

RAILWAY MODELLER

Yarslow

The story behind
this vast BR Eastern
Region empire in 00

RM
CUP PRIZE DRAW
Fantastic Prizes
TO BE WON
Full details
inside!



Greenway Wagon Repair Depot

A compact diesel era
cameo in N

Hunslet 14" 0-6-0ST

Drawn & described

Pen-y-Bwn

A simple narrow gauge
scheme in 009

Porth Dinllaen MPD

A might-have-been Welsh
steam shed in 00

Reviewed inside ...

Stroudley 'Terrier' from Hornby in TT:120

Latest Peco Ffestiniog slate wagons in OO9

Bryngær Cambrian Railways open wagons in OO

Shepherdswell

A Kent-based
Colonel Stephens
light railway in 00

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Contents

January 2026 vol 77 No.903

2 Yarslow

Railway of the Month

Following retirement, Barry Miltenburg constructed his dream layout: a fictional OO gauge network set on the Eastern Region of British Railways in the steam/diesel transition period.



2

12 Hunslet Engine Co. 14" 0-6-0ST Scale Drawings

The second smallest in the family of six-coupled saddle tanks produced by this Leeds-based builder, drawn and described by Mike Edge.

15 RM Cup Competition

The 73rd annual RAILWAY MODELLER Cup Competition, in which you can vote for your favourite article published in the magazine during 2025 – with over £600 worth of prizes to be won!



30

16 Shepherdswell

A series of industrial locomotive acquisitions prompted Ian Lampkin to build this slightly fictionalised OO gauge version of the East Kent Railway that served the county's coalfield.



16

22 Talking Points

Topical issues from the world of railway modelling. This month, Simon Artymiuk covers the unveiling of a blue plaque on the former home of the Rev. Wilbert Awdry, author of the Thomas the Tank Engine books.

26 Porth Dinllaen MPD

Micro Marvel

Rob Ogden describes this might-have-been Welsh steam shed scene in OO, which he constructed as a competition entry with fellow Manchester Model Railway Society member Chris Morgan. It will be in action at the society's Christmas exhibition this December.

30 Scottish sojourn – part 3

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

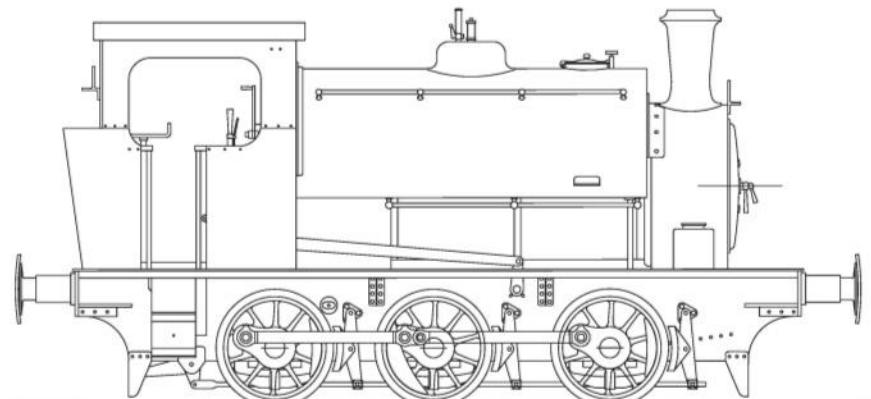
36 Peasevern Yard

Having built several OO gauge shunting layouts set in his home city of Bristol in the 1970s, Rob Owst moved up to 7mm scale for the latest incarnation.

42 Peco RAIL200 Model Layout Competition

The finale of our competition marking the 200th anniversary of the Stockton & Darlington Railway, in which the winning and runner-up layouts, together with other selected finalists, were displayed at the National Festival of Railway Modelling at the NEC in Birmingham on 22 & 23 November – with those in the Modular category combined to form over 200' of track.

12



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PECO

00-9 Train Packs - In Stock



GR1005 - Welsh Highland Railway Special Edition Train Pack.....£220.50

Pack Contains
- Small England 'Palmerston' FR Maroon
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Set Contains
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- One each of Bug Box and Bowsider coach
- Oval of Peco Setrack with siding
- Rerailer
- Gaugemaster Combi controller



GR1052 - Welsh Pony Express Train Set.....£314.95

Set Contains
- Peco/Kato England locomotive 'Welsh Pony'
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1 x ST-406 Left Hand Turnout
2 x SL-440 Buffer Stops
1 x OO-9 Plan Book

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TT Wagon Exclusive To Cheltenham Model Centre



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TT3040 - SR Terrier 0-6-0 32655 BR Black Early Crest.....£143.99



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SL90 - Double Slip.....£51.85
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SL92 - Small Radius Left Hand Point.....£15.35
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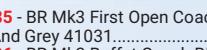
R30394 - LNER Thompson A2/3 60521 'Watling Street' BR Green Late Crest.....£251.99



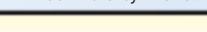
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Great British Model Railways

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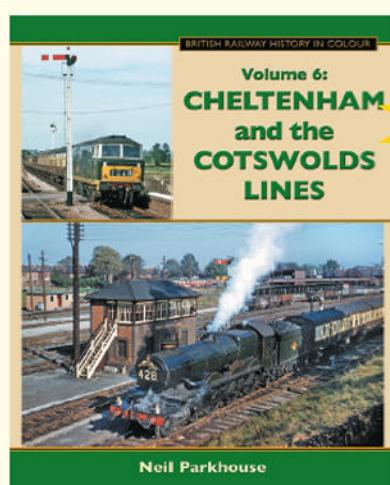
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BRITISH RAILWAY HISTORY IN COLOUR

Volume 6:

BRITISH RAILWAY HISTORY IN COLOUR

CHELTENHAM and the COTSWOLDS LINES

Neil Parkhouse

- Cheltenham St. James to Kingham and Banbury • The MSW Line: Andoversford Jct to Swindon Town • The Fairford Branch • Oxford to Evesham – the OW&W Line •
- The Shipston-on-Stour Branch • The Honeybourne Line •

This mammoth volume takes us on a meandering tour of all of the lines which once served the Cotswolds area of Gloucestershire and neighbouring counties, including the one main line which still remains and which over the last three decades has been slowly regaining its importance – the old Oxford, Worcester & Wolverhampton route, which we travel in stages from Oxford to Evesham. In contrast, however, all of the other routes featured are now long gone, with the exception of the one between Cheltenham and Honeybourne, much of which has been reopened by the Gloucestershire Warwickshire Railway. Starting out from the long lost Cheltenham St. James terminus station, we travel first to Andoversford Junction, where we then take the old Midland & South Western Junction Railway to Swindon Town via Cirencester. Returning to Andoversford, we next head off across the Cotswolds to Kingham, where we then transfer to Oxford for a trip along the Fairford Branch. After this, we go back to Wolvercote Junction to start our journey to Evesham via the old OW&W line but make two diversions en route, first from Kingham to complete our trip to Banbury and then again at Moreton-in-Marsh so we can travel the obscure branch to Shipston-on-Stour. Finally, after reaching Evesham (which connects us with an earlier volume in the series), we turn round and head back to Honeybourne so we can complete our 'Round Robin' tour by heading south through Toddington and Winchcombe to Cheltenham Malvern Road. As ever, the range of motive power featured is extensive – pretty little Southern 'Moguls' on the MSW, ex-GWR 'Large Prairie' tanks to Kingham, pannier tanks on the Fairford Branch (with North British diesels to Witney Goods), 'Castles' 'Halls' and 'Granges' plus 'Westerns', 'Hymek', 'Peaks', 'Class 25s' and more on the OW&W and Honeybourne lines. With a sprinkling of '14XXs', '45XXs', Swindon Cross-Country DMUs and Gloucester RC&W railcars for good measure, the range of trains and services covered is extensive. In addition, very little of the railway architecture depicted still survives today, so this really is a window into the past.

of the viaducts at Hook Norton, the extensive junctions at Kingham and Honeybourne, and the rural charm of the branch to Shipston, in sharp contrast to the processions of summer Saturday holiday expresses passing Toddington and Bishops Cleeve, plus the rare capture of a DMU on a driver training run on the MSW at Withington. These are sights, sounds and smells now lost to history but all brought back to life here in glorious colour!

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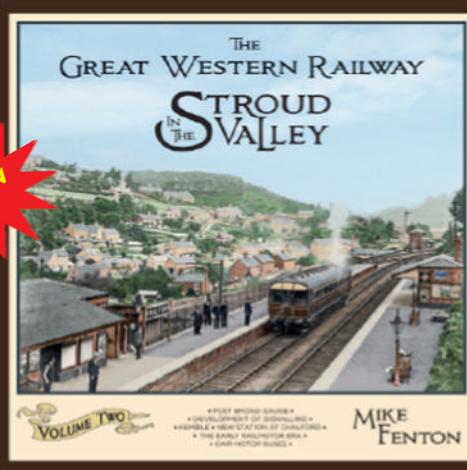
THE GREAT WESTERN RAILWAY IN THE STROUD VALLEY VOLUME TWO MIKE FENTON

- POST BROAD GAUGE • DEVELOPMENT OF SIGNALLING • KEMBLE •
- NEW STATION AT CHALFORD • THE EARLY RAILMOTOR ERA • GWR MOTOR BUSES •

Following from Volume One, this second treatise on the history of the GWR in the Stroud Valley chronicles the important developments of the post-broad gauge period – the signalling, the addition of Chalford station in 1897, the early railmotor services and their halts, the GWR motor bus services, the disappointments of trying to build a railway to Painswick, and the emergence of Kemble from a basic changing-point for Cirencester to fully-fledged junction station. Features include a journey along the Stroud Valley via the signal boxes, along with various staff portraits and a number of original colour architectural plans, including for Chalford station and Brimscombe footbridge. Copiously illustrated, with a wealth of historic photographs, along with track plans, time tables, tickets and other ephemera.

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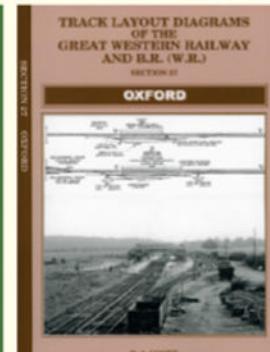
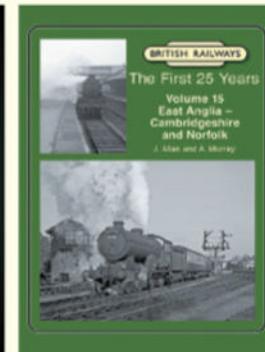
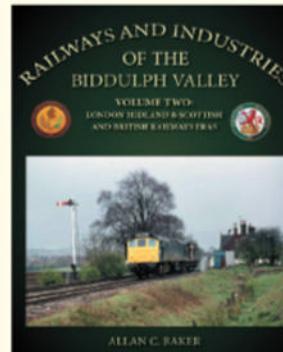
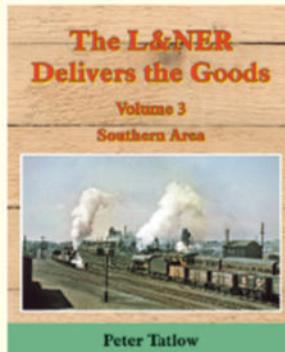
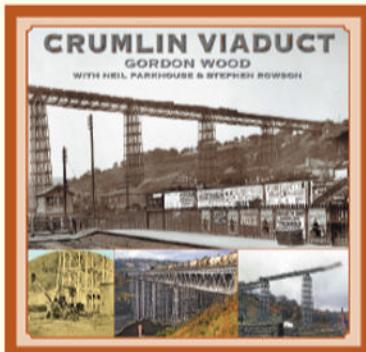
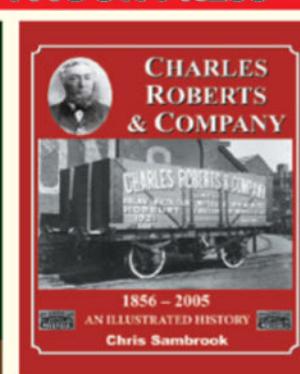
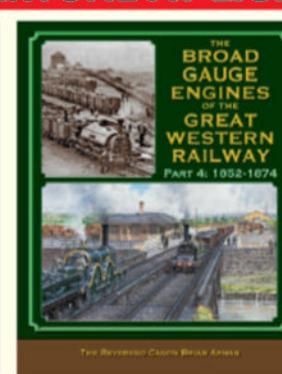
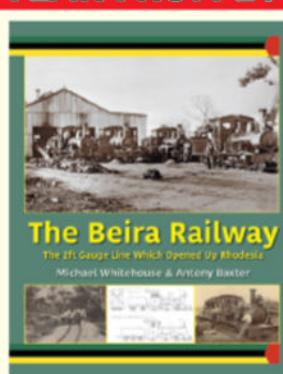
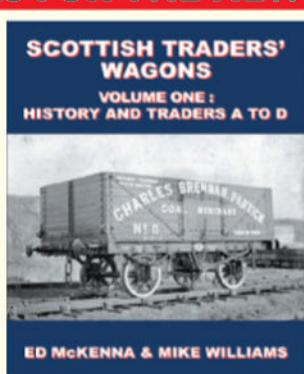
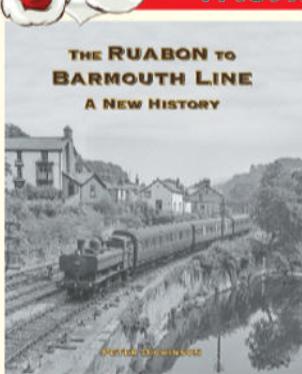
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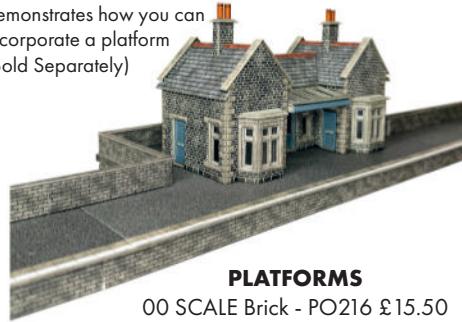
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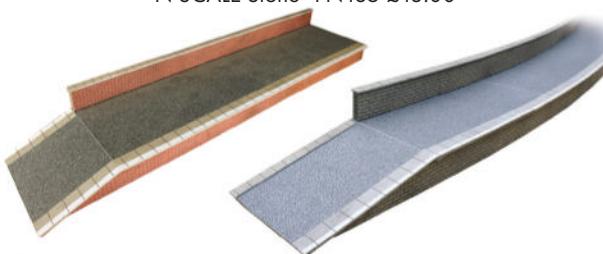
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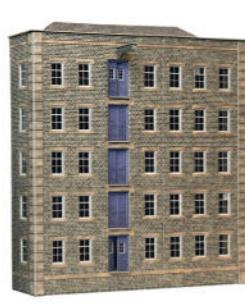
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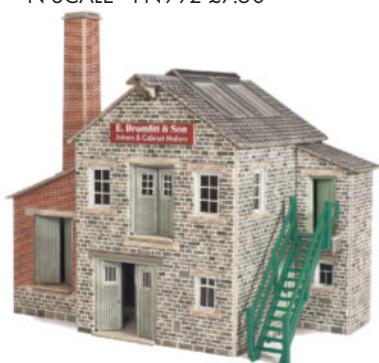
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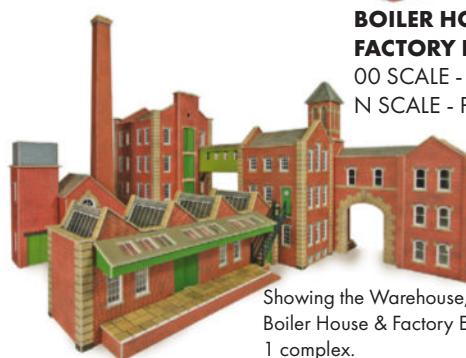
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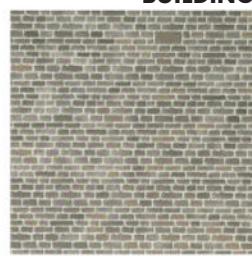
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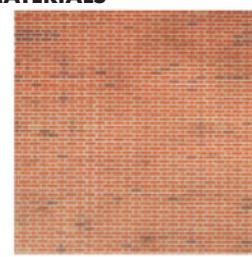
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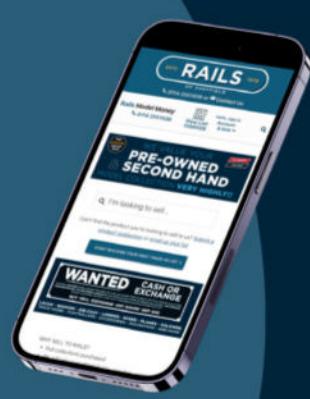
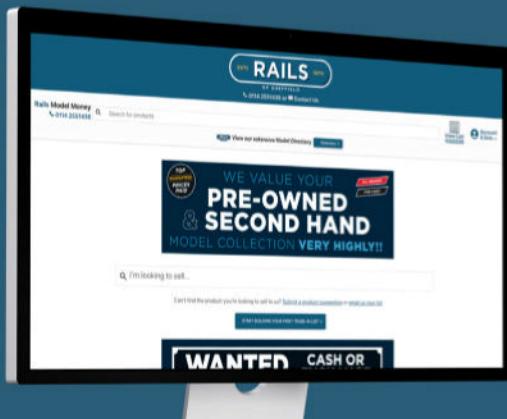
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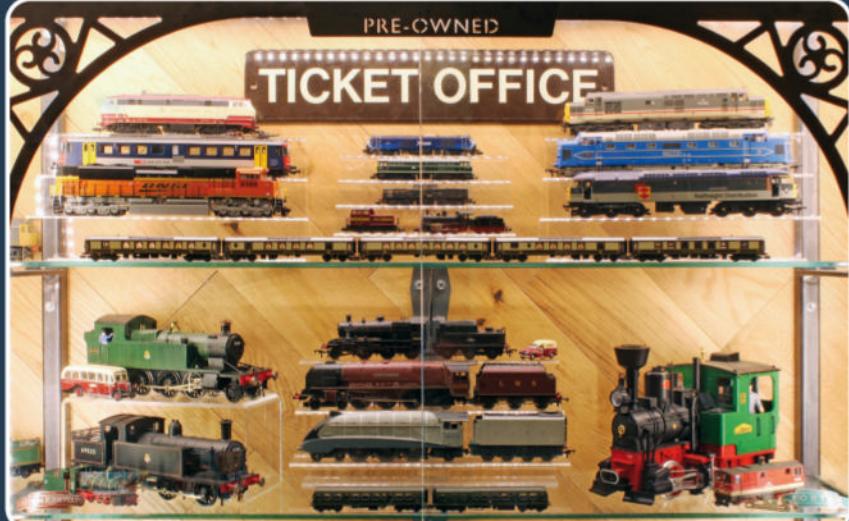
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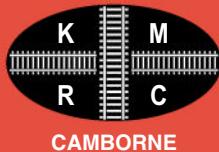
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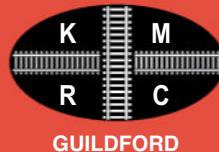


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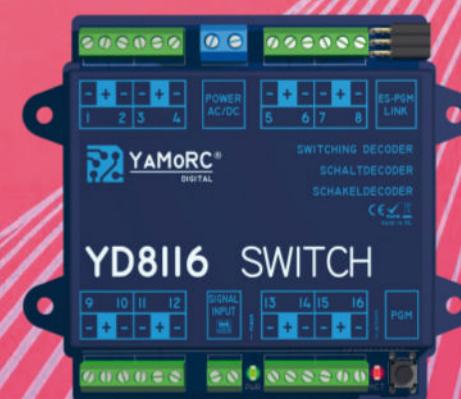
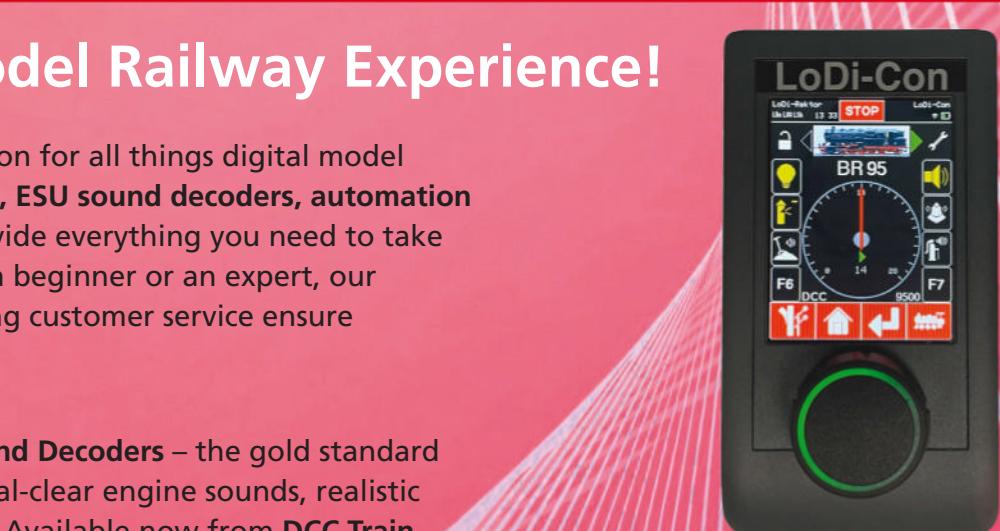


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OP 11-211/11-212

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The photo is of a prototype. The locomotive in the photo has a different car number from the set.
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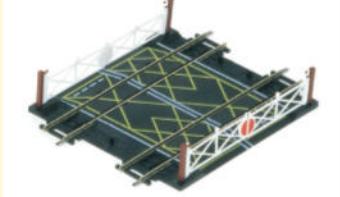


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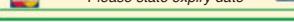
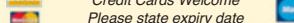
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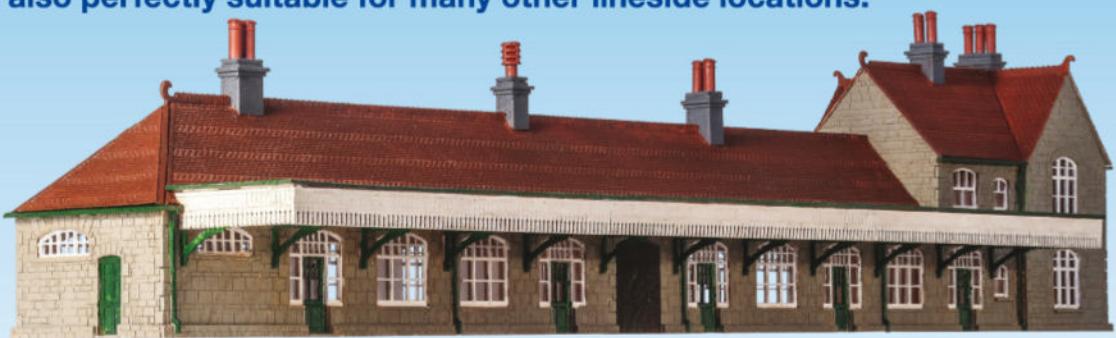
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Welcome

A dream outcome

Whilst many modellers dream big when it comes to what they consider to be their ultimate model railway project, the reality of creating and maintaining a large layout can come with its own – sometimes unforeseen – challenges.

How often, for example, have individuals and clubs been forced to make difficult decisions about the fate of a model railway for which they no longer have room, whether as the result of a house move or change of premises, or perhaps simply a need to find space to build something new? Those with the resources to acquire and maintain an existing large layout are few and far between, meaning dismantling is usually the only viable option.

One such layout that recently had its future cast into doubt is the David Clarke Model Railway – a massive OO gauge radio-controlled installation that for many years has been enjoyed by visitors to Ulverscroft Grange in Leicestershire. As reported in last month's news pages, this unique system was facing the very real prospect of being broken up, notice having been served on it by the trust which owns the site.

However, just as we were going to press with this issue, we received the fantastic news that the closure notice has been lifted and the attraction is set to remain open for the foreseeable future – a perfect early Christmas present for the dedicated team of volunteers who run and maintain the railway.

On the subject of festive gifts, printed copies of this issue are supplied with another of our free photographic backscenes, this time depicting a rural autumnal landscape. These backscenes always prove popular with modellers, being suitable for layouts set across different eras in any of the popular scales. For hints and tips to help you achieve the very best results with your layout backdrop, I recommend referring back to Callum Willcox's article in the March 2025 issue – available to subscribers on the complete RM Digital Archive. To find out more about the benefits of subscribing to RAILWAY MODELLER, which itself makes for an ideal Christmas gift suggestion, turn to p66a.

Prizes to be won in our RAILWAY MODELLER Cup competition

In this issue we are launching the 73rd RAILWAY MODELLER Cup competition and prize draw. As is now customary, we are inviting you, our loyal readers, to vote for your three favourite articles (in order of preference) from all those that were published in RAILWAY MODELLER during the course of 2025. Entries received will be entered into a prize draw, for which there's over £600 worth of prizes to be won. Turn to p15 for full details – the closing date for entries is 31 January 2026 and all the winners will be announced in the April issue. Good luck!

And finally, from everyone at RAILWAY MODELLER, we hope all of our valued readers, advertisers and contributors have an enjoyable Christmas and a prosperous New Year.



Craig Tiley Editor

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And for all enthusiasts modelling overseas railways.

CONTINENTAL MODELLER

Published on the third Thursday of the preceding month.



Railway of the Month

Photography by Karl Crowther



Yarslow

Following retirement, **BARRY MILTEBURG** constructed his dream layout: a fictional network set on the Eastern Region of British Railways in the steam/diesel transition period.

I had been experimenting with layouts in bedrooms, garages, sheds and lofts since 1972, but with retirement came a move from London to the North West and the idea of building my 'perfect' layout became a reality.

Several years of planning and nearly four years of building have led to the *Yarslow* layout – the 'Last Great Project' if you will. As a student of such luminaries as David Jenkinson and Iain Rice, I went to great lengths to identify what this perfect layout would look like. It boiled down to a large shed containing four essential elements: variety of traffic, operational interest, the ability to make a journey on the layout, and the ability to run it single-handed. Once we had found a suitable house and garden, there were changes in the size and complexity of the design, but these principles have not changed.

Yarslow sits on a secondary main line which loops off the East Coast Main Line in North Lincolnshire/South Yorkshire. Following the coast northwards from Beckbridge, the line serves scattered settlements, which include the fishing port of Blasford and the holiday camps at Inglethorpe, before rejoining the ECML at

Northborough. At Beckbridge, a small terminus in the administrative quarter is used by incoming commuters, whilst at *Yarslow*, a branch leads inland towards the farming town of Highmarsh.

Sticking to what I know

Any layout occupying 30m² is never going to be a first effort and *Yarslow* is no exception. A succession of layouts, test pieces and experiments have got me to this point, using techniques and building methods that are tried and tested – and, of course, learned from the pages of this magazine.

The shed is actually an agricultural building providing a floor space of 7.87m x 3.78m. The size was deliberately chosen to keep it under 30m² and avoid complex building regulations. The provision of electricity to any outbuilding by a qualified and registered electrician is a legal necessity, so it made sense to have him install a separate fuse box inside the shed. As a qualified (retired) electrician, I provided 'daylight' temperature LED tube lighting and two ring mains within the shed itself – one for the fridge, vacuum, etc. and the other serving the entire layout.

Left
BR Standard Class 4 2-6-0 No.76079 approaches *Yarslow* with a southbound freight. In the background is the rising branch line to Highmarsh, and beyond, the locomotive shed housing the *Yarslow* yard pilot.

Right
An Oxford Rail J27 runs through *Yarslow* with ex-North Eastern Railway clerestory stock carrying the boys of Highmarsh School back to their studies at the start of term.





Baseboards are 9mm marine ply framed with 76mm x 25mm planed pine. Our move north included a house restoration, and so timber was sourced from recommended suppliers and bought in bulk. The top of the baseboard sits 48" above the floor, providing just over a foot of 'backscene' under the roof around the edge and sufficient clearance for a duck-under across the door.

Trackwork is all Peco code 75 laid on 2mm cork. Other than the storage areas and in one or two locations, all pointwork is large radius, giving the track a lovely sweeping look. All pointwork, other than one crossover at Middle Junction, uses live frogs.

The layout is 12V dc because that is what I know, and because my fleet of some 60 locomotives are all analogue. The layout is wired for cab control, being split into 14 sections. A Master Cab Control panel can switch any of these sections to any of the 10 Gaugemaster controllers provided at the operating positions. Such a system means that I can run the entire layout on my

own, or find work for six pairs of hands when my friends come to play.

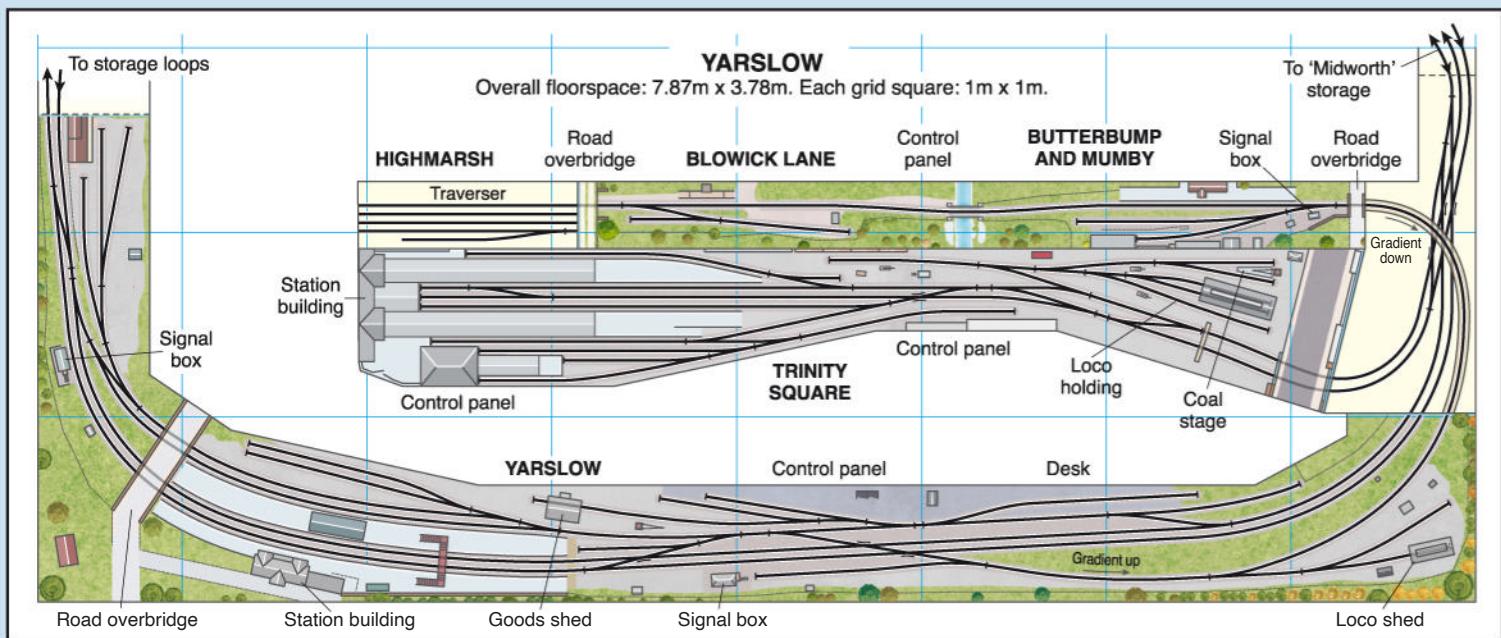
Points are controlled by SEEP/Gaugemaster point motors with the integral switches changing the frog polarities. I use the Peco PL-26 passing switch levers for points on the scenic sections because I love their tactile nature. The layout employs seven Capacitor Discharge Units to ensure that points change when they should. In the storage area, surface-mounted Peco point motors are used. The attached PL-13 switches drive eight-pin relays which then change frog polarity and control indicator LEDs on the storage control panel. As a result of the various circuits involved, the layout has about 15 plug-in transformers supplying 16V ac for controllers and the CDUs, and 6V or 12V dc power for the relays and LEDs.

The late Allan Downes strongly recommended that I pay attention to sight lines for such a large layout. To achieve this, I have re-purposed a domestic CCTV system, giving me four cameras to train on those sections difficult to see.

Above
A blend of laser-cut MDF, resin castings and scratch-built items help to create the inner city feel at Trinity Square.

Below left
Running loops, dead-end sidings and cartridges are used to store 55 trains that all have a place in the complex timetable.





Below

Trinity Square is based on Cyril Freezer's *Minories* terminus, and sees vans and parcels traffic fitted around intense commuter train workings.

Trains

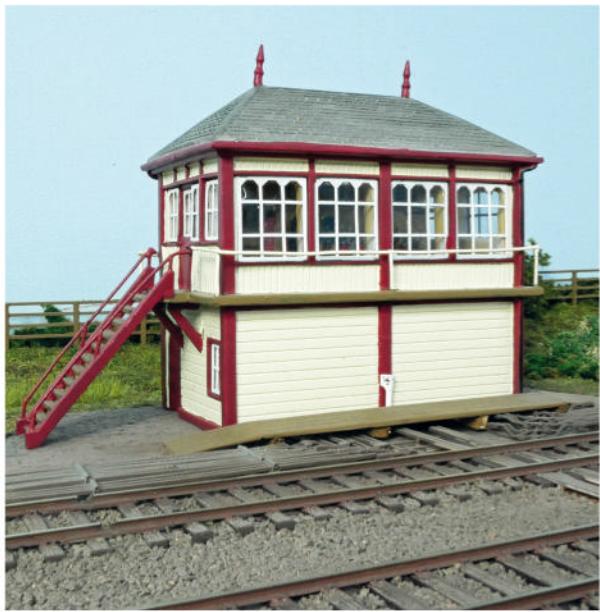
A timetable was roughed out early on to make sure that the layout could handle the trains I wanted. A sequence of around 100 movements includes suburban services into Trinity Square, local and through passenger trains on the main circuit via Yarslow and a Diesel Multiple Unit shuttle up and down the branch. Also included are fast freights conveying fish, oil or horse traffic, a range of express freights, and some slower trains carrying coal, empties or non-perishable loads. Finally, there is a range of engineering and special trains including ballast

workings, a school train, a pigeon special and the occasional milk train. In all, there are running loops, dead-end sidings and some cartridges holding 55 trains in storage.

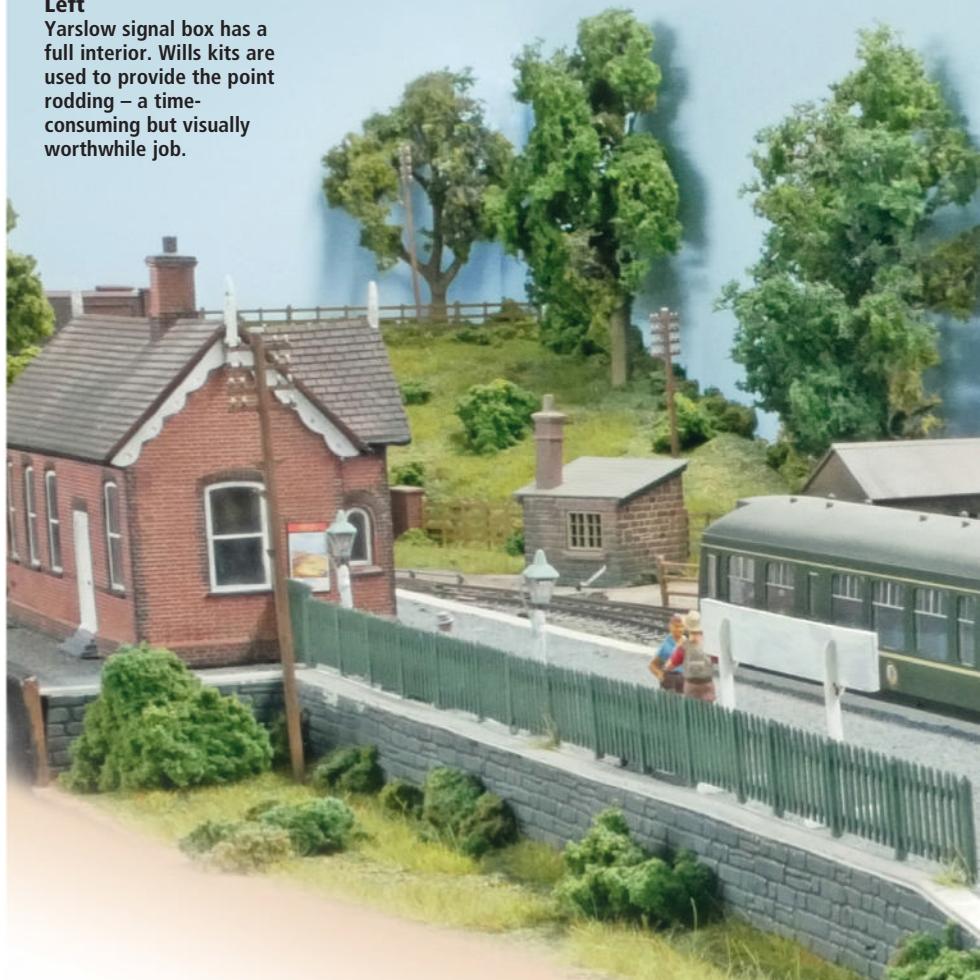
Locomotives and rolling stock are from Hornby, Bachmann, Heljan, Dapol and Oxford Rail with a few wagon and coach kits thrown in.

There is plenty of information available in books and on the internet to ensure that train formations are correct for whichever area and era takes your fancy. For me, the works of Bob Essery, David Jenkinson and





Left
Yarslow signal box has a full interior. Wills kits are used to provide the point rodding – a time-consuming but visually worthwhile job.



Steve Banks are key. All my trains are broadly copied from their books, although their versions were not necessarily running on BR, nor the Eastern Region.

All locomotives have the correct headcodes and crews, whilst I am working on adding bufferbeam details, real coal, etc. Brake vans have tail lamps, coaches have passengers and wagons have secured loads. Train formations are as accurate as I can get them (bearing in mind I choose mostly to be restricted by ready-to-run coaching stock) whilst the appropriate freight train rules are obeyed.

Incidentally, one of the advantages of running my YouTube channel is that when I share what I know with



**Above**

Branch passenger trains are in the hands of newly introduced Diesel Multiple Units. A Class 108 unit calls at Butterbump on its way to Yarslow. Behind the train are the buildings of Roe Boxes Ltd.

Left

Hornby BR Standard Class 2 No.78047 slows to call at Blowick Lane. Wagons are shunted around the layout to a set pattern that takes 26 operating sessions to repeat itself.

Right

Evidence of early bulk traffic workings – an EE Type 1 (Class 20) passes Yarslow South box with a train of oil tankers.





my audience, there is always someone commenting with information that they are willing to share back.

Making it look pretty

The location I am modelling is essentially flat, devoid of tunnels and deep cuttings. Therefore, I use buildings and trees as view blockers to disguise the trains' exits at

Yarslow. At Trinity Square, being an inner city location, an overbridge is prototypical and allows me the opportunity to model some shop fronts. On the branch, as the line ascends into the low hills towards Highmarsh, there are some overbridges and even an underbridge where the line crosses the river. Basic groundworks are polystyrene lumps hacked into shape

Above
B17 Class *Serby Hall* calls at Yarslow with a Saturdays Only northbound stopping passenger train. Platform 3 is used so that a following express can overtake on the main line.



Top right
The branch scenery provides relief from the flat geography of Yarslow. The branch DMU crosses the river on its way to Highmarsh.

Right
The old wagon works at Yarslow has been taken over by the Permanent Way Department. A Sentinel, Dapol Grampus wagons and a Coopercraft lorry complete the scene.

Left
Sweeping curves, point rodding, speed restriction signs and ground signals all help to bring a layout to life.



but all kept quite low. Over these, I use a coat of the heavy paint usually employed to cover ceiling cracks. When that is all dry, a coat of brown paint and PVA mixed together gives it a tough outer skin. Where the shapes reveal exposed 'rock face', this is painted grey/brown and dry-brushed with lighter colours. Scenic material is added in layers – various green, yellow and

earth tone flocks, bushes and trees (Woodland Scenics), shrubs and WWS static grass.

The grasses are added with a WWS applicator, again layered and using different lengths. Some of the tops of the longest grass are touched with neat PVA and coloured scatter to create flowering plants. The buildings are a mix of ready-to-plant, kits and scratch-





Left

A Ratio Great Western Railway Brake Third used as an engineer's mess coach in the rear siding at Yarslow. Weathering of the stock has started but there is still much to do.

Right

A grimy War Department 2-8-0 heads south with a train of loaded bogie bolsters. These plodding freights take about three minutes to run once around the shed on the main line.

Below

BR Standard Class 4 2-6-4T No.80032 arrives at Trinity Square with a train from Yarslow, passing N7 0-6-2T No.69612 and a Class 04 on shed. All of the low-relief buildings and walling at the terminus are scratch-built.

built. The latter are normally 1mm picture framing card from my local frame shop covered with embossed plasticard. I have over 50 years' worth of drawings and pictures in RAILWAY MODELLER to call on for ideas, but the internet is also a very useful resource. Copying real buildings always produces better results than making something up.

At present, signals are static Ratio models. I have plans to replace them with MSE brass versions operated by servos and electronics to provide bounce. Trinity Square uses Eckon two-aspect colour light signals. Ground signals around the layout are the nice West Hill Wagon Works examples.

Figures are from the usual sources, including Modelu, which has provided two examples of me that can be seen driving the 4MT 2-6-4Ts on the 'Coastal' passenger trains. Some of my figures are very old (and brittle) plastic Airfix. They are a little chunky but hold up well if painted carefully. For everything needing paint, I use Humbrol or Vallejo matt acrylics, a 5x Optivisor and a good desk light.

All good ideas are borrowed from somewhere, and I stand guilty of borrowing more than my fair share over the years. My favourite is the open back on the station building at Trinity Square, which provides an opportunity to model interiors of a dozen rooms. These include the buffet, the Station Master's office, various other offices and even the telephonist's room. Whilst most furniture is 3D-printed or MDF laser-cut and sourced online, various desks, the 'dolls eye' telephone switchboard and the secretary's vase of flowers are scratch-built.

Acknowledgements and plans

I could not have contemplated building this layout without the support and tolerance of my wife, nor the interest and banter from my friends at the Nomads MRC. There is still much to do, of course, including weathering locomotives and rolling stock, working signals and a never-ending list of little details to add. Progress continues to be followed on the Yarslow Model Railway YouTube channel, so take a look and perhaps we'll meet again. You will be very welcome.





Hunslet Engine Co. 14" 0-6-0ST

*The second smallest in the family of standard gauge six-coupled saddle tanks produced by this Leeds-based builder, drawn and described by **MIKE EDGE**.*

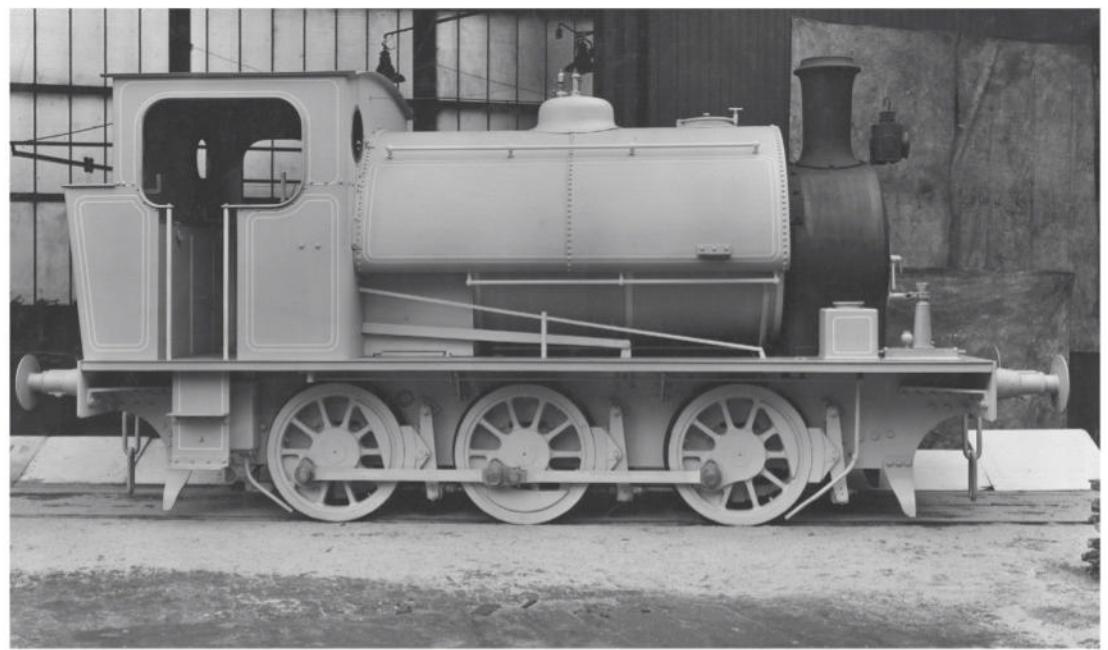
Model photography by the author

During the 1920s and 1930s, Hunslet developed a range of standard 0-6-0 saddle tank locomotives for industrial use: all were simple rugged designs with a strong family resemblance.

Starting in 1923 with the 16" and 15" designs (these dimensions referring to the cylinder diameter), joined by the smaller 14" and 12" in 1925 and 1932 respectively, the range culminated in an 18" design, this eventually becoming the familiar wartime Austerity 0-6-0ST.

Coinciding as it did with the Great Depression of the 1920s, many of these locos were built for stock to keep the works going between firm orders for other types.

The subject of this drawing is the second smallest in the range with 14" x 20" cylinders and 3' 4"



diameter wheels. This, in my opinion, is the neatest and most balanced design of the five basic types. It shares the characteristic features of all,

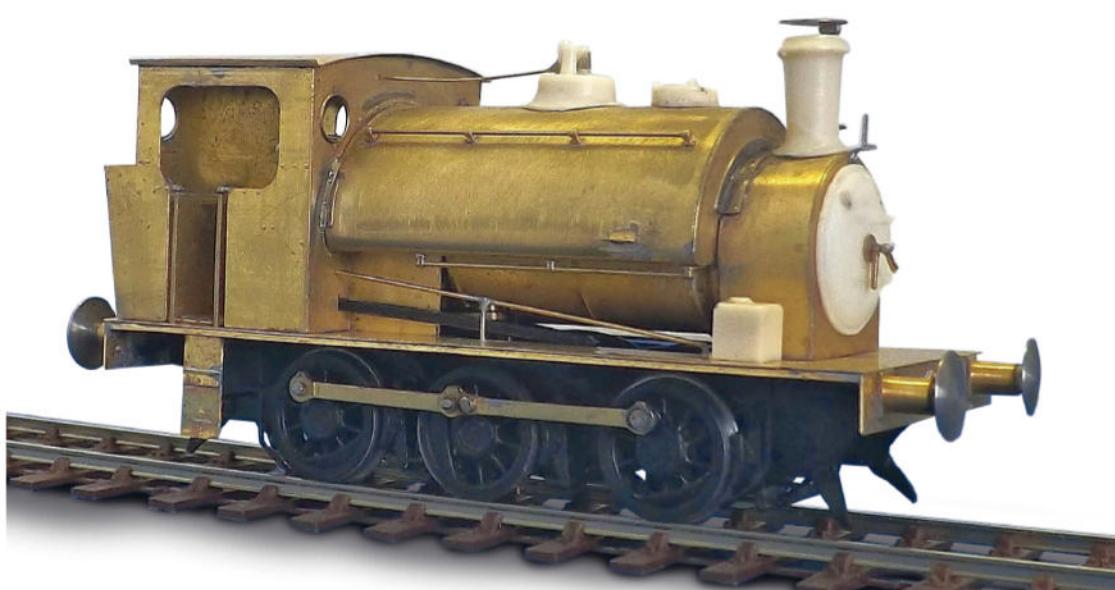
with the straight sloping back to the bunker; the shape of the cab opening; the saddle tank stopping short of the smokebox, with a handrail at the bottom as

▲ An official works portrait (captioned 1499-1500), taken at the Jack Lane premises of Hunslet Engine Co. in Leeds.
Photo: Hunslet Engine Co.

well as on the side; and the general lack of frills and unnecessary details, with everything designed for easy access.

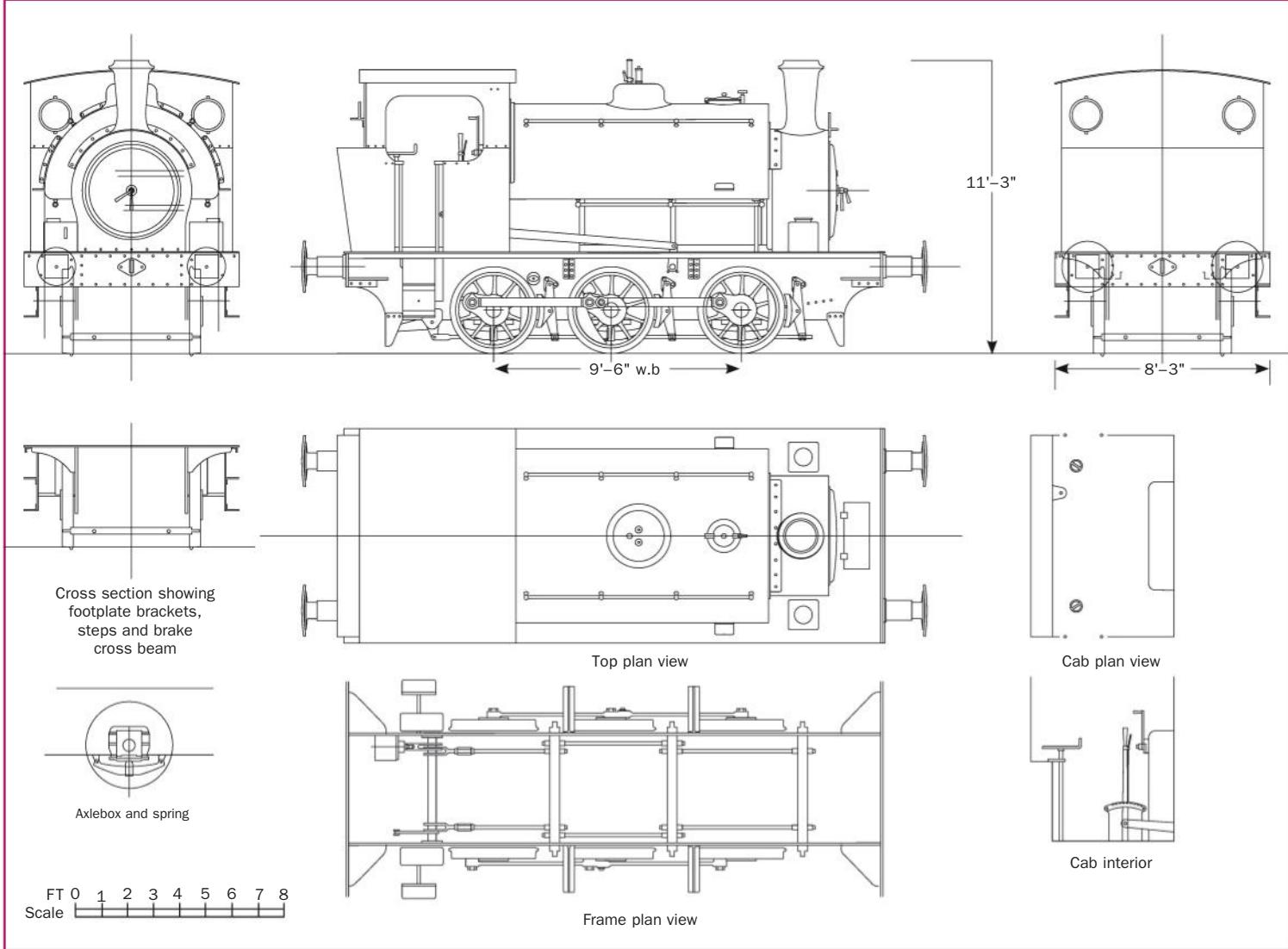
The 14" had a smaller boiler than its 15" and 16" predecessors, but still included many standard parts from them, including boiler fittings, brake and sanding gear, and cab layout with lever reverse on the right-hand side.

A total of 20 14" 0-6-0s were built between 1925 and the last one, for Brookes Chemicals Ltd, in 1941. 12 of them were part of a large order from Crown Agents



◀ The 4mm scale Judith Edge etched kit. Photo: Mike Edge

Hunslet Engine Co. 14" 0-6-0ST – drawn to 4mm:ft scale



for work overseas with the Haifa Harbour Works Department. However, many of these came back after the work finished, and were refurbished and resold to various industrial users in the UK.

The last one built, Works No.2387 *Brookes No.1*, is now the only surviving example and is preserved on the Middleton Railway in Leeds. Following a spell running as a 'Thomas' lookalike with side tanks and blue livery, for its most recent spell of operation it was restored to its original condition with saddle tank and green livery.

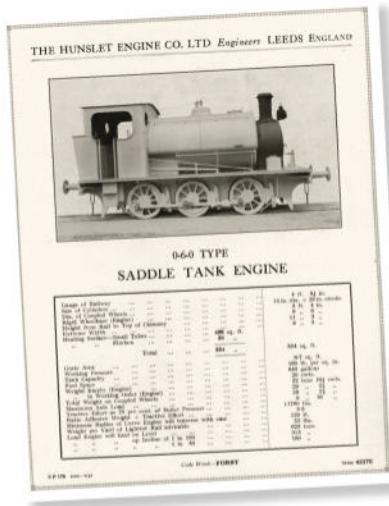
The drawings show as much detail as necessary for modelling purposes. They were produced with reference to the Hunslet General Arrangement drawing. The wheels are drawn correct for P4 (18.83mm gauge).

The sole survivor of the class, Works No.2387 *Brookes No.1*, in action at the Middleton Railway. Photo by the author



In model form

Whilst the slightly larger 16" Hunslet 0-6-0ST has been produced in OO gauge as a ready-to-run model by Rapido Trains UK (see review, RM April 2023) and the 15" variant was at one time available for O gauge from 85A Models, the 14" type has not yet been produced R-T-R in any of the commercial scales. However, an etched kit is available under the Judith Edge branding, priced £58.00 in 4mm scale and £125.00 in 7mm scale, with postage and packing priced £6.00 in either case. Wheels, gears and motor are required to complete. For more details email: edgemd@aol.com

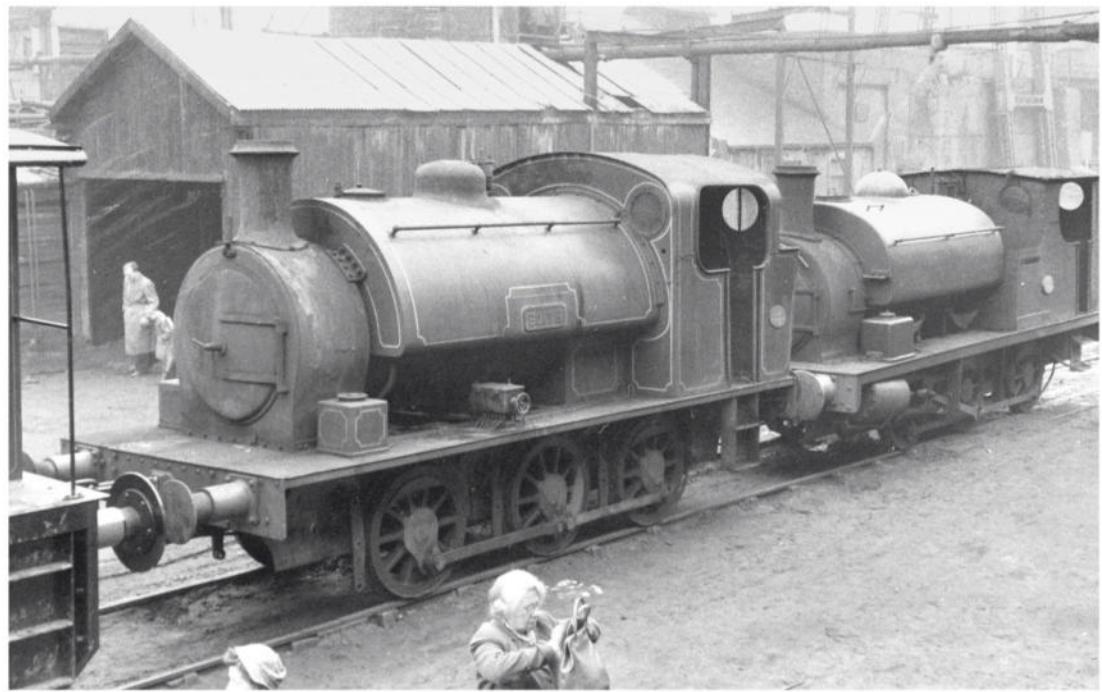


▲ The entry for the 14" 0-6-0ST in the Hunslet catalogue. Photo: Hunslet Engine Co.

Works No.1482 *Edith* pictured at Middleton Colliery on 7 June 1958. Photo: The Transport Treasury

The author's 4mm model of Mersey Docks & Harbour Board No.14 (Works No.1682), which sees operation on his *Herculanum Dock* layout (see RM November 1997). Photos by the author

Works No.	Build date	Name/Number	Owner
1482	1925	<i>Edith</i>	J & J Charlesworth, Wakefield (Broom Pit)
1499	1926		Dodworth Colliery
1500	1926		Metal Industries, Rosyth
1585	1929	HHWD No.1	Crown Agents, Haifa Harbour Works Department
1586	1929	HHWD No.2	Crown Agents, Haifa Harbour Works Department
1649	1930	HHWD No.7	Crown Agents, HHWD. Later Alpha Cement Co.
1650	1930	HHWD No.8	Crown Agents, HHWD. Later RNPF, Caerwent (No.1)
1657	1930	HHWD No.9	Crown Agents, Haifa Harbour Works Department
1658	1930	HHWD No.10	Crown Agents, Haifa Harbour Works Department
1659	1930	HHWD No.11	Crown Agents, HHWD. RN from 1938.
1660	1930	HHWD No.12	Crown Agents, HHWD. Later RNPF, Caerwent (No.2)
1672	1930	HHWD No.13	Crown Agents, HHWD. Later Frickley Colliery (No.4)
1673	1930	HHWD No.14	Crown Agents, HHWD. Later RNPF, Caerwent (No.3)
1682	1931	HHWD No.15	Crown Agents, HHWD. MDHB (No.14) from 1940
1683	1931	HHWD No.16	Crown Agents, HHWD.
1691	1935	Haweswater	Shap Granite Co.
1692	1936	Austin II	Austin Motors, Longbridge
1814	1937	Austin III	Austin Motors, Longbridge
1815	1940	No.13	Mersey Docks & Harbour Board – Liverpool Docks
2387	1941	Brookes No.1	Lightcliffe, Halifax. Now preserved (Middleton Railway)



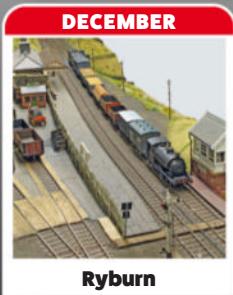
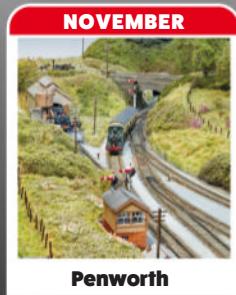
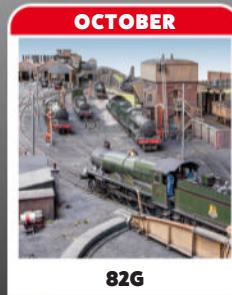
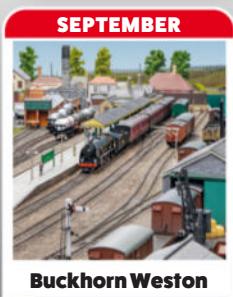
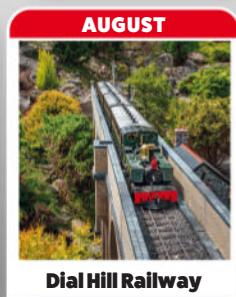
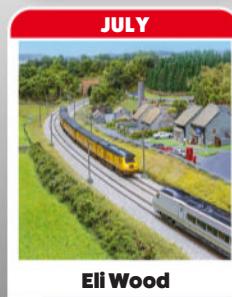
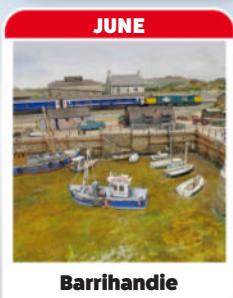
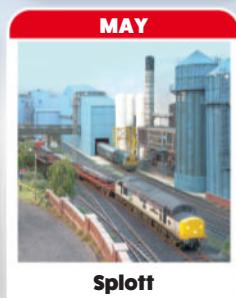
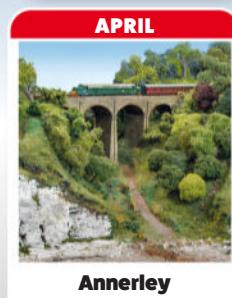
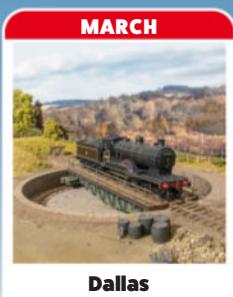
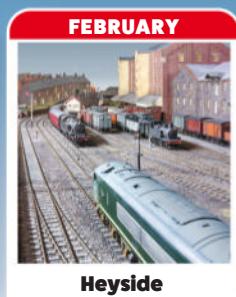
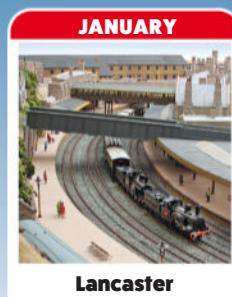
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IN THE RM CUP PRIZE DRAW

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All articles are eligible, but to help you recall your favourites, we have illustrated below all 12 RAILWAYS OF THE MONTH from 2025.



Photograph for illustrative purposes only

HOW TO ENTER

Once you have selected your three favourite articles, either fill out the coupon below and post it to the address shown (photocopies or plain paper entries are permitted if you do not want to cut your magazine), or email your selection marked RM PRIZE DRAW to editorial@railwaymodeller.co.uk

CLOSING DATE for the prize draw is 31 January 2026. The draw for all prizes will be made from all entries received. Winners will be announced in the April RAILWAY MODELLER. The author of the article with the most votes will be presented with the 73rd RM Cup.

73rd RM CUP PRIZE DRAW ENTRY FORM

Articles in order of preference

Month

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2 _____

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Rules

1. Readers will decide who is to receive the 73rd RAILWAY MODELLER Cup by selecting in order of preference their three favourite articles published in RAILWAY MODELLER in 2025.
2. All entries received will be entered into the prize draw and winners will be notified by post or email.
3. Only one entry per person is allowed; suspected duplicated entries will be disqualified.
4. Employees of Peco and their families are not eligible to enter.
5. Illegible or muddled entries may be disqualified.
6. The author of the article with the most votes will be presented with the 73rd RM Cup.
7. The editor's decision is final on all matters relating to the competition and no correspondence will be entered into. Entry into the competition implies acceptance of these rules.

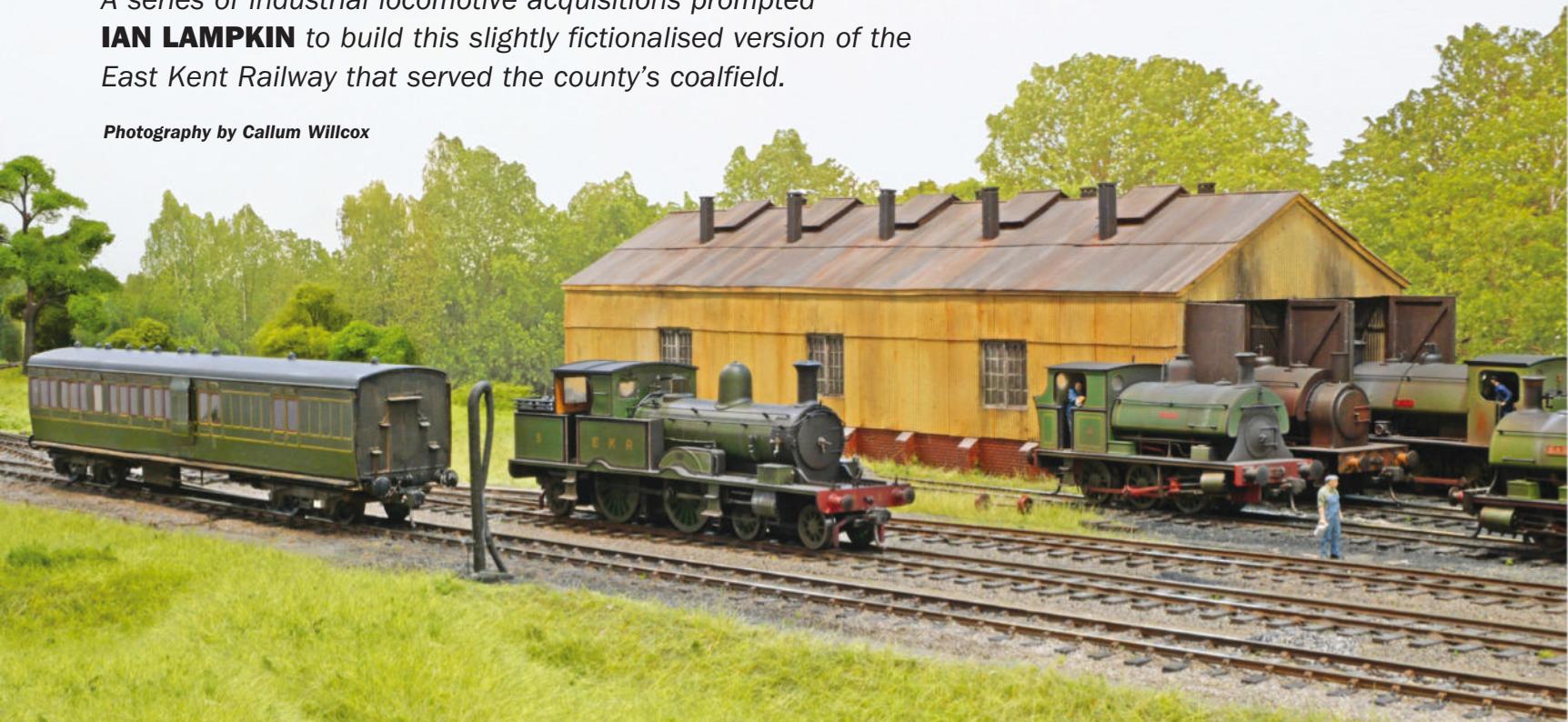
*Based on current retail value of products chosen

A Colonel Stephens light railway in 00

Shepherdswell EKR

A series of industrial locomotive acquisitions prompted **IAN LAMPKIN** to build this slightly fictionalised version of the East Kent Railway that served the county's coalfield.

Photography by Callum Willcox



My first few exhibition layouts were all based on the Southern Region of British Railways in the 1960s, the first being *Eridge* in East Sussex, some of which still exists. My last was *Appledore* in North Devon, which featured in the May 2020 edition of RAILWAY MODELLER; it currently resides, on loan to a friend, in the North West and is still attending shows.

So, with all my collection of 1960s rolling stock sitting in boxes at home for quite a few years, I wanted to make use of some of it but hadn't come up with any suitable layout.

When Planet Industrials released its first ready-to-run locomotive, the Kerr Stuart Victory Class 0-6-0T, I really liked the idea of getting one. At the Warley show a few years ago I found a couple of industrial tank locos, one being a second-hand Hornby Austerity in National Coal Board Kent Coalfield blue at a very reasonable price. After that, I went straight over to the Planet Industrials stand and purchased one of their locos in green, and 'the seed was sown'.

I could make use of all my goods wagons on an industrial layout, but wanted to do something a little different to the usual industrial buildings. Over the show weekend, I came up with the idea of building something based around the East Kent coalfields, and purchased a book on the East Kent Railway.

Baseboards and planning

I had two MDF sheets left over from building *Blackmoor*, my OO9 layout featured in RM November 2024, that would give me two boards 3' 11" long by 1' 8" wide, plus a 3' long by 1' 8" wide board that had been used on my American HO scale layout as an end board for Freemo meets, but hadn't been used for many years. This board, once cleared of scenery and track, could be extended to match the other two boards, thus giving a scenic area of around 12' long by 1' 8" wide. My usual method for framing the boards is by using 2" x 1" softwood. It's not as light as more modern methods using ply, but it's quick, relatively cheap and lasts: some of my layouts built 30 years ago are still being taken to shows. I would also make use of my standard set of plug-in legs used on numerous layouts.

With the scenic baseboards completed, I started to work out where the track would go, using the track plan for the East Kent Railway yard and station at Shepherdswell. It would require shortening and, whilst I wanted the 'S' curve of the yard, it wouldn't fit on the straight boards, so this had to be straightened a fair bit, but putting the station platform at a slight angle would help and give a pleasant sweeping illusion of the track layout. The tricky bit was getting the sharp curve off to the fiddle yard at 90° from

▲ Taking centre stage at Shepherdswell is EKR Adams Radial 4-4-2T No.5. The real locomotive was sold to the Southern Railway in 1946 for use on the Lyme Regis branch, and is now preserved at the Bluebell Railway.



EKR 01 0-6-0 No.2 (built from a Golden Arrow kit) prepares for departure with a passenger train, while C Class 0-6-0 No.31244 (Bachmann) brings empty coal wagons round the spur from the main line. ▶

the station throat that went to the main line exchange sidings off scene.

The track all just about fitted onto two narrow fiddle yard boards, both the same length as the other boards but just 9" wide, which would mean that these two could be boxed up side by side with one of the main scenic boards to form a box, with the whole layout forming just two boxes of boards for transport. The reason for choosing boards just under 4' in length is that it allows them to fit sideways in our vehicle that we use to transport layouts to shows.

Each main yard loop and fiddle yard can take a 12-wagon train plus a loco. From looking through photos, most trains on the East Kent seem to have been up to around 12 wagons, so this worked out fine.

An alternative history

By this point, the layout was looking more and more like the real location, so the decision was taken to call it *Shepherdsell EKR*. However, it would be set in the 1960s using the rolling stock that I had, plus various EKR and industrial locos, so here is where I change history.

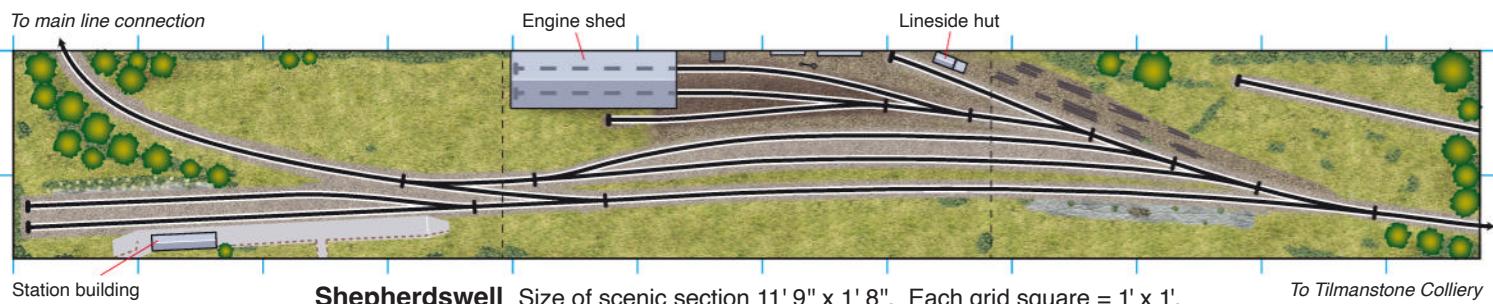
The EKR was nationalised in 1948, with the two daily passenger services ending not long after, along with much of the line. The engine shed, which had only been rebuilt in 1936, was demolished in 1951. The truncated line finally closed along with Tilmanstone Colliery in the 1980s.

I wanted to keep the shed and some form of passenger service, so in my twist of history the line wasn't nationalised and workmen's trains – which in reality were withdrawn in 1928 – continued to

The mess coach is one of the 'generic' pre-Grouping Hornby models: the six-wheel Departmental crew coach in BR crimson livery (ref.R40359).

Tilmanstone Colliery. Wagons were normally exchanged on the sharp curve going off scene, and after nationalisation in the main line exchange yard, but on the layout, for operational interest, this would happen in the East Kent Railway yard. The engine shed would last longer as it would also be used for maintenance of industrial locos from other locations, giving us a good excuse to run a more varied collection of such machines.





Each end of the layout has a fiddle yard, representing the link to the Dover-Canterbury main line (left) and the EKR to Tilmanstone Colliery.

The right track

The East Kent Railway track was flat-bottom rail spiked to the sleepers, but after heavy use during World War II, the Ministry of Defence paid for the main running line to be replaced with bullhead rail mounted in chairs. So, for the main running line and points, I have used Peco bullhead track. I was hoping that scratch-building the flat-bottom track in the yard would be cheaper, as it was when I built my earlier layouts, but it turned out to be hard to get hold of the copper-clad sleepers and rail. Luckily, scouring the internet, I found packs of DCC Concepts sleepers at discounted prices, the remaining sleepers being cut from long strips of copper-clad paxolin normally used for point construction.

In the yard there was quite a lot of rail stacked up. For this, I used up all the track that had either been lifted from old layouts or given to me when friends dismantled

layouts. It's amazing how much was required to fill this end of the yard.

Point motors are solenoids from a friend's old layout, along with the Digitrax DS64 accessory decoders. Some of these solenoids had to be replaced with Gaugemaster/SEEP PM-4 self-latching ones where fitted under the scratch-built points: the standard solenoids fit under Peco points and rely on their built-in springs, but the scratch-built points do not have their own spring, so the latching spring is needed to keep the tiebar and blades against the stock rails. All track is laid on cork sheet.

The wiring was straightforward: being wired for Digital Command Control, the only section switches are in the fiddle yard so that power can be turned off when putting locos on the track, thus stopping the whole layout from cutting out. In actual practice they have seldom been used, as most locos don't have pony trucks, so there is rarely a short when putting them on the track. A touch screen is used, running JMRI PanelPro for the track plan and operating the points.

The Adams Radial awaits a clear road from the only signal on the layout – the platform starter controlled from the adjacent ground frame.





▲ This collection of industrial locos includes Peckett 0-6-0 and 0-4-0 saddle tanks from Hornby, and a Hawthorn Leslie 0-4-0ST by Dapol.

The Kerr Stuart Victory 0-6-0T brings in loaded coal wagons from Tilmanstone Colliery, while 01 No.2 waits to proceed with a rake of empties.

Scenery and structures

Scenic areas were formed with polystyrene packaging, cut to shape then covered in Mod Roc left over from a late friend's modelling materials that had been sitting in my garage for many years. A final couple of coats of filler were mixed with a bit of black paint to

stop any white showing through the static grass covering. Various forms of trees have been used, including some plastic trunk ones by C & L and Woodland Scenics. I may have a few trees more than would have been



“ – in my twist of history the line wasn’t nationalised – ”

Ian Lampkin



there in the early 1960s, but when you visit the now-preserved site it is very heavily wooded. The backscene is an iD Backscenes tree scene and blends in very well. It did look better with the printed sky area, but I removed this so that the sky blue emulsion ply backing board can be retouched up after handling at shows.

All the buildings have been scratch-built in styrene sheet using various photos. As I did not find any scale plans, they were all scaled as best as I could manage from the photos where there were known items such as people or rolling stock. I haven't found any colour photos of the buildings, so these are a bit of a guess for now.

There is just one signal on the layout, which is the platform starter controlled from the adjacent ground frame. Originally this signal didn't have a ladder to access the lamp, as a pulley was used to raise the lamp and lower it to the ground for servicing. I have modelled it with the later addition of a ladder.

Locomotives and stock

The locos used to bring the trains in from the main line are examples of those that were used in the 1960s such as the Bachmann Class 24, Heljan Class 33 and Bachmann Class 08 diesels, and a Bachmann C Class tender steam loco. A Dapol Class 73 electro-diesel is also used – these did traverse the line in later years – but this will be replaced with the newly released Rapido Class O1 steam loco. Most of these locos have been fitted with sound decoders.

On the EKR side, I have built a Golden Arrow Class O1 loco as EKR No.2. This has a Hornby 3F chassis and was recently fitted with a Zimo sound decoder with a mini 'sugar cube' speaker, all located snugly in the boiler. The EKR Adams Radial 4-4-2T by Oxford Rail also has a Zimo sound decoder, but as it was suffering from poor pick-up, it also has a stay-alive, all fitted in the coal bunker area. The Kerr Stuart Victory, EKR No.4, by Planet Industrials has a Hornby HM7000 sound decoder and a stay-alive. I couldn't resist having a Dapol 'Terrier' in Weston Clevedon & Portishead Railway livery, as I lived in Portishead briefly when I was very young; also, the boiler in this loco was owned and supplied by the East Kent Railway, although it's not known if the boiler ever resided at Shepherdswell. There are also numerous other industrial tank locos used on the layout, obtained as and when I have fancied one or found them at a very good price.

The wagons are a mixture of detailed ready-to-run models and kits, many of which I have had for decades, but more recent additions have been the many Airfix 16-ton mineral wagons that can be found for only a few pounds, the Dapol versions coming with metal wheels in the kits. They now all have metal wheels and have been weathered heavily, making use of various decals to give them a unique number, especially as the Airfix decals are now often very brittle.

I originally required 12 loaded and 12 empty mineral wagons, but now have way too many at over 50 of them, with some kits still to build. I decided that fixing the loads in a rake of wagons was far better than to keep trying to remove loads, as the four-wheel wagons often derail; plus, on the few R-T-R

ones the sides tend to bow in, so fixing the load helps to rectify this.

Swapping the loaded and empty wagons between each fiddle yard has required making trays to take the rakes. I have also built an open frame in each fiddle yard to support the trays. This has worked well so far.

The coaches for the workmen's trains are two Hornby six-wheelers, which are a close representation of the assortment on the EKR. A friend has a kit-built bogie coach

01 No.2 arrives with a rake of empty coal wagons via the sharply curved spur leading to the Dover-Canterbury main line. The engine shed in the background represents the prototype structure following its 1936 rebuilding.



which is a close match to an ex-London & South Western Railway coach that the EKR obtained in 1947 from the Southern Railway.

Exhibiting and future plans

By early 2025 the layout had been to half a dozen shows around the country. It has been enjoyable to operate, especially at the most recent show in Canterbury where we got a lot of interest, the EKR being a local

line to the city. Hopefully it will attend a fair few more shows in the area, as it's not too far from home for us.

I do have thoughts about building more of the EKR loco fleet and, just maybe, to backdate it to around 1947. We shall see.

Thank you to Gordon Dugan for his help with preparing this article.

See it at Kendal show

Shepherdsowell will next appear at the Kendal Model Railway Exhibition at Kendal Leisure Centre, Cumbria, on 24 & 25 January 2026. For details, see Societies & Clubs or visit: www.kendalmrc.org



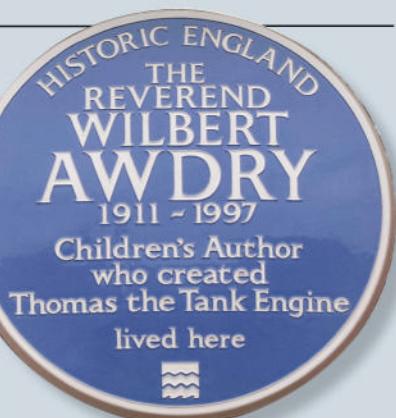
Honouring the memory of Thomas the Tank Engine author Reverend Wilbert Awdry

Relatives of the Rev. Wilbert Awdry, together with celebrities, dignitaries and members of the press, gathered in Stroud, Gloucestershire, recently for the unveiling of a blue plaque on the Railway Series writer's former home. Simon Artymiuk, who grew up in the area and met the author when a child, describes the event and rekindles some personal memories.

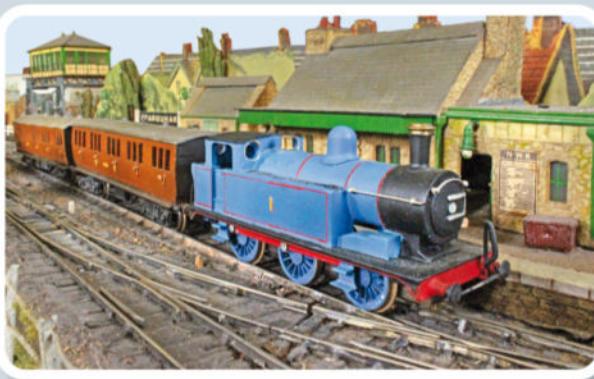
Friday 17 October 2025 saw a blue plaque dedication to *Thomas the Tank Engine* author the late Reverend Wilbert Awdry on his home for the last 32 years of his life (from 1965 to 1997) at 30 Rodborough Avenue in Stroud, Gloucestershire.

The placing of the Stroud plaque was the result of the National Blue Plaque Scheme launched by the Department for Culture, Media and Sport in 2023. Managed by Historic England, it aims to honour individuals who have had a significant influence on buildings across the country and invites public nominations each May. The idea of a Rev. Awdry plaque was first put forward by a member of the public in 2024, and the nomination was backed subsequently by the Labour MP for Stroud, Dr Simon Opher.

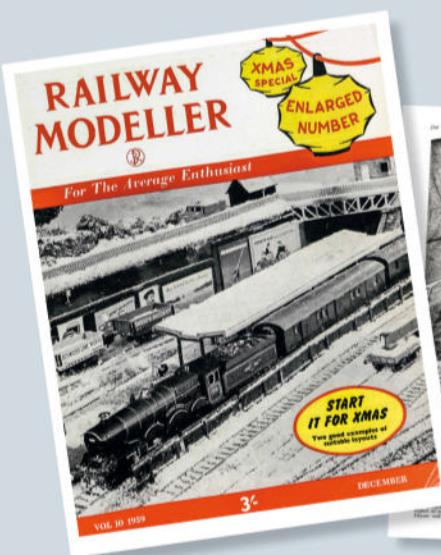
The citation notes that Wilbert Awdry was "a pioneering children's author as well as a clergyman and railway enthusiast... whose imagination inspired generations of young readers". It adds, mentioning Awdry's many locomotive and rolling stock characters: "Through the stories of Thomas and his



▲ The newly unveiled Historic England commemorative blue plaque on 30 Rodborough Avenue, Stroud, the home of Railway Series stories author Rev. Wilbert Awdry from 1965-1997. *Photo: Historic England*



▲ A photograph of Wilbert Awdry's original model of Thomas on The Ffarquhar Branch layout which featured in the August 2021 issue of RAILWAY MODELLER. *Photo: Luke Ryan*



◀ Rev. Awdry pictured holding a model of his most famous locomotive character, Thomas the Tank Engine, at one of the model railway exhibitions he attended regularly. *Photo: Historic England Archive*

friends, Awdry combined a love of railways with simple but meaningful lessons about kindness and friendship".

A well-attended gathering

The event saw members of the press, TV stations, heritage organisations, dignitaries and celebrities gathering outside the red-brick house, which today bears an 'LMS 30' plate, but in Wilbert's time also bore the name 'Sodor', after the fictitious Irish Sea island he created as a setting for his Railway Series stories.

Also present were members of the Awdry family, including Wilbert's daughter Veronica Chambers, his grandchildren Claire Dellbridge, Mark Chambers and Richard Awdry, and some of his great-grandchildren too.

◀ The front cover and pages from the December 1959 issue of RAILWAY MODELLER in which Wilbert Awdry described the first incarnation of his layout *The Ffarquhar Branch*. At that time he was vicar at St Edmund's Church at Emneth in Cambridgeshire. *Photo: RM Archive*

Wilbert Awdry's study at 30 Rodborough Avenue has been re-created at the Narrow Gauge Railway Museum at the Talyllyn Railway Tywyn Wharf station – complete with a map of the Isle of Sodor over the fireplace. Photo: Simon Artymuk

The celebrities present included Tim Dunn, railway historian and presenter of such TV programmes as *The Architecture of the Railways Built* and *Secrets of the London Underground*, and music producer, railway modeller and rail enthusiast Pete Waterman, recently judge of the Peco RAIL200 Model Layout Competition. At the blue plaque event, Pete was representing rail industry staff charity The Railway Benefit Fund (RBF), which provides support to current, former and retired personnel and their families across the UK. Pete himself worked for British Railways after leaving school in 1962.

Also playing an important part in proceedings was Professor Ronald Hutton of Bristol University, current chair of the decision-making National Blue Plaques Panel.

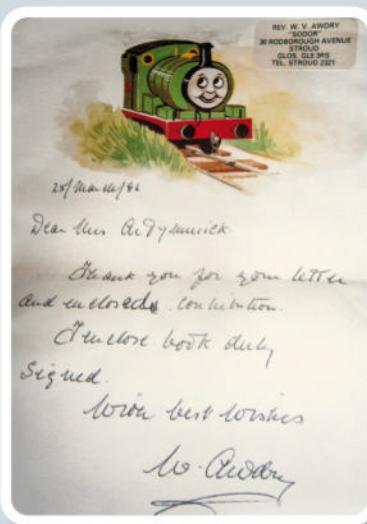
Peco and personal connections

I was there because RAILWAY MODELLER and Peco have a special connection to Wilbert Awdry: his model layouts appeared in RM many times and he also carried out the official opening in 1975 of the 7 1/4" gauge Beer Heights Light Railway at Pecorama in Devon.

In the summer of 2025, his grandson, Richard Awdry, was guest of honour at the BHLR 50th anniversary celebrations – as previously his father, Christopher Awdry, the son for whom Wilbert devised his first railway engine stories, and who himself went on to write 16 more, attended the 30th anniversary and planted a tree in 2005. Sadly, frail health prevented Christopher from attending the 30 Rodborough Avenue blue plaque unveiling.

I also have personal memories of the Rev. Awdry, as I grew up in Randwick, one of many hilly villages of honey-coloured Cotswold stone weavers' cottages that cling to the steep slopes of the five valleys fanning out from Stroud. Rodborough is another such village, albeit crowned by a hilltop crenellated folly fort. The adjacent Rodborough and Minchinhampton commons, rising to more than 720', have spectacular views down the slopes into the valleys, including the Golden Valley threaded by the former Great Western Railway Swindon to Gloucester and Cheltenham line. The Rev. Awdry no doubt appreciated the fact that the end of Rodborough Avenue has a view over Stroud station, some way below and boasting a Cotswold stone goods shed still bearing, in large black letters, the wording: 'GWR STROUD STATION – EXPRESS GOODS TRAIN SERVICES. ONE DAY TRANSITS BETWEEN ALL IMPORTANT TOWNS'.

When I was a youngster – having inherited my elder brothers' Railway Series books, as well as becoming a devotee of the Ffestiniog Railway thanks to my favourite of his books, *Duke the Lost Engine* – I remember Rev. Awdry exhibiting his model railway layouts at local exhibitions. Moreover, thanks to my cousin Philip also living in Rodborough Avenue, my late mother and I once visited the Rev. Awdry at No.30 to have some books signed for charity. After my mother's passing I found she had carefully kept a letter which he had sent from No.30 on Percy the Small Engine headed notepaper to thank her for a charity donation she had made.



The letter on Percy-headed notepaper sent by Rev. Awdry from 30 Rodborough Avenue to Irene Artymuk, the writer of this feature's late mother, in March 1986. Photo: Simon Artymuk

A Thomas and a Sir Topham Hatt

Fast forwarding to 2025, in the front garden of 30 Rodborough Avenue – courtesy of Mattel, the international toy and entertainment company which now owns the rights to the *Thomas the Tank Engine & Friends* franchise – was a large front-end cut-out of Thomas with white balloons 'smoke' rising from the chimney. Alongside were large gold-coloured numerals spelling out '80', as 2025 saw celebrations marking the 80th anniversary of the publication of Rev. Awdry's first Railway Series book, *The Three Railway Engines*, in 1945.

Appropriately, the Master of Ceremonies for the event was an actor in the guise of Sir Topham Hatt



Rev. Awdry's daughter Veronica Chambers at an upstairs window of No.30 next to the newly unveiled blue plaque. She was married from the house in 1966. Photo: Historic England/Blue Plaque



The frontage of 30 Rodborough Avenue, the seemingly ordinary red-brick house on the edge of Stroud in which books inspiring an interest in railways in generations of children were written, and where once Beatle Ringo Starr came calling. Photo: Historic England Archive/Steve Baker

(aka 'the Fat Controller'), who proved adept at rallying the crowd, posing for photographs and entertaining and chatting to the pupils of Rodborough Primary School who also attended.

After also answering questions from reporters, Sir Topham announced that "without confusion and delay" (a sore point, he noted, here in England – if not on the railways of the Isle of Sodor – as Chief Executive of Historic England, Duncan Wilson, had been held up due to train delays on the Big Railway), it was time to "honour the Rev. Awdry for the work that he did in ensuring railways and engines were given the respect they deserve... Now this distinguished Reverend gentleman will have a lasting memorial on this home of his later years" – to which the audience was urged to respond with a hearty "toot, toot" and "peep, peep".

Prof. Hutton, taking the stand, said it was with great pleasure he was seeing this blue plaque dedication to the Rev. Awdry coming to fruition in the Railway 200 year – as one that had been voted for by the public. He added that it was the final one in the tenure of Duncan Wilson, distinguished museums administrator, as Historic England Chief Executive, so it was a great pity that he had been held up by train delays – "but this is not the Isle of Sodor, after all."

He then introduced six pupils of Rodborough Primary School who each read a few paragraphs from a story in the Rev. Awdry's first *The Three Railway Engines* book – and duly received applause and cheers from the assembled news reporters, cameramen, photographers and guests. One of the pupils in the audience was subsequently photographed holding up a collected volume of Railway Series stories and it was explained that the class had been learning about Wilbert Awdry's life and work.

Memories from daughter Veronica

Next to take the podium was Wilbert's daughter Veronica Chambers, who said she felt



▲ **Talyllyn Railway Media Creator, Assistant Guard and Heritage Volunteer Luke Ryan – leading light of the railway's Awdry Extravaganza events – with Wilbert Awdry's original Thomas model.**

Photo: Simon Artymiuuk



▲ **Rev. Awdry's grandson Richard Awdry, left, with railway historian, TV documentaries presenter and regular Talyllyn Railway Awdry Extravaganza lecturer Tim Dunn.**

Photo: Simon Artymiuuk



very honoured that he was one of only a very small number of people chosen to be honoured with a blue plaque. She explained that her father Wilbert had first conceived the idea of steam locomotives 'talking' to each other during his childhood while living in the Wiltshire village of Box, near Bath, close to the GWR main line climbing to Brunel's Box Tunnel.

Lying in bed at night he could hear the freight locomotives and their banking engines straining up the gradient and the drivers communicating with coded whistles. As a result he became aware that steam locomotives had distinct personalities.

This idea returned to him in 1942, when he was curate at Kings Norton, Birmingham, and his son Christopher was ill with measles. To keep the little boy entertained, he came up with some stories involving engines and drew pictures of the locomotive characters with faces on their smokebox fronts. Veronica said that in time her brother asked for more railway tales, and then their mother Margaret urged Wilbert to seek a publisher, so this resulted in *The Three Railway Engines* being published in 1945 as the first of his 26 Railway Series books (and Christopher later published 16 more).

This resonated with me as I have twice stayed in the house at Box where the Awdry family lived. Named 'Journey's End' by Wilbert Awdry's parents, it is now the 'Lorne House' B&B and also bears a blue plaque commemorating the Rev. Awdry connection, complete with a vignette of Thomas.

Veronica Chambers also remembered that 30 Rodborough Avenue had been visited by the late Britt Allcroft, the famous screenwriter, producer, director and voice actress who was able to turn the stories into the *Thomas the Tank Engine & Friends* children's series, which ran from 1984-2021 and which brought legions of new fans to the Railway Series. This in turn had led to a similarly low-profile visit to her father at Rodborough by former Beatle and early Thomas TV series narrator Ringo Starr with his wife Barbara Bach, Lady Starkey. Veronica recalled that they were also shown Wilbert's model railway layouts, but she added that these visits were so low-key that she was sure that none of the neighbours had been aware that such illustrious company had been in their street.

Veronica also recalled that both she and her sister Hilary were married from the house in 1966 and 1967 respectively. She added that her father became an established part of the Rodborough community and she urged those present to make time to visit its parish church of St Mary Magdalene to see the magnificent stained glass window originally commissioned by Wilbert in memory of her mother Margaret (who died aged 76 in 1989), but which was not completed until after his own death, aged 85, on 21 March 1997. It features a panel showing Wilbert closing the engine shed door for the last time on *Thomas*.

The grand unveiling

Concluding her speech, Veronica said she had very happy memories of 30 Rodborough Avenue and then pulled a chord to reveal the blue plaque on the first-storey front wall of the house.

There was then a photo call during which members of the Awdry family posed outside the house with the local MP, councillors, Historic England representatives and, of course, Sir Topham Hatt.

▲ **Master of Ceremonies Sir Topham Hatt with the Mattel cut-out of Thomas the Tank Engine and gold numerals marking the 80th anniversary of the publication of the first of the Rev. Awdry's Railway Series books.**

Photo: Historic England Archive/Steve Baker

In the meantime, I had a chance to chat to Pete Waterman, who told me he had first visited the house in 2002 when making a TV documentary about Rev. Awdry.

He later told the *Stroud Times*: "This is one of those fabulous moments when we remember someone who lived in an ordinary house because they have become a world phenomenon. The Rev.

Wilbert Awdry wrote *Thomas the Tank Engine*. He probably didn't realise when he did that quite how big it would be.

There are people from Japan here and we all grew up loving *Thomas the Tank Engine*. For me as a child it was a book that every night my dad read to me before I went to sleep so it is a thing that has stayed with me all my life, model railways, thanks to the Reverend Awdry."

Talyllyn Railway connection

Also present at the event was Talyllyn Railway Media Creator, Assistant Guard and Heritage Volunteer Luke Ryan, who recently revealed in a video the Talyllyn Railway 2026 plans for marking the 75th anniversary of the 2' 3" gauge line becoming the first railway in the world to be run by a preservation society in 1951.

Along with railway historian and TV presenter Tim Dunn, Luke has taken a prominent role in organising the line's annual Awdry Extravaganza weekends. These have commemorated both Wilbert's long association with the railway as a volunteer – he was society member No.79, joining in 1952 – and the fact that his Skarloey Railway stories – *Four Little Engines* (1955), *The Little Old Engine* (1959), *Gallant Old Engine* (1962), *Very Old Engines* (1965) and *Duke The Lost Engine* (1970) – featured characters, incidents and settings based directly on the Talyllyn. The tradition was followed by Christopher Awdry with his own books *Great Little Engines* (1985) and *New Little Engines* (1996).

Wilbert worked on the railway as a volunteer guard and wrote in his stories about real-life incidents he had experienced – such as the day when the last train of the day, on which he was guard, left a refreshment lady behind – and after his death a rowan tree was planted in his memory at the railway's Brynglas station.

Appropriately the Tywyn Narrow Gauge Railway Museum is now the location for a reconstruction of Wilbert's study from 30 Rodborough Avenue, complete with its textured map of the Isle of Sodor – which he positioned in the Irish Sea between Cumbria and the Isle of Man – over the fireplace. It is also the custodian of other Awdry memorabilia, including Wilbert's *The Ffarquhar Branch* layout on which his own models of his characters operated. During the photo call, Luke showed guests and members of the press the Thomas model.

When guests later attended a buffet reception held at Egypt Mill, Nailsworth, they found Talyllyn Railway volunteers operating *The Ffarquhar Branch* itself, using models built by Wilbert and to a timetable he drew up. From those model railway exhibitions of my childhood I remember that there used to be a taped commentary explaining the various train movements, so more memories came flooding back.

Buffet reception and a Thomas cake

By the time of the reception, Historic England Chief Executive Duncan Wilson had managed to put his train delay problems behind him and gave a speech explaining that this would be his last blue plaque event before retirement. He also noted that the occasion had inspired him to spend part of his retirement in his future home in



Three generations of the Awdry family pose with Historic England Chief Executive Duncan Wilson, standing far right, Stroud MP Dr Simon Opher, seated third from right, and Sir Topham Hatt. Photo: Historic England Archive/Steve Baker

south west France on putting new life into his old model railway layout, as well as his father's old model trains. He recalled that Rev. Awdry's *Flying Kipper* story – featuring Henry the Green Engine – and the book *James the Red Engine* had been his favourite stories in his childhood and that it was wonderful that Wilbert's stories continue to delight families today.

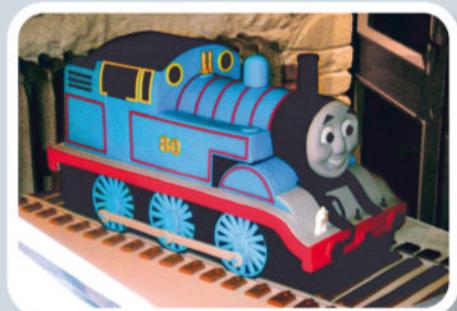
He was followed by Prof. Ronald Hutton giving a

speech about how blue plaques help to instil a sense of pride in the local communities where they are placed, and he added that Wilbert Awdry's work is popular not only nationally but also internationally, as his books and characters have a strong following in countries such as Japan.

Speaking on behalf of Mattel was producer, writer, TV executive and voice actor Ian McCue, who is the former creative executive producer at HiT Entertainment/Mattel Television for brands including the *Thomas & Friends* series. He said the company was "so proud to have that little blue engine that we call our own." He added that the 80th anniversary of the publication of the first book had made for an amazing year, including Mattel running a podcast series and a sale of original props and models from the TV series that had raised funds for the Autism Society.

Proceedings ended with Veronica Chambers being invited to cut a cake iced magnificently in the guise of Thomas, complete with track. As she inserted a large wedding cake knife into the blue locomotive – photographed closely by a laughing Tim Dunn – she remarked that it "felt rather cruel" doing so, but no-one could deny that it was a delicious cake. It was a fitting end to a day celebrating the life and work of a man whose work has inspired a lifelong hobby in so many railway modellers and railway enthusiasts, and which no doubt has played a crucial role in the burgeoning success of the railway preservation movement.

The magnificent iced cake in the shape of Thomas the Tank Engine that guests attending the Egypt Mill, Nailsworth, buffet reception were able to enjoy following the blue plaque unveiling.
Photo: Simon Artymiuk



See Awdry's The Ffarquhar Branch

There will be another chance to see the Rev. Awdry's own *The Ffarquhar Branch* layout in operation on Saturday 13 & Sunday 14 December at The Christmas Model Railway Show – Manchester 2025 at The Sugden Centre, Sidney Street, Manchester M1 7HB. See Societies & Clubs section for details. www.mmrs.co.uk/exhibition/



MICRO MARVELS

THE SMALL LAYOUT GALLERY

Porth Dinllaen MPD

ROB OGDEN describes this might-have-been Welsh steam shed scene in OO, which he constructed as a competition entry with fellow Manchester Model Railway Society member

CHRIS MORGAN. See it in action at the society's Christmas Model Railway Exhibition this December.

Photography by Craig Tiley



▲ Chris Morgan (left) and Rob Ogden.



At the 2024 Annual General Meeting of the Manchester Model Railway Society, a challenge was issued to members to build a layout within a maximum permitted footprint of 2,000mm x 450mm, entries for which were judged as part of a special centenary event held by the society on 8 March 2025 (see News, RM May 2025). RAILWAY MODELLER editor, Craig Tiley, was on the judging panel and we were pleased that *Porth Dinllaen* came first.

A Welsh might-have-been MPD

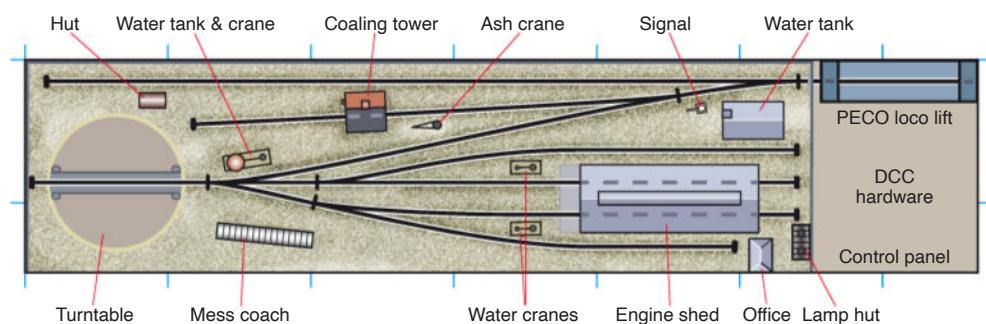
When considering a suitable subject for the layout, we decided to assume that the line that was proposed to terminate at Porth Dinllaen on the Llyn Peninsula in North Wales was actually built, and would have needed a small Motive Power Depot. There is a strong case that the Cambrian Coast Line, which terminates at Pwllheli, could

have been extended the eight miles to Porth Dinllaen. There were a number of proposals to do so, with an eye on a potential sea route to Ireland, including one from Brunel as early as the 1830s. (This is not the first time a layout based on this scenario has

▲ Left to right on shed at Porth Dinllaen are BR Standard 2MT 2-6-0 No.78000, a Great Western Railway Mogul, 'Collett Goods' 0-6-0 No.2277, a Lancashire & Yorkshire Railway 'Pug' 0-4-OST – just visible outside the back of the shed – and Collett '4575' small Prairie No.5553.

Porth Dinllaen MPD

Overall layout size 2000mm x 450mm. Each grid square = 300mm x 300mm.



appeared in RM – Mike Corp's *Porthdinllaen* in 3mm scale was Railway of the Month in the May 2022 issue.)

If the railway had been built, the nature of the topography there would have required an approach through a tunnel to a new harbour, and the logical position for the MPD would be a site surrounded by walls to retain the unstable cliffs. It would have to be accessed under a road bridge close to where the main line emerged from the tunnel. This was confirmed by a site visit in June 2024.

Regular readers will know that I have usually been building much larger layouts of late, mainly of a 'roundy roundy' format, including *Brynkir* (RM January 2022) and *Llanbedr & Pensarn* (RM February 2024). This is quite a departure for me, and is the first layout I have built with exhibiting in mind. It is a joint effort with fellow member Chris Morgan – I have done the trackwork and scenics, with Chris responsible for the electronics.

Constructing the layout

We purchased the baseboards from MMRS member Andy Goodman of EBMA Hobbycraft. He had designed and built them as the prototype for his planned kit of suitable baseboards for members accepting the challenge. They are each 1,000 x 450mm and come ready to bolt together, both for operation and (with the supplied end boards) storage and transit.

Chris and I set out to devise a suitable OO track plan, envisaging a sub-shed of Machynlleth (89C), with basic servicing facilities – two shed roads and two other



▲ A 'Pug' in deepest Wales is not as out of place as it might seem: examples were based at Western Region sheds in Bristol and Swansea, and now-preserved No.51218 was also allocated briefly to Neath.



A view across the shed yard, with another 'Collett Goods' (a '2251' Class 0-6-0) shunting 16-ton mineral wagons alongside the coaling tower to be unloaded. ▶

Bespoke Digital Command Control

All the locomotives are fitted with DCC decoders – mostly with sound – so a suitable controller was needed. To keep costs down, Chris initially looked at using DCC++, which is an open source DIY system that uses an Arduino Uno and a cheap motor driver board to provide DCC signals, but development of this had stopped some years ago.

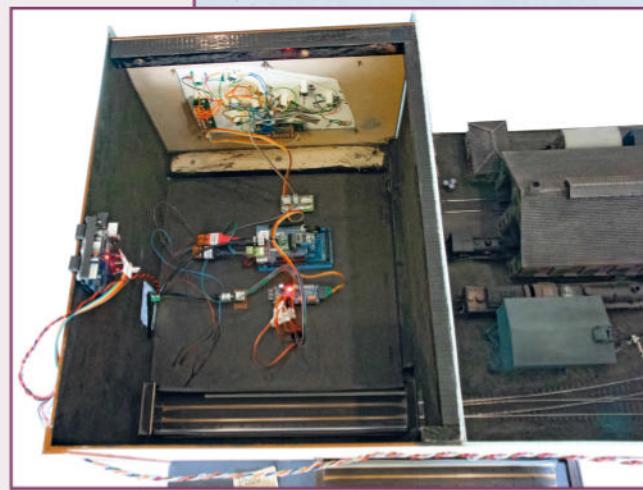
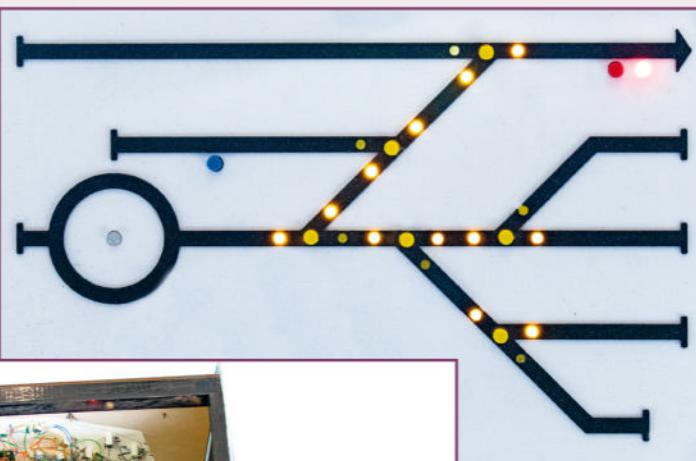
The problem with DCC++ is that a PC or laptop is needed to control things. After further research, Chris discovered DCC-EX. This is essentially a complete rewrite of the DCC++ code to run on an Arduino Mega controller board. In addition to DCC running track and programming track signals, it provides the ability to drive servos and respond to sensor inputs. The big plus is that it is able to be operated with a WiFi connection using an app on a smartphone. Using easily obtainable (and relatively cheap) components, Chris built a complete DCC system for the layout, which additionally had the ability to control things like points, signals and other animations.

The system hardware comprises an Arduino Mega controller board; a motor shield; a servo controller board; a couple of boards for button and LED connection; an ESP01 WiFi module; and miscellaneous electrical odds and ends (wire, solder, plugs, sockets, etc.).

Normally, two separate power supplies would be needed to run such a system, but Chris designed a small power unit so that a single 12V supply is all that is required.

A 3D-printed control panel was designed and built with LEDs to show the point positions, with tactile buttons housed in 3D-printed assemblies. This enables the points to be controlled either from here, or from a smartphone. The points are operated by servos housed in MERG servo mounts. Various scripts were written and very soon we had

an operational layout. Chris also designed and built an LED display strip, which is mounted on the top of the backscene. When exhibited, this will display the movements on and off shed (e.g. the loco for the 5.55am departure to Portmadoc runs off shed).



▲ The control panel is mounted on the front of the fiddle yard. Push buttons change the points and LEDs show their positions.

▲ The fiddle yard consists of a Peco Loco Lift. This non-scenic area also houses all the DCC system hardware.

locomotive roads, with water, coaling and ash disposal facilities plus a turntable (the Great Western Railway and BR Western Region were generally against tender-first working).

Given the time frame we had available to complete the build, we decided against scratch-building. We chose ready-made track (in this case Peco Streamline code 75) with the points to be operated by servos. A three-way point was used to maximise the limited space available, as shown on the accompanying track plan. Ballasting was completed using Woodland Scenics cinders mixed with sifted bonfire ash.

Buildings and structures are a mix of ready-made and kit-built, with just one scratch-built small hut. An old Tri-ang coach has been repurposed as a mess coach, and we couldn't resist the motorised Dapol water tank with sound – although the accents of the crew are Cornish rather than Welsh! The turntable is a cut-down Airfix/Dapol product, which is to be powered by a stepper motor (when we have the time to fit it). The only signal is built from a Ratio kit, servo operated like the points.

We opted to use about 350mm of the available length for an off-scene area where locos arriving at or departing from the MPD could be put on or taken off the track by use of Peco loco lifts. This area also contains the layout control equipment. The track here is

switchable to serve as a programme track – the layout being wired for Digital Command Control (see panel). Power is also supplied to the back of the layout where two boards, each containing two yard-long sections of track, can be connected. These are for convenient off-scene loco handling in exhibition mode, but were not needed to operate the layout within the permitted dimensions of the challenge.

Shed operations

The layout is operated to sequences covering all weekday and Saturday arrivals and departures, based on the summer 1960 BR Western Region timetable. For example, the midweek working timetable included 16 passenger arrivals and departures, and two freight. At that time, five of the passenger arrivals and departures were worked by Bangor-based London Midland Region-based tank locomotives. These worked bunker-first for part of each trip, involving a reversal at Afon Wen, so they would not normally have run on shed for servicing or turning.

At the start of the day, locos that have been shedded overnight run off the MPD to collect their trains, or to shunt the station and yards – the tracks are assumed to be so

BR Standard 2MT 2-6-0 No.78006 – a recent release by Hornby – moves under the coaling tower for refuelling.

tightly curved on the quayside that a couple of ex-Lancashire & Yorkshire 'Pug' 0-4-0STs are allocated (there was a precedent for this at Bristol and Swansea). During the day, most locos run on shed to be serviced and turned ready for departure, and towards the end of the day, arriving locos come on shed to have their fires cleaned or dropped, and to be coaled and watered ready for their next duty the following day.

We have selected two periods to be modelled – the late 1950s and early 1960s. In the first of these periods, ex-GWR loco



Another BR Standard 2MT 2-6-0 – No.78000, this time in plain green – adorned with a 'Cambrian Coast Express' headboard.



classes remained, including 'Dukedogs', Prairies and Collett 0-6-0s, together with Churchward Moguls and Collett Manors. BR Standard Class 2MT 2-6-0s were also present, allocated to the line from new. Standard Class 4MT 4-6-0s also appeared (loaned from Oswestry) to haul the WR midweek land cruise trains. By the early 1960s the 'Dukedogs', Prairies and BR Standard Class 2 2-6-0s had gone, replaced by BR Standard Class 3MT 2-6-2Ts, Class 4MT 2-6-4Ts and 4-6-0s and, later, Class 4MT 2-6-0s. All these classes are represented on the layout.

With the movements around the MPD as locos move between servicing and the turntable and shed roads,

complementing arrivals and departures, something is happening frequently enough to make the layout interesting to operate and for visitors to observe.

Based on our experience at the centenary event, Chris opted to set up a route selection system for the layout, rather than switching points individually, e.g. selecting 'Turntable to Shed Road 2'. This will make operation by smartphone more straightforward than using the control panel buttons.

Overall, this was a project we have enjoyed and we are

looking forward to exhibiting the layout (along with the second- and third-placed entries from the competition) at the MMRS Christmas Model Railway Show in December.

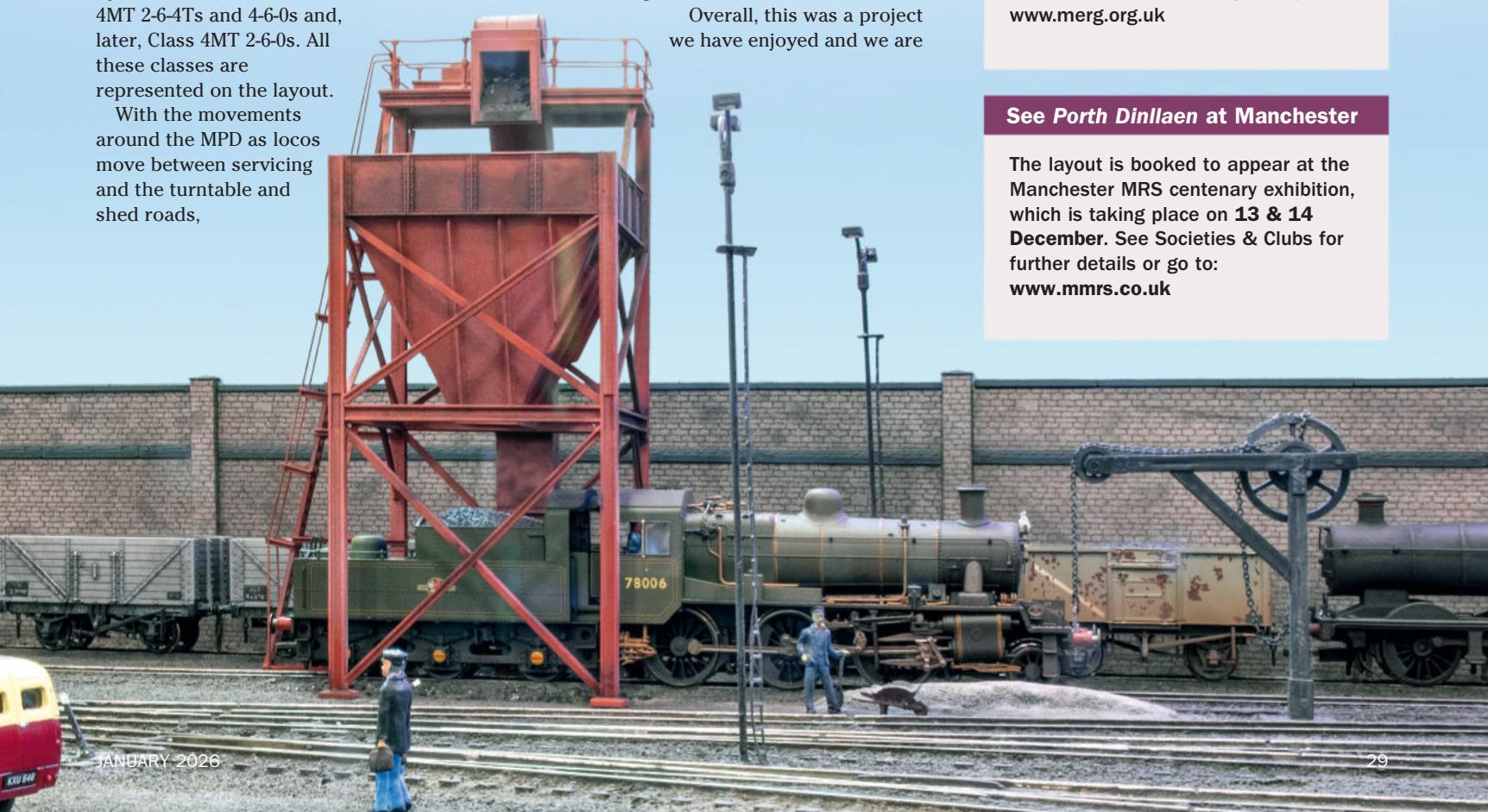
Supplier information

EBMA Hobbycraft
www.ebmahobby.co.uk

Model Electronic Railway Group
www.merg.org.uk

See Porth Dinllaen at Manchester

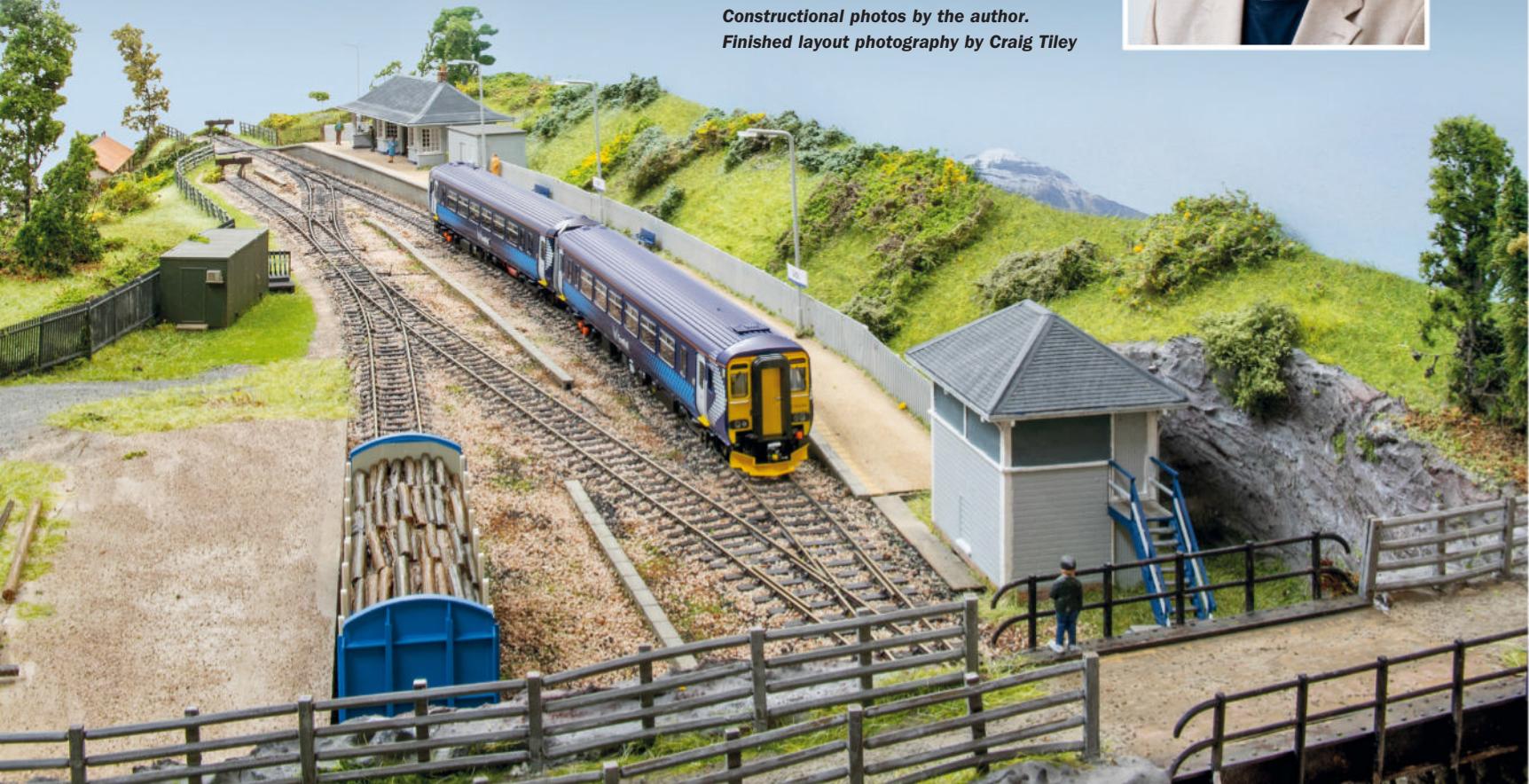
The layout is booked to appear at the Manchester MRS centenary exhibition, which is taking place on **13 & 14 December**. See Societies & Clubs for further details or go to: www.mmrs.co.uk



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*



Last month saw the completion of tracklaying and attention turning to the first of the scenic elements – namely the platform and loading dock, together with the bridge that forms the scenic break at the entrance to the fiddle yard. This month, the focus is on

creating the supporting structure for the surrounding scenery, followed by the first of the key railway structures – the disused signal box.

Although we are at the halfway point in this series of articles, the disused signal box and station building were, in

fact, constructed before the baseboards arrived. This was actually handy in planning terms. They are both Peco kits comprising a mix of components in laser-cut wood and traditional plastic (I claim the prize for the first time that phrase has appeared in RM!).

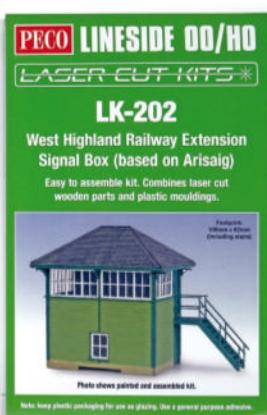
The signal box and station building kits (refs.LK202 and LK203) are two from a trio of kits based on structures at the West Highland station of Arisaig, the other (not used here) being a platform shelter (ref.LK204).

Laser-cut wood is still regarded as a fairly new medium for kit construction by many modellers, so this in many ways is an ideal situation, as I am also feeling my way here, having

▲ **A Realtrack Models Class 156 Diesel Multiple Unit departs from the station, past the disused signal box. An OTA timber wagon waits in the siding for collection.**

been pretty much wedded to plastic kits for decades (this due to being brought up on Airfix kits from an early age). Back then, thin ply didn't really float my boat (or glider) and was firmly in a bracket outside railway modelling.

The biggest difference with kits of wooden construction is working with a material that is 'stuck', and not welded, as with most plastic work. It brings us very much into the card kit realm with longer curing times, as opposed to the almost instant weld with plastic solvents. So, join me this month as I embark on what is only my second laser-cut wood kit...



◀ **The packaging and contents of the Peco model of Arisaig signal box, on the West Highland Extension.**

The scenic structure

Items used

Peco

1 x NB40 Grey stone walling

walling

1 x SS87 Concrete trunking

From other suppliers

Packing cardboard

Thin card

Paper hand towels

Polyfilla™

PVA glue

Various paints

Offcuts of MDF/plywood

UHU

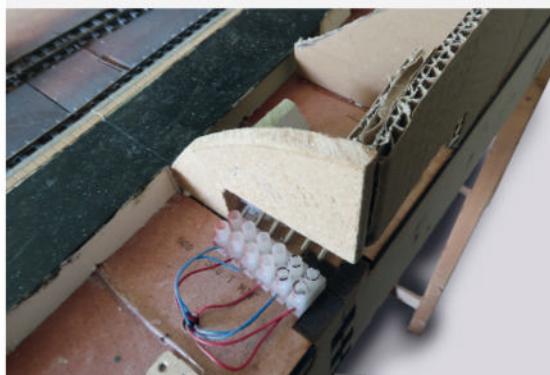
Trimming knife

Steel rule

44



This, for me, is where the fun starts and the layout develops some vertical body. First, I established what the height of the rear of the scenic foundation would be, and then cut packing card with a slightly undulating profile, which ran the length of the layout. This was followed by front-to-back ground profile pieces. (Note how I created cut-outs to allow for finger control to the DPDT slide switches at the rear, and also slots for the chocolate strip connectors to pass through.) At the board ends, profiles were cut from scrap 6mm MDF (four in total), fixed with wood glue and supported with smaller pieces.



45



A redundant chapel was to sit at the lower left of the layout, so a sub-base was created from MDF.

46



The bases for the station approach footpaths were added using thin card from packaging, again stuck with UHU.

47



More thin card (this time from cereal box packaging) was then used to form the landform slope on the cut-out in the baseboard adjacent to the chapel base.

48



A retaining wall was made up using Peco N gauge walling at the rear of the chapel sub-base. Cross-scaling is my middle name!



49 A further piece of thin card was used as a base for the rock formation behind the signal box. I had my doubts here, but a thick coat of PVA sealed it ready for facing with a plaster mix. Note how the position of the pre-built signal box has been marked on the baseboard surface.



50 As a precursor to the top layer, strips of cheap masking tape were stretched between the card profiles. This gave an initial base and stopped the paper towel sinking (see photo 51). Alternatively, packing the space with scrunched-up newspaper works just as well.



51 The bare scenic areas were now covered with strips of paper hand towels, which were pre-pasted with slightly watered-down PVA. Most of the areas had just two layers as there was no provision for weight-bearing required, though some parts, such as the front dropped section, got three. Each layer was allowed to dry fully overnight.



52 When dry, the towels were painted with matchpot emulsion to seal the surface and give a basic ground colour. These mud-type colours are not great sellers, so are often sold off very cheaply at DIY outlets.



54 This came out better than expected when dry. All I did to finish it was to dry-brush some brown and white to highlight the edges, followed up with some green ground cover to represent areas of hardy weed growth.



53 The area around the scenic break bridge was designated as a 'rocky outcrop'. Here, a mix of Polyfilla™ has had a squirt of cheap black poster paint and some PVA added, before mixing thoroughly. This was trowelled onto the card and worked roughly into shape with a cheap palette knife, taking care to avoid too many vertical lines.



55 The crossing at Arisaig is made up from a black composite material. I represented this using a small amount of 1mm black card fitted either side of the rails and in between (leaving clearance either side for wheel flanges) and fixed with UHU.

A chapel adds foreground interest to the layout; the construction of this building will feature in the next instalment of this series.



56



Two packs of Wills trunking were cleaned up and painted with my concrete colour mix of sand and light grey, before being given a wash of dark grey to tone them down.

57



Sections of trunking were laid the length of the layout in what I believed to be a logical fashion. These lines of trunking are everywhere on the full-size system and amble all over the place in some very un-straight lines, often with the lids off or askew.

The disused signal box

Items used

Peco
LK202 West Highland signal box kit

From other suppliers
Adhesive (Deluxe Materials Roket Card Glue is ideal)
UHU
Paint
Small sanding stick or file
1mm plastic rod
10thou plastic sheet (or card equivalent)

58



I stayed pretty close to the instructions for the main carcass construction. Here, the main upper walls have been put together. These are then clad with the outer skin of clapboard finish pieces.

59



The cladding is now on. I found the fit to be excellent, but it is worth making sure that the protruding roof supports are level. These are as vulnerable as they look!

61



I added the landing piece and then the second side to the staircase, letting this harden off before moving on to the treads.

63



The double thickness roof base was assembled next. However, not obvious in the instructions is that there is a thin edge around the lower piece aperture which needs to be removed first. This creates a rebate in which the top edge of the wall sits. I didn't spot this and had to literally carve it out later on in the build. If it is left, the roof sits too high.

60



At this point I had to make some decisions. The kit, as designed, covers the main life of the box. The prototype closed in 1983, but was subsequently given an architectural B listing. We can assume that it would otherwise have been demolished. However, there are a couple of changes to the 'in use' box. The prototype received replacement staircase palings in the shape of a pair of approximately 6" deep strips. The pedantic could cut away the wood sections on the kit parts and add plastic or even use the waste fret to create the parts. I didn't... well, not this time. The other alteration is the obvious window coverings.

62



The treads were inserted (working from the top down) with a pair of tweezers and then, very gently, clamped in a small bench vice to ensure all was square and that full contact was achieved along each side.

64



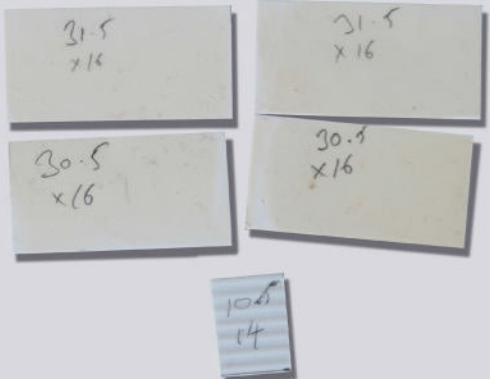
The slate roof pieces were added. There is a slight curl on these, so clothes pegs were used to hold everything together while the glue cured.

65



While there are no glaring gaps as such, the joins do need masking. I used some greaseproof paper, cut into 5.5mm wide strips. This was laid over the joins and fixed in place with a coat of the same Roket card glue used for the rest of the kit. The excess was trimmed with a pair of sharp nail scissors.

66



As mentioned earlier, the late period listed box has some alterations. Most obvious are the plated windows. Covering the finely cut windows of the kit seems criminal, but that's what's there. 10thou plastic sheet was used: two 30.5mm x 16mm pieces and two 31.5mm x 16mm pieces were cut and added inside the window frames.

67



The interlocking window is filled with clapboard, but not at the same spacing as the original wall. I used a bit of Slater's 7mm scale corrugated plastic sheet (ref.0437) measuring 10.5mm x 14mm as it was close, but scribed plain sheet would have done the job just as well.

68



The box was given a very light coat of Halfords white primer and was then painted using Humbrol No.67 Tank Grey for the roof, No.130 Satin White for the woodwork, No.77 Blue for the stairs and Citadel Cobex White for the clapboard and doors. It wasn't until I was at the painting stage that I noticed the landing triangulation struts in the prototype photos. I bottled out of these at this stage, but did add a downpipe from 1mm diameter rod at the rear.

69



I decided to add walk boards to the front of the box. Although it is switched out and the rodding removed, the structure would have looked 'plonked' on the layout without this. The boards are simply bits of the kit fret joined together.

70



When set they were given a wash of brown and then dark grey paint.

71



The completed signal box illustrated *in situ* on the finished layout.

Next month

In part four, Chris continues the assembly of the key structures, including the chapel and main station building.

Bristol in the BR blue era in 0

Peasevern Yard

Having built several OO gauge shunting layouts set in his home city of Bristol in the 1970s, ROB OWST moved up to 7mm scale for the latest incarnation.

Photography by the author

When building a new layout, some modellers create a 3D mock-up to help visualise what the finished item will look like, but few will construct a complete layout in 4mm scale as a mock-up for a 7mm version! However, that is, in essence, how *Peasevern Yard* came into being.

I have always enjoyed building layouts, and since 2004 I have built a succession of OO gauge shunting layouts for exhibition use, all based around my home city of Bristol and set in the BR blue period in the

BR blue 03 121 (a Heljan model) shunts the yard. A Dapol Class 121 railcar stands in the representation of Bristol Temple Meads station.

late 1970s. One of my favourites was *Peafore Yard*, so named due to the track being handmade, but to OO, so the name was a bit of a con. This was a small shunting layout inspired by the Avon Street (or Avonside Wharf) branch, which ran from the River Avon to Lawrence Hill, a few miles north of Bristol Temple Meads. The Avon Street branch was retained for three key traffic flows: cement for the Cement Marketing Company (Blue Circle), molasses for Distillers Ltd, and scrap from Habgoods Ltd, the line being worked in the late 1970s by two Class 03s due to the sharp curvature of the line near Avon Street. The yard at Avon Street was visible from Platform 1 of Temple

Meads, where the Diesel Multiple Unit was stabled for the Severn Beach branch and so, with some fictional relocation of key parts of Avon Street, I created a small twin-level layout. This attended a number of exhibitions before, eventually, I sold it on.

The growth in availability of good quality ready-to-run O gauge diesel locomotives, coupled with ageing eyes, meant that, in 2019, I decided to move up to 7mm scale. While searching for inspiration for a layout to build, I played around with the track plan from *Peafore Yard* and realised the lower level yard element could be accommodated on a circa 5' x 18" baseboard. As I had upscaled from 4mm to 7mm, the new layout





▲ A Conflat wagon carries a Mercedes which is being returned to the Bristol dealer for repair following an accident in Scotland.

◀ A sorry-looking Volkswagen Beetle rusts in the scrapyard as 03 382, still in BR green (another Heljan model) shunts a 13-ton High.

project was named *Peasevern Yard*, the 'r' being a nod to the nearby River Severn. The space was small for an O gauge layout, but I was determined to show that you don't need a huge amount of space to create a fulfilling layout, the challenge being to maximise the space available with an interesting track plan and plenty of scenic cameos to keep the viewer interested.

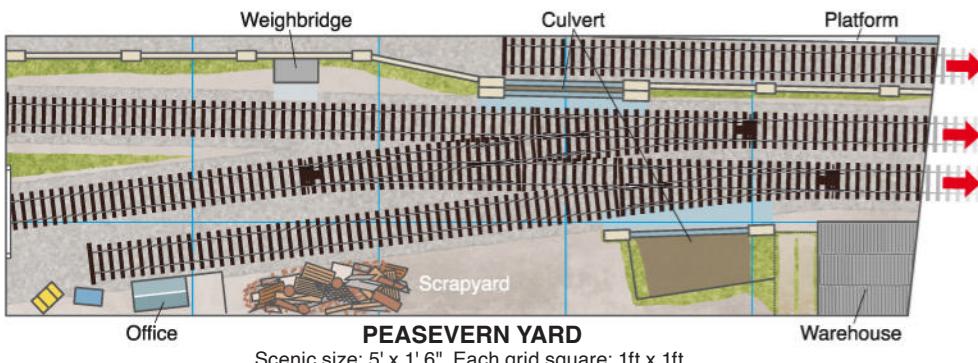
Building the layout

The layout was designed primarily for exhibition use, but also for occasional home use. Therefore, it needed to be possible for one person to erect it easily, and ideally for it to be operational within 20 minutes of arriving at a show – and loaded back in the car within 15 minutes of a show finishing.

The scenic section is a single board, with integral backscenes and top cover, the front having a fold-down flap to provide protection in transit. The layout is constructed from a mix of 6mm and 12mm thick plywood, with 2" x 1" bracing where needed. The scenic board has large castor wheels mounted underneath for ease of movement from the car, with the fiddle yard designed to stack on top with the legs. I do all of my own carpentry (rather than buying baseboards) so I can design layouts to meet my own specific requirements.

Although the overall scenic footprint is 5' x 18", the layout is not perfectly rectangular, the front edge being 2" shorter than the back. This was necessary due to a space restriction at home between where





the layout is located and the garage, through which it needs to be taken for exhibitions. However, this has the benefit of meaning the track is not parallel to the front of the layout, which adds viewing interest and increased (albeit only marginally) the length of the sidings. Also, by skewing the fiddle yard approach tracks towards the front, I was able to include a small length of track at a second level to represent Platform 1 of Temple Meads station.

The fiddle yard uses a rudimentary but effective cassette system, made up of 12 lengths of track glued to pieces of 12mm ply; three different lengths are in use to suit the variety of rolling stock. At one end, rail joiners are soldered to the track, the cassette then being slid onto the end of the track on the scenic section; the rail joiners provide both alignment and power to the cassettes. The locomotives have their own cassettes, which means that I don't have to

lift or turn around a cassette, hence I didn't need to fit sides to them. The system proved to be very effective on my previous 4mm layout but, conscious of the larger size of 7mm stock, I was concerned it would be too unwieldy. However, this hasn't proved to be the case at all and I have been very happy with the set-up.

Scenery

I wanted to capture the very cramped and distinctly grotty inner urban feel of the Avon Street area during the late 1970s, modelling a yard that is past its glory days, yet still has a useful purpose to serve. The challenge with upscaling the layout was the width constraints of the baseboard, so I very much had to rely on implying that parts of the layout continue off scene.

The backscenes use an edited picture of the Bristol skyline, adding depth to an otherwise narrow layout. Pictures of BR Mk.I parcels stock were used to suggest a larger station with many tracks behind the layout. On the sides, images of the buildings seen in and around Avon Street help make the connection to the branch. By using height, I was able to overcome some of the footprint constraints. For example, a small culvert underneath the layout diverts attention from what is an otherwise flat baseboard, while the short section of Platform 1 provides a visual contrast to the freight-only nature of the sidings.

Although the branch is probably best remembered for the cement traffic, at the time I built the layout the Ellis Clark Presflo

◀ **Split headcode 37 029** is a Heljan model, modified with additional parts from PH Designs.

The two main types of wagon used on the layout are 16-ton minerals (left) and Presflo cement wagons from Ellis Clark Trains (right).





▲ One Bedford lorry collects a load of scrap, while another delivers a Mini and a Ford Anglia for the pile of scrap cars. The backscene uses a photo of the Bristol skyline.

◀ 37 029 advances cautiously into the siding to pick up a rake of the Ellis Clark Trains Presflos cement wagons.

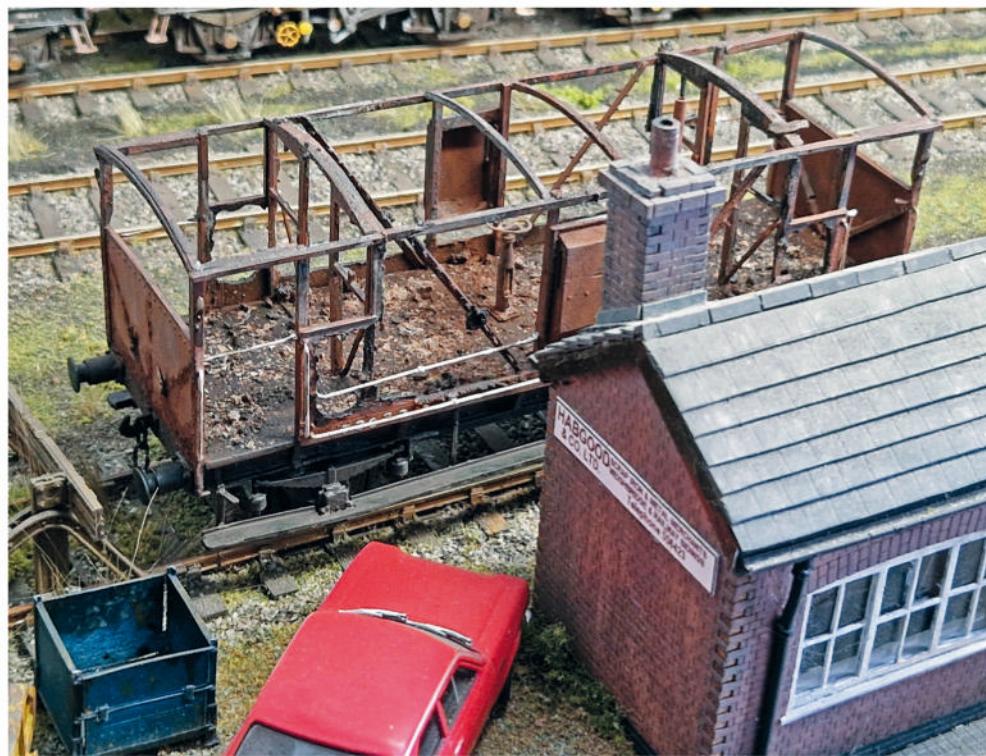
northern end of Temple Meads station until 2019.

One of the things that attracts a lot of comments is the scrapyard at the front, which has in the region of 500 separate pieces in it, all painted and weathered individually. Most of the parts are offcuts from the scrap box, but I am conscious that scrap generally started life as something with a purpose, so there are some recognisable parts in there, including a tin bath. As I generate more scrap in my spares box, I do add to the pile occasionally. The scrapyard is also populated with a number of scrap vehicles, these being modified and weathered die-cast vehicles with parts

wagons had not been announced, so I decided to model the layout based around the Habgoods scrapyard, with a siding for the Presflos, the premise being that the terminal itself is actually off scene. The layout was designed with a potential extension in mind, so the headshunt stops at the end of the board by the level crossing, and an extension including a cement terminal is now being built.

Most of the structures on the layout are scratch-built and are based on prototypes from Avon Street yard, with the large

wharfside warehouse being used to hide the exit to the fiddle yard and also house the control panel. To add some interest to the yard on the lower level, I installed a weighbridge and scratch-built a small building based on the one that used to exist at Lawrence Hill. The office in the scrapyard was built using a modified LCUT Creative laser-cut kit, with an interior being added, together with details such as guttering, window sills and new roof tiles. On the upper level, I modelled part of the old parcel conveyor, which was a feature of the



◀ A burned-out LMS brake van was modelled using a Slater's kit, with the framework mainly scratch-built.

wagons for scrap traffic and eight Presflo wagons, the Ellis Clark models of the latter arriving at the perfect time for the layout to be completed. Alongside the core wagons, I have some 12-ton vans which are used for bagged cement. Many of the wagons are ready-to-run, supplemented with some kits, including a couple of unusual projects:

- A Conflat with a crashed Mercedes on it. This was based on a real train seen at Temple Meads which consisted of a Class 37 hauling a 12T van and the Conflat with the Mercedes. The car had been involved in an accident in Scotland and was being returned to the Mercedes dealer in Bristol for repair.

- A burnt-out London Midland & Scottish Railway 20-ton brake van. Usually parked at the end of the scrap siding, this was based on a photo I found online, with most of the bodywork having been destroyed in a fire, except for the framework. A Slater's kit was used for this model, the framework being mostly scratch-built with some parts of the kit's side, such as duckets, reused.

In reality, the Avon Street branch was worked by two Bristol-allocated Class 03s

03 121, pictured here, and 03 382 were the regular locomotives on the Avon Street branch.

removed. In addition, there are two Bedford lorries to represent vehicles seen locally, both of which are heavily modified IXO models, these being chosen because they are made to 1:43.5 scale rather than 1:50 as is more common for many die-cast lorries.

Rolling stock

For such a small layout I don't need lots of rolling stock, and have more wagons than I need, but I enjoy building and weathering stock so tend to rotate items from show to show. The mainstays are 16-ton mineral





which both appear on the layout, being based on the Heljan model representing 03 121 in blue and 03 382 which survived in green until 1980. In later years Class 08s were passed for the branch, so Bristol-allocated 08 950 appears as well.

I like main line locomotives more than shunters, and I am a big fan of split headcode Class 37s, so tenuously 37 029 also appears; I have seen a photo of this loco at Lawrence Hill, so it at least got as far as the top end of the branch. A Dapol Class 121 'bubble car' appears on the upper level to represent the Severn Beach line, though due to the space available, it can't actually fit completely on the scenic section!

Most of the locomotives have had some work done to add detail or make them closer to the specific class members they portray. All of the rolling stock is weathered with a mix of washes and powders, based on photos taken at the time.

Power and control

As built originally, the layout was dc controlled, although I was asked many times why I didn't choose to go with Digital Command Control and sound; the reality is that I am not particularly technical and preferred to keep things simple for ease of operation when I built the layout. In 2025, however, I decided to experiment with DCC sound on a Class 60 that is on display in our study, and I was instantly hooked on both the quality of the sound and the improved smoothness of the slow speed running. Since then I have converted Peasevern Yard to DCC, which was quite straightforward, and have fitted Zimo sound chips to all the

locomotives, Youchoos supplying the sound chip for the Class 37 and Digitrains supplying the sound for the shunters. I use a Gaugemaster Prodigy Advance 2 controller which, while quite a simple system, is perfect for my needs.

The point control uses wire-in-tube, with slide switches mounted in line to provide both the latching of the points and to change the polarity of the frog. The track is all Peco, the points being modified to remove the box where the microswitch is designed to be fitted.

What next?

With the original parts of the layout finished, my focus is now on building the extension

► Behind the rake of 16-ton mineral wagons is a Dapol Class 08 representing Bristol-allocated 08 950.

and the cement terminal, which will take the layout to a 10' long scenic section. I also have plans to build a small depot layout which will be set in 1991.

Thanks must go to my friend Dave Spencer who has taught me a lot over the years about weathering and scenic modelling, as well as my family for the positive and constructive feedback while I built the layout.

► A Mk.I Ford Escort parked outside the scrapyard office, built from an LCUT Creative kit.





The finale!

Words and photos by Craig Tiley

At 15:00 on Sunday 23 November, hundreds of onlookers congregated around the centrepiece display at the 2025 National Festival of Railway Modelling to witness the finale to the Peco RAIL200 Model Layout Competition.

Following a welcome address by Peco Head of Sales, Steve Haynes, trophies were presented to the winners (announced in the December 2025 RM) by pop record producer, railway modeller and Peco RAIL200 Model Layout Competition guest judge, Pete Waterman.

From the hundreds of entries that had been submitted prior to the 30 September competition closing date, a total of 43

The Peco RAIL200 Model Layout Competition was brought to a spectacular conclusion at the 2025 National Festival of Railway Modelling, which took place at the NEC in Birmingham on 22 & 23 November.

selected finalists were brought together from across the UK specially for the event at Birmingham's NEC (by kind invitation of Warners Group). To assist Peco with this huge logistical task, Gaugemaster, Going Loco, Lord & Butler and Trains4U acted as regional collection points.

Made up of both Modular and

Lion runs through The Parlour Railway, a 1:12 scale Modular entry created by Alec Matthews.



▲ Peco Head of Sales, Steve Haynes.

Standalone models, the total on display was brought up to a round 50 with the addition of modules produced for the event by members of staff at Hornby, Oxford Rail and Great Eastern Models, these firms being amongst many across the industry that supported the contest.

31 of the Modular boards on display were connected together to form an impressive working OO gauge model railway, this boasting a total track length, rather appropriately, of just over 200' (including the stock storage lines and corner connecting boards). Setting up this huge – and previously untested – installation



▲ Students from Wilmington Grammar School for Boys with their 009 model, which was an entry in the Standalone (Under 16) category.



▲ Natalie Rudd with 'The Haunted Hollows' – inspired by the film Sleepy Hollow and entered in the Standalone (16 and over) category.



▲ A Cavalex Models Class 56 runs through Hepton West, an entry in the Modular (Over 16) category by Paul Chalklin.



▲ Hornby staff created their own novel modular contribution, which included a workshop with TT:120 locomotives and 1:76 figures!

PECO RAIL200 MODEL LAYOUT COMPETITION



▲ **Project New Street** by Joseph Laurence, which won the Modular (Over 16) category.

was expertly managed by Steven Dodd of GLR Railways, who used iTrain software to run an automated sequence of trains. Driven through Sig-naTrak DCC, point and signal controllers, the set-up also utilised YaMoRC track sensors and over 200 metres of wiring to connect it all together.

The automated system allowed five trains to be in motion on the layout at any

one time, with 12 different powered models seeing action over the two days. Between them, they amassed a total distance in excess of 1,200 scale miles!

Stock was generously provided for the event by Cavalex Models, Hornby and Oxford Rail, whilst members of the Peco team were kindly assisted with the running of the centrepiece display by Callum Frost, Jay Duggan, Robert Henworth, Andy Macdonald and Gwion Rhys Davies.

For further photos and videos of the NEC centrepiece display, refer to the RAILWAY MODELLER and Peco Facebook pages. Additionally, look out for features on some of the competition finalists in upcoming issues of RM.

Once again, on behalf of Peco and RAILWAY MODELLER, we wish to express our



▲ **Abbey Shed**, an 009 model by Ian Arkley in the Standalone (16 and over) category.

heartfelt thanks to everyone who supported and took part in the competition and helped to make it such a resounding success.



▲ Modular (Under 16) winner, Hugo Sands, receives his trophy from Pete Waterman for *Brampton Bridge* in 00.



▲ Modular (Under 16) runner-up, George Fearon, receives his certificate for *A Kraken Day* in 00.



▲ Modular (16 and over) winner, Joseph Laurence, receiving the trophy with his son Elliott for *Project New Street*.



▲ Modular (16 and over) runner-up, Mike Tomlinson, with his certificate for *Mind The Gap!* in 4mm scale.



▲ Standalone (16 and over) winner, Justin Clayton, receives his trophy and certificate for *Tykes Sidings* in TT:120.



▲ Standalone (16 and over) runner-up, James Walker, creator of *Wood End* in 00, pictured with his son Lenny.



▲ Standalone (under 16) winners, brothers Mylo (left) and Theo Parkinson, who worked together to build *Two Bridges End* in N.



▲ Standalone (under 16) runner-up, Oliver Turner, with his certificate for *End of the Line?* in 00.

An O gauge canopy – in under six hours

MALCOLM BRIGGS built this structure for a proposed exhibition layout in 7mm scale.

Photography by the author

Those of you who read my article about the *North Cornwall Brewery* in the December 2024 issue of RAILWAY MODELLER will have seen that I model in 4mm and like to make all my buildings from scratch.

When I finished the *NCB* in 2021, I went straight on to my new layout, a model of Weymouth Quay, but in 7mm for the first time. I was attracted to the larger scale by the sheer mass of the models and the ability to see detail with ever-ageing eyes!

I built the baseboards, laid the track and wired it all up for Digital Command Control operation, then started on the first building – one half of the Town Bridge. That's where I discovered just how big structures are in 7mm. The bridge is enormous and I had to build three separate cases in which to carry it.

In the intervening four years, we have moved house twice, so modelling time has been limited and *Weymouth Quay* is only making slow progress. It was my intention to build it as an exhibition layout, but in 2024 I had to acknowledge that it was just going to be too big for a single person and friends to take to a show. It was really something a club would have to tackle, and I was also conscious that within five years, I was going to be too old to hire a van and there was no way it was going in a car! So, I decided that it would remain a home layout, but I still fancied continuing exhibiting after the van rental days are over, which will also preclude me continuing to take

the *NCB* to shows after 2030. But time taken out from *Weymouth Quay* would slow that project down even more, so whatever I constructed would have to be quick, small(ish) and portable.

A minimum space layout in 7mm seemed to fit the bill, but I promised myself that I wouldn't start on it until *Weymouth Quay* was only waiting for the buildings. The itch to build something that would stimulate thoughts about the new exhibition layout, until such time as I could dedicate more time to it, needed to be



scratched. However, it couldn't take up too much time!

As luck would have it, I was purchasing some windows and

▲ A pair of BR 12-ton vans under the completed canopy – hinting at its likely use on an industrial siding.

How the model was made

1



A



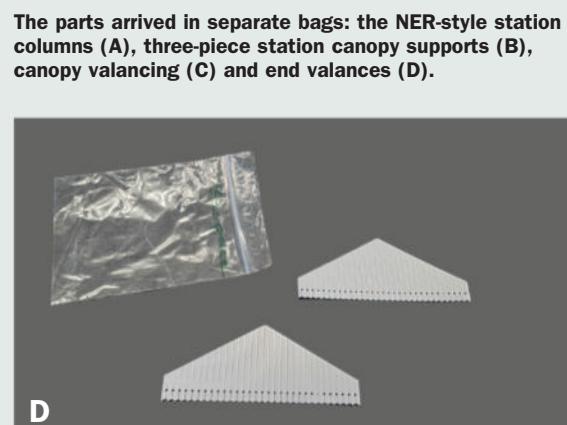
C



B



D



doors from York Modelmaking for a club 4mm layout, when I discovered that the firm also makes architectural parts for scratch-builders (in 2mm, 4mm and 7mm scales), and I was blown away with the station canopy mouldings for O gauge.

A quick discussion with Julie from York Modelmaking ensued, and a few days later a small box appeared with everything I would need to make a canopy, apart from some Plastikard.

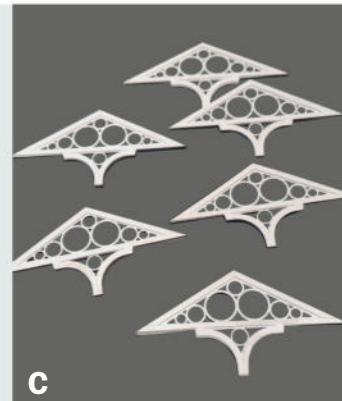
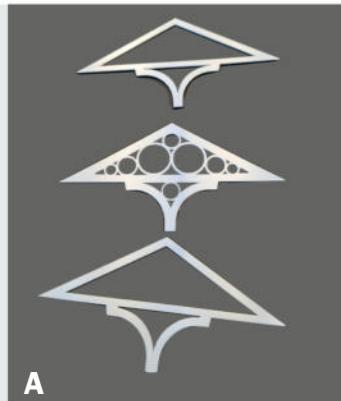
So, I made and painted this structure in less than a day. The

actual construction took me about four hours, and the painting and detailing a bit less. If I had tried to scratch-build the canopy supports, each one could have taken me about eight hours, so this is a great way to get to my end result, but

quickly. The quality of the parts is fantastic and the whole structure is impressively strong. All I need to do now is work out how I am going to use it – probably as an industrial siding cover, but otherwise, it is all in the concept development stage.

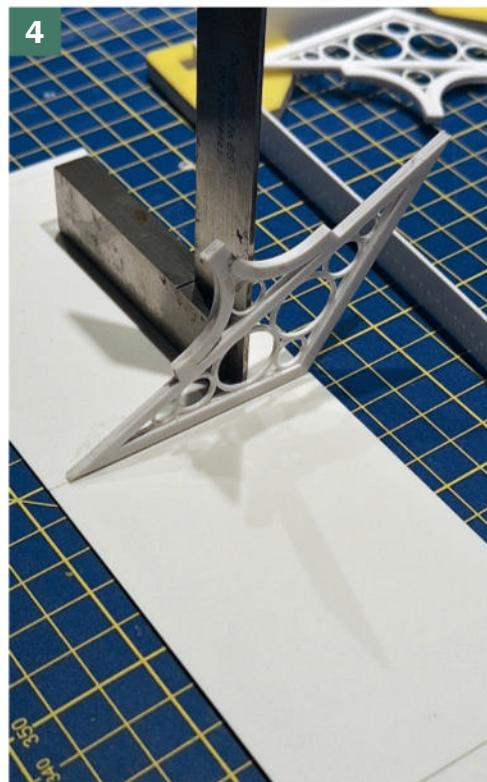
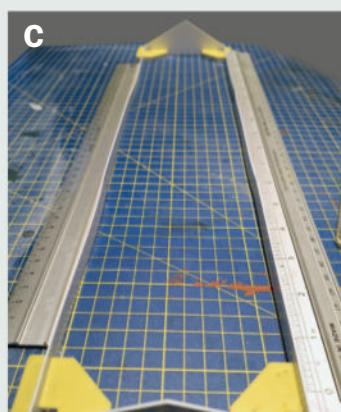
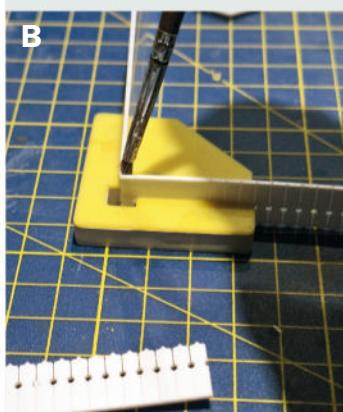
2

Starting with the canopy supports, each item is made of three parts: two plain ones and one with the internal rings (A). Once these were placed together, it was just a case of running liquid poly along all edges and the middle of all of the sets (B). Six sets were needed in total (C).



3

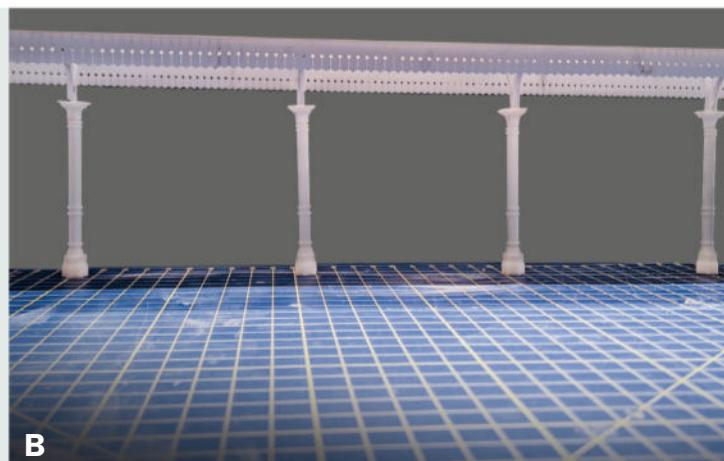
The valancing and edges were selected (A), glued together (starting with the corners, using magnetic clamps – B) and the whole frame made up using metal rulers and four clamps (C).



Sheet Plastikard from Slater's (40thou) in double length format (i.e. 2x A4 sheets in length) was cut for the actual roofing as I was not glazing this canopy, and the supports were added, making sure to keep them square. The second part of the roof was then added.

5

The columns were added and left to dry, upside down (A). At this stage, I wasn't too worried about ensuring they were strictly vertical, as this could be adjusted when the whole structure was fixed to a base (B).

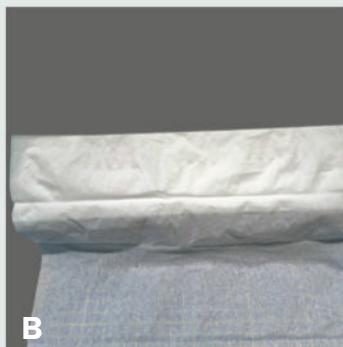


6**A**

I knew the whole top was going to be covered in tissue to give a real texture to it, but this can cause Plastikard to warp, especially when only a single layer is used – so I cut sections of newspaper and stuck them to the underneath immediately before applying the tissue (A). This balances the stresses. Again, liquid poly was used, as just brushing it all over the face of the paper allows it to soak through and bond to the Plastikard (B).

**B****7**

Now comes the interesting bit! What used to be known as 'man-size' tissues are separated into the individual ply layers (A) and these are glued on in the same way as the newspaper (B & C). The edges are wrapped over and then trimmed with a scalpel with a new blade (D).

**A****B****C****D****8**

At this point, I found the edges were lifting off the valancing because there was very little surface area for the glue to make contact (A). To overcome this, I took the valancing off and added a piece of I-beam from the Evergreen range (B) and reaffixed the valancing (C). This overcame the problem, giving a much better fixing area.

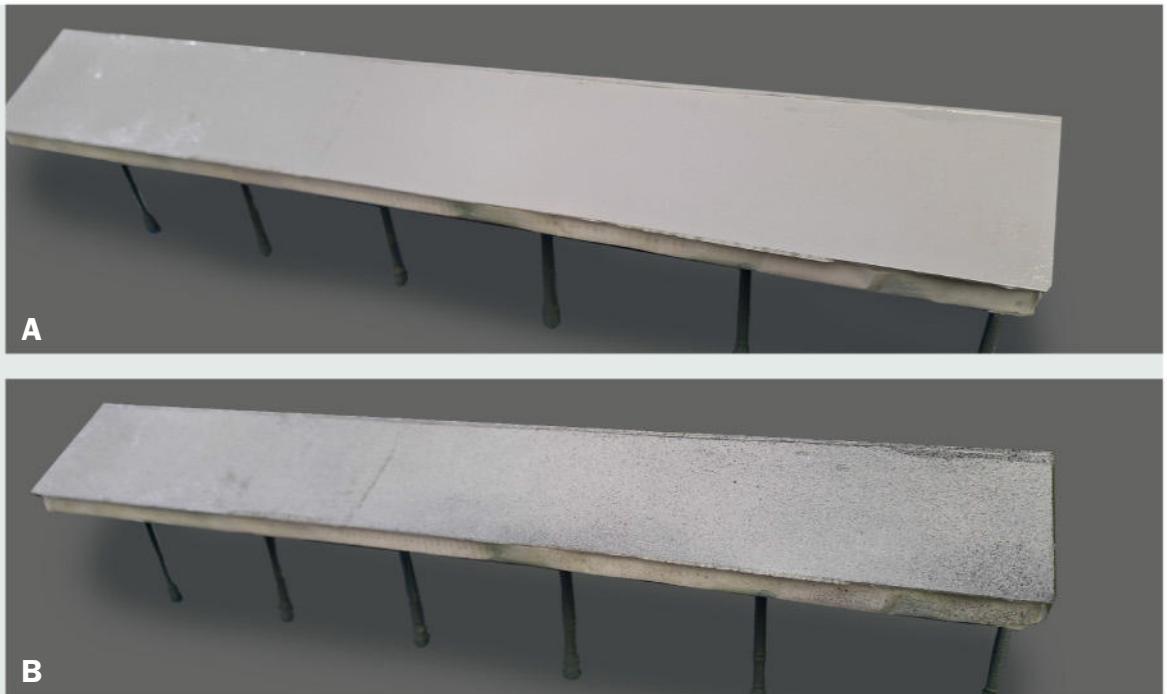
**A****B****C****9**

The final stage was painting. The underneath and columns were sprayed green using an airbrush.

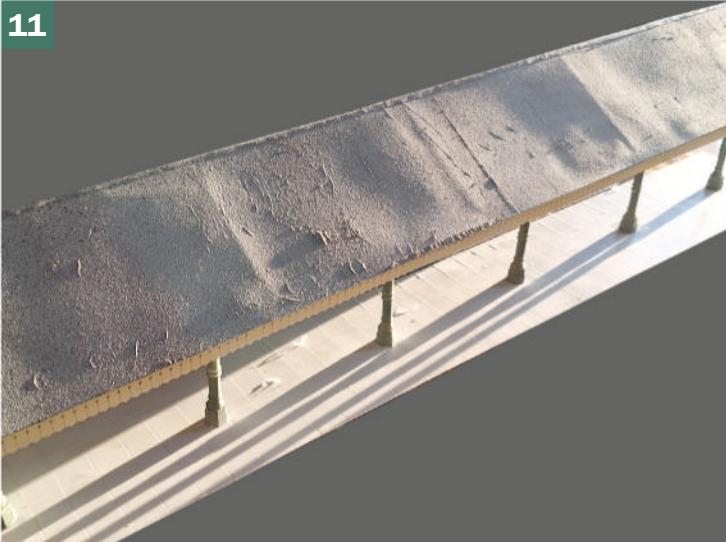


10

The top was sprayed with a grey primer (A) and then a misting of matt black (B). The valancing and ends were painted cream. This was followed by general weathering.



11



The structure was mounted on a temporary base made from 40thou Plastikard and scribed to look like paving.

12



And that was the model completed, all in under six hours.



Supplier information

York Modelmaking
Tel: 01904 400358
www.yorkmodelrail.com

Greenway Wagon Repair Depot

MARC MARSHALL outlines this ultra-compact N gauge cameo, which depicts the late British Rail diesel scene and is designed to sit atop a household storage unit.

Photography by the author



Weekends were the best days of the week during my childhood. From a young age, my grandfather would take me on a Saturday morning to Newcastle Central and we would watch the trains come and go. We would pace up and down the platforms, slowly devouring a packet of Wine Gums, not knowing what we would see arriving next. Ever since, I have had a passion for trains and model railways.

I started railway modelling 20 years ago in OO gauge, but other priorities eventually led to me deciding to sell all my stock and equipment. However, after a break of several years, I decided recently to get back into the hobby.

I happened to come across some YouTube videos on shelf layouts, including a cameo called *Paxton Road* by James Hilton [Ed. See RM February 2025]. I liked his ideas for viewing a layout through a letterbox-style window, where you could immerse yourself in a miniature world and watch the

layout come alive, with it being displayed side-on and at eye level.

I had never modelled in N gauge before, but it seemed to be a suitable scale for the space I had available. This space was, in actual fact, an Ikea storage box unit, which sits at 5' high. Therefore, I decided the layout would be designed to fit on top, which would be the perfect height for viewing.

I wanted something easy and simple with just a couple of points and a few sidings. I decided a simple Wagon Repair Depot would be ideal, this providing the basis for a good variety of stock and operational interest. I decided to base my layout loosely on Tees Yard WRD. Today, this site consists of a simple shed with a handful of sidings, surrounded by a lot of wasteland, dense bushes and long grass.

I then made the decision to set the model in the late 1980s to early 1990s period, as this is

Cars of the period, including a Ford Escort Mk.II and Fiesta Mk.I, alongside a Class 08. ▶

the era I remember. This, in turn, meant I could have a variety of wagons in BR Railfreight livery being shunted in and out of the shed for repair work. As an added bonus, I could, if I wish, run modern-day locomotives and stock without the need to change anything on the layout (except the road vehicles).

Construction

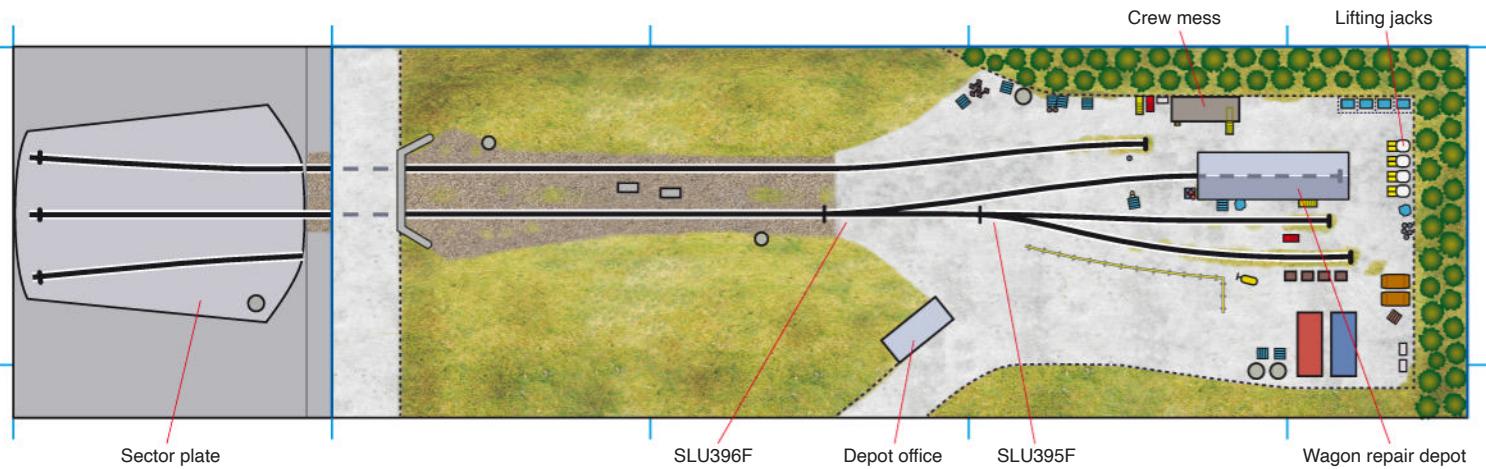
The layout (including the foot-long fiddle yard) measures 137cm long, 35cm deep and

▲ 31 130 Calder Hall Power Station in BR Railfreight livery with Coal Sector branding.

20cm high, with a viewing window of 11cm in height.

The frame was constructed using 2" x 2" timber, with 5mm MDF boards nailed and glued together for the surface. Channels were provided in the MDF surface to house operating rods for the point tiebars, these connecting to switches mounted along the front of the layout. The backscene and sides were also





Greenway Wagon Works Overall layout size 1370mm x 350mm. Each grid square = 300mm x 300mm.

The rudimentary sector plate with trio of train storage lines. ➤

glued and nailed in place, these supporting the (removable) lid.

The lid was constructed using 5mm MDF, and measures 107cm long and 39cm deep, with wooden battens glued around three of the sides to seat it in position on the layout.

I decided to model a road bridge that crosses the two lines running into the fiddle yard, this providing a natural scenic break when viewing the layout from side-on. The sector plate fiddle yard consists simply of three 30cm-long sections of track, which have been laid on a piece of MDF that pivots on a wooden dowel.

Track and electrics

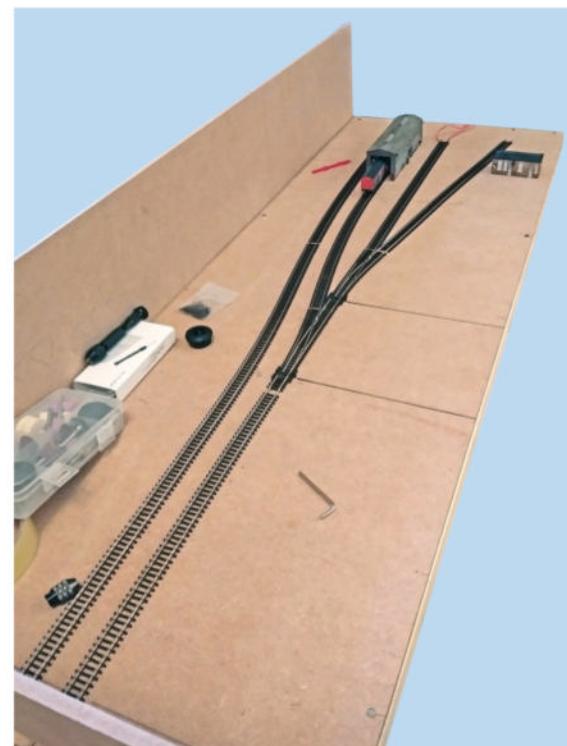
The trackwork comprises two Peco Streamline medium radius code 55 points, and five lengths of flexible track cut to length and glued down. Rail sides were painted a rust brown colour, with Woodland Scenics Fine Brown granules for the ballast.

The layout is configured for Digital Command Control. With my DCC receiver connected to a terminal block, dropper wires were then connected from this to each section of track. The layout is controlled using the Bachmann Dynamis system.

Buildings and sceneries

The backscene and side support walls were painted with a very light grey to create the appearance of an overcast sky. The lighting for the layout is actually a Fluval LED fish tank light, which I had spare (keeping

Looking along the length of the scenic section from the fiddle yard, with a Class 47 visible. ➤



tropical fish is another interest of mine).

The tunnel portal was created using the Peco ref.NB34 double track bridge side, which I painted and weathered myself.

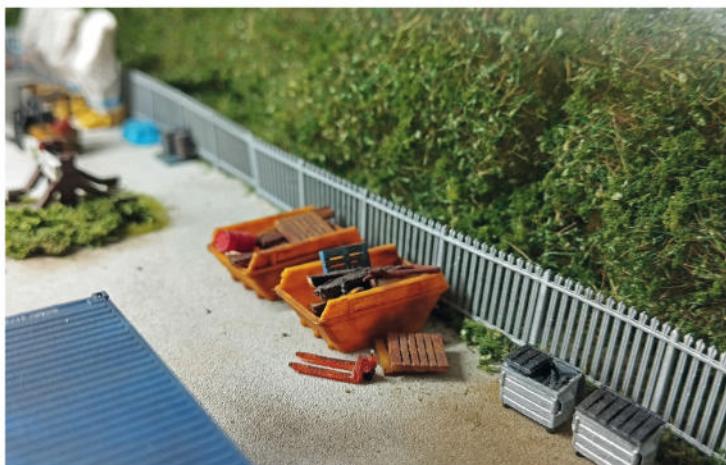
Grass is a mixture of 2mm Woodland Scenics straw and

medium green static grass fibres, whilst many of the bushes are various Woodland Scenics Poly Fiber [sic] products that have been sprayed with diluted Woodland Scenics glue and then had scatters sprinkled on top. Other

➤ **The two-point scenic section under construction.**

bushes were created by using static grass (4-6mm long fibres) deposited on spots of glue on tracing paper: I then sprayed this with some diluted glue and





▲ Amongst the yard clutter is this pair of skips. The palisade fencing is from the Peco range.

A portacabin serves as the yard office. Many of the smaller details are 3D-printed products.



added more fibres, repeating this to build up a large bush shape. Once the bush was dry, I could pick it off from the tracing paper using tweezers, planting it on the model where needed.

The areas of hardstanding were created by using tracing paper to create templates, then using these to cut the required shapes from thick card sheet. These were painted a concrete

A trio of air-braked hoppers are stabled outside the repair shed. Note the Armco-style barrier.

colour using an aerosol (obtained from a high street art supplier). Since these photos were taken, I have weathered it with an acrylic black wash and black weathering powder.

The main Wagon Repair Depot structure is a Single Road Servicing Shed from Bachmann Scenecraft (ref.42-126).

Small details such as the bins, office, forklift truck, pallets, drums and skips are West Hill



▲ The wrapped sets of lifting jacks, stored behind the main repair workshop.

Wagon Works 3D-printed items, or from Bunters Yard.

The lifting jacks I decided to wrap, this replicating what I had seen in photos of Tees Yard. I achieved this using pieces of white tissue paper, soaking them with diluted PVA to create a hard finish, before weathering them and using blue thread as rope to secure the coverings.

The palisade fencing is from the Wills kit (ref.281), which was hand-painted and sets the perimeter of the yard off nicely. The Armco-style barriers in the car park are laser-cut accessories from Scale Model Scenery (ref.LX463-N).

All the vehicles are Oxford Diecast models, except for the bus, which is from the Graham Farish range.

Locomotives and stock

The locomotives, which are DCC sound-fitted ready-to-run models from the Graham Farish range, comprise a Class 31, Class 47 and Class 08 diesel shunter.

To improve the slow running characteristics of the Class 08, I arranged for Digitrains to fit a 'stay-alive'. It can now traverse the points on the layout at a snail's pace with no issues.

The rolling stock also comprises ready-to-run models, from the Dapol, Graham Farish and Peco ranges – all weathered to suit using washes and weathering powders, which really brings them to life.

A small start

I really enjoyed building this layout, the process of which has helped me to develop new skills and techniques.

I would encourage anyone who is thinking of starting out in, or returning to the hobby, to consider something small like this. You don't need a lot of space and yet it can provide plenty of enjoyment.





RAILWAY MODELLING *Explored*

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

THIS MONTH • An OO9 digital layout • Building a 1960s semi-detached house in N

Pen-y-Bwn

When Bachmann launched its OO9 narrow gauge range in 2022, and the Welsh Highland Railway Baldwin locomotive No.590 in particular, this fired my imagination and inspired me to develop an OO9 model railway based on the WHR in North Wales. I had never attempted anything using Digital Command Control – all my previous modelling had been OO gauge

Baldwin 4-6-0T No.590
crosses the kit-bashed Wills
Bow Plate Girder bridge.

KEVIN SWALE ventured into Digital Command Control for the first time with this OO9 layout, inspired by the Welsh Highland Railway.

Photography by the author

analogue – and I thought this could be a good project to develop new skills in DCC and enjoy the benefits of locomotives making realistic sounds, along with flexibility of operation.

I decided to go for something small in size, fitting the model onto a board of 107cm by 61cm, but with plenty of operational interest allowing for shunting, a station and an engine

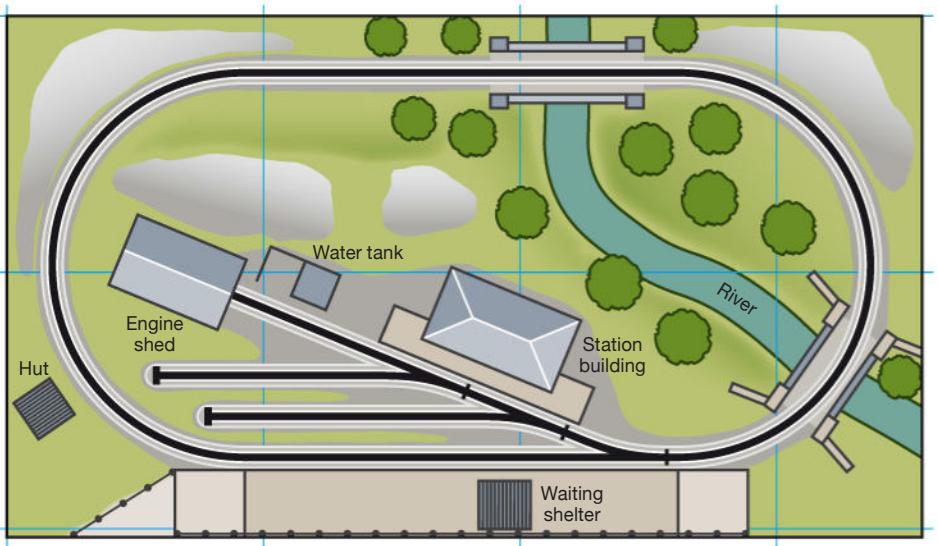
shed. I also wanted to capture the nature and feel of North Wales narrow gauge railways, so I didn't want the layout to look flat and when constructing the baseboard I needed to have different levels.

Foundation

The foundation of a good model railway is always the baseboard, and for this I learned



Overall dimensions: 107cm x 61cm. Each grid square = 30cm x 30cm.



▲ The layout under construction, with mock-ups of the main station building, engine shed and water tower temporarily in position.

the other half, just leaving the trackbed and mounting it on stilts, creating a strong foundation on which to lay the track.

All the track and points are Peco OO9: the basic track is wooden sleeper Main Line and the points are Electrofrog switched by SEEP point motors. All this was laid on Woodland Scenics sound-deadening Roadbed. I obtained all this from my local model railway shop – Orwell Model Railways, Tomlin Road, Ipswich. I chose to stick the track down with Copydex, clamping it in place until the glue dried. I also used the 9" Tracksetta template when laying out the flexible track on the curves to ensure a consistent radius. This was all then tested thoroughly with plenty of running to ensure reliable operation before starting the next step – the scenery.

Scenery

The first step was to paint the track and then ballast it using Woodland Scenics fine blend



from 'the DCC Guy' on YouTube, following his method of construction and creating a frame from 15 x 90mm planed pine topped with 9mm hardwood plywood. Having half the layout double-stacked enabled me to create the different levels in the scenery whilst maintaining a level trackbed. I then cut away

◀ The engine shed and water tower are based on structures at Dinorwic Quarry.

The station building, based on Tryfan Junction on the WHR, was finally positioned on the opposite side of the running line.



The layout's first motive power was sound-fitted Baldwin 4-6-0T No.590 in WHR maroon (Bachmann ref.391-031DS).

granules. I then kit-bashed some Wills bridge kits (Bow Plate Girder and Cattle Creep) and installed them under the track. The mountains and cutting were from scrap polystyrene packaging, cut up with a hot knife then covered with plaster cloth. This was painted using poster paint and then covered in Woodland Scenics Coarse and Fine turfs plus a few tufts, all in different greens.

Buildings

The buildings are inspired by North Wales narrow gauge railways: the engine shed and water tower are from Dinorwic Quarry, and the station building from Tryfan Junction. I didn't have any drawings or plans for these, so I created some based on various photos. I built several mock-ups from old greetings cards, until I got the size and feel I was looking for. I then created the final versions in mounting card clad with plasticard and detailed the brickwork. The finished models were then airbrushed in AMMO acrylic colours and weathered. All have detailed interiors and warm LED lighting. The other station building is a Wills shelter (out of a half kit) and the lights are Gaugemaster swan-neck LED lights. People are the trusty Airfix figures I've had for years, and the sheep are by Peco.

Control

The control system I use is a Bachmann E-Z Command, and points are switched via simple Peco levers boosted by a CDU that I happened to have spare.

Rolling stock

Until recently, I only had one locomotive – the sound-fitted Baldwin No.590. This has now been joined by Double Fairlie *Merddin Emrys* in its 1879 open cab condition; the sound fitting on this model was carried out by Kevin at Coastal DCC, and it runs well and sounds fantastic with its three different

No.590 hauls a train of kit-built wagons along the rocky ledge at the rear of the layout.



whistles. Bachmann has taken super-detailing into high definition on these excellent models.

The rolling stock is by Dundas Models. The bogie coaches are fitted with Kato bogies, which are very free-running; these are mainly plastic kits built in the usual way, but have added extra detailing such as brass door

A newer addition to the fleet is another Bachmann 009 locomotive – Ffestiniog Railway Double Fairlie *Merddin Emrys* in 1879 condition.

handles, etc. One of the coaches was different in that it was an etched kit, and soldering a kit together is something I have never tackled before: this was for the workmen's coach and it went together very well, making up into a nice model.

I have also made up about half a dozen goods wagons and vans, and fitted them with Peco couplings. I like the metal wheels that come with these kits, which give good running. All these have been finished with AMMO acrylic paints using my airbrush, which gives a great finish.

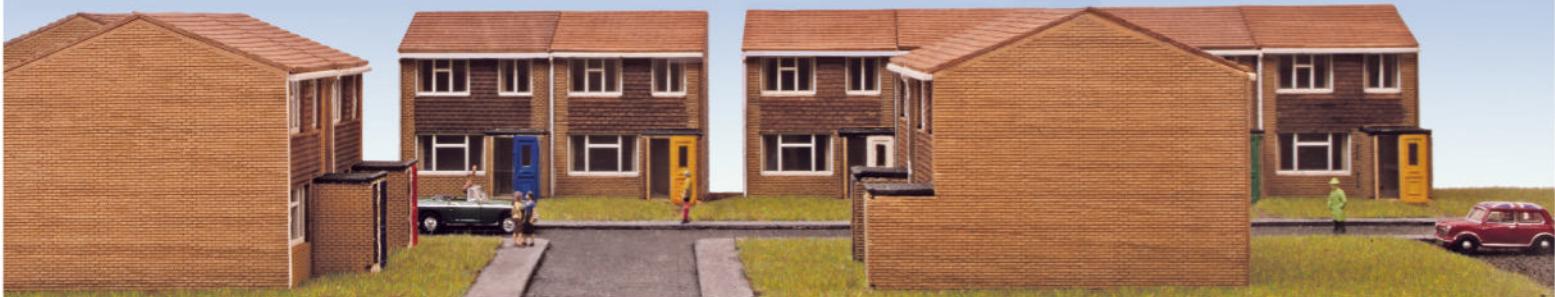
Inspiration

I hope you have enjoyed my story so far and feel inspired to try something like this; I have certainly found it great fun over the last couple of years.

Constructing 1960s semi-detached houses in N

CALLUM WILLCOX shows how to assemble one of the latest 2mm scale laser-cut kits from Peco, based on structures that are synonymous with post-war suburban developments throughout the British Isles.

All model photography by the author



Peco recently released its latest suite of laser-cut wooden structure kits in 2mm scale, based on semi-detached brick houses typical of the 1960s post-war property boom and the shift toward suburban living.

The trio of kits comprise two low-relief designs: (ref.NB312) 1960s semi-detached houses (double low-relief front) with a footprint measuring 70mm x 34mm; and (ref.NB313) 1960s semi-detached houses (low-relief rear) measuring 70mm x 24mm; as well as the full-relief version (ref.NB314) with a footprint of 70mm x 58mm, which forms the subject of this article. Each kit can be used in multiple to form a row of houses, or as stand-alone structures – allowing for an entire residential suburb to be created.

The kit – which consists entirely of laser-cut wooden components – contains everything required to complete a finished model, with only a basic set of modelling tools needed for assembly, together with a small selection of paints, powders and (as per my build) an

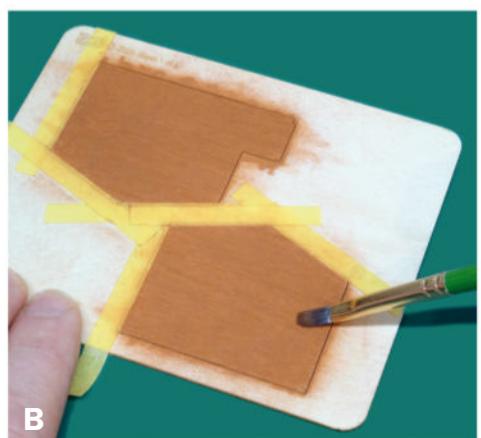
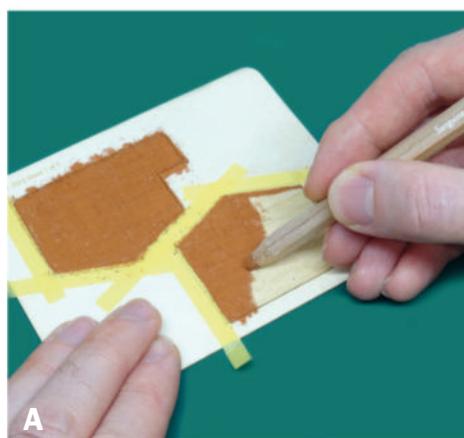


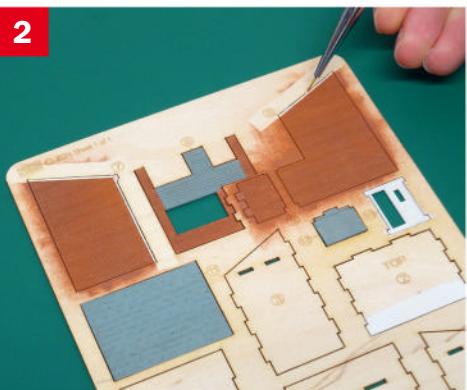
artist's pencil. This makes it an ideal starter project for those with less experience, or trying their hand at kit construction for the first time in the scale.

▲ The packaging of the kits, and examples of the laser-cut contents as supplied.

Building the NB314 kit

1 I elected to decorate the wooden components prior to assembly, starting with the brickwork – this being undertaken whilst the parts were still attached to the frets, making them much easier to handle. With the downpipes and bargeboards masked off, the brick detail was picked out with an artist's dry pastel pencil (I found Sanguine moyenne – Medium russet to be a good match for the terracotta-coloured bricks synonymous with these types of dwelling). This was rubbed vigorously over the raised details (A), before dusting lightly with a stiff dry brush, removing residual powderised colour from the mortar courses (B). This process leaves colour where it needs to be, whilst toning down and adding natural variation. Once I was happy with the desired effect, this was sealed with a quick misting of Humbrol Acrylic No.49 Matt Varnish spray.





2
Using the instructions for reference, fixtures and fittings for each property – such as doors, bargeboards, downpipes and guttering, along with the inserts for the window frame surrounds – all received a coat of acrylic white, with roof components (including the external wall tile detail) picked out in a medium grey.



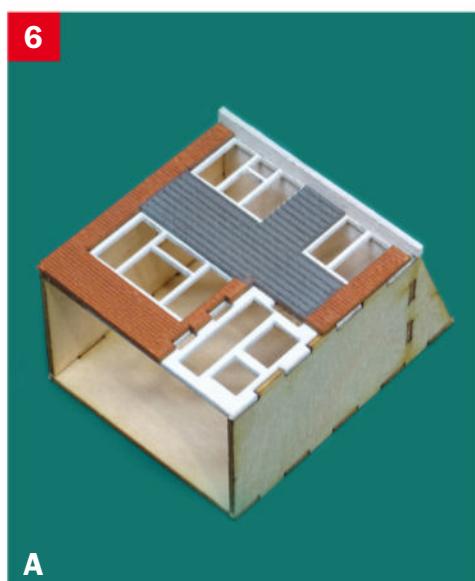
3
The wooden laser-cut components are held to the fret via a number of small connecting tabs located around the outer edges. Each part was released by applying light pressure with the blade of a craft knife on these tabs, before cleaning the edges of the components with a fine sanding block or nail file (inset).



4
The main structural components have been designed with a slot and tab arrangement for assembly (with Deluxe Materials Roket Card Glue being the adhesive of choice). This process starts with the assembly of the internal walls, centring on the internal ceiling for the upper floor; this part incorporates the external gutter detail and is marked 'TOP' on one side – denoting which way up it is to be fitted. This was glued at a 90° angle to the rear wall (A), followed by the side walls (B). Once this was cured, the front inner wall was fitted – the correct orientation of this part must be observed, with the apertures for the porch door to be positioned on the right-hand side (C).



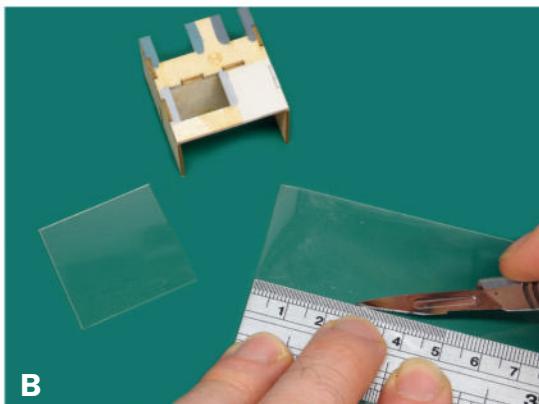
5
The external wall tiles and roof components were weathered prior to fitting. With the brickwork masked off carefully, Humbrol Smoke and medium grey weathering powders were applied in downward strokes to simulate rain streaking, before once again sealing with a quick mist of Matt Varnish.



6
The outer front wall was next to be fitted. This was undertaken on a flat surface – ensuring the edges were flush, with the door and window frames aligned squarely within their apertures (A). This was followed by the fitting of the roof (B), with the ridge sitting flush atop the rear wall (inset), with the bottom right corner flush with the gutter end.



7



A nifty design feature is the removable interior unit – allowing the modeller to create and install their own bespoke interiors away from the confines of the main structure. Assembly starts with the painting of the curtains (A) – these painted edges/areas being visible through the windows/doors when installed. Once this was cured, the unit was assembled, with material retained from the clear plastic packaging utilised for glazing (B): the latter cut to 30mm x 32mm and affixed to the face of the unit – taking care not to mark any of the visible areas with glue. Finally, the complete assembly was inserted into the bottom of the structure (C). This can be fixed in place or left loose, giving the option for interior details to be added at a later stage (D).

8



Construction of the rear of the property follows a similar process to that mentioned previously: starting with the internal walls, with the fitting of the brick fascia and roof, followed by the assembly of the interior unit (A). The only major differences are the position of the back door (located on the left) and depictions of pull-down blinds in the kitchen (lower right window) and bathroom (upper left) (B).

9



With both halves assembled, the front and rear of the structure were mated together to form a single complete property – ensuring the walls and roof were aligned correctly (A). When it came to fitting the outer side wall at the porch end, some modification was required, with a small part of the guttering needing to be cut away to allow this part to sit flush (B); the manufacturer advises us that this will be corrected for future production runs.



With the end wall fitted, the porch can be assembled. This starts with fitting of the porch side wall, followed by the flat roof (A). A piece of glazing material, measuring 11mm x 15mm, was affixed to the rear side of the porch door prior to installation (B).



With one house almost complete, the second was assembled by repeating the entire process described previously. It should be noted that, in contrast to the instructions, only one set of full outer side walls is provided between the pair of structures, though half sections – intended for construction of the kits in their low-relief form – are provided. These sections were fitted at opposing ends on each property, thus concealing the seam line once the structures were combined.



The complete block ready for placement on a layout. These can either be combined in parallel to form a row (below) or off-set to each other, offering great flexibility depending on the layout in question. Multiple kits can also be joined – facilitating the creation of entire streets.



▲ Two more angles on the finished models.

Readers' Letters

The Hull & Barnsley – the invisible railway?



▲ A c.1910 portrait of Hull & Barnsley 4-4-0 No.38, recorded at an unknown location. Photo: Rail-Online

I should like to request that a major manufacturer of ready-to-run model railways, preferably in OO gauge, would produce examples of the engines and rolling stock of the Hull & Barnsley Railway.

This company started running passenger and goods services in 1885 on its own route linking the major port of Kingston upon Hull and the coal mining districts of the Barnsley area in the West Riding of Yorkshire. It later became part of the North Eastern Railway and then the London & North Eastern Railway. The designer of its first stock was William Kirtley, the Locomotive Superintendent of the London, Chatham & Dover Railway, and the company had some magnificent engines to pull its carriages and goods vehicles. These are shown in great detail in the excellent publication *An Album of Hull & Barnsley Engines and Rolling Stock 1885* by Martin Baker, published in 2004 by the North Eastern Railway Association (ISBN 1873513410).

It is such a shame that, to the author's knowledge, and with the exception of the van mentioned below, models of these engines and rolling stock have not been produced. The engines had a livery of 'Invisible Green', which was made by mixing

Brunswick green and black paints in equal proportions, and ultramarine blue lining bands. Carriages were teak and the goods vehicles included brake vans, cattle wagons, horse boxes, open wagons and closed vans. Significantly, all 50 models of a recent limited edition run of refrigerator vans in N gauge produced by Pennine Wagons (as featured on p925 of the November 2024 edition of RM) have been sold. Clearly there is a demand for such models.

Is it the case that the choice of Invisible Green is the reason why manufacturers seem to ignore the Hull & Barnsley? It would be good to remember the men and women of this railway company by having ready-to-run models available.

Here are some suggestions regarding potential models: a Class B 0-6-0 tender locomotive, some teak carriages, and a goods brake van with perhaps a horse box and a range of wagons. These could be presented together as a most unusual and distinctive train set. It would be interesting to know if other readers share these thoughts.

KENNETH PHIPPS

More thoughts on digital sound

Laurence Hendry is right in his observations on the nuisance of multiple sound systems on exhibition layouts (Readers' Letters, RM December).

If, like me, you use hearing aids, the problem is such that it often limits the time I spend at other layouts in the vicinity. Trade stands located nearby are also affected.

My own pet hate, however, is unsynchronised sound on a steam locomotive model. Surely the minimum requirement is that the exhaust sound should match the wheel rotation, with

the correct number of beats throughout the speed range and for it to be true to the prototype – with no horrors such as a two-cylinder A4 and an exhaust sound that's twice as fast as it should be for the speed it is running!

With regard to train sounds, I recall in an old RM article that it was achieved by cutting a discreet notch in the trackwork at scale track panel lengths to give the classic 'clickety clack' steam era sound, and it does work. For long-welded rail, though, electronic solutions may be the only answer.

DAVID HAMMER

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

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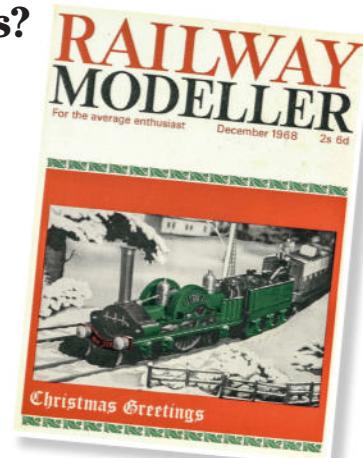
Christmas greetings?

I have been a regular reader of RAILWAY MODELLER since December 1968 (indeed, I still have my copy of that edition in my railway room) and enjoy the anticipation of each month's edition dropping through my letterbox.

However, what is so noticeable, since those days of December 1968, is the increasing reluctance to actually recognise that Christmas is approaching. At one time the front cover of the December edition would be decorated with a Christmas theme or scene accompanied by words of seasonal greetings. Your editorials would usually finish with an offer of Christmas wishes to your readers, retailers, suppliers, etc.

JOHN RODDAN

[Ed. This is down to the on sale period of the December RM. The December issue went on sale during the first half of November, which was just a bit too early to be conveying messages for the Christmas period on the cover. Therefore, we reserved our 'Season's



Greetings' for this, the January-dated issue, which is on sale over Christmas and New Year. However, in the December issue, we did feature Dick Robinson's Christmas tree model and Alasdair Macdonald's snow-covered Bred Albin layout to give the content a suitably festive feel.]

'Terrier' tales

Toby Jennings was quite correct to state the variability in Stroudley 'Terriers' (Scale Drawings, RM September 2025).

Smokeboxes notoriously suffer with use and corrode, and have to be repaired or replaced. I have pictures of Fenchurch with rivets around the rear of the smokebox barrel, the front of the barrel and around the perimeter of the smokebox door plate. Stroudley did not like proud rivets, so the early 'Terriers' were flush riveted!

Probably the best example of an A1 'Terrier' is Boxhill in the National Railway Museum. It is fitted with original crosshead water pumps rather than the later injectors, which meant that if the water got low in the boiler, the driver would have to run back and

forth along a siding to fill up! On Boxhill, the wooden brake blocks have been replaced by cast iron and the Westinghouse pump left in place, presumably for safety reasons.

The early October 1871 drawings also show the backhead with one water gauge on the right-hand side and two test cocks on the left. I do not know if any of the class were run like this?

One further point – I am not sure why the Ian Beattie drawings show the side tank fillers slightly forward of the centreline of the dome? In the drawings and early photos they appear in line. The dome was, of course, moved forward in line with the centre axle on the A1X versions.

ED CLOUTMAN



▲ A1 'Terrier' No.82 Boxhill in London, Brighton & South Coast Railway livery, as restored in 1947 at Brighton. Photo: C R L Coles/Rail Archive Stephenson/Rail-Online

Crying over spilled milk... again!

I am glad that Roland Graves enjoyed my article in the November RAILWAY MODELLER (Readers' Letters, p995, December 2025). Unfortunately, he does have me 'bang to rights' on not modelling a proper concrete drainage system in the milk loading dock on my layout, *Express Daisy Sidings*.

In my defence, I had planned to have inlaid track in the sidings and had installed this (see photo) when I found that the wagons would not uncouple – part of the Alex Jackson coupling needs to dip below rail height to do so.

With the main building already fixed into position, and not seeing a way to have anything representing concrete in the 'four foot' that still allowed me to uncouple, I took the easy way out and ballasted the track with ash.

However, before doing this, I did refer to the few photos I had available of various milk loading facilities and found that many did not appear to have anything other than ballast.

Of course, all of this was done before we had Matt Pinto's excellent book *Milk on the Rails* [Ed. Published by Wild Swan, see review, RM October 2025], which is currently on its second print run. (By the way, Matt is almost ready with the second volume.)

On studying the photos in his book, it seems that the facilities provided varied from proper concrete pads or stone setts, as described by Roland, to rough concrete poured onto sleepers, or just ballast, although the period in which the photos were taken may not reflect later improvements at those locations.

Just after exhibiting the layout at Tolworth Showtrain in November, I decided that some major work had to be done on the layout. This involved lifting out the dairy building and removing the back road. It was after I had started this process that the December RM arrived with Roland's comment. This well-timed letter has prompted me to revisit how I approach the dock siding when I re-install it.



▲ An under-construction view of Andy's layout showing the inset track.

Model Railway Society exhibition on 24 & 25 January, FebEx in Alton on 7 & 8 February and the Tonbridge show on 21 February.

ANDY AVIS

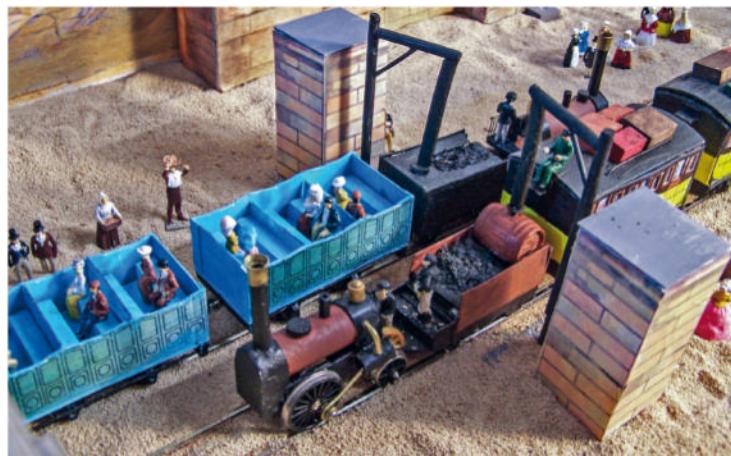
Modelling the Liverpool & Manchester Railway in 4mm

Given that we have just celebrated 200 years of passenger-carrying railways, readers might be interested to see my attempt to reconstruct another early railway, the Liverpool & Manchester. I have for some years been modelling the earliest manifestation of this, set in about 1831, mainly from technical drawings and from prints, and building practically everything from scratch.

Reproduced here is an image of my diorama of Parkside, halfway between Liverpool and Manchester, where all locomotives had to refill with water heated in the tower structure (to avoid too steep a temperature gradient in the boiler). It was also the place where Huskisson met his fatal accident on opening day. The yellow carriages belong to the First Class train while the open blue carriages are of the Second Class. This was the only stop for First Class trains, and while the engine was being watered, passengers would get out to stretch their legs.

I based the diorama upon one of Rudolph Ackermann's 'long prints' in *Coloured Views on the Liverpool & Manchester Railway*, with prints by T T Bury, published in 1831. The carriages are also based on these prints, while the locomotives are based partly on detailed drawings and partly on these same prints.

The locomotives are, respectively, one of the Planet class drawing the Second Class train and one of the North Star type drawing the First Class. Everything is scratch-built, the locomotives being driven by small Hanozono bogies in the tenders and the boilers weighted heavily with lead to keep them on the track. Carriages were created by reducing the Bury prints to exact scale and laying the result on in layers, with a sandwich of transparent plastic for the windows, based on thin brass bodywork. Of course, parts were acquired from many sources: Bachmann for carriage wheels, Slater's, Markits and Romfords



▲ The 4mm scale diorama of Parkside by Dr Andrew White.

for locomotive wheels, etc. The hardest bit was finding suitable figures, since no-one yet produces 1830s costume.

I am glad to see early types of locomotive becoming available commercially, such as Rocket, Lion and No.1 Locomotion, but I wish the designs were taken from original drawings

rather than from the replicas made for the various centenaries, which often perpetuate myths or contain extraneous features – such as the odd-looking box on the tender of No.1 Locomotion, which is actually covering a petrol engine on the 1925 replica!

DR ANDREW WHITE

Info sought on Bedford lorry shunter conversions

Recently I stumbled across some footage on YouTube of a wartime lorry that had been converted to push/haul railway wagons. The truck was a Bedford QL three-tonne 4x4. (I don't know what the 'QL' stands for.)

The lorry had been stripped, with no proper body, but a structure had been built to carry what looked like a large block of concrete, presumably to give the vehicle traction. It was fitted with self-contained buffers fore and aft, but no coupling chains, though it must have had a hook, but that wasn't visible. The cab was complete with windows, wipers and all, but there were no trafficators.

I am aware of similar conversions, but have no idea from where. My question is, what were these vehicles called? I would like to research them in more detail, but without a name it's difficult – the term 'shunters' doesn't get me anywhere.

GRAHAM BAKER

Unusual wagon loads in 4mm

I was interested in the review of the Clark Railworks detachable loads on p1003 of the December RM.

Recently, I bought a propeller crate load at an exhibition and fitted it to a Parkside Models (by Peco) chassis with Alan Gibson wheels, to create my own version of a GWR



Aero. Lettering and numbers, and load chains, are still to be applied.

I run the model with a GWR Morel I built, loaded with a brass ship's propeller, also using a Parkside



Models chassis (right). Both projects helped to provide something different to the more common wagon types.

ALEC BROWN

December corrections

[Ed. Unfortunately, a number of errors slipped through into the December RM:

On p956 the Milepost feature marking the Diamond Jubilee of The LNER Society, founded in 1965, included three references to 50 years (rather than 60): first on the milepost graphic, second in the standfirst and third on the features page. In the same article, the caption to the photo of the society's quarterly journal made a spurious reference to the Silver Jubilee – this should have referred to the Golden Jubilee. On p1013 the news item reporting on the 2025 Warley at Statfold exhibition made reference, twice, to 'His Worshipful Lord Mayor of Tamworth'. However, Tamworth has a Mayor, not a Lord Mayor. The report also misspelt the name of the cartoonist Rowland Emett. Our thanks to reader Mike Whitley for bringing these errors to our attention.]

NEW PRODUCT REVIEWS

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

Stroudley 'Terrier' 0-6-0T

New from Hornby in TT:120



The latest ready-to-run model in TT:120 to be released by Hornby covers William Stroudley's much-celebrated light suburban passenger tank engines – the London Brighton & South Coast Railway 'Terrier' 0-6-0Ts, plans for which were announced in our June 2025 issue.

Tooling has been developed to cater for numerous detail permutations within the 50-strong class, covering examples of these characterful and long-lived machines in their original Class A (later designated A1) form, built between 1872 and 1880, and subsequent Marsh rebuilds classified A1X, along with the individual detail changes (such as chimney and bunker arrangements) made over the course of their in-service and preservation careers. (For further details of these plucky little engines, see our Scale Drawings piece in the September 2025 issue of RAILWAY MODELLER).

The initial releases – all supplied Digital Command Control ready – are No.40 Brighton in A1 form, wearing LBSCR Stroudley 'improved engine green' livery (ref.TT3039M); A1X W14 Bembridge in Southern Railway lined

Olive green (ref.TT3038M); and A1X No.32655 in BR lined black with early emblems (ref.TT3040M).

Our samples in detail

We received a pair of sample models for review. The first (ref.TT3039M) is presented as A1 Class No.40 Brighton, which entered service in March 1878. It was chosen by the class's designer, William Stroudley, to represent the railway company at that year's Paris Exhibition, where it won a gold medal for workmanship – receiving an appropriate legend painted in gold letters on the side tank commemorating the achievement upon its return to England.

When surplus to requirements, it was purchased by the Isle of Wight Central Railway, arriving on the island at Medina Wharf, near Cowes, in 1902 and receiving the number 11. Having been rebuilt as an A1X in August 1918, it would later pass into the ownership of the Southern Railway in 1923, and was subsequently renumbered W11 – receiving the name Newport in 1930. It would return to the mainland in 1947, passing into British Railways ownership

the following year and becoming No.32640 – remaining in service until withdrawn at Brighton in September 1963.

Having been restored cosmetically at Eastleigh, it was purchased by Butlin's and displayed at the leisure group's site at Pwllheli in North Wales, before being acquired by the Isle of Wight Steam Railway in 1976 – returning to steam in 1989.

The model portrays No.40 in circa 1878 condition, following its return from the Paris Exhibition – sporting Stroudley's signature 'improved engine green' complete with gilded 'GOLD MEDAL PARIS EXHIBITION 1878' legend on the side tanks. Features specific to this model include original Stroudley boiler with smokebox wing plates, condensing pipes, copper-capped chimney, front sandboxes on the splashes and original sand pipe arrangement, original small bunker with toolbox, and wooden brake shoes.

The second model (ref.TT3038M) depicts A1X W14 Bembridge in SR lined Olive green. Originally LBSCR No.78 Knowle when outshopped in 1880, the real machine was one of the

final examples to emerge from Brighton Works, being fitted with Westinghouse air brakes and iron brake blocks from new. In 1907, it was renumbered 678 on the LBSCR duplicate list and converted to push-pull motor train working, before being rebuilt as an A1X in November 1911.

Following the Grouping, it was transferred to the Isle of Wight by the SR in 1929, where it gained the name Bembridge and was initially numbered W4, before becoming W14 in April 1932. Its stay was brief however, for it returned to the mainland in May 1936, where it later returned to traffic as No.2678 and was put to work on the Hayling Island branch.

In 1940 it was hired out to the Kent & East Sussex Railway, where it worked into Nationalisation (now numbered 32678), until closure to passenger traffic in 1954 – working the final train top-and-tail with sister No.32655 (Stepney). It saw out its final BR days at Brighton, before being withdrawn at Eastleigh in October 1963.

Like No.40 Brighton, it was sold to Butlin's, going on static display at



▲ W14 with the new Southern Railway green four-wheeled coaches; the LBSCR and BR-liveried versions of these were reviewed in RM December 2025.

Minehead – having been restored cosmetically at Eastleigh. It was sold on in 1975, and returned to traffic in 1999 – with the locomotive now under the ownership of The Terrier Trust, based on the Kent & East Sussex Railway.

The model depicts the locomotive in 1932-1936 Isle of Wight condition. Features specific to W14 during this period and replicated on the model include: Marsh boiler with extended saddle-mounted smokebox; cast iron chimney and brake blocks; sandboxes positioned below the running plate; and extended bunker.

Upon releasing the locomotives from their packaging, the first aspect that strikes you is the quality of the finish and fidelity to the prototypes. This is made all the more impressive by their diminutive size – the length over buffers measuring just a fraction more than 66mm, an exact match to the 26' 0½" overall length of the full-size machines.

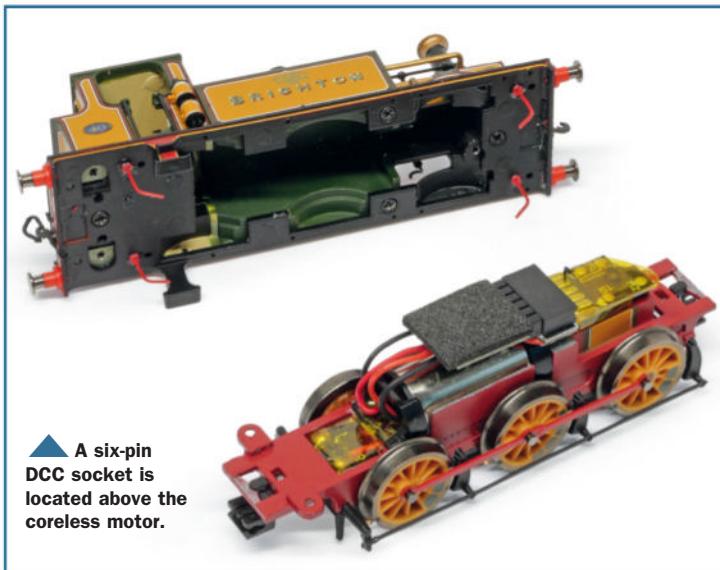
Application of both liveries is second to none: the lining has been applied with great finesse throughout, providing a clean delineation between the main paintwork and border surround – all of which is straight and even, with no visible blemishes or fuzziness, extending to the lining adorning the edge of the running plates. Lettering and numbers are all applied faultlessly; most impressive is the fine print of the aforementioned accolade on the side tanks of No.40, which – like the rest of the LBSCR lettering – is presented in gold, complete with red on sea-green and black shadowing. Printed crisply too are the cast name (W14) and number (No.40) plates, which each exhibit a pleasing metallic sheen.

Construction is almost exclusively die-cast metal, with individual castings produced for each of the main body components – including, but not limited to, the smokebox and boiler barrel, chimney, side tanks (incorporating continuations of the boiler/firebox),

PROTOTYPE VIEW Stroudley 'Terrier' 0-6-0T



▲ A proud William Stroudley poses with the real No.40 Brighton, following its return from the Paris Exhibition of 1878, where it had won a gold medal. Photo: Rail-Online



▲ A six-pin DCC socket is located above the coreless motor.

The Hornby model of Brighton, resplendent in LBSCR 'improved engine green'.



running plate, plus cab and bunker arrangements – centred on a cast chassis block. This no doubt helps with the overall weight of the models: the A1 tipping the scales at an impressive 48g, with the A1X – in keeping with the prototype – coming in slightly heavier at 51g. As supplied, the models are fitted with European-style couplings, mounted in sprung self-centring NEM pockets.

The elegant profile of the prototypes is conveyed beautifully, and the body tooling bristles with separately fitted details. Particularly notable are the commendably fine depictions of the lubricators adorning the front/sides of

the smokebox (depending on the prototype), and various pipework – the latter particularly prevalent on our A1X sample – all formed from a fine durable plastic. Other fittings include detailed depictions of the operating rods, spring balance safety valves, clack valves, water fillers, whistles and lamp irons, with handrails appearing to be formed from metal wire. This attention to detail extends below the running plate with the prototype-specific external braking apparatus, all of which has been fitted separately, with the pull-rods produced from fine metal etches.

Bufferbeams are supplied fully furnished, with our A1X sample including spare versions of the vacuum and air pipes should these get lost or damaged. A detailed depiction of the Westinghouse pump (mounted on the fireman's side of the cab) is also present, finished in the appropriate colours and lined out to match the rest of the livery. Buffers are turned metal, but not sprung.

The firebox backhead displays a comprehensive array of copper pipework, brass handles and burnished controls, with the majority of these details being separate fittings. The glazed spectacle plates feature depictions of the brass frames, complete with bolt detail, with those at the rear of the A1X adorned with fine renditions of the coal rails – each of





these being produced as separate plastic fittings.

Mechanism and performance

The model is equipped with a centrally mounted coreless motor, which is housed within the tank/boiler casting, providing drive to the front coupled axle. Current is collected from all wheels via wiper pick-ups, with all axles featuring brass bearings.

For those wishing to equip the model for digital operation, a six-pin Digital Command Control interface (compatible

with the firm's range of HM7000 Bluetooth® DCC decoders) is located atop the motor. There is no specific provision for DCC sound.

Access to the mechanism and decoder is achieved by removing three screws – the first positioned next to the gear train, situated below the smokebox, with the final two located in each corner below the bunker. Once disengaged, the body can be lifted carefully away from the chassis.

Performance under 12V dc control proved to be quiet and smooth in both

directions through the speed ranges, including a modest slow speed performance – the gearing ratio being very much in keeping with the prototypes – with their 'sprightly' nature also not overlooked.

All bark...

The Stroudley 'Terrier' represents a significant milestone in the field of TT:120 – most notably being the first small tank engine in the scale (the focus up to this point having been on larger express passenger designs). We

can certainly see these locomotives – paired with the recent four-wheel coaching stock, also from the firm in matching colours (see reviews, December 2025) – being the catalyst for many smaller layout designs, based on rural branch lines and sleepy backwaters, inspired by the Hayling Island branch and routes found on the Isle of Wight...

Indeed, their delivery couldn't have been more timely, with the release of a trio of wooden laser-cut kits, based on structures at the former Isle of Wight station of Ventnor West, from the Devon-based manufacturer Peco (see reviews, page 64).

Samples supplied by

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

PRICE
£159.99 DCC ready



▲ The diminutive 'Terriers' will make the perfect motive power for small TT:120 layouts.



▲ A rear view of the four-wheelers; note the Stroudley-style end windows and guard's duckets on the brake vehicle.



Following our initial review in the November 2025 issue, Oxford Rail has received further variants of its all-new Worsdell North Eastern Railway P2/London & North Eastern Railway J26 Class 0-6-0 in OO – including those in British Railways guises.

One such example, illustrated here, is ref.0R76J26003 presented as No.65736 in BR plain black with late crests – one of the 30 examples built at Darlington Works, entering service with the NER as No.554 in June 1904. The livery and condition of the model is

correct for the period from circa June 1958 – when reallocated to Thornaby (51L) – until its withdrawal from service on 20 February 1961,



The model represents No.65736 in its final years of BR service.



featuring a Diagram 57A boiler (which it received in June 1945), Ross 'pop' safety valves, and tender with two coal rails.

The overall black paintwork exhibits a pleasing metallic appearance, with areas such as the smokebox and cab roof presented with a realistic matt finish. The uniformity of the satin finish on the rest of the model is an

improvement over our LNER sample, though a very subtle differentiation between the locomotive and tender can be observed under certain lighting conditions. The BR late crests and numbers are all applied faultlessly. Worthy of note is the fine print of the Thornaby (51L) shed code plate, which gives the impression of a separately fitted etched part. Naturally, the model would benefit from a spot of weathering to truly replicate the appearance of these North Eastern stalwarts in their twilight years.

Sample supplied by

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

PRICE
Ref.0R76J26003 – £129.95
(DCC sound-fitted £229.95)

Cambrian Railways two-plank wagon from Bryngaer

00



▲ The wagon in Cambrian Railways light grey...



▲ ...and Great Western Railway dark grey.

Bryngaer, the trading name for the new Barry-based model company Modelau Bryngaer Cyf, has delivered its first entry to the ready-to-run market, with examples of the Cambrian Railways two-plank wagon in OO. Run by Welsh railway enthusiast Rhobat Bryn, Bryngaer aims to produce ready-to-run Welsh pre-Grouping era rolling stock from the years 1840-1922, though with liveries from subsequent eras where appropriate.

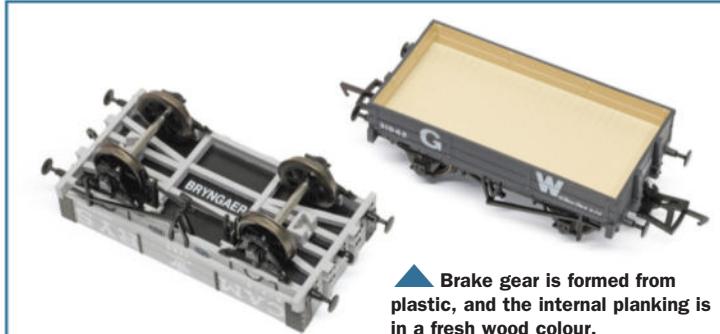
In the case of these eight-ton two-plank wagons, the Bryngaer tooling caters for two types: the first covering fixed-sided examples constructed for the Cambrian Railways by the Ashbury Railway Carriage and Iron Company Ltd of Manchester in 1896; and the second depicting dropside vehicles built by R Y Pickering & Co. Ltd of Wishaw, Lanarkshire, in 1902. This initial release covers both types in a choice of Cambrian Railways grey and Great

Western Railway grey colour schemes, with an example of each having been received for review.

Before getting on to the models themselves, one cannot overlook the size of the packaging in which the wagons are supplied. This has proved to be a very topical subject of late, with boxes for some manufacturers' recent releases seemingly getting bigger and bigger. Here, Bryngaer has bucked the trend, with each wagon cradled in a two-part plastic tray, within a compact card box with a clear plastic window – not much bigger than the wagon itself!

Assembled predominantly from injection-moulded plastic, each wagon tips the scales at 24g. Detail fittings – such as the single-sided brake gear (complete with renditions of the safety loops and brake shoe assemblies) and buffer heads – are fabricated from plastic (the latter are not sprung). The split-spoke wheelsets on which the wagons ride are extremely free-rolling; these comprise plastic centres with metal tyres, on metal axles with pin-point ends. Slimline tension-lock couplings are fitted as standard, mounted in dovetail NEM pockets attached to the underside of the floor.

The wagon bodies are moulded finely with crisp



▲ Brake gear is formed from plastic, and the internal planking is in a fresh wood colour.

representations of the wooden planking, ironwork and end stanchions, with detail differences between the two body types including corner plates and side stanchions (fixed-sided), with door strap and fastener detail present on the dropside examples. Headstocks are equipped with a sturdy coupling hook (complete with opening) should you wish to fit three-link chains.

Each of the two colour schemes have been completed to the highest of standards. Lettering, running numbers and tare markings are clean and crisp, extending to the fine printing of the various cast maker's and number plates which adorn the solebars of the Cambrian examples – all of which are legible under a glass. Note the grease axleboxes which are stamped 'CAMBRIAN RAILWAYS' and dated 1896 (fixed-side) and 1902 (dropside). Contrasting with

the external paintwork, the internal planking detail is picked out in a uniform pale fresh wood colour; this would benefit from toning down at the modeller's discretion.

Priced £29.70 each, the models are distributed exclusively by Rails of Sheffield and can be purchased from the retailer's website.

Available from

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

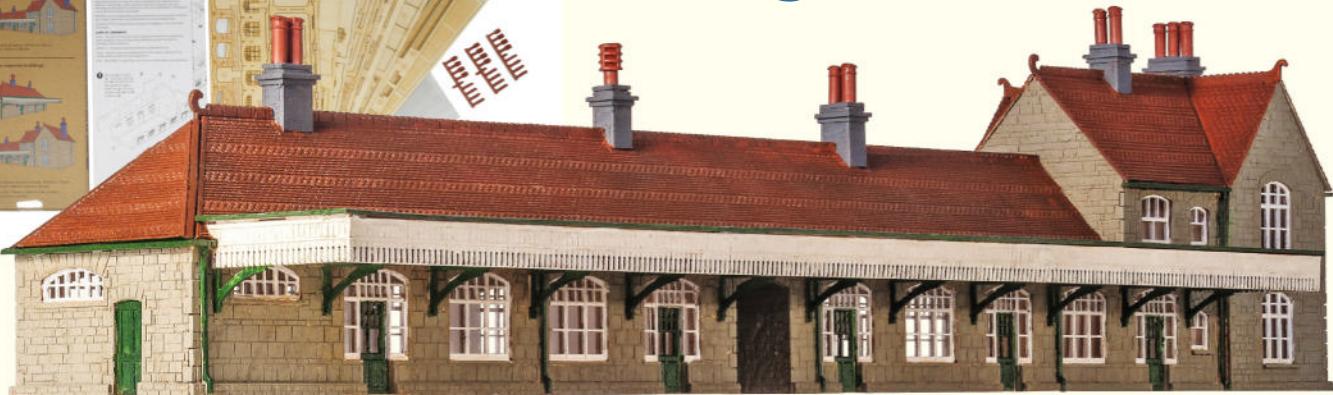
PRICE See text



▲ The remarkably compact packaging.



Laser-cut Isle of Wight buildings in TT:120



Peco has delivered to retailers its trio of new laser-cut kits based on structures at the former Isle of Wight station of Ventnor West in TT:120 – providing the ideal complement for the Hornby Isle of Wight 'Terrier' (see page 60) and four-wheel coaches (see reviews, December 2025).

Manufactured largely in laser-cut wood, two of these kits depict the former timber structures that once stood on the site: the ref.LK12111

Signal Box SR (IOWR) measuring 70mm x 35mm with base, 65mm x 28mm without; and ref.LK12113 Goods Shed SR (IOWR) with a footprint of 110mm x 39mm, not including canopies.

The biggest structure is the main stone station building – ref.LK12112 Station Building SR (IOWR). The kit has been designed for construction either as per the prototype, or as two smaller separate buildings, to cater

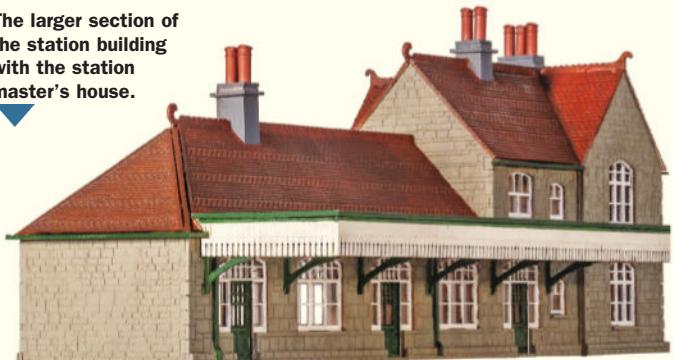
for a wider range of layout options. The footprints for these are as follows: Option 1 – whole building (Ventnor West) with canopies, 357mm x 113mm, illustrated above; Option 2 – two separate buildings with canopies, 193mm x 113mm (larger structure with station master's house), and 148mm x 85mm (smaller waiting room structure).

Supplied with illustrated step-by-step instructions, the components are

cut into 0.8mm laser ply – with details such as stonework, roof tiles, doors, window frames and fascias engraved finely during the laser-cutting process. Chimney pots moulded in plastic are included where appropriate, along with sheets of clear plastic for glazing.

For further details of Ventnor West, including a suggested track plan for modelling the terminus in 1:120 with the use of these kits, see Plan of the Month, RM September 2025.

The larger section of the station building with the station master's house.



The signal box.

Samples supplied by

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

PRICES
Ref.LK12111 - £19.95
Ref.LK12112 - £68.50
Ref.LK12113 - £20.95



The waiting room.



The goods shed.

New liveries for Ffestiniog Railway two-ton slate wagons in 009



▲ New slate wagons in dark grey and red.

Peco has released two further liveries for its suite of ready-to-run Ffestiniog Railway two-ton slate wagons in 009. The models, which were first reviewed in the April 2017 issue, are now available in red (ref.GR322) and dark grey (ref.GR323) colour schemes for the first time, complementing existing packs in grey (refs.GR320 & GR321) and allowing the modeller to create longer and more authentic rakes.

Supplied as packs of three, the sets contain two unbraked wagons and one braked vehicle – each equipped

with discreet semi-permanent close couplings, metal-tyred wheelsets and a removable slate load. A pair of additional peg-and-loop couplings are also supplied for equipping the outer vehicles if necessary.

Now available from Peco stockists priced at £47.20 per pack, these FR vehicles are an ideal pairing for the Peco/Kato George England 0-4-OST+T locomotives – these models being the subjects of a series of commemorative Ffestiniog Railway-themed train packs (see news, October 2025) and train sets (news, December 2025).

Samples supplied by

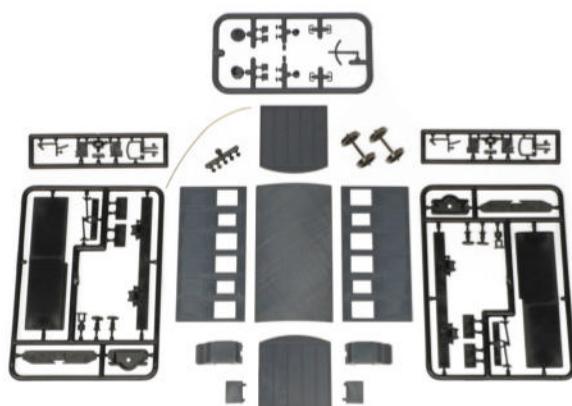
PECO
Underleys, Beer, Seaton,
Devon
EX12 3NA
www.peco-uk.com

PRICES
See text

Great Little Trains four-wheel coach kits in 0-16.5

Returning to the range is the ref.0R33 four-wheel coach kit in 7mm – one of a selection of narrow gauge rolling stock kits produced by the Devon-based firm in 0-16.5 (NG7). Previously factory decorated (see RM April 2012), this latest release is supplied unpainted – allowing the modeller to add their own livery of choice.

Priced £29.95, the kit – which consists of injection-moulded plastic parts – contains everything to create a complete functional model, including spoked wheelsets with metal tyres, brass wire for handrails, and couplings – with optional duckets provided to allow for the creation of brake vehicles. The recyclable plastic packaging (made using recycled Post Consumer Waste recovered from beaches and river banks) is to be retained for glazing.



Sample supplied by

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

PRICE
See text



Hot on the heels of our review of the all-new British Rail Class 89 Co-Co electric locomotive in OO (produced in partnership between Accurascale and the retailer Rails of Sheffield), Accurascale has provided us with a sample of its Digital Command Control sound-fitted version – presented in Great North Eastern Railway blue with white lettering (ref. ACC2295-DCC) depicting this unique locomotive in its March 1997-January 1999 condition, following its purchase by Sea Containers Ltd and reinstatement into revenue-earning service.

With the exception of the white GNER lettering and earlier red 1970s-late 1990s style of overhead warning flashes, both cosmetically and mechanically the model is identical to our previous GNER review sample. The factory-fitted LokSound V5 sound decoder incorporates no fewer than 27

control, light and sound functions, including flange squeal activated automatically by the built-in Hall sensors upon entering curves under a certain radius. (This sound can also be toggled manually using function F8.) Sounds are emitted through a powerful dual speaker system, comprising a 15mm x 11mm 'sugar cube' and 'Accurathrash' bass speaker.

However, the real 'party piece' has to be the posable Brecknell Willis high-speed pantograph – which can be raised or lowered under DCC operation. This is powered by its own dedicated motor mounted within the body, which raises and lowers the pantograph in a

realistic manner. Its operation is synchronised with the sound functions, raising and lowering automatically when function F1 is activated – featuring the pneumatic sound of the arm being raised and lowered, complete with arcing thud and crackle once the panhead is extended fully (to simulate contact being made with the overhead wire). Should you wish to run the model with the sound and the pantograph down, function F27 must be pressed before F1.

The models are available exclusively via the Accurascale and Rails of Sheffield websites. For further details see our full review in the November 2025 issue.

The pantograph is raised and lowered by its own motor within the body.



Sample supplied by

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

PRICE
DCC sound-fitted – £329.99

Great Eastern Railway banana vans from Oxford Rail

00



Oxford Rail has delivered a further production run of its popular Great Eastern Railway Diagram 85 banana vans in OO. This latest release comprises 12 versions, produced in a choice of four colour schemes including London & North Eastern Railway pre-1937 oxide; LNER oxide with patched Southern Railway lettering; LNER post-

1937 oxide; and BR bauxite – with examples of each received for review and illustrated here.

Tipping the scales at 33g, the model's construction takes the form of injection-moulded plastic, with split-spoke wheelsets that comprise plastic centres with metal tyres and axles with pin-point ends. Buffer heads are metal

(but not sprung), with the headstocks supplied with both vacuum and steam heat pipes. Slimline tension-lock couplings are fitted as standard in NEM mountings attached to the underside of the chassis; these can be removed to facilitate the fitting of the provided scale screw-link couplings (as illustrated here).

The van bodies are moulded finely with crisp representations of the vertical stanchions and diagonal bracing, together with the door framing and latches. The vacuum-fitted Morton brake gear (all produced as separate fittings) exhibits a commendable level of delicacy, with fine depictions of the brake levers, pull-rods and yokes, with separate wire safety loops, and brake

shoes that are set in line with the wheel treads.

Livery application and finish has seen much improvement. This is no more evident than on the BR guise, with these models now presented in an authentic bauxite colour – this being not too dissimilar to LNER oxide on the initial release.

A livery of particular interest is the van with SR branding, which depicts one of a number of vans loaned to the SR between 1933 and 1937, following the transfer of banana traffic from Hull to Southampton. These vans kept their LNER oxide livery, but had SR lettering applied over a painted patch to cover the original NE branding – with Oxford having done an excellent job of replicating this patchwork finish.

Samples supplied by

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

PRICE
£19.95 each





Following our review of the vacuum-braked examples in our June 2025 issue, Irish Railway Models has received stocks of its latest variant of the Córas Iompair Éireann 12-ton H van in 00 – depicting the unfitted versions of these ubiquitous wagons.

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

By 1953, over 1,300 unfitted examples had been outshopped from Inchicore Works, these being joined by 219 wagons equipped with vacuum brakes – distinguishable in appearance by the presence of brake wheels (rather than the usual lever) – with a further 99 later retrofitted with vacuum brakes between 1961 and 1962.

The rise of fitted trainload 'liner' operations in the 1970s heralded the demise of CIÉ wagonload services, with the H vans becoming increasingly redundant, and over half the fleet having been withdrawn by the middle of the decade. A single unfitted example has been preserved at the

The Bulleid triangulated chassis, and the weathering effect on the roof to replicate a worn felt covering.



Downpatrick & County Down Railway, though numerous bodies still survive as equipment sheds and animal shelters.

The models are supplied as triple packs, and for review we received a pair of samples: ref.IRM1264, containing vans Nos.17833, 17922 and 18864 in CIÉ grey with 'flying snail' motifs, and ref.IRM1269, comprising

Nos.17375, 17724 and 18088 in brown with CIÉ roundels.

Construction and specifications largely mirror those of the fitted examples featured previously, the most notable detail differences being the unfitted single shoe brake gear (produced as separate plastic fittings, complete with etched brake handle safety loops) and the positioning of the

embossed CIÉ cast numberplates (which have been relocated from the solebar to the lower left corner of the van body).

True to the prototype, the tooling shares the same common triangulated four-wheel chassis as the previous releases. Moulded in plastic, the intricate lattice design features fine depictions of the W-irons and axleboxes, with the internal metal weight cleverly disguised as the planked wooden deck – this being fully decorated and visible on the underside of each vehicle. Axleboxes are equipped with extremely free-rolling, chemically blackened metal wheelsets housed in brass bearings, whilst buffer heads are turned metal and sprung.

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

Printing of the CIÉ motifs and stencil lettering is clean and sharp, with the brown examples featuring an additional printed process on the roofs to replicate distressing in the felt. Naturally, the overall pristine finish would benefit from a spot of weathering, to replicate the look of these wagons in service.

The triple pack of wagons in grey with the CIÉ 'flying snail' logo.



Samples supplied by

IRISH RAILWAY MODELS Ltd,
Unit 8, The Hyde Building,
The Park, Carrickmines,
Co. Dublin D18 Y3F9
www.accurascale.com

PRICE
£109.95 per triple pack

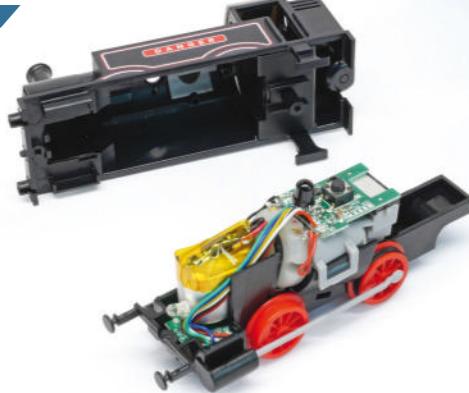
Following the glowing reception of the ref.R9363M Santa's Express Train Set (see reviews, December 2025), Hornby has received the latest addition to its revamped Playtrains range – the ref.R9361M Steam Goods Express Train Set. Aimed at the young, budding enthusiast, the set once again utilises the firm's all-new rechargeable battery-powered 0-4-0T steam locomotive – equipped with lights and sound – with the addition of handheld infrared control.

The supplied track comprises a figure of eight with first radius (371mm) curves, which when assembled has a footprint of approximately 1590 x 786mm. A further track expansion pack (ref.R9367) is also available separately, allowing for the addition of a passing loop at one end. Moulded in grey plastic, 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. All sections are sturdy to handle and easy to connect together (perfect for young hands), with the crossover doubling up as a re-railer for the locomotive and stock.

The locomotive and accompanying wagons are, in almost every respect, identical to those supplied with the Santa's Express Train Set: these being of a durable plastic construction, formed from interlocking pre-coloured parts, with additional decoration applied as printed details. The theme and colour scheme of the set is both bold and striking – the van presented in red with 'TNT Explosives' branding, the open wagon finished in yellow and



The rear axle is driven by a can motor.



The charging port and receiver switch at the front of the chassis.



marked 'Hazardous Waste', with the lined black locomotive aptly named Danger. Wheels are plastic and fully compatible with code 100 Setrack, with the locomotive and wagons coupled using strong magnets.

The locomotive is powered by a rechargeable lithium-ion battery housed within the smokebox area, with the rear axle driven by a can motor. It is supplied with a USB-C cable, and the



The colourful packaging of the set.



The hand-held infrared remote control.

port for charging is located on the underside of the 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. During the charging process the LED headlight below the smokebox will flash, changing to a solid glow when fully charged. The large grey dome atop the boiler acts as the power button: press once to switch the locomotive on, and again to turn it off.

Naturally, the real 'party piece' has to be the infrared control system, and the additional functionality and play value it brings. The handheld remote control for the locomotive incorporates seven tactile buttons: one for the headlight (on/off); one for sound (on/off); two directional buttons (forwards and reverse), each with three speed steps; one for whistles – of which there are a number; one for ambient sounds (such as station announcements); and a large stop button. Sounds once again appear to utilise real recordings from the manufacturer's extensive sounds library, with these being surprisingly well synchronised with the speed steps of the locomotive.

Powered by two AAA batteries (not included), the remote control has two channel settings (A and B), which can

be changed using the switch on the underside of the unit. The corresponding switch for the receiver is located next to the charging port on the locomotive – allowing for two engines to be controlled separately using the same remote, or alternatively allowing two controllers (each with their own locomotive) to operate in close proximity without interfering with each other.

Hornby has certainly hit the mark with this fun and functional train set – packaged at an accessible price point, with the young enthusiast in mind. The locomotive, with its infrared technology, may also hold further potential – providing modellers with a budget radio-controlled chassis which could be ideal for projects in OO or even 0-16.5...

Sample supplied by

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

PRICE
Ref.R9361M – £49.99



Modelu – manufacturer of 3D-printed figures and accessories in scales from 1:148 (N gauge) through to 1:43.5 (O gauge) – has added a plethora of new locomotive crew packs to its product lines, samples of which are illustrated here.

First up, we have a selection of locomotive crew packs in 4mm scale, tailored for the new London Brighton & South Coast Railway E1 Class 0-6-0T (see reviews, September 2025) and South Eastern & Chatham Railway O1 Class (reviews, November 2025) from Rapido Trains UK. Two packs are available per loco – each comprising a driver and fireman figure, in a choice of

pre-Grouping or BR attire – priced £8.95 per pack.

Three Great Western Railway crew packs have also been produced: ref.11291, intended for models of the '1400' 0-4-2T produced by Hattons in OO (and no doubt also suitable for the forthcoming models from Dapol); ref.11292 for populating examples of the '4500'/'4575' 2-6-2Ts from Bachmann Europe; and ref.11294 produced for the recently released '4400' 2-6-2T by Rapido (see reviews, October 2025) – all priced £8.95 per pack. Examples reproduced in 7mm (priced £14.49) would be ideal for O gauge models produced by the likes of

Dapol ('1400' Class) and Lionheart Trains ('4500'/'4575').

Finally, we have a pair of industrial locomotive crew packs in the form of tailored figures for the diminutive Port of Par Bagnall 0-4-0STs from Rapido. They are available in a choice of Pack 1 (ref.11297) comprising two drivers (one per loco), or Pack 2 (ref.11298) consisting of a single driver and shunter figure holding a shunter's pole – priced £8.95 each.

All figures and accessories are supplied unpainted in a grey-coloured material and require painting. The full range of Modelu 3D-printed figures and accessories can be seen on the firm's

Samples supplied by

MODELU

Office & Workshop, 40 Hounds Road, Chipping Sodbury
BS37 6EE
www.modelu3d.co.uk

PRICES

See text

website, together with details of how to order. A custom scanning service is also available by prior arrangement.

New signals from Absolute Aspects

Multi Scale

Absolute Aspects produces a range of bespoke multiple aspect signals in scales from 2mm to 7mm. Designed and assembled in Devon, each signal is constructed by hand using a combination of brass etchings, 3D-printed resin, and LED components, and is supplied pre-wired with all the necessary resistors and diodes ready for operation – no soldering is required!

Recent additions to the range include a pair of Ground Position Light (GPL) signals, with either red/white or yellow/white aspects. Available in 4mm scale (priced £30.00) and 7mm (£45.00), these revised versions of the GPL have been set up to accommodate both the 'old' incandescent lamp or 'modern' LED lighting arrangements; this being determined by which of the pre-soldered wires is powered.

A Limit of Shunt ground signal with red/red display is also available, priced £25.00 (4mm) and £40.00 (7mm).

Also new are revised versions of the firm's popular Banner Repeaters in 4mm, which have been redesigned to incorporate a third, green aspect – reflecting those seen across the modern-day railway network. Priced £75.00, each banner comes with its own eight-pin plug-in printed circuit board (PCB), housing all the necessary resistors and diodes in order to illuminate the correct aspects; all the terminals on the control board are easily identifiable, and connections are via screws. Depending on what era you model, you may not require the



functionality of the green aspect; if this is the case, simply do not power that terminal. Versions in 7mm scale are now also available, priced £95.00.

All signals work on 12V dc supply and are wired common-negative, so this may need to be taken into account

if the layout's signalling is controlled with Digital Command Control; the manufacturer advises checking with your chosen DCC decoder supplier to see if its system is compatible.

Standard signals ordered through the firm's website are usually ready for

dispatch within two to three weeks, while times for custom signal builds vary significantly depending on the complexity of the signal and the size of the order. For further details and to explore the full range, see the retailer's new website.

Samples loaned by

ABSOLUTE ASPECTS
www.absolutespects.com

PRICES

See text



3D-printed accessories from Trains and Terrains

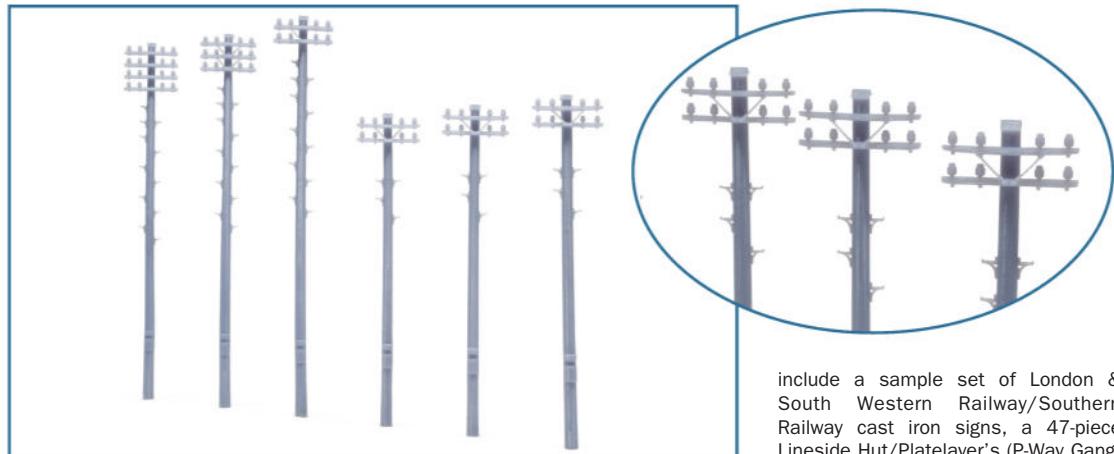
4mm

Trains and Terrains specialises in a wide range of high fidelity 3D-printed details and accessories for model railways and dioramas in 1:76 scale (00 gauge) – with selected items also available in 1:148 (N gauge), 1:120 (TT:120) and 1:43.5 (0 gauge).

First up, we have a selection of General Post Office telegraph poles. Two packs are currently available: GPO Telegraph Poles 20' – comprising five telegraph poles, each with two cross-arms with diagonal support braces – priced £9.95 per pack; and GPO Telegraph Poles 28' – a nine-piece set featuring a selection of individual poles, with two, three and four cross-arms, each with or without their own unique bracing arrangements – priced £19.95 per pack.

Each pole has been designed from original GPO documentation and drawings, with details such as the ceramic insulators, fixing bolts, metal brackets/steps, pole 'top hats', diagonal cross-arm supports and tapered pole replicated faithfully.

Complementing these is a set of eight trackside telephones and



shunting bells (priced £6.95) – comprising two shunting bells (exposed type), two shunting bell cabinets, two open trackside telephones (complete with ajar door and phone inside), and two closed telephone cabinets with single or double supporting posts.

Additionally, there is a platelayer's trolley – an essential item for any

permanent way scene. Priced £9.95, this static model features a one-piece body (complete with axles, brake gear and internal wooden plank detail) with four Wickham-style wheels supplied as separate parts, allowing for ease of decoration.

Other samples received from this supplier (but not illustrated here)

include a sample set of London & South Western Railway/Southern Railway cast iron signs, a 47-piece Lineside Hut/Platelayer's (P-Way Gang) details pack, and a Platelayer's Stockpiles and Clutter pack.

All accessories are supplied unpainted in a grey resin and require painting. To explore the full range, see the firm's website. New customers can receive 10% off their first purchase when signing up to the newsletter.

Samples loaned by

TRAIN AND TERRAINS,
trainsandterrainsuk@gmail.com
trainsandterrains.co.uk

PRICES
See text



Co-Pilot 12V dc controller

Multi Scale



▲ Co-Pilot handheld controller.



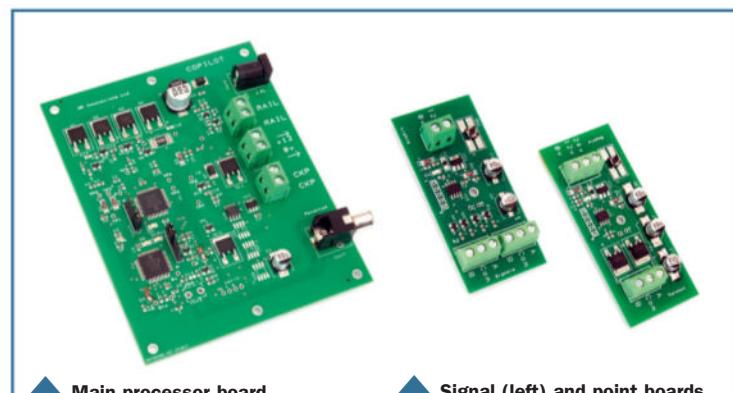
▲ Checkpoint (reed switch).

Peter Jones and Phil Williams, who together make up MR Innovations Ltd, recently visited the RAILWAY MODELLER offices to demonstrate the DC Co-Pilot model railway control system that they have developed for layouts equipped for 12V dc.

The system is designed to enable users to record and then play back operational sequences of up to 15 minutes. This could appeal to those modellers who simply want to enjoy watching trains in action on their layout, without having to control them manually. It may also appeal to those who enjoy filming their model railway, the system enabling the trains to run automatically, thereby leaving the modeller free to operate the camera – much easier than trying to do both simultaneously!

At the heart of the DC Co-Pilot system is its recording function, which saves the acceleration, deceleration, waiting times and direction of travel (for one locomotive or powered model at a time, although multiple locomotives can feature within the same recording).

To allow for instances where a locomotive deviates from the recorded sequence (which must finish in the same place it started), checkpoints are used. These take the form of reed switches installed between the rails at various locations around the layout, which are actuated by the passage of a magnet fitted to the locomotive. These actuations are fed back to the main processor board, which then compares them to the recorded timeline, with any slippage corrected automatically. This ensures the stopping positions of the



▲ Main processor board.

▲ Signal (left) and point boards.

locomotive throughout the sequence, when played back, remain correct to within 10mm.

As well as the movements of locomotives, the recording function can include point direction changes and operation of colour light signals, this requiring the use of additional control boards that are daisy-chained together and connected to the main processor (using screw terminals – no soldering required). The system will support operation of up to 24 solenoid type point motors, as well as up to 24 two-aspect colour light signals.

The main kit is priced £195.00 (+£7.50 UK P&P) and includes a main processor, handheld controller, four checkpoints, power supply, phono lead, four magnets and a user manual.

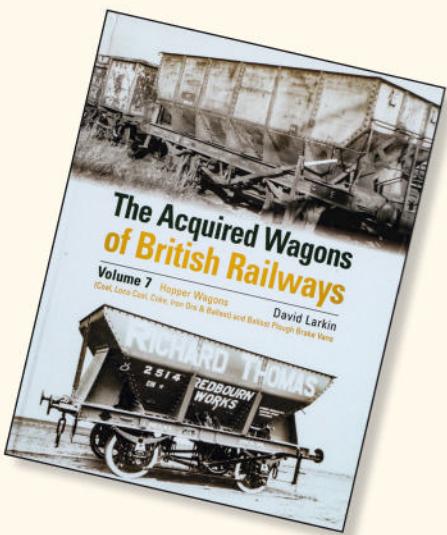
Point/signal circuit boards, together with additional checkpoints and magnets, are available separately – see website for prices and further information. (The information on the website will also assist those wishing to determine the suitability of the system for an existing analogue layout.)

Available from

MR INNOVATIONS LTD
www.mrinnovations.co.uk
Tel: 0776 209 3443

PRICES
See text and website

Book Reviews



The Acquired Wagons of British Railways

Volume 7 – Hopper Wagons

David Larkin

In this, the penultimate instalment in David Larkin's excellent series of wagon books, the attention is turned to hoppers. Not a large subject, you may be thinking. However, this volume proves otherwise.

The book is arranged loosely into four sections: coal, coke, ore and ballast with subsections as appropriate. Each wagon (and wagon variant) is given a photograph and a brief description, with a yellow printed panel containing a list of numbers. Naturally, the fleet of each varies dramatically, and these lists range from a single number through to a half page block.

The North Eastern Railway was well known for its liking for hopper wagons that could be discharged directly into ships, and the book starts very logically with these early wooden types before moving on to the London & North Eastern Railway-designed steel replacements and the British Railways versions of these hoppers. Notably, although we tend to think of the BR coal fleet as being rooted in the classic 16-ton steel mineral wagon, there were still a large number of these LNER-based designs in use on the main line into the 1980s.

Following these hefty company coal wagon sections, there are brief chapters on Private Owner coal wagons, locomotive coal vehicles and coke-carrying wagons with side extensions. Chapters Seven and Eight deal with the smaller iron ore fleet before Chapter Nine details hoppers designed for use on ballast traffic. Following the ballast hoppers is a short section on ballast plough brake vans – out of the expected brief of the title, but placed logically. This seemingly small subject is remarkably complex with a plethora of designs and variants, and the enthusiastic modeller could invest a considerable amount of time taking a ready-to-run or kit-built model and working through some of the variations.

The book as a whole is well produced on quality gloss paper with monochrome photos throughout, though as I have indicated in earlier reviews of the series, the photographic reproduction is a touch on the dark side.

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

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Hardback, £25.00
ISBN 9781800353381

Finescale Locomotive Building

A personal approach

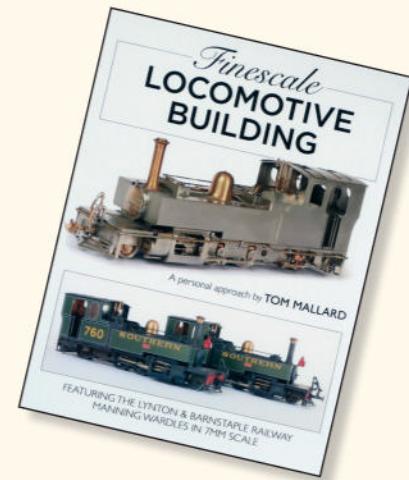
Tom Mallard

The phrase 'a Wild Swan book' immediately conjures up a certain feel or vibe: considered writing, good design and topics that will stand the test of time. And that's the end of the review...!

In all seriousness, this new book matches this description without fail. I'll start with what might put some people off: it is largely about the building of a 7mm scale Lynton & Barnstaple Railway 2-6-2T, almost exclusively in metal. To many modellers this is, firstly, 'narrow gauge' and, secondly, hard. Both of these are correct, but here's why this book is a gem.

After a brief personal history and introduction, the author dives in at the deep end with the first of three loose sections. The first considers tools (and yes, we are talking lathes here), research and the basic thought behind designing the act of modelmaking. Using Computer Aided Design is explained: both how, and why the author considers this to be the superior method. The second and main section is also split loosely into a further three subsections, and carefully and deliberately lays out the methods used for construction up to a completed model. The third section is much shorter and considers some of the author's earlier work, which is all standard gauge and in 4mm scale.

The general presentation is what you would expect as suggested at the top of this review. The printing and paper quality is high end, and there is a perfect balance between the text and photos, which are all in colour excepting the historical prototype shots. The whole work does not drift into a text-heavy style. In short, this is the book's strength: it could easily become dry, overly technical and



therefore boring. However, the author trots along at a pace which carries the reader through what are, after all, some building techniques which are likely to be outside of the average modeller's sphere.

This is a finescale subject made to look achievable by anyone who has a little tenacity – not by making it look easy or talking down, but making you feel as though you, given some hard work and the right tools, could do the same. It's an absolute winner.

CF

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

274mm x 215mm, 118pp
Softback, £26.95
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Rail Atlas of Great Britain and Ireland

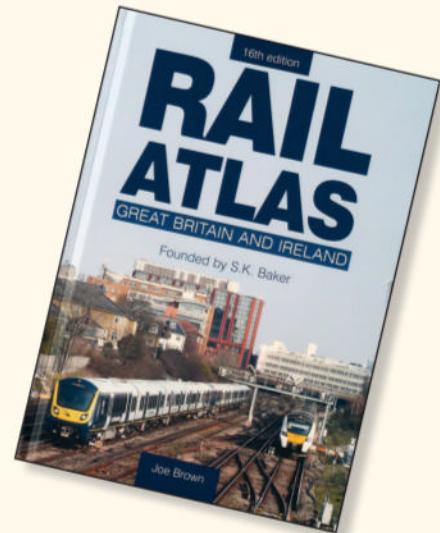
Joe Brown

The rail atlas has always been a popular library purchase; the historical volumes, pre-Grouping and Grouping, are a boon for the modeller researching the construction of the system – and possibly more importantly, given the semi-fictional nature of many layouts, where the lines might have gone had the conditions been more favourable. The flip side of that is the current up-to-date version outlining exactly what exists now. Again, the modeller of the current scene is a natural buyer, but the general enthusiast and 'spotter' is another likely purchaser.

This 16th edition of the later type, with a date stamp of 2025, is now available. Long produced by the late S K Baker, it has now passed to Joe Brown to update and review.

After a brief introduction, and a key and abbreviations page, an overall map is shown splitting the British Isles into sheet numbers. This, and the rest of the atlas, are very much in the road map style that will be familiar to all. The rest of the main body of the book is split into 112 page sheets. The rail lines are reproduced clearly, mostly in two colours: black for passenger lines and red for freight, Traction Maintenance Depots and other industrial non-passenger lines. Double and single track are designated by thick and thin lines respectively. Heritage and tourist lines are reproduced in a dark blue, and this is the only minor gripe: it is very close to the black, and therefore is quite tricky to differentiate in some places.

The London area is covered in an overall double page spread and then split on pages 90-103 at a larger scale and detail. Here, tube lines are marked; this is particularly fascinating for someone used to viewing this system in the standard diagrammatic form, as in reality they wander all over the place! The Ireland sheets are notable for the tram lines which are marked clearly in green. The map sheets end with a double page spread of the electrified system with the different supply methods and



voltages marked. Finally, an exhaustive colour-coded index wraps things up.

This is probably the best up-to-date rail atlas on the market. The small colour issue aside, the map sheets are beautifully clear and any extra additions are laid out without a cluttered feel. Although it's not pocket-sized, the book is small enough to drop into a shoulder bag for any exploratory trips.

CF

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

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Decorated USATC S160s and plans for Great Northern 4-4-2Ts from Rapido Trains UK in OO



▲ Decorated sample of S160 No.700 in Longmoor Military Railway blue.



▲ Decorated sample of S160 No.6046 as preserved. Both photos: Craig Tiley

Rapido Trains UK has revealed decorated samples for its forthcoming OO gauge ready-to-run models of the US Army Transportation Corps S160 2-8-0s, as announced in the news pages of our October 2023 issue.

10 versions are being produced, two of which are illustrated here: Alco-built Longmoor Military Railway blue No.700 *Major General Carl R Gray Jr* and No.6046 in as-preserved black livery with 'USA' on the tender.

Delivery is expected during the first quarter of 2026. Whilst the order book has closed, models will be available from Rapido Trains UK stockists. DCC Ready versions have an RRP of £269.95 and DCC Sound Fitted models an RRP of £379.95.

Plans for Great Northern 4-4-2Ts

The manufacturer has announced it will be adding to its growing fleet of Great Northern Railway locomotives with models of Atlantic wheel arrangement tank engines, the GNR C2 Class and later London & North Eastern Railway C12 Class 4-4-2Ts in OO.

Designed originally for local passenger services in the West Riding of Yorkshire, the first 10 C2 Class locos emerged from Doncaster Works in 1898 and the GNR continued building them in batches of 10 until the 60th was completed in 1907. The final 50 members of the class were built with condensing apparatus for use in the tunnels of the Metropolitan Widened Lines in London. From 1920 these locos were transferred from capital underground duties to locations including Leeds, Peterborough, Grantham and Bradford.

Under LNER ownership, the class was redesignated as C12 and by the early 1930s, 10 examples were operating

from Hull Botanic Gardens and were subsequently joined by six further classmates. Although 10 C12s were withdrawn in 1937-8, the LNER continued to use others around Manchester, on the former Great Eastern Railway and on the Midland & Great Northern Joint Railway. British Railways inherited 49 C12s and the last-surviving example, No.67397, was withdrawn in 1958; none were preserved.

The Rapido models will be available in a variety of liveries including: pre-Grouping GNR C2 Class variants

No.1020 in original form with tall chimney and in Great Northern lined green; No.1528 in lined green with shorter chimney and condensing gear; and No.1511 in Great Northern light grey livery lined in white and again with condensing gear.

London & North Eastern Railway C12 Class variants include: No.1517N in plain black with LNER lettering; No.1519 in lined black with L&NER lettering; No.4502 in lined black with LNER lettering; No.4509A in plain black with LNER lettering; and No.4010 in wartime plain black livery with NE lettering.

BR C12 Class options include: No.67356 in plain black with 'BRITISH RAILWAYS' lettering; Nos.67380 and 67351 in lined black with early emblem; and No.67352 in lined black with late crest.

Other detail differences between class members featured on the models include chimneys, domes, safety valves, round flared or square bunkers, round or square tank corners, condensing pipes, and three designs of coal rails. Pre-Grouping era models with condensing gear will also come with a bag of destination boards which fit into brackets on the locos. Other variations are that while all models will have sprung buffers, some will have tapered and others parallel shanks.

In addition, some versions will have a plain smokebox door, some with destination board brackets and others will have a smokebox door handrail. Other features include a die-cast running plate, factory-installed speaker, an ESU E24 DCC decoder socket, a pre-fitted MoPower 'stay-alive' and firebox flicker with a dynamic fire draw effect. To avoid impacting on front bogie detail, the models are fitted with NEM 263 coupling



▲ Computer Aided Design render of GNR C2 No.1020.



▲ CAD renders of the LNWR 'Police' brake van...

pockets at the front end and NEM 362 coupling pockets at the rear.

DCC Ready versions have an RRP of £189.95 and DCC Sound Fitted models an RRP of £294.95. The manufacturer states the models are currently at the design stage and although the release date has yet to be announced, the order book is now open.

LNWR Diagram 17b brake van in new fun liveries

Rapido has also announced two additional fun liveries for its London & North Western Railway Diagram 17b brake van in OO, a project announced in the June 2025 RAILWAY MODELLER. The first, taking inspiration from the similarity of the vehicle's windows to those of the 'Police box' TARDIS used by TV Time Lord Dr Who, bears dark blue livery with white 'Police Van' markings, as well as the number K-9 – the name of the Doctor's robotic dog.

The other humorous livery continues along the lines of the 'Guy Fawkes gunpowder works' theme of previously announced Rapido vehicles in both OO and OO9. In this case the bauxite-liveried brake van has white, shaded red 'G.FAWKES GUNPOWDER WESTMINSTER' side markings along with a logo depicting a wooden barrel marked 'G' in red appearing both on the sides and ends.

Each of these tongue-in-cheek vehicles has an RRP of £46.95 and pre-orders can be placed via the manufacturer's website.

New axlebox tooling for 'Iron Mink' vans...

Rapido has also revealed a range of new liveries for the third batch of its classic Great Western Railway metal-bodied Diagram V6 'Iron Mink' four-wheel vans.

Previous liveries for these vans were reviewed in the May 2023 RM, with another batch of liveries revealed in the February 2024 magazine. In creating the latest



▲ ...and the Guy Fawkes version.

variants, Rapido has added brand new grease axlebox tooling to allow earlier GWR variants to be replicated. There is also a new GPV door variant on some models.

The new livery variations are, for actual 'Iron Mink' vans: GWR red oxide with white inscriptions, Nos.37666, 69303 & 57604; and GWR dark grey with white lettering, Nos.11258 & 57586.

As for the other 'Not-Quite-Mink' models, these comprise: London, Tilbury & Southend Railway, Midland Railway, LNWR, London Midland & Scottish Railway, Taff Vale Railway, Cambrian Railways, Caledonian

Railway and London & South Western Railway liveries. In addition there will be 'Blue Circle' yellow, Ferrocote yellow and BR(S) dark brown versions, together with humorous 'G.FAWKES GUNPOWDER WESTMINSTER' and 'D FEWS EXPLOSIVES' models.

The price quoted for these models is £32.95 each.

...and GWR four-plank wagons

With the above-mentioned addition of new grease axlebox tooling for the 'Iron Mink' vans, Rapido has announced a new four-plank open wagon range based on the numerous but unsung GWR Diagram 021 vehicles introduced in 1886 and which used the same underframe as the vans.

A range of GWR red and grey liveries, together with a Barry Railway example, are being produced. Some of the open wagons are supplied with parts for the modeller to attach an optional sheet rail, in either the operational or stowed position.

All models feature spoked wheels, NEM coupling pockets, and are finished off with brass bearings. Again, the price quoted for each model is £32.95. For further details visit:

www.rapidotrains.co.uk



▲ CAD renders of 'Not-Quite-Mink' vans...



▲ ...and four-plank wagons in GWR red and Barry Railway liveries.

Locomotion Models reveals North Eastern Railway snowploughs in OO



▲ Livery artwork for LNER blue...

Locomotion Models has announced that its next models in OO, in collaboration with Rails of Sheffield, will be of North Eastern Railway snowploughs, one of which, No.12 built in 1891, forms part of the National Collection. Variations will be produced for both the retailers' Exclusives and Railway Icons ranges.

The first NER snowplough was built in 1887 for clearing isolated and exposed parts of its network where snow risk posed a danger to operations, and in all 24 were built, 22 of them from wood and the last two from metal, using old locomotive tender frames.

The ploughs would be propelled by two locomotives and would charge at snowdrifts where they occurred.



▲ ...and NER brown & red.



▲ Tooling sample of the plough.

The ploughs modelled were withdrawn in the 1950s and unlike No.12 (which was numbered 900566 in late LNER and BR days), No.11 (renumbered 900565) did not survive into preservation.

The models will feature new tooling produced by Bachmann, and the versions will span multiple eras, including: No.12 in NER brown and red (Locomotion Models Exclusive); No.11 in NER brown and red (Railway Icons Exclusive); a twin pack of Nos.11 & 12 in LNER blue (Railway Icons Exclusive); and a twin pack of Nos.900565 & 900566 in BR black.

Features of the models include: NEM coupling at the rear only; separately fitted handrails, lamp irons and

chimney; metal detailing parts; painted and detailed crew compartment interior with handbrake, stove and seats; and separate detail accessories such as a chain link coupling. The project is believed to be the first time these vehicles have been modelled in ready-to-run form.

The individual models of No.11 and No.12 in NER brown and red have an RRP of £69.95 each, while the twin packs in LNER blue and BR Departmental black have an RRP of £129.99, and delivery is expected later in 2026.

For further details visit the retailers' websites:

www.locomotionmodels.com
www.railsofshelbyfield.com

Bachmann to produce Class 313 & 314 EMUs in OO



▲ Tooling sample (also inset) for the Class 313 & 314 EMU models in OO.

Leading the latest set of new product announcements from Bachmann Europe plc is a newly-tooled range of Class 313 & 314 PEP (Prototype Electro Pneumatic Train) Electric Multiple Units in OO.

To be released under the firm's EFE Rail brand, this will be the first time that these units have appeared ready-to-run in 4mm scale.

The livery range will cover the whole history of these EMUs from their introduction in the 1970s to withdrawal from 2019 into the 2020s. Built by BREL, the Class 313 units were dual-voltage with both a pantograph for 25kV 5Hz AC overhead lines and contact shoe equipment for 750V dc third rail supply. The Class 314s, meanwhile, were alternating current EMUs, used to operate inner-suburban services on the Strathclyde Partnership for Transport rail network in and around Glasgow.

The planned liveries are, for Class 313 three-car EMUs: 313 034 and 313 036 in BR blue & grey; 313 018 and 313 026 in Network SouthEast blue, white & red; 313 211 in Southern (Coastway) green & white; 313 114 in Silverlink Metro purple, green & yellow; 313 024 in West Anglia Great Northern (WAGN) purple with grey doors; 313 201 in BR blue & grey (Southern); and 313 121 in Network Rail yellow.

Liveries for Class 314 three-car EMUs are: 314 202 BR Strathclyde PTE orange & black; 314 201 in Strathclyde PTA carmine & cream; 314 212 in ScotRail Saltire livery; and 314 211 in BR blue & grey 'Trans-Clyde' livery.

Drive for the models is provided through the centre car of each unit, with a coreless motor powering each bogie and mounted within a die-cast metal chassis. The centre car of each EMU also houses a Plux22 Digital Command Control decoder socket and close-fitting electrically conductive couplings: one decoder controls both



motors and lighting in all three vehicles. NEM couplings are fitted at the driving cab ends.

The models also feature directional lighting and illuminated headcode and destination panels, a detailed pantograph which can be raised and lowered manually, and detailed interiors arranged according to variations in the prototypes. The models have an RRP of £349.95 and delivery is expected in the second quarter of 2026.

Class 13 shunters – in colour!

It was reported in the December 2025 issue of RAILWAY MODELLER that Bachmann is producing OO gauge models of the British Rail Class 13 'Master and Slave' shunters (modified and paired Class 08s) as part of its Branchline range.

The manufacturer, which emphasises that these models are to be produced in limited quantities but are due for release at around the time this magazine issue goes on sale, has now received decorated samples. The livery versions are: D4502 in BR green with late crest, red bufferbeams and wasp stripes in DCC Ready (ref.35-945), DCC Sound (ref.35-945SF) and DCC Sound Deluxe (ref.35-945SFX) versions; and 13 003 in BR blue with yellow bufferbeams, red buffer shanks and wasp stripes in DCC Ready (ref.35-946), DCC Sound (ref.35-946SF) and DCC Sound Deluxe (ref.35-946SFX) versions.



DCC Ready models have an RRP of £399.95, Sound Fitted versions are priced £539.95 and Sound Fitted Deluxe locos have an RRP of £569.95.

New liveries for Class 150/1 & 150/2 two-car DMUs

Four new liveries feature in the announcements for Class 150 two-car Diesel Multiple Units, and the intention is to market those new liveries exclusively with retailers in specific areas.

When it comes to the new versions of Class 150/1 DMUs, 150 101 in Northern Rail purple & light grey livery (DCC Ready ref.32-932RJ, DCC Sound Fitted ref.32-932RJSF) will be marketed exclusively with retailers in Scotland and Northern England; while 150 139 in London Northwestern green & grey (DCC Ready ref.32-943SD, DCC Sound Fitted ref.32-943SDSF) will be exclusive to outlets in Central England and North Wales.

With the Class 150/2s, 150 245 in Anglia turquoise & white stripe livery (DCC Ready ref.32-944SS, DCC Sound Fitted ref.32-944SSSF) will be sold by retailers in East Anglia and South East England; and 150 213 in Transport for Wales red & grey (DCC Ready ref.32-945DB, DCC Sound Fitted ref.32-945DBSF) will be exclusive to retailers in South Wales, the West Country and the South West. DCC Ready versions will have an RRP of

Class 13 'Master and Slave' in OO.

£309.95 and DCC Sound Fitted models an RRP of £419.95. Delivery is expected in April or May of this year.

Rolling stock additions in OO

New Branchline rolling stock includes three LMS 12-ton planked ventilated vans in LMS grey (ref.37-803C), Army green (ref.37-806C) and Express Dairies dark blue (ref.37-807A) liveries, with all having an RRP of £24.95; while the Presflo bulk powder wagon makes a comeback, with three examples covering both 20-ton and 22-ton payloads and with ICI blue (ref.38-262) and Blue Circle Bulk Cement bauxite (ref.38-270B) featuring at an RRP of £52.95, plus a weathered Tunnel Cement brown & red (ref.38-274) example at an RRP of £54.95.

Further wagons come in the form of a pair of BR 20-ton grain hoppers in plain grey or brown (RRP £31.95 each), along with new versions of the anchor-mounted tank wagon in Mobil silver (ref.38-782), ICI blue (ref.38-783), Fina silver (ref.38-781), NCB black (ref.38-784) and Irlam Margarine Works black (ref.38-785) at £32.95 each.

Bogie stock includes three new models of the BR Carflat wagons: a pair finished in BR blue with Motorail branding (refs.38-902A & B), and a third in Railease yellow guise (ref.38-903), each with an RRP of £49.95.



▲ Class 150/1 in London Northwestern livery in OO. All photos: Bachmann Europe plc



▲ Tunnel Cement Presflo in OO.



▲ OO RTC BR MK.I BSO.

Meanwhile, a Bachmann Collectors Club addition sees BR Mk.I Brake Second Open 'Laboratory 10' reproduced in Railway Technical Centre red & blue livery (ref.39-800K, RRP £67.95).

New 4mm Scenecraft items

New 'ready-to-place' resin items for 4mm include the brick-built Railway House with either green (ref.44-1025G) or blue (ref.44-1025B) doors and bargeboards, priced £54.95; Transport Cottages either painted white with black doors, window frames and bargeboards (ref.44-1024W), or in unpainted red brick with dark blue doors and window frames (ref.44-1024B), priced £44.95; and a matching toll house in either whitewashed finish with black framing (ref.44-1023W) or red brick with blue framing (ref.44-1023B), at an RRP of £29.95.

New structures for stations include a Rural Station with red doors, poster boards and gutters (ref.44-1013A) and based on the previously exclusive Isle of Wight Haven Street model), at £79.95; and an Art Deco Platform Centre Building (ref.44-065, £49.95), Subway Building (ref.44-068, £42.95) and End Building (ref.44-067, £42.95). There is also a BR Eastern Region Signal Box with either white (ref.44-1022) or blue (ref.44-1022A) step railings at an RRP of £84.95 each.

There are also modern two-storey brick-built office blocks with exterior panels in blue (ref.44-018D) or red (ref.44-018R), each priced £59.95; and a number of smaller additions to the range such as metal platform shelters in blue (ref.44-0545) or red (ref.44-0545A), priced £29.95; a set of lifting jacks (ref.44-042, RRP £19.95); and Network SouthEast platform lamps (ref.44-0537, RRP £17.95).

Layout mats for OO

Bachmann has also unveiled in its Scenecraft range the Lucsmore Vale full colour layout mat (ref.44-900, RRP £19.95) giving a bird's eye view of an attractive model railway which can be created using the Lucston and Wigmore range of buildings from the manufacturer. It can be completed using the Lucsmore Vale Scenescape (ref.44-901, RRP £19.95).

Lucsmore Vale layout mat for OO.



The first two Halls being released are in British Railways lined green and comprise No.4962 *Ragley Hall* with early emblem (DCC Ready, ref.372-010 and DCC Sound Fitted, ref.372-010SF) and the preserved No.4936 *Kinlet Hall* with late crest (ref.372-011 & ref.372-011SF respectively). The Modified Halls, meanwhile, comprise another preserved example, No.6960 *Raveningham Hall*



▲ Modified Hall in N.



▲ SECR C Class in N.



▲ DB Class 66 in N.



▲ FNA wagon in N.



▲ 24.5-ton hopper in N.

in Great Western lined green livery with GW crest on the tender (ref.372-450 & ref.372-450SF respectively); and No.7904 *Fountains Hall* in BR lined black with early emblem (ref.372-451 & ref.372-451SF respectively).

The DCC Ready Halls and Modified Halls have an RRP of £189.95 and the DCC Sound Fitted versions are priced £299.95.

New Graham Farish additions

The manufacturer has also announced a second production run of its South Eastern & Chatham Railway C Class 0-6-0s with new identities – and they will also be available DCC Sound Fitted for the first time. The two new versions revealed are No.4 in simplified SE&CR lined green (DCC Ready, ref.372-775A, RRP £154.95; DCC Sound Fitted, ref.372-775ASF, with an RRP of £264.95); and No.31579 in BR black with late crest (ref.372-778, RRP £144.95 & ref.372-778SF, £254.95 respectively).

As for diesel outline models, Bachmann has added new liveries for its N gauge Class 66s using existing tooling: Class 66/0 66 124 in DB Cargo red (ref.371-383B); Class 66/5 66 515 in Freightliner green (ref.371-385A); and Class 66/7 66 730 *Whitemoor* in GB Railfreight Europe orange & dark blue (ref.371-396A). Each of these models has an RRP of £144.95.

Rolling stock items announced in N gauge include two versions each of the 24-ton iron ore hoppers in 'Cadbury Bournville' yellow (refs.373-220 & 373-220A) and 'Stanton' red livery (refs.373-221 & 373-221A), with each wagon having an RRP of £24.95.

In addition, the FNA nuclear flask wagons have returned to the range with versions covering both Era 8 and post-Privatisation liveries. The versions

are: flat floor bogie wagon with flask (ref.377-801A); sloping floor bogie wagon with flask (ref.377-802A); and flat floor bogie wagon in DRS blue livery with flask (ref.377-803), each with an RRP of £39.95.

Scenecraft items in N

In the Scenecraft range for N gauge, there is a return of the sets of four Platforms (ref.379-200) and two Platform Ramps (ref.379-201), which have an RRP of £15.95 and £8.95 respectively; and there is also a new Depot Crane model available in either black (ref.42-072) or grey (ref.42-072G) at an RRP of £49.95 each. For further details on all Bachmann items visit:

www.bachmann.co.uk



▲ Depot Crane in N.

Dapol unveils first decorated samples of Class 66 locos in N



▲ 66 734 in GBRf purple & silver.

Dapol has revealed decorated samples of its new N gauge Class 66 Co-Co freight locomotives.

The project by the manufacturer to produce its third 'Next Generation' diesel model was revealed in the May 2023 issue of RAILWAY MODELLER. The models will feature a redesigned die-cast chassis and electronics, plus new body tooling – with a specification including two styles of cab window, a clip-fit body for easy installation of a DCC decoder, and independent directional and cab lighting control. The models will also have a five-pole motor, all-wheel pick-up, an accessory bag with etched nameplates where applicable, and detailed bufferbeam fittings. Nine livery versions are planned.

Decorated Bulleid Pacific samples.

The four decorated samples so far revealed are: 66 531 in original Freightliner green with yellow ends and lettering (ref.2D-066-003); 66 734 *Platinum Jubilee* in GB Railfreight purple & silver livery with small yellow end panels (ref.2D-066-006); 66 779 *Evening Star* in lined BR green with small yellow end panels (ref.2D-066-007); and 66 846 in Colas Rail Freight orange, yellow & black livery with small yellow end panels (2D-066-009).

The manufacturer expects the finished models to be on sale by the end of the first quarter of 2026. Prices quoted are £172.80 for DCC Ready, £205.30 for DCC Fitted and £261.60 for DCC Sound Fitted. For further details visit:

www.dapol.co.uk



▲ Colas Rail Freight 66 846.

Rails & Dapol reveal SR light Pacifics in OO

Following the announcement in the July RM that, in conjunction with Dapol, it was producing an all-new exclusive range of ready-to-run OO gauge models of air-smoothed Bulleid light Pacifics, Rails of Sheffield has revealed images of the first decorated samples. These models of Battle of Britain and West Country Class locos are 'Rails Limited' and 'Dapol Black Label' branded items.

The first three decorated samples comprise: Southern Railway No.21C164 *Fighter Command* in SR Malachite green (ref.BL-002-001); British Railways No.34001 *Exeter* in BR green with early emblem (ref.BL-002-005); and No.34066 *Spitfire* in BR green with late crest (ref.BL-002-002). The retailer points

out that while the samples photographed feature printed nameplates, the finished models will have fitted etched plates.

Rails has also revealed a new addition to the previously listed line-up of seven versions: British Railways No.34051 *Winston Churchill* in BR green with late crest (ref.BL-002-007). Rails adds that these models will include pre-fitted DCC sound and steam generator features, full die-cast construction, working front lamps and headcodes (with user-configurable destinations) and firebox glow effect.

The expected retail price for each of the eight models is £399.00 and Rails is taking pre-orders in return for a £50.00 deposit. Delivery is expected in the third quarter of 2026. For further details visit:

www.railsofshfieeld.com
www.dapol.co.uk



TMC reveals project for exclusive four-car BR Mk.II packs in TT:120

The Model Centre (TMC) has announced all-new exclusive TT:120 early BR Mk.II carriages in four-coach presentation packs with a choice of five different liveries. The coaches have been developed in conjunction with Danish manufacturer Heljan, which has previously produced a range of Mk.II coaches in 7mm scale for O gauge modellers.

The TT:120 train packs for TMC feature the four coach variants of First Corridor (FK), Tourist Standard Open (TSO), Brake Standard Open (BSO) and Brake First Corridor (BFK) in different combinations to cover most regular uses of the Mk.II, Mk.IIa and Mk.IIz fleet, and to allow purchasers to run the contents of a pack as a stand-alone train or in combination with those from other packs to form realistic train lengths.

The livery-matched four-coach packs will be available as late 1960s London Midland Region Mk.IIzs in BR blue & grey with no branding (ref.1850); 1970s/80s Western Region (refs.1851 & 1852) and Eastern Region (refs.1853 & 1854) Mk.IIzs in Inter-City blue & grey; late 1980s/early 1990s Mk.IIzs in

Network SouthEast blue, red & white livery (refs.1855 & 1856); 1990s Mk.IIzs in Regional Railways grey & blue livery (ref.1857); and 2000s-2020s Mk.IIzs in West Coast Railways maroon livery (ref.1858).

Factory-fitted underframe parts and end gangway doors will enable the models to be finished as vacuum-braked Mk.IIz variants or air-braked Mk.IIa vehicles.

Interior lighting will be aided by a newly designed battery-powered lighting bar, which is to be sold separately and will drop into locating slots provided on the interior unit. It will use standard coin batteries rather than requiring DCC operation or track pick-up.

To provide modellers with further train formation options, four additional vehicles are under development which are intended to be sold as individual items. These comprise a Mk.II FK in early Eastern Region maroon livery (ref.1859); a Mk.IIa TSO in Western Region Inter-City blue & grey (ref.1860); a Mk.IIa TSO in Eastern Region Inter-City blue & grey (ref.1861) and a Mk.IIz BSO(T) Micro-Buffet Car in Eastern Region blue & grey (ref.1862).



▲ Livery artwork for Inter-City blue & grey.

Prices quoted are £179.00 per four-coach pack and £44.50 for the individual carriages, and first releases are expected in early 2027. For further details visit:

www.themodelcentre.com

Podcast Christmas charity fundraiser

The Model Rail Replacement Podcast is this year raising money for Cash for Kids and the charity's Mission Christmas appeal.

Cash for Kids works to improve the lives of children affected by poverty, illness, neglect or who have additional

needs. The Mission Christmas appeal has been set up to help families who cannot afford the luxury of putting presents under the Christmas tree.

To raise funds towards the appeal, MRRP is running a charity raffle with supporters including Hornby,

Accurascale, Buggleskelly Station, Revolution Trains, Gaugemaster, Modelu and many more, with prizes including train sets, sound-fitted locomotives and accessories.

For further information and to enter, go to www.justgiving.com and search

for 'MRRP'. For each £5.00 donation received before 14 December 2025, donors will have one ticket entered into the raffle, with the prize winners announced on the MRRP Christmas Special podcast on 22 December 2025. The raffle is open to UK residents only.

Accurascale announces BR Class 08, 08/9 and 10 shunters range in OO

Accurascale has revealed that the latest addition to its OO gauge diesel locomotive range will be models of BR Class 08 diesel-electric shunters in a number of liveries – along with the Class 10 variant and the cut-down, low-profile Class 08/9 versions converted for use on the former Burry Port & Gwendraeth Valley Railway (BP&GVR) line in South Wales.

The standard Class 08 shunters will be available in several livery and era variations, as well as featuring specific details such as later LED light modifications for the first time in OO.

Close to 1,000 of these ubiquitous shunters were produced from 1952-62 at works including Crewe, Darlington and Doncaster, based on the earlier LMS 12033 series (later BR Total Operations Processing System Class 11) design and using English Electric diesel engines and traction motors. Around 100 remain in service on the national network today, as well as some working for private owners and many others now operating on the UK's heritage railways.

The planned Accurascale Class 08 livery versions are: 08 910 in BR blue with wasp stripes; 08 912 in BR blue with red running plate; 08 585 *Vicky* in Freightliner green & yellow; and 08 785 in Freightliner/G&W orange & black.

The BR Class 10s differed from the Class 08s in having a Blackstone diesel engine fitted rather than one from English Electric, while their traction motors were either from General Electric (GEC) or British Thomson-Houston (BTH). 161 were built from 1955-62 and four examples, including D3452 at the Bodmin Railway in Cornwall, have been preserved. Planned Class 10 livery versions comprise No.13146 in plain black with early BR emblem and D3450 in BR green with late crest.

The manufacturer will also be replicating the Class 08/9 low-profile conversions carried out at Landore Depot, Swansea, in 1986 to suit the height restrictions on the BP&GVR line. These models will re-create the dramatically lowered cab roof and bonnet profile – and rather than being restricted solely to South Wales, under EWS ownership these locomotives could be found in such diverse locations as Doncaster and Westbury.

In model form, the planned Class 08/9 livery versions are: 08 995 in Railfreight Coal triple grey livery with yellow & black sector logo; 08 993 in EWS maroon; and 08 994 in BR Railfreight grey with red running plate.

All the models will feature a die-cast metal chassis and underframe, and will feature separate metal and wire detailing, as well as era-specific tooling covering such aspects as differing cab types, doors and bufferbeams. They will be powered by a coreless motor with gearing to allow slow speed running for realistic shunting manoeuvres, and all will be fitted with a PowerPack/'stay-alive' capacitor for uninterrupted running over points and crossings.

DCC Sound Fitted models will have an ESU Lok Sound 5 decoder and twin 'sugar cube' speakers. Sound Fitted models will also feature full directional fibre optic and LED lighting, with light options including marker lights, high-intensity lights, flashing beacons, and separate cab lighting configurations.

The prices quoted by the manufacturer are £159.99 for DCC Ready models and £249.98 for DCC Sound Fitted models. Pre-orders can be placed now with delivery expected in the first quarter of 2027.

www.accurascale.co.uk



▲ Livery artwork for 08 995.



▲ BP&GVR Class 08 engineering sample.



▲ Livery artwork for 08 785.



▲ Class 10 engineering sample.

Heljan shows livery samples for Class 122 in TT:120 and Warship in OO

Following the announcement in the June 2025 issue that Heljan was to enter the British TT:120 market, the Danish model manufacturer has shown factory-decorated samples of its forthcoming Class 122 diesel railcar.

The sample pictured is one of two BR green versions being produced, with other colour schemes including BR blue, BR

blue & grey and Regional Railways grey & blue. In addition there will be a BR plain green version that will be exclusive to Rails of Sheffield.

Illustrated alongside the Class 122 is a decorated sample of the manufacturer's forthcoming Class 42 Warship diesel-hydraulic, which is being developed from all-new tooling in OO (see News, RM



▲ Warship D821 'Windhund' in Deutsche Bundesbahn livery.



▲ OO Warship and TT:120 Class 122.

December 2024). Another version has been announced, which will see the model finished in full Deutsche Bundesbahn V200 livery with 'Windhund' nameplates, mirroring that applied to one of the preserved examples, D821 *Greyhound*, in the late 1980s. Limited to just 150 (split across DCC Ready and DCC Sound Fitted versions), the Suggested Retail Price is £219.00 (DCC Ready) or £319.00 with factory fitted Loksound 5 decoder and ESU sound project, which was recorded on D821 itself.

www.heljan.co.uk

2026 RAILWAY MODELLER Special – on sale now!

The 2026 RAILWAY MODELLER Special is now on sale at Peco stockists and TG Jones and WH Smith Travel newsagents. It is also available direct from Peco.

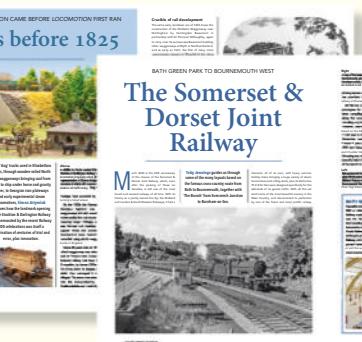
The title comprises more than 100 pages of new and previously unpublished material, covering a wide range of subjects, beginning in pre-Grouping times, with a visit to *Thurlstone & Bullhouse*, a joint Great Central and Lancashire & Yorkshire system, modelled in OO and housed in a loft space. We also mark 60 years since the closure of the Somerset & Dorset Joint Railway by taking a journey along it in model form through numerous layouts taking inspiration from this celebrated route, and meet the volunteers who maintain an OO model of the S&DJR Sturminster Newton station in a Dorset museum.

Elsewhere, we explore the history of railways in the centuries before the opening of the Stockton & Darlington Railway in 1825, and discover the life and work of the late pioneering

modelmaker Cyril Fry and the museum near Dublin housing his vast collection of scratch-built 7mm scale Irish locomotives and rolling stock.

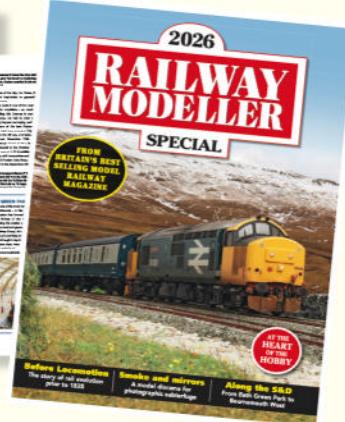
We also discuss the topic of model railway manufacturing with two industry professionals: Richard Webster of Lionheart Trains, which produces 7mm scale ready-to-run models, and Peco Design Lead, David Malton, who provides some insight into the development of the firm's OO gauge bullhead track system.

There are also practical articles covering card structure modelling and locomotive weathering; a look back at the news and reviews highlights from RAILWAY MODELLER over the past year; a nostalgia-driven model inspired by the animated children's TV series *Ivor the Engine*; prototype suggestions for modelling short train formations;



advice on using a purpose-made diorama for model photography; a layout for running 1930s trams in 1:76 scale; and a return to *Eli Wood*, to find out what is involved in taking this large N gauge layout to exhibitions.

Then, for our final feature, we venture outside the British Isles and ride the World Heritage Site metre gauge Rhaetian Railway in Switzerland.



The 2026 RAILWAY MODELLER Special is on sale now, priced £9.99, and subscribers to this magazine can benefit from a £2.00 discount if they purchase the title from Peco by phone. Tel. 01297 626203 <https://peco-uk.com>

Pecorama to remain closed throughout 2026 season

It was announced on 14 November that Pecorama, the popular tourist attraction located in the Devon fishing village of Beer, will not be reopening for the start of the 2026 season.

This decision affects the site's gardens, the extensive 7 1/4" gauge Beer Heights Light Railway, and the permanent indoor model railway exhibition. However, the manufacturing and publications arms of the Peco parent company are unaffected.

A statement published on the Pecorama website advised how, "Despite Pecorama having had a busy year of trading involving its 50th anniversary of the Beer Heights Railway... the business continues to make a loss.

"What is generally not known is that Pecorama is only profitable for about four months of the year and the remaining months [have] to be supported financially. This has been the case for many years."

The statement continued: "With the challenging economic climate and costs continuing to rise, the Peco parent company cannot continue to give this

support each year to Pecorama. There is sincere hope that Pecorama can reopen in [the] future in a new format which will continue to give lots of inspiration, fun and pleasure to our visitors."

In the statement, Peco management expressed "...sincere thanks...to...staff and volunteers for their dedication and hard work in making Pecorama a wonderful, friendly place to visit".

It has been confirmed that the gardens, miniature railway and model railway exhibition will continue to be fully maintained, despite being closed to the public, with some Peco Experiences, such as Locomotive Driving Experiences and Factory Tours, still planned to take place.

Similarly, the site's well-stocked Model Shop will remain open for walk-in customers (albeit on reduced hours) and for telephone and online orders.

To read the statement in full, and for links to the pages for Peco Experiences and The Model Railway Shop, go to:

www.pecorama.co.uk

Pecorama



Shop assistants sought for Harburn Hobbies

Peco-owned Edinburgh model shop Harburn Hobbies has announced that it is looking to recruit two part-time or possibly one full-time shop assistant.

Peco acquired the business in 2025 from long-term owners Bob and Gillian Baird, who remain at the helm, and its comprehensive range covers not only model railways but also construction kits, die-cast models, Scalextric sets, dolls' house items, paints, accessories, jigsaws and signs.

The advertised vacancies are for one part-time shop assistant working two days a week on Monday and Wednesday (total 14 hours a week); and another part-time shop assistant working three days a week on Thursday, Friday and Saturday (total 21 hours a week).

Although part-time hours are preferred to allow the store team to cover the busiest hours, consideration

will also be given to one full-time shop assistant being employed instead to work 35 hours a week.

The right candidates must be able to demonstrate great model railway knowledge and have the ability to inspire customers. In return a competitive salary and holiday allocation is offered, plus a company pension scheme and staff discount on store products.

A job description can be obtained by contacting the store, which is located at 67 Elm Row on Leith Walk and is served directly by an adjacent tram stop – McDonald Road – located just two stops east of St Andrew Square (serving the city's main Waverley railway station) on the Edinburgh Tram line to Port of Leith and Newhaven.

For further details about the shop assistant posts, see the Situations Vacant advert on page 38a of the Classifieds section of this RAILWAY MODELLER issue,

where the email address to which CVs should be sent is also shown. The deadline date for applications is Friday 16 January 2026.

www.harburnhobbies.co.uk



Smith's Model Railways commissions Peco festive wagon

For a second year running Smith's Model Railways of Sheringham, Norfolk, has commissioned an exclusive N gauge Christmas wagon from Peco.

The basis of the model is the same four-wheel open type of wagon as the previous year's, but it is in a new dark green colour with red & cream panel lining, cream 'MERRY CHRISTMAS' and 'SMITHS MODEL RAILWAYS' lettering along with the new 2025 date, plus decorative snowflakes in white.

The exclusive wagons are limited to 100 in number, with a limited edition sticker on each. The

aim is that a new one will be released each year so modellers can build up a collection.

The wagons are priced at £20.45 each with Tracked 48 delivery at £4.50. They can be ordered in store, online or over the phone using the retailer details below:

Smith's Model Railways
10 Station Road
Sheringham NR26 8RE
Telephone: 01263 478420
www.smithsmodelrailways.co.uk



Progress with 16-ton mineral and LMS van in TT:120



▲ 16-ton mineral wagons.

Peco has showcased 3D-printed samples of its forthcoming suite of BR 16-ton, 9' wheelbase steel-sided mineral wagons and London Midland & Scottish Railway Diagram 1676 12-ton covered goods vans in TT:120 – plans for which were first revealed in our September 2025 issue.

The mineral wagons are set to be available in a choice of BR grey and BR bauxite colour schemes, with tooling catering for unfitted examples with either single-sided two-shoe or independent double-sided two-shoe Morton brake gear, and vacuum-fitted vehicles with Morton vacuum brakes.



▲ LMS 12-ton vans.

Plans for the LMS 12-ton covered van have been revised since the initial announcement (these being specified originally as Diagram 1664), with the tooling now set to focus on examples of the Diagram 1676 fleet, built on RCH (Railway Clearing House) four-wheel 9' steel underframes (both unfitted and through-piped) with vertical planked wooden bodies fitted with roof and end vents.

Models will be offered as packs of multiples, with delivery dates and price information still to be confirmed.

[https://peco-uk.com](http://peco-uk.com)

RAILWAY MODELLER binding arrangements

Readers who wish to have their 2025 issues of RAILWAY MODELLER stitched and case bound, complete with index, should make their orders prior to Friday 20 March 2026. Binding is priced at £75.00 without the covers and advertisements,

or £80.00 to include the covers and advertisements (both prices including VAT and P&P). Please remove all unwanted pages before sending the volume to:

Peco Publications & Publicity Ltd, Underleys, Beer, Seaton, Devon EX12 3NA.

Three trophies awarded during successful Spalding MRC show

The Spalding Model Railway Club annual exhibition, held at the Lincolnshire town's Springfield Events Centre on 1 & 2 November, featured around 30 layouts covering a wide range of railway interests.

Three trophies were presented: The Springfield Cup, judged by Councillor Mark Le Sage of South Holland District Council, was awarded to Martin Reynolds for his N gauge layout *Corsham*; secondly The John Brown Memorial Shield went to

Martin Olley's 3mm scale model *Uppingham*; and, finally, the Spalding Club Shield – as voted for by the visiting public – was presented to the HO layout *Mauch Chunk*, built by the Barrowmore Model Railway Group. SMRC was represented in photos shown here by club Chairman Richard Westlake and club Exhibition Manager Shaun Barnes.

The Spalding MRC members are now looking ahead to their open weekend on Saturday 27 & Sunday 28

June at their clubroom in Pinchbeck Village Hall, Spalding PE11 3RB, and, looking even further ahead, have already announced that next year's show will once again be held at the Springfield Events Centre in Camel Gate, Spalding, on Saturday 31 October & Sunday 1 November.

For further information about membership and club meetings visit:
www.spaldingmodelrailwayclub.org.uk



▲ Martin Reynolds, right, received The Springfield Cup from Councillor Mark Le Sage of South Holland District Council, centre, for his N gauge layout, *Corsham*. Photo: Paul Bason



▲ The John Brown Memorial Shield was awarded to Martin Olley, right, for his 3mm scale layout *Uppingham*. Photo: Paul Bason



▲ The Barrowmore Model Railway Group were recipients of the Spalding Club Shield – voted for by the public visiting the show – for their HO gauge layout *Mauch Chunk*. Photo: Paul Bason

Coming next month

February 2026 –
Out Thursday 8 Jan.

Woodhead
A grand tribute to this
famous route in OO

Railway
of the
Month

Choates Lane
The post-Privatisation era in N

Nettlebed Lime
Steam effects and animated
figures in 16mm scale



**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 February 2026
edition of RAILWAY MODELLER, when
purchased from a Peco stockist.

Clark Railworks WD 2-10-0 models make progress in OO



Clark Railworks (Ellis Clark Trains) has received the first factory-decorated samples of its upcoming War Department 2-10-0 models in OO gauge.

As outlined originally in our January 2024 issue, 10 different number/livery options are being produced, plus two exclusive versions for Rails of Sheffield. Illustrated here is the version presented as No.600 *Gordon*

in Longmoor Military Railway blue & red livery.

The models have been designed to negotiate second radius curves, courtesy of a small diameter leading wheelset included in the accessory pack (shown on the sample illustrated – the models will be supplied fitted with a correct diameter wheelset).

The manufacturer advises that the models should be entering production

early in 2026, with deliveries commencing from late spring. All versions are available to pre-order via the Clark Railworks website (or from Rails of Sheffield in the case of the two exclusives). DCC Ready versions are £295.00, whilst the price of DCC Sound Fitted models is still to be confirmed, but will be in the region of £395.00-£425.00. For more details: www.clarkrailworks.com

Revolution thanks customers for aiding children's hospice



▲ Ben Ando and Mike Hale of Revolution Trains handing over the cheque to Rosie Mellor-Sylvester, left, and Michelle Ford of Martin House Children's Hospice.
Photo: Andrew Brade

Revolution Trains has thanked purchasers of one of its N gauge models for helping it to raise £13,000 for the Martin House Children's Hospice charity – adding that thanks to an agreed match-funding arrangement, the charity received a grand total of £26,000.

The funding came from sales of the Revolution Class 66 locomotives 66 301 *Drax Power 50* in gold livery and 66 190 *Martin House Children's Hospice* in DB red, plus limited edition Drax gold IIA-D biomass hopper wagons.

The cheque was handed over to the charity in a ceremony held at York station, during a larger event organised by Network Rail to celebrate the wider rail industry's

achievement in raising £380,000 for Martin House through charters, auctions and other charity initiatives over the past few years.

Martin House provides, free of charge, family-led hospice care for children and young people with life-shortening or incurable conditions.

www.revolutiontrains.com
www.martinhouse.org.uk



▲ The N gauge Drax gold-liveried model of 66 301 *Drax Power 50*.



▲ The model of 66 190 *Martin House Children's Hospice*. Both photos: Revolution Trains

Model clubs to combine for show benefiting teenage cancer appeal

On Saturday 24 January, the four model railway clubs of Market Deeping MRC, Sleaford MRC, March and District MRC and the NG34 Model Railway Society will be holding a special charity exhibition at Langtoft near Market Deeping in Lincolnshire to benefit a young man who needs to travel to Germany for treatment for his rare form of cancer.

The initiative for the clubs to run this Jamie's Quest – Teenage Cancer Appeal Charity Model Railway Show stems from when a Market Deeping MRC member who has connections to him heard about the rare and aggressive cancer from which 15-year-old Jamie is suffering.

The teenager requires expensive treatment not currently available in the UK, hence the need to travel to Germany, and having heard of his plight, the model railway club

members all felt compelled to lend their support in the best way they know how – that is by showcasing their layouts to the public while raising much-needed funds.

Other model railway clubs and forums were keen to lend their support, as was a local church, and so the show, featuring around 10 layouts along with stands and demonstrations, will be taking place at St Michael and All Angels Church, East End, Langtoft PE6 9LP from 10:00-16:00 on 24 January.

For further details about the event, see the Societies & Clubs pages in this issue, and for more information about the Jamie's Quest Teenage Cancer Appeal visit: www.facebook.com/p/Jamies-Quest-for-lifesaving-cancer-treatment-61565582260764/

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.

MARCH 2026 issue deadline: JANUARY 1st

LIVE EVENTS

Saturday 13 December 2025

CLUN, Shropshire

Organiser: Chantilly Grey Events.
Venue: Clun Memorial Hall, Gilden 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 (OO); Oasis Camp (HO/HOn3); 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

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 MANCHESTER CHRISTMAS SHOW

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 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 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.

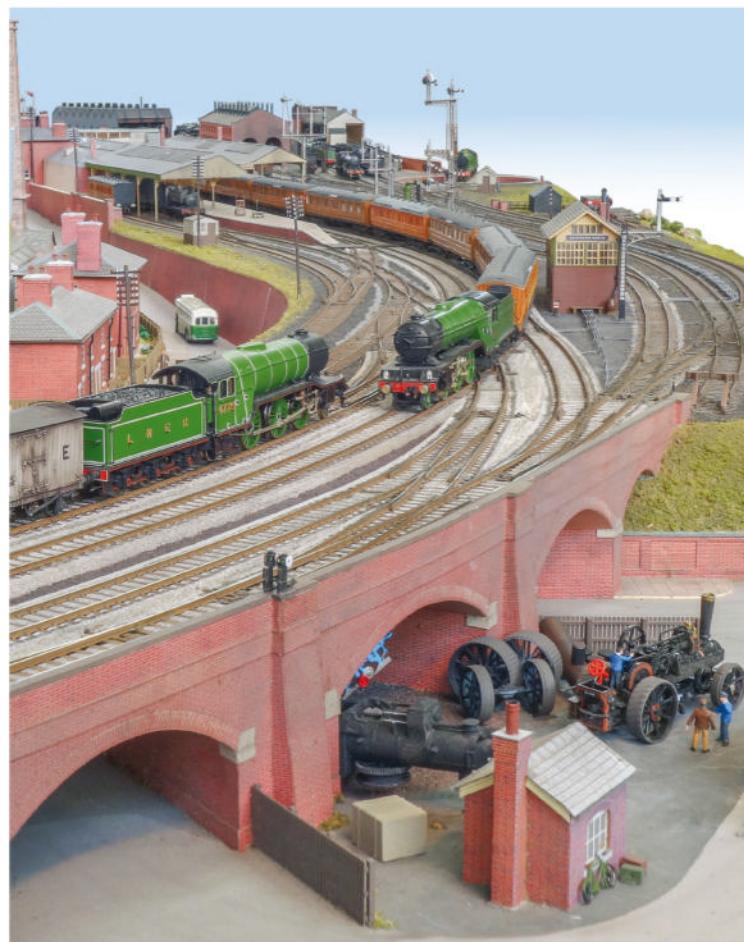
Amenities: venue is in city centre, is reached easily from arterial routes and is almost underneath the Mancunian Way flyover, part of the Inner Ring Road, but there is no public parking at venue itself, although multi-storey car parks are nearby and Blue Badge parking spaces are available to book by 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 of the event 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, College Halt, Copper Wort, Dewsbury Midland, Eridale, The Ffarquhar Branch (the Rev Awdry original), Grantham – The Streamliner Years, Littledeene, Old Parrock, Porth Dinllaen MPD, Trawsfynydd (OO); Bron Hebog, Dundreath (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 OO 3-rail). Manufacturer, trade & society stands. Children's quiz with prize of a complete model railway with a 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



▲ Two Gresley V2s on Grantham – The Streamliner Years, which will attend the Manchester Christmas exhibition on December 13 & 14. Photo: Graham Nicholas

Website: www.makingtracks.uk/events/cheshire-woodlands-blakemere/

Sunday 14 December

CLACTON-ON-SEA, Essex

Event: Clacton Model Railway Show.
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). Unfortunately, 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: steam and diesel traction on Tiverton Junction (30' long OO gauge model) plus Solder, home to a little blue engine, driven by visitors. Club layouts.
Website: www.cvmrc.weebly.com/tiverton-junction.html

Sunday 21 December

UFFCULME, Devon

(Note change in date from that published in the December RM issue due to the Old Well Garden Centre being closed for the post-Christmas period on 28 December).

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: steam and diesel traction on Tiverton Junction (30' long OO gauge model) plus Solder, 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 0 gauge East Coast Main Line layout. See how 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: gmrsscontact@gmail.com

Website: www.gainsboroughmodelrailway.co.uk

Monday 29 & Tuesday 30 December

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

Monday 29-Wednesday 31 December

LONG WITTENHAM, Oxfordshire

Organiser: Pendon Museum.

Venue: Pendon Museum, High Street, Long Wittenham, Abingdon OX14 4QD.

Open: 1100-1600

Admission: adults £8.00, over 60s £7.00, children aged 5-16 £6.00, under-5s free, family groups (2+2) £24.00. Free entry for Individual or Family Friends of Pendon.

Amenities: small free car park. Limited public transport. First floor with *Madder Valley Railway* and Dartmoor Gallery is fully accessible with disabled parking space and accessible toilet – view for young children and wheelchair users is restricted but periscopes available. Second floor with Vale Gallery is on a ramp, with stairlift. Shop and light refreshments.

Features: special Christmas opening of museum attractions including *The Vale Scene* and Dartmoor Scene layouts.

Email: info@pendonmuseum.com

Website: www.pendonmuseum.com

Facebook: www.facebook.com/pendonmuseum/?locale=en_GB

Tuesday 30 December

CONWY, North Wales

Organiser: North Wales Small Scale MRC.

Venue: St Mary's Church Hall, Rose Hill 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

Saturday 3 & Sunday 4 January 2026

FROME, Somerset

Organiser: Wessex Association of Model Railway Clubs.

Venue: The Cheese & Grain, Market Yard, Frome BA11 1BE.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £6.00, acpd U16s free.

Amenities: paid car park. Disabled access. Café & bar.

Features: 10-plus layouts in 0, 00, 009 & N plus demonstrators and numerous trade & society stands.

Email: chairman@wamrc.com

Website: https://wamrc.com

Facebook: www.facebook.com/WAOMRC/

Saturday 10 January

BEAMINSTER, Dorset

Organiser: Bridport & District MRC.

Venue: Beaminster Public Hall, Fleet Street, Beaminster, Dorset DT8 3EF.

Open: 1000-1600

Admission: adults £5.00, U16s free. Card payments accepted.

Amenities: free parking, full disabled access. Light refreshments all day.

Features: 12 layouts plus demonstrations and trade stands.

Contact: Ken Banks, 07484 213267.

Email: kbbnewhaven@hotmail.com

Facebook: www.facebook.com/groups/1926159614193211/

Saturday 10 January

SWOONS OPEN DAY

ILTON, Somerset

Organiser: South West 009 Society (SWOONS).

Venue: Merrifield Hall, Ilton, Somerset TA19 9HG.

Open: 1000-1600

Admission: £3.00 per person.

Amenities: car parking & disabled access. Refreshments available.

Features: layouts including: Nethercombe Quarry (0-16.5); Welford Coppice (00 & 009); Sylvasprings Watercress (00n6.5); Elsie's Yard, Gosiodad Bach, Great Pearl Mine, Juniper Hill, Sutton Chancellor,

Tan-y-Bryn (009); Conifer Valley River Route (H0n30). Plus 009 sales stand & other traders.

Email: treasurer@009society.com

Website: www.009society.com/news/exhibitions-events/

Facebook: www.facebook.com/009Society/

Saturday 10 January

MAIDENHEAD, Berkshire

Organiser: Marlow, Maidenhead & District Model Railway Club.

Venue: Cox Green Community Centre, Highfield Lane, Cox Green, Maidenhead, Berkshire SL6 3AX.

Open: 1000-1630.

Admission: adults £6.00, children (5-14) £3.00, U5s free, family (two adults plus two or more children) £15.00.

Amenities: free but limited parking on site. Refreshments available.

Features: 8 layouts, plus a Pendon Museum display, a demonstrator and 5 traders.

Contact: use contact section of club website.

Email: juliansaxtonmmdmrc@btinternet.com

Website: www.mmdmrc.org.uk

Facebook: www.facebook.com/MarlowMaidenheadDistrictModelRailwayClub/



▲ Sligo, Leitrim & Northern Counties Railway 0-6-4T Sir Henry on Northport Quay, which will appear at the Canterbury show on 17 & 18 January. Photo: Andrew Burnham

Saturday 10 & Sunday 11 January

FELPHAM, Bognor Regis, West Sussex

Organiser: Bognor Regis MRC Ltd.

Venue: Felpham Community College, Bognor Regis PO22 8EL.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £7.00, children (age 6 and over) £3.00, U6s free. Card payments accepted. Advance tickets available (with ticket-source.co.uk booking fee) via the club website page listed below.

Amenities: free parking. Public transport on Stagecoach bus service No.700. Disabled access. Refreshments available.

Features: layouts including: Boxall Lane, Hayling Island (0); Slindon Vale (0-16.5); Chalton Depot, Elbow Lane, Halden Lane, Junior Club Layout, Merrybrook Pathway, Sussex Vintage MRC (00); Church Lane Halt (009); Jubilee Lane (3mm); Ambleton Vale, Ashborough Junction, Royal Albert Bridge, Two Towers Brewery (N); plus exhibitors and trade & society stands.

Contact: use club website contacts section.

Website: www.brmrc.org.uk/annual-exhibition.html

Facebook: www.facebook.com/bognorregisrmrc/

Sunday 11 January

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 0 gauge. Run own locos. Shop.

Contact: Phil Evans by emailing: phil_evans@sky.com

Website: https://www.hmrg.net/

Sunday 11 January

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.cvrmc.weebly.com/tiverton-junction.html

Saturday 17 & Sunday 18 January

BLACKBURN, Lancashire

Event: ELMRO 19th Annual Charity Model Railway Exhibition.

Organiser: East Lancashire Model Railway Charitable Organisation.

Venue: St Marks Conservative Club, Preston Old Road, Blackburn, Lancashire BB2 2SS.

Open: Saturday 1000-1700

Sunday 1000-1500

Admission: adults £5.00, concessions £3.00, children £3.00, family £12.00.

Amenities: paid parking on site and free parking nearby. Mill Hill (Lancashire) and Cherry Tree railway stations are around half a mile from the venue, and Blackburn station one and a quarter miles away.

Features: layouts and trade stands – details not yet confirmed at the time of writing.

Contact: 07585 762627.

Email: elmro1@virginmedia.com

Website: https://elmro.org/

Facebook: www.facebook.com/elmrocharity/

Saturday 17 & Sunday 18 January

CANTERBURY, Kent

Organiser: City of Canterbury Model Railway Society supported by Doug's Model Trains & Tools and Invicta Model Rail Ltd.

Venue: St Anselms School, Old Dover Road, Canterbury, Kent CT1 3EN.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: advance ticket prices (book via www.ticketsource.co.uk/erith-model-railway-society): adults £9.00, juniors (12-17) £4.50. On the day ticket prices: adults £10.00, juniors £5.00. Acpd U12s free.

Amenities: venue can be reached: from the M25 (A282): leave at Jct.1a and join the A206 (Bob Dunn Way, Thames Road, Northend Road, South Road and Queens Road) towards Erith; at the end of Queens Road, take the second exit on the roundabout to join the A2016 (Bronze Age Way and Picardy Manorway); at the end of Picardy Manorway, take the second exit on the roundabout to join Yarnton Way; finally, at the second mini-roundabout, take the third exit for entrance to the Academy.

From the A2: leave at the Black Prince interchange and join A220 (Gravel Hill, Erith Road and Bexley Road) towards Erith; at the end of Bexley Road, take the first exit on the roundabout to join the A2016 (Bronze Age Way and Picardy Manorway) towards Thamesmead; at the end of Picardy Manorway, take the second exit on the roundabout to join Yarnton Way; at the second mini-roundabout, take the third exit for the entrance to the Harris Garrard Academy. The venue is within the ULEZ boundary, so check that your vehicle is compliant. Venue has sizeable free on-site car park – be aware of signs and car parking marshals. Nearest rail station is Abbey Wood (served by Southeastern, Thameslink and Elizabeth Line services), a 10-20 minute walk to the venue or catch either No.180 or No.B11 bus from Bus Stop C to the venue. Transport for London buses Nos.180, 401 & B11 stop outside the venue; TfL buses Nos.177, 229, 244, 301, 469 & 472 stop on nearby A2041; TfL Super Loop service SL3 stops at Abbey Wood station. Venue is fully accessible and has a disabled toilet. Extensive range of hot and cold food and drinks, and plenty of seating in the refreshment area.

Saturday 24 January

LANGTOFT, Market Deeping, Lincolnshire

Organiser: Jamie's Quest – Teenage Cancer Fundraising, supported by Market Deeping MRC, Sleaford MRC, March & District MRC and the NG34 Model Railway Society.

Venue: St Michael & All Angels Episcopal Church, East End, Langtoft PE6 9LP.

Open: 1000-1600

Admission: adults £5.00, acpd U16s free.

Features: 32 layouts including: *The LB&L Line* (G); *Glenfinnan Station, Hursley Quay, Jaspers Green, Lockes Down, Queen Charlotte Dock* (O); *Hillston, Solomon's Dock (0-16.5/NG7); Bulldog Quay, Columbia Wharf (EM); Aberlinton, Albert Street Parcels, Cicely Bridge TMD, Durston, Haldon Lane, Oxley Heath, Slades Green (Children's Have-A-Go Layout), Windmill Hill (OO); Wilmington Grammar School for Trains (009); Whiz Bang Corner (009/H0e); Beijiao, Vine Street Riverside, Water Run (H0); Anglo-German Project (Modular Layout), Bockley Town, Butler Central, Choates Lane, N E Where (Modular Layout), Quarry Falls, Rocky Mountain Rails & Mini Rocky Mountain Rails, Scratchwood (N). Demonstrators, exhibitors, trade & society stands.*

Contact: Exhibition Manager Paul Plummer, 07736 560956.

Email: erithmrs@gmail.com

Facebook: www.facebook.com/groups/944711410190204/

Saturday 24 & Sunday 25 January

IRVINE, North Ayrshire

Organiser: Kilmarnock & District Model Railway Club sponsored by Lathalmond Models.

Venue: Scottish Maritime Museum, Linthouse Building, Harbour Rd, Irvine KA12 8BT.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £7.00, concessions £5.00, U16s free (up to three children with one paying adult/concession). Entry to exhibition includes free access to the Maritime Museum exhibits. **Amenities:** to reach the museum by road, follow signs for Harbourside from Warrix Interchange on the A71 to Merryvale Roundabout, then A737(S) towards the BMW garage. At the mini roundabout follow signs for Maritime Museum (full directions on club website poster). Venue has ample free parking. Irvine rail station is on the Ayrshire Coast Line from Glasgow – on leaving the station head west through the underpass, then follow Montgomery Street towards Harbourside. Turn left at junction with Gottries Road/Linthouse Vennel and follow latter to the museum. Venue has ample free parking and is disabled accessible. There will be food and beverage outlets available with a number of options close by, plus craft stalls.

Features: layouts, model displays & traders. Also interactive *Thomas* layout – 'Try your hand at train driving', children's activities and access to the Maritime Museum.

Contact: use contact form on website below.

Website: www.kilmarnockmrc.com

Facebook: www.facebook.com/KDMRC71

Saturday 24 & Sunday 25 January

KENDAL, Cumbria

Organiser: Kendal Model Railway Club.

Venue: Kendal Leisure Centre, LA9 7HX.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £6.50, children (6-15) £2.50.

Amenities: small charge for car parking. The leisure centre is fully accessible for disabled people and has Changing Places disability toilet facilities. Light refreshments available from Leisure Centre café.

Features: layouts including: *Kettlewell* (Skipton area 1920s, P4); *Bred Albin* (Scottish 1960s – featured in RAILWAY MODELLER December 2025 issue), *Bridge Road* (somewhere in the UK), *Dalehead* (Yorkshire 1930s), *Rumbling Bridge* (Scottish Devon Valley 1960s-70s), *Shepherds Dell* (East Kent 1960s – featured in this RM issue), *Trinity Dock Street Bridge* (Hull 1939) (OO); *Brusio Viaduct* (RhB Bernina Line, Swiss-Italian border, H0m); *Alston* (Cumberland late steam/early diesel era), *Lisworth Bay* (Railway of the Month in RM July 2022 issue) (N). Plus *Funville* (entertaining layout for children) as well as demonstrations and numerous trade & society stands.

Contact: Ian Conway, 01539 733844.

Website: www.kendalmrc.org

Saturday 24 & Sunday 25 January

PONTEFRACT, West Yorkshire

Organiser: Normanton & Pontefract Railway Modellers Society.

Venue: Pontefract Racecourse, Park Road, Pontefract WF8 4QD.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £10.00, acpd U16s free (card payments accepted).

Amenities: to reach venue by road, use M62 Jct.32. What3Words: bump.spoken.chose. Venue has disabled access. Refreshments will be available through the Racecourse's catering facility.

Features: over 20 layouts in various scales and gauges plus demonstrations, a wide selection of traders, club second-hand stall and charity tombola.

Contact: via Facebook page – see below.

Email: secretary.nprms@gmail.com

Facebook: www.facebook.com/people/Normanton-and-Pontefract-RMS/100064793586427/



▲ A BRCW Type 3 arrives at Lisworth Bay station. This N gauge layout is booked for the Kendal exhibition on 24 & 25 January. Photo: Steve Flint

Saturday 24 & Sunday 25 January

SOUTHAMPTON 60TH ANNIVERSARY EXHIBITION 2026

EASTLEIGH, Hampshire

Organiser: Southampton Model Railway Society.

Venue: Barton Peveril Sixth Form College, Chestnut Avenue, Eastleigh SO50 5ZA (with satnav use SO50 5BX for front entrance).

Open: Saturday 1000-1700

Sunday 1000-1630

Admission: adults £10.00, acpd U16s free.

Amenities: venue is around 1½ miles from M3 Jct.13 or M27 Jct.5 and will be AA signed from shortly after the junctions. Limited free parking on site so for other parking options see SMRS website. Both Eastleigh & Southampton Parkway rail stations are about 1¼ miles from venue. A free heritage bus service provided by the Southampton & District Transport Heritage Trust will operate between these stations and the college on both days from 0930, running approximately every half hour – see SMRS website for timetable. Also Bluestar local buses No.2 & No.5 stop near college. Venue will have a children's zone and full catering.

Features: layouts including: *Colorado Springs* (G scale Playmobil in café area); *Netherton, Sherton Abbas, The Essence of Ventnor, The Parlour Railway* (O); *Rathmelton* (County Donegal Railways Joint Committee/Londonderry & Lough Swilly Railway 7mm scale Irish 3' narrow gauge, model 21mm gauge); *Brink Valley Tramway* (09); *Ryburn, Wantage* (P4); *Express Daisy Sidings, Three Cocks Junction, Sundown Lane* (EM); *Botleigh Old North Road, College Halt, Drive a Train, Gara Bridge, Oak Lane, Seaton Junction, Tellindalloch* (OO); *Selborne, Tittesworth* (009); *Kaninchenbau* (HOe); *Barnwood, Smalldale Quarry, Tropical Wonders* (N); *Lego World* (L); plus test track (EM, OO, TT, N, 2mm Fine Scale & Z); SMRS Thomas layout in children's area. Also demonstrators and trade & society stands.

Contact: use contact form on website below.

Website: www.cvmrc.weebly.com/tiverton-junction.html

Facebook: www.facebook.com/p/Southampton-Model-Railway-Society-100054627512434/

Sunday 25 January

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: 60 years of 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 31 January

SHIREHAMPTON, Bristol

Event: Shirehampton MRC Annual Model Rail Exhibition.

Organiser: Shirehampton Model Railway Club.

Venue: Shirehampton Public Hall, Station Road, Shirehampton, Bristol BS11 9TU.

Open: 1000-1630

Admission: £6.00 per person, family (up to 4 people) £8.00. (Cash or card accepted).

Amenities: there is a public car park in Waverley Road, 5 minutes' walk away. The No.13 bus stops outside the door, and routes Nos.11, 3 and 4 stop 5 mins' walk away at the village green, while the Portway Park and Ride bus stops at Station Road, also 5 mins' walk away. Shirehampton rail

station is 10 mins' walk away. Main hall ground floor is fully accessible and disabled friendly but there is no disabled access to balcony. Venue is close to local shops, services and cafés.

Features: layouts including (confirmed at the time of writing): *Charlton Rd West* (O); *Dent* (OO), *Brimcombe, Binegar, Bridge Street, Calderbridge* (N), plus weathering demonstration by Phil Harris and trader Keiths Model Railways.

Contact: use contact form on website or email address below.

Email: Shirehamptonmrc@gmail.com

Website: www.shirehamptonmrc.com

Facebook: www.facebook.com/ShirehamptonMRC/

MEETINGS

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.



▲ Caledonian Railway '812' 0-6-0 No.57565 on Tellindalloch, a BR Scottish Region branch terminus in OO which will appear at the Southampton show on 24 & 25 January. Photo: Ian Manderson

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 – 1930

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 10X.

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 07771 756013.

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

Friday 2 January – 1930

Lutterworth Railway Society

'The South Leicestershire Railway Then & Now' by Phil Lindsey.

Venue: The Pavilion, Recreation Ground, Coventry Rd, Lutterworth LE17 4RB.

Entry: members £2.00, non-members £5.00.

Details from: Alan Bilton on 01455 207996 or 07771 756013.

Website: www.lutterworthrailwaysociety.co.uk

Monday 5 January – 1930

Peak Rail Association (Sheffield Branch)

'A Race around Britain' by James and

Andrew Speed.

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 davidsharp@sheffield@gmail.com

Website: www.peakrail.co.uk/sheffieldbranch

Tuesday 6 January – 2000

The Enfield Transport Circle (TETC)

'Rail Touring Then and Now' – a selection of images of rail tours and charter trains from 1970s to date by Andrew Garrett (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 8 January – 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

Thursday 8 January – 1930

The Great Central Railway Society (Sheffield branch)

'Virginia Wanderings' by Bob Gellatly.

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

Monday 12 January – 1930

Lincoln Railway Society

'Six of the Best' by Graham Lightfoot.

Venue: St Hugh's Church, Harewood Crescent, North Hykeham, Lincoln LN6 8JG.

Entry: £4.00. Non-members welcome.

Contact: Publicity Member, 01522 698085 or email grahamlightfoot1948@gmail.com

Tuesday 13 January – 1930

Wells Railway Fraternity

Members' Talks – 'Lynton & Barnstaple Update' by David Edwards and 'Modelling Our Local Station' by Andrew Tucker.

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

Thursday 15 January – 1930

Lutterworth Railway Society

LRS Model Running Evening.

Venue: The Pavilion, Recreation Ground, Coventry Rd, Lutterworth LE17 4RB.

Entry: members £2.00, non-members £5.00.

Details from: Alan Bilton on 01455 207996 or 07771 756013.

Website: www.lutterworthrailwaysociety.co.uk

Thursday 15 January – 1930

Marlow & District Railway Society

'A Career in Railway Photography' by Jack Boskett.

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

Wednesday 21 January – 1930

The Grimsby & Cleethorpes Railway Group

'The Schools of the Southern Railway' by Bob Gellatly.

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 22 January – 2000

South East Essex Railway Society

'The Spirit of Sandringham', an update on progress in building the B17 by John Pearson of the B17 Steam Locomotive Trust.

Venue: Friends' Meeting House, 18 Dundonald Drive, Leigh on Sea, Essex SS9 1NB.

Details from: www.seers-rail.org/programme.html or seers.rail@gmail.com

Website: www.bag16mm.org.uk or membership@bag16mm.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, Triang 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 biltongrangemodeclub@yahoo.com

Bridgend Model Railway Group meets weekly on Thursdays at 1900 upstairs at the Laleston Gardener's Club, Cliff Cottage, Wind St, Laleston CF32 0HN. Group has two layouts in 7mm and one in 4mm. Visit www.bridgendmodelrailwaygroup.co.uk or email bridgendmodelrailwaygroup@protonmail.com

Group for anyone interested in railway modelling and/or railways meets in **Bubwith Leisure Centre bar, Main Street, Bubwith, Selby YO8 6LX** at 1930 on the last Monday of each month. Email: steve.grantham@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.

The Derby & District Area Group of the N Gauge Society meets (normally) on the 4th Monday of each month (excl December) between 1900-2100 at St Stephen's church hall, 311 Sinfon Lane, Derby DE23 9GP. The Group runs a growing T-Trak modular layout and new members are welcome. Charge of £4 per visit to cover venue hire and refreshments. Email either Chris Prior (cmprior@gmail.com) or Phil Atkinson (familyatkinson@talktalk.net). Facebook page (Derby & District N Gauge Area Group) can be checked for changes to dates.

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 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 Hilltop 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 & 0-16.5. Venue has a disabled accessible toilet and a kitchen for open days. Gerry Blaikie, 01524 425523.

New Forest Model Railway Society is offering 3 months' free membership 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 the clubroom behind Romiley Methodist Church. Wide range of layouts in N to O gauge. See [rmmrc.com](http://www.rmmrc.com) or contact rmmrhonsec@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.bethost8.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

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 by rear Church entrance (opp. petrol station). Parking in the main car park outside Sainsbury's, TN9 1SF. Layouts in O and 0.16.5/0 plus 4mm scale. Next exhibition 21 February 2026. Find club at TonbridgeMRC@outlook.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@cloud.com or layout manager Richard on 07702 644066.

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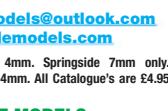
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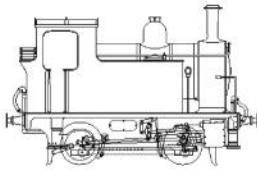


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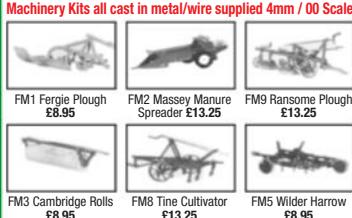
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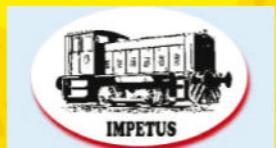


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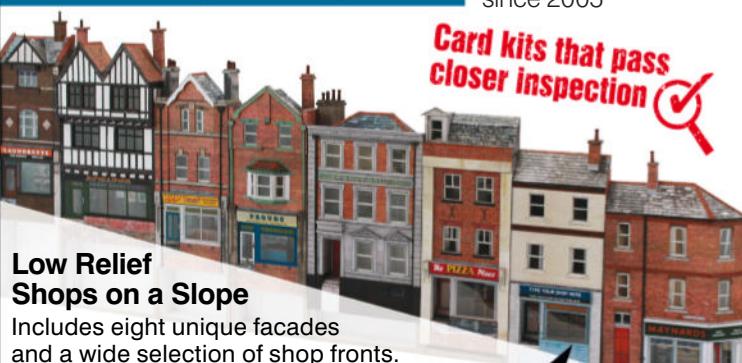
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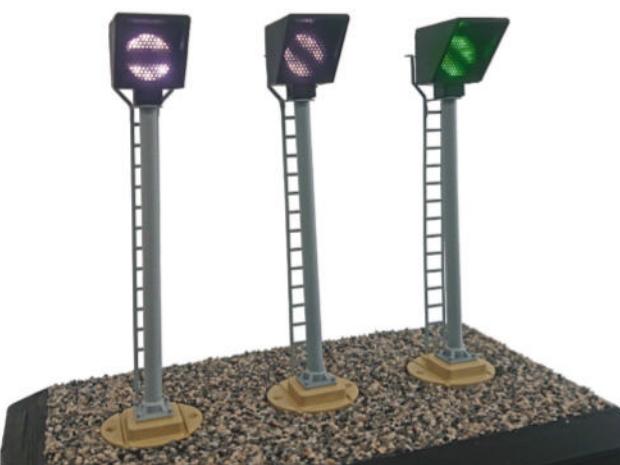
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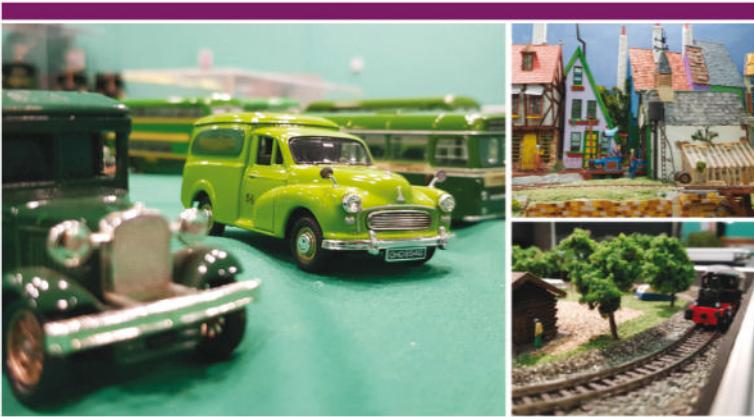
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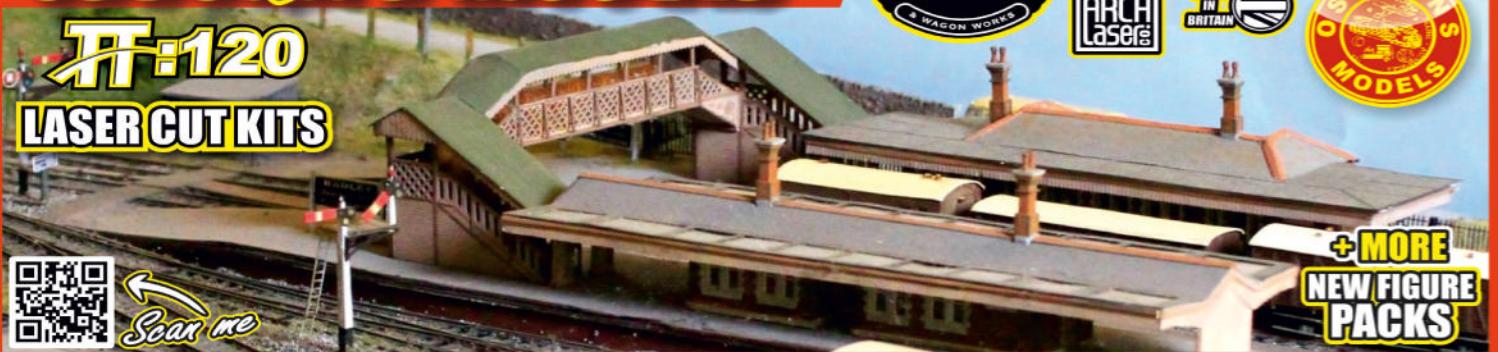
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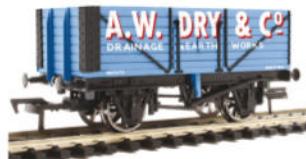


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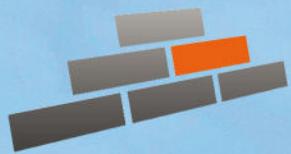


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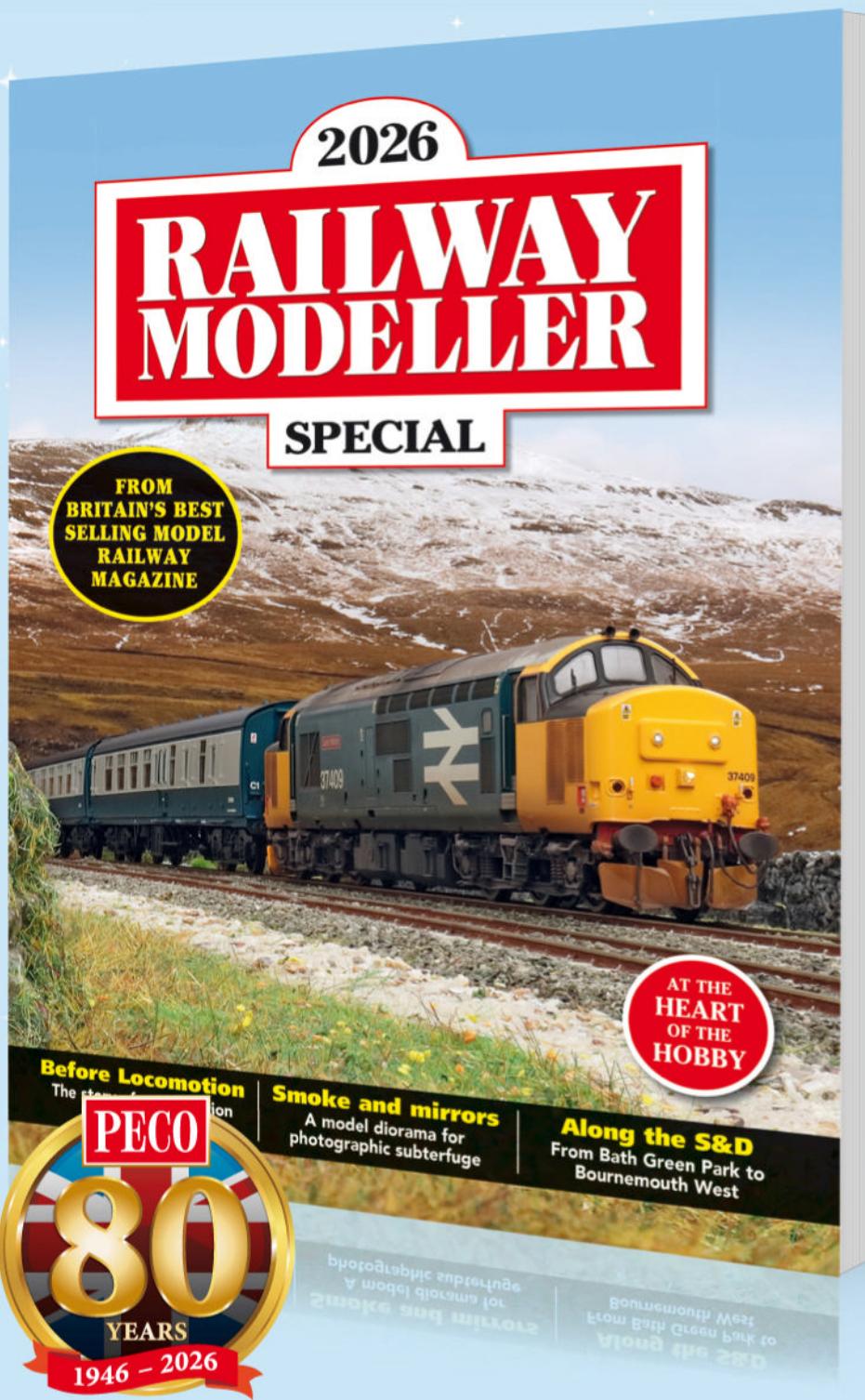
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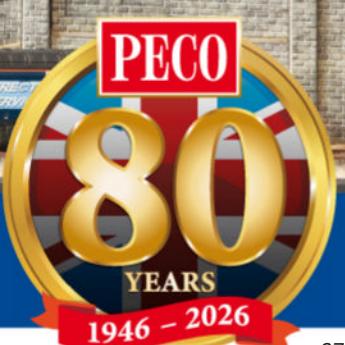
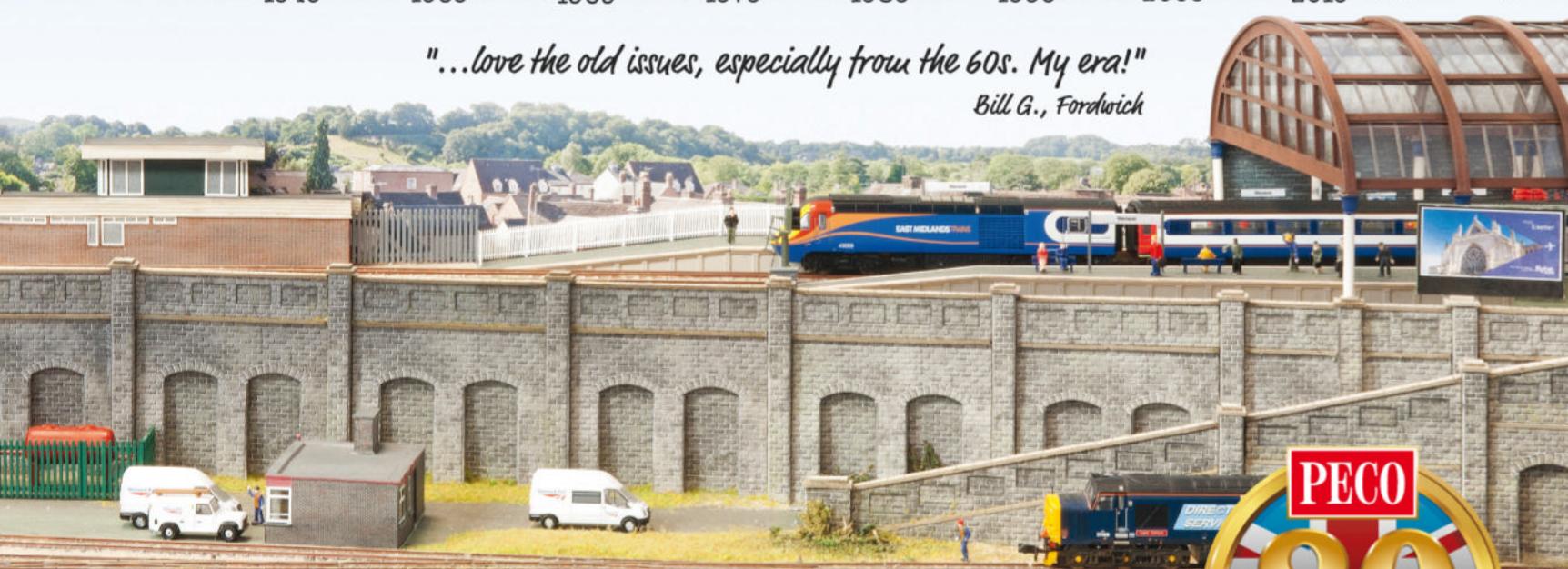
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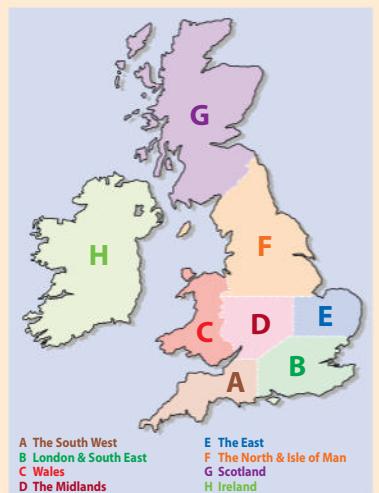
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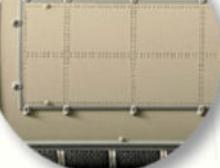
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