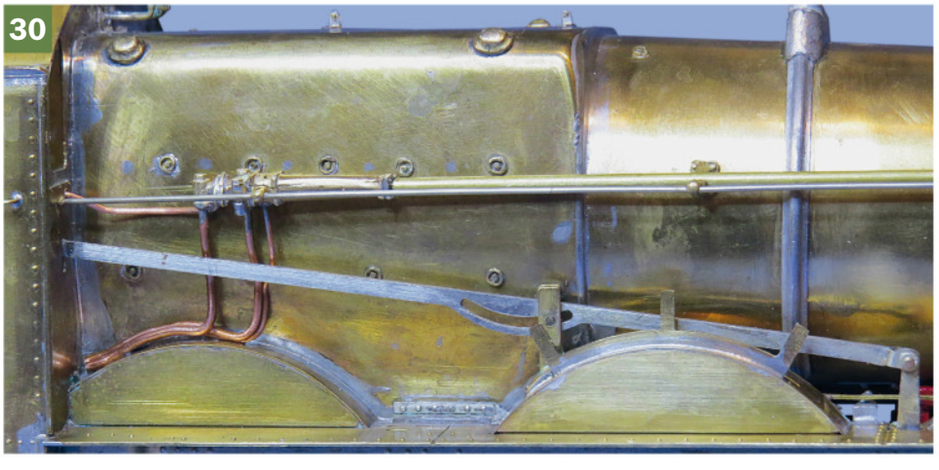
The front end of the chassis more or less complete. As can be seen, there is a lot of complex detail and very little clearance, so care is needed to avoid short circuits or other obstacles to smooth running, particularly when the locomotive is going through pointwork or curved track.



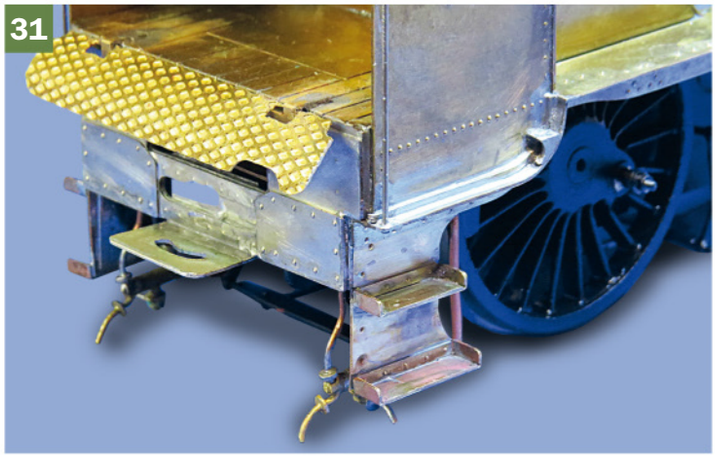
A final look at the chassis shows how I arranged the injector castings with pipework made from copper wire. Most of it is hidden behind the cab steps, but it needs to be convincing. I cleaned off the green flux residue and painted it all dirty black.

29 Back on the loco body, I fitted the cab roof with its rain strips and support rib inside the cab. I then commenced fitting detail parts, starting with less vulnerable items like the reverser reach rod. I made each part of the reach rod free to pivot so that I could arrange it in a realistic position – then secured it with solder.

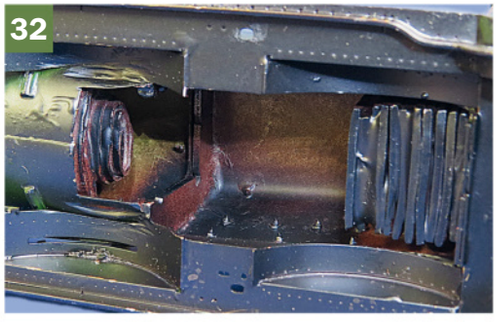




The ejector, with its pipework and handrail brackets, benefits from a close study of prototype photos. From the 1930s the reach rod and ejector pipework entered the cab by way of a box-like structure on the cab front. This is supplied with the kit but if, like me, you are modelling an earlier version of the Star, the arrangement shown in the photo is more accurate. On the Star and other GWR locos, the boiler-side handrail is a single continuous item, running around the front of the smokebox and along the other side. I find it much easier to make the handrail in four shorter parts, secured with solder at appropriate handrail knobs.

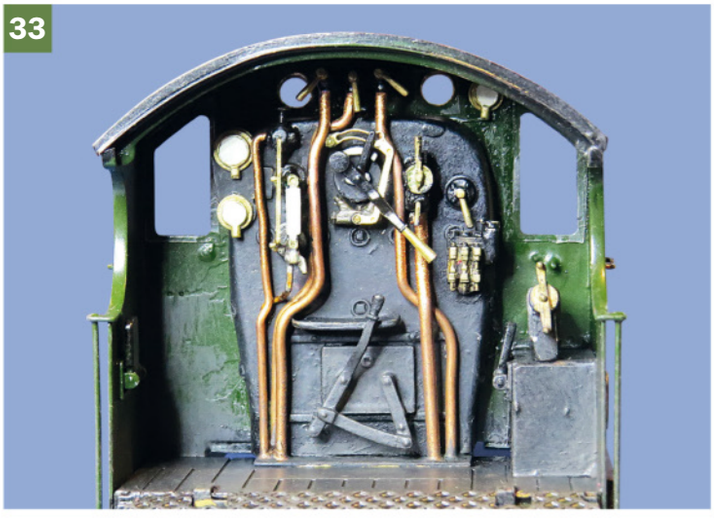


Here is how I usually arrange the coupling between the loco and the tender. As mentioned in part one, I make the tender so that the front is weighted and rests on the back of the loco, assisting stability and adhesion. This is the rather simple but effective arrangement I use for the link. A length of rod is soldered to the tender front and engages in the slot visible in the photo. Notice also the injectors behind the cab steps – such clutter adds greatly to the character of the model.

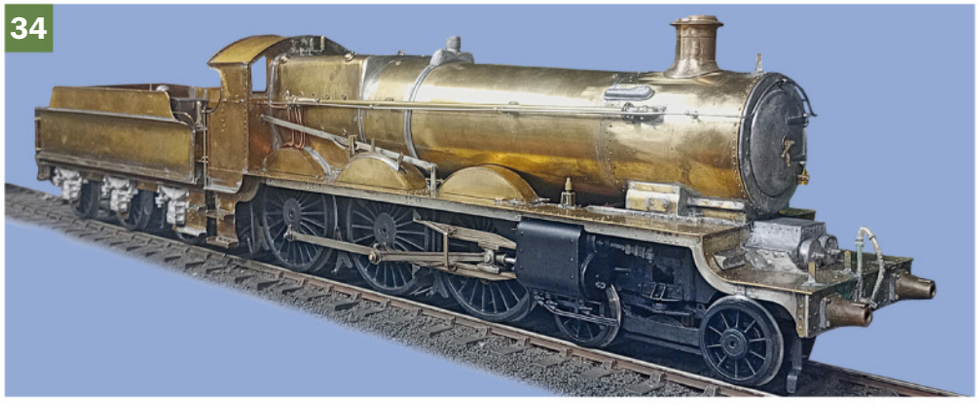


Not a pretty sight! The underside of the loco showing the cut-away bulkheads and the use of lead in both the rear of the boiler and firebox. You can also see the ugly clearance slots I made in the boiler to clear the driving wheels.

A side view of the front end, showing the gap in the frames where the valve rocking levers pass through.



The cab interior and backhead. A bit grubby, but assembled as recommended in the instructions and hopefully of use to you if you build a GWR locomotive. You can see the two circular windows above the boiler that I had to drill to represent the loco in the 1920s.

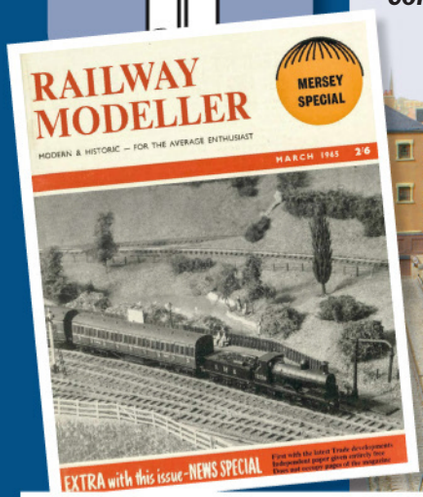


...and has emerged resplendent in fully lined Great Western livery, representing No.4067 *Tintern Abbey* as it was in the late 1920s.

Here the almost-completed loco is ready for the paint shop...

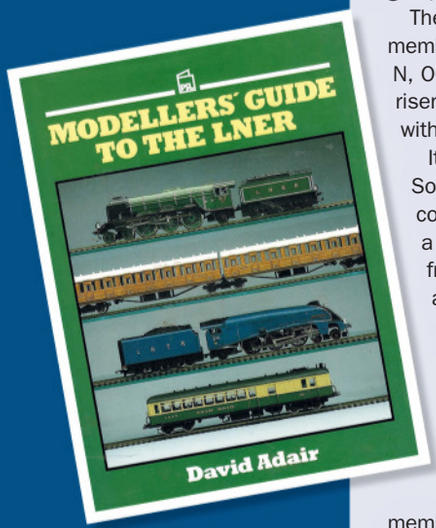
The LNER Society Diamond Jubilee

LNER Society Vice President DAVID WOODWARD recounts the history of this organisation, which for the past 50 years has served to facilitate the study of this particular railway company and to provide a source of authoritative information for historians and modellers.



Take heart, L.N.E.R. fans! Steps are being taken to form an L.N.E.R. society to do for this line what the L.M.S. Society has done for its pet prototype. Those who are interested and prepared to take an active part in research are asked to contact Mr. J. R. Johnson, 16 Harbottle Avenue, Gosforth, Newcastle-on-Tyne 3. I am particularly pleased to know that a ginger group is to be formed, for without a specialist body of this nature to act as a clearing house for information the problems of anyone wishing to model the L.N.E.R. are considerably magnified.

How it all started: the notice published in the March 1965 edition of RAILWAY MODELLER.



One of several books on LNER matters published by members of the Society, this one by one of its founders, David Adair.

Oakwell Central* is a 4mm scale LNER period layout by Society Vice President David Woodward. It was featured in the May 2009 RM. *Photo: Steve Flint/RM Archive

The impetus for the creation of The London & North Eastern Railway Society came from the railway modelling world. In 1965 the popularity of the Great Western Railway was increasing and the London Midland & Scottish Society had just been formed. Following a notice in the RAILWAY MODELLER for March 1965, a small group responded and the LNER Society was born.

The first newsletter, in August 1965, included a list of members, of which there were 12 – all active modellers in N, OO, EM and O gauge. By May 1966 the number had risen to 34, of which five are still with us.

It took around two years for the Society to change from a mostly correspondence group and adopt a more formal structure. The aim from the outset was to research all aspects of the LNER, to enable more realistic models to be produced. A series of articles on wagons appeared in *Model Railway Constructor*, and members Peter Tatlow and Nick Campling had books published. Another member, John Edgson, produced locomotive and carriage drawings under the Isinglass name.

The newsletter contained society announcements along with articles of LNER research, but in 1997 a separate journal and newsletter were established. There have been several editors over the years, the current incumbent being Darryl Tooley, who oversaw the move to include colour and improved binding. There are four issues of both the journal and newsletter published each year. In addition, the Society has produced several facsimile LNER carriage working books

A c.1929 view of Gresley A3 Pacific No.2580 *Shotover*, which was fitted experimentally with an ACFI feedwater heater and pump. The locomotive is pictured at an unknown location. *Photo: Rail Photoprints*

LNER D49 4-4-0 No.264 *Stirlingshire* and D11 4-4-0 No.6395 with an Up express on the Forth Bridge in June 1929.
Photo: G R Grigs/Rail-Online

and CDs of both public and working timetables. These are available to members and non-members alike via the website.

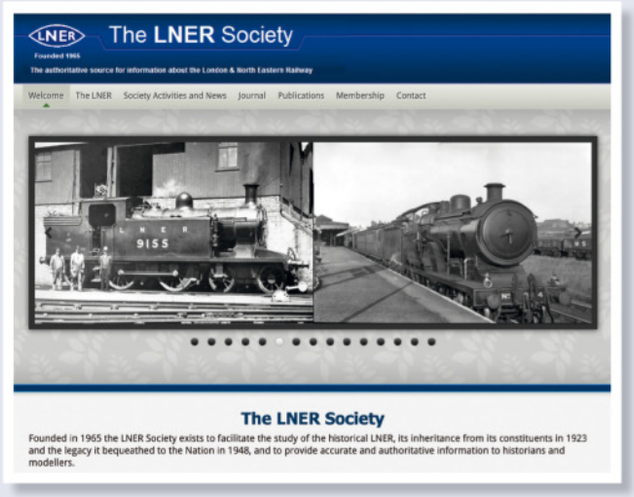
To celebrate the first 10 years of the Society, a symposium was held in Doncaster which included nine lectures covering all aspects of the LNER, with such diverse topics as hotels, shipping, road vehicles, locomotive design and Chief Mechanical Engineers Sir Nigel Gresley and Edward Thompson. In 1990, another event was held in conjunction with the Wakefield Railway Modellers' Society to celebrate the Silver Jubilee. Again, a number of lectures were arranged over the weekend, with several LNER-themed layouts invited, including an early outing for *Copenhagen Fields*, the 2mm masterpiece from The Model Railway Club. Further seminars have been held in York (2008) and Butterley (2010). For the 50th anniversary in 2015, a dinner was held in the former North Eastern Railway headquarters in York, with the guest speaker being John Cameron, the owner of A4 No.60009 *Union of South Africa*. There was also another seminar held at the National Railway Museum on the following day.

In the past, several members have volunteered at the National Railway Museum at York to catalogue drawings and photographs held in the archives. Much of this work has been digitised and is now available on the NRM website.

The Society does have a promotional small stand, which appears at a number of model railway exhibitions up and down the country, sometimes accompanied by a demonstration area.

In 2009 The Railway Club ceased to exist after 106 years and very kindly offered the LNER section of its library to the LNERS. This was accepted, and so began our own archive. Over the years, this has expanded considerably, and it now includes large numbers of public timetables, working timetables, publicity booklets, signalling diagrams, special traffic notices, etc. as well as over 1,500 photographs. Most items have been donated by Society members, but a good number have come from members of the public. Amongst the member donations is the entire collection from Peter Tatlow of his research for his series of wagon books including drawings, photographs and other documents. There is also the drawings collection from our late President, Malcolm Crawley, which runs to over 1,000. A programme of digitising the items is under way, with the eventual aim of making access available to members via the website. Progress so far includes 136 public timetables, 156 working timetables and 49 items of correspondence. The purpose of the archive is not only to preserve the documents but also to make the information contained in them available to a wider audience, much in line with the original aim of the Society when it was first set up.

Further information about the LNER Society can be found on the organisation's website: **www.lnersociety.org.uk** General enquiries – email: **secretary@lnersociety.org.uk** Membership – email: **membership@lnersociety.org.uk**



The Society's website (see link) provides details of its activities and news, together with listings of available publications and membership information.

Gresley A4 No.2511 *Silver King* heads along *Lucker Troughs*, a 4mm model by Society member Aidan Bell. *Photo: Aidan Bell*

The LNER Society publishes a quarterly journal, this one from the occasion of its Silver Jubilee in 2015.

Ryecroft Arena

Having originally built it as a terminus to fiddle yard layout, **STEVE FARMER** *expanded the non-scenic elements of this Privatisation era N gauge model to create a main line continuous run in just 5' 7" x 2'.*

"– I wanted a layout on which to run my collection of multiple units. –" Steve Farmer

Photography by Craig Tiley

Originally, *Ryecroft Arena* took the form of a minimum space terminus to fiddle yard layout, which was built to depict a station hemmed in by tall modern developments. It was based on an idea that I had had in my head for some time, as I wanted a layout on which to run my collection of multiple units.

The other driving factor for the project was a collection of Outland Models building kits (relatively inexpensive and adaptable American-outline 1:160 scale items) that I had obtained and then stored away some time previously, and were waiting to be put to good use.

Baseboard, track and wiring

The baseboard for the layout was fabricated from some surplus laminate wood flooring that I had knocking around the garage. Simple battens were screwed underneath to give a strong baseboard.

Being only 8" wide and 39" long, the track plan for the scenic section was never going to be anything spectacular. In fact, it is essentially just three lengths of Peco Streamline code 55 plain track and four small radius points. The original fiddle yard comprised four dead end sidings that were each long enough to hold a three-car unit, or a two-car unit and a single railcar (by using isolating sections).

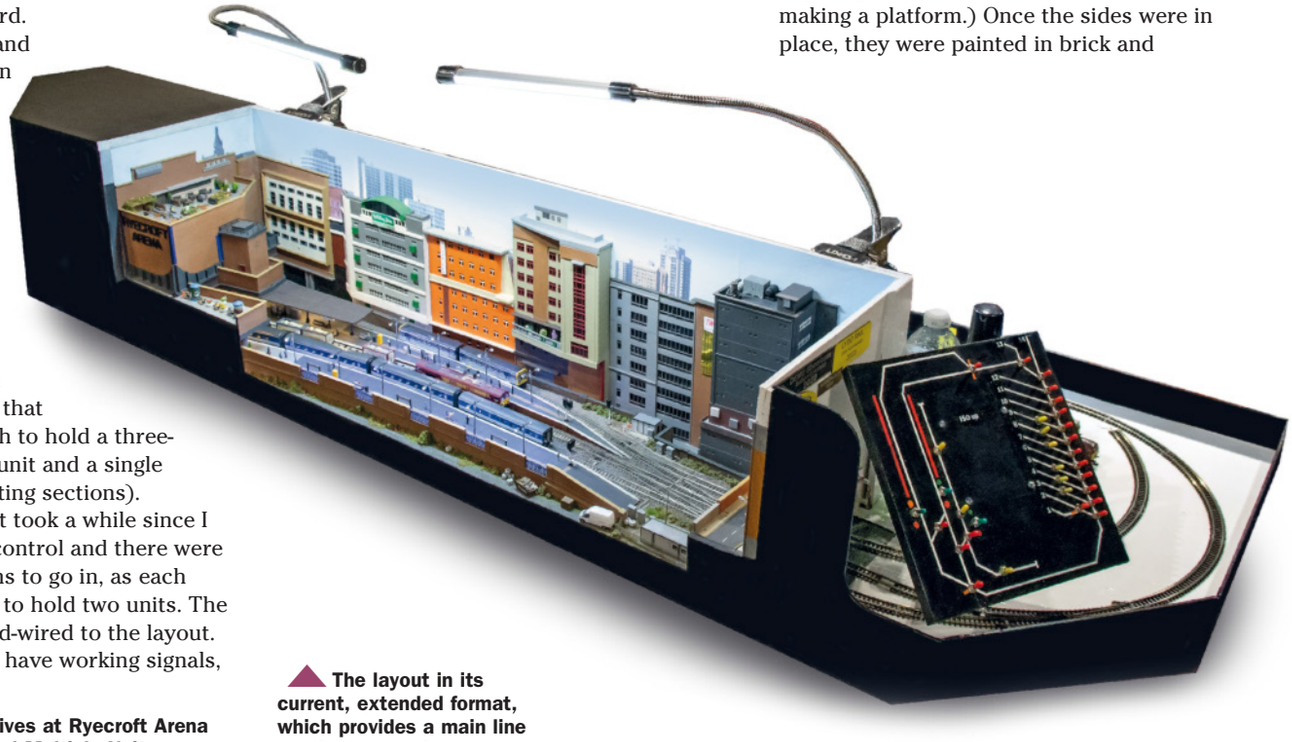
Wiring up the layout took a while since I use 12V dc analogue control and there were many isolating sections to go in, as each platform was planned to hold two units. The control panel was hard-wired to the layout. It was also decided to have working signals, but I wanted three-aspect ones so as to portray the short sections often found in busy locations. (The signals were, in fact, put in later, as two are platform-mounted.)

I like to test run a layout as soon as the track is down and wired, as it's far easier to make changes at this stage.

Scenic details

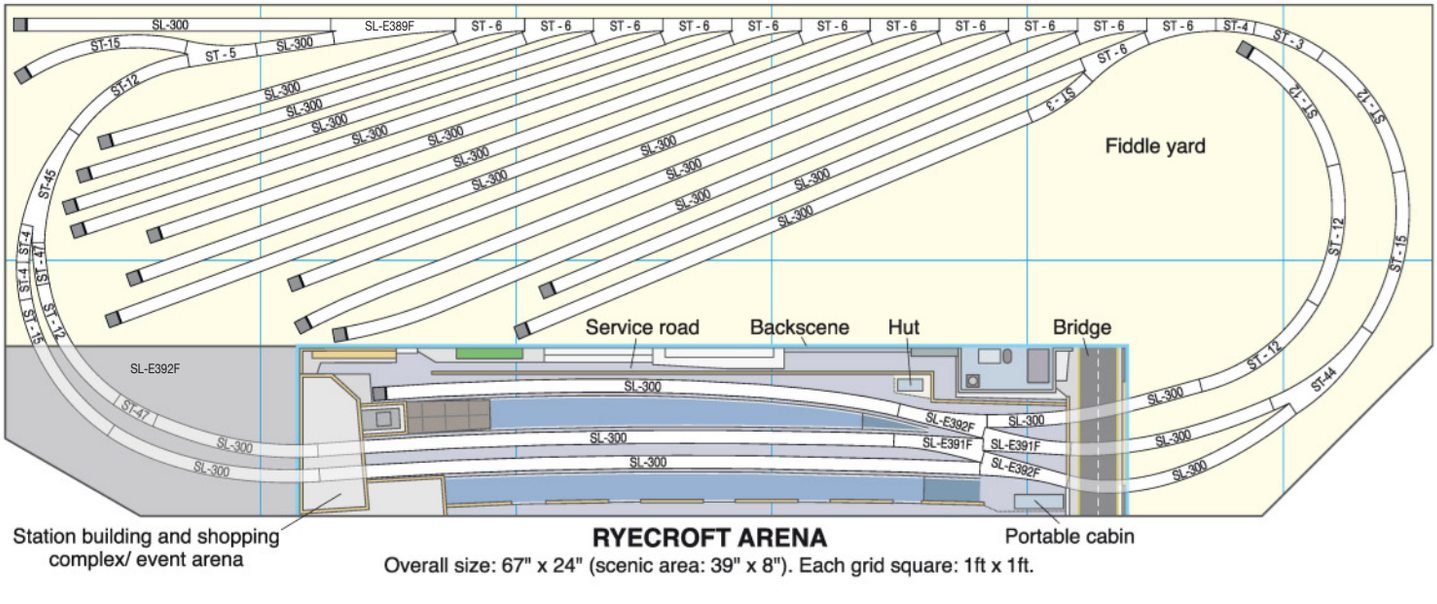
Once I was satisfied, the first scenic treatment was to paint the rail sides. I used Humbrol No.29 for this. The next task was to glue in the platform faces, which are Peco brick (ref.NB26) and concrete (ref.NB27) edging parts. (Over the years I've not found anything better than these last items for making a platform.) Once the sides were in place, they were painted in brick and

This cameo, of a stock car loaded on a lorry ready to travel to a race meeting, reflects one of the author's other interests.



The layout in its current, extended format, which provides a main line continuous run in a very compact footprint.

A Virgin Voyager arrives at Ryecroft Arena as a Class 156 Diesel Multiple Unit prepares to depart from the bay platform alongside.



Overall size: 67" x 24" (scenic area: 39" x 8"). Each grid square: 1ft x 1ft.

Amenities at the recently refurbished station include a rooftop seating area for passengers seeking refreshment between trains.

concrete colours respectively and toned down with washes.

I ballasted the layout using Greenscene granules, which were also toned down with a dirty wash – but taking care not to be too drastic as I wanted to portray a line that had not long been refurbished with a new station.

While all the above was going on, I was beginning to think about structures and how best to make use of the Outland Models kits I had. This led to the idea of modelling a station building that has undergone major redevelopment, with a shopping complex/event arena built above it – similar to what has happened in some cities where space is limited.

A series of cardboard boxes were placed on the layout to gauge how much of the trackwork could be hidden whilst still allowing me to see the trains when operating. Once I had determined the optimum arrangement, out came the plasticard and microstrip, and the complex was roughed out. The bridge over the fiddle yard exit was also constructed at this time, thereby defining my viewing area.

The Outland Models kits were assembled, with adaptations carried out as I went along – some of the kits were even turned sideways. All have had bits of embossed plasticard and microstrip added. It was really enjoyable to just try different ideas and see what I came up with. Before finishing the arena complex and glueing it into position, stop lamps were fitted to the buffer stops and lighting was placed under the lower section to illuminate the platform. The rest of the platform and layout street lights were sourced online.

The near-completed buildings were subjected to a bit of juggling around to optimise the final positioning. They were then finished off and glazed before glueing in place. The wall along the back of the tracks was glued in place at this stage, using balsa

An EWS-liveried Class 37 emerges from the station's gloomy interior and into daylight with a parcels working.

covered with embossed plasticard. A Bachmann Scenecraft hut completes the scene. Across the tracks at the front of the layout is a portacabin, again sourced from the Bachmann Scenecraft range. Other small details were found in my bits box, which I have built up over the years.

The photographic backscene is actually a North American cityscape, but I knew only the tops would be visible.

I have imagined that the layout is set in either Manchester or Birmingham, so First North Western or Central Trains are the main operators. I can also operate it in the Regional Railways era. That's the reason there's no station branding, so I can move the location around to suit.

The layout was used at home as well as exhibitions, and I enjoyed operating it.

Layout expansion

I was chatting to a friend at an exhibition and he said he was going to copy my track plan, but make one road into a through platform. For a while after, I pondered if I could do the same with the two outer lines

The modern low-relief structures were built largely from American Outland Models kits.

▲ A Class 66 waits to proceed with a container train.

and have a fiddle yard along the back, similar to my *Lymebrook Yard* layout (RM October 2018). I decided that, other than punching a small hole through the station end, I wouldn't have to alter the scenic part of the layout. I would then attach a fiddle yard to the rear, with new end boards for the curves.

All was planned out, and the new fiddle yard was constructed and attached to the back of the layout. The new curved board at the shopping centre end was made removable for transport purposes. The track for the new fiddle yard is formed mainly of Peco Setrack curves and points.

The result of this transformation was a layout that was now 67" long and 24" wide, sitting on an open-top frame. (I use this same support frame for three of my layouts.)

A new control panel was also built, which is supported over the tracks on a monitor bracket mounted at the right-hand end (as you view the layout). The panel consists of a track plan with switches for points, isolating sections and the signals on the platforms.

These changes really did open up the layout operationally: locomotive-hauled trains, longer multiple units and through freight trains are now run from the 14-road fiddle yard.

Stock for the layout is drawn from my collection of second generation Diesel Multiple Unit models. For loco-hauled stock, I tend to use Virgin-liveried items as I have these from another layout.

Freight and departmental trains are from my ever-growing collection of wagons – modelling rolling stock is a part of the hobby I particularly enjoy.

In closing

I would like to thank Pete Latham for being there for me to bounce ideas off him, and for being my usual second operator at shows.

Also thanks to Rob Heywood, who gave me the spark of an idea for turning the layout into a continuous run, and finally to Andrew Porter, for his help at exhibitions and supplying some 3D-printed details.

See the layout at Oswaldtwistle

The layout is booked to appear at the Blackburn & East Lancashire Model Railway Society Christmas Exhibition on 6 & 7 December 2025. See Societies & Clubs for further details.

Reviving the Somerset & Dorset Joint Railway in model form

Next March it will be 60 years since the closure of this much-lamented route, which once connected the Georgian city of Bath with the south coast resort of Bournemouth. Malcolm Briggs explains how a small team of modellers have sought to keep the memory of the S&D alive, by constructing an OO gauge model of one of its former stations.

▲ **How it was: Ivatt 2MT 2-6-2T No.41208 arrives at Sturminster Newton with a Down passenger working in 1965.** ***Photo: Rail-Online***

▲ **A BR Standard Class 5MT 4-6-0 works through the completed model of Sturminster Newton.** ***Photos supplied by the author except where stated***

The Somerset & Dorset Joint Railway closed in 1966, although small portions of it are subject to heritage running or preservation schemes.

One of the larger (but least-photographed) stations along the single track line south of Templecombe was at the small Dorset town of Sturminster Newton. In its heyday, it featured Up and Down platforms, a passing loop, a couple of general sidings, a cattle dock (which was significantly larger than the norm), an end loading road and ramp, and a siding for the dairy.

This part of England (the Blackmore Vale) was renowned for dairy farming and milk production, and accordingly there was once a large cattle market in the town. This operated for over 700 years but ceased in 1997, 31 years after the closure of the railway.

The ensuing hole in the centre of the town was filled with development: a supermarket, a surgery, an entertainment venue and a large car park. The cutting leading into the station was filled in and the roads were realigned.

All change

A generation later, it is difficult to understand where the railway and the cattle market were, albeit there are several markers. Part of the trackbed remains as a walking path, there is a Station Garden with gates commemorating the S&DJR, and a small piece of track remains (although this sits on top of the filled-in cutting and so is difficult to place into context). Just one building remains – the Blandford & Webb grain store that was served by an extended siding from the goods shed. It is now a carpet shop and provides a unique visual reference to the location of all the other buildings.

The town's museum, a charity run by local volunteers, keeps the memories alive through photographs, maps and memorabilia.

A model railway helped this process, although some of the accuracy was questionable and its automated running was erratic after 20 years in service.

An initial group of four of us offered to make a new layout, with more attention to accuracy and greater interaction for visitors to the museum. In turn, the museum raised sponsorship to pay for the project and secured a room for our exclusive use in an old bank – the ground floor of which is used as a charity furniture shop, but still within Sturminster Newton and almost overlooking where the railway ran.

Construction under way, with track in the process of being laid and ballasted.

Construction commences

In late April 2023, Richard Scott and I built the baseboards in a two-day marathon effort in my garage. They are lightweight but very rigid, being made of 5.5mm ply tops, 9mm ply sides and 18mm ply ends. No screws were used, the whole thing being glued and pinned together using an electric nail gun.

We built the boards, transported them to the workroom and found the whole continuous layout went together with only a 5mm discrepancy between the two overall diagonals – a result of which we were particularly proud!

The layout has two formats – as an automated circular layout in the museum and as a manually operated end-to-end layout for exhibitions, which includes extra boards covering the approaching embankment and station throat. The whole layout is about 30' long, but has to be shrunk to about 8' when on permanent display, which means only showing the station, yard and surrounding buildings.

Although no trace of the station remains, there are a number of artefacts that commemorate the town's railway past, including this short section of track…

…and these gates that can be seen at the entrance to the site of the former station.

The modellers in front of the layout in the museum – left to right: (*upper row*) Graham Orchard, Richard Scott, Paul Todd, Melvyn Morley; (*lower row*) Pete (Dougal) Strong, Gavin Collins, Malcolm Briggs; (*not pictured*) Graham Baseden, Peter Harding (died December 2023) and Kevin Lloyd.

Graham Orchard, our electronics wizard, was able to print off scale plans of the old railway and all the buildings, which speeded up construction considerably.

3mm cork was laid on the trackbed and Peco code 100 track was laid using double-sided exhibition carpet tape. Once ballasting was completed, using Geoscenics products, we could progress with the scenic development. I set to with making the buildings, joined by Richard, Melvyn Morley, Gavin Collins and Paul Todd. Paul had never built a model railway, so I showed him how to construct buildings from scratch using plasticard as the primary medium, following which he never looked back!

A particular challenge was getting the ground levels right. In the real world, ground level is anything but level and Sturminster Newton was no exception. We used building insulation for any raised ground, but getting the sweep over the bridge, down to the cattle market and on to the River's Arms, was especially difficult, taking many revisions to get right.

The cattle market was a difficult area to construct, as the buildings were all steel-framed shells and had no integral strength. In the end, we constructed them on site, in much the same way as the real things would have been erected.

Grass was represented using WWScenics products, applied using a static grass machine, whilst hedges were made from rubberised horsehair and kapok (teddy bear stuffing).

A preview of the completed layout, with a Fowler 4F 0-6-0 departing the station with an Up train. On the left is the premises of Blandford & Webb Ltd.

Final detailing included post and wire fencing (using EZ Line, an elastic polymer, for the wire) signalling (working, of course), point rodding and lots of people. It's a permanent market day in Sturminster Newton!

Bringing history to life

By this time the team had grown to 10 people and, although we only met for two hours a week, many of us put in extra time both at the clubrooms and at home to get us to a finished state just 15 months after starting. We are very fortunate to have a skilled railway artist amongst us (Richard Scott, again) and he knocked up the background boards in what seemed, to the rest of us, a very short time indeed – they absolutely make the railway. Without the backscene, it would just be a model railway; with it, it's an evocative impression of the railway and market that people remember. Former S&D enginemen and signalmen who have also seen the model tell us it is remarkably accurate.

See the finished layout

A feature on the finished model will be published in the 2026 RAILWAY MODELLER Special (on sale from 20 November). Additionally, the extended version of the layout will be in action at the 50th Somerset & Dorset Railway Trust Model Railway Exhibition, which will be taking place at Edington Village Hall, Broadway, Edington, Somerset TA7 9HA on 10 & 11 January 2026. For further details refer to the SDRT website: **www.sdrt.org**

The structures on the layout were all scratch-built from plasticard, created with reference to archive photos of the original station.

Sturminster Newton Museum

The truncated form of the layout is ordinarily on display at Sturminster Newton Museum, which is free to enter. Opening times are 1000-1600 Monday and Friday, 1000-1300 on Thursdays and 1000-1230 on Saturdays between April and December, whilst winter opening times are Monday, Friday and Saturday 1000-1230. For further details: www.sturminsternewton-museum.co.uk/museum/

A view looking across to the Up platform on 4 July 1961. Note the dip and footstep down onto the crossing, which provided passenger access to the Down platform, there being no footbridge at this station.
Photo: The Transport Treasury

A 21st century Highland odyssey – part 2

Scottish sojourn

CHRIS FORD *continues the construction of this West Highland layout project in 4mm, which makes extensive use of products from the Peco range.*

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

I got under way last month with assembling the baseboard kits supplied by White Rose Modelworks and then making good headway with laying the track on the scenic section. This month, I complete the tracklaying (including that in the fiddle yard) and then turn my attention to the scenery.

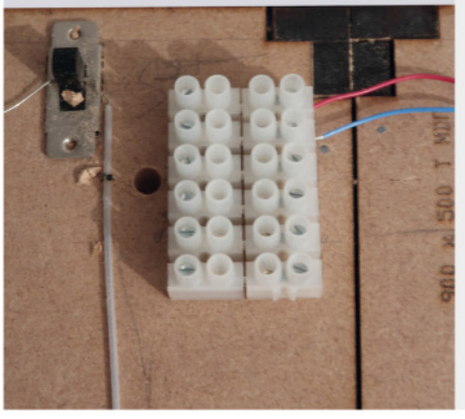
The first scenic feature to be tackled is the passenger platform, followed by the loading dock, and then the small bridge that will act as a scenic break and a foil for the entrance to the fiddle yard.

Aspects of the layout electrics were touched on in part one, and again this month. Accordingly, a full wiring diagram is included this time around (see Fig.1), which can be referred to as we progress through the rest of the series. It should be noted that the layout has been configured for 12V dc analogue control, with a single controller (given that it is intended for there to be only one locomotive or multiple unit on the scenic section at any one time).

Class 37/4 diesels had a long association with the Scottish Highlands: this is the new model from Accurascale.

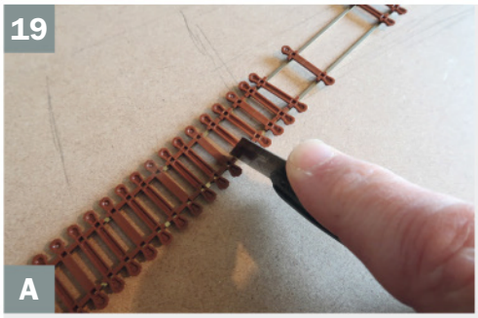
Laying the track (continued from part one)

18



The inter-board connecting was achieved by using plug-style terminal blocks. Four connections carry the power from the four rails that cross the board, while the fifth and sixth carry the feed power to the headshunt end. (See accompanying wiring diagram – Fig.1.)

19



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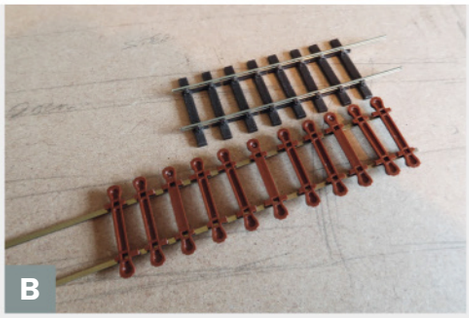

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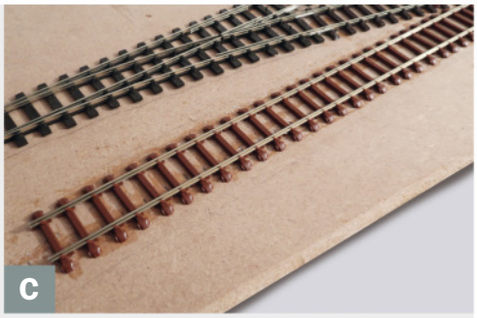


C

To add some variety to the permanent way, I elected to use Peco Streamline steel sleeper track (ref.SL104F) for the two sidings. While the code 75 rails are compatible, the sleeper spacing on the bullhead track is more generous. I adjusted the spacing on the steel sleeper track to match, by first cutting the track section to length, then cutting through each sleeper web. This can then be laid (carefully!) using the sleepers on the bullhead track as a guide.

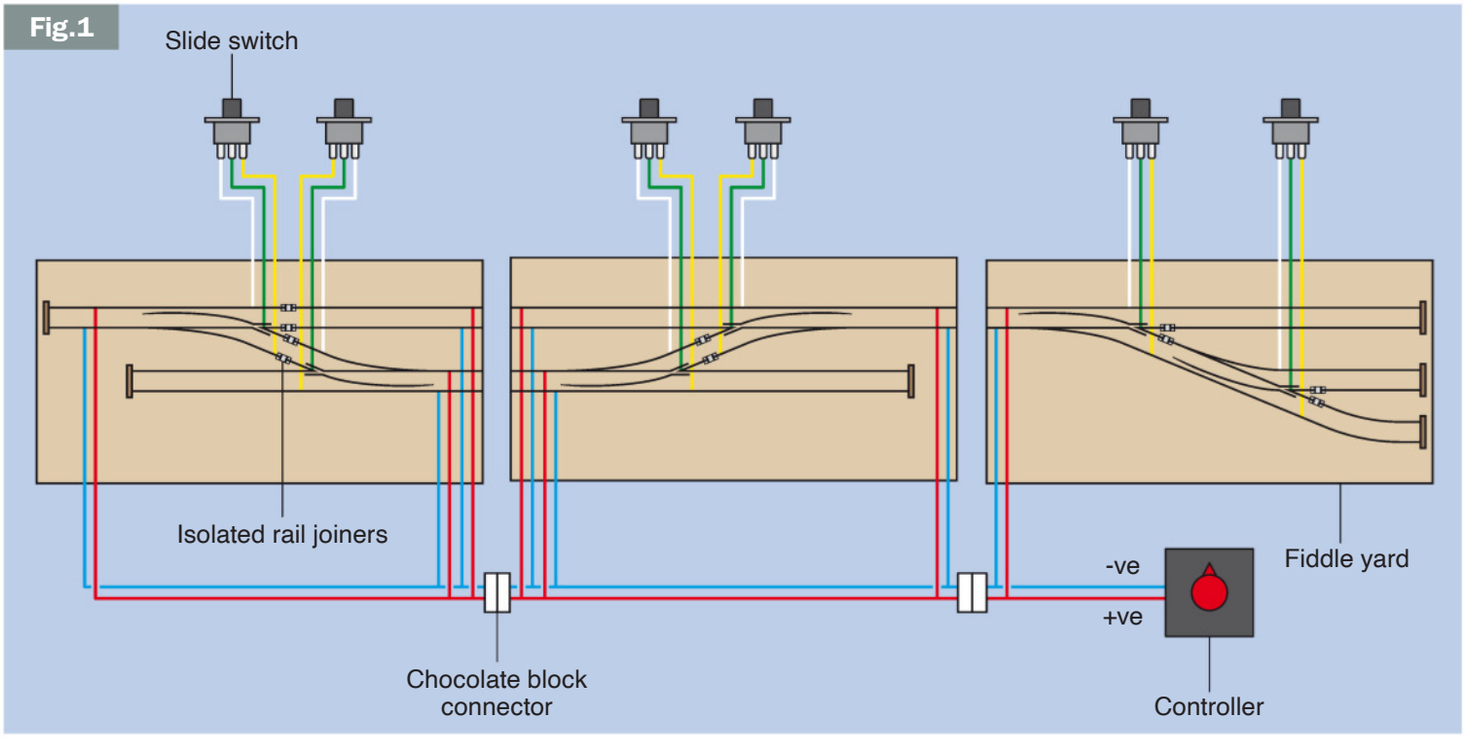
20

In this case, given that the layout is to be exhibited, experience says that reinforced rail fixings are required at the baseboard edges – relying only on the plastic chairs is asking for tears before bedtime! I use two methods: copper-clad sleeper strip or, as here, copper pins. These are sold in various DIY stores, and are simply driven in as close as possible to the pre-laid track and attached to the rail with a drop of solder. The rails are then cut through between the pins.

21

With the track down on the scenic section, a period of testing took place, using an Accurascale Class 66, to make sure all was well, before moving on to the fiddle yard section. The trackwork was sprayed from the sides using red primer, then from above with camouflage brown and finally all over with a mist of grey primer – all using aerosols from the Halfords automotive range.

Fig.1



The fiddle yard

Items used

Peco
1 x SLE191 Streamline code 75 flat-bottom small radius right-hand point

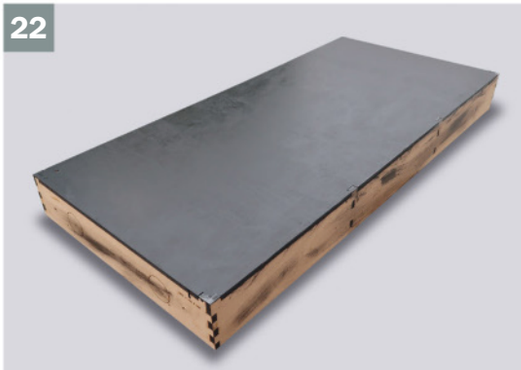
1 x SLE197 Streamline code 75 flat-bottom small radius Y-point

3 x SL100F Streamline code 75 flat-bottom plain track

1 x SL14 Pack of track pins

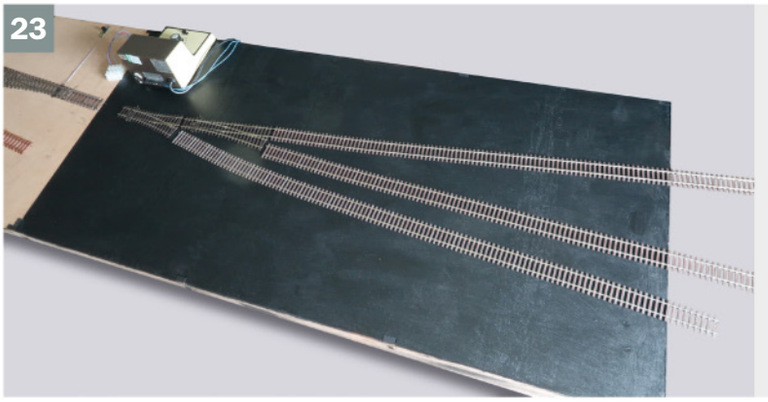
From other suppliers
UHU
Black exterior paint

22



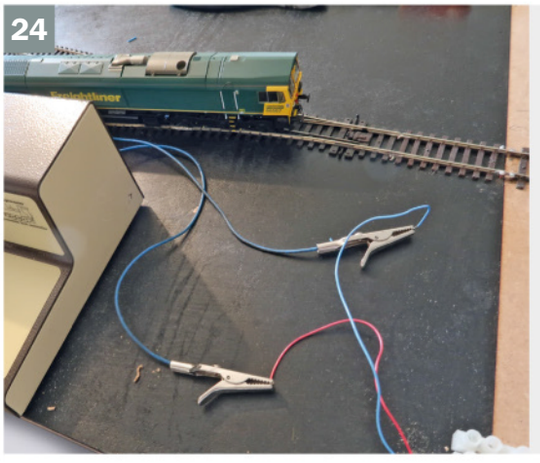
Before laying any track on the fiddle yard board, the top surface was given a coat of black paint. The external parts of the layout would get this at the end, but obviously this area is easier to do prior to the track going down. I later edged the fiddle yard with the leftover backscene pieces, and gave the sides and end two coats of the same black paint. It will be noted that this is a sizeable fiddle yard area, but with the knowledge that the layout would be displayed on a flat surface, the cased controller would have to sit on top at this point and still leave plenty of space for spare stock.

23

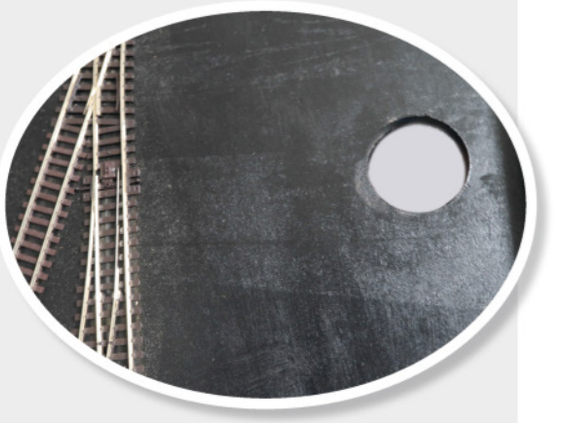


Here the track is laid out loosely to check clearances. The decision to use Peco Streamline flat-bottom code 75 Electrofrog points was due to the ease of laying and the possibility of a rougher life than the scenic part of the layout (with the points in the fiddle yard being changed by hand).

24



The track was fixed down with a mix of pins for the points and UHU and pins for the plain track. Note that I usually build in a lead-in of plain track before the fiddle yard pointwork. This means the wheelsets don't have to negotiate a combination of a baseboard joint and a small radius Y-point all in one go. The wiring was carried across the joint as per the scenic boards and a feed added on this short lead track. Here the Class 66 was used for a quick test, with some crocodile clips used to apply power. As the plan was to use a cased controller on top of the board, a 50mm hole was cut to allow the mains plug to be fed through (*inset*).



Platform and loading dock

Items used

Peco
3 x LK60 Peco platform edging
1 x LK66 Peco platform ramp edging
1 x SSMP233 Wills tactile platform paviours
1x SS61 Wills platform sections
3 x SL1140 bullhead rail-built buffer stop

From other suppliers
60thou plastic sheet
40thou plastic sheet
Polystyrene cement
Paints

25

The Peco Manyways plastic lineside accessories are often overlooked, but here we are mixing platform edging from this range with bullhead track. However, I elected to leave the stick-on brickpaper to one side and instead painted the platform facings a concrete colour (a mix of Humbrol No.64 grey and No.63 sand acrylic), before clipping the parts together and running a brushful of solvent over the rear of the joint. The pieces were eased by hand to match the track curvature and laid out along the platform road; and here's the tip of the series: use a Class 08 to gauge the distance! The crank pins are set quite far outboard on these locomotives and will clip the platform if it is too close to the track. Adjust to suit and also try with a Class 66 for any overhang issues.

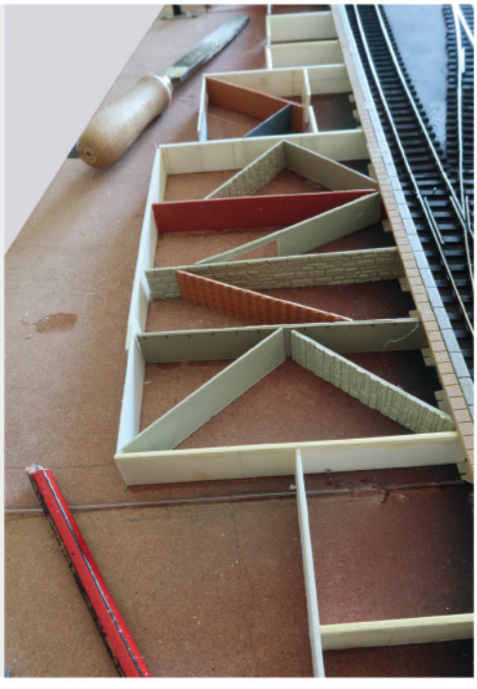
An overview of the completed layout, with another typical item of modern Scottish motive power – a Class 156 Diesel Multiple Unit by Realtrack Models.

26

When the facings were glued down, I could add the tactile paviours. These were sliced off the sheet and again bent gently to the shape of the platform facing. These were added onto the locating lip on the facings and fixed down. I painted them using Humbrol No.63 sand rather than a super bright sparkly yellow, which would jump out too much visually.

27

I had estimated the plain platform depth as 60mm and the section that sat under the station building as around 120mm, though, as can be seen, this is a very loose interpretation. Now all I had to do was add a weave of 60thou plastic as a support. If I were starting from scratch, I would use plain 60thou plastic sheet. However, this being my fifth layout project for RM meant that I had a good supply of Wills sheet offcuts to hand. These, and some plain 60thou, were sliced into 16.5mm strips and added in the manner seen with UHU.



28

The platform top was made up from 40thou plastic sheet. The straighter bits could be added fairly quickly. Because it would have been impossible to get to the joints underneath the surface with liquid solvent, I instead used polystyrene cement. I keep a tube of this for such jobs, but avoid it if possible because it's messy to use and has a strong odour.

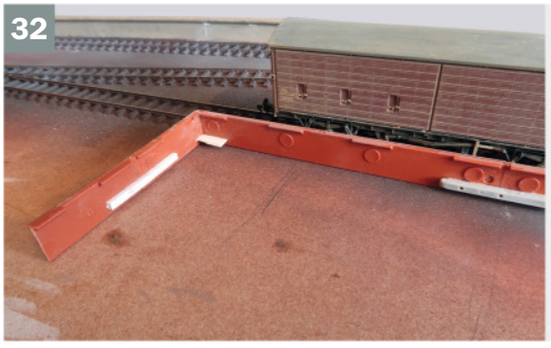
29

The gently curving sections were entertaining. The obvious method was to dummy up a carpenter's mortice marking gauge, with a school compass and a stubby pencil. My bodgery knows no bounds! The photo should give the method: set the compasses at the edge of the plastic sheet and drag the pointy bit along the coping to create a parallel pencil line. Cut to this line and in theory…

30

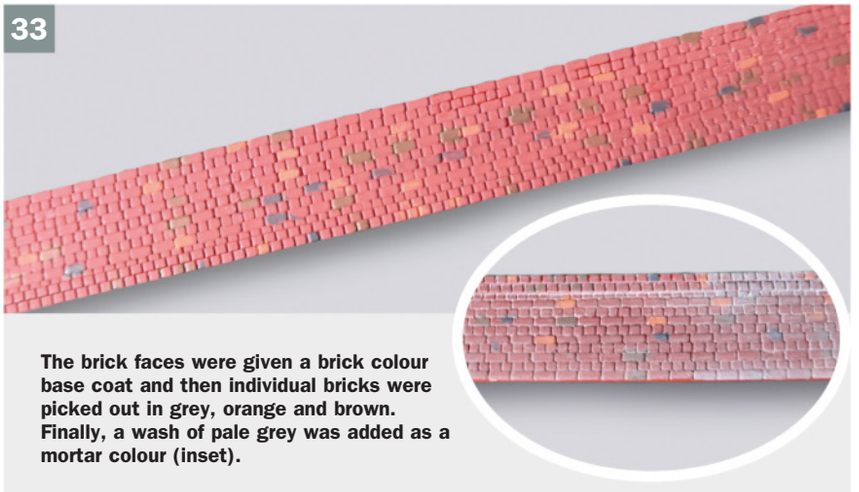
With all the bits cut, I worked along the platform and removed any burrs with a sanding stick. I make my own version of these from various grades of wet and dry sandpaper, but any chemist will sell you something similar from the nail-care department.

32



The loading dock was constructed in a similar manner to the platform, using Wills platform facings built with two opposing angles to fit the site. These were chopped about to suit, and the joins reinforced with scraps of plastic sprue.

33

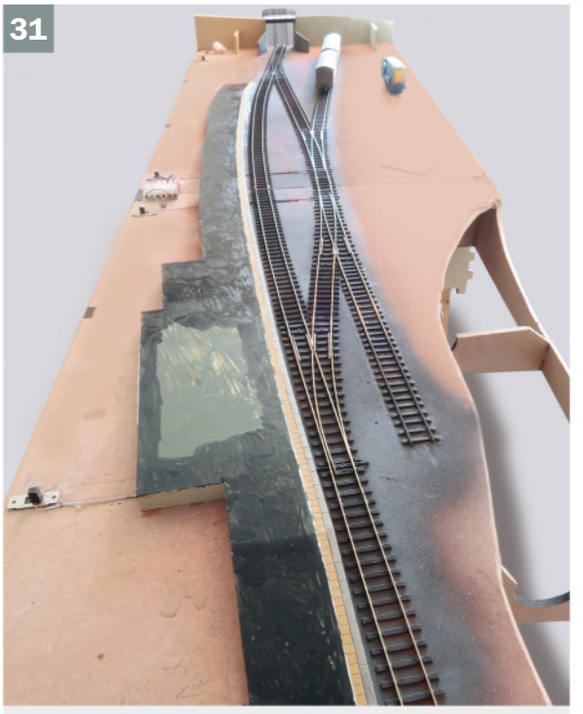


The brick faces were given a brick colour base coat and then individual bricks were picked out in grey, orange and brown. Finally, a wash of pale grey was added as a mortar colour (inset).

34

As with the passenger platform, a weave of plastic was built up to support a 40thou plastic sheet top. This was later given a coat of light brown, with a tiny amount of fine sand then sprinkled over the top.

31

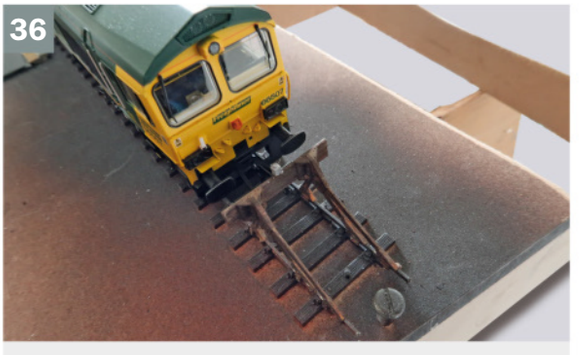


Once the tops were complete, they were given a coat or two of black acrylic paint. Also visible, halfway along the scenic section, is the plug connector for the inter-board wiring. Note that I have set these on top of the boards for this project due to its intended eventual display on a solid-top counter unit.

35

To finalise the basic ground-level work, three buffer stops from the Peco bullhead range were added. These were given washes of brown, orange and black acrylic and fixed with UHU. (Note that the buffer stops intended for the older Peco Streamline ranges are not compatible with the bullhead track.)

36



The Accurascale 66s are remarkably heavy and I was slightly concerned that the fine plastic track fixings on the buffer stop would not be up to the job in the event of a high-speed collision. So, a chunky round head screw was added... just in case. (This was later disguised with foliage.)

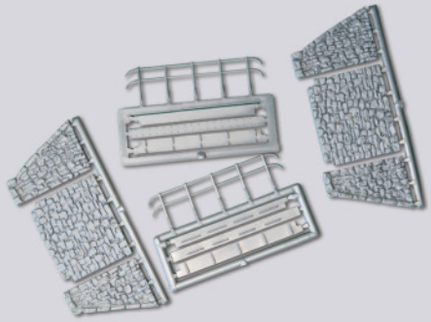
The scenic break bridge

Items used

Peco
2 x SS28 Wills occupation bridge

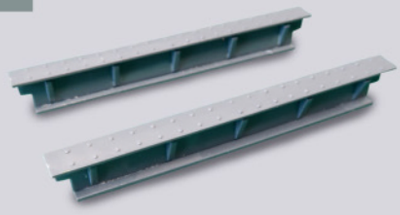
From other suppliers
Paint
Modelling knife
Needle files
Sanding stick
Liquid polystyrene cement

37



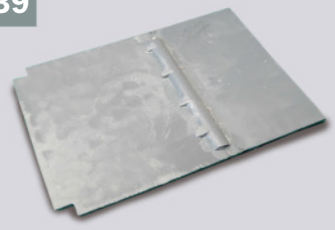
I love the Wills occupation bridge kit. It's reasonably priced and can be chopped up and altered in so many different ways. If you read my last series on building an 009 layout (RM Oct 2024-Mar 2025), you will remember that I took the basic kit and lowered the whole thing by 4mm for a tight overbridge, and used the top sections as an underbridge at the other end of the layout. Here the opposite happened and the bridge needed jacking up to fit the standard gauge clearances.

38



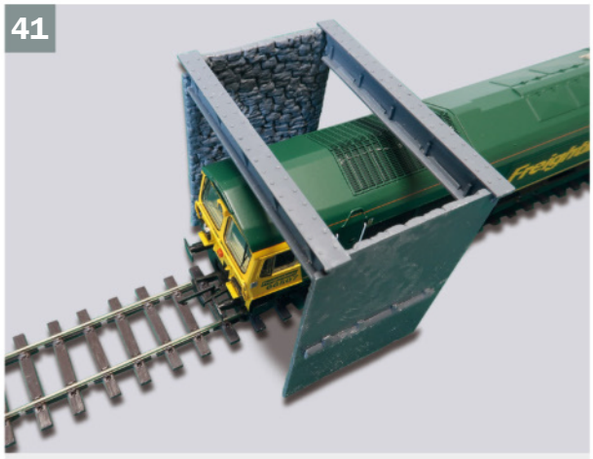
The girder parts were fitted together as per the instructions.

39



My measurements using the Class 66 and a length of bullhead track concluded that there was a 27mm shortfall in height. Taking the wall sections from another kit, I created 27mm sections and attached them to the bottom of the side walls. Again, sprue was used as reinforcement along the joints.

41

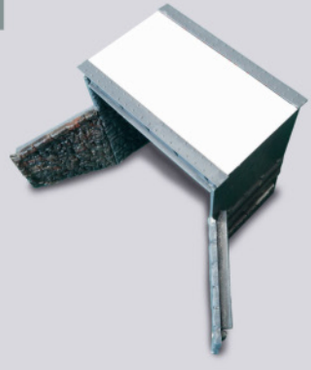


The girders and side wall were constructed before a final check with some track and the 66. It's a bit tight, but just about acceptable visually.

40

Similarly, two of the wing walls were increased in height using a 10mm section. This may seem wasteful, but trust me, the leftover top parts will come in useful before too long!

42



The new wing walls were added, along with a road surface from some scrap card. This was given some support underneath with more card.

43

The handrails were added and a little filler was pressed into the angled joint, before the painting was started.

The finished overbridge is seen ready to add to the layout.

Next month

In part three, Chris creates the basic landform and constructs the disused signal box.

An engine shed for Mallerstang Junction

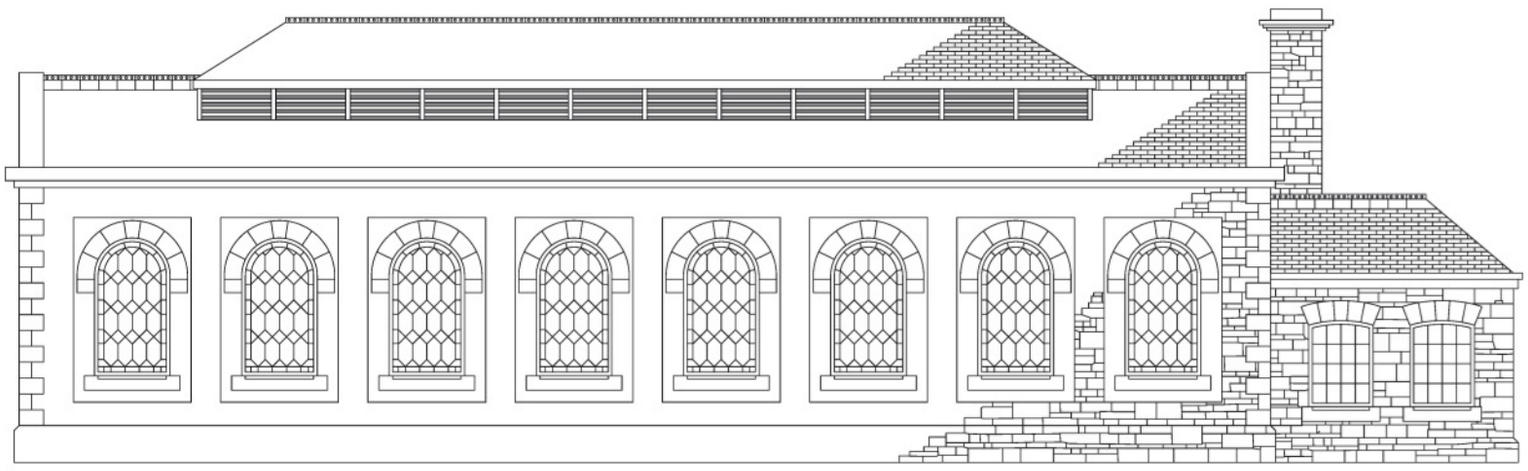
IAN NUTTALL *describes, with accompanying working drawings, how he scratch-built a Midland Railway-style locomotive shed in 4mm scale, which is destined for use on the third and final phase of his grand Settle & Carlisle-inspired* Dentdale *empire.*

Model photography by the author

The finished article; pretty it is not, but then it was never meant to be. However, substantial and workmanlike it most certainly is… and nothing looks new; it wouldn't be.

From the outset, I planned to have locomotive facilities at Mallerstang Junction – something not too grand, possibly on a par with those at Garsdale, although space restrictions denied me the opportunity of including the famous stockaded turntable. The shed at Garsdale was built to cater for the London & North Eastern Railway branch services, terminating after their trip through picturesque Wensleydale from Northallerton; only one continued down the Settle-Carlisle as far as Hellifield. This particular service had the delightful name of 'Bonnyface'.

However, my proposed branch line was to be Midland Railway-built and operated, so I needed a shed of obvious MR style and pedigree. My original idea was for a small two-road shed, and I spotted the one from Wirksworth on p247 of *LMS Engine Sheds Volume 2* written by Chris Hawkins and George Reeve (Wild Swan Publications, 1981); there is also



Scale: 2mm to 1ft

a 2mm scale drawing of it on p24-5 of the same book. When I laid a 4mm scale footprint of the shed over my planned site, I found I would be forced to shorten my portrayal somewhat. This seemed to detract from its handsome proportions, rendering it too stunted and stubby.

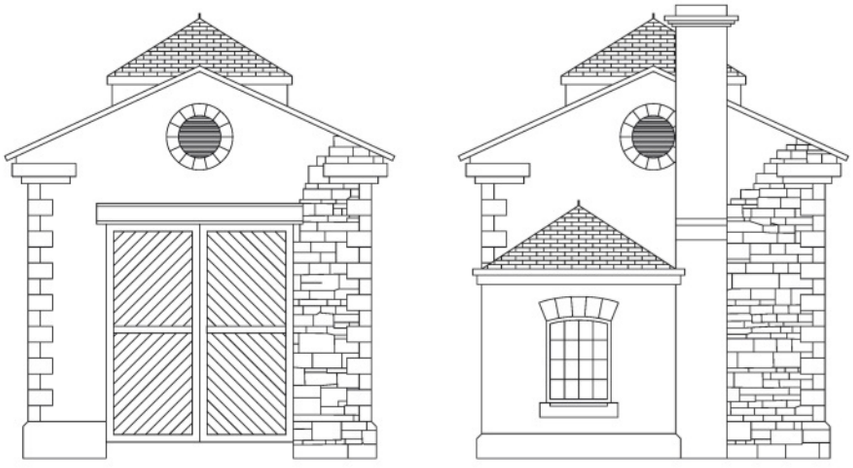
A rethink was in order, and I hit on the idea of a single-road shed. By slewing the right-hand track in my shed area across, and parallel to the yard headshunt, I could create the length required, and the other shed road would become an al fresco loco stabling park. My proposal would make for a better proportioned building, and something of real substance as befits all structures on the Settle-Carlisle line.

I scoured *LMS Engine Sheds Vol 2*, plus other sources in my railway library and photographic collection, for a candidate to fit the bill. There was no shortage: Thornbury, Coventry, Malvern, Barnoldswick, Tewkesbury, Southwell, Redditch, Ingleton, Dursley and Leicester West Bridge were all considered. The last of these I liked most for its design and architectural appeal, but it was in brick. I kept harking back to Wirksworth, which looked good in stone, as any S&C loco shed in the Dales would be constructed. Then a thought struck me: I could adapt the Wirksworth scale drawing into a single-road version, plus I now had the available space to add two more windows and bays to give it more substance and presence, yet not overcrowding the site.

The engine shed at Wirksworth, looking towards the junction with the Midland Main Line at Duffield. The shed was later demolished, but its inspection pit is still in use today, outside the new shed built on the site by the preserved Ecclesbourne Valley Railway which now operates the branch. ***Photo: The Transport Treasury***

Wirksworth shed was constructed in local stone by the Midland Railway – there was no shortage in the Peak District – and was opened in 1867 to service the locos operating the branch. The date ties in nicely with my proposal, as the S&C was built between 1869-76: thus, had my Mallerstang Junction existed in reality, plans of the Wirksworth building would have been available. Wirksworth also boasted a water tank and a 42' turntable, yet the shed lasted all too briefly, closing in 1900. However, it did linger on, as a goods shed of sorts, until 1968. Further photos exist on the Wirksworth Parish Records website. This site also includes a drawing confirming that both roads featured inspection pits, another factor for me to consider.

Illustrated are the various stages for cutting out the panels in the main side walls. The key is to make all cuts start at the corners to eliminate the risk of overshooting. Diagonal cuts do not need to be measured – you don't even need a ruler – but they must, after several passes, go all the way through the plasticard. The resultant panel edges are formed neatly.



Making a start

In making my own 4mm scale drawing for Mallerstang Junction engine shed, there were certain aspects I wished to include. I was conscious that my goods shed was a near neighbour, so they should sit well together, and have a family likeness. Thus, I opted to use Wills Coarse Stone sheets (ref.SSMP200), as with the goods shed (see RM November 2023). The goods shed also had a

The panels in the stonework are cut from the rear as it is a much smoother surface on which to work, and to mark out accurately. You can see that the cuts are almost through.

On the left is a piece that was removed to allow the ornate Midland lozenge-style windows to fit. Note the 1.5mm hole I have drilled to allow the piercing saw blade in to do its work.

stone plinth round its base, so I copied this on my loco shed. I also liked the idea of recessed panels for each window, as this removed the slight slab-sided look of Wirksworth, its only downside.

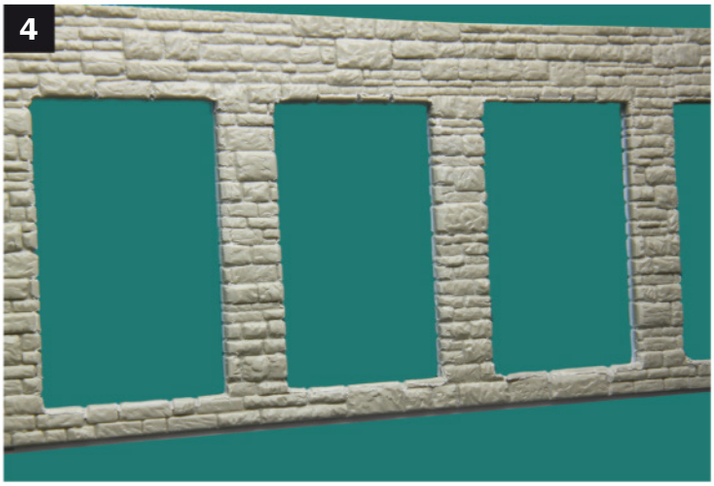
Mentioning windows, I spotted an opportunity to incorporate the classically ornate lozenge-style frames which are laser-cut items from York Modelmaking (ref.00-401). Each pack has four windows, so I required four packs.

I also used the same firm's sash windows for the office-cum-sand drying facility at the rear (ref.00-206), whilst refs.401 and 206 provided the stone arches above refs.00-401 and 00-206 respectively. As with the goods shed, I used 60thou plasticard for the main building, using a two-layer approach, which had produced such a solid result previously.

Take your time drawing out the parts on the plasticard. It's been said before, but bears repeating: "Measure twice, and cut once." Talking of cutting, plasticard is such a versatile material that it can be cut with a blade (trusty Stanley knife to the fore, and replace the blade frequently…), drilled, filed or sawn, either with a jeweller's piercing saw or a razor saw. On the back of the Wills packs are hints highlighting the various possibilities; thank you, Peco.

Walls and ends

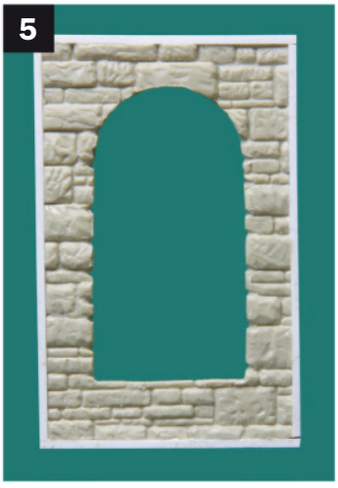
For cutting the basic walls and their panels, I applied my well-used Stanley knife (now over 60 years old and still going strong; it was a prize I won in a cycle rally at school). Always begin with several light cuts along your steel straight edge. Once a definite groove has formed, more pressure can be exerted as the cut is unlikely to wander. There is no need to cut all the way through; roughly halfway is sufficient, after which the sheet can be snapped. This produces a remarkably true edge.



The inner and outer panel edges are dressed with a file to give as near a perfect match as I can manage, whilst the mortar courses are continued round the inner edges.

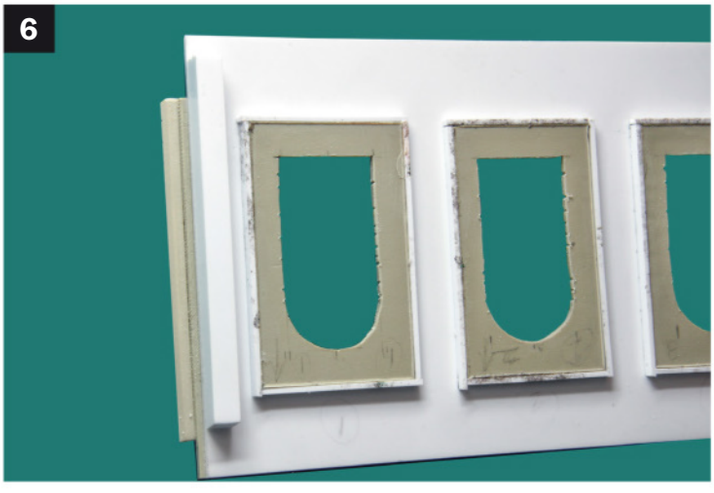
The panels need an amended approach. Cut round the panel borders as before, but now make cuts in from each corner, creating an 'X' of cuts. These can be done freehand, and need to go all the way through, allowing you to press in at the centre of the 'X', and the triangles will break off as you intended.

Each end of the shed has a circular ventilator courtesy of Ambis Engineering (ref.BSG/1), these being left over from my goods shed project. I have a good quality pair of compasses which can be set at small radii, and will retain the setting, thus I could draw the circles I required on the plasticard. By drilling a 1.5mm hole inside the circle, I could insert my piercing saw blade and cut out the circle accurately. I do find this saw such a useful aid; a wonderful piece of kit, which has proved its worth time and time again.



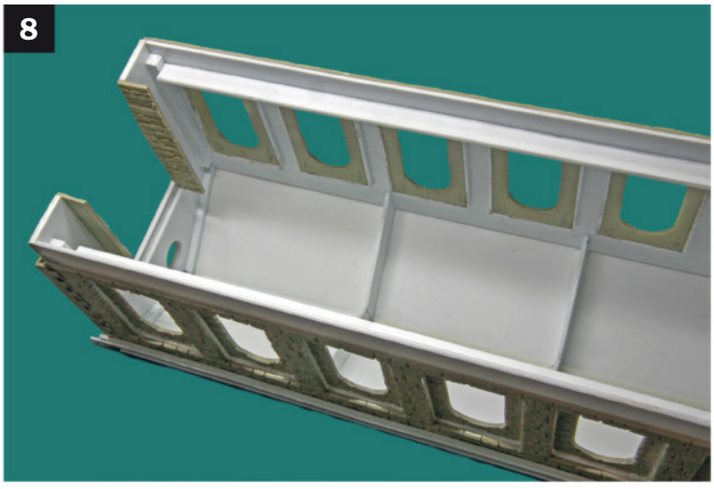
A framing of 40 x 80thou plasticard strip is glued round the stone panel, ensuring it won't drop through when fixed *in situ*.

I overlaid each of the 40thou walls with the Wills Coarse Stone sheets, using butanone as the solvent. My plinth around



Three panels safely in position. Also apparent is the 125 x 125thou strip used to aid accurate alignment, whilst you can see that the stone wall sheet protrudes by 1mm, and the corner stones (Wills SS76) further beyond that. There is no doubt you always need to think ahead and plan.

Whilst it was far from complete, I was able to rest the shed in its intended location. My original track arrangement for the shed is marked on the cork underlay, but the nearest track would restrict the length of a two-road shed by too much, in my opinion. The new position puts the shed parallel with the yard headshunt, whilst the middle road can also slew round, parallel to the loco shed, allowing more space for the proposed coaling stage, based on that at Redditch, which is planned to fit between the two nearest tracks… watch this space.



This is a view you would normally never see, yet it reveals certain aspects which, I feel, are key to a successful build. Firstly, in the corners, lengths of 125 x 125thou plasticard section provide strength and encourage accurate right-angles. A series of 60thou roof trusses discourage any warping of the roof, and give even more strength, whilst the two longitudinal strips, from 60thou, provide even more stability, and, hopefully, eliminate any bowing of the sides. These are invisible once the shed is *in situ*.

the base was 1cm deep so, by leaving this blank for later, I found I could attain the height needed for the sides from a single sheet, whereas, for the ends, I used one sheet up to the start of the roof and topped this off with a triangle. For absolute accuracy, I found it best to glue the stone sheet in place, and then cut off the surplus once all was set, preferably a minimum of 24 hours.

For the rebated stone panels, I began by clamping the stone sheet in place, allowing a 1mm overlap on the sides as they sit inside the ends. From the rear, I marked the panel openings on the rear of the coarse stone with a fine pencil, undid the clamps, then cut out the panels. Patience was needed here as I wanted each stone panel whole, for reuse. I made a point of numbering each panel so I knew where each belonged. On my first couple, I found I had just a bit of error as they didn't quite match up exactly, despite my best of intentions. For the rest, I adapted my approach by glueing the stone sheet *in situ* first. Then, once this was set, I used the cut-outs on the inner layer as a guide to create panels in the stone sheet; these gave significantly more accurate results… you learn as you go along.

Before fixing the panels, I did two things. First, I framed each stone panel with strips of 40 x 80thou plasticard, so each one could sit behind the inner layer without falling through. Second, using a combination of flat and triangular needle files, I continued the mortar courses round the inside edges of each panel, to replicate real walls. Yes, it takes time, but it is time well spent.

Roof

The roof sits down a bit between the two ends, on which there is stone capping. There are stone sections protruding from the main side walls set just under the roof line, no doubt providing support and a suitable mounting for the guttering (for which I used Ratio ref.538). The basic roof rectangles are 40thou plasticard, whilst strips of 125 x 125thou plasticard, fixed to the inside of the ends, helped to locate the roof accurately. I had also cut out several roof trusses, using the shed end as a template, to eliminate any tendency for the roof to sag or warp. The protruding stone sections were formed from 60 x 60thou and 60 x 156thou as the base layer, surmounted by a strip of 40 x 125thou on which to mount the guttering. These sections continued round onto each end for a short distance (12mm). I made the side strips overlong, deliberately, allowing me to butt-join the end pieces to these, finally cutting off the excess and dressing with a fine, flat file to achieve a neat finish.

Ventilation

The more I looked at the significant roof vent, the more potential problems I envisaged. The unit needed 13 partitions and all had to be identical. To achieve this, I drew out a master, once more tracing round the roof end to guarantee the correct angle, and used this as a template to produce a matching set. To aid my cause, I marked sides of the chevron-shaped pieces with a permanent marker to ensure they would be orientated the same way, thus negating any errors if the two arms of the chevron were slightly different. It was 40thou plasticard to the fore for the 13 partitions, and the many, many louvres and spacing pieces; the former I made 20mm deep, the latter 10mm.

To construct the roof ventilation unit, I fixed one end partition in position, followed by the first 10mm deep spacer and 20mm deep louvre. The spacer is set back, out of sight, whilst the louvre's front edge must line up with the edge of the partition. Next came the second partition, the first louvre and spacer on the other side, and then the rest of the louvres and spacers to

Real progress is being made and there are several points to note: the roof has been lined out to encourage accurate laying of the Duchess-size slates; the circular provision for the end vent has been created, and it awaits its Ambis Engineering offering; the stone plinths just below roof level are being formed from plasticard strip, initially, and purposely, fitted overlong before being cut and filed back for a neat finish; the girder over the door, mirroring that at Wirksworth, is Evergreen plastic section; and the corner quoins are now *in situ*.

So many pitfalls reared their ugly heads when I contemplated the large ventilation unit on the roof top; there were many pieces which required accurate alignment. To me, the key was that the 13 partitions had to be identical. You can see the master I made, using the shed end to ensure this template had exactly the same roof angle. I applied this to copy it 13 times. Note the black dots, which ensured that all the pieces had the same orientation, to discourage any irregularity.

complete the first section… repeat 11 times.

I suggest that, if you cut all the louvres and spacers for one section from a single strip, this should guarantee that they are all the same width, thus avoiding unsightly gaps. It doesn't matter if the depth of each piece is not precise, as it is only the leading edge which is seen. This roof ventilation is, probably, the trickiest part of construction, as far as achieving a uniform finish is concerned, so anything to aid your cause should be welcomed.

You are forgiven if you are thinking that I have overlooked the fact that a hipped roof is fitted above the louvres, so I should have allowed for the fact that the ends should slope down. Read on… The problem to be faced is that the depth of the louvres diminishes as you approach each end. I decided that, initially, I would ignore the hipped roof aspect to concentrate on giving the louvres their even spacing. Once all had been left to harden, I used my X-acto razor saw with the deepest (1") blade to slice off the part I didn't want using the edges of the two long side pieces of roof, which were *in situ*, as a guide. Hopefully, the photograph explains this… and it worked a treat. The triangular hipped roof end sections were created via trial and improvement.

I worked my way along steadily; by cutting all the vents for one section from a single strip of plasticard, I knew they would be the same width… total accuracy guaranteed, or as close as possible. In the right-hand section you can spot the narrower strip, which acts as a spacer, yet is unseen on completion… a neat solution, or at least I think so.

Office

To the rear of the loco shed is what appears to be an office; it houses the sand drying unit and, to make life simpler, I constructed it separately from the main building. Again I had the issue of a hipped roof, and this time the windows are sash, whilst there is no exterior door, as access was from inside the main shed.

Slates

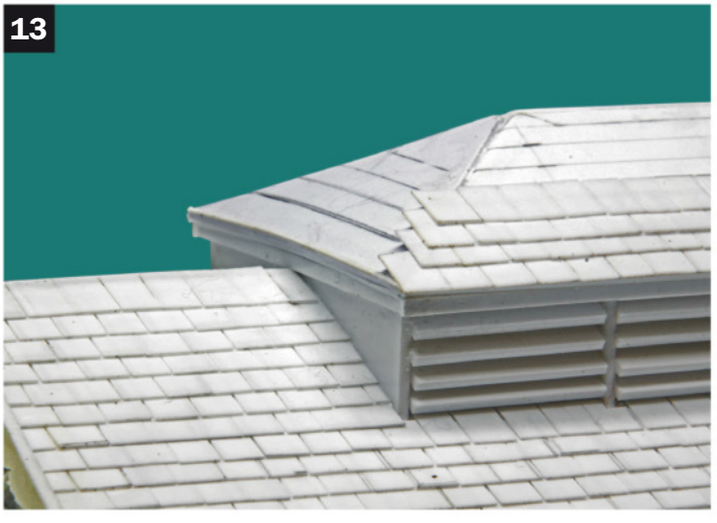
Before I could fix the slates, I needed to provide a mounting for the Ratio guttering on the ventilation roof; strips of 20 x 60thou plasticard proved suitable as the required soffits. Next, I had to commit to a size of slate, of which there are many, each blessed with a name. I discovered a listing of them all in an article by Steve Hall in *Model Railway Journal* No.301. I selected the 'Duchess', one of the larger options, at 12" x 24", befitting my relatively substantial building. If you are not aware, only one-third of each slate is visible, so what you see on the model are rectangles of 12" x 8", or 4mm by just under 3mm in 4mm scale.

To aid neatness of finish, apart from one or two deliberately slipped or chipped slates, I ruled lines 3mm apart, with the first line 5mm from the lower edge. Rather than the prototype 4mm x 8mm, I made mine 4mm x 6mm, to save on plasticard… the visible area would still be the same… meaning that my bottom row of slates overhangs by 1mm to give a finer appearance and match where the gutter will be.

Before laying the slates, I glued a 10 x 20thou plasticard strip along the bottom edge of the roof, so that the first row rests at the same angle as the others… I have been caught out by overlooking this in the past, and wondered why the second row wouldn't sit properly.

For the slates themselves, I filled a whole sheet of 10thou plasticard with a grid of 4mm x 6mm rectangles, a slightly tedious task, yet necessary.

I have absolutely no idea if this approach has been used before; if it has, I apologise to the innovator, as I don't wish to be accused of plagiarism. However, having assessed the challenge before me, I thought this was the most reasonable way of achieving a satisfactory solution. Note that the two longer roof sections are already in place, and can be used as a guide for the saw cut. It pays to be cautious and, if concerned, cut slightly out from the roof guideline, and then file back to it.



Slating is very much in progress and, apart from the ridge tiles, the main sides are complete. On the hipped roof the slates, deliberately, are made to overhang at each end. Once the butanone has set totally, the excess can be cut and then filed for a neat finish.

When cutting out, I try not to go all the way through the plasticard, so I can snap a whole row off knowing they will all be the same depth. To attach each slate, I pick it up with the tip of my Stanley knife blade, apply butanone to the top edge only, then nudge it into its final position with the blade tip.

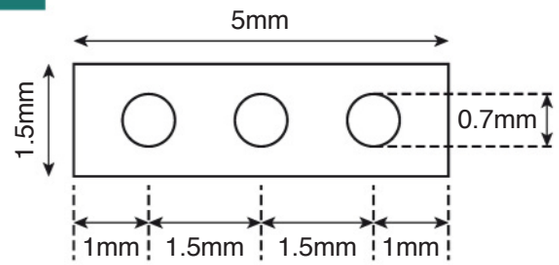
Butanone is a superb, clean, strong adhesive, but it can be aggressive on the thinner sheets (5 and 10thou) if not used sparingly. Restricting it to the top edge, which will be hidden, avoids this risk.

Out of curiosity, I timed how long it took to fix one row of slates *in situ* on the main roof: the 80 slates took 30 minutes. Multiply that by the number of rows, add in the fettling for the hipped roof, plus the ornate capping slates, and you are looking at around 30 hours. Yes, applying slates individually does not happen just like that – there is no magic wand. However, two factors encouraged me to persevere. First, for my period this shed would already be 60-plus years old, hence some slates would have slipped a tad, or become chipped. I didn't want the pristine/as new look from the likes of York Modelmaking options, excellent though they are in other ways. Second, all my other buildings have individual slates, so I am merely keeping up with tradition. Possibly this means I have made a rod for my own back, but I am happy to live with that.

I would recommend that you don't lay all your slates in one sitting. Three or four rows at a time is fine, particularly if your favourite music is on, and you have a glass of your chosen tipple to hand… but don't dip your butanone brush in your drink, it doesn't work… Suddenly the whole process becomes more relaxing and therapeutic, and your roof will be unique.

As the full face of each ridge slate is exposed, I plumped for the less aggressive limonene as the solvent for these; you will know why it is so named as soon as you open the bottle. To cap each ridge tile, I drilled 0.7mm holes in a strip of 10 x 60thou plasticard to match the finish on my goods shed (see Fig.1). It is, indeed, painstaking work, and time-consuming, but it does make for a stand-out feature on the finished roof.

Fig.1



14

The chimney is well under way. As is my usual approach, the stone overlays are made slightly too big, thus allowing filing back, then judicious use of a triangular needle file to generate the missing mortar courses, as you can see on the upper half. The lower half has been beefed up to replicate the profile in the original Wirksworth shed drawing.

The ventilated part of the roof is hipped so care was needed where the ends meet the sides. Working on the sides first, I make the slates overhang the ends on purpose. This allows me to pare off the surplus and use a needle file so the end slates on each row match the end slope perfectly. I repeat this approach with the end slates. Finally, I apply small fillets of PVA (using the end of a cocktail stick) to fill any minor gaps to replicate whatever the Victorians used as mastic.

Chimney

I found I had a length of square plastic section which proved spot-on as the core of the chimney attached to the sand drying house at the rear. Unusually, this chimney was not tapered, possibly because it was relatively short. The core was overlaid with lengths of 40thou plasticard to achieve the profile of the lower half, whilst the protrusions at the top were formed from a selection of plasticard strips. The carcase was clad using Wills Coarse Stone sheet.

For all stages, I made the pieces oversized so that they could be cut and filed back once the next piece had been added; a neat finish is guaranteed. A triangular needle file allowed mortar courses to be carried round each corner.

Windows

The laser-cut York Modelmaking windows are formed from a material called Rowmark. Whilst looking like plastic, butanone has absolutely no effect on it, so I resorted to five-minute epoxy to secure the glazing (don't use superglue as it clouds the glazing). However, I found I could attach the window arches to the stonework with butanone as the stone had a certain amount of 'grab' once softened with the solvent. Once they were in place, I ran a fillet of superglue round the edges of the arches to guarantee a sound bond.

Guttering and drainpipes

As mentioned earlier, I used the Ratio offering for these. I had already provided the means to mount the gutters on the main building, whilst the drainpipes provided were perfect in length and shape… occasionally you drop lucky.

Doors

The main shed doors were made from two laminated layers of 30thou plasticard. The outer one represents the framing, the inner layer the planking. Wirksworth shed had plain, vertical planking, whereas I wished to feature the diagonal variety, instantly recognisable as Midland/S&C style, and in keeping with my goods shed, thus maintaining the family likeness. My doors were glued in place, as they were to be permanently open.

I just needed to allow clearance at the bottom edge, a considerable 8mm, so that, in theory, the door would clear the

15

A view to illustrate how I addressed the sand drying store. A gap has been left to install the plinth at ground level, whilst provision has been made to mount the guttering, and also support for the hipped roof. The corners still need to be filed back, and the mortar courses added, both of which are important and help to complete the overall picture.

I feel as though I am getting there as the three component parts are, virtually, finished. Seeing how things are progressing encourages further commitment and development.

track and ballast as it opened. A work-stained LMS Buildings Brown (Precision Paints) was chosen, and an indication of the hinges was achieved with some 0.88mm plastic rod.

Painting

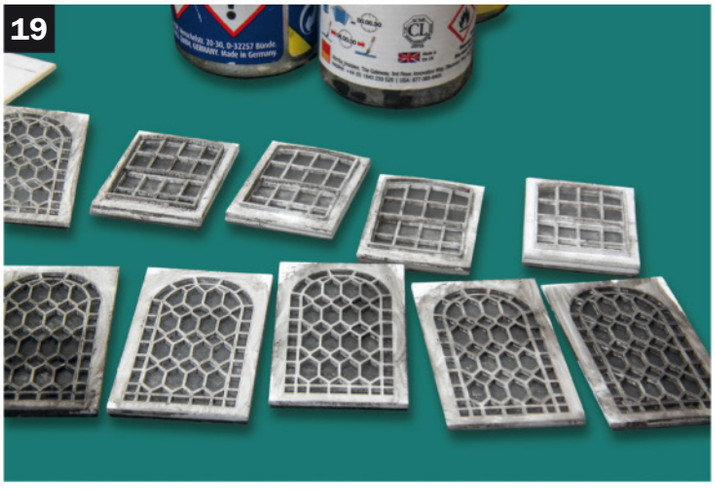
Humbrol matt enamel, No.70, a brick red/rust shade, was my choice to form the basis of replicating the red sandstone used to build the structures on the northern half of the Settle-Carlisle line. This was followed by brushing in filler… most brands will suffice… to act as the mortar between the stones. As with my goods shed, I felt the gaps between the stones were too deep. Once the filler was applied, I wiped away as much excess as I could from the surface of the stones with kitchen towel. A fine screwdriver blade can scrape away unwanted filler from within corners, nooks and crannies. It's a bit of a faff, but achieved what I was after. Don't panic at this stage if the filler seems to be over-dominant. By weathering with a mixture of Humbrol matt white (34), matt black (33) and matt earth (26), first via a thin wash, then dry-brushing before finally applying a soot black weathering powder, the filler issue is overcome.

For the roof I selected Humbrol matt grey (27) as the base layer, although I needed three coats, with weathering done as for the walls, plus a modicum of matt green (30) to indicate moss. Gutters, drainpipes and soffits were turned out in LMS Buildings Brown.

When weathering is applied there is, inevitably, that heart-in-mouth moment when you worry you may have overdone it and ruined hours of painstaking

After two coats of Humbrol matt enamel No.70, to achieve the base I was after, it was time to apply my version of mortar; the difference is significant, and it is what I was after. Much of the surplus filler will be obliterated by the weathering, yet it is still there, in diluted form.

The weathering chaps have got hold of the chimney… it's amazing what you can achieve with, basically, matt black and white. The upper sections, which are more smoke-stained, show less evidence of mortar lines, whilst the unpainted flank on the right is where the chimney will be glued to the main building.



If this were the classic 'workman's van', some wit would have scrawled with his finger, "Also available in white". After 60-70 years of ingrained grot, the same applies here… and, no, you can't see through the windows.

The 'office' is complete, and has been enhanced by 'soot' weathering powder. Being hidden round the back of the shed, it is shielded from the worst that steam locos can belch out, but it is far from immune. Hence mortar courses are visible, yet nothing at all remains pristine.

work, but then, if we didn't experiment, we would never learn… and locomotive sheds were dirty environments.

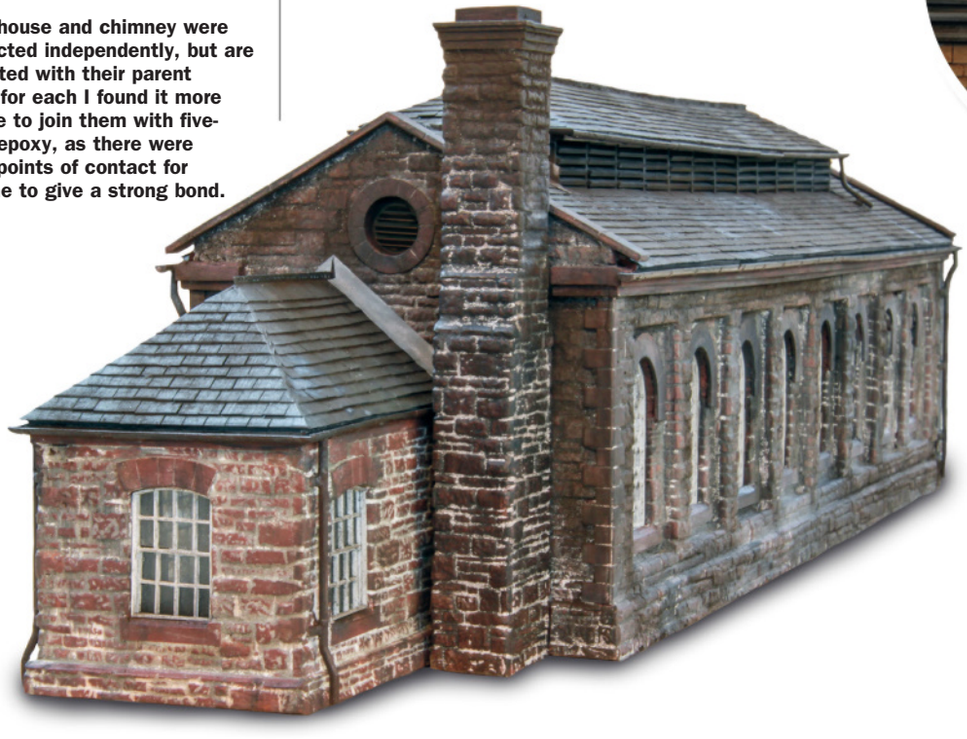
Summary

I haven't timed this project at all… apart from checking how long one row of slates took to lay… yet appreciate it has taken a fair while, and wouldn't be surprised if it has occupied 100 hours. This commitment is not everybody's cup of tea but, rest assured, the pleasure and fulfilment far outweigh the pain, and I am pleased to have a loco shed I am proud to own.

Now for the water tank and coaling stage; there is never a dull moment on this part of the S&C…

I am hoping that all aspects are harmonious. The shed front is going to be more smoke-stained, and the shed interior will not be visible once it is *in situ*… the other interior walls are painted matt black to avoid such a scenario.

The outhouse and chimney were constructed independently, but are now united with their parent edifice; for each I found it more effective to join them with five-minute epoxy, as there were limited points of contact for butanone to give a strong bond.



The devil is in the detail, so, for me, I am delighted that the complex roof vents have proved manageable, and my attempt at a realistic solution to slating seems successful, whilst the ornate capping to the ridge tiles adds a positive boost.

Supplier information

York Modelmaking
www.yorkmodelrail.com

Ambis Engineering
www.ambisengineering.co.uk

Centenary celebrations at Manchester Christmas show

The Sugden Centre – 13 & 14 December 2025

Final preparations are currently under way for this year's Christmas Model Railway Show, presented by Manchester Model Railway Society. Described by MMRS Exhibition Co-ordinator Philip Sweet as, "The most complex exhibition we have ever staged", the event promises to be one of great celebration and a fitting finale to the organisation's centenary year.

Founded in 1925, Manchester MRS is the third oldest model railway club in the world. Although its establishment came after that of both The Model Railway Club (1910) and Wimbledon Model Railway Club (1924), MMRS does lay claim to being the organisation with the longest continuous active history, owing to the fact that, unlike the two London-based clubs, it remained open to members throughout the Second World War.

There will be a strong historical theme to the two-day event with a timeline of displays and exhibits around the venue, celebrating not just the society's own long history, but also that of the wider hobby and railways in general.

▲ ***Copenhagen Fields*** **in 2mm by The Model Railway Club.** ***Photo: Craig Tiley***

◀ ***Dundreich*** **(009) by the late P D Hancock.** ***Photo: Malcolm Macleod***

Layout highlights

Of the 26 layouts booked to appear, which will cover a wide array of scales, gauges, eras and prototypes (of British and overseas outline), six are making their public exhibition debuts, whilst many of the others have featured in the railway modelling press.

Indeed, there is a large number that have been published in RAILWAY MODELLER, including *Bred Albin* in OO (see p982), *Copenhagen Fields* (2mm) and *Old Parrock* (OO), together with a trio of past RM Cup winning layouts, namely *Copper Wort* (OO),

the society's own flagship layout *Dewsbury Midland* (OO), and *Grantham* (OO) – the latter making what is expected to be its final exhibition appearance.

There will also be *Porth Dinllaen* (OO), which won the 'MMRS 100 Challenge' layout competition earlier in the year (see RM May). An article on this layout will be published in next month's RM.

There will be further RAILWAY MODELLER pedigree with a pair of historically significant models. Firstly, there is *The Ffarquhar Branch* in OO (featured in the December 1959 issue) by the famous author of *The Railway Series* books, the late Rev. Wilbert Awdry. Secondly, there will be a rare opportunity to see a surviving part of the once extensive *Craig & Mertonford Light Railway* system, which was developed from 1949 onwards by the late P D Hancock. Last exhibited in 2013, *Dundreich* is credited as being one of the earliest examples of a narrow gauge model railway. The C&MLR was chronicled extensively in RAILWAY MODELLER and won the RM Cup on three occasions (1954, 1955 and 1960).

In contrast to the aforementioned layouts that span between them the history of the hobby, the six layouts making their debut include *Port de Crozon*, a new French metre gauge layout in 1:50 scale by Gordon & Maggie Gravett (see the December issue of our sister title, CONTINENTAL MODELLER).

Another notable debutant is a new layout by Tony Gee: *Grimethorpe (for Attercliffe)* will be shown in its completed form for the first time, this EM gauge layout having been built to original 'Manchester Eighteen Millimetre' standards (as set out in the 1960s by Manchester MRS members Sid Stubbs, Norman Whitnall and John Langan). The layout will, in fact, be operated using examples of locomotives and stock built by Sid Stubbs. These models – which are over 50 years old – were built at a time when everything, including the wheels, motors and gearboxes, had to be handmade.

Other attractions

In addition to the layouts, there will be modelling demonstrations, displays, society stands and specialist traders present. The event is being supported by Peco, which will have a stand selling publications including RAILWAY MODELLER and CONTINENTAL MODELLER, as well as providing information and displaying forthcoming products.

The event will also have plenty of activities for children, including a chance to win a complete train set. Younger visitors will also be able to try their hand at driving model trams on the biggest exhibit in the show, measuring almost 13 metres long!

▲ **2022 RM Cup winner, *Copper Wort,* by Pete Goss. *Photo: Steve Flint/RM Archive***

▲ ***Old Parrock*, a pre-Grouping cameo in OO by Paul Rhodes. *Photo: Paul Rhodes***

Getting to the show

The venue, consisting of two large sports halls with step-free access throughout, is located near both Oxford Road and Piccadilly railway stations, and on numerous bus routes. Although there is no public parking at the venue, there are two multi-storey car parks within a short distance – the recommended one is at the Manchester Aquatics Centre.

For further information, refer to the listing in Societies & Clubs, or go to the MMRS website (see right).

Key information – *at a glance*

Venue:
The Sugden Centre, Sidney Street, Manchester M1 7HB.

Dates:
13 & 14 December 2025.

Opening times:
Saturday 1030-1730
(0945 for advance ticket holders)
Sunday 1030-1630
(0945 for advance ticket holders)

Tickets:
Advance tickets can be purchased via the MMRS website (until 2145 on Friday 12 December) or from two Manchester-based model railway retailers – The Locoshed in Whitefield and Sawyer Models in Leigh. Advance tickets for adults are priced £14.00 for Saturday and £11.00 for Sunday.

Adult tickets purchased at the event (sales open at 1030) will be £16.00 on Saturday and £13.00 on Sunday.

Up to three children aged 15 or under can be admitted FREE with each paying adult. Free admission for carers if accompanying a disabled adult with a ticket.

Website:
www.mmrs.co.uk

A wintertime cameo in 00

Bred Albin

A photograph of Killin station inspired **ALISDAIR MACDONALD** *to create this Scottish snow scene, which will be appearing at the Christmas Model Railway Show in Manchester this December.*

Layout photography by Karl Crowther

Having made the decision to sell *Whithorn*, which had been featured in the March 2018 edition of RAILWAY MODELLER, I was ready to start a new layout. Inspiration came from an archive photograph I had seen of Killin station with a Caledonian Railway 0-4-4T at the head of a one-coach train, set against a mountain backdrop. To me, this had possibilities for a new project – I even went as far as scratch-building a model of Killin station building, which I then set aside.

As my new layout would have to be considerably smaller than *Whithorn*, I referred to a copy of *Creating Cameo Layouts* by Iain Rice (published by Wild Swan), in which the author describes a cameo layout as being, *"…a representation which conveys the nature and character of a prototype in a small space while being executed to a high standard, the modelling being set off by a visually pleasing presentation"*.

The decision was made – my new layout would be a cameo named *Bred Albin*.

The name Bred Albin

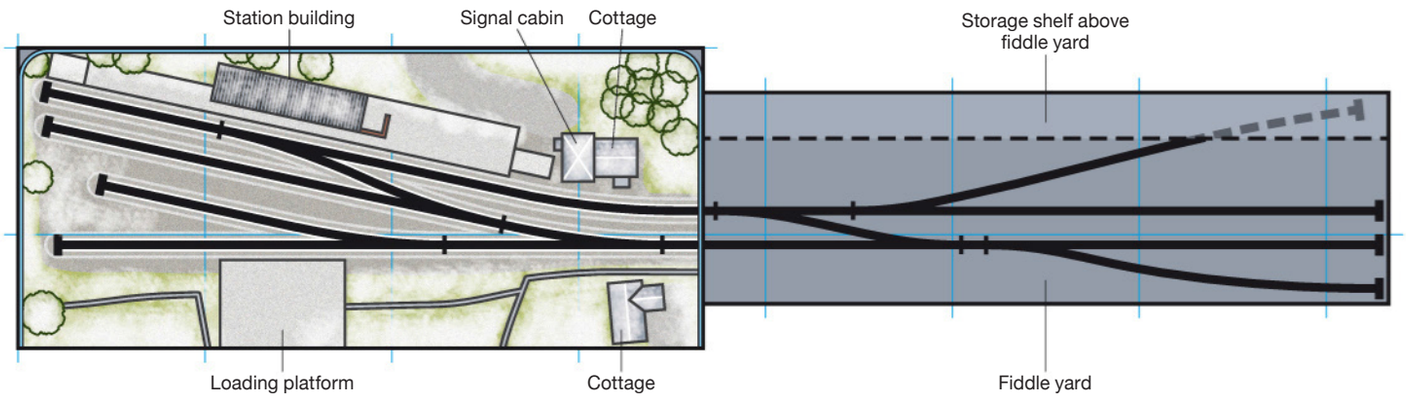
From my broader interest in railway history, I was aware of the name Breadalbane, and of

Caledonian Railway Class '439' 0-4-4Ts, hauling single Thompson brake coaches, were the staple motive power on the Killin branch…

…as pictured with No.55263 at Killin, awaiting departure on the 11.03am to Killin Junction on 22 August 1960. ***Photo: Rail Photoprints***

BRED ALBIN

Overall dimensions: 220cm x 53.5cm. Each grid square = 30cm x 30cm.



the Marquess of Breadalbane, who had provided the financial assistance for the construction of the Killin branch. Breadalbane is an anglicised name from the Gaelic 'braghaid Albin', or 'the high country of Scotland'. It is often pronounced incorrectly as 'Bred-al-bain'. I decided that my new layout should have the correct phonetic pronunciation 'Bread-awl-bin' or Bred Albin.

Planning

Bred Albin comprises two baseboards supported on proprietary metal trestles with a track level of around four feet above floor level, to help draw the viewer into the cameo scene. Each of the baseboards is 1,100mm long, the scenic board being 535mm deep and the fiddle yard 340mm deep.

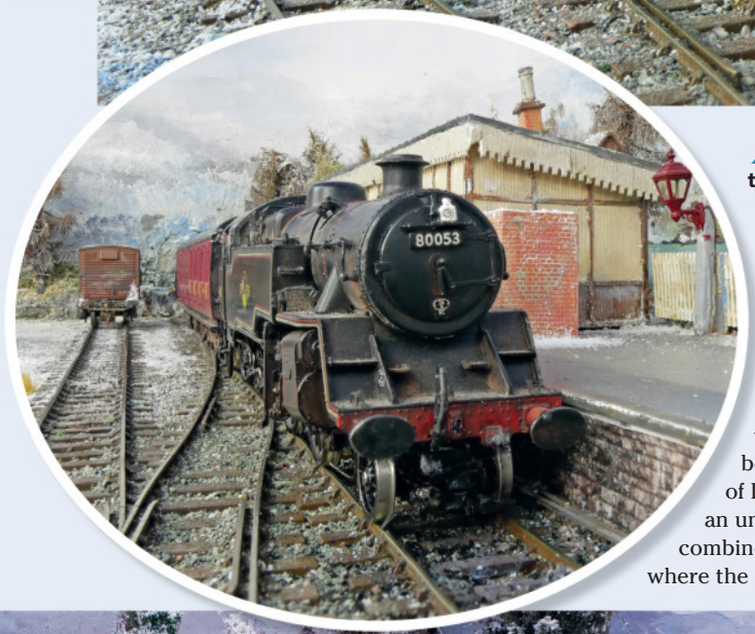
A Heljan Waggon und Maschinenbau railbus represents the railbuses built by other manufacturers that worked on the Scottish Region.

Although I had established the basic track plan before starting, I hold the view that the setting out of the buildings to be used on a layout has to be finalised before any track is laid. Buildings give a layout its feeling of available space, which is vital in the confines of a cameo layout. So I dusted down the scratch-built model of Killin station for this new layout.

Construction then progressed on the signal box, which is based upon the

Caledonian Railway Class '812' 0-6-0 No.57566 – a Bachmann model produced for Rails of Sheffield – shunts a goods train.

A solitary passenger peruses the morning's news before joining the railbus for the journey to the main line junction.



BR Standard 4MT 2-6-4Ts replaced the Caledonian 0-4-4Ts in the final years of the Killin branch.

signal box on the former Caledonian Railway line in the hamlet of Drumvaich between the Perthshire towns of Doune and Callander. It was an unusual structure, being a combined signal box and cottage where the signalman lived with his family. I decided *Bred Albin* should have its own interpretation of this unusual structure, and I scratch-built it from 2mm laser-cut MDF, finishing the stonework and roofing slate using the printed sheets from Scale Model Scenery.

The third building on the layout is the farm cottage, which came from Pop Up Designs. It received replacement laser-cut windows and a laser-cut slate roof. The cottage elevations were covered in PVA, which then had fine sand sprinkled on the surface. When dry, the walls were stippled

The signal box is modelled on an unusual Caledonian Railway structure at Drumvaich, with an adjoining cottage for the signalman.

LED lighting in the buildings, and LED strip lighting for the layout, can represent any time from full daylight to evening light.

with white acrylic paint to create the appearance of whitewashed render. All the buildings, including the station platform, have been illuminated with LED lighting from Layouts4U.

With the buildings set in their approximate positions, I then realised just how limited space is when creating a cameo layout. Having set the trackwork out using Peco point templates, making a few minor adjustments to the buildings and trackwork as required, the Peco Streamline bullhead code 75 track and points were laid, and the electrics installed.

Setting the scene

The backscene and the scenics define the geographic location of a layout, and I hope I have been able to convey the impression that it is located somewhere in West Perthshire. It was at this stage of the build that I decided that *Bred Albin* would be a winter scene. I do admit I enjoy painting backscenes, and the winter scene was painted in acrylic paints. To avoid the intrusive vertical joints to the internal corners of the cameo backscene, the surface was curved from the sides to the back of the layout.

The landscape contours are plaster bandage laid over polystyrene formers, painted in a mid-brown to seal in the plaster dust. Static grass from Woodland Scenics and WWScenics provided a bit of greenery, which was given a light dusting of brown colours from various rattle cans to represent winter foliage. The scenics were completed with the excellent larch trees from Primo Models, and random rubble boundary walls from Ten Commandments.

The light dusting of snow has received many comments at exhibitions. Woodland Scenics Soft Flake Snow was sprinkled lightly over the layout, and fixed with a cheap aerosol hairspray – this blew the loose snow particles into small drifts and clumps which stuck to the trees and vegetation, as it would in real life. The larch trees were given a light cream colour frosty aerosol dusting. Great interest in, and comments on, how the snow effect was created have been the topic of many conversations at events where *Bred Albin* has been exhibited.

Lighting the layout

A cameo layout is very much like a theatrical stage. On *Bred Albin* the principal lighting is a proprietary LED 'plug and play' lighting strip from a high street DIY store. The 5m long strip is arranged in a zig-zag pattern across the soffit of the scenic board lid, this providing an even level of lighting. The LED strip has its own built-in colour combinations, all controlled by a remote keypad, which can be varied from full daylight to evening light. A full-width daylight cast LED batten fitting has also been attached to the front of the scenic board lid as a supplementary lighting source, which fills in the shadows to the front of the layout.

Caledonian Railway Class '439' No.55204 was built from a DJH kit – but, as reported last issue, a ready-to-run 00 model has just been announced by Bachmann and Rails of Sheffield.

The farm cottage is from a kit by Pop Up Designs, with fine sand glued to the walls and painted white to represent whitewashed render.

The author scratch-built the model of Killin station building – though ironically, kits in N, 00 and 0 are now available from the aforementioned Pop Up Designs!

The railbus departs past the signal box and the Caledonian Railway starter signal, which was built from a Model Signal Engineering kit and illuminated with an LED.

Locomotives and rolling stock

The locomotives on *Bred Albin* are from Bachmann, Heljan and Sutton's Locomotive Workshop, and reflect the motive power found in this part of Scotland in the late 1950s and early 1960s. A DJH kit-built Caledonian 'Jumbo' 0-6-0 and DJH Class '439' 0-4-4T also put in appearances, both built many years ago by Peter Fletcher of York. All of the locomotives have been weathered and fitted with Digitrains Digital Command Control sound chips, and are controlled using the NCE Powercab operating system. For me, sound helps the general ambience and atmosphere of the layout.

A minimum space layout like *Bred Albin* requires the minimum of rolling stock. A single Hornby passenger coach, reflecting the one-coach branch passenger trains of the period, has been fitted with interior lighting using the Hornby Maglight system. This can be seen to advantage when the layout is lit in twilight mode. There is also a small selection of goods vans, 16-ton mineral wagons and a couple of brake vans, mainly from Bachmann, all weathered, with some even having a covering of snow.

The rolling stock has been fitted with Sprat & Winkle delayed-action auto-couplings, with magnets positioned strategically underneath the track to suit the shunting moves that are undertaken.

The light dusting of snow was made using Woodland Scenics material, fixed into place with aerosol hairspray.

Operating the layout

The siding lengths in the fiddle yard, combined with the restricted capacity on the scenic section, dictate the short trains that are run on *Bred Albin*. The points are operated with Tortoise motors, these having their own 12V supply, controlled by switches on a separate control panel. This 12V supply also powers the lighting to the buildings, and the servo for the LED-illuminated Model Signal Engineering kit for the Caledonian Railway starter signal, which was put together by Stephen Freeman.

Acknowledgements

Thanks must go to Graham Heald for building the baseboards, and to my wife, Hazel, for all the support she gives me in this great hobby.

Supplier information

Scale Model Scenery
www.scalemodelscenery.co.uk

Pop Up Designs
www.popupdesigns.co.uk

Layouts4u
www.layouts4u.net

WWScenics
www.wwscenics.com

Woodland Scenics
www.woodlandscenics.com

Primo Models
www.primomodels.co.uk

Ten Commandments
www.tencommandmentsmodels.co.uk

Digitrains Ltd
www.digitrains.co.uk

MSE (Wizard Models Ltd)
www.wizardmodels.ltd

See *Bred Albin* at Manchester

The layout is booked to appear at the Manchester MRS centenary exhibition, which is taking place on **13 & 14 December** (see Societies & Clubs for further details). It is also due to attend Kendal Model Railway Exhibition on 24 & 25 January 2026.

RAILWAY MODELLING Explored

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

THIS MONTH • A card baseboard • Build your free kit • A Christmas tree layout

Millfield – a cardboard wonder in 009

A quantity of substantial cardboard packaging, saved from recycling, led **ANTHONY BILTON** *to explore the possibilities of using this material as the foundation of a model railway. The result is this small 4mm narrow gauge system, which proved straightforward and inexpensive to complete.*

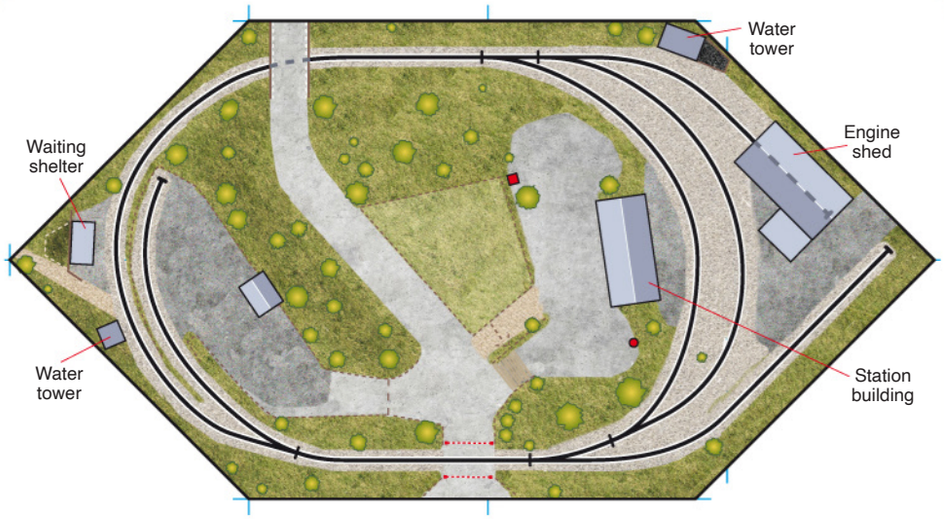
Layout photography by the author

Some 20 years ago I discovered micro layouts and followed the monthly pages of Carendt.com, produced by the late Karl Carendt, who must have fostered thousands of people back into small scale modelling.

The East & R Egg Cement Co Ltd (RM April 2007) was my first foray in a small space and a number of other layouts ensued, getting bigger and bigger, until I had taken over the small bedroom. A change of role for my wife meant a new study was required and the small bedroom became the obvious choice; goodbye *Soazza* (CONTINENTAL MODELLER October 2017).

Alongside this change came alterations elsewhere in the house, resulting in a very large clock and a huge piece of cardboard nearly three feet square. Too good to throw away, it went in the railway pile of odds and ends for the future. As if that wasn't enough, the packaging for a new radiator included some thick cardboard with a paper mesh in it, which I could stand on, was lightweight and nearly 3" thick. The radiator packaging only left me with a couple of 6" taster chunks and I had no idea where to find more, until I went on a walk round the neighbourhood and found three 4' lengths sticking out of a skip! I love horses and gift horses are the very best kind. Would a cardboard layout actually work? It absolutely did and here's the proof.

Steam tram locomotive *Glyn* arrives at the main station with a passenger train. An isolating section here allows a second loco to take the train out in the other direction.



Millfield Overall size 1160mm x 600mm. Each grid square = 300mm x 300mm.

A cross-section showing the lightweight yet strong cardboard packaging material.

The underside of the cardboard baseboard, showing the four blocks that act as stands.

The layout under construction, prior to the addition of ballast and greenery.

The Peco ST400 Starter Track Set provided the majority of the track used.

Something small in the micro layout concept was shouting out to me and my first thoughts were to consider a 'pizza' layout. Using the Peco OO9 Setrack Starter Track Set (ref.ST400) and a couple of extra points, the circle of track became an oval and gave a little more space for a passing station as well as a halt.

Most of the rolling stock is from the Glyn Valley Tramway, such as this locomotive and coaches.

The only other constraint I put on myself, after keeping it as light as possible, was to keep it as cheap as possible and use up as many as I could of the bits and bobs that I had acquired over the past 40 years.

Cardboard foundations

Out with wood and in with the cardboard. The main layout substructure was constructed from the three-ply cardboard packaging, spread out to stiffen the clock backing card, all stuck together with strong PVA glue and sandwiched between a solid table and a pile of books to keep it flat as it dried. When I first picked it up, I couldn't believe how strong and light it was. With a footprint of 116cm x 60cm, the entire layout, with track and scenery (mostly card and paper), only weighs 2.3kg – or less than three bags of sugar.

To keep water ingress at bay, the sides of the packing were covered with paper and then painted, as was the layout surface prior to the layer of cork being glued down. There have been around two or so pints of fluids used for glueing, ballasting, etc., and there has been no ingress of liquids into the cardboard anywhere – it remains solid.

Simple electrics

Such a simple layout needs simple electrics. It is 12V dc analogue with connectors for a controller on either side of the layout and a central bus electrical connection under the board connecting the different sections.

The Peco Setrack points are self-isolating, but I wanted a couple of other sections to make operation more interesting, so there is an isolating section in the engine shed to allow two locomotives on the shed line, and an isolating section at the halt to hold a train whilst shunting takes place elsewhere. The main station platform is also sub-divided into

two sections, using only a couple of isolating fishplates and the points. This allows a train to enter the platform line, be isolated at one end, and a loco enter at the other end to take the train in the opposite direction. It's a nice little touch and I wish I had done it on the loop line.

Rolling stock

Although the main inspiration came from the 'pizza layout' concept, the excellent Peco book, *Your Guide to Modelling Narrow Gauge Railways* (ref.PM203), provided further ideas and background on narrow gauge lines. I didn't want to follow the conventional Welsh theme and so the Glyn Valley stood out as one option, for a small local line serving local needs: coal, cattle, foodstuffs, etc. Searching online, I found Nigel Brooks' website (brooks3dmodels.com) and his amazing selection of 3D-printed rolling stock, including the Glyn Valley locomotives and coaches. The website includes a number of items from other small lines, and so it was easy to pick all the items I needed from one supplier to meet the wide variety of stock I wanted to use. As a consequence, the entire fleet is from Nigel's website, other than the second loco, which I found on a well-known auction site and had to have because it is so cute.

The fleet consists of the Glyn Valley Tramway steam loco, named *Denis*, a second steam tram loco, named *Glyn*, three Glyn Valley passenger coaches, a goods brake and a mixture of 12 goods wagons. Both engines are powered by Kato ref.11-109 mechanisms and run very sweetly. The 3D vehicles are a dream to construct and go together with almost no effort. All items are painted using artists' acrylics.

Scenery follows the well-worn path of diluted PVA for ballasting, cardboard formers and papier mâché for the embankments and hills, and thick card for the buildings covered in plasticard. I only had to buy some roof tiles for the engine shed and a couple of packets of shrubs and scatter – everything else came from my bits boxes. I had intended to have a bank of trees to split the layout, but using up old bits of scatter and shrubbery made me realise a moorland atmosphere was much more in keeping with the design. As a result, the original plan, which had no particular location, is now somewhere in the North Yorkshire Moors area, and the halt at Wharm Beck has a footpath leading to the nearby river valley and waterfalls.

In retrospect

The end result isn't quite what I set out to achieve, as a few details have changed and been adapted along the way. With hindsight, there are a couple of electrical tweaks that could have been included to make the station loops even more useful; and a little more attention during tracklaying would also have saved a few later moments of tension; but these were resolved relatively easily in the end.

Furthermore, allowing the scenery to develop, through slow consideration, saved money on trees and led me to the moorland I hadn't realised the layout needed.

Overall, I am very pleased with the outcome. The project allowed me to explore some new lightweight techniques, which have worked marvellously. The cardboard concept has been a major success and the overall cost was very low – including track and all the stock, below £250.

But for me, the main pleasure has been the realisation of the concept – working in a new scale, pushing baseboard design in a new direction and creating the lightest layout possible.

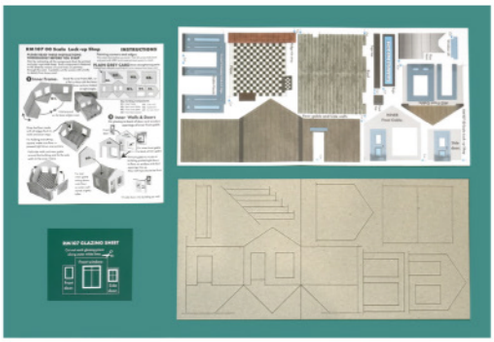
The model occupies a footprint of just 116cm x 60cm.

Inspiration was gained from *Your Guide to Modelling Narrow Gauge Railways*.

All of the rolling stock is 3D-printed by Nigel Brooks. Recycled scatter and shrubs have created the look of open moorland.

How to build your free Metcalfe card kit

▲ The completed model.



▲ The contents of the kit as supplied.

Enclosed with printed copies of this issue is a 4mm scale kit for a small commercial lock-up, which has been produced by Metcalfe Models exclusively for readers of RAILWAY MODELLER. **CALLUM WILLCOX** *gives some pointers for getting the best from this straightforward kit, which builds up into a pleasing model of a fish and chip shop.*

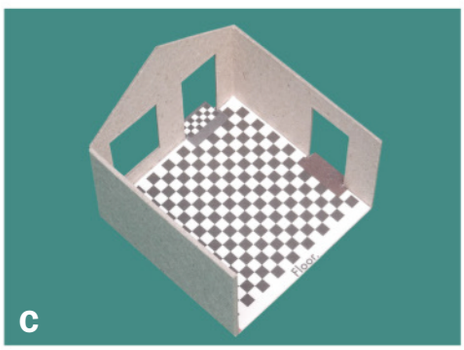
Photography by the author

Supplied for 4mm:ft scale (1:76), this latest complimentary kit from Metcalfe Models is ideal for new entrants to the hobby or those wishing to embark on a first kit-building project. It can be completed in only an hour or so of modelling time – a perfect project for a winter evening. Based on an archetypal small wooden lock-up shop, the kit – which comprises printed pre-cut card components – contains everything required to create a finished model, with only a basic set of modelling tools required.

Whilst the signage supplied with the model is that of a small fish and chip shop, the structure could be adapted very easily to represent an entirely different establishment – such as a hardware store or even a small garage and workshop.

Constructing your kit

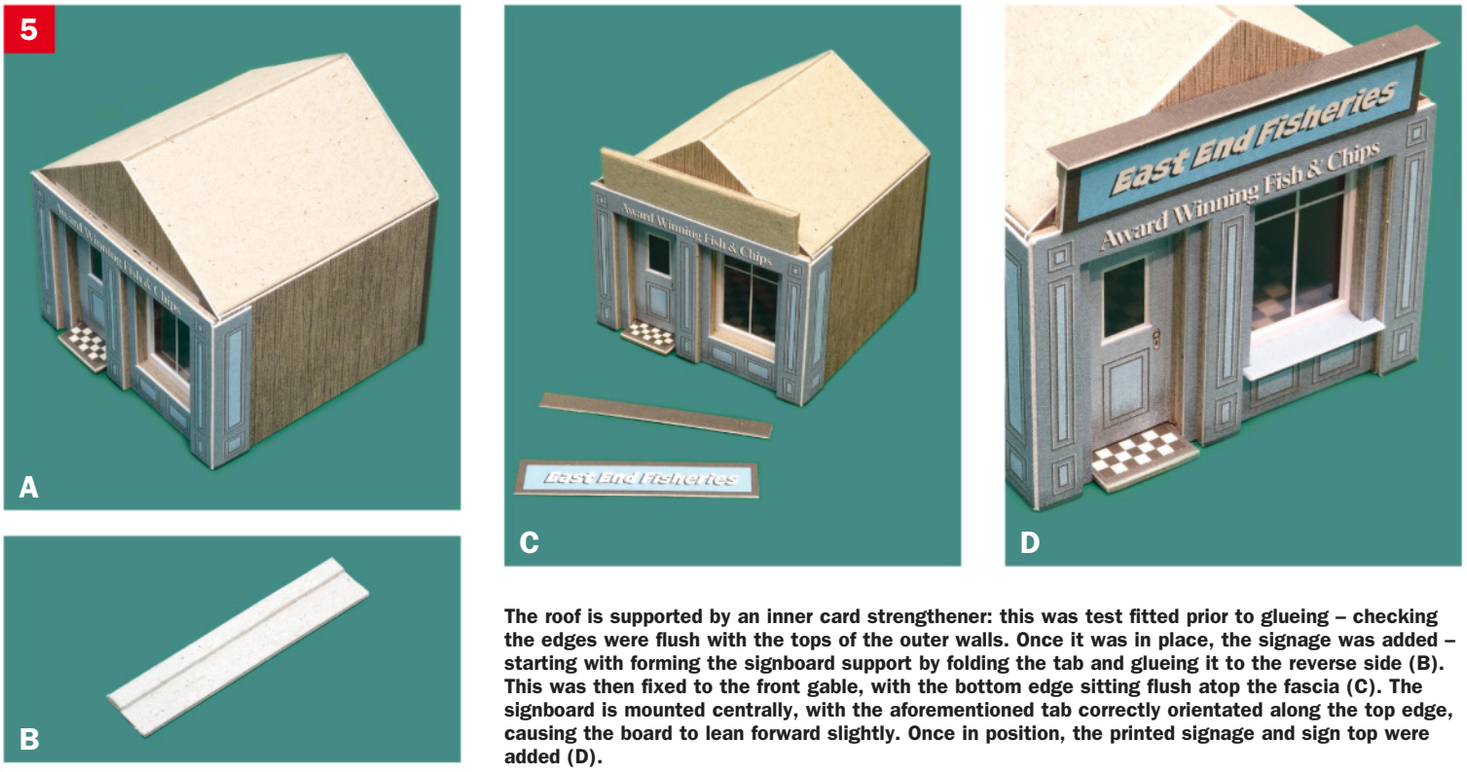
The first task is to cut the glazing pieces for the windows from the clear sheet (*inset*) and fix these to the backs of the respective frames and doors (with the matt printed side of the glazing showing through the aperture). Use small spots of glue to attach the glazing – taking care not to mark the areas that will be visible on the completed model. A similar process was also used for the fitting of the inner front gable – ensuring door and window frames were square in their apertures.



Assembly of the structure centres on the inner frame, which is formed from sturdy grey card. Using a flat surface (such as a cutting mat), the three base sections of the frame were folded at a 90° angle (A). Once standing, the side walls were folded around until the base edges met (B), before securing with the floor piece (C) – ensuring everything was square.

With the inner front gable and side door fitted, once again ensuring the apertures were centred (A), the outer walls were next glued to the card superstructure – starting with the wall with the side door. Care was needed to ensure the bottom edges of the walls sat flush, with the door aligned correctly. This was then folded around and fixed to the opposing wall (B), before inserting the rear inner gable (C).

Assembly of the shop front starts with the fitting of the card spacer to the reverse side of the fascia, followed by the part labelled 'MID Front Gable' (A); once again, care was taken to ensure the framework for the window and door aligned squarely within the openings. Once cured, the complete sub-assembly was attached to the main structure (B); this was once again undertaken on a flat surface, with the ends of the fascia folded around and fixed to the side walls (C). Interior details such as decor and lighting can be added at this stage, should you wish to do so.

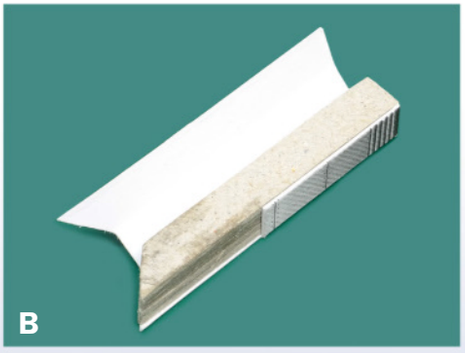


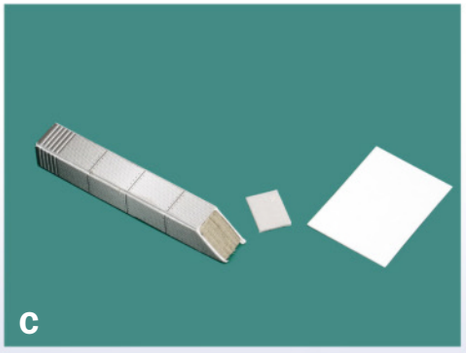
The roof is supported by an inner card strengthener: this was test fitted prior to glueing – checking the edges were flush with the tops of the outer walls. Once it was in place, the signage was added – starting with forming the signboard support by folding the tab and glueing it to the reverse side (B). This was then fixed to the front gable, with the bottom edge sitting flush atop the fascia (C). The signboard is mounted centrally, with the aforementioned tab correctly orientated along the top edge, causing the board to lean forward slightly. Once in position, the printed signage and sign top were added (D).

6

Prior to fitting the printed corrugated roof overlay, I elected to paint around the edges on the reverse side – ensuring any exposed areas (such as under the eaves and soffits) were coloured, with DecoArt Amish Grey acrylic being used for this task (A). Once the roof was in place, the terracotta ridge tiles were added, these receiving similar treatment prior to fitting; I found ref.0041 Dark Rust from AMMO by Mig to be a good match (B).

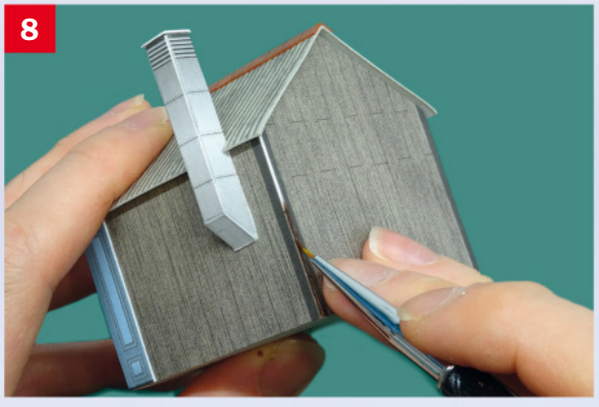
7





The stack for the extractor is formed by glueing together five card spacers (A) to create a solid block, around which the printed overlay is wrapped tightly (B). I opted to cover the exposed card at the bottom edge with a representation of an access panel; this being fashioned from one of the card push-outs from a window aperture and painted to suit (C). The complete stack was then attached to the side of the main structure, with the vent top added once *in situ* (D).

8



The model benefits from having any exposed card edges touched in with paint, using various acrylics mixed to create close matches to the colours of the printed parts. A fine-pointed brush was used.

The essence of a small fishing village? With the complete model *in situ*, a short goods train hauled by a British Rail Class 03 rolls past, heading to the quayside.

A Christmas tree model railway

DICK ROBINSON *describes how he made use of cake decorations and old Christmas cards to create this festive snow scene in OO.*

Pictured here is a small snow scene that I constructed last year to display under our family Christmas tree. I had long wanted to create such a model and it was watching a video on YouTube (demonstrating how 0-4-0 locomotives could traverse very tight curves), together with an article in the January 2024 edition of RAILWAY MODELLER (describing how to make a snow scene), that gave me the impetus to make a start.

The OO gauge circle of track has a radius of just 25cm, this being laid on a 61cm x 61cm (2' sq) baseboard. Track power is provided by a 9V battery, which is sufficient for the Hornby 0-4-0T that is used.

Buildings were salvaged and repurposed from old layouts, whilst the snowman and Christmas tree are actually decorations intended for the Christmas cakes!

The backscene is a printed photographic design obtained from the iD Backscenes range, titled 'Winter Hills'. This was glued to mount board and curved behind the track. Buildings were then added using cut-outs from Christmas cards.

A Hornby 0-4-0T (from a Santa Express train set) negotiates the 25cm radius circle of track with a trio of PO wagons, the leading one of which has 'John Facer & Son' branding.

The completed snow scene underneath the Christmas tree. ***All photos by the author***

A 'John Facer & Son' Private Owner coal wagon is coupled behind the locomotive. This model is particularly significant as John Facer & Son was a well-known coal merchant in Luton, this firm owning the house that my grandmother moved into when it was new in 1904. The family continued to live in this house until my mother passed away in 2001, and much of my early life was spent there.

Festive fun

The layout was a lot of fun to create and caused much interest and comment from people visiting the house in the period leading up to Christmas last year. We even used a photograph of the layout for last year's family Christmas card!

Remembering friends and family

The part of the backscene behind the level crossing incorporates a Christmas card design with a painting by Richard Wheatland, produced for the Singer Owners' Club. I included this to commemorate the club's former secretary, Martyn Wray, who had died earlier in 2024. Martyn's Singer cars are featured and the garage is named after him.

A Singer Roadster waits at the level crossing. Visible on the opposite side is Wray's Garage.

The finished model was even featured on a Christmas card!

Readers' Letters

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

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

All correspondence published here represents the opinions of the authors only and not Railway Modeller.

LMS locomotive matters – 8Fs and Patriots

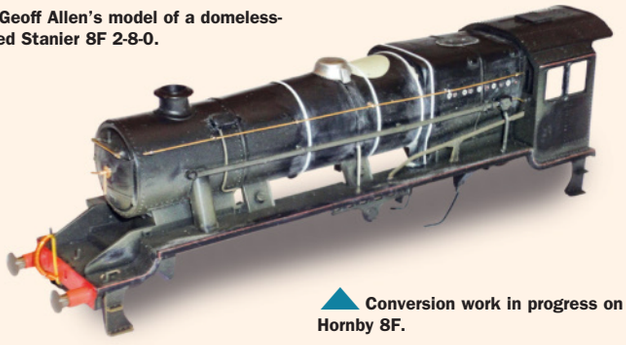
On reading your news report in the October issue about the new tooling Bachmann Stanier 8F and the different versions that the firm is intending to introduce, I was a little surprised not to see a version of the first 12 that were built with domeless boilers and short (vertical throatplate) fireboxes.

Some years ago, when Hornby upgraded its tender-drive 8F to loco drive, I fancied the idea of converting one to a domeless loco but I couldn't find a scale drawing for it. However, I did find a general arrangement drawing of one, along with quoted lengths of the two different boiler barrels. The difference meant that the firebox would need to be shortened by 6" (2mm) and the firebox washout plugs would need to be repositioned further back. After photocopying a drawing of one of the later locos, using estimations I over-drew the modifications required.

I started by removing the boiler dome and filing off the top feed and its pipework, along with the second, third and fourth boiler bands, and the first band on the firebox. The firebox front was then cut back 2mm, filed and reshaped to the correct profile. The dome hole required filling, along with all the washout plugs on the firebox. The lower front face of the firebox required new sections adding on both sides along with some gaps to fill. A new cast whitemetal domed top feed was fitted – just a fraction behind the centreline of the second set of coupled wheels – with the pipe covers being strips of thin styrene sheet and wire coming from below these straight down to the running plate. Thin straps of Slater's styrene strip were used for the new boiler bands and fixed by liquid poly.

The new positions for the firebox washout plugs were marked out and drilled to take the thinnest plastic rodding in the Slater's range. These holes were then countersunk to the correct width before fixing short lengths of the rod in place. The same thin rod was used to re-create the roof gutter above the cab windows and the plating overlap along the top edge of the running plate (difficult to apply on the curved sections but well worth the effort). The cover for the atomiser valve on the rear left-hand side of the smokebox needed replacing and was fashioned out of an old piece of plastic sprue, and a baseplate was made for the safety valves.

Geoff Allen's model of a domeless-boilered Stanier 8F 2-8-0.



Conversion work in progress on the Hornby 8F.

The over-thick plastic of the cab roof extension was filed across to give the impression of being thinner. There were further smaller refinements before painting and adding the decals. New safety valves and a Stanier hooter were then fitted before varnishing. These 12 engines were the only Stanier 8Fs to carry the plain gold scroll numbers and letters.

Although there are a couple of extra details I could/should have altered, for me the finished loco looks about right. Note, the first six engines entered service without vacuum brakes, but these were then fitted later, and No.8003 lost its domeless boiler to provide a spare for the other 11 locos.

On another point raised in the October issue, in Ian Nuttall's excellent article about building his LMS Patriot, he states that he could not find a photo of the lining on the rear of the tender. I had the same problem when I searched years ago and I'm now almost certain it's because the LMS never did line the rear of any of the tenders of their locos that carried the 1946 livery.

I have repainted three locos (a rebuilt Patriot, a Royal Scot and a Duchess) into this livery, and all are without lining on the rear of their tenders. I would also, reluctantly, point out his lining on the cabsides of his loco should only have the inner straw line. I do not like pointing out mistakes in other people's work, but I would always welcome constructive criticism of my own work, and I would always prefer to know when I've got something wrong for either amendment or future reference.

Would you please pass on this information to Ian Nuttall with my apologies and thanks for his many articles about his wonderful layout.

GEOFF ALLEN

In response, Ian Nuttall writes:

When I wrote my Patriot article, I stated I was undecided as to whether the tender rear was lined, or not, as I couldn't find evidence for, or against. Phil Lundberg kindly wrote to say he supported the no lining choice, which has also been backed up by Geoff Allen. Geoff also added that the cab lining should only have a single straw line…

Evidence was relatively scarce, but on p82 of *Historical Locomotive Monographs No.3 – Claughton & Patriot 4-6-0s* by G Toms and R J Essery (Wild Swan), the evidence is clear: it is indeed a single straw line, on the inside edge. The photo also showed that the lining should be continued round the cab cut-out. How to rectify my errors? The tender rear was straightforward… the lining was painted out in matt black, matt varnish was applied, and a subtle weathering treatment was applied to match the rest of the loco.

To address the extra straw line on the cabside, I sourced my finest 10/0 brush, donned my enlargement lenses and proceeded oh so carefully to paint over the outer line in matt black. My HMRS LMS 1946 lining sheet contained the lining for round the cab cut-out, yet it didn't match exactly, so I needed to split it in two, add in a small extra piece halfway round the curve, and an extra 5mm straight section along the top edge… please don't ask me why they don't match. I hope it's a matter of "You can't see the join", as a certain Eric Morecambe was known to say.

Mark Wyer also contacted me to support my efforts and provide further information. Isn't it marvellous how fellow modellers rally round to support each other, provide encouragement, and give constructive advice? Thank you, gentlemen, your efforts are much appreciated.

IAN NUTTALL

The corrected cabside lining on Ian Nuttall's Patriot…

…and the rear of the tender, now without lining.

Making a start in TT:120

I am currently embarking on a model of Ventnor West station on the Isle of Wight *[Ed. See Plan of the Month, RM September 2025]*, this being my first venture into 1:120 scale modelling. It has occurred to me that this scale equates almost exactly to 1/10":ft, so I am currently on the lookout for an old ruler marked with tenths of an inch! Whilst awaiting the arrival of the forthcoming Hornby 'Terrier', to get something moving, I bought a second-hand German Waggon und Maschinenbau railbus, which I resprayed in BR green. I know that they never ran on the Isle of Wight, so it's a 'might have been'.

The only complaint I have with British TT:120 is the ugly coupling that has been chosen as standard. The old Berliner Bahnen coupling is much neater and works very well. Too late to change now though…?

ANTONY HARVEY

Thoughts on digital sound

Some of my locomotives are fitted with sound and I find it really adds to my enjoyment of my home layout. At exhibitions sound can be a real bonus, but sometimes not.

The problem is that, whilst we can choose what we want to look at, our ears will always pick up on the most intrusive sound. At one exhibition, I saw a layout with a Motive Power Depot that had 12 locomotives – it was just a cacophony of digital sound effects. On another layout, a locomotive was stationary with the engine running, whilst another was departing with a train. Your brain tells you that the departing train is the one you want to listen to, but the stabled loco was competing for my attention.

At the lineside, I used to enjoy a High Speed Train passing – first the lead power car and then the trailing one. The noise was wonderful. It was better still on the Southern Region with the Hastings units, especially if it was a 12-car formation: the first engine, then the double engine, and then the last one. Great stuff!

However, looking at the modern scene, with a Class 66 on the front of a long freight train, the engine sound is soon gone and the noise then comes from the train behind. This is what is needed now. Sound chips to go into a container for the liner trains or sound for stone trains – or any other long trains that you can think of. It does seem wrong that we can only get sound from the loco and not from the train behind.

LAURENCE HENDRY

Crying over spilled milk…

I enjoyed the article by Andy Avis in the November RM describing his EM gauge model of an Express Dairy creamery.

I have a background in the dairy industry and well remember the rail sidings and facilities at Express Dairy South Morden mentioned in the article.

Unfortunately, Andy has made the same mistake as many others when modelling rail-connected milk facilities: that the loading siding for milk tanks is ballasted.

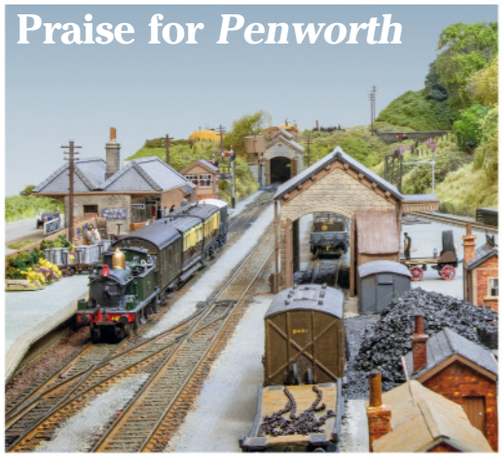
Where milk tanks were loaded/unloaded and washed out, the rails were laid in stone setts or concrete with drainage to collect spillage. This would be a hygiene regulation.

Stale milk on the ballast has an awful smell and soon attracts mould and bacteria. I had personal experience of just this when, back in the mid-1970s, I was involved in transhipping milk from road tankers to rail tanks in the sidings at Barnstaple Junction during a strike at several North Devon milk factories. After three days with the inevitable spillages from the transfer hoses onto the ballast, the smell was very unpleasant.

A small point perhaps, but something that appears all too often in modelling milk depots.

ROLAND GRAVES

Praise for *Penworth*



Having seen *Penworth* at the Loddon MRC show at Earley, near Reading, on 27 September, I was very pleased to see it appear as Railway of the Month in the November edition of Railway Modeller.

Whilst Craig's pictures are delightful and thoughtfully arranged, and the supporting text very informative, this is the type of layout which you really have to see for yourself. 30 years of planning and attention to detail really come through in Craig's illustrations, but even then it simply would not be possible to capture everything in a few pages.

The depiction of rural life is superb and portrays a bygone era which few of us will remember.

I looked at this layout for a long, long time and still found odd corners packed with detail that I had missed previously. My attention was drawn to a robin sitting on a fork (or was it a spade?) in the front garden of a cottage. Incredible!

I particularly liked the presence of half-built buildings or those in a state of disrepair with collapsed roofs. And the signals – including ground discs – are all modelled beautifully.

That Mark Butler has achieved all this in N gauge is simply staggering. A labour of love indeed.

MYLES MUNSEY

Pendon and its HO beginnings

May I point out a small inaccuracy in the caption to the photograph of the Waggon & Horses Inn on p857 of the November 2025 issue?

The original model was actually built to a scale of 3.5mm:ft as, at that time, Roye England envisaged Pendon being in HO gauge. In Roye's own words: *"The very small scales, as HO and OO were thought of at that time – the market as yet knew nothing of N gauge, TT, or even EM – were now going ahead so well that I had no hesitation in discounting O gauge in their favour. But OO, slightly larger than HO, was a visibly inaccurate gauge, which was anathema to the historical modeller that I was on the way to becoming. HO, on the other hand, was promising to be the scale of the future for all serious small scale modellers, and on the strength of that promise I accepted it without further question."*

CHRIS KIRBY

What's in a name?

I cringed when I read the layout name for Plan of the Month in the November issue – *Fford Dinrhyd*. At the outset I must state that I am not a Welsh language zealot – far from it.

James Walker says that 'Fford Dinrhyd' was the closest Welsh name he could get to 'Burford Road'. With the plethora of excellent narrow gauge layouts (many based in North Wales) appearing in RM, as a Welsh speaker I should point out that not all English words/phrases translate accurately or even meaningfully into Welsh and, in many cases, their English order is changed when translated.

Road in Welsh is 'Ffordd' (double 'd'). In Welsh, 'Din' could be regarded as that part of one's anatomy which came in contact with an item of furniture when one sat down!

'Burford' does not translate but, if split into 'Bur' and 'Ford', Ford is 'Rhyd' and could be construed as 'a ford over the river Bur' – hence could be written in Welsh as either 'Ffordd Rhydbur' or more simply as 'Rhydbur' (a short crossing over the river Bur) or more likely Rhyd-y-Bur/Rhydybur.

I really enjoyed reading about James' lovely layout and my comment takes nothing away at all from the hard work that has gone into it – however, there must be many Welsh-speaking readers of RM who would willingly help someone struggling with Welsh, or even fictitious, Welsh place names just to 'get it right', or at least as close as possible.

DAVID WYNNE-HUGHES

Snippets…

More shop memories

I too remember Max Williams' shop in Lawrence Hill, Bristol. I was employed on the railway and visited his shop on a regular basis. We developed a good relationship, as he was a friend of my eldest daughter's godfather. His son ran the adjoining cycle shop.

CLIVE WASHBOURNE

Churches on model railways

I note that, on many model railways, when a church is depicted, the gravestones are arranged in a random fashion. Unfortunately, this is not quite correct, in as much as a church has its tower facing to the west. Graves are positioned with the headstones facing the same orientation as the church, with the writing on headstones facing to the east.

DAVID TUNBRIDGE

Name correction

Ed. In last month's RM we featured the atmospheric 4mm scale cameo Cambois Bay *by Ian Blenkinsopp. Unfortunately, we spelt Ian's surname incorrectly, for which we extend our apologies.*

Smallest ROM?

Further to the editorial in the November RM, I have always wondered if my N gauge layout *Alston* (RM April 2021) was the smallest ever Railway of the Month at 1500 x 450mm, including the fiddle yard?

PETER BROWN

Penny Lane on screen

Further to the article on my *Penny Lane* layout that was featured in the June issue, readers may be interested to know that I recently uploaded an 11-minute video of it onto my YouTube channel. The video gives more detailed views of the various buildings, and cameos, and also proudly displays the 'As Seen in Railway Modeller' sign. The video can be found by searching for 'phil.kempsey Penny Lane'.

PHIL KEMPSEY

Quirky layouts

As a one-time junior member of Oxford & District Model Railway Club, I well remember Nigel Adams' quirky layouts (Talking Points, RM October) and may even have operated one or two. They taught me to keep things simple, do my own thing and not to take the hobby too seriously.

RICHARD MAYCOCK

British Rail Class 104 three-car DMU

New from Heljan in OO

It was confirmed in our January 2021 issue that Heljan was to develop models of the British Rail Class 104 Diesel Multiple Unit in OO.

Nine versions form the initial release, covering exclusively two- and three-car formations in a cross-section of BR green, BR blue and BR Sectorisation liveries – including Scottish celebrity unit 104 325 in its unique ScotRail 'Mexican Bean' white & maroon guise.

Our sample in detail

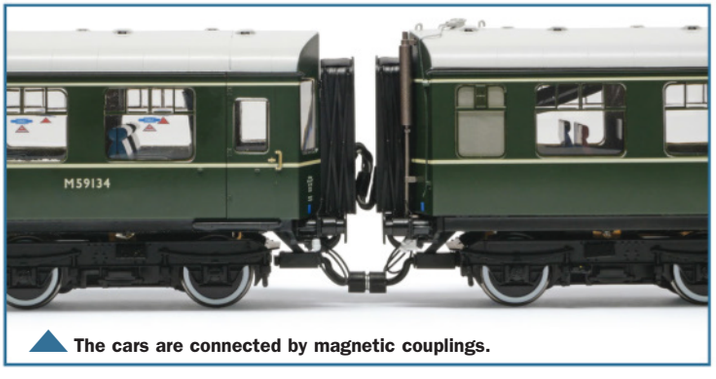
For review we received a sample of ref.1450, a three-car set comprising Driving Motor Brake Second (DMBS) M50422, Trailer Composite Lavatory (TCL) M59134, and Driving Motor Composite Lavatory (DMCL) M50426 – one of the initial batch of four three-car units delivered to the London Midland Region in May 1957. The model reflects the unit as introduced, with a single marker lamp (mounted within the cab roof dome atop the destination indicator), two-digit headcode, single windscreen wiper (driver's side only), original roof vents (including cab vent) and spring buffers mounted on adapter brackets. DMBS M50422 also correctly features the inward-opening guard's door on the left-hand side of the double door formation – this being the opposite way around on LMR two-car and all NER sets.

The ex-works BR green colour scheme – complete with BR early emblems and whitewall tyres – exhibits a good standard of finish, with clean breaks between the main body colours such as the pale grey roofs and white cab roof domes. Our only observation is the finish of the green paintwork, which we feel is a touch on the flat side. The straw body stripes are applied straight and level throughout, and their alignment is near-perfect across the full length of the set. Numbers and lettering are also well applied, extending to painted gauges on the fuel tanks.

Construction of each vehicle centres on a die-cast metal chassis, with a plastic bodyshell, and details such as buffer-mounted lamp irons and commendably fine windscreen wipers formed from etched metal. Door handles are moulded and picked out in a suitable brass colour, while the grab handles which border the guard's/luggage compartment and driver's doors are produced in fine metal wire and fitted separately. Buffer heads are turned metal and sprung, and all bufferbeam details are factory-fitted, with the exception of the metal screw-link couplings – supplied in a separate poly bag – along with a rendition of the speedometer cable, to be fitted to the leading axle on the DMBS. A full set of bogie swing links are also provided; these details are specific to examples allocated to the Manchester-Blackpool route in the late 1960s and early 1970s. Two NEM tension-lock couplings are also supplied.

Glazing is flush, affording views of the car interiors, with the passenger cabins and driving cabs well furnished; the control desks are presented in black with the majority of dials and controls picked out in the appropriate colours. The window ventilators – which are part of the glazing moulding – exhibit particular finesse, giving the impression of separately fitted parts. This level of detail continues on the droplights, with representations of the catches. Designated First Class areas

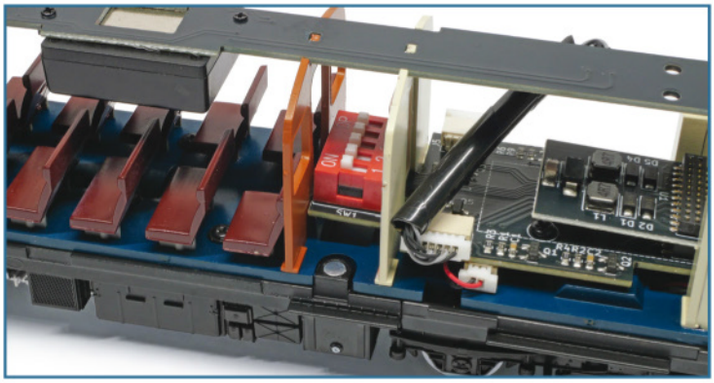
The 10-pin plug and socket connectors between vehicles.



The cars are connected by magnetic couplings.

The DMBS (left) and DMCL (right).

The guard's/luggage compartment contains the 21-pin decoder socket.



are denoted by the presence of blue seating with armrests, with window signage (including 'NO SMOKING' where appropriate) printed on the reverse side of the glazing.

One stand-out feature is that the vehicle bodies are held securely in place by four strong magnets (located just inboard of each bogie), providing ease of access to facilitate the installation of suitable crew and passenger figures. Note, however, that care is needed when lifting the bodyshells clear on both the driving cars, to avoid damaging the wires that connect to the cab and roof-mounted marker/destination indicator lighting assemblies.

Removal of the body also provides access to the bank of five on/off microswitches nestled within the vestibule adjacent to the guard's/luggage compartment in the DMBS. Under 12V dc operation, the switches are: 1 – DMBS tail lights on/off; 2: DMCL/DTCL tail lights on/off; 3 – DMBS cab lights on/off; 4 – DMCL/DTCL cab lights on/off; and 5 – saloon interior lights on/off (all vehicles).

Mechanism and performance

The DMBS vehicle is equipped with a large, centrally mounted, coreless motor with two brass flywheels, positioned on the underside of the chassis – shielded from view by much of the underframe equipment.

Drive is to all eight wheels via shafts and gear towers, with the outer wheelsets being fitted with traction tyres. Recommended for use on curves of no less than second radius (438mm), the model performed smoothly and quietly.

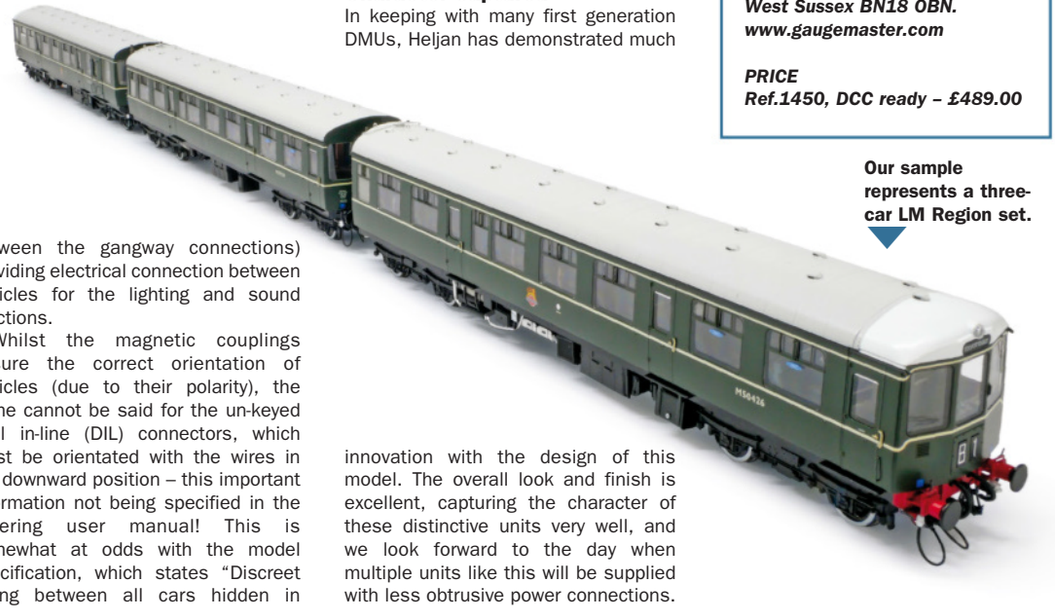
Provision for Digital Command Control is via a printed circuit board with 21-pin decoder socket located in the guard's/luggage compartment of the DMBS – access to which is gained by removing the body. Unfortunately, this circuitry is clearly visible through the compartment window, further exacerbated by the presence of the interior lighting and omission of the mesh window guards within the luggage area! For those wishing to add sound, two factory-fitted 15 x 11mm 'sugar cube' speakers are present, these being fitted within an enclosure on the underside of the roof-mounted LED strips in the DMBS and DMCL.

The cars are connected via magnetic couplings, fitted within sprung NEM brackets attached to the underside of the floor, with a separate 10-pin plug and socket arrangement (positioned between the gangway connections) providing electrical connection between vehicles for the lighting and sound functions.

Whilst the magnetic couplings ensure the correct orientation of vehicles (due to their polarity), the same cannot be said for the un-keyed dual in-line (DIL) connectors, which must be orientated with the wires in the downward position – this important information not being specified in the covering user manual! This is somewhat at odds with the model specification, which states "Discreet wiring between all cars hidden in gangways", as the wiring looms droop alongside the magnetic couplings; after a bit of manipulation, we were able to fit these within the confines of the gangways, but how effective this will be in the long run remains to be seen. Whilst the plugs are a simple push fit, we found disconnecting these to be far more of a challenge.

Character captured

In keeping with many first generation DMUs, Heljan has demonstrated much innovation with the design of this model. The overall look and finish is excellent, capturing the character of these distinctive units very well, and we look forward to the day when multiple units like this will be supplied with less obtrusive power connections.



Our sample represents a three-car LM Region set.

PROTOTYPE VIEW BR Class 104 DMU

A three-car Class 104 DMU in original condition, as represented by our sample, at Heaton Norris station on a Manchester London Road service circa 1958. *Photo: Rail-Online*

Prototype information

A total of 302 vehicles of six types were built by Birmingham Railway Carriage & Wagon Co. for the London Midland and North Eastern regions between 1957 and 1959 – the former taking delivery of 188 vehicles formed into 10 two-car and 56 three-car sets, and the latter receiving 114 vehicles marshalled into five two-car and 26 four-car sets.

The units worked across a wide area of Northern England and the Midlands – extending into parts of Norfolk and North Wales – in a career spanning over 35 years, becoming synonymous with the Greater Manchester area and the routes to Buxton and Blackpool. Despite not being included in the 1970s refurbishment scheme, the 104s outlasted many other first generation DMUs, and their field of operation spread even further during the 1980s, with examples transferred to the Eastern, Western and Scottish regions.

Fleet numbers reduced steadily through that decade, and withdrawals gathered pace following the introduction of second generation DMUs and railbuses. The class lasted in passenger use until the early 1990s, ceasing operation in the North West of England during 1990, with the final vehicle – operated by Network SouthEast in the London area – being withdrawn in October 1993. 12 vehicles have been preserved, with examples found on the East Lancashire, Llangollen and North Norfolk railways.

Sample supplied by

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

UK office for spares and retailer returns – Gaugemaster House,
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Four-wheel coaching stock from Hornby

Nearest the camera is the Brake Third, followed by the Third, First and Luggage Brake.

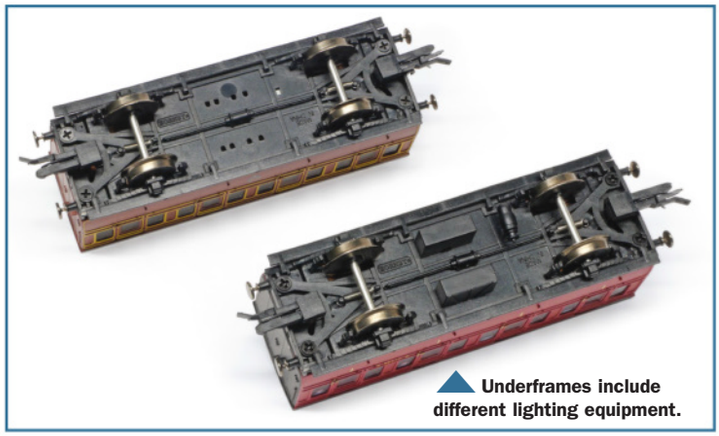
Arguably the headline act of the Hornby 2025 TT:120 scale programme was the announcement of all-new models of the Stroudley A1 & A1X Class 'Terriers' (see range report, News, RM June 2025). Naturally, a suitable accompaniment of matching stock was also revealed, in the form of a range of period four-wheel coaches typical of the late 19th and early 20th centuries – all of which have also been produced from new tooling.

Available in a choice of London, Brighton & South Coast Railway brown, Southern Railway green or BR crimson colour schemes, the tooling comprises a First, Third, Brake Third and Luggage Brake. The design and style of the models draw heavily on Stroudley's 26' close-coupled four-wheel coaches constructed during the 1870s and 1880s for the LBSCR – these vehicles being synonymous with the 'Terriers'. The tooling covers different options for roof furniture to depict examples equipped with either gas, oil or electric lighting, with the chassis accordingly having provision for alternative equipment (where applicable) including gas cylinders or battery boxes.

For review we received a pair of sample rakes including each type of coach: one in LBSCR red-brown livery (ref.TT4055/56/57/58) featuring oil lamp roof furniture, and the second in BR crimson (ref.TT4059/60/61/62) with electric light fittings.

The models scale out at just shy of 26' in length with a 15' wheelbase – a very close match to the dimensions of the aforementioned prototypes. Formed mainly of injection-moulded parts, the models tip the scales at between 13g and 16g.

The panelling of each coach body has been moulded finely, complete with fine representations of the door latches and door commode handles – the latter details picked out neatly in a brass colour, giving them an almost separate appearance. Lamp irons, footsteps and handrails are moulded integrally with the ends, with the headstocks furnished with separately fitted drawhooks and



Underframes include different lighting equipment.

KFA intermodal container wagons from Hornby

Also new to the Hornby range of TT:120 scale ready-to-run rolling stock are the KFA intermodal container wagons.

These vehicles, originally designated PFA under the Total Operations Processing System (TOPS), were built from 1987-88 by Rautaruukki in Finland for Tiphook, with the eventual fleet totalling 240. The first batch ran on Gloucester GPS bogies – reclaimed from redundant wagons, such as TEA tankers – with the remainder fitted with Sambre & Meuse VNH-1 bogies. The first wagons were used to carry contaminated spoil from Chatham Dockyard to Stewartby in Bedfordshire; over the years they have also been used for domestic refuse, containerised paper from Fort William, gypsum, MoD traffic and intermodal services. At just over 60' long, the KFA is able to accommodate a mix of different shipping containers from the standardised range: either three 20' containers, or one 40' and one 20' container. Currently they are in use with Freightliner, DB Cargo, GB Railfreight and Network Rail, with the latter using them in railhead treatment trains, weedkilling operations and in long-welded rail trains.

The Hornby tooling caters for examples equipped with Sambre & Meuse VNH-1 bogies, with three versions offered initially: ref.TT6030 in Touax blue with two 20' containers and 20' tank; ref.TT6031, also in Touax blue with 40' container and 20' tank; and ref.TT6032 in Tiphook Rail blue with three 20' containers. Examples of each are illustrated here.

From top: refs.TT6030, TT6031 and TT6032 (see text below).

Construction of the flats takes the form of die-cast metal and injection-moulded plastic, with the former utilised for the open-frame deck, giving the models an unladen weight of 22g; this increases dramatically when loaded, with each container or tank incorporating a substantial cast weight. Locating pins, which align with corresponding holes on the bottom of each container type, are formed as part of the deck casting, providing a stable friction fit. However, it was observed that some of the decks were bowed slightly – this being most noticeable when the larger 40' container was loaded.

The skeletal nature of the vehicle affords a clear view of the underframe detail, which includes impressive

The full rakes in BR crimson (top) and LBSCR red-brown.

turned metal buffer heads (not sprung), with optional Westinghouse air brake pipes provided for the user to fit.

Glazing is near flush throughout, with the brake vehicles featuring the characteristic Stroudley-style windows at the ducket ends; these afford a clear view inside the guard's/luggage compartment, complete with depictions of the wooden-plank flooring and decorated brake wheel column. Passenger compartments are furnished with renditions of the seating; those in the Third Class areas are decorated in red, with First Class seating – complete with armrests – finished in blue.

Below the solebar are crisply moulded renditions of the W-irons, leaf springs and axleboxes, the latter equipped with Mansell-pattern wheelsets, rendered in blackened metal with black-painted centres and pin-point axle ends. Appropriate underframe equipment, reflecting the roof fittings, is all produced in plastic and fitted separately. Each model is supplied with a pair of step boards for the user to fit; these are a simple push fit, slotting into locating holes on the bottom of the chassis.

European-style couplings are fitted as standard, mounted in NEM brackets attached to the underside of the floor; these are sprung and have a degree of sideways articulation.

The livery of each coach is finished finely, with the smooth satin paintwork giving the models a pleasing wooden appearance. Decorative lining conforms neatly to the panels of the coach body (as exhibited on our LBSCR sample), with the running numbers and lettering applied crisply; particularly impressive is the decorative LBSCR monogram, which is fully legible under a glass! BR examples also feature fine printing of window 'FIRST CLASS' and 'NO SMOKING' labels – which are once again fully legible. The door droplights (where appropriate) are picked out in mahogany brown.

We now eagerly await the arrival of the Stroudley 'Terriers'!

Samples supplied by

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

PRICE
£34.99 each

TT:120

renditions of the pipework and linkages that make up the air braking system, complete with fine handbrake wheels; these fittings have been produced as separate plastic and fine metal wire parts. The only minor detraction is the main reservoir which, when viewed from above (through the frames), can be seen to be a partial, hollow moulding.

The models are equipped with NEM European-style couplings, mounted in spring-loaded brackets which are attached to the underside of the floor, independent of the bogies; the latter are equipped with metal wheelsets on pin-point axles, and are extremely free-rolling.

Optional details supplied for the modeller to fit include decorative hooks with screw-link couplings, and a pair of brake hoses. Three blue sprues are also provided with small pins, which can be inserted into the location holes on the containers for stacking purposes or to make them compatible with the NEM 380 standard for European wagons.

Containers are held in place by locating pins; their removal reveals the extensive underframe detail.

The lettering and the plethora of data markings are commendably sharp, with all bar a few of the smaller labels fully legible – even without magnification. This level of decoration and finish extends to the branded containers – each with their own bespoke myriad data and warning labels.

With container traffic a widespread facet of today's railway scene, these flats will no doubt be welcomed warmly, making an ideal pairing for the firm's General Motors Class 66 in the scale (see reviews, RM March 2025).

Samples supplied by

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

PRICE
£54.99 each

Beilhack ZZA snowploughs from Accurascale

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Produced originally by the former Widnes-based retailer Hattons, under its Hattons Originals brand, the Beilhack ZZA snowplough – which was first reviewed in our July 2018 issue – has returned in OO, now under the Accurascale banner. These latest models are now available as twin packs for the first time, to reflect the top and tail running of the prototypes.

A total of 10 of these patrol ploughs were constructed by British Rail from redundant Class 40 and 45 bogies: the first six examples – ADB965576-81 – were converted at Stratford during 1984-5 from Class 40 bogies, with a further four – ADB966096-99 – constructed using Class 45 bogies in 1989-90, once again at Stratford. Each former bogie was modified heavily, with the pony wheels removed and air brakes fitted, additional weight (in the form of a large ballast box) placed across the tops of the axles, and Beilhack ploughs fitted to the former inboard end of the bogie – leaving the original locomotive bufferbeam at the opposing end for haulage.

Eight survive in Network Rail service today, with the ploughs placed at strategic locations on the West Coast and East Coast main lines, including Doncaster, Crewe and Motherwell.

For review we received a sample of ref.ACC3042, comprising two vehicles produced as part of the initial batch of ploughs using former Class 40 bogies – ADB965580 and ADB965581 – in Network Rail black with yellow ploughs. Printing and decoration on both models is first class, with the Network Rail branding, and plethora of lettering and markings, crisp and legible throughout.

Supplied in a sturdy lidded card box with plush foam insert, the model's specifications and details mirror the initial Hattons release. In keeping with the prototypes, construction centres around a cast metal rendition of the Class 40 bogie frame with additional weight concealed within the ballast box atop the axles, each model tipping the scales at 99g – ensuring stability when propelled.

▲ **The ploughs are now available in prototypical pairs.**

Buffer heads are metal and sprung, with the plough itself formed as a single separate injection-moulded plastic part – equipped with separately fitted lamp bracket stanchions. Brake wheels, steps and handrails are formed of flexible plastic for durability. NEM slimline tension-lock couplings are supplied for the purchaser to fit, along with decorative screw-link couplings and air pipes.

The models are available direct from the manufacturer's website, priced £69.94 per twin pack, and making an ideal pairing with the firm's Class 37 and 66 models.

▲ **The Network Rail lettering is replicated well.**

Sample supplied by

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

PRICE
See text

Caprotti 'Black Five' from Hornby

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Now available from Hornby stockists for the first time is the London Midland & Scottish Railway 'Black Five' 4-6-0 with Caprotti valve gear: the previous model of these engines, offered as double-chimney No.44755 in lined BR black with early emblem (reviewed in RM August 2024), could be purchased only via the firm's website.

The new model (ref.R30389) depicts No.44748 – the first Caprotti 'Black Five' built, in February 1948 – carrying lined BR black, this time with the later crest, and fitted with Automatic Warning System equipment. The latter was installed in late February 1960, dating the model quite precisely: in a photo taken in June that year, the locomotive appears to have just received overhead warning flashes, which would be an easy addition to the model if desired. The smokebox door correctly bears the 9A plate of Longsight shed in Manchester, where No.44748 spent its entire life, save for a brief loan to Derby in 1948. All the decoration on our sample had been applied well, save for a tiny error on the tender numberplate: it bears the number 10651, but this tender was attached to No.44749, with No.44748 coupled to No.10650!

Apart from the late crest and AWS gear, the only significant difference from No.44755 is the single chimney, correctly mounted further forward than that of a standard 'Black Five'. The model also features the improved, smaller working lamps and shortened gap between engine and tender, compared to the first releases.

It is a welcome addition to the mainstream Hornby range, and we look forward to seeing which other variants of the class have been included in the tooling.

Sample supplied by

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

PRICE
Ref.R30389 – £249.99
DCC ready

Great Northern Railway J13 0-6-0ST from Hornby

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Following our review of the all-new London & North Eastern Railway J52 Class 0-6-0ST (RM September 2025), Hornby has received stocks of these locomotives in original Great Northern Railway condition, as Class J13.

For review Hornby provided us with a sample of No.1257 in GNR lined apple green (ref.R30365) – one of the second batch of 20 locomotives constructed at Doncaster Works, entering service with the GNR in December 1901. It received its first LNER number (4257) in September 1924, falling under the J52/2 sub-class in 1940, and subsequently becoming No.8856 in Thompson's renumbering scheme of August 1946. It was rather late in gaining its BR number (68856), which it finally received in October 1951, only to be withdrawn at Doncaster (36A) just over four years later on 23 November 1955.

To all intents and purposes, the model depicts No.1257 in its original GNR form; the real machine is illustrated in *Great Northern Locomotive History – Volume 2 1867-95 The Stirling Era* by Norman Groves. Features specific to the loco during the period depicted include GNR tapered buffer shanks, 3' 3" cast tapered chimney, Ramsbottom safety valves, four stanchions on the tank side handrails, open bunker coal rails, raised cab roof ventilator, rearranged forward sand pipes (crossing over the brake hangers to apply sand closer to the front wheels) and additional GNR lower left lamp iron.

The GNR green colour scheme is presented with a pleasing depth and smooth satin finish, with the smokebox and cab roof exhibiting a noticeably flatter appearance than the rest of the black paintwork. The broad black & white lining has been applied with great finesse throughout, providing a clean delineation between the apple green paintwork and darker holly green border surround – all of which is straight and even, with no visible blemishes or fuzziness, extending to the brass beading atop the splashers. The frames are finished in a chocolate brown, as is the running plate – which is edged in black with fine vermilion lining between. The gold numbers and lettering, with red, white & black shadowing, are also rendered nicely.

Sample supplied by

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

PRICE
Ref.R30365 – £174.99
DCC ready

Great Eastern Railway Y14 0-6-0 from Hornby

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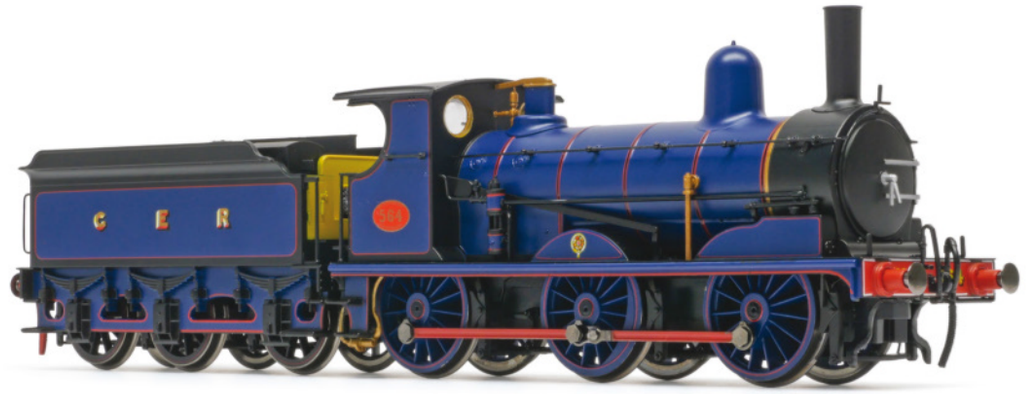
After a lengthy absence, the London & North Eastern Railway J15 Class 0-6-0 has returned to the Hornby range of 00 gauge locomotives, with the tooling reprised to represent the sole survivor, No.564, in its current 'as preserved' Great Eastern Railway Class Y14 form in GER lined blue.

The real machine (which is based at the North Norfolk Railway) was outshopped by the GER at its Stratford Works on 22 February 1912. It was one of the penultimate batch of 10 (order number B70), fitted with a Macallan variable blastpipe and dual brakes, with steam heating added during construction. Originally the engine had a dished smokebox door, a rolled steel stovepipe chimney and encased Ramsbottom safety valves; however, during LNER ownership (now classified J15) it received a bevel-edged smokebox door, a cast iron J72-type chimney and Ross 'pop' safety valves; the LNER also replaced the GER wooden cab roof with a higher-pitched steel one in around 1933.

Withdrawn by British Railways on 16 September 1962, it was purchased by the Midland & Great Northern Joint Railway Society, arriving at Sheringham on the North Norfolk Railway in June 1967 and returning to steam some 10 years later. After it completed its second 10-year boiler ticket in preservation in May 2013, it was decided to return the engine (as closely as deemed practical) to its former Y14 condition – by reinstating original-style fittings such as the lower-pitched GER cab roof, stovepipe chimney and dished smokebox door, in addition to encasing the Ross 'pop' safety valves in a Ramsbottom-style shroud and removing the 'greedy boards' from the tender. Due to constraints with the original J15 tooling, Hornby has adopted a very similar approach with the model of No.564: with newly tooled boiler fittings such as Ramsbottom-style safety valves and stovepipe chimney, while details such as the later bevel-edged smokebox door and tender 'greedy boards' remain unchanged – the latter being an integral part of the body tooling.



The model represents No.564 in preservation, albeit with some tooling compromises.

Interestingly, the real No.564 appears to be fitted with the pseudo stovepipe chimney it received when purchased for preservation – this originally belonging to sister No.65471, having been created by cutting the flared top section off a J72-type chimney. Surprisingly, the stovepipe fitted to the model (which is noticeably taller and thinner) appears to resemble one of the original GER-style designs more closely – potentially giving options for further variants of the Y14.

However, the stand-out feature has to be the elaborate GER lined ultramarine blue colour scheme. The intricate vermilion lining has been applied with great finesse, providing a clean delineation between the deep blue paintwork and black border surrounds; this extends to the boiler, running plate, tender frames and coupled wheels, with the coupling rods also finished in vermilion. Polished smokebox fittings are highlighted in silver, with spectacle frames and decorative metal trim picked out neatly in a metallic brass colour, and pipework in copper. The gold letters on the tender sides – complete with red, white & black shadowing – are rendered crisply, as are the running numbers on the front and rear bufferbeams. Separate versions of the printed cast GER numberplates are also provided.

Sample supplied by

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

PRICE
Ref.R30407 – £139.99
DCC ready

LMS standard 20-ton brake van from Bachmann

Bachmann Europe plc has delivered its latest ready-to-run 00 gauge item of rolling stock, the London Midland & Scottish Railway 20-ton brake van, plans for which were announced in our May 2025 issue.

A total of 2,774 LMS standard brake vans were built between 1935 and 1950. The first Diagram D1919 variation comprised 670 vehicles which were built in 1935-38. Ballast weights were fitted beneath the chassis, extending below the solebars, making them a visible feature. Most were built unfitted but others, including the first 80 built, had through vacuum pipes – these also having extended buffers and screw couplings.

Later, deeper duckets were fitted to some vans to allow the guard a better view, and in 1939 these became Diagram D2036 – with a further 522 vans of this type built in 1940-41. A third diagram of D2068 comprised vans built from 1942 to Nationalisation, with these having deeper ballast weights extending down to footboard level. Around 75 were vacuum brake fitted. After Nationalisation, British Railways built another 250 of the type as BR Diagram 1/505 for those with through vacuum pipes and Diagram 1/503 for unfitted vehicles.

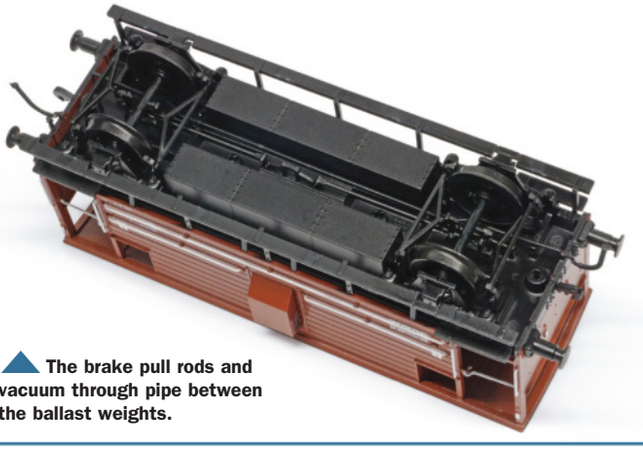
The vans had a long service career, continuing in use well into the 1980s – many having entered Departmental use, and some receiving air pipes. More than 50 are preserved.

The tooling suite caters for the myriad detail variations between the build batches in all three diagrams – covering vacuum, through pipe and unfitted examples – with differences including (but not limited to): shallow or deep guard's duckets with narrow or wide ducket beading; flush or riveted end panels; 18" or extended buffers; and shallow or deep ballast weights.

Five versions form the initial release: No.730037 (D1919) in grey with large LMS lettering (ref.38-975); No.730203 (D1919) in grey with small LMS lettering (ref.38-976); B950118 (Dia.1/505) in early BR bauxite livery (ref.38-977); M731723 (D2068) in late BR bauxite (ref.38-978); and DM731790 (D2068) in BR engineering grey & yellow (ref.38-979).

For review we received a sample of M731723 in late BR bauxite livery (ref.38-978) – a through pipe Diagram D2068 van featuring deep duckets with wide beading, flush end panels, extended buffers and deep ballast weights.

The model consists of an injection-moulded plastic body and chassis, with various detail fittings fabricated from a combination of plastic and metal – tipping the scales at 51g. The white body handrails – formed from metal wire – are particularly fine whilst being sturdy to the touch. Balcony safety bars (also painted metal wire) are supplied separately as part of the covering accessory pack and allow the modeller to pose these in the raised or lowered position. For those looking to fit lamps, it should be noted that all brackets are moulded in relief as part of the body tooling.



The brake pull rods and vacuum through pipe between the ballast weights.

Balcony safety bars can be posed up or down.

Glazing within the balcony ends affords a view of the van interior, which features a representation of the stove, handbrake wheel, ducket seats and tool chests. The stove chimney and buffer heads are turned brass fittings (the latter not sprung), while the free-rolling metal wheelsets, on pin-point axles, are chemically blackened.

Between the ballast weights are fine representations of the brake pull rods and through pipe. Brake shoes are in line with the wheel treads, with the inner and outer brake yokes provided separately for the modeller to fit, along with vacuum pipes and their associated retaining brackets. NEM slimline tension-lock couplings come fitted as standard, mounted in self-centring pockets attached to the underside of the chassis: these can be removed to allow for the fitting of the screw-link couplings that are supplied as part of the separate accessory pack.

Livery application is to a high standard, with a rich smooth finish to the BR bauxite paintwork; note the balcony planking, which has been picked out in a separate natural wood colour with a noticeably flatter finish. The printed running numbers, tare markings and data panels are clear and crisp, including the overhead warning flashes and cast numberplate on the solebar.

In short, a very welcome addition to the range, which will complement the manufacturer's forthcoming all-new Stanier 8F (see news, October 2025).

Sample supplied by

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

PRICE
Ref.38-917 – £49.95

BR demountable tank wagon from Clark Railworks

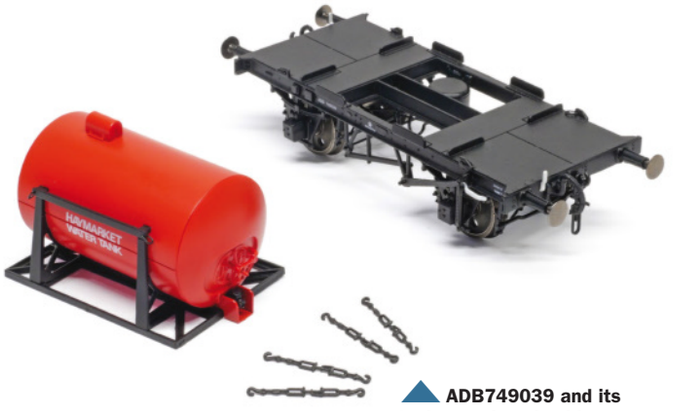
B749030 with Bass Worthington tank (left) and B749039 with BR adhesives tank.

Hot on the heels of its London & North Eastern Railway/London Midland & Scottish Railway 25-ton Lowmac machine wagon and Gresley Quad-Art coaches, Ellis Clark Trains has delivered its latest ready-to-run items of rolling stock in OO under its Clark Railworks banner – the BR Diagram 1/327 and 1/331 demountable tank wagons.

From 1949, 114 Demountables of various types were constructed by Shildon, Derby and Earlestown, with many repurposed from older chassis. Their primary role was the carriage of beer, but examples were built for transporting chemicals and liquid products such as paints and varnishes. Demountables continued in front-line use until the late 1970s, with many examples repurposed for internal and departmental use, with a handful surviving into preservation.

The tooling covers two diagrams of carrier – 1/327 and 1/331 – with seven models forming the initial release, covering the entire lifespan of these vehicles from their introduction with the household brewer Bass and their subsequent departmental uses, as well as one example converted by Didcot Railway Centre in 2014 to represent an RAF propeller carrier.

We received a trio of sample models for review: the first (ref.C3020) presented as B749030, a Derby-built example to Dia.1/327 with the tank in the blue livery of Bass Worthington; the second (ref.C3021) depicting Shildon-built Dia.1/331 B749039 in post-1962 condition with repurposed BR adhesives tank; and ref.C3022, depicting the same wagon, this time in its 1970s/1980s condition numbered ADB749039 when it was used as a water carrier for a Cowans Sheldon steam crane, based at Haymarket. Each model is presented in a stylish mint green & ivory card box decorated with the firm's branding; the wagons are stowed neatly within a plush foam insert, and a well-presented pamphlet is included, with historical notes on the prototypes.



ADB749039 and its tank securing shackles.

Weighing in at 33g (with tank), the model's construction takes the form of die-cast metal for the entirety of the frames, with injection-moulded plastic parts utilised for the majority of the underframe details and demountable tanks. Buffer heads are metal and sprung, whilst the chemically blackened wheelsets, with pin-point axle ends, are metal and fitted within brass bearings; the manufacturer specifies that these can be swapped for P4 or EM versions using 26mm axles. As supplied, the models are equipped with self-centring NEM pockets attached to the underside of the chassis, with cosmetic instanter and screw-link couplings provided as part of the covering accessory bag, along with pairs of steam heat and air pipes (formed from flexible rubber).

Clark's has gone to great lengths to cater for the numerous detail differences between the two distinct wagon chassis. This includes (but is not limited to) the layout of the framework, different rivet and works plate positions on the solebars, and chequered and plated decks. The two styles of brake gear have also been replicated faithfully: the Dia.1/327 featuring London Midland & Scottish/BR eight-shoe clasp vacuum brakes – comprising central V-hangers/cross shaft and the handbrake handles positioned inboard of the axles – with the Dia.1/331 sporting London & North Eastern Railway/BR eight-shoe clasp brakes with offset V-hangers (two one side with the cross shaft to one end) and the handbrake handles over the axleboxes.

The demountable tanks are adorned with a number of fine separate plastic components, including the tank gauge (complete with finely printed dial and associated pipework), inspection hatch door locking mechanism and tank outlet – the surround for the latter formed from etched metal. An outlet extension pipe is provided separately for the modeller to fit if desired, though it is unclear which vehicles this was applied to and when; we believe it to be a later addition fitted to those in departmental use – this pipe certainly being present on B749030 by the time it was withdrawn from traffic.

True to the prototype, the tank is not mounted horizontally on the frames, but has one end raised to allow its contents to drain towards the end with the aforementioned outlet. Signwriting is crisp and sharp across each of our samples.

Four finely moulded shackles secure the tanks to the wagon chassis, with the cradle fitting snugly into the frame atop the deck. The shackles exhibit a high level of fidelity, with a spare pair provided should these get damaged; these details would make ideal stand-alone items for enhancing other vehicles with loads that need securing, such as Conflats and Lowmacs.

The models are in stock and ready to order direct from the manufacturer's website, or from selected Clark Railworks stockists – including Rails of Sheffield, The Model Centre and Kernow Model Rail Centre. Stand-alone versions of each tank are also available, priced £13.50 each.

Samples loaned by

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

PRICE
£40.00 each

Great Central Railway 9N 4-6-2T from Sonic Models

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Not having had the opportunity to review the Sonic Models OO gauge Class 9N (London & North Eastern Railway Class A5) on its initial release in 2023, it was a pleasant surprise to receive one of the second batch now available from Rails of Sheffield. Five versions are being offered, all Digital Command Control ready or with an optional DCC fitting service: No.372 in GCR lined green (ref.S4101-01A, our sample); Nos. 5167 and 5372 in GCR green with LNER insignia; No.69827 in British Railways lined black with early emblems; and No.69814 in BR lined black with late crests. All but No.5167 were still shown as being in stock on the Rails website as this issue went to press.

Our sample in detail

The model is presented in a smart and colourful card box, with the locomotive in clear plastic 'ice cube' packaging within foam inserts. It feels remarkably solid and heavy, even considering the size of the prototype, and on the scales, it registers a very hefty 338g.

It captures the bulky yet elegant lines of the real thing to near perfection, with all dimensions precisely or virtually to scale. The class featured in Scale Drawings in the January 2023 RM, and comparing the model to pictures of No.372, almost every detail difference has been reproduced correctly: Ross 'pop' safety valves (dating it to post-1920); original cab (dating it before 1924-26 when side windows were fitted); original split front cab windows; a flush-riveted smokebox with the superheater discharge valve on the left-hand side; five bunker coal rails; and boiler top feed. Only two details have been omitted: the Reliostop train control apparatus in front of the left-hand cab steps (which, to be fair, could have been vulnerable to damage); and the rear of the cabside cut-out, which on No.372 and some others, did not extend as far back as that on the model.

A Next18 DCC socket is located in the bunker, along with a sound speaker.

The cab roof and bunker coal load can be removed for further detailing.

The distinctive shape of the Robinson chimney has been modelled quite well, as has the dome; the former is moulded as part of the smokebox while the latter is a separate fitting, to cater for the smaller domes that the engines bore later. The bunker contains a moulded coal load, which is removable, but is much more convincing than some! The cab interior is finely detailed with the regulator handle, screw reverser, pipework and gauge glasses. Included in a separate pack for the modeller to fit are screw couplings, vacuum pipes, lamps and brake rods (all of which have been fitted for photography) and fire irons.

The ornate GCR livery has been reproduced beautifully, with a slight sheen to the satin finish, and finely printed lining and insignia; even the GCR motto 'Forward' is clearly legible on the crest. According to the book *Robinson's Locomotive Liveries on the Great Central Railway* by John Quick, the buffer shanks should be the same Crimson Lake as the frames and valances, and there should only be one white line at the front of the boiler barrel behind the smokebox, but the pictures of No.372 don't show either of these clearly. They do, however, confirm the book's assertion that the numberplates should not have the white line inside the edge, and the number on the rear of the bunker should not have the 'No.' prefix.

Mechanism and performance

The model features a heavy die-cast chassis and flywheel-fitted motor, with a Next18 DCC socket hidden in the bunker, and a pre-fitted 'sugar cube' sound speaker. Our sample was a beautifully smooth and very quiet runner; at first, a slight but noticeable squeak emanated from the mechanism when travelling forwards, but a light application of oil to the gear, as specified in the instructions, cured this.

During late 1959 and early 1960, one of those modelled in this run – No.69814 – was tested on King's Cross empty stock workings, but despite its weight and sure-footedness, was not powerful enough to get a 460-ton train of 12 sleeping cars to the top of a sharply curved 1 in 51 flyover. The model, however, managed 13 Pullman cars on the Pecorama loft layout, with 1 in 48 gradients and 3' radius curves.

Super Sonic

Sonic has done an excellent job with this, its first OO locomotive. While there are a few minor errors, the sheer quality of its build and finish means that you can't help but admire it – and while most pre-Grouping modellers will probably be satisfied, it provides a sound basis for them to make an even more accurate recreation, by fixing the errors if desired, without having to apply such a complex guise from scratch. It certainly bodes very well for the firm's next 4mm scale release – the London Brighton & South Coast Railway K Class 2-6-0 announced in the October 2024 issue.

Sample loaned by

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

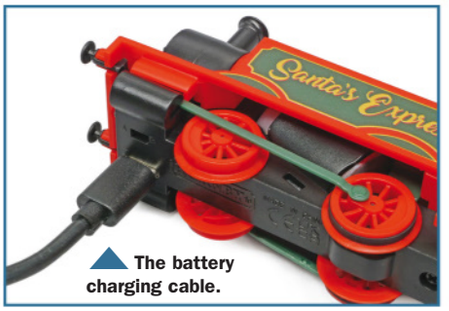
PRICE
DCC ready – £149.95
(£34.95 extra for DCC fitting)

Santa Express Christmas train set from Hornby

A Christmas train set has been a staple of the Hornby range for many years, with the manufacturer's Santa Express OO gauge set a firm favourite amongst modellers and railway enthusiasts young and old. In contrast to the previous iterations of the set, which used conventional 12V dc control and mains power, this latest offering (ref.R9363M) takes advantage of the firm's new battery-powered 0-4-0T steam locomotive – equipped with lights and sound – which can be recharged via a USB-C cable.

In addition to the locomotive and cable, the set comprises a pair of festive-liveried wagons, accompanied by a circle of clip-together white plastic track. The models, track and charging cable are all supplied attached to a sturdy cardboard backing, presented in a lavishly illustrated compact card box in the style of a Christmas present.

The locomotive and wagons are of a durable plastic construction – each part being moulded in colour with additional decoration applied as printed details. The locomotive buffers – which at a glance appear to be separate fittings – are in fact part of the black chassis moulding, with the buffer shanks (formed as part of the main red body) slotting over the top of these. This method of interlocking pre-coloured parts has been used to great effect to create the load for the gift wagon, with the plethora of toys and presents formed from only a handful of mouldings, whilst giving the impression of each being fitted individually. Wheels are plastic, with the locomotive and wagons coupled using strong magnets rather than tension-locks.



The battery charging cable.

The magnetic couplings.

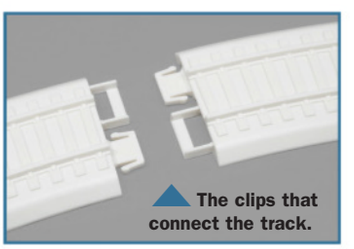
The supplied track consists of a first radius (371mm) circle, which when assembled has a footprint of around 770 x 770mm. Moulded in white plastic to represent snow, the clip-together sectional track (which is close in appearance to code 100 Setrack) simulates flat-bottom rail, complete with textured wooden sleepers and ballast shoulder; this being fully compatible with the rest of the Hornby Playtrains range. The track sections are sturdy to handle and easy to connect together, with each piece incorporating a push-fit slot-and-tab system at either end – providing a strong and stable connection, whilst requiring next to no effort to disconnect: ideal for young hands starting out in the hobby.

The locomotive is equipped with a can motor, which provides drive to the rear axle. The large green dome atop the boiler acts as the power button. This has three modes which can be cycled through by pressing multiple times: the first press setting the locomotive in motion complete with LED headlight and sound; the second turning the sounds off, whilst the locomotive continues to run; and the third press stopping and switching off the locomotive. The sounds appear to utilise recordings from the firm's extensive library (these being surprisingly well synchronised with the speed of the locomotive), with the addition of calls of "Ho Ho Ho, Merry Christmas" played at random intervals.

The engine runs in the forward direction only (no reverse) at a leisurely pace, with an approximate running time on a full charge of two and a half hours. The instructions specify that the battery must be charged fully before operating the train for the first time, the USB-C port for charging being located on the underside of the locomotive chassis between the cylinders; a suitable power source, such as a 5V dc adapter or USB port on a device such as a PC/laptop, is required.

With this set, Hornby has shown much innovation in terms of design and functionality at an accessible price point, with the aim of encouraging youngsters into the hobby. It has brought a bit of festive joy to the Railway Modeller office, and will be the perfect addition to any Christmas tree.

The train runs for about 2½ hours on a full charge.



The clips that connect the track.

Sample supplied by

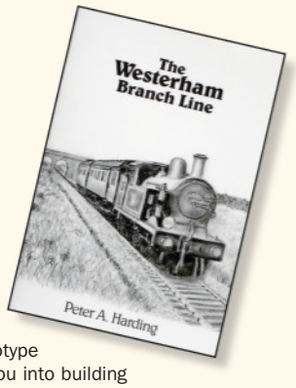
HORNBY HOBBIES Ltd
Westwood, Margate, Kent
CT9 4JX
www.hornby.com

PRICE
Ref.R9363M – £39.99

Book Reviews

The Westerham Branch Line

Peter A Harding



The Westerham branch opened in 1881 after the usual ups and downs of getting agreements that always accompanied any railway line. It was originally mooted by the South Eastern Railway, who were nudged aside by local landowners under the guise of the Westerham Valley Railway Company, only for the line to end up in full SER control and operation by the opening. There were aspirations for the line to run eastward through to Oxted, creating a useful avoiding route, though this was scuppered by the SER as it would have benefited the London Brighton & South Coast Railway and drawn traffic away from the home company. This had more than a hint of accuracy, as anecdotal evidence suggests that London-bound commuters would have enjoyed a far superior service via the Brighton route.

Peter Harding's book covers all of this in just enough detail, by giving useful background without drowning in pages of legalese. After a brief introduction, this potted history is covered before a chapter describing the line and its three stations – though as two of these were classified as halts, this may be overstating matters somewhat. Timetables are covered before heading into the locomotives and rolling stock used during the life of the line; as with many Kent branches, much of the running was with the ubiquitous H Class 0-4-4T and a pull-push set. The line's closure in 1961 is covered, followed by a single page detailing what is left; essentially, much of the line is covered by the M25. Interestingly, this development was used as early as 1961 as reasoning for closure, with the scheme then described as the London Southern Orbital Road.

The Peter Harding booklets are well established and well loved, and this is no exception. They provide well-crafted snapshots of lines, which are ideal for the modeller who just needs the root information and not reams of historical and technical detail. Here, track plans are included as well as 60 black & white images of the line. If you are looking for a Southern branch to base your layout on, then you may well have found the answer, as there is more than enough prototype inspiration here to tip you into building a model of the branch, or at least something similar.

These books are available through selected dealers, or direct from the author as detailed below.

CF

Peter A Harding
Mossgiel, Bagshot Road,
Knaphill, Woking,
Surrey GU21 2SG

209mm x 142mm, 32pp
Softback, £5.00 + £1.00 p&p
ISBN 978 1 0369 1062 4

British Railways Steam Locomotives 1948-1968

Volume 1 – Designs inherited from the GWR and LNER

Hugh Longworth

This is quite the book. First published in 2005 and out of print for a while, it has now been revitalised with extra information and images – so much so that it has had to be expanded into two separate volumes (the second comprising Southern, London Midland & Scottish and BR Standard classes).

Essentially, what we have here is the locomotives of two Grouping companies that wore British Railways numbers. In some cases, this could have been almost momentary, but if the number existed, then it's in here. As the title suggests, the book is split into two halves: ex-Great Western Railway and ex-London & North Eastern Railway. These are laid out, not in class order or locomotive size, but in simple numerical order. Thus, the GWR section begins with the tiny No.1, the Ystalyfera Tin Works Peckett 0-4-0ST, whilst the LNER section commences with the somewhat larger Gresley A4 Pacific, No.60001 *Sir Ronald Matthews*.

The book opens with the expected introduction, which is short and concise, before a fairly hefty section on 'how the book works'. You may question the need for this, but such is the detail in the main two sections, some guidance is useful regarding how and why the various tables are laid out. All locomotives are presented in classes, and each section rolls through without a nod to new pages. Each has a heading, and most (but not all) have a heading photo, before a set of small dated maps show the allocations at specific times. Side elevation drawings are presented at approximately 2mm:ft scale, and two or more of these are shown: one in outline in works grey, and one or more showing the BR liveries carried.

These are followed by a technical specification table in yellow, before a potted history. Some of these stretch to only one line, but most run to 100-150 words. There follows a table giving the extent of the class numbers in the years 1947 to 1968 (if applicable).

Next, there is the main information table, which lists each class member with six columns: BR number, build date, build place, Grouping number, date withdrawn, date scrapped and, finally, any notes. Locomotive names are given in bold in the line below.

This is a colossal piece of work and will appeal to enthusiasts, rail historians and modellers alike. The text, although printed quite small, is very clear and easy to read. Although the buyer may only be interested in half of the information, due to company preference, the very reasonable price means that most will purchase what is probably the most concise and complete guide to ex-GWR and LNER steam power available.

CF

Crécy
1a Ringway Trading Estate, Shadowmoss Rd,
Manchester M22 5LH
www.crecy.co.uk

297mm x 210mm, 392pp
Hardback, £35.00
ISBN 978180035220

British Railways Freight Terminals Since 1960

Paul Shannon

Rail freight in the British Isles can be an emotive subject; the routes are short when compared to the United States or Europe, and the road haulage companies have lobbied hard since the 1960s to keep the ball in their playground. That said, they have yet to completely monopolise the movement of goods, and this book goes a long way to explain the whys and wherefores of this largely political football. This implies that we are talking a text-heavy volume, which it isn't. What we do have here is a glorious celebration of freight post-Beeching and how, against all odds, it has survived.

After a five-page introduction giving an overview and history, the book is split into nine sections of photos with captions. The first looks at how things used to be, with some classic shots of post-war depots, including a wonderful shot on Tyneside which really does look like it is populated with the Airfix Railway Workers pack! This section underlines how late some of the smaller local goods yards remained open in the traditional sense – some well into the 1980s. The next section on coal sets the tone for the rest of the volume. What you don't get, here or throughout the book, are any filler lineside shots, the accent being switched fully into the loading and unloading process. Here, the interesting point is the unloading methods, which are varied to say the least, from huge dockside tipplers, through compact under-track drops, to lorry conveyors. The aggregate section follows a similar vibe, as does the section on minerals. Oil, metals, and intermodal container traffic are considered, and the book wraps up with a chapter on special traffic such as timber, grain, cars and even Guinness!

This is a lovely book with high-quality photos in a mix of black & white and colour, with two to four to a page spread, with detailed medium-length captions. It is a dream book for modellers, as the detail level is marvellous – particularly useful for getting the mix of stock right for any given date, as these can often drift past the officially accepted end point. There is a layout idea on almost every page, especially if you favour the micro or cameo type.

CF

Crécy
1a Ringway Trading Estate, Shadowmoss Rd, Manchester M22 5LH
www.crecy.co.uk

286mm x 222mm, 216pp
Hardback, £25.00
ISBN 9781800352926

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NEWS FROM RAILWAY MODELLER

DECEMBER 2025

Rapido Midland '483' Class 4-4-0 and Evolution coaches – now in colour!

A decorated sample of the Midland Railway '483' Class 4-4-0, suitably paired with 'Evolution' MR coaches.

RAILWAY MODELLER was recently given an exclusive opportunity to visit the Rapido Trains UK headquarters in Staplehurst, Kent, to inspect factory decorated samples of some of the firm's forthcoming new tooling releases in OO.

On display were running samples of the Midland Railway '483' Class 4-4-0 – as announced in our November 2024 issue. Received for assessment were examples in MR lined Crimson Lake (illustrated here paired with appropriate stock), Somerset & Dorset Joint Railway Prussian blue, London Midland & Scottish Railway lined black, and British Railways lined black with early emblem. DCC ready versions carry an RRP of £209.95, with the RRP of DCC sound-fitted models being £319.95.

Arguably the headline act, however, was a suite of decorated samples for some of the first batch of 'Evolution' generic 48' pre-Grouping bogie coaches, along with a first glimpse of the sleeve artwork for the triple packs. Said to be one of the firm's most ambitious projects to date, each of the intricate colour schemes has been researched meticulously, with the models – comprising non-corridor Brake Thirds, Thirds, Firsts, Composites and Full Brakes – incorporating numerous tooling and detail variations (including arc, elliptical and clerestory roof designs) to represent as closely as possible those of the railway company depicted.

Rapido also confirmed the development of a further body tooling variation to cater for examples with round-topped doors (minus guard duckets) to better reflect vehicles used by the likes of the Metropolitan Railway and London Transport – both these liveries forming part of batch two. Although the order book has now closed for batch two, the manufacturer advises that it is being kept open for both of these versions.

Finally, we were treated to samples of the forthcoming Great Northern Railway J13/London & North Eastern Railway J52 0-6-0STs (plans for which were outlined in the news pages of our January 2024 issue). One of these, depicting J13 No.1210 in GNR lined green, is illustrated here; note the fully painted and lined-out connecting rods! Prices are £164.95 Digital Command Control ready or £279.95 with DCC sound fitted.

A decorated sample of the Class J13 0-6-0ST in original Great Northern Railway lined green.

Assessment and testing of all the aforementioned samples is currently under way. For further details about any of the above projects, visit: **www.rapidotrains.co.uk**

Each 'Evolution' coach triple pack has its own box sleeve in the appropriate pre-Grouping colour scheme.

'Evolution' coaches: the one nearest the camera is in London Brighton & South Coast Railway livery, followed by South Eastern & Chatham Railway, Great Northern Railway, Somerset & Dorset Joint Railway and Midland Railway guises.
All photos: Callum Willcox

Curved-frame Saint in British Railways livery revealed by Hornby for 00

Hornby recently announced a number of new liveries for existing models, including a new tooling variation for its forthcoming range of Great Western Railway '2900' Saint Class 4-6-0 locomotives.

It was revealed in the March 2025 RM that the initial two versions would depict new-build example No.2999 *Lady of Legend* (ref.R30404), built by the Great Western Society from a donor Collett Hall and which steamed for the first time in 2019, and No.2975 *Lord Palmer* (ref.R30405), both in GWR green livery and with square section frames.

However, as examples of this 77-strong fleet survived in service with British Railways until 1953, Hornby has now announced that it will also be producing a lined BR black model of the last one to be withdrawn: No.2920 *Saint David*. This prototype was from the third production of the series, built in 1907, which had framing with long curved ends under the cab and in front of the cylinders, this contrasting with the angular appearance of the earlier series.

The model of No.2920 *Saint David* will be finished in BR lined black with early emblem. It will also feature a 21-pin decoder socket, five-pole motor, crew figures, sprung buffers and firebox flicker effect. Suitable for second radius (438mm) curves, the RRP for this Digital Command Control ready model is £234.99.

A decorated sample of BR black No.2920 *Saint David*.

Rebuilt Patriot No.5514 *Holyhead* in LMS black.

Southern green M7 No.318.

J52 No.68846 in BR lined black.

Other new liveries for steam in 00

As for the other new livery steam outline models, there are pre- and post-Nationalisation versions of London Midland & Scottish Railway Stanier rebuilt Patriot Class 4-6-0 tender locos, with No.5514 *Holyhead* depicted in LMS lined black and without smoke deflectors (ref.R30414), and No.45540 *Sir Robert Turnbull* in BR lined green with early emblem and with deflectors fitted (ref.R30415). No.5514 is due for release in January 2026 and No.45540 in February, and both will have an RRP of £239.99.

The ex-London & South Western Railway Drummond M7 Class 0-4-4T – previously produced as No.30038 in BR Malachite green – now appears as Southern Railway No.318 in lined Maunsell green (ref.R30418) and is also due for release in February, with an RRP of £214.99.

Completing the new livery steam loco models is the Doncaster-built J52 0-6-0ST (previously announced in Great Northern Railway lined green, London & North Eastern Railway plain black and BR black with early emblems) as BR No.68846 in lined black with late crest. This is due for release in January with an RRP of £174.99.

New 00 diesel and electric variants

New diesel and electric 00 gauge locomotives using existing tooling start with BR Class 87 electric locomotive 87 012 (ref.R30426) in the era when, although operated by Virgin Trains, it was painted in special Network SouthEast livery to help promote the London 2012 Olympics bid. The RRP of this model is £239.99 and it is expected to be released in January.

Next up is Class 67 Bo-Bo diesel-electric locomotive 67 015 in DB Schenker red livery, with large DB logo and the legend 'Leading the next generation of rail freight' (ref.R30425). Delivery of this model is expected in January and the RRP will be £214.99.

A Class 153 railcar is to be produced as 153 360 in Northern Rail livery (ref.R30427) at an RRP of £169.99; and the Ruston & Hornsby 88DS four-wheel diesel locomotive is to be produced as British Gas Southern No.1139 *Hilsea*, priced £124.99. Both are due for release at the time this magazine goes on sale.

In the RailRoad range, Class 37s are released in three new liveries: a DCC sound-fitted model of 37 093 in 'Police' white with central orange stripe livery (ref.R30435TXS, RRP £149.99); a Loram red & grey-liveried depiction of 37 418 *An Comunn Gaidhealach* in both a DCC ready version (ref.R30436, RRP £94.99) and a DCC sound-fitted model (ref.R30436TXS, RRP £149.99); and a Direct Rail Services blue-liveried 37 419 *Carl Haviland*, again DCC ready (ref.R30437, RRP £94.99) or as a DCC sound-fitted model (ref.R30437TXS, RRP £149.99).

In addition, a Class 31 loco is available in Transport for London Construction livery as 31 271 *Stratford* in DCC ready (ref.R30439, RRP £89.99) and DCC sound-fitted (ref.R30439TXS, £144.99) versions; and Class 47 loco 47 306 *The Sapper* is being released in two-tone grey Railfreight Distribution livery with red & yellow sector logo at a cost of £94.99 for the DCC ready version (ref.R30440) and £149.99 for the DCC sound-fitted model (ref.R30440TXS). All of the RailRoad models are due for release this December.

Special DRAX anniversary models

In addition to its range of new 00 items listed above, Hornby has unveiled two special models celebrating the 50th anniversary of the rail-served

67 015 in DB Schenker red livery.

Ruston 88DS in British Gas Southern livery. (All images on these pages are computer renders except where stated.)

A decorated sample of RailRoad 37 093 in 'Police' livery with DCC sound.

47 306 *The Sapper* in Railfreight Distribution guise.

Drax 50th anniversary wagon...

...and Drax 50th anniversary Class 66.

Drax biomass power station near Selby in North Yorkshire. These comprise a gold-coloured Drax Biomass 50th Anniversary wagon (ref.R60322) at an RRP of £44.99, and a matching RailRoad range model of gold-liveried and Drax 50th Anniversary branded Class 66 Co-Co diesel-electric 66 301 (ref.R30461) priced £94.99.

New liveries for models in TT:120

As for the Hornby TT:120 range, added to the livery versions of its English Electric BR Class 37 Co-Co locomotive – first announced in 2023 and previously revealed in BR green, large logo BR blue with yellow cab sides and EWS maroon (see April 2025 RM) – there will now be 37 086 in 1970s/80s BR blue (ref.TT3057M). The price of this DCC ready model is £159.99 and delivery is expected in June 2026.

In addition, the BR Mk.II Brake Second Open (BSO), Second Open (SO) and First Open (FO) carriages, which were reviewed in the August 2024 issue in the previously released British Rail blue & grey and InterCity 'Swallow' liveries, will now be available in Virgin Trains red & dark grey livery. The Standard Open (SO) No 5945 (model ref.TT4086), FO No.3344 (ref.TT4087) and BSO No.9539 (ref.TT4088) will all have an RRP of £41.99. Again delivery is expected in June 2026.

Also a BR grey, ex-LNER 20-ton brake van No.140580 (ref.TT6045) will be available from February 2026 at an RRP of £29.99. A similar TT:120 Hornby Eastern Region Toad brake van was reviewed in RM July 2023.

There are also two special liveries for the four-wheel 10-plank wagon: firstly (looking to Sunday 21 June 2026) a Father's Day wagon in black with gold lettering reading 'No.1 Dad' together with white lettering reading 'Thanks for always carrying the load', flanked by two Roman laurel crowns in gold (ref.TT6059, RRP £19.99); and the other an exclusive Hornby TT:120 Club wagon in red bordered in black with gold club logo (ref:TT6082, RRP £14.99). Both wagons are due for release in April.

Father's Day wagon.

Hornby TT:120 Club wagon.

BR blue 37 086 in TT:120 scale.

New TT:120 station structures

In TT:120, Hornby has also unveiled a whole raft of new station and railway buildings under a 'Red Brick Collection' branding.

These represent buildings typically found in Eastern England and can be used individually or in combination for a station scene. They comprise a two-storey Station Office, with lower storey bay window, green & cream doors and a 'porthole' attic window in the front gable (ref.TT9017, RRP £34.99); a large Water Tower building with brick-built base with white-framed windows, a green & cream door and a cream-coloured tank panelled out with green edging (ref.TT9018, £29.99); a two-road Engine Shed to which green doors can be fitted if desired, and which also has four white-framed windows on each side and corrugated iron type roof with louvre-sided top vents (ref.TT9019, £58.99); a Goods Shed with white-framed windows, side loading bay, end office with green & cream door and rectangular roof light (ref.TT9020, £42.99); a Signal Box with brick base and cream-coloured wooden upper sections with green-painted panels and beading (ref.TT9021, £34.99); and a brick-built Waiting Room with a steeply pitched slate roof, green & cream doors and a green-painted platform canopy with cream valance (ref.TT9022, £29.99) with this building designed for attaching to the Station Office. Delivery of all these buildings is expected in February 2026, with the exception of the Goods Shed and Signal Box where delivery is expected in March.

Aside from the Red Brick Collection, other new TT:120 buildings are a Traction Maintenance Depot with red brick base, red-painted side doors, grey corrugated iron upper sides, ends and roof, large white-framed side windows and a representation of yellow roll-up doors (ref.TT9023, £58.99); a brown Wooden Platelayers Hut with white-framed window and brick chimney (ref.TT9024, £12.99); a grey Concrete Platelayers Hut with hipped roof and green-framed small side windows and green end door (ref.TT9025, £12.99); a brick-sided, Tarmac-topped Extended Platform Section designed to fit under the station building and with access steps and ramp (ref.TT9028, £19.99); and finally a red brick-built Coal Stage with wooden upper works and side steps (ref.TT9029, £12.99). Delivery of these structures is expected in March. For details visit:
https://uk.hornby.com

TT:120 station office, waiting room and platform...

...water tower...

...engine shed...

...signal box...

...Traction Maintenance Depot...

...and wooden platelayers hut.

Bachmann unveils new tooling Class 13 'Master and Slave' shunters in 00

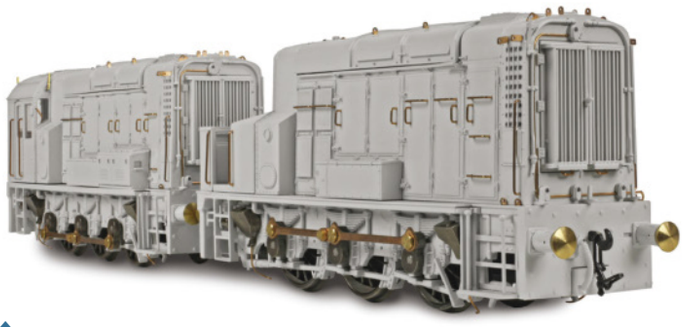
In its OO gauge Branchline range, Bachmann has announced it is producing the first ready-to-run model of the British Rail Class 13 pairing of 'Master and Slave' diesel shunters, introduced in 1965 and each comprising two modified Class 08s. (A review of the manufacturer's new tooling Class 08 was published in the August 2025 issue.)

The prototype modifications were carried out at Darlington for use in the new Tinsley Marshalling Yard near Sheffield, which was a hump yard set up as a distribution hub where goods trains were reformed for onward travel to other destinations. Powerful shunters were needed to propel the wagons up the gradient onto the hump before they could then descend by gravity into their allocated sidings.

The Class 13s had a greater tractive effort than any standard locomotive in the BR fleet at the time, and by using two locomotives coupled together, rather than one long-framed bogie locomotive, the risk of grounding on the hump was avoided. All three Class 13s were scrapped in the mid-1980s.

Each Class 13 model comprises two motorised 'Master and Slave' units fitted with five-pole motors and flywheels, driving the geared axle through a metal gearbox and with each axle running in a pair of separate metal bearings.

As well as all-wheel electrical pick-up, the models have a 'Bach-Up' Stay Alive System. Four marker lights are fitted to each end of the pairing – the cab end of the master and the radiator end of the slave – and these are user-configurable via microswitches below the roof panel on each unit. The master, with its enclosed cab, also features a cab light.



Engineering prototype of the Class 13.

The first two livery versions are due for release in December 2025 or January 2026, and comprise D4502 in BR green with late crest and wasp stripes, and 13 003 in BR blue with double arrow logo and wasp stripes. DCC Ready models are priced £399.95, Sound Fitted versions have an RRP of £539.95 and Sound Fitted Deluxe models, which have auto-release couplings, are priced £569.95.

Enhanced features for Class 47s

In addition, ahead of its winter announcements, Bachmann has revealed enhancements to its Branchline range of BR Class 47s, including the fitting of Auto-Release couplings and the installation in all new models of the 'Bach-Up' Stay Alive system to provide uninterrupted power when operating with DCC. In addition, Sound Fitted and Sound Fitted Deluxe Class 47s will carry the new Dual Fitted XL speaker system, combining two speakers – including the new enhanced bass reproduction speakers.

There are also enhancements to the cab windscreen glazing and to the design of the snowploughs, which will now fit to the chassis for a more realistic appearance.

The Branchline range livery versions are 47 226 and 47 238 in BR blue; 47 280 in BR Railfreight grey; 47 791 *Venice Simplon Orient Express* in Rail Express Systems red & black; and 47 826 in West Coast Railways maroon. Pricing is £239.95 for DCC Ready models, £354.95 for Sound Fitted versions, and £394.95 for Sound Fitted Deluxe models, with all due for release in May or June 2026.

In addition, Bachmann notes that an exclusive version in BR two-tone green with full yellow ends, depicting D1676 *Vulcan,* has been commissioned by The Model Centre (TMC), with the TMC website at the time of writing quoting a price for this model of £221.95 for the standard version, £327.95 for the Sound Fitted model and £364.95 for the Sound Fitted Deluxe model.

www.bachmann.co.uk
www.themodelcentre.com

D1676 *Vulcan* for TMC.

Heljan announces Class 37/5s and 37/7s in O

Heljan has revealed it is producing new O gauge models of the BR Class 37s in their refurbished Class 37/5 and 37/7 guises, with these due for release in the fourth quarter of 2026.

The Danish manufacturer draws parallels with what happened to the prototypes when stating that its models of these English Electric machines are undergoing major overhaul to add finer detailing, new features and changes allowing replication of the many differences across the fleet.

The first batch features former split headcode machines in both 37/5 and 'heavyweight' 37/7 guises, with liveries spanning the decades from original Railfreight grey to EWS red & gold and Colas Rail Freight yellow & orange – with the latter version as an exclusive special edition for Tower Models depicting loco 37 521 (ref.3767).

The other initial livery versions are: an un-numbered Class 37/5 in Railfreight large logo grey with yellow cab and nose sides (ref.3760); 37 517 in Railfreight grey with red stripe, yellow cab and nose sides, Thornaby large numbers and kingfisher logo (ref.3761); 37 506 *British Steel Skinningrove* in Railfreight Metals Sector grey with blue & yellow logo (ref.3762); 37 705 in Railfreight Petroleum Sector grey with blue & yellow logo (ref.3763); 37 714 in EWS red & gold livery (ref.3764); 37 513 in Loadhaul orange & black livery with white, black & orange side logos (ref.3765); and 37 704 in Railfreight Coal Sector grey with black & yellow logo (ref.3766).

37 506 in Railfreight Metals grey.

37 714 in EWS red & gold.

Colas Rail Freight 37 521.

To cover the many variations across the prototypes the new tooling features: standard or heavyweight body; single piece or split nose grilles; standard or modified fuel tanks; cast or fabricated bogies; ribbed or plain boiler roof panel; and oval or rectangular buffers.

Standard features which have been upgraded include: heavy-duty twin motor/flywheel drive; an XL 'Plug-and-Play' DCC interface; five separately switchable lighting functions in DCC mode; separately switchable tail, cab and engine room lights; and three-piece miniature snowploughs.

In addition, there is provision for installation of large speakers, a motorised roof fan, sprung buffers and sprung screw-link couplings.

Heljan states that, in due course, the range will be expanded to include centre headcode Class 37/5s and 37/7s as well as a Class 37/4 ETS-fitted passenger variant. The manufacturer adds that design work on all versions is complete, and at the time of writing tooling is in progress and first samples have arrived for review. All liveries will be produced in strictly limited quantities based on numbers of pre-orders and will carry a Suggested Retail Price (SRP) of £499.00 each.

The manufacturer has also announced a new pre-order system designed to ensure that production of its O gauge models is better tailored to match customer demand. New model announcements will now include a widely advertised pre-order deadline, giving a reservation window of several months. Once the deadline passes, production quantities will be fixed and any items that fail to reach the minimum order quantity will not proceed to the production stage. In the case of this first batch of Class 37s, the pre-order deadline has been set at midday on Friday 30 January 2026. For further details visit:

www.heljan.co.uk

The latest news from the PECO group of companies

Peco reveals Ffestiniog Railway train sets in 009

Following the recent announcement of Peco 009 Ffestiniog & Welsh Highland Railways England Engine Train Packs (see RM October 2025 issue), the Devon-based manufacturer has also revealed FR England Engine Train Sets.

These sets comprise not only a Peco/Kato George England 0-4-0ST+T locomotive and Peco Ffestiniog Railway carriages, but also an oval of Peco 009 Setrack with a siding, a Gaugemaster 'Combi' dc controller, plus a screwdriver for making the connections, a re-railer and a Peco Setrack plan book.

The first pack (ref.GR1051) is the Peco Great Little Trains *Palmerston* Passenger Electric Train Set, featuring the 1864 veteran Small England engine *Palmerston* in the lined red livery it carries today.

Rolling stock in this set comprises a four-wheel 'Bug Box' and a 'Bowsider' bogie coach in the Colonel Stephens era FR livery of dark green with red ends and solebars.

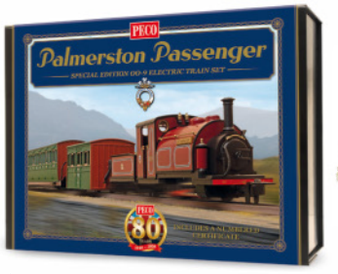
The other pack (ref.GR1052) is the *Welsh Pony* Express Electric Train Set, featuring what is today the sole-surviving 1867 veteran Large England engine, *Welsh Pony*. The Peco/Kato model replicates the prototype's current Lancashire & Yorkshire Railway style lined purple-brown livery.

The carriages in this train set comprise a glazed four-wheel 'Bug Box' and four-wheel 'Zoo Car' in the Garraway preservation era green & ivory livery, and a quarryman's four-wheel balcony brake coach.

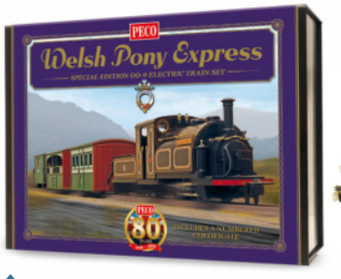
Other accessory features are the same as with the *Palmerston* set, and in both sets the track included features eight curved pieces of track, four conventional longer straights, one longer straight with track feed wires, one short straight and a first radius set of points.

The train sets are contained in attractive 'Peco 80th anniversary' branded presentation boxes and include a signed and numbered certificate as only 100 of each set will be released.

The two sets are available to pre-order from Peco stockists and will be released for sale on Thursday 20 November. For further details visit: **www.peco-uk.com**



The *Palmerston* Passenger train set.



The *Welsh Pony* Express train set.

Peco 80th anniversary starts with open days at Harburn Hobbies store

Peco is to hold two special Open Day events at its Harburn Hobbies shop at 67 Elm Row, Leith Walk, Edinburgh EH7 4AQ.

As reported in the March 2025 issue, Peco recently acquired Harburn Hobbies, a business which was originally founded in Leith in the 1930s by a Mr Hargreaves and a Mr Burns whose names were combined to create the shop title. Changes in ownership saw the shop relocating to Elm Row and then remaining for six decades in the ownership of the Baird family. Its association with Peco goes back to the 1960s.

The Peco Open Days at the shop – which has its own adjacent tram stop, McDonald Road, just two stops east from St Andrew's Square (for Edinburgh Waverley station) on the recently opened Leith and Newhaven extension of the Edinburgh Trams network – will take place on Friday 5 & Saturday 6 December, and will form a pre-Christmas opener to the forthcoming Peco 80th anniversary celebrations due to take place throughout 2026.

The open days will allow customers to meet representatives from the Peco office and factory in Beer, East Devon, to see displays of new product releases and to view product demonstrations – including the new Peco 009 Ffestiniog Railway England Engine Train Sets also outlined on this RM News page (see story above).

For this Scottish venue there will also be brand new exclusive twin packs of Peco TT:120 wagons for sale, carrying branding for 'Edinburgh' and 'Glasgow'. There will also be a competition in which visitors to the store can take part and refreshments will be available on both days from 10:00-17:00.

www.peco-uk.com
www.harburnhobbies.co.uk

Peco TT:120 wagon twin packs with 'Edinburgh'…

…and 'Glasgow' branding, both exclusive to Harburn Hobbies.

Peco apprentice success

Peco has extended its congratulations to students Wesley Fletcher (pictured on the right of the photo) and Jason Hall on their success in completing their first year Engineering Apprenticeship at its factory sites in East and South Devon.

Both have worked hard in the toolrooms at Peco in Beer and Ratio at Buckfastleigh to build foundation engineering skills alongside completing their assignments with Exeter and South Devon Colleges. They have been commended for working professionally in-house and have also served as great role models for Peco at apprentice recruitment events.

The second year of their apprenticeship will see them continuing to develop those all-important engineering skills as well as identifying and completing their own projects.

www.peco-uk.com

Exclusive OO9 carriage from AGR

AGR Model Railway Store has commissioned from Peco an exclusive limited edition dark blue-liveried version of the Lynton & Barnstaple Railway brake third bogie coach No.22 in OO9.

The vehicle (ref.GRC-008) is only the second to be retailed by AGR Models in OO9 – following on from an exclusive version of the Peco Lynton & Barnstaple open centre observation compartment carriage – and the matching blue livery of this latest vehicle is set off with gold-coloured lining.

The production run, limited to 105, is available via the retailer's website at a price of £65.50 plus shipping. For more information, visit:
https://agrmodelrailwaystore.co.uk

Dapol shows progress with Class 323 EMU in OO

Dapol has released images of engineering prototypes for its forthcoming models of BR Class 323 EMUs in OO, plans for which were reported in the January 2024 issue.

The manufacturer states that the project has reached the end of the initial tooling phase and the design team is, at the time of writing, evaluating the EP for its running characteristics and appearance.

The models comprise 'Car 1 & 3' driving cab units and a 'Car 2' centre coach fitted with a posable pantograph. Other features include: a Plux-22 Digital Command Control socket; 14-pin electrical connections between cars; a speaker fitted in each driving car as standard; a low-profile motor in the centre car driving all wheels; close-coupling mechanisms; and DCC controllable lighting, including door open lights when in stations.

The proposed liveries include Regional Railways Centro grey & green with blue & white centre stripes; Regional Railways Greater Manchester PTE two-tone grey with red & white centre stripes; London Midland green, black & grey; First North Western blue, pink & white 'Barbie' livery with Northern branding; West Midlands Trains orange, white & black; Northern Rail white & blue; and the Regional Railways Centro heritage repaint livery, with the grey, green, blue & white of the original livery plus yellow doors.

Revised RRPs are £361.55 DCC ready, £397.71 for DCC fitted models and £485.51 for DCC sound-fitted models.
www.dapol.co.uk

James May exclusive tank wagon pack

Following on from an exclusive 'James Gin Asian Parsnip' tank wagon last year, Rails of Sheffield has teamed up with Dapol to announce a James May-themed 'Gin of the People' wagon pack in OO featuring other flavours, namely an 'American Mustard' wagon in ochre livery, a 'London Drizzle' one in grey and a 'California Dreamgin' vehicle in orange.

The pack comprises the three wagons, special edition packaging and a 10% off voucher for the James Gin website. Pre-orders are being taken for the pack's release in the fourth quarter of this year.
www.dapol.co.uk
www.railsofsheffield.com

James May-themed gin wagons.

Locomotion Models commissions Hornby Class 91 in NRM anniversary livery for OO

Locomotion Models has announced that its latest exclusive OO gauge model will be of LNER Class 91 electric 91 150, which will be made for the retailer by Hornby.

The model will feature the *National Railway Museum 50 Years 1975-2025* nameplate carried by the prototype along with its colourful NRM50 vinyls marking both the National Railway Museum golden anniversary and the long-standing partnership between rail operator LNER and the museum, with its sites at York and Shildon.

The livery runs across both sides of the locomotive and features some of the best-known objects in the museum's collection, including locomotives *Mallard,* No.1 *Locomotion* and *Duchess of Hamilton*. The special livery was unveiled at an event at the NRM on Tuesday 8 July 2025 and the locomotive featured at the Alstom Railway 200 Greatest Gathering in Derby.

The model is priced at £244.99 DCC ready (300 in total to be produced) and £299.99 DCC sound-fitted (200) and is available to pre-order on the retailer's website:
www.locomotionmodels.com

New manufacturer Bryngaer unveils Cambrian wagons in OO

Bryngaer, the trading name for the Barry-based new model company Modelau Bryngaer Cyf, has revealed that its first models will be of Cambrian Railways two-plank wagons in both dropside and fixed-sided versions.

Bryngaer is run by Rhobat Bryn and aims to specialise in producing OO gauge ready-to-run Welsh pre-Grouping era rolling stock from the years 1840-1922, though liveries from subsequent eras will also be included in the range where appropriate.

In the case of these first Cambrian wagons, they will also be available in Great Western Railway livery, with two differently numbered wagons, one a dropside open and the other a fixed side open, in each guise. They can be purchased at a price of £29.70 each from Rails of Sheffield, whose website contains a page of introduction on not only these wagons but also on Rhobat and his new company.
www.railsofsheffield.com/blogs/news/

Bryngaer wagons in Cambrian Railways livery…

…and Great Western Railway guise.

Samples arrive for Minerva GWR cattle van in 0

Penarth, South Wales-based Minerva Model Railways has received the first engineering prototypes of its forthcoming 7mm scale Great Western Railway cattle vans (as announced in the September 2025 news pages).

The tooling of these models allows for early or later central doors to be fitted. The roof is also removable and the model includes an adjustable partition.

The GW cattle vans are expected to retail at £72.00 each, with orders for five or more giving a price reduction to £65.00 each. Minerva Model Railways is accepting advance orders and can be contacted by writing to PO Box 244, Penarth, CF64 9FJ, by phone on 02920 531246 and by email at **sales@minervamodelrailways.co.uk**
www.minervamodelrailways.co.uk

Warley at Statfold sees permanent model display opened

Held over the weekend of 11 & 12 October at Statfold Country Park near Tamworth, the second Warley at Statfold Model Railway Show attracted hundreds of enthusiasts and family groups to the site's narrow gauge railway museum.

The now annual event is a collaboration between the Statfold Narrow Gauge Museum Trust and Warley Model Railway Club – itself a charitable incorporated organisation – and aims to foster wider interest in railway modelling and railway history. In recognition of these joint objectives, a permanent model railway display has been created within the roundhouse section of the Statfold museum, and was formally opened during the show by His Worshipful The Mayor of Tamworth councillor Chris Bain.

Assembled by members of Warley MRC, the permanent display includes working layouts and historical dioramas, and will be accessible to visitors on all Statfold event days and weekends. A particular exhibit, a fantasy layout based on the cartoon drawings

The opening ceremony of the new permanent display at Statfold took place in front of the *Far Twittering & Oysterperch* layout. From left: Chris Freeth who oversaw the installation of the layouts, His Worshipful Lord Mayor of Tamworth Councillor Chris Bain, Graham Lee of Statfold, and Matt Hill, Chairman of Warley Model Railway Club.

of Roland Emmet and called the *Far Twittering & Oysterperch Railway* (featured in the RM December 1970 & October 1999 issues), has been resurrected and is now a central part of the permanent display. Also invited as special guest was Elaine Giles, the Deputy Mayor of Sandwell Metropolitan Borough Council (where Warley MRC is based). She was tasked with judging which layout she considered to be the best in show. She presented her award to Peter Kirmond for his 2mm finescale depiction of York station in the 1930s (it featured in RM April 2023 and won the RM Cup Competition for that year).

The next Warley at Statfold Model Railway Show will take place on 10 & 11 October 2026, and an early bird discount of 30% on tickets will be available for a short period from January 2026. For further details visit:
www.thewarleyshow.co.uk
www.statfold.com

His Worshipful Lord Mayor of Tamworth Chris Bain with Ian Carter, creator of *The Great British Steam Locomotive* display, now part of the permanent display at Statfold Barn Museum.

Elaine Giles congratulating Joe Stamper, whose exhibit *Bottom of the Barrel* (as featured in the August 2025 issue) was highly commended.
Photographs: Steve Flint

Elaine Giles, Deputy Lord Mayor of Sandwell, presenting Peter Kirmond (left) with the Best in Show award for his exhibit *York* in 2mm finescale. On the right is Show Manager Paul Stokes.

Opening date set for new AIMREC building

Not for profit charity the Ashford International Model Railway Education Centre (AIMREC) – which was profiled in a RAILWAY MODELLER Talking Points feature in the April 2024 issue, with a News update featuring in the August 2025 magazine – has announced that Saturday 15 November will see the new building housing its model railways collection opening to the public.

The opening will coincide with the fourth anniversary of the opening of the AIMREC Studio and Workshop at Bethersden in Kent, and the new building – a former barn – comprises 4,000 square feet of exhibition space over two floors, with a lift enabling access to the upper floor for those of restricted mobility. The opening of the museum will be the culmination of 15 years of work by the project's founder, Cliff Parsons, and a team of supporters who have had to overcome numerous planning and funding obstacles and the impact of the pandemic to achieve their dream.

Initially the layouts on display will comprise: *The Gresley Beat* (OO); *Melton Mowbray North* (2mm scale); *Pempoul* (1/50 scale); *Ravens Rock* (7mm scale narrow gauge); *Somewhere in France* (4mm scale narrow gauge); *Wishton* (2mm scale); *Wishton Halt* (4mm scale); *Wouldham Town* (4mm finescale); and *Lenham* (2mm scale).

Access to AIMREC from the M20 is via Junction 9 and following the signs for Tenterden on the A28 – the site is located a short distance from the A28 in the village of Bethersden, postcode TN26 3DB. Entry to the museum will be priced at £10.00 for adults and £5.00 for children, with a family ticket for two adults and up to four children also available for £25.00, along with an annual season ticket for adults at £75.00.

Parking, and entry to the adjacent Studio and Workshop, will remain free of charge, and this houses a tea room, model shop and second-hand bookshop, along with other model railways and displays.

Initially the AIMREC Collection will be open on Saturdays until 20 December, and again from 9 January, with the opening hours 10:00-16:00.

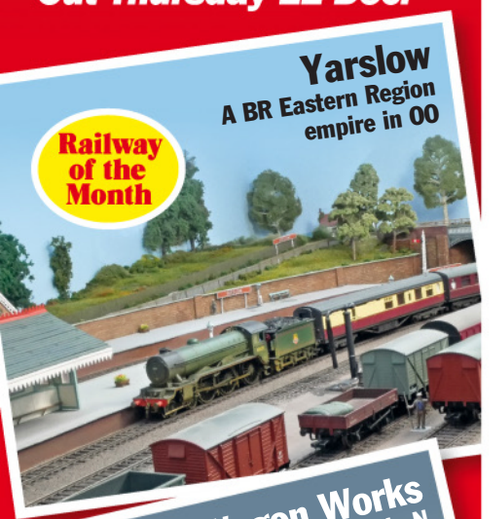
For further details visit:
www.aimrec.co.uk

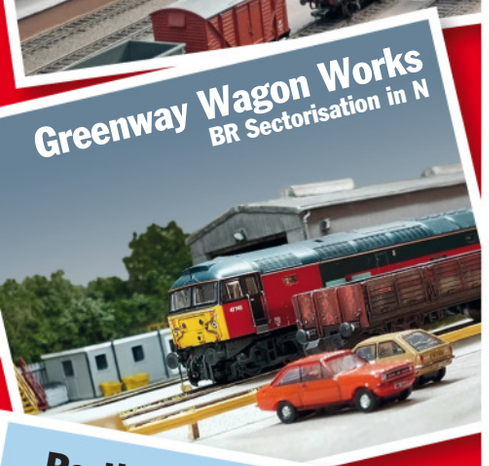
***The Gresley Beat* in OO, constructed by Cliff Parsons and his team of modellers.**
Photo: Steve Flint

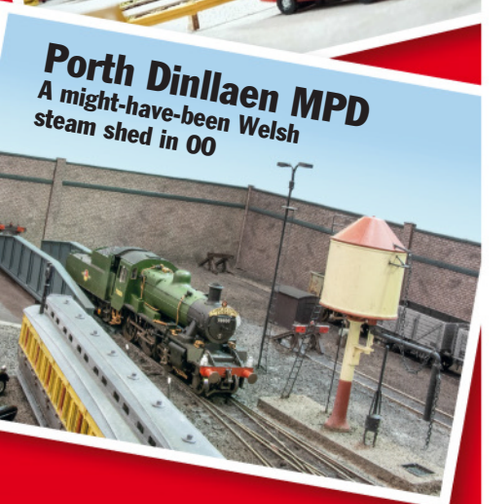
Coming next month

January 2026 –

Out Thursday 11 Dec.







plus all the regular features ...

SAVE 50p ON NEXT MONTH'S RM!
Use the coupon printed on p36a of this issue to save 50p on the cover price of the January 2026 edition of RAILWAY MODELLER, when purchased from a Peco stockist.

Volunteers highlight closure threat to unique radio-controlled OO gauge layout

Volunteers who operate a unique model railway in Leicestershire have reacted with shock on learning that trustees of the charity which owns the buildings housing it want it to close and be dismantled before the end of this year, to make room for more retail space.

The David Clarke Model Railway, located at Ulverscroft Grange in Whitwick Road, Ulverscroft, Markfield, Leicestershire LE67 9QB, is built to OO gauge and, unusually, is radio controlled, with the radio gear fitted, along with batteries, in the rolling stock behind each locomotive. The layout is noted particularly for its fully functioning signalling.

The layout's original creator, David Clarke, was a racing driver and raced with the likes of Stirling Moss and Enzo Ferrari. His family owned Clarke's Boxes in Mountsorrel. However, due to a serious crash, David had to give up racing and concentrated on the family business, along with film-making and his passion for railways and, in particular, the GWR.

He originally began building his large layout in the factory drawing office in 1978. It was designed from the outset to be a technical exercise in the operation of points and signals based upon the GWR of the 1930s. Both colour light and semaphore signals are represented as realistically as possible, with the signals and points operated by mechanical interlocked levers and including track circuiting. The set-up operated successfully from about 1983.

However, David eventually sold the factory site and moved the model railway to the Ulverscroft Grange premises of the Shuttlewood Clarke Foundation, which he had founded in 1989 to support the elderly, adults with disabilities and young people through wellbeing activities, outdoor education and support services. This was no small undertaking as the railway had to be lifted in sections by specialists using crate cranes, as it weighed around eight tons. It had to be broken into four sections, plus a complete signal box had to be moved. The task took four lorry trips and then 10 years to rebuild.

The layout has been operated successfully since that time by a small team of volunteers, who meet every week to maintain and run it, and for many years it has been regarded as an asset to the foundation, although that has also meant a conventional admission fee could not be charged. The model railway is self-financing; volunteers pay for all expenses incurred and groups of enthusiasts visit the railway to see it in operation in exchange for a donation.

However, in October, the charity trustees made the shock announcement that, although the model railway "has brought pleasure to people of all ages", the decision has been made – albeit "one not taken lightly" – that it now has to close. Reasons given are that the trustees are themselves volunteers and "increased costs of employment, energy and maintenance mean that the Foundation must look towards increasing revenue to maintain and extend its services in the areas of wellbeing and education"; that "its current home needs repairs that could prove difficult if the railway remains"; that "the facility would allow us to expand our ever growing, and successful retail business"; and "the railway is ageing". The date of closure has been set as Friday 19 December. Given that the building the layout is in was constructed around it, removal of the layout would be difficult, and the layout is too fragile to be broken up again.

A pannier tank forms the filling in an auto train 'sandwich' on the David Clarke Model Railway.

The layout is controlled by a mechanical signal box, and features full track circuiting.

Alan Godber, representing the model railway volunteers, said: "This is a bewildering decision which has come out of the blue, devastating our team who enjoy the companionship and common purpose. David's founding mission, continued by the charity, is to support the elderly and young through activities supporting their wellbeing. We fit that bill to the letter. We bring together young and old to talk and share interests which enriches their lives.

"Closing the railway is the ultimate snub to David's memory… We urge the charity trustees to think again.

"We don't understand why this action has been taken. Without the railway the tea room is just one of many in Charnwood Forest… We know from our volunteers' conversations with visitors that people do indeed come and use the tea room in order to see the railway. Since the closure announcement visitors have been voicing shock and disbelief at the decision."

The volunteers have been raising the plight of the unique layout with the media and celebrity model railway enthusiasts in the hope that the trustees will have a change of heart but, at the time of writing, the latter were adamant that it has to close.

For those wanting a last view of the layout or to show their support for the volunteers, the railway is usually open on Wednesdays and Fridays from 10:00-15:00.

Visits can also be made on Tuesday evenings, but these are by appointment only and can be booked through calling the main office on 01530 244 914.

For further details visit:
www.shuttlewood-clarke.org/ulverscroft-grange/model-railway

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.

FEBRUARY 2026 issue deadline: DECEMBER 1st

LIVE EVENTS

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
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 fully accessible. 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.
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.
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); *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 A3(M), A27 or M27 take A2030 – venue will be signposted and is opposite Ocean Park shopping centre. (Note: from Southampton direction (M27–A27) do not take Portsmouth City Centre and Ferries exit but continue to the A2030 exit.) Venue has free parking (with more 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 stays open).
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, 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). P2 *Cock o' the North* display & demos by BMRC Modellers & MERG. Trade stands.
Contact: 07774 806487.
Email: bmrc.enquiries@gmail.com
Facebook: www.facebook.com/BarnsleyModelRailwayClub/

Saturday 15 & Sunday 16 November
BRIGHTON, East Sussex
Organiser: Brighton Model Railway Club.
Venue: Patcham Community Centre, Ladies Mile Road, Patcham, Brighton BN1 8TA.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £5.00, seniors £4.00, children £3.00, family (2A + 2C) £12.00.
Amenities: Free parking on site, plus in the adjacent streets. Bus routes 5, 5A and 52 pass close by, with Route 5B a longer walk. Nearest stations are Preston Park and London Road. Teas, coffees, home-made cakes, sandwiches and snacks.
Features: 9 layouts in N, TT, OO and O, traders, societies, model engineers display.
Contact: Club Secretary, 01273 771929.
Website: https://brightonmrc.wordpress.com/

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
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, 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 to Falkirk rail station. Venue has disabled access. 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 along 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: 17 layouts incl: *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* (5.5mm:ft based on famous Irish steam monorail); *Marklin* (HO); *Tapton Junction* (Z). Plus Scaleforum Cumberland room focusing on EM and S4, demos 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
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: open day: 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/

Sunday 16 November
NEWPORT, Gwent
Event: NMRS Open Day 2025.
Organiser: Newport Model Railway Society.
Venue: Shaftesbury Community Centre, Evans Street, Newport NP20 5LD.
Open: 1000-1630
Admission: free but donations welcome.
Amenities: free street parking nearby. Venue is a 15-min walk from Newport railway station and a 20-min walk from bus station. Also toilets, disabled access and light refreshments.
Features: six layouts, both complete and under construction, including *Crindau Pill* (7mm scale); *Abergavenny Blackbrook, Cwm Carno* (P4); *Ripple Road* (OO); plus *Hogwash & Baloney* and *Project Kevin.* Plus traders and society stands.
Website: www.newportmrs.wales

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@ntlworld.com
Website: www.ndmrc.info

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* (009); *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
NATIONAL FESTIVAL OF RAILWAY MODELLING 2025
BIRMINGHAM, West Midlands
Organiser: Warners Exhibitions sponsored by Metcalfe Models, World of Railways & Rapido.
Venue: National Exhibition Centre (NEC), Pendigo Way, Marston Green, Birmingham B40 1NT.
Open: Saturday 1000-1700
Sunday 1000-1630
(Early entry from 0930 each day for pre-booked ticket holders, plus parking discount – £10.00 instead of £18.95 on the day fee).
Admission: one-day tickets: adults £22.00, acpd U16s free; Weekend Pass: £40.00. Bookable through Eventbrite – see below. All tickets are digital and can be accessed via an Eventbrite confirmation or app. Show ticket on a phone or bring a printed copy to enter. If a visitor requires a full-time companion, a companion's ticket is offered but supporting documents must be emailed to worinfo@warnersgroup.co.uk prior to the show. No dogs apart from official guide/assistance dogs.
Amenities: venue is well signposted from M6, M42 and M40 and car parking is managed by the NEC – see pre-booking parking discount and on-the-day fee details above. NEC adjoins Birmingham International railway station (served by frequent trains from Birmingham New Street, Coventry, London Euston, etc), as well as Birmingham Airport (BHX), connected to the NEC and station by free driverless, cable-operated Air-Rail Link shuttle trains. Full disabled access around the exhibition hall at the NEC but only Class 2 mobility scooters/electric wheelchairs with a max speed of 4mph are permitted – contact organisers if scooters exceed this. Snacks and hot/cold drinks available.
Features: 60-plus layouts, incl: *Warton Road* (Gauge 3); *Rhydyronen Station* (16mm scale); *The Ridings* (Gauge 1); *Penrhyn Quarries* (10mm scale); *Andrews Yard, Barley End, Blowers Green Wagon Repair Yard, Hassel Harbour Bridge, Renwick, Strood Dock, Ullapool* (O); *Shadows of Exmoor* (0-16.5/NG7); *Market Bosworth, Splott* (P4); *Janes Creek, Navigation Road, Pencader* (EM); *Crimson Road, Deadmans Lane, Donaghadee Railway Station, Dunsfold Road, Eastgate Harbour, Euxton Junction, Fair T'Middlin, Grantham, Hardwick Grange, Kelvin Grove/Thompson Street, Kingsfield, Melangoose, Middleton Top, Mitchell Junction, NCMA & LMM Modular, Oulton TMD, Portishead TMD, Rampage, Sharnbrook Summit, Shelfie 2, Shepherdswell EKR, The Classic Novels of Agatha Christie, Tinker Lane, Underground Ernie, Venture Park, Whittlesmarch, Wimborne Station, Wiveliscombe* (OO); *Ashover Butts, Lynnbach, Millthorpe Light Railway* (009); *Beijiao, Donnersbachkogel, Kreuzweg* (H0); *Exebridge* (3mm); *Camelot* (TT:120); *Dawlish Warren, Ishinaka, James Street, Lacey Dale, Nazareth Portland Cement, Newcastle by the Water, Richmond, Smalldale Quarry* (N); *Sunshine from the Cotswolds* (3-rail); *Brick Coast Mainline* (L Gauge). Plus Railway Modeller has made arrangements for up to 50 finalists in the *Peco RAIL200 Model Layout Competition* (including the winning entries selected by a panel led by head judge Pete Waterman and announced in this RM issue) to be displayed. 'Modular' category finalists will be joined together, with a special train running from one end to the other as a finale to the Peco contest. Plus trade & society stands. World of Railways Stage, where industry experts will share insights.
Contact: 01778 391000.
Website: www.eventbrite.co.uk/e/the-national-festival-of-railway-modelling-2025-tickets-1437473384589?a www.thenec.co.uk/whats-on/the-national-festival-of-railway-modelling/
Facebook: www.facebook.com/photo.php?fbid=1156004023209541&id=100063998619650&set=a.637539148389367

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: early 1960s era steam and diesel traction on *Tiverton Junction* (30' long OO gauge model) plus *Soldor*, home to a little blue engine, driven by visitors. Club layouts.
Website: www.cvmrc.weebly.com/tiverton-junction.html

Saturday 29 November
EXETER, Devon
Organiser: Exe Model Railway Society.
Venue: Fresha Ltd, 23 Bittern Road, Exeter EX2 7LW.
Open: 1000-1600
Admission: adults £3.00, children free.
Amenities: car parking available and local bus route passes nearby. Disabled friendly venue. Refreshments available (venue is a café).
Features: open day with five-plus club layouts created by members, demonstrating different gauges and modelling skills, plus opportunities to chat with club members. Trader Bob Jones with second hand locos and rolling stock.
Email: train@exemrs.co.uk
Website: www.exemrs.co.uk
Facebook: www.facebook.com/exemrs/

Saturday 29 November
PRATTS BOTTOM, South East London
Event: Great Model Railway Sale.
Organiser: Orpington & District MRS.
Venue: Pratts Bottom Village Hall, Norsted Lane, off Rushmore Hill, Pratts Bottom BR6 7PQ.
Open: 1000-1500
Admission: adults £2.00, children free.
Amenities: on-site car park, disabled access (but not to stage). Plus free tea and coffee.
Features: second-hand O, OO & N gauge items to browse from manufacturers including Hornby, Bachmann, Peco, Tri-ang, Lima, Wrenn and other makes. Plus individual locomotives, coaches & wagons, complete boxed train sets, kits, controllers, track and points, accessories, scenic materials, buildings, tools & electrical parts.
Email: chairman@odmrs.uk
Website: https://odmrs.uk
Facebook: www.facebook.com/OrpingtonandDistrictModelRailwaySociety/

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. 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 by cash only at door. Ticket also covers entry to Rainhill MRC show at Rainhill High School – see above, and 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/

Saturday 6 December
ABERGELE, Conwy, North Wales
Organiser: Colwyn Model Railway Club.
Venue: Yr Hen Ysgol, The Old School, Abergele LL22 7BP (opposite Tesco store, adjacent to Abergele Library).
Open: 1000-1600
Admission: adults £5.00, acpd children free.
Amenities: free parking in Library and Health Centre car park, or 3hrs free in Tesco car park. Disabled access, toilets and refreshments.
Features: club and guest layouts plus club sales stand. Trade support to be confirmed.
Contact: 07933 352823.
Website: www.colwynmodelrailwayclub.co.uk
Facebook: www.facebook.com/Colwynmrc/

Saturday 6 December
HILLINGDON, West London
Organiser: Hillingdon Railway Modellers.
Venue: Yiewsley Baptist Church Hall (side entrance), 74 Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF.
Open: 1000-1500
Admission: £6.00 per person.
Amenities: nearest railway station is West Drayton (12 minutes' walk) and local buses Nos.222, 350, U1, U3 & U5 stop nearby. Refreshments will be available all day.
Features: modellers can bring along their O, OO or N gauge locos and trains to run on the club's three separate test tracks, with dc and DCC available, but sorry, no live steam. Note this is not an exhibition, but a chance to meet fellow modellers, chat and test models. Expert help on hand for anyone having problems with models.
Contact: Peter Storey, 020 83 684090.
Website: www.hillingdonrailwaymodellers.co.uk
Facebook: www.facebook.com/p/Hillingdon-Railway-Modellers-100064718916905/

Saturday 6 & Sunday 7 December
NORTH SHIELDS, Tyne and Wear
Event: Christmas Open Weekend.
Organiser: Blyth and Tyne Model Railway Society.
Venue: First Floor Offices, Redpath House (Above Asda), 40 Saville Street, North Shields NE30 1NT.
Open: 1000-1600 both days
Admission: adults £3.00, U16s free.
Amenities: on-street parking and multi-storey car park opposite. 125 yards from Metro station. Disabled access. Refreshments available.
Features: 20-plus layouts along with trade stalls as well as an opportunity to meet fellow model railway enthusiasts, exchange tips and be inspired by the creativity on display.
Contact: use contact page on website below.
Website: www.btmrs.co.uk
Facebook: www.facebook.com/BTMRS/

Saturday 6 & Sunday 7 December
OSWALDTWISTLE, Lancashire
Organiser: Blackburn & East Lancashire Model Railway Society.
Venue: Oswaldtwistle Mills Business Centre,

end of Pickup Street, Oswaldtwistle, BB5 0EY.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £6.00, acpd U16s free, family (2+2) £10.00.
Amenities: free parking, disabled access, light refreshments.
Features: layouts including: *Chop-it-up Lumber Company* (1:24/G scale); *New Millshaw* (O); *Appledore, Back 'ut Shed, Goodley Lane, Hindleigh Yard* (00); *Wheybach When* (009); *Falahill, Lilly Lane, Rishton, Ryecroft Arena, Wormhill* (N). Plus demonstrations, trade stands and an invitation to view the upstairs clubroom.
Email: belmrs2019@gmail.com
Website: www.belmrs.com
Facebook: www.facebook.com/p/Blackburn-East-Lancashire-Model-Railway-Society

Sunday 7 December
GAINSBOROUGH, Lincolnshire
Organiser: Gainsborough MRS.
Venue: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE.
Open: 1330-1730 (last entry 1630).
Admission: adults £5.00, children £4.00, family (2+2) £15.00.
Amenities: limited accessibility for disabled.
Features: open day at O gauge East Coast Main Line layout. See how the LNER was run in the heyday of steam, with dozens of trains, formed from over 180 locomotives and over 400 items of rolling stock running on half a mile of track.
Contact: B Hodgkinson, 07943 182520.
Email: gmrscontact@gmail.com
Website: www.gainsboroughmodelrailway.co.uk

Saturday 13 December
CLUN, Shropshire
Organiser: Chantilly Grey Events.
Venue: Clun Memorial Hall, Guilden Down, Clun SY7 8NY.
Open: 1000-1600
Admission: adults £6.00, U16s £2.00, U5s free.
Amenities: ample free parking on level ground as well as disabled access. Food and refreshments available.
Features: nine layouts incl: *Mary Jane's Mushroom Farm* (Gn15); *Sugar Loaf* (O); *Ashford, Con Yard* (00); *Oasis Camp* (H0/H0n3); *Port Clyde, Victoria Bridge* (N); *Clun Valley* 'what if' light railway; plus trade support.
Contact: Tim Croton, 07753 856308.
Email: chantillygrey@gmail.com
Facebook: www.facebook.com/groups/1287659178260637/posts/2684851295208078/

Saturday 13 December
HEYWOOD, Lancashire
Organiser: Heywood Model Railway Group.
Venue: Unit 4, River Street, Heywood, Lancashire OL10 4AB.
Open: 1000-1600
Admission: £3.00 per adult, acpd children free. Donations welcome.
Amenities: free parking. Wheelchair access. Refreshments.
Features: open day for club test tracks in N, 009, 00 and O gauge. Run own locos. Shop.
Contact: Phil Evans by emailing: phil_evans@sky.com
Website: https://www.hmrg.net/

Saturday 13 December
ROWINGTON GREEN, Warwickshire
Event: Garden Railway Show.
Organiser: John Sutton Models.
Venue: Rowington Village Hall, Rowington Green, Warwickshire CV35 7BU.
Open: 1000-1600
Admission: adults £5.00, acpd U16s free.
Amenities: free parking. Catering provided with profits from this and the event going to British Heart Foundation.
Features: two SM32 & one G scale 45mm gauge layouts. Plus nine trade stands from garden railway suppliers.
Email: johnsutton3@sky.com
Website: www.johnsuttonmodels.co.uk/latest-news
Facebook: www.facebook.com/p/John-Sutton-Books-and-Models-100057512527284/

Saturday 13 & Sunday 14 December
THE CHRISTMAS MODEL RAILWAY SHOW – MANCHESTER 2025
MANCHESTER, Greater Manchester
Organiser: Manchester Model Railway Society.
Venue: The Sugden Centre, Sidney Street, Manchester, Greater Manchester M1 7HB.
Open: Saturday 1030-1730
Sunday 1030-1630
(Doors open at 0945 for advance ticket holders only; walk-up tickets on sale from 1030).
Admission: advance ticket prices (purchase via the MMRS website before 2145 on Friday 12 December or from the retailers The Locoshed in Whitefield and Sawyer Models in Leigh): on Saturday, adults £14.00; on Sunday, adults £11.00. On both days acpd U15s and carers accompanying a disabled person with a ticket, free. A maximum of 3 children will be admitted free with each paying adult. On-the-day ticket prices: on Saturday, adults £16.00; on Sunday, adults £13.00; on both days a maximum of 3 U15s will be admitted free with each paying adult. Note no dogs except assistance dogs with a disabled adult.
Amenities: venue in city centre, easily reached from arterial routes and almost underneath the Mancunian Way flyover, part of the Inner Ring Road, but there is no public parking at the venue itself, although multi-storey car parks are nearby and Blue Badge parking spaces are available to book by emailing exhibition@mmrs.co.uk
Organisers urge visitors to consider using one of the 79 Park-and-Ride schemes operated by Transport for Greater Manchester – see https://tfgm.com/public-transport/park-and-ride – or travel by rail to the nearby Manchester Oxford Road and Piccadilly stations. Venue is served by 29 bus routes, 21 with stops within 100m of the entrance. Nearest Manchester Metrolink tram stops are at St Peter's Square and Piccadilly. Venue has step-free access. There are two areas for parents with small children to sit down, with toys and drawing materials available: Toytown Terminus (part of catering area) and Junior Junction (in entrance lobby). Hot and cold snacks & drinks available in Hall 2. Note while photography and filming are allowed (if layout owner agrees) live streaming is prohibited.
Features: MMRS centenary exhibition with 26 layouts incl: *Manchester Big Trams* (unique 5/8" scale 1940s-50s models); *Higginson & Burrell Aggregates* (G scale); *Napier Road* (O); *Laramie Engine Terminal* (O US); *New Sharon* (On2); *Port du Crozon* (1/50); *Trerice* (P4); *Grimesthorpe – for Attercliffe, Three Cocks Junction* (EM); *Bred Albin* (featured on p982 in this RM issue), *College Halt, Copper Wort, Dewsbury Midland, Ericdale, The Ffarquhar Branch* (the Rev. Awdry original), *Grantham – The Streamliner Years, Littledene, Old Parrock, Porth Dinllaen MPD, Trawsfynydd* (00); *Bron Hebog, Dundreich* (last surviving remnant of P D Hancock's ground-breaking *Craig & Mertonford Light Railway*) (009); *Copenhagen Fields, St Ruth* (2mm Finescale); *Culthwaite* (N); *Leighmoor Bois* (Hornby Dublo three-rail). Manufacturer, trade & society stands. Children's quiz – one lucky child will win a complete model railway with locomotive, rolling stock, track and a controller.
Email: exhibition@mmrs.co.uk
Website: www.mmrs.co.uk/exhibition/
Facebook: www.facebook.com/groups/206204646113111/?locale=en_GB

Saturday 13 December – Sunday 4 January 2026
PETE WATERMAN'S MAKING TRACKS FOR CHRISTMAS 2025
BLAKEMERE, Nantwich, Cheshire
Organiser: Pete Waterman and the Railnuts.
Venue: Cheshire Woodlands, Blakemere Village, Chester Road, Northwich CW8 2EB.
Open: Daily 1000-1600
(Last entry at 1500 on all days)
Admission: see website for on-the-day prices. Advance booking advised via Making Tracks web link below (booking fee applies) – adults £7.34, acpd children (aged 4-15) £5.24, U4s free. Note children must be accompanied by an adult.
Amenities: free parking. Sorry, no dogs allowed.
Features: Pete Waterman and the Railnuts team will return with their extensive *Making Tracks* layout representing a section of the West Coast Main Line at Milton Keynes. The 64' model installation includes interactive elements for children and adults with hidden surprises.
Contact: 01606 883261.
Email: info@visitblakemere.co.uk
Website: www.makingtracks.uk/events/cheshire-woodlands-blakemere/

Sunday 14 December
CLACTON-ON-SEA, Essex
Organiser: Dawn Quest, Model Railway Quest.
Venue: Clacton Leisure and Sports Centre, Vista Road, Clacton-on-Sea CO15 6BD.
Open: 1000-1600
Admission: pre-booked online prices (book via https://wegottickets.com/event/677384) – adults £5.95, over 65s £3.95, acpd children (aged 3-16) £3.95, family (2 adults and 2 children or 1 adult and 3 children) £12.95. On the day prices – adults £8.00, seniors and acpd U16s £5.00, family £15.00, Rail/TFL staff £5.00 (discounts on all admission prices if pre-booked). No dogs are permitted at venue except for guide dogs.
Amenities: free on-site parking for 200 cars; venue is 5 mins from Clacton railway station. Full wheelchair access & café available.
Features: 20 layouts & 17 trade stands.
Email: modelrailwayquest@gmail.com
Website: www.modelrailwayquest.com
Facebook: www.facebook.com/groups/488630198000339/posts/2873992769464058/

Sunday 14 December
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: early 1960s era steam and diesel traction on *Tiverton Junction* (30' long 00 gauge model) plus *Soldor*, home to a little blue engine, driven by visitors. Club layouts.
Website: www.cvmrc.weebly.com/tiverton-junction.html

Saturday 27 & Sunday 28 December
GAINSBOROUGH, Lincolnshire
Organiser: Gainsborough MRS.
Venue: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE.
Open: both days 1330-1730 (last entry 1630).
Admission: adults £5.00, children £4.00, family (2+2) £15.00.
Amenities: limited accessibility for disabled.
Features: open days at O gauge East Coast Main Line layout. See how the LNER was run in the heyday of steam, with dozens of trains, formed from over 180 locomotives and over 400 items of rolling stock running on half a mile of track.
Contact: B Hodgkinson, 07943 182520.
Email: gmrscontact@gmail.com
Website: www.gainsboroughmodelrailway.co.uk

Sunday 28 December
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: early 1960s era steam and diesel traction on *Tiverton Junction* (30' long 00 gauge model) plus *Soldor*, home to a little blue engine, driven by visitors. Club layouts.
Website: www.cvmrc.weebly.com/tiverton-junction.html

Monday 29 & Tuesday 30 December
MAIDSTONE & MID KENT MODEL RAILWAY EXHIBITION
MAIDSTONE, Kent
Organiser: Midkent Group.
Venue: Lockmeadow Market Hall, Barker Road, Maidstone, Kent ME16 8LW.
Open: both days 1000-1600
Admission: adults £7.00, children £2.00.
Amenities: venue is located a short distance from Maidstone railway station.
Features: layouts and trade stands.
Contact: Geoffrey Martin, 01732 840787.
Email: midkentgroup@outlook.com

Tuesday 30 December
CONWY, North Wales
Organiser: North Wales Small Scale MRC.
Venue: St Marys Church Hall, Rosehill Street, Conwy LL32 8LD (also known as Neuadd Ni).
Open: 1000-1600
Admission: adults £5.00, acpd U16s free, family (2+2) £10.00.
Amenities: light refreshments available.
Features: around eight to 10 layouts.
Contact: 07796 640131.
Email: oakleygrange@hotmail.co.uk

MEETINGS

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

Monday 1 December – 1930

Peak Rail Association (Sheffield Branch)
'The 2025 Transport Scene' by Roy Wilson.
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 2 December – 2000

The Enfield Transport Circle (TETC)
'Rail touring then and now' – A selection of images of rail tours and charter trains from the 1970s to date by Andrew Garrett of TETC.
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 4 December – 1930

Lutterworth Railway Society
'Cadeby Railway' by Brian Gillespie.
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 4 December – 1930

The Great Central Railway Society (Sheffield branch)
Quiz and Review of the Year.
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 5 December – 1900

Stephenson Locomotive Society
'2023 Railway Scans' by David Warren.
Venue: Newport Community Hub, Union Street, Middlesbrough TS1 5NQ.
Details from: 01429 270591.

Saturday 6 December – 1400

Stephenson Locomotive Society
'Early Victorian Railway Excursions' by Susan Major.
Venue: The Friends' Meeting House, Mount Street, Manchester M2 5NS.
Details from: 0161 442 6178.

Monday 8 December – 1930

Stephenson Locomotive Society
'The Life and Times of the Class 156 Sprinter' by David Coddington.
Venue: Lauriston Hotel, 15 South Crescent Road, Ardrossan KA22 8EA.
Details from: 01505 690811.

Tuesday 9 December – 1930

The Leicester Railway Society
'Views around Leicestershire 1959-66' by Trevor Follows.
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

Tuesday 9 December – 1930

Wells Railway Fraternity
AGM followed by quiz set by last year's winner, Jim Allwood.
Venue: Wells Town Hall, Market Place, Wells BA5 2RB.
Entry: £4.00 non-members, free for members.
Details from: Andrew Tucker, 01749 830695.
Website: www.railwells.com

Wednesday 10 December – 1915

Stephenson Locomotive Society
Christmas Social.
Venue: Abbott Hall Social Centre, Dowker Lane, Kendal, Cumbria LA9 4DN.
Details from: martyn.hill4472@hotmail.com

Thursday 11 December – 1930

Locomotive Club of Great Britain (LCGB), St Albans branch
'Railway Photography – A Different Point of View' by Steve Sedgwick.
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 during interval.
Details from: 01442 247083.
Website: www.lcgb.org.uk

Thursday 11 December – 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.
Further information: last meeting before Christmas so mince pies available at tea time.
Details from: www.seers-rail.org/programme.html or seers.rail@gmail.com

Friday 12 December – 1900

Stephenson Locomotive Society
Members' Evening.
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 13 December – 1300

Stephenson Locomotive Society
Christmas Festivities.
Venue: Kidderminster Railway Museum, adjoining SVR station, DY10 1QX.
Details from: 01597 824408

Wednesday 17 December – 1930

The Grimsby & Cleethorpes Railway Group
'Sheffield to Kirton Lindsey' by Stephen Gay (ticket only).
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 18 December – 1930

Lutterworth Railway Society
'A Ticket To Ryde' by David Hanger.
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 18 December – 1930

Marlow & District Railway Society
'India – Part 2' by Peter Robins.
Venue: Bourne End Community Centre, Wakeman Road, Bourne End SL8 5SX or on Zoom.
Entry: £3.00 non-members, free for members.
Details from: Martin Stoolman, 07954 849390.
Website: www.mdrs.org.uk

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.bridgendmodelrailway group.co.uk or email bridgendmodelrailway-group@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 1830 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.16.5/09 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 Opportunity Yours

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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*.

Trade Sales Products

O GAUGE ETCHED KITS. Locomotives, Carriages and Wagons. Connoisseur Models on line catalogue, www.jimmcgeown.com or send 2nd class address label for free printed catalogue. 1 Newton Cottages, Nr Weobley, Herefordshire, HR4 8QX.

LOCOMOTECH MOTORIZING KITS FOR PECO AND SOUTH EASTERN FINECAST TURNTABLES. Standard (3.5rpm) £29.99, Deluxe (2 rpm) £39.99, U.K. postage £3.90. 12V motor. Enclosed all-metal gearbox. Reviewed by Railway Modeller May 2016. More information and order online at www.locomotech.co.uk Telephone orders: 01903 871149 – afternoons only.

NEW WEBSITE: www.zetlandmodelrailways.co.uk Good quality second-hand North American, Continental & British, "O", "HO", "OO", "N" & "Z" scales. *Email Bob@zetlandmodelrailways.co.uk*

OVER 1000 OO GAUGE LOCO, COACH AND WAGON KITS, many no longer in production. Etched brass, white metal and plastic kits from over 20 Manufacturers and covering various Railway Companies. Also hundreds of items by Hornby, Bachmann, Dapol and others. *Tel: 01444 413723 email: andrew@wmcollectables.co.uk Website: www.wmcollectables.co.uk*

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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*

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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.*

WANTED – TRAIN COLLECTIONS O, OO, N. Always calling in areas SOMERSET, DEVON, CORNWALL, S-WALES, WILTS, HAMPSHIRE, most places in UK covered. Will dismantle layouts any size. Interested in British N gauge Farish, Minitrix, Peco, OO Bachmann, Hornby, Mainline, Lima, Wrenn, Tri-ang. Damaged, scrap locos, Peco points, track work, buildings, cars, people, books, diecast, EFE buses. Cash paid, friendly service offered. *R.FOSTER 15 Rosebery Avenue, Yeovil, Somerset BA21 5LW. Tel 01935 424165 email russelltrains@aol.com*

MODEL RAILWAYS ALWAYS WANTED, including Hornby, Lima, Bachmann, Dapol, Modern Image, OO, O, N gauge, kits and kit built. Send lists or give me a call. *BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.*

WE CARE A GREAT DEAL MORE! We realise that your collection large or small is a prized possession, so we will always give our highest price, we will respond quickly to receiving your list and collect, dismantle and remove your items efficiently because we care. Whatever you have to sell from single items to large collections. Give us a call and prepare to be amazed! S&J MODELS. *Tel: 01606 872 786 email: sjmodels@tiscali.co.uk website: www.sandjmodelrailways.co.uk*

THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object, collections large or small. *PAUL CULL, telephone: 01302 481 274 or mobile: 07767 356 890 or send list to: The Bungalow, Dentons Green Lane, Kirk Sandal, Doncaster, DN3 1JP, email: simonecull06@tiscali.co.uk*

HORNBY & BASSETT-LOWKE O GAUGE TRAINS, wagons, coaches and accessories. Anything considered. Top prices paid for single items and/or complete collections. *Tel: 01993 840 064 (Oxon) 0797 991 0760.*

ALWAYS WANTED BY TRI-ANGMAN – collections, layouts, seeking, Tri-ang, Hornby, Dublo, Wrenn, Bachmann etc. Will collect across most of the UK. More than fair prices paid. *Tel: 07966 333 605. email: Laurence@tri-angman.co.uk www.tri-angman.co.uk*

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED – SMALL & LARGE, any scale and any condition. British, European and American collections all required. Nationwide collections, distances no object. Contact us today for a quick and friendly service. *Telephone: 01302 371 623, mobile: 07526 768 178, email: anoraksanonymous@googlemail.com*

WANTED WANTED MODEL RAILWAYS, ALL MAKES, ALL SIZES from N Gauge, 00 scale to G Scale and larger, will travel all UK. We also dismantle layouts, over 35 year's experience. *Send lists to DEREK BARNETT, 6 Vale Gardens, Penkridge, Staffs, ST19 5LQ. Tel: 01562 750 076 daytime, or text me 07721 333 521 anytime and I will ring you back, email footplate@btconnect.com*

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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.*

Private

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Wanted Private

(This column is reserved for readers who are private Model Railway enthusiasts or collectors and require items purely for their own personal use).

TRIX TWIN AND TRIX EXPRESS. Avid collector. TTRCA No26, anything will be considered. Please phone anytime, will collect. *Tel: 01736 754 200. Mobile: 07478 059 249.*

RAILWAY PHOTOGRAPHS – original 35mm slides (or negatives) any railway subject, steam to blue diesel era. Good price for quality material. *JOHN TURNER, 01482 227 777 or 01652 632 370 (evenings).*

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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*

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O GAUGE WANTED – LOCOS, ROLLING STOCK, ACCESSORIES, TRACK/POINTS, SPARES AND BUILDINGS. Large or small collections purchased. *Tel 01302 481274, Mob. 07767 356 890.*
Email: simonecull06@tiscali.co.uk

PROFESSIONAL/EXPERT MODELLER SOUGHT to build a David Andrews "0" gauge kit of a Stanier streamlined Princess Coronation loco. Normal rates paid. *Contact: Chris Meakin (Folkestone) on: j7chm123@gmail.com*

AF HAMMOND DIAGRAM G3 GWR INSPECTION SALOON KIT or etches built or unbuilt. *Tel: 01628 822 091 or stan@chandler60.plus.com*

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.

November 2025

22 November (Sat) 10am-2.30pm
CARMARTHEN TOY AND TRAIN SALE, Bronwydd Hall SA33 6BE. Free Parking. Adult Entry £2 under 15 free. Presented by West Wales Railway Modellers.
Tel: 01269 267 877.

29 November (Sat) 10am-2pm
BRENTWOOD, The Brentwood Centre, Doddinghurst Road, Brentwood Essex CM15 9NN. Adults (16+) £4, Seniors £3.50, accompanied children free. Organised by J&J FAIRS.
Tel: 01522 880 383 www.j-jwebbtoyfairs.com jandjfairs@gmail.com

29 November (Sat) 10am-2pm
DERBY (TRAINS ONLY) SWAPMEET, Our Lady of Lourdes Parish Centre, 36 Uttoxeter Road, Mickleover, Derby DE3 9GE. Admission £2, free car parking, refreshments available. *Contact: PETER STANTON.*
Tel: 07798 858 532,
email: peterstanton1000@gmail.com

29 November (Sat) 10.30am-2pm
LUDLOW RACECOURSE Bromfield, Ludlow, Shropshire SY8 2BT, (off A49), admission £2. TONY OAKES FAIRS.
Tel: 01270 652 773 & 07825 631 323.

December 2025

4 December (Thurs) 7pm-9pm
THEYDON BOIS, Theydon Bois Village Hall, Coppice Row (B172), Theydon Bois, near Epping, Essex CM16 7ER. Close to M25 J26 and M11 J5. Admission £1. Contact JOE LOCK.
Tel: 07866 641 215.

6 December (Sat) 9am-2.30pm
MAIDSTONE, at Lockmeadow Market Hall, Barker Road, Maidstone, Kent ME16 8HR. Admission £3.
Tel: 01732 840 787 or 01622 298 159.

7 December (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

9 December (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.

13 December (Sat) 10am-2.30pm

EWELL (Nr Epsom) TOY & TRANSPORT BAZAAR, Bourne Hall, Spring St, Ewell, Surrey, KT17 1UF**.** Buses 293 and 406 stop at the spring. Five minutes from Ewell West Station. Bus & Rail Models, books, photos, DVD's, vinyl, maps, timetables, tickets, memorabilia. Admission £3 u16 free with adult. No Dogs.
Tel: 07949 356 706 e-mail: ttbazaars@btinternet.com

14 December (Sun) 10.30am-2.30pm

BRECON – Brecon Market Hall, 4 Market Street, Brecon LD3 9DA
For bookings contact DAVID on 07967 681 080 jacko17356@icloud.com

14 December (Sun) 9.45am-1.15pm

BROMLEY – Bromley High School, Blackbrook Ln, BR1 2TW. KRJ VINTAGE TOYFAIRS.
Tel: 07977 646 386 & 07889 901 729

14 December (Sun) 10.30am-3pm

COVENTRY – 160 STALLS, The Connexion, Ryton on Dunsmore, Coventry, CV8 3FL. Lots of stalls full of new and used model railways – many at bargain prices. Adults £3.50, Seniors £3, Children £1.
Tel: 01604 846 688 www.bpfairs.com

16 December (Tues) 6.30pm-8.30pm

ROYAL WOOTTON BASSETT TOYFAIR, Memorial Hall, SN4 8EN. Our quarterly (third Tuesday) evening fair on the edge of Swindon. Free parking. Home cooking. Just £1 entry.
stevedevizes@aol.com 07732 330 305.

27 December every year – 10.30am to 3.30pm

LLANDUDNO TOY & TRAIN FAIR, Venue Cymru, The Promenade, Llandudno Conwy, LL30 1BB. Adult £3, concessions £2.50, Accompanied Children £1.00.
Contact: Jim/Vicci Ricketts. Tel: 01492 517004 email. vicci.rickettsltf@gmail.com proceeds to Llandudno Transport Festival.

27 December (Sat) 10.30am-3pm

NEC BIRMINGHAM 550 STALLS, Hall 18, The National Exhibition Centre, Birmingham, B40 1NT. Free parking for all Toy Fair visitors. Adults £10, Senior Citizens £9.50, Children £2. Hundreds of stalls selling everything you want in model railways, don't miss Britain's biggest Toyfair.
Tel: 01604 846 688 www.bpfairs.com

27 December (Sat) 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

29 December (Mon) 10.30am-3pm

STAFFORD – MORE THAN 300 STALLS. The Prestwood Centre, Stafford County Showground, Weston Road, Stafford, ST18 0BD. Adults £5, Seniors £4.50, Children £1. There are many stalls selling OO and O gauge trains.
Tel: 01604 846 688 www.bpfairs.com

30 December (Tues) 10.30am-3pm

DONCASTER RACECOURSE, The Lazarus Exhibition Centre, Leger Way, Doncaster DN2 6BB. More than 350 stalls of toys, trains and models. Adults £6, Seniors £5.50, Children £1.
Tel: 01604 846 688 www.bpfairs.com

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CONDITIONS OF ACCEPTANCE
All copy is subject to our approval. We reserve the right to request amendments.
Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone number at which the organiser can be contacted.
Advertisers are expected to acknowledge all enquiries that enclose an SAE (even if the item has already been sold).
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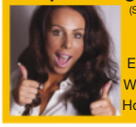

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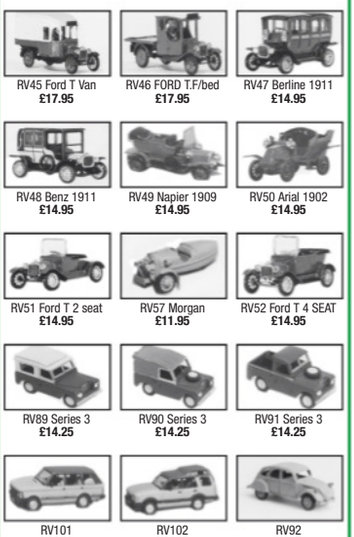

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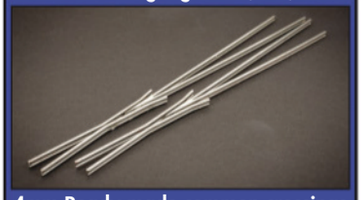

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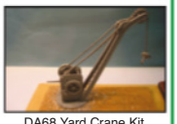

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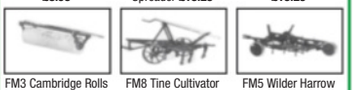

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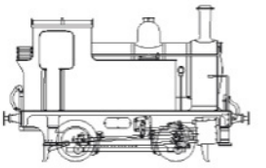

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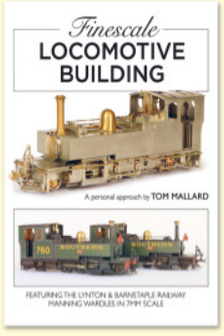

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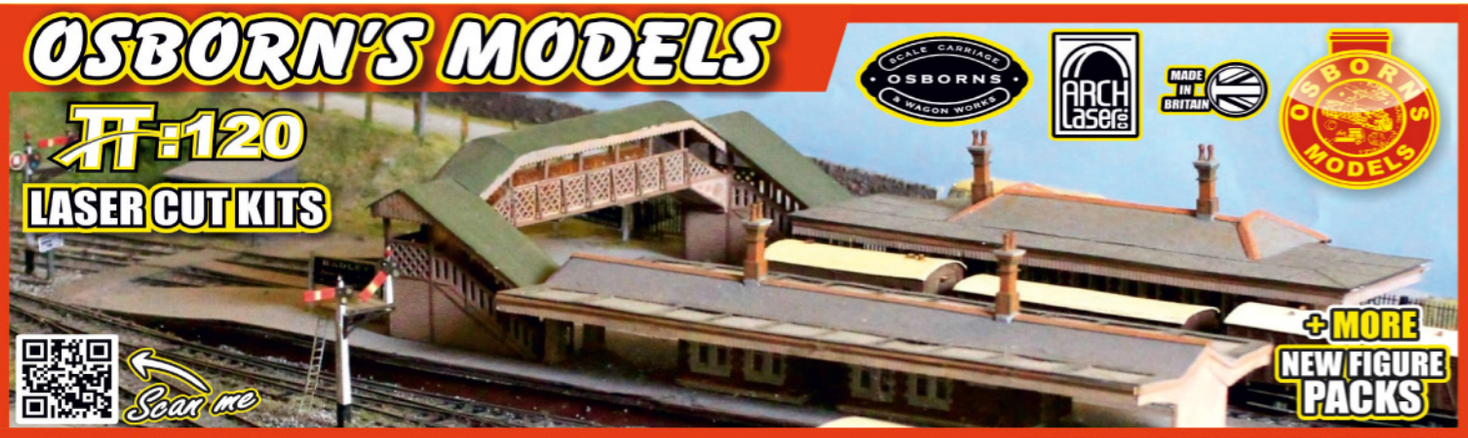

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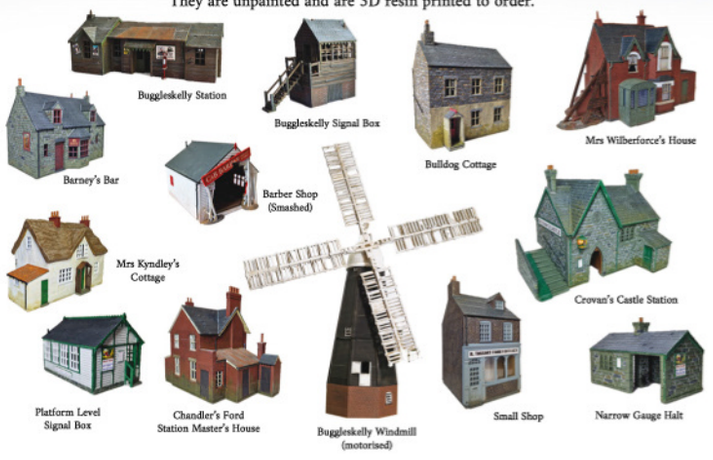

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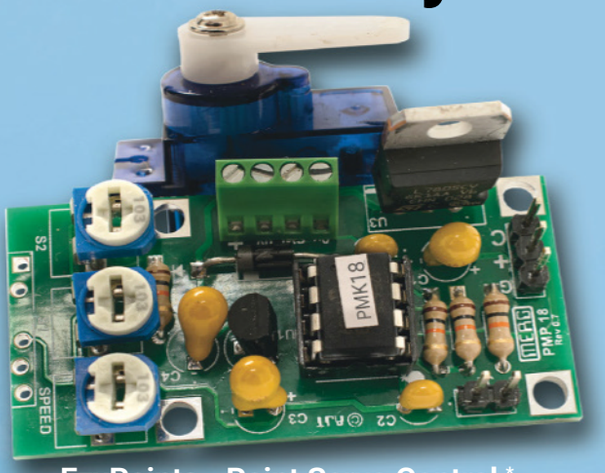

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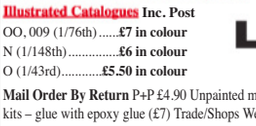

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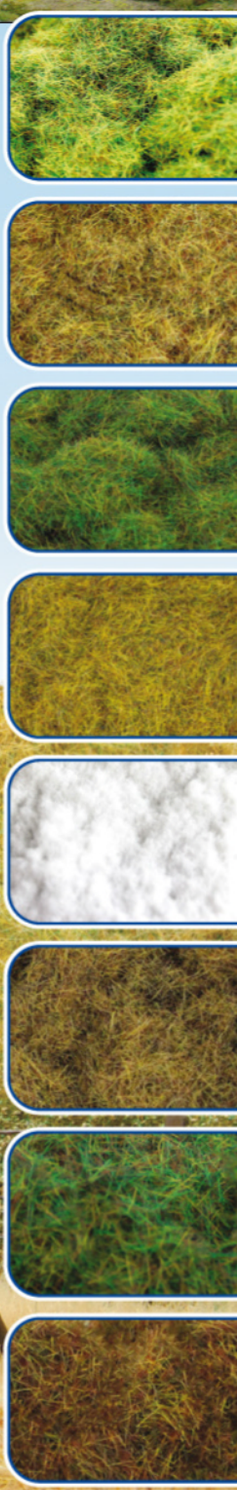

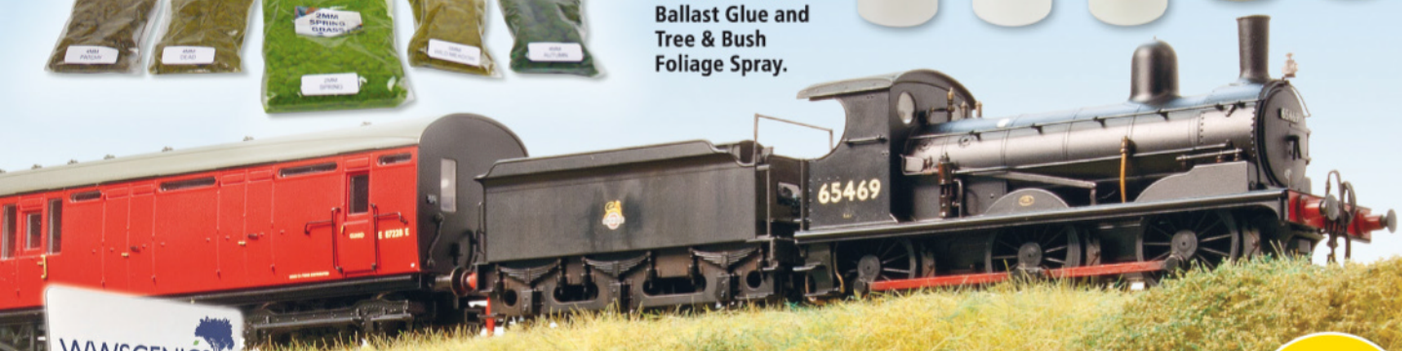

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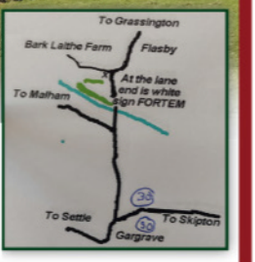

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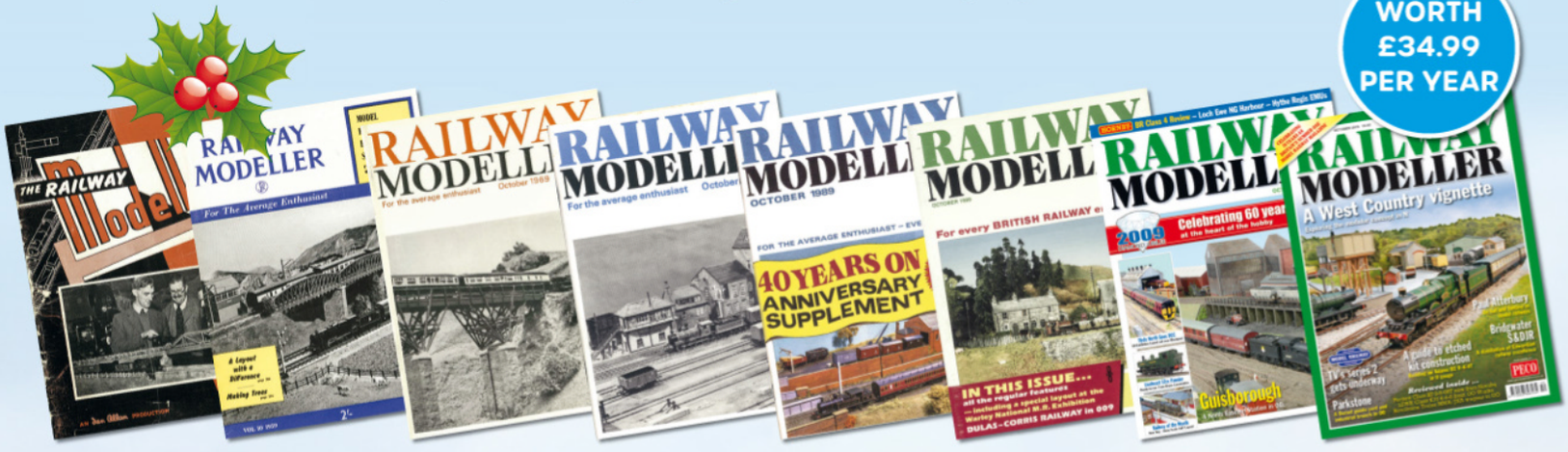

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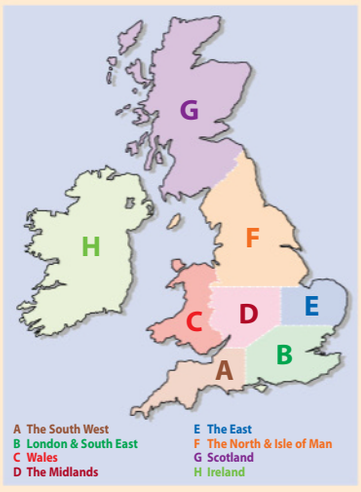

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MS500 'Micro'
6-pin & 8-pin
14 x 10 x 2.6 mm
1W Audio 0.7A Motor 4 FOs
1,000µF direct 'stay-alive'

MS540 'Micro'
E24 (new 28-pin)
19 x 8.7 x 2.8 mm
1W Audio 0.8A Motor 8 FOs
1,000µF direct 'stay-alive'

MS560 'Micro'
KATO EM13 (Azuma)
27 x 14 x 2.6 mm
1W Audio 0.7A Motor 2 FOs

MS581 'Mini'
Next-18 only
25 x 10 x 4 mm
3W Audio 0.8A Motor 6 FOs

MS591 'Micro'
Next-18 only
15 x 9.3 x 3.1 mm
1W Audio 0.7A Motor 6 FOs

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34-pin L-interface
50 x 23 x 13 mm
2 x 3W Audio 4A Motor 11 FOs
Integral 'stay-alive'

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Pins or screw terminals
50 x 40 x 13 mm
2 x 10W Audio 6A Motor 15 FOs
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1.2A Motor rating
8 Function outputs
Unlimited 'stay-alive'

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8-pin & PluX-22
30 x 15.3 x 2.2mm
1.2A Motor rating
10 Function outputs
Unlimited 'stay-alive'

MN300 'Mini'
6-pin & 8-pin
17.6 x 10.5 x 3.1 mm
1.0A Motor rating
6 Function outputs
15,000µF direct
'stay-alive' connection

MN180 'Micro'
Next-18
13.3 x 9.5 x 2.6 mm
0.7A Motor rating
4 Function outputs
15,000µF direct
'stay-alive' connection

MN170 'Micro'
6-pin & 8-pin
12 x 8.6 x 2.3 mm
0.7A Motor rating
6 Function outputs

MN160 'Micro'
6-pin direct & Wires
13 x 7.5 x 1.6 mm
0.5A Motor rating
4 Function outputs

MN150 'Micro'
6-pin direct & Wires
COMING SOON
0.5A Motor rating
4 Function outputs

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E24 & PluX-12
13.5 x 8.7 x 2.3 mm
0.5A Motor rating
8 Function outputs

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Leads for hardwiring only
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