BRITAIN'S No.1
MODEL RAILWAY MAGAZINE

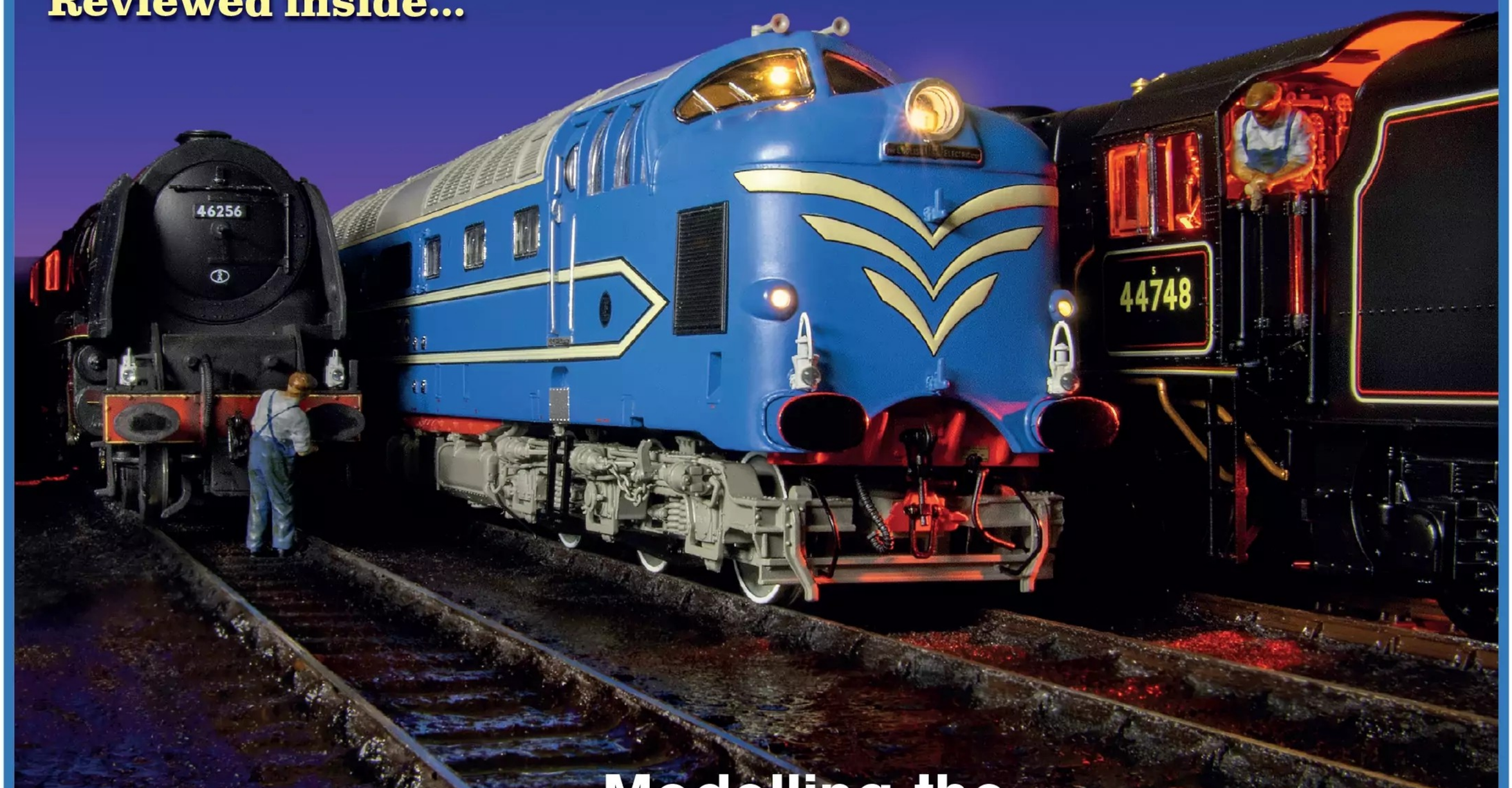
MAY 2026 £6.95 AT THE HEART OF THE HOBBY VOLUME 77 No 907

RAILWAY MODELLER

Dublo Deltic

New from Hornby in OO

Reviewed inside...



Boston Lodge vignette

A narrow gauge cameo in OO9

Modelling the 'Coronation Scot' in TT:120

A project to celebrate 150 years since the birth of Sir William Stanier

Project New Street

Building a competition winner in OO

PECO 80 YEARS 1946 – 2026

Also reviewed inside...

Rapido Trains UK Evolution bogie coaches in OO
Locomotion Models exclusive LNER Gresley V2 in N
British Rail Class 13 shunters from Bachmann in OO

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RAILWAY MODELLER

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EXHIBITION DIARY



Throughout the year we attended various exhibitions around the country. We are always happy to bring special orders to any of the shows we attend.

In April and May we will be at the following exhibitions

***Model World Live**, NEC Birmingham, Saturday 25th & Sunday 26th April*

***Bristol Model Railway Exhibition**, Thornbury Leisure Centre, Friday 1st, Saturday 2nd & Sunday 3rd May*

***Swanage Railway Diesel Gala**, Swanage Railway, Friday 8th, Saturday 9th & Sunday 10th May*

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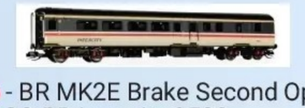
TT4013 - BR MK2E Brake Second Open Coach BSO BR Blue And Grey 9504...£37.80



TT4014 - BR MK2E Tourist Second Open Coach TSO BR Intercity 5889.....£37.80



TT4015 - BR MK2E First Open Coach FO BR Intercity 3237.....£37.80



TT4016 - BR MK2E Brake Second Open Coach BSO BR Intercity 9502.....£37.80

TT Gauge Class 66s - In Stock



TT3030 - Class 66 66022 'Lafarge Charnwood' EWS.....£143.99



TT3031 - Class 66 66619 'Derek W Johnson MBE' Freightliner.....£143.99

TT Gauge Wagon - In Stock



TT6059 - Fathers Day Wagon.....£17.99

TT Gauge LNER J50s - In Stock



TT3024 - LNER J50 0-6-0 Tank 68983 BR Black Early Crest.....£125.99



TT3026 - LNER J50 0-6-0 Tank 68965 BR Black Late Crest £125.99

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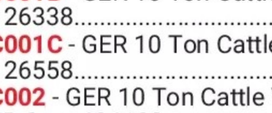
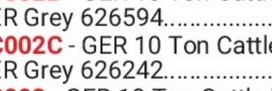


R30560SS - SR Merchant Navy 4-6-2 21C4 *'Cunard White Star* Line' SR Green **TXS Sound With Steam Generator**.....£328.49



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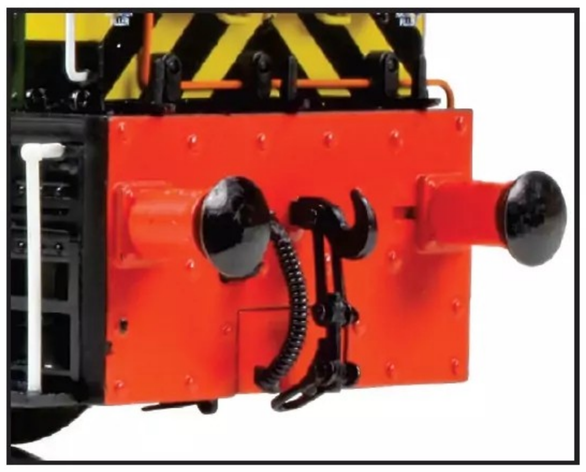

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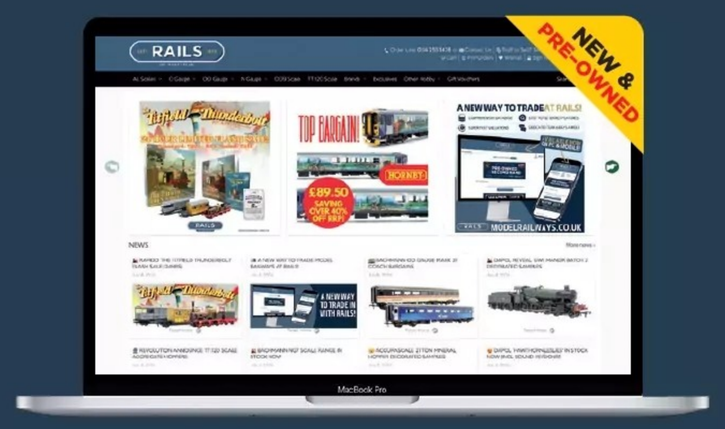

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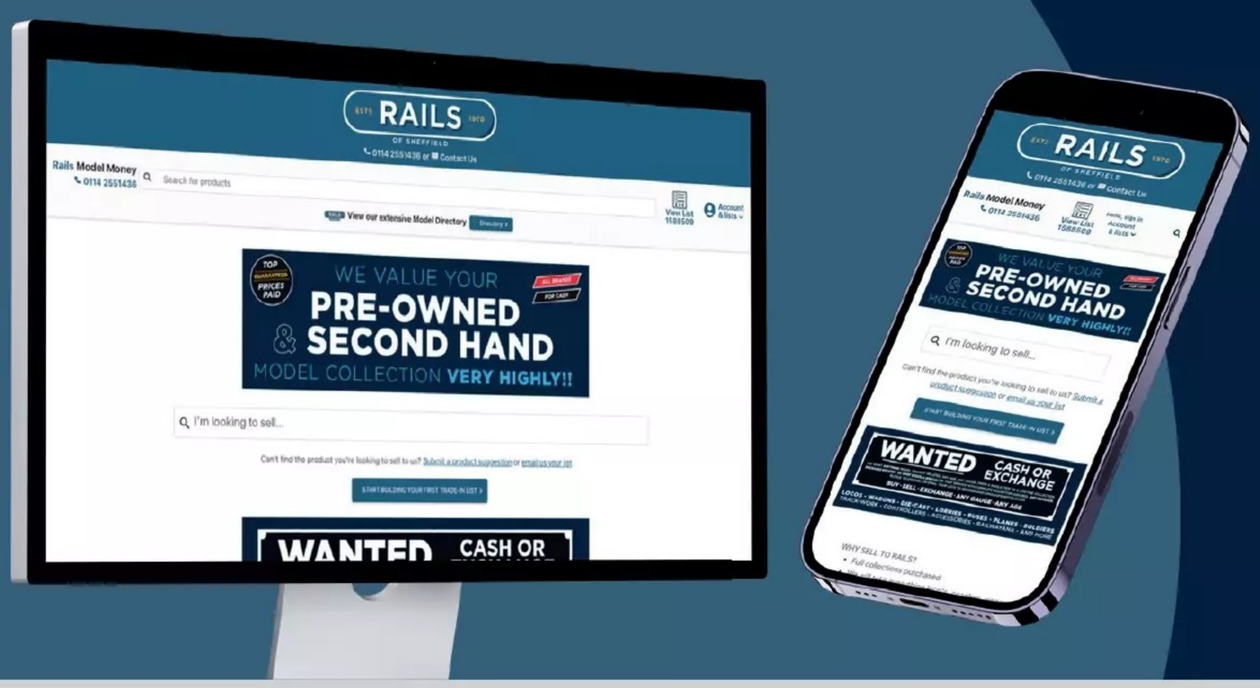

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Bachmann's Class 37/0 37260 *Radio Highland* for 'OO' is a stand-out model, faithfully representing one of British Rail's distinctive English Electric Type 3 diesels in BR blue large logo livery.

Originally built as D6960 in January 1965, later renumbered 37260, it became notable for its Scottish service after allocation to Inverness in 1982. It hauled a wide variety of trains in the Highlands, including passenger workings on the Inverness to Kyle of Lochalsh and Far North lines, beginning regular services on the Kyle route from August 1983. It would also haul test trains and perform engineering duties, too. The name *Radio Highland* was applied at Dingwall station on July 7, 1984, to mark the launch of Radio Electronic Token Block signalling on the Highland Line. 37260 continued working mixed passenger and civil engineer trains through the 1980s before withdrawal with fire damage in September 1989 and eventual scrapping in 1991.

The Bachmann model captures this prototype with authentic detailing, separately applied parts, and accurate printing. It's available in DCC ready form with a PluX22 decoder socket for custom install, or DCC sound-fitted with factory-installed sound, delivering realistic diesel audio and lighting functions. For even more realism, upgrade to the DCC sound-fitted Deluxe variant, with rotating roof fan and iridescent window tinting. Smooth running and reliable mechanics, with generous savings!

35-309 Bachmann 'OO' centre headcode 37260 'Radio Highland' BR blue (large logo)

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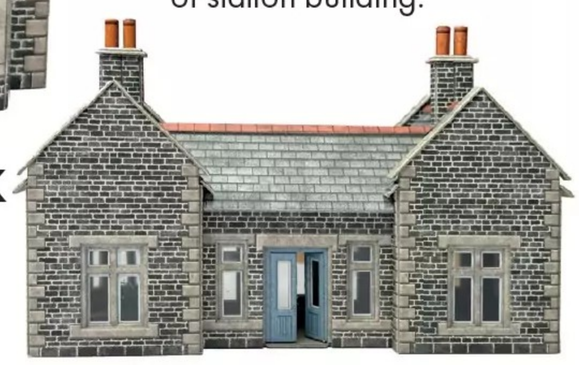



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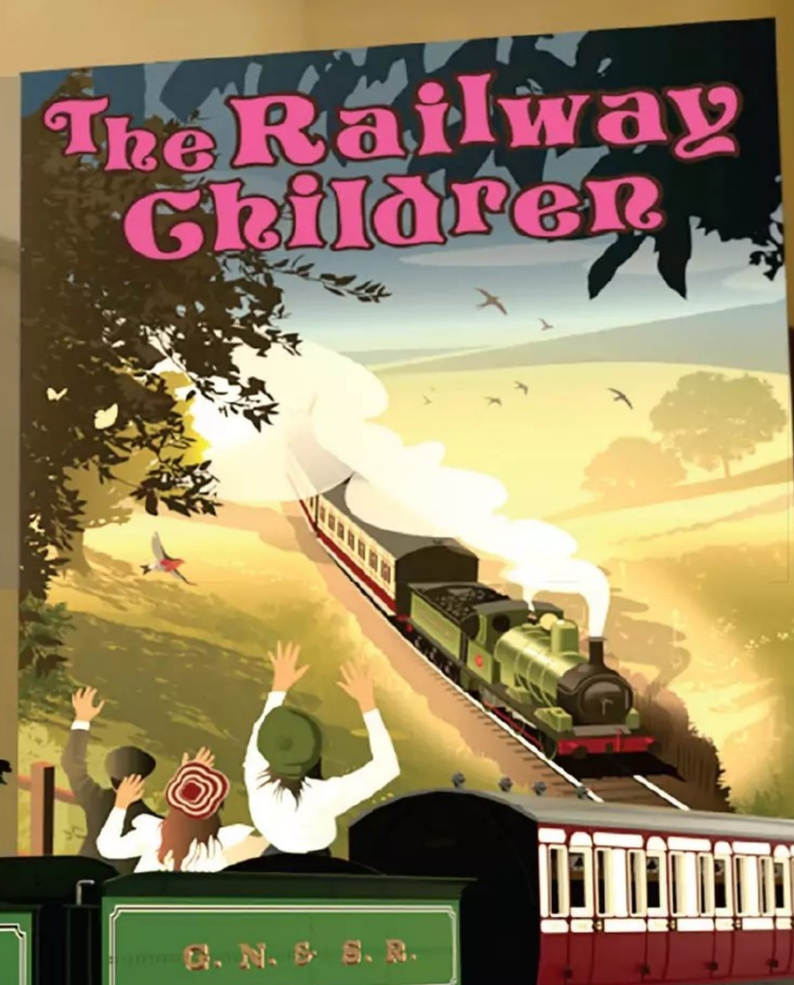

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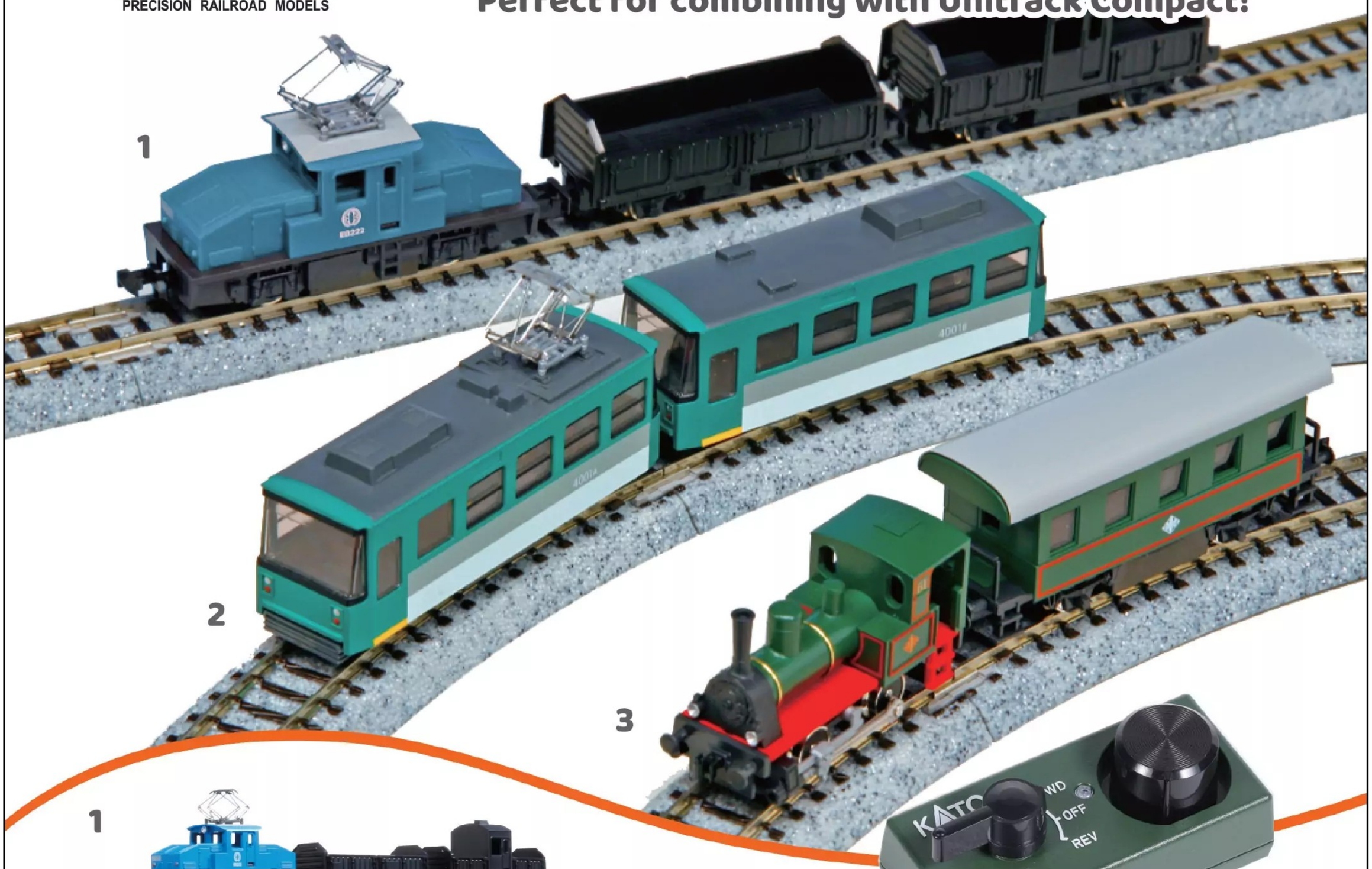

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Prodigy Express Starter Systems

BEST FOR Locomotive Control

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DCC01

Prodigy Express Starter Package

Most Suitable For: OO, HO, and N Scale

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DCC06

Prodigy Express Wifi Starter Package

Most Suitable For: OO, HO, and N Scale

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

WiFi Module

BEST FOR Adding App Control

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



DCC05

Prodigy Wifi Module

Most Suitable For: Adding app control to a Prodigy

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Prodigy Advance Starter Systems

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DCC02

Prodigy Advance Starter Package

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

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DCC07

Prodigy Advance Wifi Starter Package

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

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DCC04

Prodigy Advance Wireless Starter Package

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

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

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DCC14	Prodigy Advance Walkaround
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DCC55	Prodigy Wired Computer Interface
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DCC91	21 Pin Standard Decoder - 2 Function
DCC92	8 Pin Small Decoder - 2 Function
DCC93	6 Pin Small Decoder - 2 Function
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DREILEBEN

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STADLER EURO 9000

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Our report on new items for 2026 continues with N, TT, Z, O, 1, narrow gauge and scenics.



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PECO GROUP UPDATES

N GAUGE BR MINERAL WAGONS

READY TO RUN

NR1504B Ex-BR Iron Ore Tippler, Ingot Mould Carrier

9ft WB



NEW!

NR1000B BR 16T Mineral Wagon, Unfitted, Grey



NR1001B BR 16T Mineral Wagon, Unfitted, Grey



NR1020B BR 16T Mineral Wagon, Coal 16VB, Vacuum Fitted, Bauxite



NR1021B BR 16T Mineral Wagon, MCV,Vacuum Fitted, Bauxite



NR1031B Ex-BR 16T Mineral Wagon, NCB



NR1501B BR Iron Ore Tippler, Grey



NR1502B BR Iron Ore Tippler, Bauxite



NR1503B BR Iron Ore Tippler, Civil Engineers 'Dutch'



NR1505B Ex-BR Iron Ore Tippler, NCB



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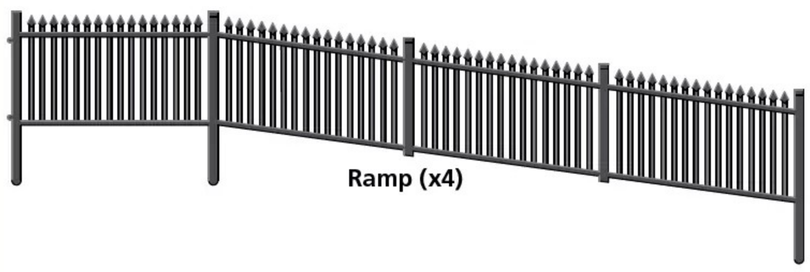
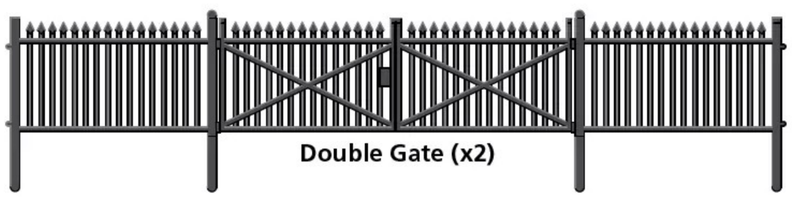


Ramp (x4)



Double Gate (x2)

LK12114 GWR Spear Fencing



Please note: artwork renders shown

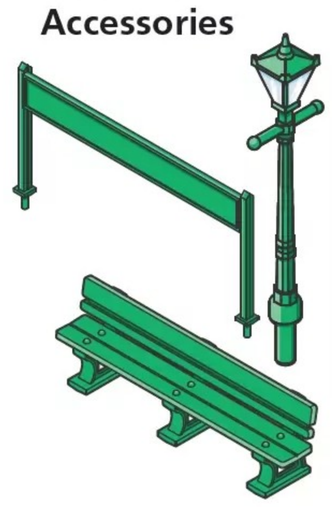
LK12115 Flexible Field Fencing



LK12118 Field Gates, Stiles and Wicket Gate



LK12116 Platform Accessories



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LK708 Wooden Platform Halt

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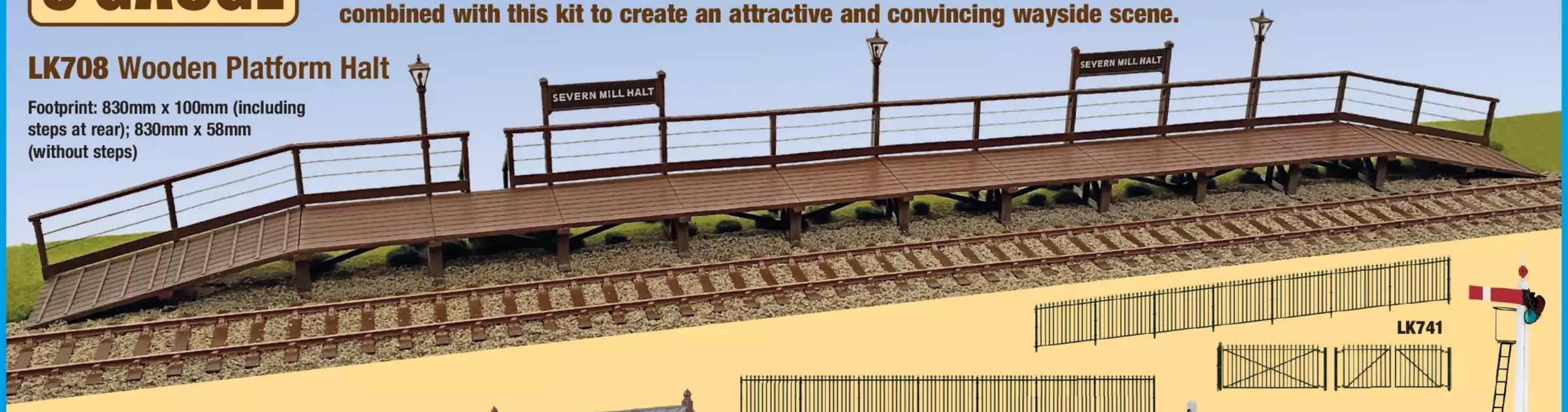
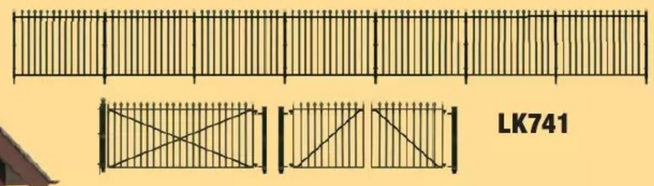


LK709 Ground Level Signal Box
LK741 GWR Spear Fencing Straight Panels, Gates and Posts
LK742 GWR Ramp Panels, Gates and Posts
LK750 Level Crossing Gates
LK761 GWR Type Station Seats (x 4)
LK790 GWR Square Post Signal

PECO LINESIDE



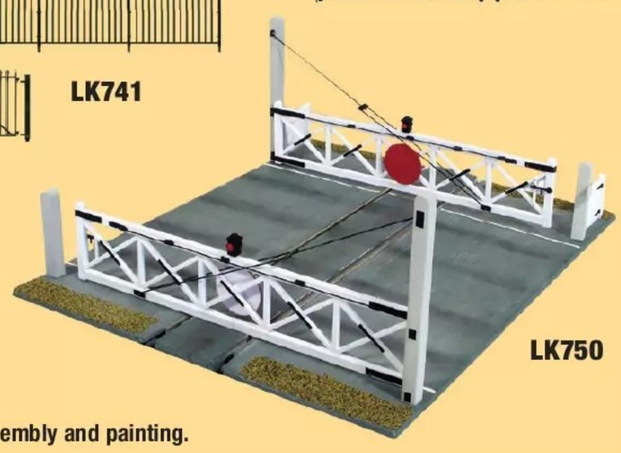
LK709



LK741



LK761



LK750

LK741



LK790

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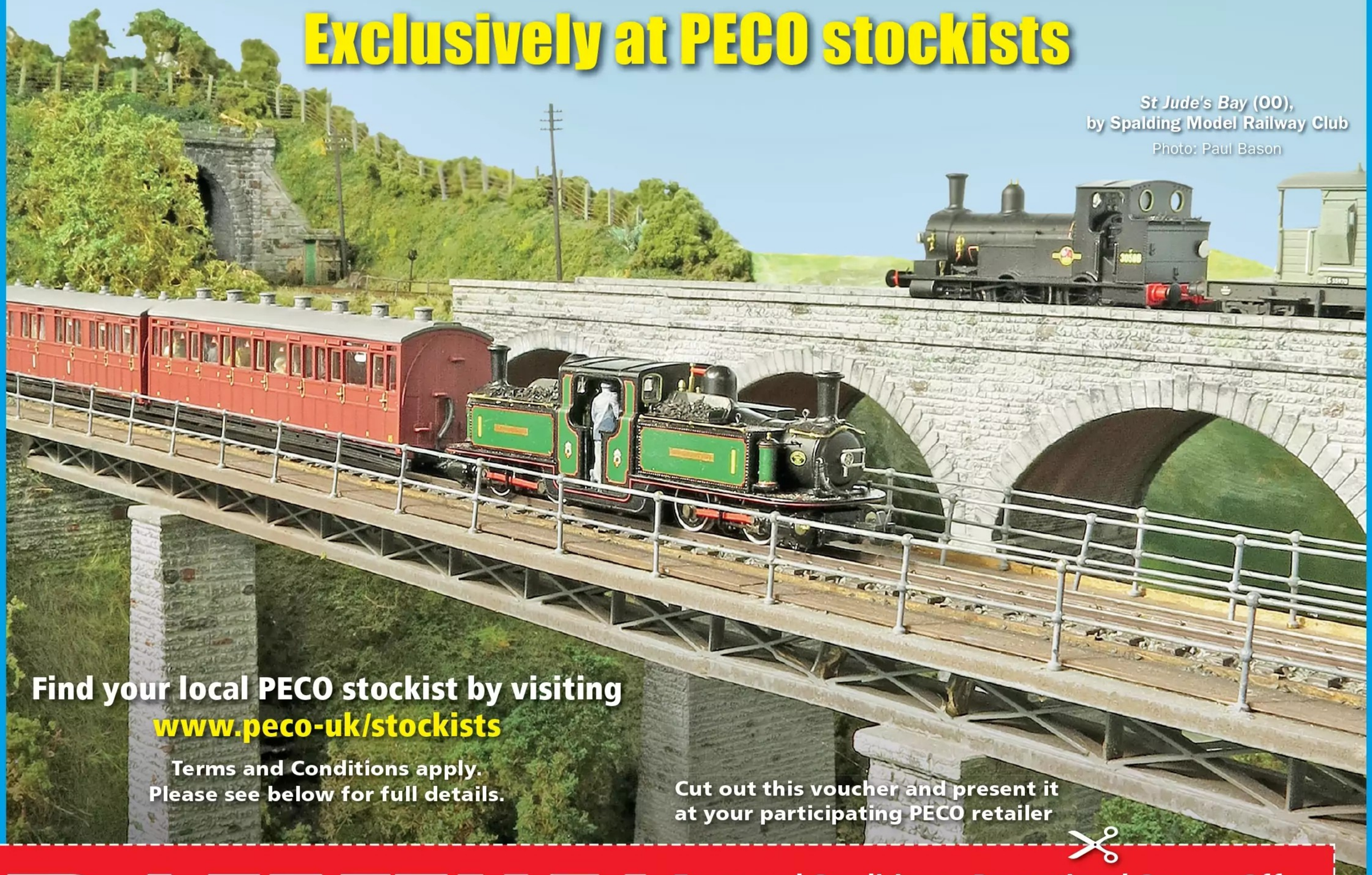

St Jude's Bay (OO), by Spalding Model Railway Club
Photo: Paul Bason

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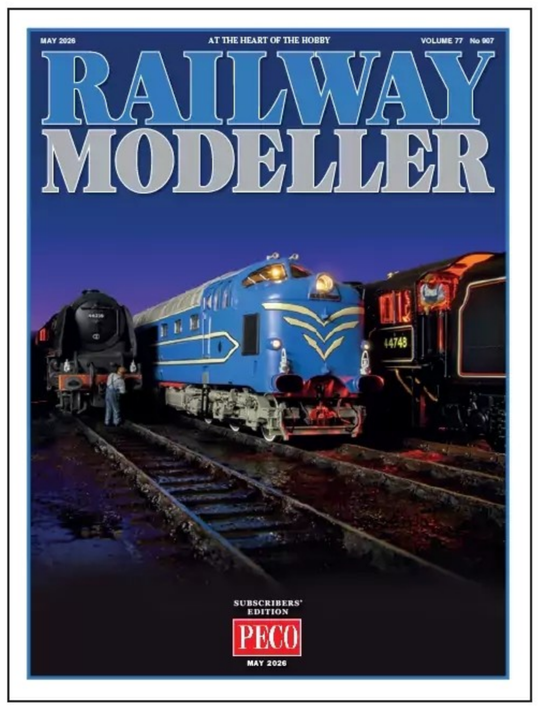
Welcome

80 years of Peco

It was almost exactly 80 years ago, on 18 April 1946, that the Pritchard Patent Product Company was officially incorporated by its founder, Sydney Pritchard. Peco, as the company is better known, soon established itself as a trusted major manufacturer of high-quality model railway products, serving the needs of modellers worldwide. Throughout the eight decades that have elapsed since its founding, it has continued to invest in and develop its product ranges, which today comprise a vast array of track items, ready-to-run models, kits and accessories across numerous scales and gauges.



This month's subscribers' cover, featuring the new Hornby Dublo DP1 *Deltic* and (on the left) No.46256 *Sir William A. Stanier, F.R.S.*

To celebrate the company's landmark anniversary, printed copies of this issue include a commemorative *Peco at 80* supplement. Inside we reveal the origins of this family-owned business, which is now in its third generation, with Sydney's grandson, Ben Arnold, at the helm. We also look at a selection of notable Peco products through the decades, before exploring the history of Peco Streamline track – a range that first appeared in the manufacturer's catalogue 65 years ago. For our main feature in this special booklet, we take readers behind the scenes here at Beer in Devon with a guided factory tour – this providing a flavour of what participants can discover on one of these experiences, which are open to all on selected dates throughout 2026 and available to book via the Peco website.

80 years of Peco isn't the only anniversary we are marking in this issue, however. On p358 we celebrate 70 years of the Gauge 0 Guild with a Milepost feature penned by the organisation's Chairman, Jackie Kneeshaw. In addition, the cover date of this edition coincides with 150 years since the birth of Sir William A Stanier FRS, the noted Chief Mechanical Engineer of the London Midland & Scottish Railway who was born in Swindon on 27 May 1876. To commemorate this, we first have a Scale Drawings feature covering his Coronation Pacific design on p342, whilst on p378 Garry Hall describes how he modelled a streamlined version of one of these locomotives, together with an impression of the matching 'Coronation Scot' stock, in TT:120.

In contrast to looking back at events that took place 70, 80 and 150 years ago, leading our news pages on p402 is a report on the recent opening of a brand new visitor attraction in Kent, which is now taking its very first steps towards creating its own history. The Ashford International Model Railway Education Centre (AIMREC) has completed its long-held vision to establish a permanent exhibition of model railways and provide a place for educational opportunities centred on the hobby. The brainchild of Cliff Parsons, creator of past RAILWAY MODELLER Cup winner *The Gresley Beat* (RM December 2013), the registered charity has received support from many notable figures across the model railway community, including Sir Roger Daltrey, Jools Holland and Pete Waterman. We applaud Cliff and his team for working tirelessly for the past 15 years to invest in the future of our hobby, and we wish them every success with their new venture…



Craig Tiley Editor

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

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

Photography by Ian Manderson



A ‘just supposing’ branch station in 00

Aston Cote reborn

JOHN ROSE presents the rebuilt and enlarged version of his home-based layout, which portrays a through station on a planned but never built rail link between Fairford and Cirencester in Gloucestershire.

If the name of my layout sounds familiar to some readers, that’s because a previous version of *Aston Cote* appeared in the October 2017 edition of RAILWAY MODELLER. Similarly, this new layout is a ‘what might have been’ based on the East Gloucestershire Railway, which linked Fairford with Oxford. The scenario for this layout is that the line, which terminated at Fairford, was continued south-westward to join the Midland & South Western Junction Railway at Cirencester, a link that was in fact planned.

The Swindon, Marlborough & Andover Railway desired a link to the north and on 18 July 1881 incorporated the Swindon & Cheltenham Extension Railway. The act of incorporation provided for a branch from Cirencester to Fairford and, although this was never built, further amalgamation with the Banbury & Cheltenham Direct Railway led to the creation of the M&SWJR. This layout assumes that the Cirencester to Fairford branch was constructed, providing an alternative cross-country link between Cheltenham and Oxford, and also between Andover and Oxford.

In its early years, the M&SWJR had its own fleet of locomotives, but after Grouping it relied increasingly on a mix of Great Western Railway and Southern Railway stock. Southern locomotives employed were mainly N Class and U Class, together with a fair mix of GWR types, including a pair of ‘Dukedogs’, which provided a rare opportunity to see them outside West Wales.



Left
A ‘4575’ small Prairie hauling a ‘B’ set passes between Burrows Farm and the village with the afternoon stopping service from Oxford. The thatched roofs are all modelled by using the ‘Pendon method’.

Right
A local freight from Cirencester heads under the road bridge and through the countryside behind ‘8750’ pannier No.8751. A local farmer and his dog, both Modelu figures, contemplate the scene.



Left
A sleepy afternoon at Aston Cote station, where the number of passengers is equalled by the number of staff. The station building is based on Fairford, the main difference being the addition of canopies.

Right
A non-timetabled trip for Collett 0-6-0 No.2251, as it passes through the station with an SR brake van in tow. The brake van is a Rapido Trains UK model, which is of good quality – but I do need to weather that red!

The layout is set in the 1930s, with the stock giving a picture of typical trains of the time, but without being too constrained by rigid prototype fidelity.

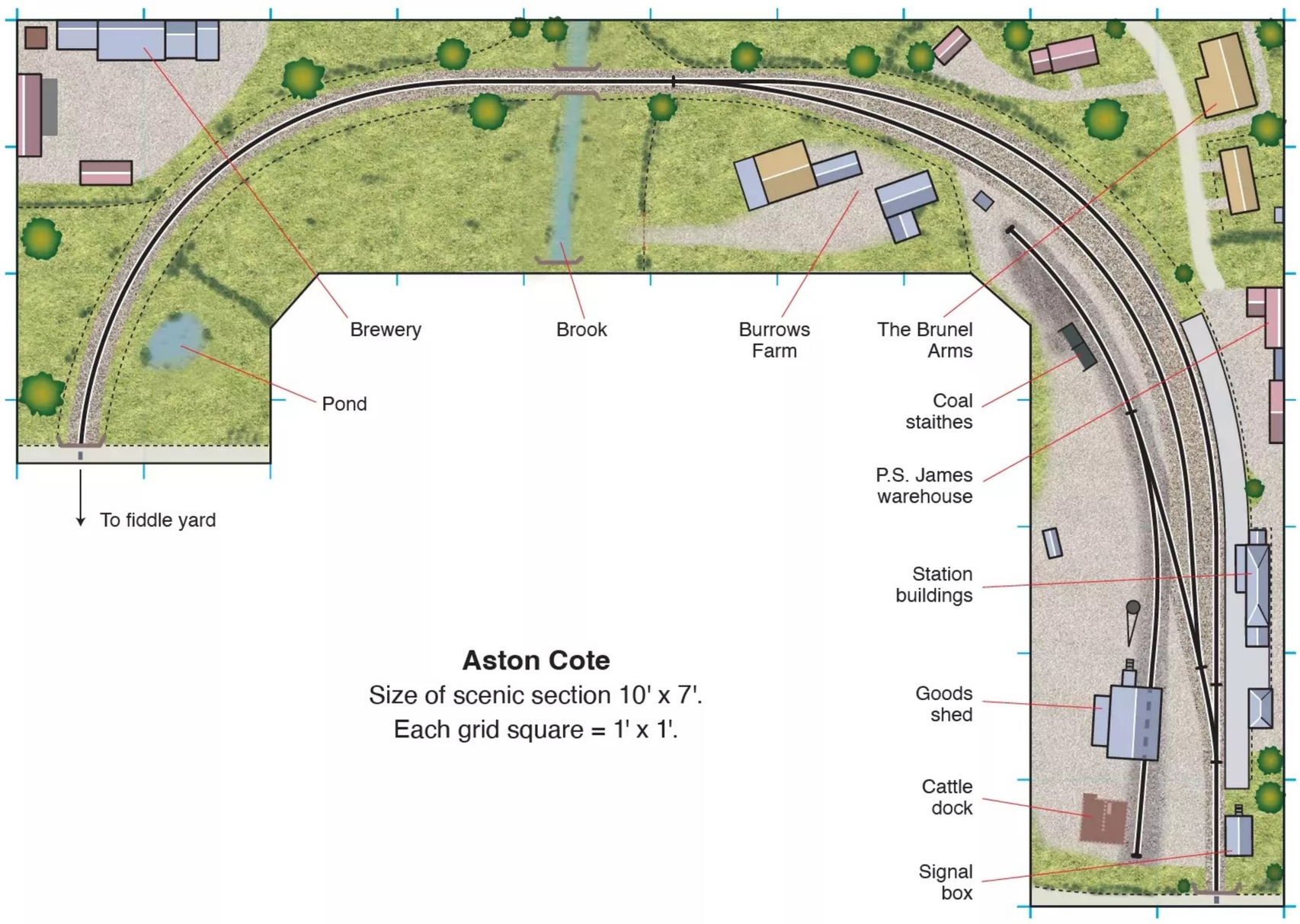
Baseboards and trackwork

Baseboards are of conventional construction – 9mm plywood surfaces supported by 3" x 1" outer frames with 2" x 1" cross bracing. There are drop-down sections to allow the stream and pond area to be modelled at a lower level than the baseboard surface. Board sizes are 3' x 2' or 4' x 2', bolted together with holes drilled through the bracing for routing wires. The boards are supported in the main by basic kitchen units for storage.

Trackwork is Peco Streamline code 75, with Electrofrog points operated by panel-mounted passing contact switches. Control is 12V dc via a Gaugemaster panel-mounted unit. I stuck with analogue as the track plan is very basic, providing an open, uncluttered layout to maximise scenic potential. The fact that much of the trackwork is curved, to keep the minimum radius as large as possible, made it more difficult to incorporate many points on the running lines without hand-building curved units to fit the available space. Although I have hand-built trackwork in the past, I decided against it for this layout.

Track is glued to cork underlay and ballasting is conventional, with fine ballast granules being brushed into position and, after spraying with soap solution to reduce surface tension, fixed in place using a dropper and diluted PVA.

The fiddle yards at each end are made from plywood, with minimal bracing to make them easily portable – one sits across the room door opening, so has to be moved



Aston Cote
Size of scenic section 10' x 7'.
Each grid square = 1' x 1'.

Below
An N Class and SR stock form a through passenger service from Oxford to Andover. The train will continue to Cirencester, where it will head down M&SWJR metals through Swindon Town and on to Andover.





each time the layout is operated. Cassettes are used, which are long enough to accommodate a three-coach train, which I feel is probably the maximum length to feel safe with when turning them! Engagement is simple, with slightly opened-out fishplates soldered to each end of the fixed tracks, with the cassettes simply sliding in and out of them. I used this on my last layout, and it proved a simple and reliable method.

Scenery

Scenic work and structure modelling are my favourite aspects of the hobby. I admire the work of modellers such as Geoff Taylor with his *Penmaenpool* layout, Nick Wood's *Much Murkle*, and the high standards at Pendon Museum where I volunteered for a number of years. These layouts seem to evoke a particular atmosphere, and this is the outcome that I have strived for, although I don't claim to have risen to their level of achievement!

Scenic construction is a blend of well-tried methods. Contours are achieved by carving blocks of expanded polystyrene to shape, and then covering them with plaster filler mixed with PVA to minimise cracking. This is painted brown before being covered mainly with static grass, with some areas of scatter to provide variation in texture.

Hedges and bushes use either rubberised horsehair covered with scatter or leaves, or Woodland Scenics foliage. I enjoy making trees using twisted florist's wire covered in plaster to give the structure. This is painted a



Left
Fairford inspired the railway buildings on the layout. This photo, recorded on 3 March 1962, shows 0-6-0PT No.7412 with a passenger service. *Photo: Rail-Online*

Right
Churchward Mogul No.5350 on a through passenger service with the village in the background and the local coal merchant in the yard. This Mogul is a Dapol model and is an excellent runner.

Below
No.8751 (a Bachmann model) shunts wagons in the goods yard. Track on the layout is Peco Streamline code 75 throughout.

suitable blend of browns, greys and greens before adding the foliage. As with hedges, I use a couple of methods for variety, either using teased-out Woodland Scenics foliage mats (which are then fixed to the tree armatures) or using Woodland Scenics polyfibre for the foliage shape, before 'leaves' from companies such as Treemendus are scattered on. For applying leaves to both hedges and trees, I use an inexpensive hairspray.

Weeds, flowers and vegetables are made by the methods used at Pendon – I must thank my wife for making many of these. Going forward with the layout, I feel that I need more weeds, as it is a bit too neat in places.

Roads are plaster-based, while the station and brewery yards use chinchilla dust as a finish. Various





shades of watercolours and powders are used to give the required appearance.

I prefer to use a simple sky representation for backscenes, which I have achieved by using a hardboard structure painted with blue, white and grey emulsion paints. However, I have obviously been a bit too subtle here, as the clouds don't really show up on the photographs!

Buildings, structures and other details

As this layout has a similar setting to my previous one, I decided to simply carry over the railway buildings and also a couple of the cottages. It seemed a pointless exercise to replace perfectly good buildings with very similar models. The railway buildings are based on those at Fairford, and were constructed using scale drawings provided in Paul Karau's excellent book *Great Western Branch Line Termini* (published by Wild Swan). Non-railway buildings are also based on prototypes, with the exception of the brewery. I tried to find a suitable example but, in the end, took inspiration from the cider plant on Nick Wood's aforementioned layout – my buildings are not copies, but those who know his layout will see the influence.

All of the retained buildings have been modified, particularly the station building, which has acquired canopies, extra external and internal detail and lighting. All the newly constructed buildings use artist's card, with various finishes for the structure, hand-built or laser-cut windows and doors, and a range of methods for roofing. Brickwork uses embossed card, which is coloured by applying an overall mortar wash and then using Derwent watercolour pencils, which are laid flat to the surface and applied dry by rubbing gently from side to side. Different shades and colour variations are used



and individual bricks are picked out using dampened pencils.

My favourite for roofing is thatch, for which I follow the 'Pendon method' using plumber's hemp as the basic raw material. All buildings have interior details and lighting in at least one room, the lighting being toned down to try and evoke the era.

Station platforms are made using a card lattice, with a thick card surface covered with grey aluminium oxide sandpaper which, with the joints blended and thin paint and weathering powders applied, gives a pleasing appearance.

Details such as luggage and freight items come from many sources. Most of the vehicles are laser-cut kits from Ancorton Models, while figures are mainly from either Mike's Models or, increasingly, from Modelu.

Rolling stock

My previous layout had a couple of old K's kit-built locomotives, but I decided to retire them, so now all motive power is proprietary with Bachmann, Dapol and Oxford Rail being represented. Most locomotives have the appropriate livery for the 1930s, but one or two have the later GWR insignia, which will be modified in due course. I am gradually working my way through the locomotives to ensure that they all have real coal, crew, fire irons and lamps. Weathering is minimal, my excuse being that the Great Western Railway was fairly scrupulous at cleaning, although probably less so on a secondary line such as this one.

The available locomotives represent a typical profile for this type of line, comprising pannier tanks, Prairies and small tender locomotives. Southern motive power is, at present, limited to an N Class.

All Great Western wagons apart from one are kit-built. Private Owner wagons are either kit-built or ready-to-run, while other companies' stock is off the shelf. Most wagons have been weathered and loaded coal wagons have real coal. Kit-built wagons use pin-point axles and bearings.

Above
One of the line's allocated 'Dukedogs' passes over the local brook with a rake of clerestory stock on a through train from Oxford to Cheltenham. The M&SWJR had two 'Dukedogs' allocated for duties on its lines.

Below
'Dean Goods' No.2475, in charge of a through freight, passes the village oak. The Brunel Arms public house can be seen to the right-hand side.

Below
A view across a deserted goods yard, with No.5555 pulling away past the home signal on a stopping service. The 1930 Morris Minor pick-up is a Springfield whitemetal kit.







Most goods stock uses three-link couplings – they can be a challenge to use, but the resulting realism makes any inconvenience worthwhile.

Coaching stock is exclusively Hornby, with the exception of some kit-built Ratio four-wheelers. Tension-lock couplings are retained on the coaching stock, as I am still considering what would be the best solution. Having a mix of couplings does mean that locomotives are restricted to either goods or passenger trains.

Operation

Train control is from a Gaugemaster unit mounted into a flat panel, which also incorporates the switches for point and isolating section operation. Signals are Ratio kits operated by thread and return springs.

The fact that the station is situated at one end of the layout gives a degree of versatility in that, although with a fiddle yard at each end through operation is achieved, there are circumstances where the movable fiddle yard which sits in front of the room door is an issue. In this instance, the layout can be used as a terminus with an imagined locomotive shed and further sidings beyond the bridge.

The timetable for the through station scenario includes a couple of daily non-stopping passenger trains between Cheltenham and Oxford, together with through freight workings. There is also a daily through passenger train between Andover and Oxford, giving the Southern option. Local stopping services between Cirencester and Oxford, and a couple of daily local freight trains, complete the schedule.

Above
No.5109 hauls a set of dated four-wheel passenger stock past the busy brewery yard with the early morning stopping train from Cirencester to Oxford. The brewery takes inspiration from Nick Wood's buildings on his excellent *Much Murkle* layout.

Further development

A commonly held belief is that a layout is never finished, and there are things that I would like to add or modify on this layout. My Southern locomotive fleet certainly needs to be increased. That aside, I feel that the stock levels are adequate, although there is always room for the odd extra wagon! There is further weathering to be done to some items, and a couple of locos still need a real coal load and a crew.

The most obvious omission on the layout is point rodding, which I may address at a future date. There are areas where more weeds and debris could be added, as it looks a bit too neat. Interestingly, it was seeing the photos for this article that highlighted this for me.

As for the next project, I am already formulating ideas for a small OO9 layout…

Stanier Princess Coronation 4-6-2

As well as featuring the construction of a streamlined Princess Coronation in TT:120 in this issue (see pages 378-382), we present TT:120 scale drawings of the non-streamlined version by the late **BOB PHELPS**, *with historical notes by* **TOBY JENNINGS**.

On pages 378-382, to celebrate the 150th anniversary of the birth of Sir William Stanier, we cover the construction in TT:120 of a streamlined Princess Coronation Class Pacific – the design that many would consider to be his masterpiece. But, in truth, the man himself would have seen the non-streamlined versions as being more worthy of that accolade, for it is well documented that he disliked streamlining.

Taking the view of a practical engineer – trained on the Great Western Railway to, in his own words, "keep everything as simple as possible" – he considered the streamlined casings to be an unnecessary expense, a hindrance to maintenance, and no more than a "flash" publicity stunt. Here, then, are scale drawings of these magnificent machines as he intended them…

Pacific power

The Princess Coronations – or, as most enthusiasts refer to them, the 'Duchesses' – were effectively the culmination of a process that had commenced in 1932, with Stanier's appointment as Chief Mechanical Engineer of the London Midland & Scottish Railway. His task was to bring together the factions within that company's locomotive department – still fiercely loyal to their old employers almost a decade after the Grouping, and with the sound enough, but by now very outdated, design principles of the Midland Railway predominant – and to restock the LMS with a fleet of modern, standardised engines that could compete with those on the rival London & North Eastern Railway.

First on the scene was a new express passenger Pacific – the four-cylinder Princess Royal Class, the first of that wheel arrangement on the LMS – followed by many other designs that were to make their mark on railway history, most notably the mixed-traffic 'Black Five' 4-6-0s and the heavy freight 8F 2-8-0s, each one of the most successful locomotives ever built for their respective fields. The Princess Royals certainly proved their worth in the early

Taking Beattock bank in its stride, No.46255 *City of Hereford* is near Harthope with the Down 'Royal Scot' in July 1954.
Photo: W J V Anderson/Rail-Online



No.46235 *City of Birmingham* rests at the buffer stops at Euston after bringing in the 8am express from Manchester Piccadilly on 7 September 1962. *Photo: Brian Stephenson/Rail-Online*

to mid 1930s, giving the LMS express engines capable of routinely working the full 401-mile length of the West Coast Main Line from Euston to Glasgow, whereas the otherwise competent Royal Scot 4-6-0s needed to be changed at Carlisle. However, with the advent of Sir Nigel Gresley's streamlined A4 Pacifics on the LNER in 1935, hauling the prestigious 'Silver Jubilee' express, the LMS needed something even more powerful to respond.

When one considers the gradient profile of the WCML – generally quite flat south of Carnforth, but then climbing into the fells on the steep banks of Grayrigg and Shap, followed by Beattock north of the border – it can be seen that the LMS Pacifics had to run at high speed, with enormous loads, for almost 250 miles before starting the hardest work. As one Crewe North fireman summed up working on the 'Duchesses': "We used to reckon the first 100 miles, with 16 coaches on, was just warming the engine up before we really got going."

To meet this challenge, and with plenty of power still in reserve, the design of the 'Duchesses' approached the limits of what was possible within this country's loading gauge. With one eye on the speed records being set by the LNER Pacifics, the 6' 6" coupled wheel diameter of the 'Princesses' was increased to 6' 9", with the enlarged boiler – its firebox grate area expanded from the 45 square feet of the 'Princess' to 50 sq. ft – just fitting above them.

Locomotive royalty

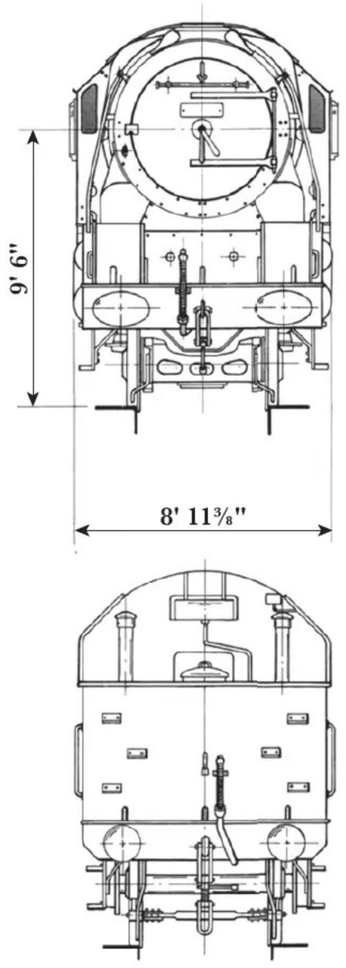
The first five of the class, numbered 6220-6224 and streamlined, made their debut in the Coronation year of 1937, painted in a striking blue livery with silver stripes to haul the London-Glasgow 'Coronation Scot' express – the LMS equivalent of the streamlined LNER 'Coronation' train, also introduced that year.

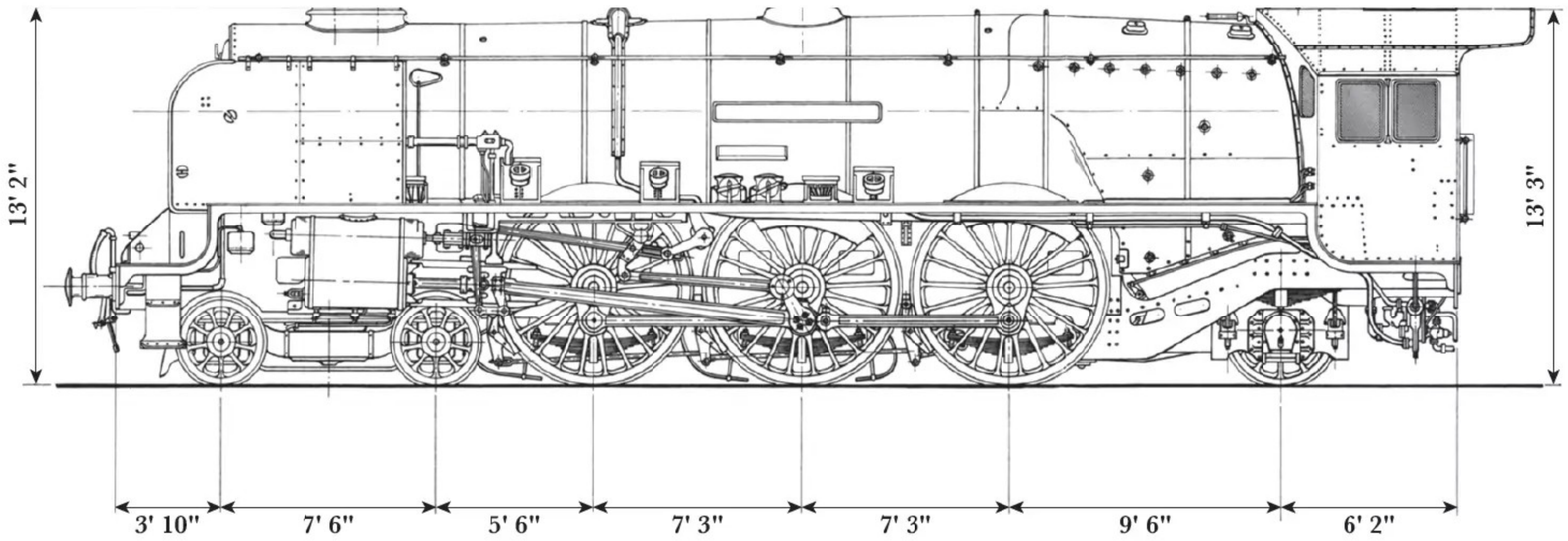
On the demonstration press run of the 'Coronation Scot' on 29 June, an attempt was made on the speed record of 113mph set by the LNER the previous year: No.6220 *Coronation*

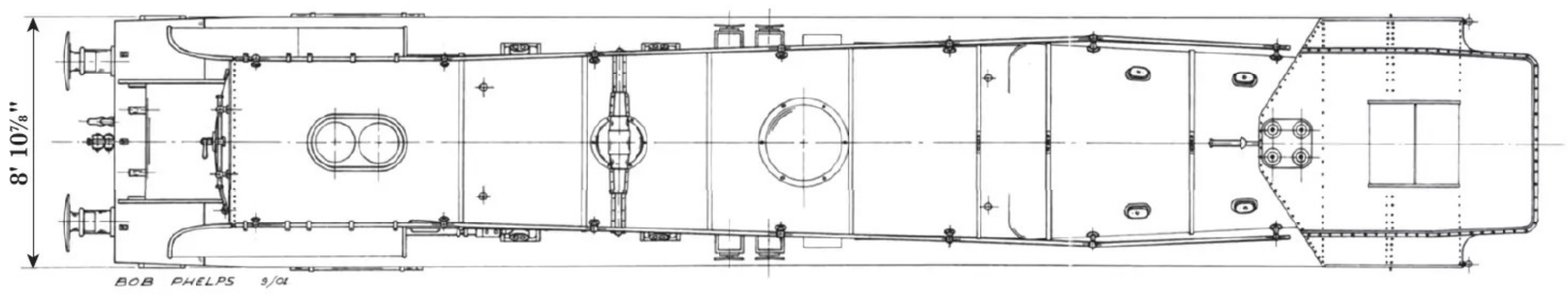


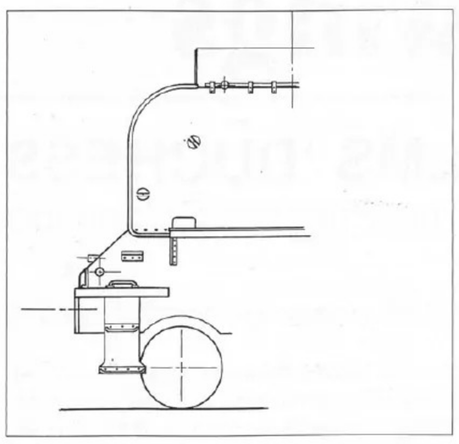
Freshly outshopped from Crewe Works, No.46256 *Sir William A. Stanier, F.R.S.* poses at Crewe North shed in April 1962. *Photo: Ken Cooper/Mike Morant collection*

Stanier Princess Coronation 4-6-2 in TT:120 scale









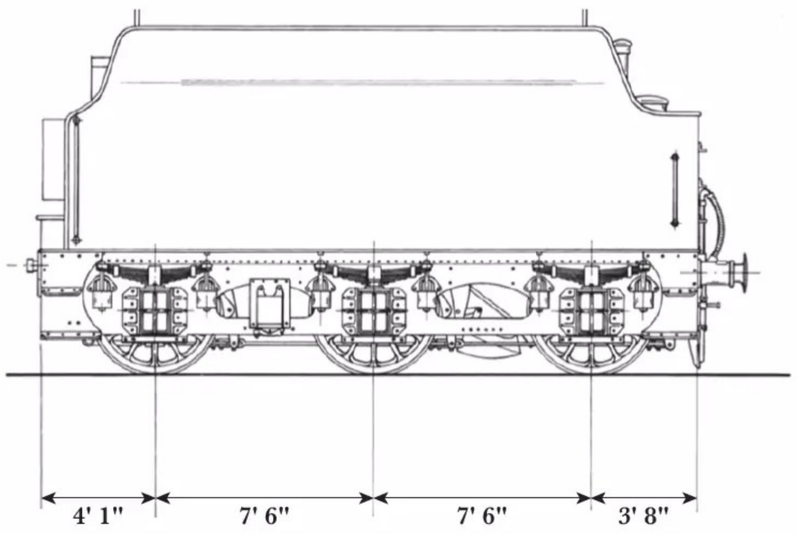
touched 114mph descending from Whitmore summit to Crewe, but had no more distance to go any faster: the train barely managed to stop safely in the latter station afterwards, very nearly being derailed on the crossovers on its approach.

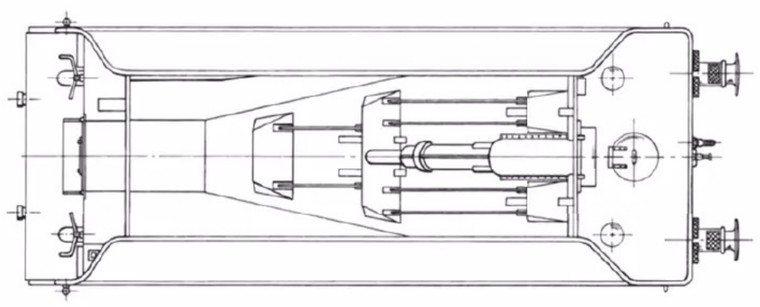
A second batch of five streamliners, this time painted in the traditional LMS Crimson Lake with gold stripes, followed in 1938 – but, having satisfied the wishes of the publicity-hungry LMS directors, Stanier had another batch of five constructed without the casing. As he put it to his Principal Assistant, Robert Riddles: "They can have their b****y streamliners if they want them, but we will build them five proper ones as well!" These were named after duchesses – hence the nickname – though most others received the names of cities served by the LMS.

Surprisingly, construction of streamlined Princess Coronations continued into the Second World War – latterly in plain black livery – but by 1944, it was clear that any marginal coal saving the streamlining may have given was far outweighed by the inconvenience it caused to maintenance in wartime conditions. Further batches built that year and in 1946 thus reverted to the conventional form, along with the last two (Nos.6256 and 46257) completed in December 1947 and under BR auspices in May 1948 respectively. Appropriately, as the last express engine built by the LMS, No.6256 was named after its designer, while No.46257 became *City of Salford*.

Starting with No.6235 *City of Birmingham* in 1946, the streamliners had their casing removed, the last being No.46243 *City of Lancaster* – the only streamlined example to carry its BR number in that form – in 1949.

No.46244 *King George VI* departs from Perth with the 4.45pm fish train from Aberdeen in the spring of 1962. *Photo: W J V Anderson/ Rail-Online*





Notes on the drawings

The drawings depict one of the non-streamlined locomotives built in 1938 (Nos.6230-4) following the addition of double chimneys from 1939/40 onwards and smoke deflectors in 1945/46. Following the removal of their casings, the former streamliners were easily distinguished from these by their front running plates, which were cut away in front of the cylinders as shown in the inset diagram. However, one of the latter engines, No.46242 *City of Glasgow*, was rebuilt with a curved front running plate after the Harrow & Wealdstone disaster of 1952; this was because the front end of another locomotive written off in the accident – rebuilt Turbomotive No.46202 *Princess Anne* – was used to repair it.

The de-streamlined locomotives were also marked out, at first, by their smokeboxes, which had a sloping front end where the casing had curved downwards – enthusiasts referred to these as ‘Semis’. They reverted to a normal circular shape as smokeboxes were replaced at overhauls.



No.6234 *Duchess of Abercorn* leaves Rugby with the Down ‘Mid-Day Scot’ on 17 September 1938. *Photo: T G Hepburn/Rail-Online*

Record breakers

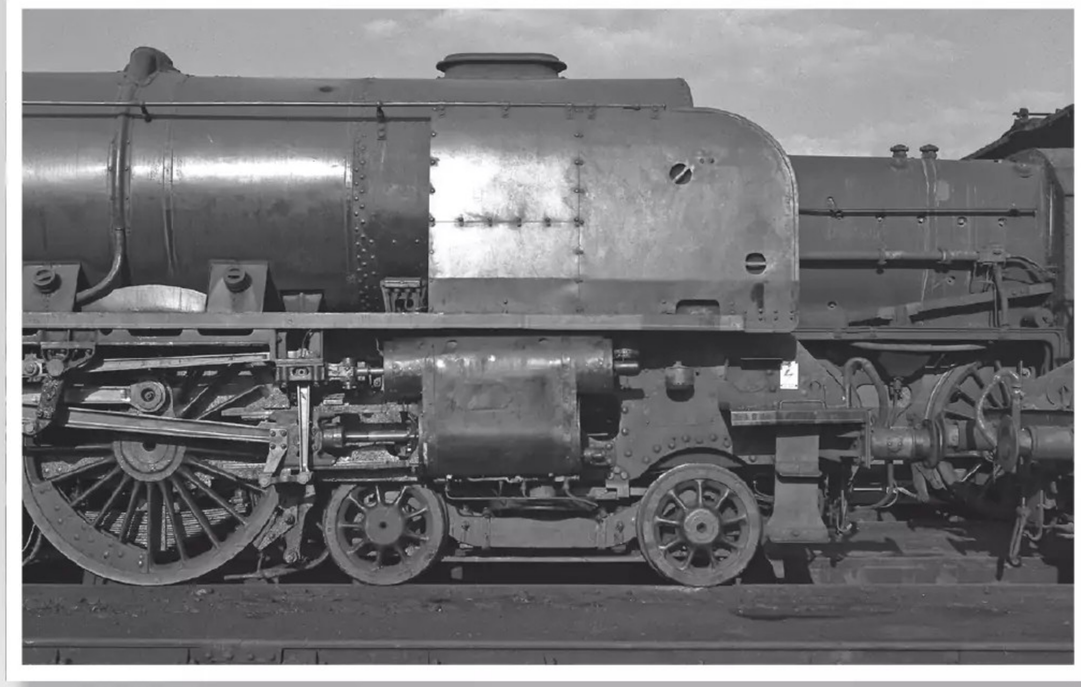
As well as being among the largest express passenger designs ever built in Britain, the ‘Duchesses’ also had a strong claim to being the most powerful. On paper, the Gresley P2 2-8-2s exceeded their tractive effort – 43,462lbs to the Stanier engine’s 40,000lbs – but in terms of their actual work, the ‘Duchesses’ set records that no



No.6231 *Duchess of Atholl*, in scruffy condition typical of the immediate post-war period, at Polmadie shed in Glasgow in 1947. *Photo: Rail Photoprints*



No.46235 *City of Birmingham* at Saltley shed on 20 May 1966. The remains of the fairings on the tender rear are another mark of a former streamliner. *Photo: Mike Morant collection*



An unidentified ex-streamliner – possibly No.46222 *Queen Mary* – at Edge Hill shed in the 1960s. *Photo: Rail-Online*

other British steam locomotive has beaten.

A series of trial runs were carried out in February 1939 with No.6234 *Duchess of Abercorn*, first as built with its single chimney and then with a double chimney. With the latter, the locomotive took a 20-coach, 610-ton train over Shap and Beattock, topping the latter summit at a remarkable 62mph, and achieving a British record drawbar horsepower of 2,511, with the indicated horsepower (at the cylinders) estimated at over 3,300.

In 1955, No.46225 *Duchess of Gloucester* achieved similar feats: on the 'rolling road' of the Rugby test plant, it was steamed up to rates of 41,500lbs per hour, at which point neither the boiler nor the front end were at their limits; and the following year, it nearly matched that figure on the real road at 38,500lbs per hour – the highest recorded continuous steam output from a British locomotive – when it took the London Midland Region mobile test plant, set to simulate a load of 900 tons, up the 1-in-100 gradients of the Settle & Carlisle line at a sustained 30mph.

One could go on quoting statistics about these superlative machines for the rest of the article, but one fact perhaps says it all about the 'Duchesses'. What these figures also show is that, with one man firing, at a rate that he could reasonably be expected to sustain, the boiler was producing *little more than half* the steam of which it was capable. (The power outputs achieved by No.6234 required an amount of coal – over two tons per hour – that no fireman could have kept shovelling for long, while two firemen were on board No.46225, shifting up to three tons per hour.) The 'Duchesses' were, arguably, the pinnacle of steam design in this country – yet still they never reached their full potential.

In traffic

Nonetheless, they had long and successful careers on the job for which they were designed, forming the staple West Coast express power until dieselisation. Working

During the Locomotive Exchanges, No.46236 *City of Bradford* sets off from Waterloo with the 'Atlantic Coast Express' in June 1948. *Photo: F R Hebron/Rail-Online*

principally between London Euston, Liverpool, Manchester, Glasgow and Edinburgh, together with sleeping car trains to Perth and mail trains to Aberdeen, they also appeared on the North Wales coast, at Shrewsbury on running-in turns after overhaul at Crewe, and were diverted over the Settle & Carlisle route during engineering works or disruption on the West Coast. The former Glasgow & South Western Railway main line via Dumfries was also a regular haunt, and diversions over the Waverley Route were recorded.

Rather appropriately, given their designer's Swindon origins, there were instances of 'Duchesses' venturing onto the Western Region (in addition to No.46236 *City of Bradford*, which represented the class in the 1948 Locomotive Exchanges). In 1955, No.46237 *City of Bristol* was loaned to the WR for comparative trials against GWR King 4-6-0s – the design from which the Princess Royals were in many ways derived. The following year, No.46254 *City of Stoke-on-Trent* and No.46257, together with two Princess Royals, stepped in to assist when all the Kings were temporarily withdrawn, following the discovery of fractured bogies on some examples.

With the arrival of the English Electric Type 4 (Class 40) diesels, the 'Duchesses' were largely relegated to secondary passenger, parcels and even goods duties after 1962. The end came quite swiftly in the summer of 1964, with all the remaining examples officially withdrawn on 12 September that year – though, appropriately, No.46256 *Sir William A. Stanier, F.R.S.* was the very last to run in service, being retained especially for the Railway Correspondence & Travel Society 'Scottish Lowlander' railtour of 26 September.

The latest Hornby tooling includes the first ready-to-run models of the last two examples, Nos.46256/57, with modified cabs and trailing trucks. ***Photo: RM Archive***

For Southern Region modellers with LMS leanings (or vice versa), a tantalising 'might-have-been' at this point is that in late 1963, the Southern Region seriously considered taking on 11 of the class for use on Waterloo-Bournemouth expresses, to save the costs of heavy repairs on several of its own Merchant Navy Class 4-6-2s. Sadly, the size of the 'Duchesses' counted against them in this instance, putting them out of gauge in places, including Northam Tunnel at Southampton.

Three survived into preservation: No.6229 *Duchess of Hamilton*, which was saved by Butlin's for display at its Minehead holiday camp, is now part of the National Railway Museum collection. Following stints on the main line in the 1980s and 1990s (during which it recorded performances comparable to *Duchess of Abercorn* and *Duchess of Gloucester*), it has now been restored to original streamlined condition and is on display in the Great Hall at York.



No.46242 *City of Glasgow* at Camden shed, circa 1950. Note the sloping front section of the smokebox, one of the distinctive hallmarks of a de-streamlined example, along with the cut-away front running plates. ***Photo: W J Reynolds/Rail-Online***

Also a museum exhibit is No.46235 *City of Birmingham*, displayed in the Thinktank museum in its namesake city – and a valuable resource for modellers, retaining its original BR green paintwork. In recent years, the sole working example has been No.6233 *Duchess of Sutherland*, one of the non-streamliners represented in these drawings, which was also preserved by Butlin's for display at Ayr and subsequently housed at Bressingham Steam Museum. Later acquired by the Princess Royal Class Locomotive Trust, it returned to the main line in 2001, and the following year became the first steam locomotive to haul the Royal Train since 1967. At the time of writing, it is undergoing an overhaul at its Midland Railway, Butterley, base.

Models

Naturally, the 'Duchesses' have been popular subjects for models, with the first ready-to-run example being launched in OO by Hornby Dublo in 1948. The class went on to become a virtually permanent fixture in the Hornby Railways range, both in OO (in both conventional and streamlined form), with several re-toolings along the way, and a non-streamlined model produced more recently in the new TT:120 scale. The non-streamlined type has also been offered ready-to-run in N by Graham Farish, and in O gauge in kit form by Gladiator Models and Finney7.



A tribute to this master modeller

Martin Finney

19 August 1945 – 26 January 2026



TOM MALLARD *provides this personal appreciation of the life and work of this revered etched locomotive kit producer, and mastermind behind the celebrated P4 model of Semley.*

All photographs: RM Archive

Martin Finney died on 26 January 2026, following a short illness. As a part of his legacy, he was a man who shaped the definition of the etched locomotive kit through his determination to make sure his product was accurate both dimensionally and in terms of detail variation, that the parts fitted, that the instructions were clear and that he was available to help should customers need it with their build. He was relentlessly productive over his working life, with an incredible body of work as testament to this.

Martin was born in Clifton, Bristol, and raised in Bath at Rush Hill, to the south-west of the city, as one of three boys and where, in his youth, he took up trainspotting with his younger brother David.

In his early married life, he and his wife Sue worked as teachers in London, which is where their first son, James, was born, followed by a move to Shaftesbury, Dorset. Here, they continued their teaching careers and their second son, Thomas, was born. They then upped sticks and did a teaching exchange for a year in Marin County, California! Their daughter, Sarah, was born when they returned. Once back in Shaftesbury, Martin taught as head of maths for some time at the local secondary school, with model railways a significant hobby.

The Great Western Railway was his first modelling interest, originating from an unrealised idea to model Maiden Newton in P4, before he joined the Southampton Area Group of the Scalefour Society as part of the *Winchester Chesil* team.

The story of him starting his kit design business stems from exclaiming his frustration with existing kits and their various limitations or deficiencies, leading eventually to Sue's suggestion: "Well, if you think you can do better, why don't you get on and design one yourself?" Or words to that effect.

The first of his kits was the GWR 'Aberdare' 2-6-0, conceived originally for the Maiden Newton project, but which also served to fill a requirement for the engine that ran on *Winchester Chesil*, and was designed on a drawing board by hand in the way of many kits at the time. A little later, Martin became an early adopter of Computer Aided Design to develop his kits, something which fed into his desire to create the best quality he could, but also facilitated a move to offering each kit in both 4mm scale and 7mm scale. One of his last kit designs was for a 7mm scale Great Western broad gauge *Rover* – something he was clearly particularly proud of as he kept a framed photograph of it above his desk.

I first met Martin almost 30 years ago after noticing a remarkable model of a 4mm scale London & North Eastern Railway A3 from his most recently released kit in *Model Railway Journal* by the master builder John Hayes. I was hooked! Reading an advert in a later edition of the *MRJ*, I went to visit Martin at his home in Shaftesbury by bicycle from Bournemouth – I was a student at the time – but he and Sue took it in their stride (or at least appeared to). Subsequently, I was given a tour of his workspace and workshop, noticing all kinds of very interesting designs and models under way. He answered my questions patiently and took account of how new everything felt to me, but it was easy to see that everything he made was to a very high standard. Later I would learn that this was what he would call a 'proper job' – and we would all know that this was true.

Martin was a somewhat reluctant trader at exhibitions (though he did have assistance from Chris Wesson), contending as he did with the transport, accommodation, noise and repeated questions, which for him was quite different to his work environment at home. However, he enjoyed some kind of showmanship and educating potential customers about what they could look forward to with his kits. For much of the time, his fine products were in high demand, and this definitely helped motivate him to continue attending exhibitions!

The switch from modelling the Great Western Railway to the London & South Western Railway came partly from being involved with the Southampton Area Group and its new LSWR-based *Southwark Bridge* layout. Before moving away from this project, Martin's major contribution was the production of the kits from which many of the layout's locos have been constructed.

In the summer of 1998, I had a call from Martin enquiring whether I would be interested in joining him and Chris Wesson in making a P4 model of Semley station set in 1912, on the London & South Western line from Waterloo to Exeter. It really sounded just my cup of tea, albeit hugely ambitious once I was able to view the proposed plan. *Semley* was to become central to his modelling interests for the next 20 years *[Ed. See RM February 2020]*. The three of us

Gresley A3 Pacific No.2752 *Spion Kop*, built and painted in 7mm scale by Stephen Barnfield from a Martin Finney etched kit. An account of the model's construction was published in the August 2001 RM. *Photo: RM Archive*





Pre-Grouping days on the LSWR main line in P4. Drummond L11 4-4-0 No.166 departs from Semley with a Portsmouth to Yeovil Town passenger train as another Drummond 4-4-0, T9 No.717, passes through with the daily Plymouth Friary to Nine Elms fish train. *Photo: Craig Tiley/RM Archive*

then worked together, initially on field trips to survey what remained, and then moved on to constructing the foundation boards and trackbed. Martin must surely have taken hundreds or even thousands of hours of his own time to design the entirety of the model, quite apart from the time and skill required to actually build it.

Not long after the *Semley* project started, Martin and his family moved a short distance away to the north Dorset town of Stalbridge, with more space and resources available, but critically also a site suitable for building *Semley* a permanent home.

Martin's vision really drove the project forward, and although it was ambitious and demanding, I think his calm demeanour helped hugely in keeping us all pointing in the right direction, and we had a clear set of standards.

He also helped me immeasurably to develop as a modeller with guidance, resources, feedback and plenty of moral support. As the *Semley* model evolved from a computer drawing to bare boards and track, and then to scenically complete, it attracted some very notable modellers and experts in their fields – the buildings were made by Mike Jolly, the signalling diagram by George Prior, the interlocking lever frame was worked out by Peter Squibb, the trees were by Gordon Gravett, and the forced perspective backscene was created by Paul Bambrick. Once it was possible to run trains, friends and guests were invited to operate them, and if they felt able, to contribute items of stock.

In 2005, I migrated from Somerset to Lancashire, and so my regular visits to assist in the construction of *Semley* became more of a challenge. I would make the journey down to Dorset to join a *Semley* work or – latterly – an operating session, often staying overnight on Friday, then returning home on Sunday morning to break up the travelling. I really treasured these visits to Dorset, to enjoy the company of fellow modellers and, once the other guests had left after the Saturday running session, to talk with Sue and Martin, where later after tea we had a fine time watching TV and commenting/criticising as appropriate. I will be forever grateful for their hospitality.

Martin had numerous and varied interests beyond model railways including, of course, full-size railways. When I first met him, there was still a vintage red MGA sports car kept in his garage. He also loved cricket, having played for local teams in his spare time, and was a supporter of Yeovil Town FC. For several years through his 60s he was a keen motorcyclist, touring with others around the countryside, and was also always interested in Formula One.

Following retirement and the sale of both the 4mm scale and 7mm scale kit ranges in 2015, Martin was rarely short of things to do – with family matters, grandchildren and completing *Semley*. Eventually, a new modelmaking project was identified in 2017: The *Model Railway Journal* Cameo Competition. The model of Newton Heath Works, built with his good friend Mike Baker *[Ed. See RM February 2023],* was an opportunity to express different interests for him, as it was in 7mm scale and operationally more ad hoc, albeit with a necessary rhythm to proceedings. Against very strong submissions from other modellers, it won the competition in 2019 and, although typically very modest in his acceptance, I think Martin was extremely pleased.

Over the last 10 years of his life, with increasing pressure from health issues, Martin just stoically got on with it as best he could, meeting with his friends and contemporaries in the East Mendip Modelling Group and hosting regular *Semley* operating sessions. He continued to find pleasure in making models, with an ambition to represent an appropriate item of rolling stock from every pre-Grouping company in Britain. Just weeks before his passing he had finished constructing another wagon for *Semley*.

Semley is rightly regarded as an extraordinary endeavour, rare in its scope and accuracy for the era in which it is set, all of which makes it historically significant. For now it is secure, but in the near future a new home must be found for it.

To many in the hobby, Martin Finney represented the best of the best, but beyond that he was upstanding, incorruptibly moral, good-humoured and extremely loyal, but most of all kind to his friends.

I extend my sincere condolences to Sue and the rest of his family.

Enquiries about *Semley* can be made by email to: semleygroup@yeovilmrg.org

Rail, road and crane operations in 7mm

The Yard

MARTIN COOMBS *describes this industrial-themed model, which centres on the loading and unloading of wagons and lorries using an overhead crane, built as a joint project with* **KEN JACKSON**, **NEALE BRODIE** *and* **MARTIN CASTLETON**.

Photography by Craig Tiley



The model has three key elements: the rail network, the crane, and the road system.

It all started back in September 2017, when the model railway club that we were members of enquired whether anyone had a small layout available for the January 2018 exhibition.

We always get a bit suspicious when one of our team says, "I have an idea!" On this occasion, the idea centred on a scratch-built, hand-operated gantry crane that had been recovered some years earlier from a dismantled layout, but which had sat in a box under their workbench for three years.

The concept represents the corner of a very large factory complex, featuring the transhipment area. Raw materials and parts are brought by road or main line rail, and transferred by gantry crane to narrow gauge wagons, which are then shunted into the factories. It is imagined that the factory is located somewhere in the South East of the UK. To enable these operations to be carried out 'hands free', the crane and lorries had to be motorised and radio-controlled…

The initial concept planning started straight away and, during the following weeks, the scheme was developed and tweaked into basically what it is today. The actual build started in early October 2017 and took just over three months to complete, ready for its first exhibition in early January 2018. It went down to the wire, however – the layout had to be transported flat because the glue for the static grass was still wet!

An industrial structure

The baseboards were made from 3mm, 6mm and 9mm plywood, plus 4" thick insulation foam. Keeping things lightweight was very important, as we have all been through exhibiting heavy layouts over many years and none of us are getting any younger.

There is a main channel that runs down the centre of the layout, which holds all the electrical bits and pieces, including the point motors and MERG CBUS (layout control bus) modules. This channel forms a strong beam, onto which the rest of the layout was constructed.



The Bedford TK crosses the narrow gauge track as it enters the yard complex, carrying a crated load for one of the factories.

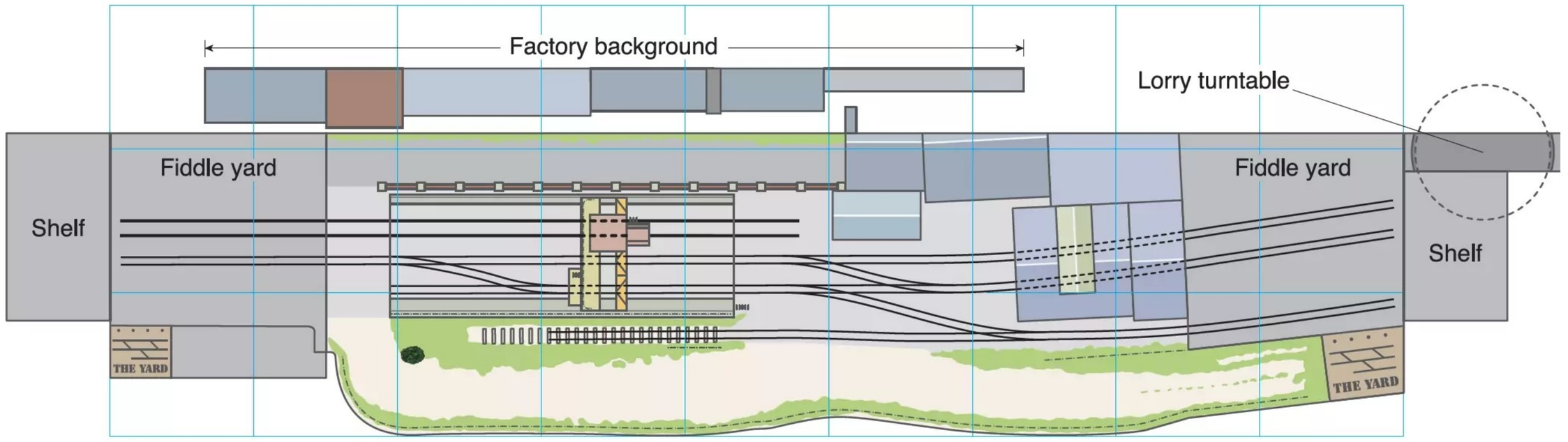
The industrial theme was carried over into the presentation of the layout. An RSJ, made from 6mm MDF, is hung above the model, suspended from hooks, cantilevered by metal tubes from the rear of the layout. The RSJ holds the LED lighting, whilst also displaying the name of the layout, which has been applied using an industrial-style typeface.

The steel baseboard supporting frame started life as a large-format printer base, with extra bracing added, all painted in red oxide primer to match the beam. This frame also has barriers attached to it to keep viewers at a safe distance from the layout at exhibitions. To buck convention, the usual black lower curtain (leatherette) is hung behind the frame, exposing the metalwork of the supports, this reinforcing the industrial appearance.

There are four baseboards: two scenic boards that each measure 3' x 2' 2" and two fiddle yard boards, each 1' 6" x 2' 2". The two

Four operators are required: one for each of the two fiddle yards and to control train movements, one for the overhead gantry crane, and one for the road vehicles.





THE YARD

Overall size: 9' x 2' 2". Each grid square: 1ft x 1ft.



The factories on the layout carry the names of the four modellers who created it – Messrs Brodie, Castleton, Coombs and Jackson.

main scenic boards are paired together for transport, with end plates fitted with recessed flight case handles. Lessons have been learnt from previous layouts, including the importance of having strong carry-handles to make transporting the layout easier and more comfortable.

These boards then have a leatherette cover that fits over to keep the layout clean and dry. (We chose leatherette because one of us had a roll left over from a previous job.) The two fiddle yard boards are bolted together with end plates, but are set about 18" apart. This leaves a space about 18" square x 2' deep between them. In here a box drops in containing the Digital Command Control units, end shelves, controller holders, nuts and bolts, tools and the all-important mugs (these having been customised with 'The Yard' logo!).

We also have name badges branded with the layout name. We drew the line at custom shirts, although we do all try to wear black for exhibitions. This seems to have worked very well, with many exhibition visitors not seeming to notice three of us at one end of the layout. For comfort, we have black fold-up stools to save the feet during a whole day's exhibiting!

Inset trackwork

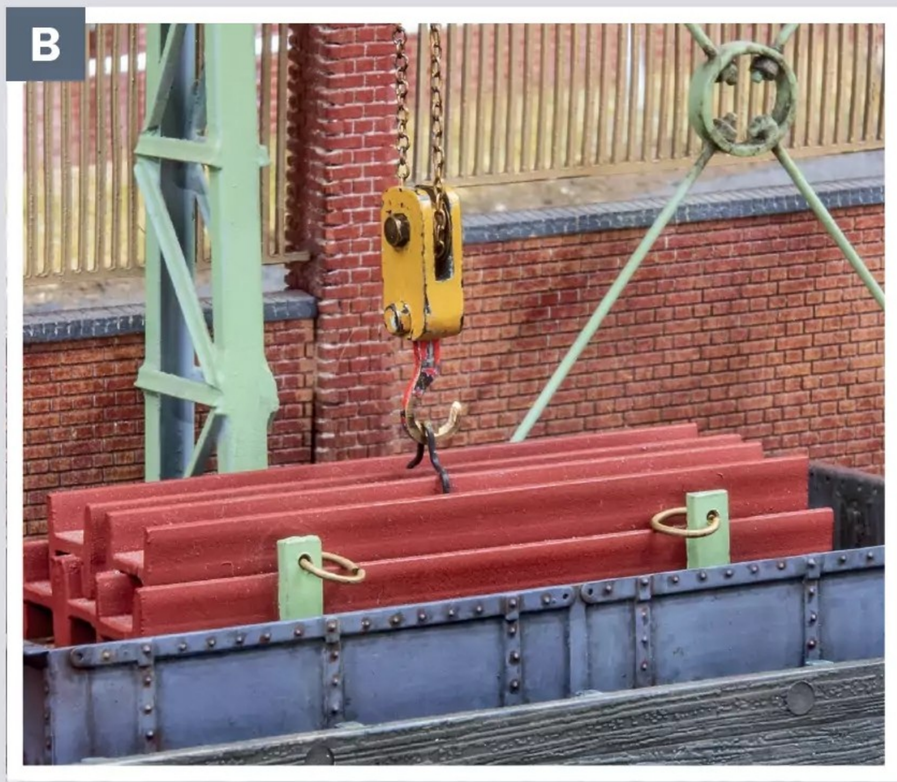
All of the inset track is hand-built, the majority taking the form of rail soldered to Printed Circuit Board (PCB) sleepers, along with brass strip to form the inner rail. We made jigs to hold this in place while it was soldered. This was then covered in DAS modelling clay and, once dry, cobbles were first drawn in pencil, then scribed using a variety of pointed tools. Finally, the surface was painted with acrylics and weathered with suitable powders.

The points were made with the aid of a Fast Track Hobbyworks jig imported from the USA.

There is a small section of track in the siding at the front that is not cobbled. This was made from our own laser-cut plywood sleepers, weathered with various stains, to which the rail was hand-spiked, then ballasted by the usual method.

Moving a load between standard and narrow gauge wagons











With the gantry crane positioned directly over the load (steel girders in this case), which has arrived in a standard gauge open wagon via the rail connection with the main line, an empty narrow gauge open wagon is first shunted alongside (A). Next, the hook from the gantry crane is lowered and attached to the load (B), before lifting it clear of the standard gauge wagon (C). With the load carried across so that it is now directly over the waiting narrow gauge wagon, it is lowered into position (D). Once it is safely inside the narrow gauge wagon, the chain is slackened to release the hook, before this is then lifted clear (E). The load is now ready to be taken inside the adjacent industrial complex via the site's internal narrow gauge system.

Scenic elements

The roadway along the front of the layout, across the left side and right along the back, gives the lorries plenty of space.

Our fiddle yards are fully on view: we use the theatre technique of having the off-stage areas in black. We carry this through to our clothing and seating, this reducing possible distractions from the scene modelled. The right-hand fiddle yard at the back features a turntable for rotating the lorries, to save handling them. This sometimes seems to attract more attention at exhibitions than the layout itself!

All of the buildings are scratch-built, laser-cut in 2mm MDF, and 0.6mm or 0.9mm PolyBak (resin-impregnated board). The corner joints of the buildings are finger-jointed using the brick courses as the fingers. There is a factory named after each of the four builders of the layout.

The most recent development is a new factory background. We feel this has made a big difference to the look of the layout,



The narrow gauge locomotives are adapted On30 or HO models, whilst the wagons are largely kits from the Chivers Finelines range.

conveying a much-enlarged industrial setting. Created with the same methods that were used on the initial buildings, this was quite a task, ending up with a unit 1,730mm wide by 125mm deep. To accommodate this, we had to alter our rear metal support tubes for the RSJ lighting unit and add two new brackets to the rear of the layout. The new unit consists of six factory buildings that all bolt together, forming a rigid beam that supports itself on the two new rear brackets, one at each end. The buildings break down into four units to fit a large plastic storage crate that we already had to hand. This crate dictated the final size of each building.

All of the buildings feature scratch-built extractors, pipework, electrical cabling and signwriting, many of the items being produced using our laser-cutter and 3D-printers. Everything on the layout is weathered using the same basic colours.

Gantry crane

The gantry crane has been motorised and fitted with electronics based on Micron and Deltang radio modules and N20 dc geared motors for the three drives. The crane is radio-controlled and provides three-axis operation: gantry bridge (forwards and





The radio-controlled overhead crane can be operated along three axes. Pictured (*right*) is the laser-cut handset housing, as described in the main text.

backwards), driver's cab traverse (left and right) and the raising and lowering of the hook.

The crane is effectively two locomotives. A small square one at the top holds the battery (a single 2Ah LiPo which gives over 12 hours of continuous operation), radio receiver, charger socket, on/off switch and the motors to move the cab from side to side and winch the chain and hook for lifting loads.

On the back is a transmitter for a camera located under the crane driver's cab. This was an early experiment transmitting video from above the hook, back to a screen on the transmitter. In practice it proved confusing, with the camera showing the ground moving, which was at odds with our view of the crane overall. This was an attempt to make hooking loads more efficient. However, a much better solution was found, by accident, when I had mounted the hook 180° round from the normal. This worked very well, and now the camera never gets used! We have fettled the chain with guides to get as near perfect as we can with hook placement on a load.

The bridge of the crane is basically a short, very wide loco. Initially, it had conventional flanged wheels, but these proved problematic as they would allow the bridge to skew at times and jam. The solution was to turn up some double-flanged wheels, which put an end to the skewing. The bridge is one axle drive, with the motor and gearbox located at the far end, within the bridge. Power for the motor is taken from the rails on top of the bridge. These rails are fed power by the wheels of the small cab above, which get the power from wipers connected to a power output from the RC receiver. Effectively, this is the reverse of what happens with a conventional loco pick-up system.

The transmitter handset is custom-built, with the case laser-cut from 2mm MDF, using the 'living hinge' technique (a thin piece of material that connects two thicker pieces, allowing them to bend and pivot at a specific point) to produce the curved sides. Two dual-axis, self-centring joysticks control all movement. Operation is deliberately kept very slow to simulate realistic movements.

The crane has had many tweaks over the years. We feel that we have got it as good as it will get, but it does require a high level of concentration from the operator because you are targeting an area 5mm x 10mm for the hook to initially drop into, which you are viewing from about 4' away!



Conventional radio-control handsets are used for the road vehicles, all of which have been adapted from 1:43 scale die-cast models.

Radio-controlled lorries

The lorries are proprietary 1:43 die-cast models, again using Micron and Deltang radio components with geared dc motors for rear axle drive and sub-miniature servos for steering.

The Bedford TK came originally with a box trailer. This was cannibalised for chassis parts and wheels, to be attached to a new scratch-built flatbed trailer. The underside of the trailer holds a large battery, which gives enough power for a whole day exhibiting, along with a charger socket and an on/off switch. Power for the tractor unit is via three small cables at the front of the trailer to the tractor chassis, disguised as air brake pipes. The other two lorries are both flatbeds – a Morris and a Ford Thames.

Care was taken in programming the controllers to give optimum slow speed running. If you don't get this right, it can look very toy-like. It takes practice to operate the lorries and the crane in a realistic manner, especially when you consider we can only view them from each end of the layout. Reversing the articulated Bedford TK away from you takes a very special skill, as many who have tried can testify!

Being radio-controlled, the lorries can drive anywhere on the layout – even across the track – because they are not governed by a magnet and wire in the road. On all of them, we removed the front axles and wheels and a good amount of the cab floor. The wheels were put in a small lathe and the centres drilled out by turning the chuck gently by hand, so as not to melt or snag the plastic – we only had one chance to get this right. In this hole we glued a small ball race bearing. Using Computer Aided Design, we drew up the steering mechanism for 3D-printing (this was designed so that the front axle pivots to maintain wheel contact on undulating surfaces).

Control algorithms have been applied to slow the steering response and give more effective slow speed running. Power is provided by single cell LiPo batteries. The lorries have built-in sockets for ease of charging, and all feature working brake lights.

Off-scene turntable for road vehicles



This hand-operated rotating deck facilitates the quick and easy turning of the road vehicles – particularly useful for the articulated Bedford TK.

Moving a load between rail and road











An articulated Bedford TK arrives to collect an air compressor, which is currently loaded on a Conflat (A). The lorry is manoeuvred alongside (B) before the crane lifts the compressor clear of the wagon (C). The compressor is lowered onto the trailer of the lorry (D), before being taken away (E).



▲ **In reality, the BR 350hp 0-6-0 diesel shunter (a Dapol model) moves only a short distance backwards and forwards.**



◀ **Smaller details to be found on the layout include 3D-printed figures from Modelu and a Peco rail-built buffer stop.**

The trains

At exhibitions, we try to portray a busy freight yard with up to six rail, crane and road movements at any one time. To achieve this, we have between four and six operators, even though the layout only has a 6'-long scenic section. Many people at exhibitions have stood watching the layout for ages, many saying they find it quite therapeutic watching the movements.

The narrow gauge locomotives are mainly Bachmann On30 models with the bodies rebuilt to be nearer 1:43.5 in scale, or HO chassis with 'kit-bashed' upper works. All of the locos are fitted with DCC, sound and stay-alives.

The standard gauge locomotive is a Dapol Class 08 diesel shunter, fitted with sound. It only travels 18" on the layout, as and when required.

Narrow gauge wagons are mainly built from Chivers Finelines O-16.5 kits, some modified to suit our requirements. All of the narrow gauge stock is fitted with Kadee couplers to enable hands-free shunting. The standard gauge wagons are a mixture of plastic and brass kits, all fitted with three-link couplings. In reality, only one standard gauge wagon ever moves on the layout – the others stay under the crane for somewhere for the loads to be placed by the crane.

Layout control

The layout control uses the aforementioned MERG CBUS for commanding the points and feedback position indicators, with a Gaugemaster Prodigy Advance DCC system for all train operation. Point tiebars are operated by Tortoise point motors. Two identical control panels, positioned at either end, utilise push-buttons to change the points, with the two sets of narrow gauge crossovers operated as pairs, thus requiring the minimum of button pushes when route setting. Indicators on the control panels show the current point positions and the two panels always remain synchronised. Four fault indicators, one for each board, show if a track fault occurs (e.g. a derailment or a train running against closed point blades that causes a short).

A more recent addition has been a signalling system between the operators at each end, to signal that a train is ready and can be moved from beneath the crane. Although the layout is relatively simple and could have been wired using individual wires for each control function and indicator, this would have required using large multi-pole connectors between boards, instead of just four wires for the MERG CBUS system.

Layout operation

Over the years, we have refined the method of operation so that we all know what should be happening at any one time. However, there is no schedule or timetable – just freelance operation following some basic rules.

The standard gauge train, the Bedford TK and the Ford Thames lorries handle the largest loads to feed the crane. The Morris spends most of its time trundling the complete loop road along the front and back, ferrying crate loads from fiddle yard to fiddle yard. On occasions when there are no lorries or trains under the crane, the Morris will go there with a load. This can happen at shows when operators get engaged in conversation with interested spectators, which does happen a lot.

The two narrow gauge bogie locos take empty wagons from the factories to the crane, and full wagons from the crane to the factories.

The frontmost narrow gauge loco just assembles and disassembles a train of four wagons on the track in front of the crane and shuttles these, one by one, to and from the fiddle yard.

Big operation, small space!

The finished layout has proved very popular at exhibitions and has given immense pleasure with its operation. In just 6' x 2' of scenic area, we have been able to create a lot of movement – something often commented on at shows.

The layout does take skill to operate, but because of this it never gets boring. That said, it is very rarely operated at home – only to test that things are working fine before an exhibition.

The layout has its own Facebook page (search for 'The Yard in 7mm'), which covers the entire build to date and also has videos showing it in action.

MERG CBUS: further information

An article describing the CBUS method of layout control, devised by the Model Electronics Railway Group, was published in the August 2017 edition of RAILWAY MODELLER, which can be viewed by subscribers on the RM Digital Archive. See also: www.merg.org.uk

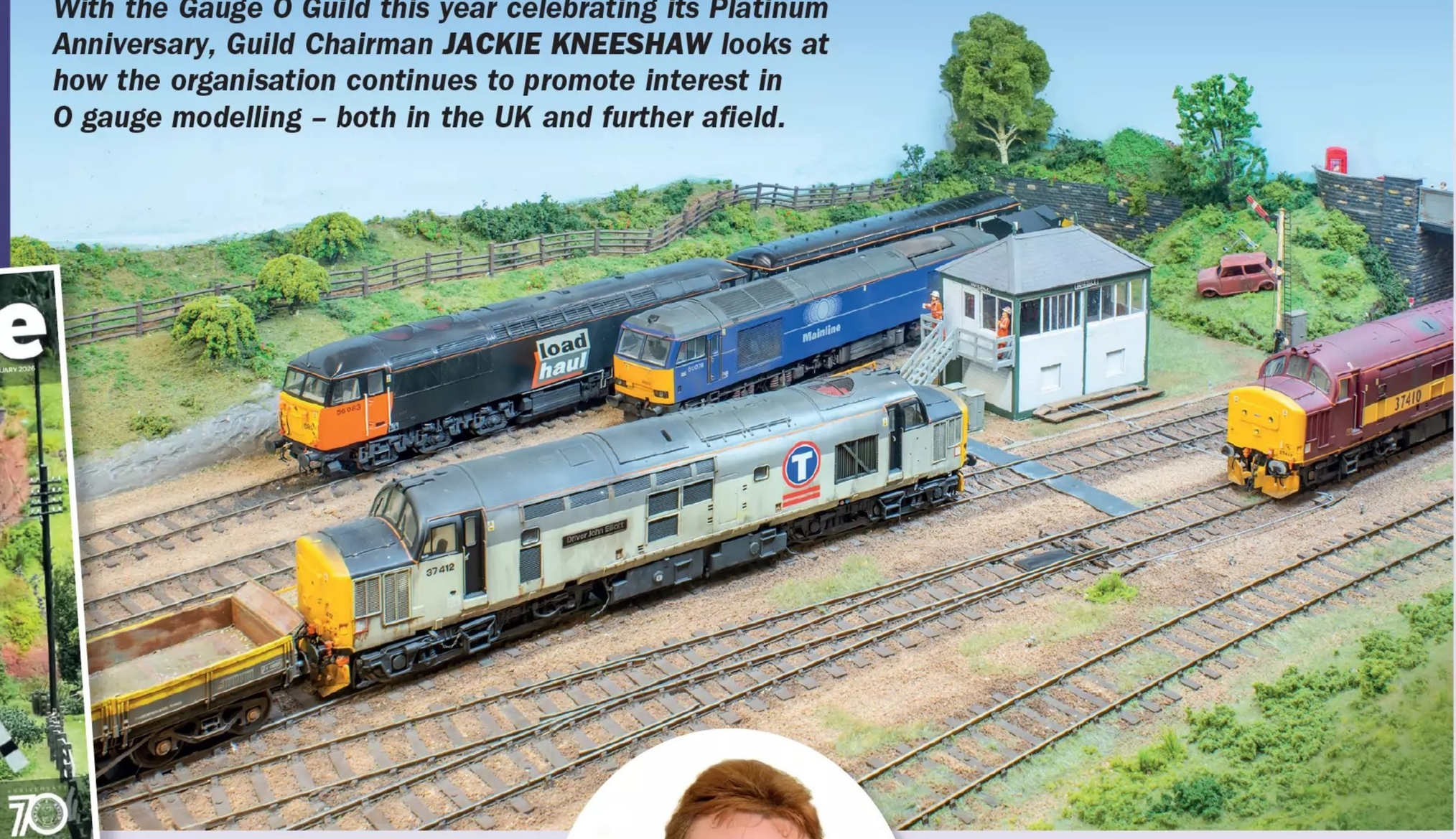
See it at Aylesbury Railex

The layout's next booked appearance will be at Railex 2026, taking place at Stoke Mandeville Stadium, Aylesbury (postcode HP21 9PP) on the weekend of 23 & 24 May. See Societies & Clubs for more details, or go to: www.railex.org.uk



Celebrating 70 years of the Gauge O Guild

With the Gauge O Guild this year celebrating its Platinum Anniversary, Guild Chairman JACKIE KNEESHAW looks at how the organisation continues to promote interest in O gauge modelling – both in the UK and further afield.



The Guild produces its quarterly 96-page, full-colour *Gazette* for members to share details of layouts and modelling techniques.

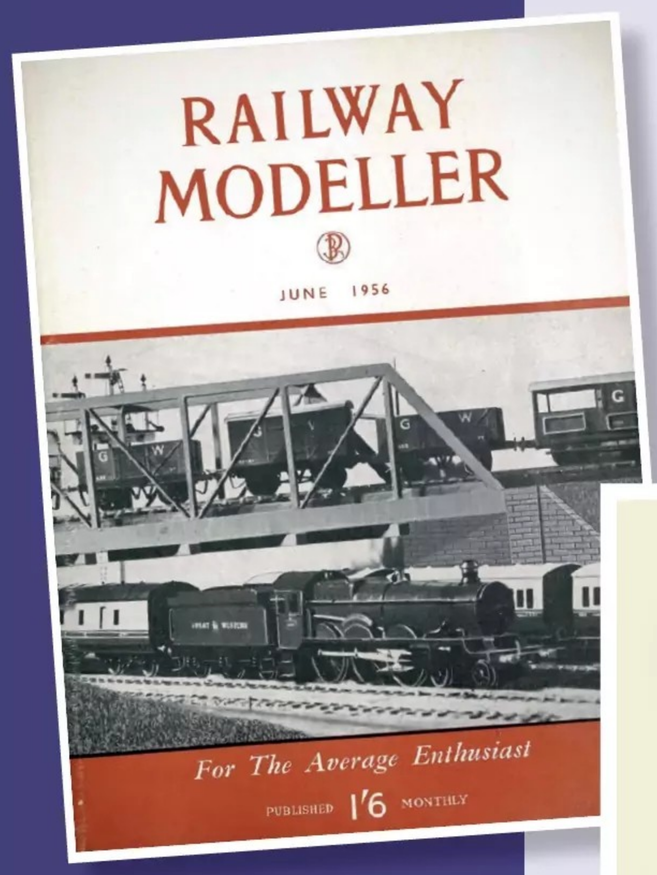


Dovedale* (by members of the Modern Image O Gauge group) portrays the Privatisation era in O using ready-to-run models. *Photo: Andrew Burnham

The Guild's special 70th anniversary logo and (*inset*) Gauge O Guild Chairman Jackie Kneeshaw. *Inset photo: Paul Bason/RM Archive*

Almost exactly seven decades ago, in July 1956, a group of modellers met in a railway building in Euston Square. Their aim was to form an association dedicated to promoting O gauge modelling. But, given that O gauge had existed for many years prior to 1956, some might ask why such an organisation was needed?

Wenman Joseph Bassett-Lowke established his model engineering business in 1899 and drew up standards for gauges 0 to 4. After importing large scale models from Bing, Märklin and others, he gradually began introducing his own high-specification models.



The idea of forming an association to promote O gauge modelling, which became the Gauge O Guild, was supported in the June 1956 RM.

GAUGE "O" GUILD

You may have seen in the columns of your contemporary, the *Model Railway Constructor*, letters suggesting the formation of an association for gauge "O," similar to that which has done such excellent work in gauge "1."

Quite a considerable amount of interest seems to have been aroused, with the result that it is now definitely intended to form a gauge "O" association —or guild—and pending an inaugural meeting I have been asked to act as secretary.

It occurred to "Auld Reekie," the initiator of the correspondence, and myself that your readers would like to know of the formation of the guild, and perhaps therefore you would be kind enough to grant me the courtesy of your columns to appeal to all gauge "O" enthusiasts to support this new venture by writing to me direct—with, please, an s.a.e.

Unity is strength, and it should be possible to follow the example of the Gauge "1" Association, and to help lift this once most popular of gauges from its present near-doldrums to a new popularity and increased availability of parts and models.

H. F. BOWER.

In the 1900s, early O gauge metal kits started to gain popularity, but often featured basic whitemetal components or stamped brass (kits by manufacturers like Jameson were described as 'challenging'!). Other early manufacturers of components included Bonds of London, Edward Exley, Mills Brothers, The Leeds Model Company and CCW.

In 1920, Frank Hornby introduced the first O gauge train set and later, in 1946, Lima Trains was founded. However, after the Second World War, a lot of Bassett-Lowke and Hornby products found their way into the second-hand market, as manufacturers moved decisively towards OO gauge to meet the growing popularity for this scale, which suited smaller houses and was then more affordable.

By the early 1950s, the production of O gauge was declining, and many believed that there was a risk of it and manufactured components being lost forever. In 1956, letters by Mr Loch-Kidston appeared in the national railway magazines, encouraging O gauge modellers to

come together and form an association which could promote the gauge and urge manufacturing to continue.

Mr Harold Bower organised that first gathering, which some 30 men attended, and the Gauge O Guild came into being in August 1956 using £25.00 capital which had been raised. The first newsletter, collated by Mr A Fraser, was published in December 1956.

Mr Loch-Kidston and Mr John (Jack) Ray were Joint Presidents. Jack Ray was also nominated as Chairman, whilst Harold Bower was Secretary and Mr John Blair was Treasurer. The committee had representatives from London, the North and the West, with Mr Loch-Kidston providing a watchful eye for Scotland.

With the need to influence manufacturing, Mr George Hinchcliffe took on the role of Trade Liaison and encouraged members to share what items they needed, so that the Guild could make requests to manufacturers to cater for them. One major step was for Jack Ray to visit Mr Phillips Senior of Bonds in London to renew the mould for making die-cast slide-on rail chairs. Pre-orders for 20,000 chairs were rustled up, convincing Bonds that the interest in O gauge was still there. Members were asked to encourage others to join the Guild and, in 1957, they were encouraged to carry a copy of the Guild newsletter at The Model Railway Club Exhibition in London so that members could recognise each other.

In 1957 Mr E L Edwards (Clary) wrote a column trying to arouse interest in steam as a means of propulsion for scale models. A drawings service was introduced in 1958, together with an insurance scheme. Over subsequent years, articles appeared in the Guild newsletters (latterly the *Gazette*) sharing experiences of using styrene sheet for building wagons and locomotives, etc. More traders began advertising their wares. In 1966, when the Guild was 10 years old, new Tri-ang O gauge products were shown to the public at The Model Railway Club Exhibition in London. Then, in 1973, we saw the introduction of Lima O gauge trains, some 27 years after the company was founded.



A Bassett-Lowke Ltd O gauge clockwork model of *Flying Scotsman*, dating from 1933. ***Photo: Vectis Auctions/Pat Hammond Collection***



A full-page advertisement from Tri-ang/Rovex for the Big Big Train range, which included a Hymek diesel-hydraulic locomotive, as printed in the July 1966 edition of RAILWAY MODELLER.

70 years on – where are we now?

The Articles of Association for the Gauge O Guild Ltd state that the objects of the Company are to *"advance the hobby of railway modelling in scales and gauges associated with the designation O and the provision of whatever facilities, services and goods it may from time to time deem desirable, for the enhancement of its members' enjoyment of such hobby"*.

Membership of the Guild hovers around 5,000, with nearly 400 being based overseas.

The Guild produces its quarterly 96-page, full-colour *Gazette* for members to share details of layouts and modelling techniques. This is accompanied by *Guild News*, which contains information about Guild activities and reports from the many clubs and O gauge groups which have been established across the world.

An electronic newsletter is sent out between the quarterly publications to keep members up to date with anything happening in the intervening period. We also provide digital membership for those who prefer their publications and information electronically.

With four events every year, plus monthly online seminars and an annual virtual show, there are numerous opportunities for networking and sharing knowledge and expertise.

The layouts exhibited at Guild shows provide examples of small, medium and large systems to whet the appetite of anyone – regardless of the space they have available. Instructive modelling demonstrations also form part of these events, together with live steam displays.

The range of kits and ready-to-run stock now available certainly indicates that the interest in O gauge is not fading. I am sure when Jack Ray gathered



Whilst there are plenty of R-T-R locomotives now available in O, kit- and scratch-built models still predominate, as evidenced here on *82G* by Warley MRC. *Photo: RM Archive*

pre-orders for 20,000 chairs for Bonds in 1956, he never imagined that pre-orders for new items would be the norm. Many manufacturers nowadays use pre-orders to assess interest before committing to investment in tooling for a new product.

The Guild has always provided standards for O gauge, and the Knowledge Base on our website is essentially an encyclopaedia of everything you need to know. It is updated on a regular basis and provides members with a valuable resource. In addition, the website content, which includes a trader directory, discussion forum and YouTube channel, is a major source of information and learning.

The myth that O gauge is only for the privileged few has long since been dispelled. When I meet people at multi-gauge shows, or when we are out and about with the Gauge O Guild stand, a considerable number of people are telling us that O gauge is tempting them to make the move from other gauges such as OO or N.

What of the future?

With the growing number of ready-to-run items on the market, which now cater for many eras, there is concern amongst some people that scratch- and kit-building will fade away. However, as Chairman of the Gauge O Guild, I do not think kit-building will disappear – I believe that the model railway industry will continue to cater for all needs and preferences.

We now run skill workshops showing people how to build plastic and metal kits; how to solder metal; how to build laser-cut wooden buildings; and how to weather items. These workshops are always well attended. Furthermore, plastic, metal and laser-cut wood kits for lineside buildings prove that kit-building in various materials remains very popular.

Recent years have seen a huge increase in the number of R-T-R models available for O. ***Photo: RM Archive***





A plastic kit for a BR 13-ton hopper in O (ref.PS116) was recently released by Peco under the Parkside Models branding (see RM November 2025). ***Photo: RM Archive***

We may now have fewer companies providing photo-etching services, but they are still very busy, and some traders say that there is a long waiting list for photo etches for kit production.

The interest in designing something on a computer, which will then be 3D-printed, is already growing of course. Some items are produced in their entirety, whilst others are kits. The technology is constantly evolving, so the quality of 3D-printing in various mediums is improving all the time.

Adapting a locomotive so that it can be controlled remotely is now more common. This enables enthusiasts to use their garden space for a 'dead rail' circuit, without the concern of wiring the track outdoors. A combined interior and external railway, using a garage or downstairs room which permits track to go out into the garden space, is also something which has featured increasingly in our virtual show videos on YouTube.

Finally, who knows what Artificial Intelligence will bring? You can already design a room in your home using AI, so I am sure designing layouts using this technology will be with us very soon.

One thing is for sure: the future of O gauge is very bright. Interest is still growing, as is the supply of products from the trade. It is my hope that, as an organisation, the Gauge O Guild will continue to provide the resources that members need, and that we continue to promote O gauge modelling for many years to come.

Gauge O Guild Summer Show – Wigan

This year's Gauge O Guild Summer Show will be taking place at The Robin Park Leisure Centre, Loire Drive, Newtown, Wigan WN5 0UL on Saturday 30 May. See Societies & Clubs for further details.

Bob Hordern's *Kirtley Bridge* will be at Wigan (see RM May 2021). ***Photo: RM Archive***



The Gauge O Guild

For further information about the Gauge O Guild, including details of membership and future events, refer to the website: www.gaugeoguild.com

A winning competition entry in OO

Project New Street

Based on a small part of Birmingham New Street station, this 4mm scale model by **JOSEPH LAURENCE** *was the winning entry in the Modular (16 and over) category of the recent Peco RAIL200 Model Layout Competition.*

Photography by the author



The real location, looking towards Navigation Road bridge from Platform 5B. An Avanti Pendolino stands in Platform 6B.

Upon reading about the Peco RAIL200 Model Layout Competition in the May 2025 edition of RAILWAY MODELLER, I knew straight away that I had to have a go. I was drawn in particular to the Modular category: I thought the concept of having to keep everything within a restricted space, whilst also allowing for multiple entries to be joined together, was fantastic!

I saw the competition as an ideal opportunity to develop my modelling skills, particularly for scratch-building and detailing, whilst also producing something that I could take to exhibitions.

I wanted to create a model based on a real place, which was something I had never tried before. Continuing the West Midlands theme from my existing OO gauge layout, *Dudley Central*, I chose a station where I had spent many hours… Birmingham New Street.

Planning

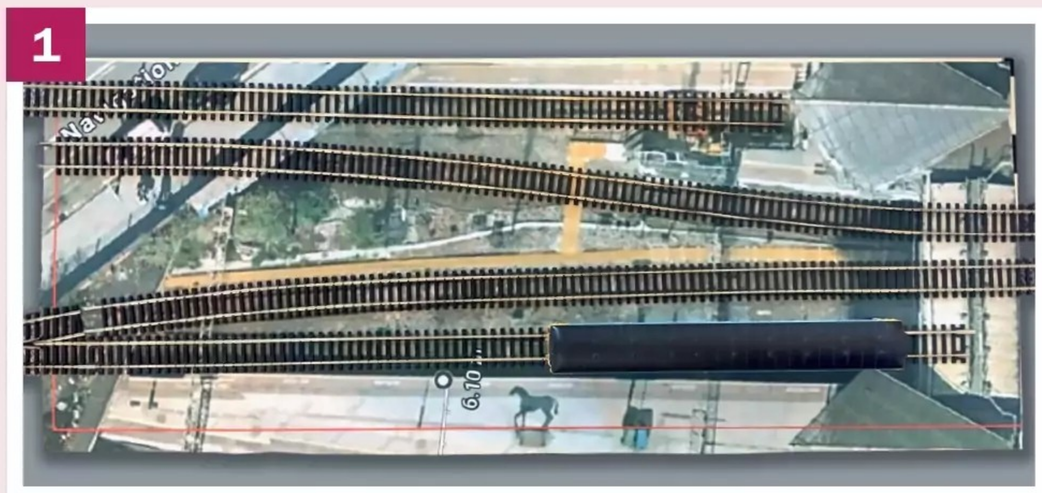
The basis of the entry was the laser-cut competition baseboard kit, produced for Peco by White Rose Modelworks and measuring 750mm x 305mm. For the Modular category that I was entering, I had to factor in the 670mm length of Peco Setrack (ref.ST204) that had to be included as part of the model, fitted in a specific position (this to enable the joining together of multiple Modular entries). Because of this restriction, I had to find somewhere at New Street station where there was a similar straight run of track with a suitable scenic arrangement behind. Very quickly, I narrowed this down to the Down end of Platform 6B, also incorporating Platforms 5B and 4C, with a siding down the centre. This area also provided convenient scenic breaks at either end of the diorama, with Navigation Street bridge crossing diagonally on the left-hand side, and the station footbridge on the right-hand side.

My research was undertaken using various online sources, including Google Images, Flickr and Facebook, together with site visits to obtain my own reference photos. Another useful planning aid was to find the location on Google Maps and then print the required section to scale, laying this directly on top of the



A busy twilight scene at Birmingham New Street, with a Class 150/2 DMU, Class 47, Class 31 and preserved Deltic. The changeable lighting is achieved with a Model Light Configurator.

Building the model



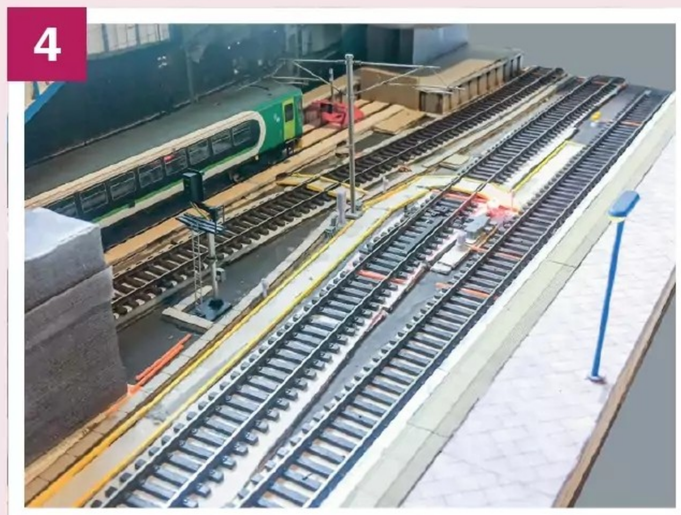
A satellite image of the real station was printed to scale and laid on top of the competition baseboard. The fixed position of the ref.ST204 length of Peco code 100 Setrack (the lowest line pictured) dictated how the other rail routes could be composed.

With all the track laid (using Peco code 75 Streamline items in addition to the length of Setrack), wooden supports for the platforms and Navigation Road bridge pier were added.

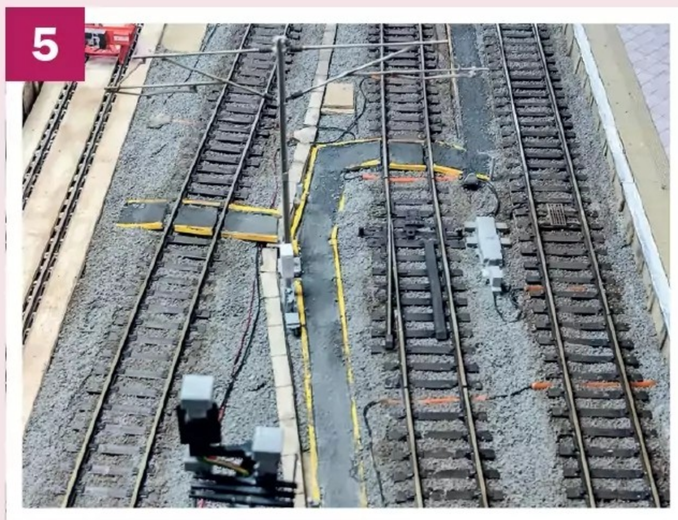




The bridge pier was covered with brickpaper and the main girder fabricated from styrene sheet, seen here prior to painting.



Track details in the process of being added, including cable ducting and yellow-bordered walkways for railway workers. Tactile paving has also been added on the platforms.



The trackwork after ballasting and weathering. Note the TPWS grid (Peco ref.SL46), electric point motor (Peco ref.SL47) and catch point (Peco ref.SL184).



A Vintage Trains railtour heads through New Street, hauled by '5700' 0-6-0PT No.7752 (a model by Accurascale), carrying its London Transport identity of L94.

The model of the modern passenger footbridge, which acts as a scenic break at the right-hand end of the module, was scratch-built using largely Plastruct.



baseboard. Doing this reassured me I was placing items in the correct positions and didn't inadvertently miss anything.

Setting the scene

Following tracklaying, I started with the colour light signals. One is a modified Berko signal and the other is a scratch-built structure with a Berko head, the latter for placement on Platform 6B. Once these were in place, I followed suit with cable troughing from Scale Model Scenery, and lineside details from Rusty Rails and West Hill Wagon Works. Fine ballast was then added and suitably weathered.

Platforms were made from 18mm plywood with Peco fascias, and then surfaced with card and a paving pattern to match the real thing. The platform edge coping and tactile paving are laser-cut items available from Scale Model Scenery. Platform 4C has a section of track inset in a slab of concrete, which was modelled using lengths of rail and strips of plasticard, painted and weathered to suit.

Navigation Street was then started. The central pier of the bridge was made using PSE timber, with the top from 18mm plywood – this so that the assembly wouldn't warp. The bridge girder itself was made entirely from plasticard and then secured to the bridge deck.



3D-printed models of the author and his son can be found watching the trains on Platform 5B.



The view looking northwards across to platforms 5B (nearest) and 4C, photographed from Platform 6B.



A Class 150/2 Diesel Multiple Unit in Centro livery arrives in Platform 5B. The model is a Bachmann Branchline product.

The footbridge on the right-hand side of the scene was the most complex scratch-build I've ever attempted. Under the cladding, I built the basic structure out of plywood. I then used Evergreen styrene strip sections to create all the structural members before adding plasticard cladding. The final touch was to weather the bridge span, which had several paint layers added/removed to create the desired effect.

Finally, the backscene presented a particular challenge. This took many hours of experimentation to create, using various photographs that I edited on computer. I started off with a panorama, but added and removed elements to create what was needed. A late addition was the Black Sabbath mural that can be found on Navigation Street, which was something I was keen to include, being a fan of the band.

Stock & operation

The layout is set in the early to mid-2000s, where ex-British Rail stock was still lingering under the guise of Virgin Trains. There's also the odd interloper, heritage train or engineering train movement. This allows me to run Class 31s, 37s, 47s, 150s, 158s and 350s in and out of the station.

The layout is wired up for Digital Command Control. Platform 4C runs on a shuttle system, which enables a Class 150 or 350 to run back and forth all day. In exhibition mode, there is a fiddle yard at either end, where I use a cassette system to move trains around.

The model's backdrop includes part of the 120' mural that was completed on Navigation Road in June 2025 to honour the heavy metal band, Black Sabbath, which was formed in Birmingham in 1968.

I've recently added a Model Light Configurator, which is used to change the lighting between day and night modes. I was inspired to do this following a recent trip to Miniatur Wunderland in Hamburg, Germany, and this was perfect for the job!

I've also recently made some sound modules of my own, which use ambient station sounds and announcements specific to New Street. It all helps to add greater realism when the model is seen at exhibitions.





Virgin Trains-liveried 47 845 *County of Kent* (a Bachmann Branchline model) stands at Platform 5B with a passenger service. The Rawie buffer stop is an Accurascale accessory.

See it at CovRail26

Project New Street is booked to attend CovRail26, which will be taking place on **27 June 2026** (10:30-17:00) at the Sports Connexion Leisure Club & Venue, Leamington Rd, Ryton-on-Dunsmore, **Coventry** CV8 3FL.

Whatever happened to ...

Hoath Hill



After hearing that a long-admired industrial layout built by 3mm Society stalwart the late Peter Bossom was up for sale, **GEOFF HELLIWELL** *leapt at the chance to ensure it was preserved for posterity.*

Photography by the author

Last autumn, I took *Hoath Hill* to the annual Uckfield Model Railway Club exhibition. Throughout the weekend, there was a steady stream of people who remembered both the layout and its builder, the late Peter Bossom, who was a long-standing member of that club.

Somehow, it was as if I had taken the layout 'home'. Peter was also a staunch member of the 3mm Society and a highly respected modeller in every sense, an all-rounder who could turn his hand to any aspect of layout building, including locomotives and stock. He is also remembered with great affection by the huge number of people in the model railway fraternity who knew him.

Acquiring the layout

Shortly after Peter passed away in 2021, I needed some wheels for the 'nearly ready-to-run' locos I was manufacturing as a joint effort with Lenny Seeney at Lincoln Locos *[Ed. See Talking Points, RM June 2022]*. I therefore called fellow 3mm Society member Malcolm Saker, who looks after the stock. During the conversation, I asked what was going to happen to all of Peter's layouts.



"Well," he said, "they are all up for sale!" To cut a long story short, I soon found myself the proud owner of *Hoath Hill*. Peter's other layouts also all went to new homes, with *Thunders Hill* even going as far as California. Someone at the Uckfield show remarked, however, that it should have been listed as a national treasure and not been allowed to leave the country.

A Judith Edge kit-built Ruston 165DS stands outside the diesel shed, while a Hunslet 0-6-0 saddle tank, also made from a Judith Edge kit, passes with one of the internal user trains.



I had always admired *Hoath Hill* as being something different in that it was industrial, and with its screen of trees, broke away from conventional layout design, with much of the design inspired by the work of another late-lamented modeller, Iain Rice. It isn't quite what he called a 'cameo' layout, in that it is operated from the rear and doesn't have the full proscenium arch frontage, but it is nevertheless compact and highly photogenic.

A handmade masterpiece

The layout is built to 3mm scale with 14.2mm gauge track. Peter built all the track using rail soldered to printed circuit board

One of the changes made to the layout by the original builder, Peter Bossom, was to remove the BR station (see heading photo) and in its place put this diesel maintenance depot.

sleepers. He also built all the locos and stock, so everything you see on the layout has been made, and pretty much the only things that came out of a box are some Matchbox lorry models that just happen to be 3mm scale.

One of the reasons Peter liked to model in 3mm was that, if he spent many hours building a model, there was no risk that he would be upstaged by one of the mainstream manufacturers bringing out a superb ready-to-run model.

I feel the same, but I also enjoy the challenge of modelling in 3mm, as it is so much more rewarding than the brief gratification of buying R-T-R. It might seem strange, then, that I bought a finished layout, but for one thing I wanted to ensure that *Hoath Hill* was preserved, and also I am not so much of an all-rounder as Peter was. I am very much a loco builder, so I am easily distracted by loco projects.

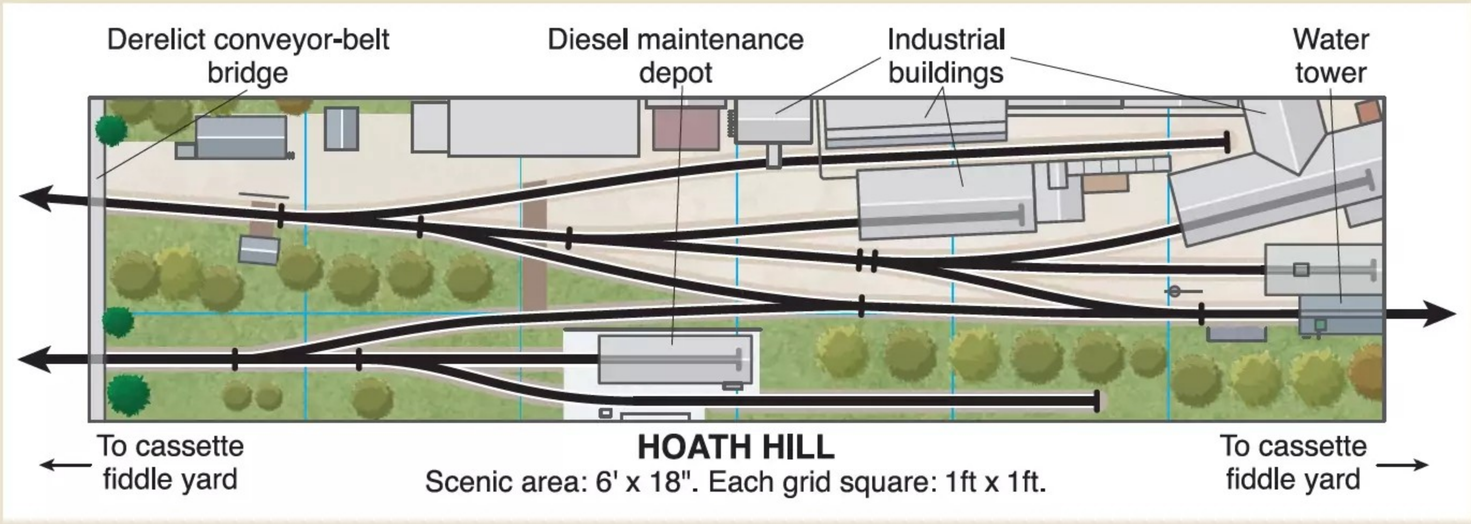
When the layout was first built, Peter called it *The Sub Wealden Gypsum Co.* and it comprised just the works complex, which is based on a real location near Mountfield in East Sussex where gypsum was mined. It was at that stage a very compact 'inglenook' layout measuring only six feet long, including the fiddle yard.

After a while, he decided to add a BR branch line along the front, with an unstaffed halt called 'Hoath Hill', which is a real location close to the real-life Mountfield gypsum mine, which operated from the 1890s to 1990. However, he found the layout rather tedious to operate at exhibitions, with all the walking back and forth to change over the BR trains, so he removed the track and replaced it with a diesel maintenance depot and more trees.

Enhancing operation for exhibitions

By the time I acquired the layout, it had already existed in three different configurations. Nevertheless, I wanted to increase the amount of activity to maintain viewer interest at exhibitions, so I built two new fiddle yards using cassettes instead of track to make them more compact, and created a route through the works area so that train movements could be more frequent, and could enter or leave the scene rather like in a theatre. After all, at exhibitions, we are putting on a show!

In order to disguise both the new entrances and exits, as well as reduce the visibility of the original fiddle yard access, I built a derelict conveyor-belt bridge to go across the end of the layout. I used Archer corrugated aluminium sheets that I etched with ferric chloride to create the rusted areas, and even went so far as to add a broken belt inside, which I made from a wine bottle seal. At the other end of the layout, I built a water tower to straddle the track, so now none of the entrances/exits are particularly noticeable.



An aerial view of a Rolls Royce/Sentinel, built from a Judith Edge kit, running through the works with an empty internal user train.

Fixed rakes and a Beyer Garratt

With the new through route, I saw an opportunity for loaded and empty trains to pass one another in the loop, so I built two fixed rakes of RCH-pattern internal user wagons. These are usually hauled by one of Peter's locos or my scratch-built Beyer Garratt *[Ed. See RM February]*.

The reasoning behind why such a loco is on a short branch in deepest Sussex is very tenuous, to say the least, but it certainly gets a lot of attention as it grinds its way across the layout. It looks like some sort of prehistoric monster as it lurks behind the trees!



An Andrew Barclay 0-6-0ST hauls a rake of Railway Clearing House-pattern internal user open wagons loaded with gypsum.

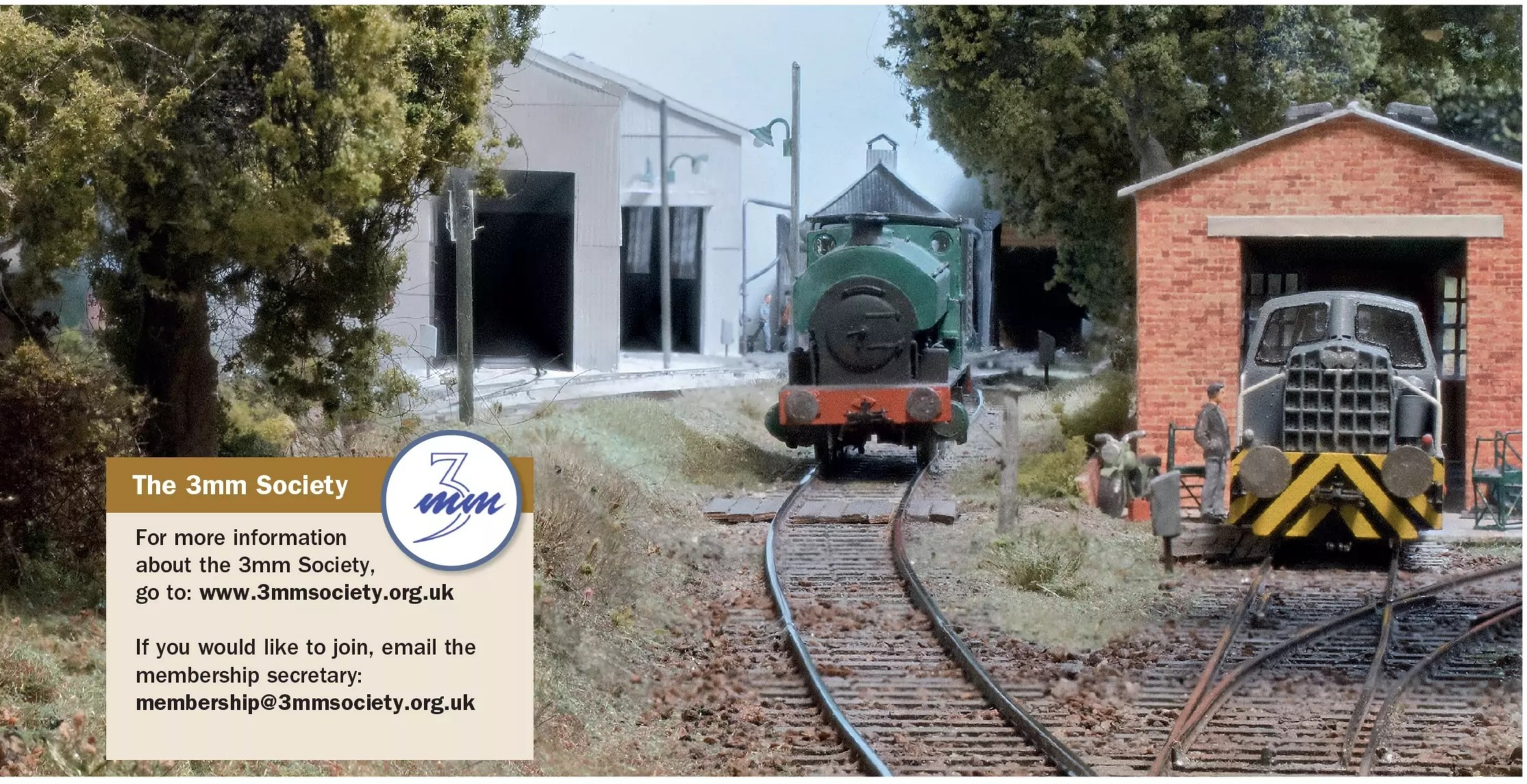


The author's scratch-built Beyer Garratt model, the construction of which was described fully in the February 2026 RM.

The use of fixed rakes has worked really well, with the wagons close-coupled nicely and no reliability issues being encountered with couplings. I will probably extend this concept with a rake of vans and another of oil tanks.

A still-cherished model

At shows, I try to keep trains moving, with the two internal user trains passing and then



A view along the layout taken from the original fiddle yard entrance, with the Sentinel standing on shed while the Andrew Barclay 0-6-0ST heads off to the exchange sidings to collect some wagons.

The 3mm Society

For more information about the 3mm Society, go to: **www.3mmsociety.org.uk**

If you would like to join, email the membership secretary: **membership@3mmsociety.org.uk**



This water tower is a recent addition, disguising the fiddle yard exit at one end.

a loco bringing in vans before taking away oil tanks or vice versa. If I leave the layout with my fellow operator so I can go and have a look around a show, I often come back to find stock in all sorts of different places.

When Peter himself exhibited the layout, he would operate to a timetable, but then would take a puckish delight in showing someone how the layout worked and then going off for a wander. He was nevertheless horrified when he came back to find everything in all the wrong places. Fellow



The Hunslet 0-6-0ST is serviced between duties. As with most of the stock on the layout, this model was built by the late Peter Bossom.

3mm Society members who got used to his modus operandi would then deliberately see how much of a muddle they could create!

It is something of an 'elephant in the railway room' that many of us in the hobby are not getting any younger, and I am sure that many others will, like me, be wondering what might happen to their beloved models when they are gone. I am happy to say that Peter's collection is still cherished by its new owners, and I will long remember the reception I got when I took *Hoath Hill* 'home' to Uckfield last year.



The Ruston 165DS is glimpsed through the trees as it shunts vans into one of the works buildings.

Plan of the Month

A Boston Lodge cameo in 009

JAMES HILTON *describes how he and* **BEN EVANS** *captured the character of this well-known Welsh narrow gauge location in a scenic footprint of just 74cm x 24cm. Intended as an interchangeable module within a larger home-based system, or for exhibition display on its own with a pair of add-on 'fiddle sticks', this versatile design concept has much to offer modellers who are short on space.*

Photography by the author or as credited



Double Fairlie *David Lloyd George*, a Bachmann model, passes the old sheds with a 'Woodland Wanderer' service. The carriages in the train are Fourdees kits, whilst van No.2 in the background is a Dundas Models kit. *Britomart* and *Blanche* (both Bachmann) are joined by *Prince* (Peco) on shed.
Photo: Ben Evans

For many, when thinking about narrow gauge, their thoughts will turn first and foremost to the Ffestiniog Railway in North Wales. With all the ready-to-run models that are now available for the FR from Bachmann, Kato and Peco in OO9, it is easy to see why many are tempted by this particular prototype. However, anyone who has visited the real railway will realise that modelling the line is not the 'space saving' OO9 experience that you might expect…

So, how do you model such a prototype – where trains often comprise nine or more bogie carriages – in a relatively small space? This was the question that Ben Evans and I found ourselves discussing in Corwen station waiting room during a Llangollen Railway gala event back in 2023. Our creative collaborative relationship was born at this first meeting and, through the weeks that followed, further conversations and ideas informed a series of preliminary design sketches.

The answer, it transpired, was to take a close crop (section or part) of a location and give it a cameo box style presentation.

A flexible concept

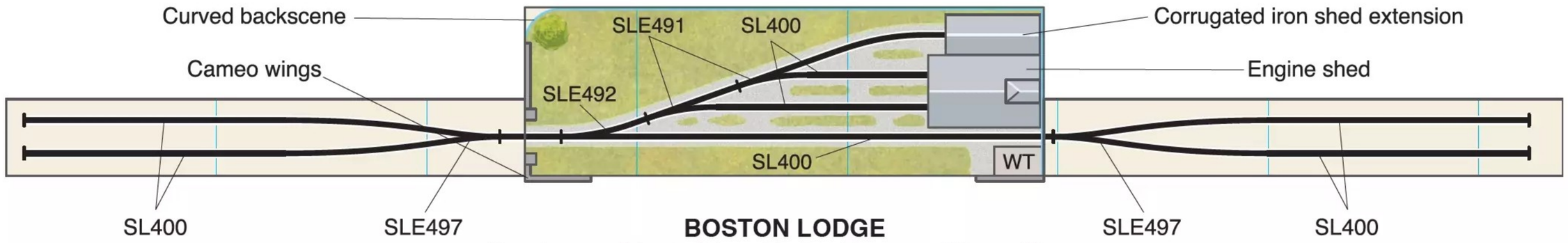
The scene portrayed by the model depicts the railway's original engine shed and its corrugated extension, parts of which date from 1863 (see panel). This historically significant location stabled the first steam engines delivered to the line in 1863, and many others throughout the 160-plus years since.

The shed scene is served by two 'fiddle sticks', which provide three-train operation from end to end. For further interest, engines can be driven off shed, coupled to stock and returned 'to bed' after main line duties are complete. Each shed road can store two locomotives, with isolating sections to enable such on 12V dc. This feature also allows steam engines to be 'dragged' off shed. Such operational interest explains why this particular scene was selected, second to Ben's lifelong advocacy of the Ffestiniog Railway.

The cameo was designed for display on top of an IKEA Billy Bookcase as part of a larger OO9 system, this in turn informing some of the design decisions. For example, isolating switches and power sockets needed to be located on the front fascia, while the fiddle sticks would need to be removable and easily stowed when not in use. It is intended that the 'system' will allow, over time, a collection of scenes to be modelled, all sharing a common size and utilising common fiddle sticks.

When we consider a cameo style of presentation, one could suggest we're taking a more artistic approach to the hobby. As such, true scale matters less than character, and in this composition we have straightened and compressed the length of the prototype.

Through time, the engine shed site has survived good times and dereliction. Originally, the building's slate roof hosted imposing steam vents, whilst telegraph poles were also prominent in the scene. A third shed road was added later, housed by a corrugated extension. A wall-mounted water



Scenic area: 74cm x 24cm. Each grid square: 30cm x 30cm.

tank and gates to the Boston Lodge site also survived into the preservation era.

The model combines some of these features from past eras, together with more recent changes. For instance, painted woodwork is depicted in modern era Ffestiniog brown. Evidently, this model is era-agnostic; something reflected firmly by the presented rolling stock, which celebrates the railway's many operational periods.

Cameo box design

The system, as envisaged, leaves little space under the trackbed for a traditional baseboard, such that a cameo box built in this manner utilises the backscene and ends to create an inverted box frame. Structurally, the result is strong and light.

For ease, we used 6mm MDF and hardboard. The base is a lamination of two pieces of 6mm, with the lower piece inset from the front edge, which gives a shadow gap when it is displayed – a neat touch which helps the box 'float' above the surface on which it is displayed. Each end is a single piece of 6mm MDF, as are the front wings, which frame the scene and help disguise the stage exits. The back and lid are hardboard, the front pelmet a strip of MDF. All of this can be cut from 1220 x 660cm sheets using nothing more technical than a jig-saw.



Steaming up in 1964 are *Linda* (modified Bachmann with a Peco/Kato England tender) and *Prince* (Peco/Kato) on shed.

The cameo presentation includes a removable lid with built-in warm white LED lighting.

Notes on construction

Track (from the Peco OO9 range) was laid directly on the base of the board, with points operated by wire-in-tube, with this and the wiring subsequently covered by the scenery (so a thorough period of testing was



It's the early 1960s and *Prince* is running trains as far as Tan y Bwlch, formed of a rake of Dundas Models coach kits.

Britomart (a Bachmann model) arrives at Boston Lodge from Porthmadog. The driver figure is a 3D-printed product from Modelu. *Photo: Ben Evans*



▲ *Linda* and *Prince* on shed in the early 1960s. Note the early Ffestiniog Railway rotating disc signal.

required, as any problems would have been difficult to rectify at a later stage).

In this instance, we decided that all the structures would need scratch-building *[Ed. The project pre-dated the release of the Peco laser-cut kits – see panel]*. Mock-ups made using card from cereal boxes confirmed the rough sizes, which were then transferred to plastic sheet. Embossed sheets from Slater's gave a quick and effective way of bringing them to life. Painting was completed with Humbrol enamels, with a consistent palette of colours used across the whole layout. That palette was carried over into the scenic materials, with products chosen from the Peco Scene range.

A custom photo backscene leaves us in no doubt about the layout setting, all of these elements being slightly subdued in tone and colour, thereby allowing the lead actors – the locomotives and stock – to take centre stage. *[Ed. The backscene sheets given free with printed copies of the January 2024 RM, which feature a North Wales scene photographed very close to Boston Lodge, would be perfect for such a model.]*

Beyond the physical scene are a pair of matching fiddle sticks, each with a pair of sidings. These have uncouplers and isolating sections at each end, so that an arriving locomotive can be removed from the train and isolated. Meanwhile, on stage, up to six locomotives can be stored on shed, from where they can depart light engine to fetch the train at a later time. This very simple arrangement gives a great deal of operating flexibility, and has proved to be a great success at both home and exhibitions.





▲ It must be a special event, as the old sheds are a hive of activity with *Britomart* and *Blanche* pictured. Peco trackwork was used throughout. *Photo: Ben Evans*

◀ *Linda* on shed in 1964. Behind is *Palmerston* in pre-restoration condition – a modified and de-motored Peco/Kato England that donated its tender to *Linda* (see previous page).

Future potential

This layout has been a collaborative venture between Ben and I, which has been an enjoyable process for both of us, forging a modelling relationship that continues with discussions about future cameo scenes and more locomotive and rolling stock projects.

If you don't have space for a more traditional layout, perhaps such a 'system' may offer you similar benefits?

A portrait of *Blanche* (a Bachmann model) as the locomotive comes off shed in readiness to work light engine to Porthmadog and begin the day's duties.



Peco kits for the old Boston Lodge engine sheds

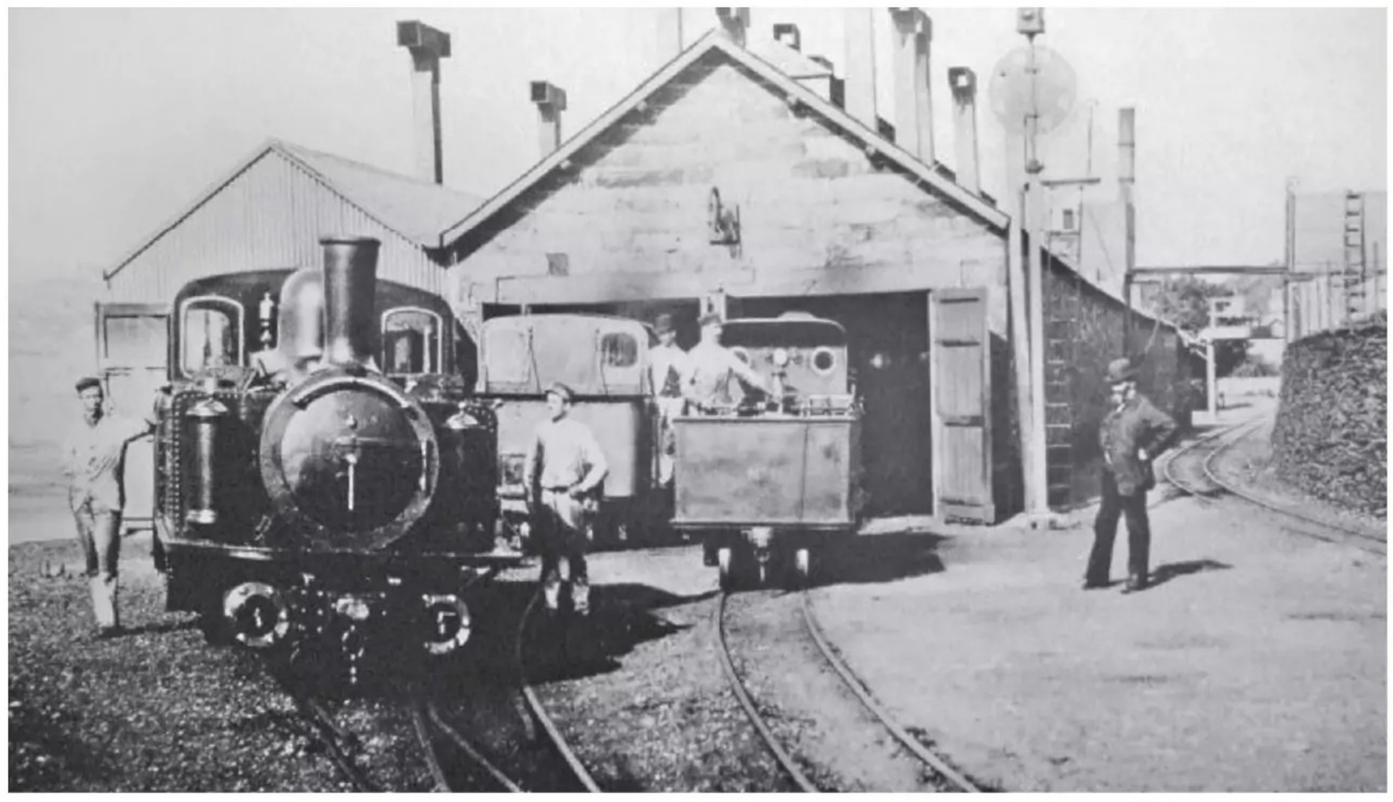
James and Ben created scratch-built models of the old engine shed and extension at Boston Lodge. Subsequent to the construction of their model, however, Peco released a pair of 4mm scale laser-cut kits based on these structures (see News, RM October 2024).

The Peco stone two-road engine shed kit (ref.LK219) replicates the prototype's areas of both cut slate block construction and coarser rubble infill, plus the framing and boards of the wooden shed doors and wooden interior roof supports.

A photograph from 1887 shows that, at that date, the shed had both raised roof vents and some tall and prominent ventilation chimneys. Laser-cut parts are included in the kit to allow the modeller to build the shed roof in this form, complete with the chimneys with their highly distinctive T-shaped horizontal double-exit tops, or, alternatively, a simpler slate roof minus both roof vents and tall chimneys as is the case with the prototype today.

When assembled, the footprint of the stone shed measures 167mm x 97mm. Also included with this kit are laser-cut parts to make one of the early FR rotating disc signals, including a ladder, bracket and top lamp.

The Peco corrugated iron engine shed (ref.LK220), portrays the iron on timber frame shed extension that was added to the north-west side of the stone shed in the 1880s. In 1891 this extension was extended to the rear, but then was cut back at the front end around 1932, when the main road running below the site was widened. The model depicts the shed before this alteration and has a footprint of 167mm x 64mm. Again, it comes with optional tall T-shaped ventilation chimneys. Both sheds can be made either single or double ended, and can be extended with multiple kits. For further information: **www.peco-uk.com**



An 1887-dated view of the original two-road stone engine shed, with the then recently added single-road extension on the left. ***Photo: Courtesy FR Archive***



The Peco model of Boston Lodge engine shed, complete with early FR disc signal.



The corrugated iron extension later added to the Boston Lodge shed.



A recent view of the structures in their current, preserved condition, with a trio of England 0-4-0ST+Ts outside. ***Photo: Max Brayne***

Much more than just trains

For the Love of a Railway is a community project based in Axminster, which was established in 2023 to celebrate the Devon town's long-lost branch line to Lyme Regis. Now a charity, the organisation's secretary, Barrie Hedges, explains how recent initiatives are bringing together individuals of all ages.

Photography as credited



"– From the moment the first trains ran, the reaction was extraordinary –"

Barrie Hedges

Model railways are usually celebrated for their simple fascination. Yet, every so often, a layout comes along that reveals a rather less obvious potential: the capacity to connect people of all ages, stir memories and quietly enhance wellbeing in ways that can make a real difference to a community.

That discovery lay at the heart of what has, for us, become a children's initiative that we call 'Terry's Railway Crew'. Our project began with a very simple idea – to display a model of the Axminster to Lyme Regis branch line in a gloomily empty restaurant window in Axminster during the run-up to Christmas 2023. Our intention was merely to brighten a tired town centre.

What followed, however, reshaped our understanding of what a model railway can achieve. From the moment the first trains ran, the reaction was extraordinary. Shoppers lingered. Conversations were sparked between strangers. Stories surfaced – memories of journeys, relatives who had worked on the railway, and childhood holidays. It quickly became clear that the layout was doing something far beyond a simple display.

A new location – and a new layout

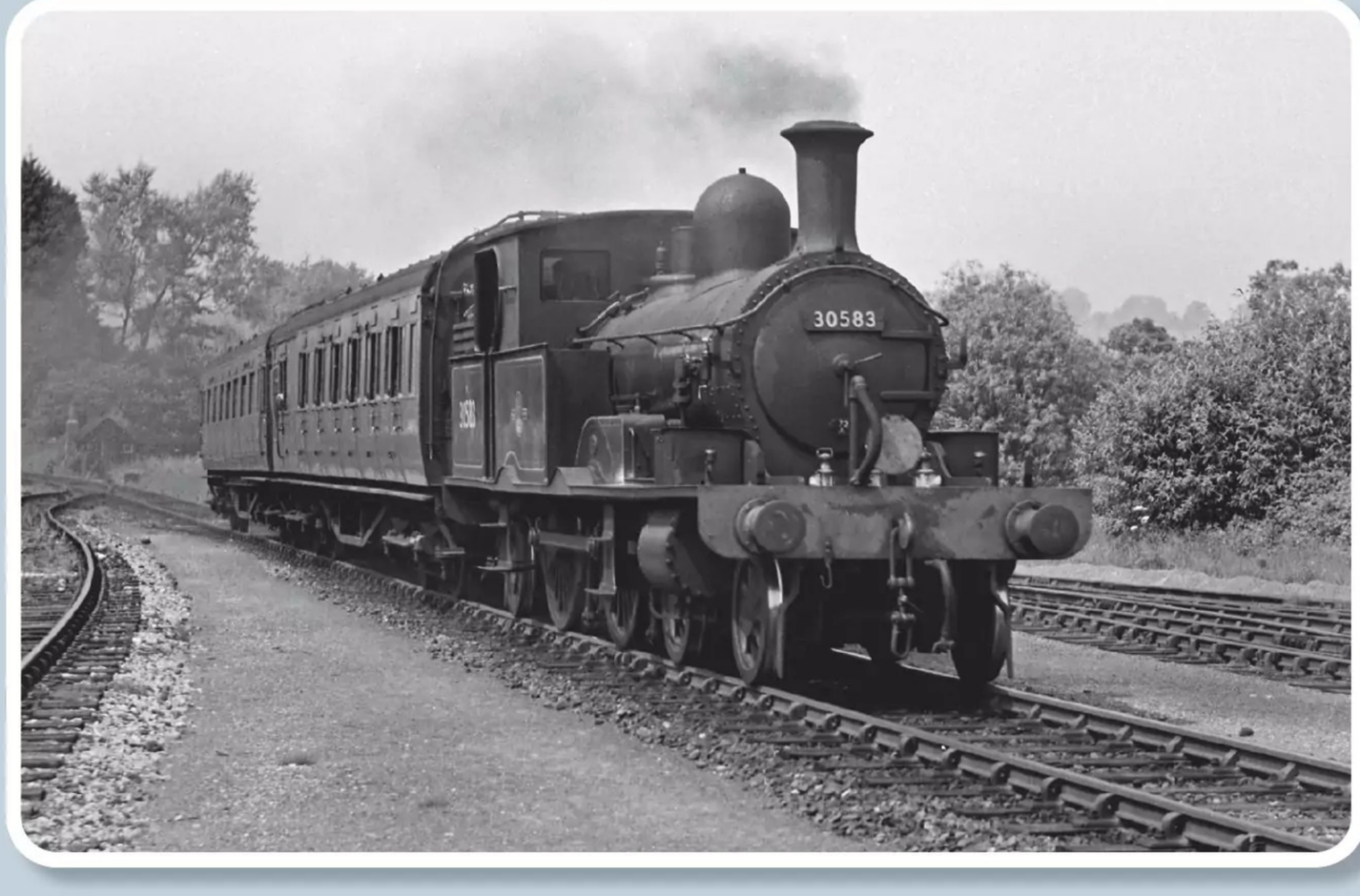
We always knew that, eventually, we would have to vacate the restaurant window, but the reaction suggested that the project 'had legs'. Buoyed by the sheer weight of public enthusiasm, we approached the owner of a small and equally empty shop. To our delight, they offered us not just the window but the full use of the premises if we agreed to pay the utility bills. That single act of generosity changed everything. For the Love of a Railway was born!

The volunteer crew then available to us was small but very capable, and we quickly transformed what had been a very pink bridal shop interior into a much more tasteful railway green. We also revamped the lighting, created a secure office/store and fought the pervading damp.

We decided to decommission the original layout with its fragile polystyrene superstructure and set about constructing a new 16' x 8' layout, which we refer to *Lyme Billy II*, as a much more complex derivation.



The late Terry Guppy assists a young modeller with laying track on *Lyme Billy II* during the layout's construction.



Branch services hauled by the trio of Adams Radial 4-4-2Ts were colloquially referred to by locals as 'The Lyme Billy'. One of these locomotives, No.30583, arrives at Lyme Regis in 1960. *Photo: Rail Photoprints*

We also became a registered charity, consciously choosing not to become a traditional model railway club. Instead, we think of ourselves as a visitor centre – a space where modelling can take place alongside heritage, education and community engagement.

Engaging young individuals

While our now enlarged team of skilled volunteers remains the engine that drives the charity, one of our central missions is simple: to

bring the joy of the hobby to people of all ages – not just at exhibitions, but week by week.

One of the most rewarding discoveries has undoubtedly been the interaction between generations. Many of our volunteers are well into their 70s and 80s. Alongside them are children as young as four, drawn in by the simple magic of a model railway. The result is something rather special.

Our Terry's Railway Crew initiative was inspired by Terry Guppy, a former fireman on the line during the 1950s and 1960s, who became one of our most enthusiastic trustees. He had a true passion for encouraging youngsters into the hobby. Sadly, Terry passed away a few months ago. A collection at his funeral has funded the initiative to date.

We have structured Terry's Railway Crew around three age groups, each with its own emphasis:

Little Puffers (Under 7s) – For our youngest participants, the focus is on discovery and creativity. They build our Brio layout and construct their own individualised locomotives using components 3D-printed by our volunteers.

Junior Firemen & Firemen (8–12s) – This is where basic modelling skills begin to take centre stage, with the youngsters building structures using kits kindly supplied by Peco. They also work with our graphics expert on designing railway posters to promote their railway. The highlight is inevitably the opportunity to take the controls of our *Lyme Billy II* layout.

Young Engineers (13+) – This group is led by an enthusiast who is himself only 17 years old and who is blessed with an encyclopaedic knowledge of railways, combined with the sensitivity of a natural team leader. The teen team learn more advanced operation and take on shunting challenges. Those who show an interest are encouraged to work with another volunteer on layout planning software and electronics.

Practical skills are an obvious outcome, notably patience, dexterity and problem-solving. But we have also seen growth in confidence and social interaction, especially for neurodivergent children, for whom the structured yet creative nature of model railways can be particularly engaging.

Another area of particular significance has been the two-way benefits of young people engaging with mature volunteers. It is by no means unusual for children as young as four to engage with team members in their 70s or 80s. As one parent put it: "There was something very special seeing a wide range of generations sharing the space and enjoying each others' company."

Others simply go home with a determination to 'get building'. "My son had a fabulous time," said another parent. "As soon as we got home, he dug out all of his model railway magazines, and is now researching a track plan."



The recent initiatives have proved popular with local children, helping to keep the spirit of the Lyme Regis branch alive for future generations.



Currently at an advanced stage of construction, the reconfigured and substantially rebuilt OO gauge layout, referred to as *Lyme Billy II*, is pictured inside the charity's Axminster premises, The Depot.

Serving the community

While children are a key audience, we see an all-round community role for what we are doing. Quite apart from the mental health and wellbeing of our volunteers, we feel we can revive special memories for many, often to particularly good effect for those living with dementia. We are also producing a curriculum-based schools pack, and we have plans for a substantial social history recording project, all built around our long-departed local railway.

Axminster's Mayor, Councillor Jill Farrow, who kindly serves in her personal capacity as our President, captures the benefits perfectly: "All of you who are involved in this have done something quite extraordinary for Axminster," she said. "Thank you from the bottom of my heart."

Further information

For the Love of a Railway is located at:
The Depot, 6 St George's, Chard Street,
Axminster EX13 5DL

Further details, including upcoming events and opening times, can be found by searching on Facebook for 'For the Love of a Railway', or on the charity's website:
www.fortheloveofarailway.co.uk

Axminster Model Railway Exhibition 2026

The opportunity to visit The Depot (the premises of the For the Love of a Railway project) is an added reason for visiting this year's much-enlarged Axminster Model Railway Exhibition on Sunday 17 May. The event is being organised in partnership with the Railway Kitchen, which is situated on Platform 1 of Axminster station.

This year will see the event move to the Axminster Guildhall, a spacious town-centre venue just five minutes' walk from The Depot. Visitors can expect at least 16 layouts alongside a wide range of traders and hobby displays. There will also be special features, including layouts designed especially for children and outdoor radio-controlled model boats.

Food and refreshments will be available throughout the day. Admission is £6.00 on the door (£5.00 advance), with free entry for under-16s accompanied by an adult. For more information and reduced 'early bird' tickets, go to:
www.fortheloveofarailway.co.uk

Through the Railway Room Door

Monktonmead

Returning to the hobby after 50 years, **GERALD DAVISON** *chose to adopt Digital Command Control and sound for this celebration of the London Midland & Scottish Railway in 00.*

Photography by the author



Midland 4F 0-6-0 No.3851 is turned at the shed, while a portent of the future appears behind in the form of LMS No.10000, one of the diesel-electric 'Twins' built in 1947/48.

A few years ago, then already into my 80s, I made the tough decision to give up my lifelong passion for owning and riding motorbikes. This left me with a significant vacuum in my life and an empty workshop…

Musing over what I could do next to keep my mind and hands busy, I remembered the pleasure I had building a small OO gauge layout for my (then) young children in the 1970s. 50 years on, I had nothing to start with, so I set out to invest in what I thought would be the most absorbing route back into the hobby.

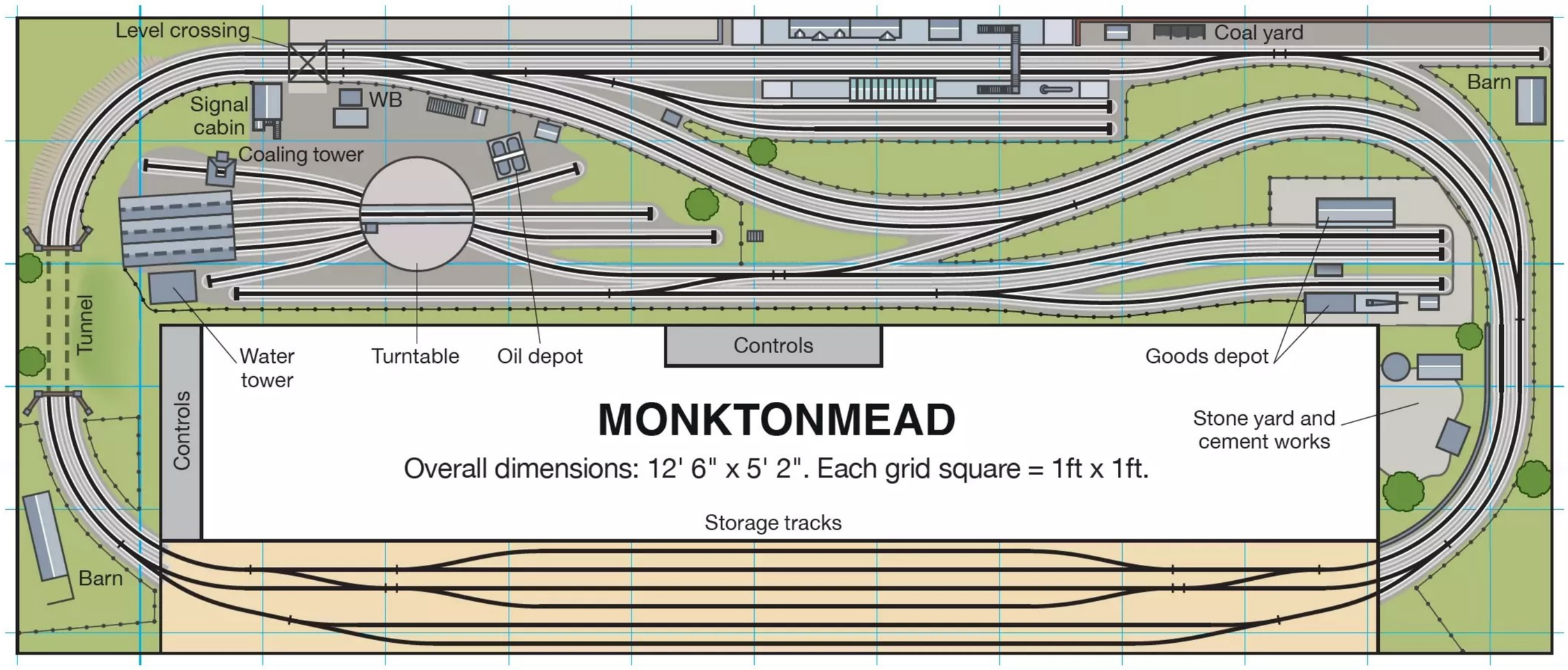
Making a start

I considered it important to develop my own skills, as I didn't know anyone who could help me (although I did receive lots of good advice from the ever-helpful Darren at Portsmouth Models). In any case, I relished the challenge of discovering how to do everything for myself. In fact, in the past, I found great pleasure in the need to be a good carpenter and electrician, coupled with sufficient dexterity to make and paint small details.

Studying a copy of RAILWAY MODELLER brought me up to date with the latest developments in the hobby. From the outset, I decided that Digital Command Control was essential – and digital sound was a must!

The size of the layout was determined by the limits of my workshop and utility room, which I had built with a good level of insulation, together with water, power and double glazing. However, I chose not to use all of the available space, as the main windows were quite low and I didn't want the model running across the windows. It also meant that I would be left with a separate space as a working area outside the model.

At the outset I did start to create a detailed track plan, but ultimately I found it easier to buy a quantity of flexible track and a number of points, and play with ideas on the large 9mm plywood surface that I had created. Essentially, I wanted a double track oval and, as locomotives are my main interest, a turntable and engine shed area. The idea was that it would be possible to have two trains running on the double track, and then a third shunting or using the engine shed and turntable area.

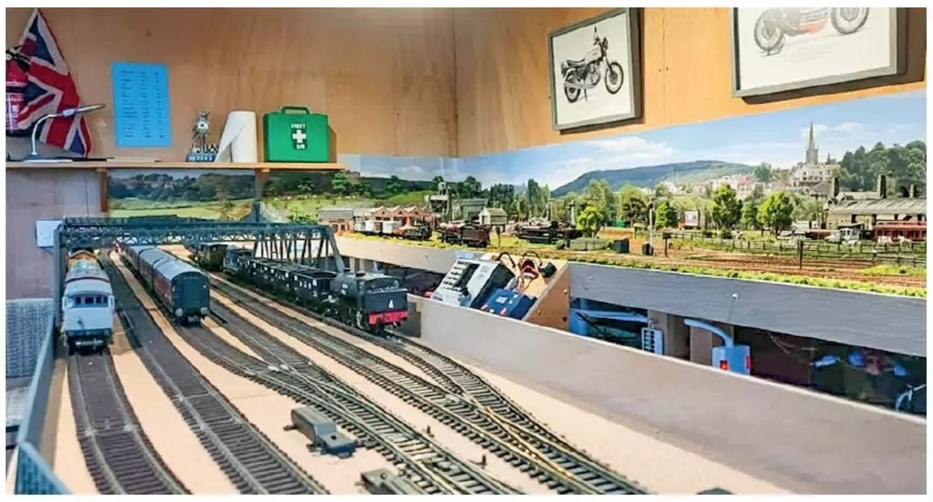


Memories of the LMS

I wanted to portray the pre-Nationalisation era, but didn't want to have a mixture of all the Big Four companies. Looking at each of these, it was the largest, the London Midland & Scottish Railway, that was buried somewhere in my memories. Therefore, I decided that the layout would adopt an LMS identity, set in the late 1940s.

Having grown up in the late 1940s and 1950s, nothing much seemed to change during these years, as the country struggled to find its footing after World War II. So, the emphasis was to be on steam, but the notional time period did allow me to have models of the LMS diesel 'Twins' as well.

A view across the fiddle yard section of the layout. The author's railway room still displays evidence of his previous hobby of motorcycling.



Trackwork and digital control

The dimensions established for the layout were: height from the ground of 44" (eye level when seated) and scenic boards measuring a total of 12' 6" x 2' 6", mounted on 2" x 2" timber legs. At each end of the scenic section are return loops that connect with six parallel storage tracks on another board, this also measuring 12' 6" long but just 11" wide.

I had used Peco Streamline track before, but this time elected to use Peco code 75

The goods shed is a modified Continental kit from Faller.

bullhead track (and therefore Unifrog points) for added realism on the scenic part of the layout. The non-scenic parts use Streamline code 100 track with Electrofrog small radius points. I also used some second and third radius Setrack for the curves at each end to suit the narrowness of the whole layout, which saved having to lay flexible track to such small radii.

Points on the scenic section were mounted beneath the baseboard, whereas those for the storage lines are above the baseboard for ease of installation. For the digital control of the layout, I chose a

Hughes/Fowler 'Crab' 2-6-0 No.13098, Fairburn 2-6-4T No.2245 and LMS Compound No.1189 line up outside the locomotive shed, constructed from a laser-cut kit. All are Bachmann engines, like most of the author's fleet.

Monktonmead station – sited on a separate loop off the double track main line – is an amalgam of items from suppliers including Wills, Bachmann, Hornby and Dapol.



Midland Railway 1F 0-6-0T No.1725 – another ready-to-run model by Bachmann – heads a goods train.

Digitrax DCS52 Zephyr Express (an all-in-one command station) and a Digitrax DT602 remote handset, which I can plug in at each end of the layout. I know many people now use tablets and phones for layout control, but I still prefer having traditional dedicated controllers.

Scenic details

The station is on a separate loop to the two main running lines, and is made up of items from various suppliers, including Wills, Bachmann, Hornby and Dapol. Obviously, the turntable, by Heljan, and engine shed (a laser-cut kit) take up a lot of space, but I wanted to accommodate quite a few locos.

I didn't want a traditional goods shed, and ended up modifying a Continental kit from Faller.

Some techniques proved challenging to master, such as applying static grass. I found this worked well on horizontal surfaces, but was more difficult on hillsides, requiring several attempts.

The backscene is a Gaugemaster photographic print, whilst the name 'Monktonmead' is that of a brook near my home on the Isle of Wight.

Locomotives

The size of the layout means that I only run relatively short trains (a maximum of four coaches), and I have a roster of 20 locos – the vast majority are Bachmann, all of which have had digital sound added. I used a variety of sound decoders – Hornby HM7000 for the larger locos, and an assortment of Zimo and ESU where space is more limited. I have also fitted most of the locomotives with stay-alive power banks.

All my locos have some added detail with crews, lamps, etc. and real coal for those of steam outline.

A welcome distraction

The layout proved to be just as I wanted in terms of 'play value'. The project has given me enormous satisfaction, despite the inevitable frustrations when certain tasks didn't go as planned the first time – although finding the solutions was often part of the fun.

Constructing the layout has also been the distraction I needed from my serious health issues. It's not finished, however – there are some parts that I plan to revisit, to make improvements where I can. There is also the task of weathering my rolling stock – all of which is currently still pristine.



Johnson 1P 0-4-4T No.1370 arrives at Monktonmead with a local train, while the 'Crab' occupies the opposite platform.



Monktonmead church spire dwarfs Bachmann Ivatt 2-6-2T No.1205.

London & North Western Railway 'Super D' 0-8-0 No.9449 (Bachmann) is turned on the Heljan turntable.



Modifying Hornby models in 1:120 scale

Modelling the 'Coronation Scot' in TT:120

Sir William Stanier's streamlined Coronation Pacifics represented the pinnacle of 1930s express passenger motive power on the London Midland & Scottish Railway. To mark 150 years since the birth of this celebrated Chief Mechanical Engineer, **GARRY HALL** *describes how he re-created one of these locomotives in TT:120, together with a rake of matching 'Coronation Scot' coaches.*

Model photography by the author except where stated



As soon as Hornby released its Stanier Coronation Pacific and accompanying Stanier 57' coaches in TT:120 *[Ed. See reviews, RM October 2024]*, I began thinking about how I could use these to create a 1:120 scale model 'Coronation Scot'.

This was, in fact, the third occasion on which I had set out to model this particular express passenger service (operated for a brief period by the London Midland & Scottish Railway in the late 1930s – see panel), having in the past completed versions in both N and O. For these, I had cut and formed the streamlined Coronation Pacific bodies by hand, but this time around, I could not find my drawings and patterns for reference. However, I then thought that I could build a streamlined body around the Hornby donor model (photo 1), using it as the basis for length, height, etc. (In real life, of course, the LMS had done this

The author's completed model of No.6220 *Coronation*, presented in Caledonian blue with silver stripes.

Streamlined Stanier Princess Coronation Pacific No.6220 *Coronation*, pictured on Camden shed in 1938. Completed in June 1937, this locomotive received a double chimney in 1944 and had its streamlining removed in 1946. *Photo: C R Coles/Rail Archive Stephenson/Rail-Online*



the opposite way round, converting the locomotives from streamlined to non-streamlined form!)

The streamlined casing

The first task was to find some suitable nickel silver sheet for the streamlined casing.
I obtained a couple of sheets of different thicknesses from Squires Model & Craft Tools.

Assessing the Hornby model, I decided that, as it was die-cast and had plenty of weight, I could put the main body casing over this, whilst still keeping it to the overall dimensions and retaining the same fixing points. Therefore, after first removing the plastic smokebox, I set to with my Dremel multi-tool to grind off the dome, top feed, and round off the firebox corners (photo 2).

Next, I made a cardboard pattern for the main streamlined casing section. This fitted over the boiler on the donor model and was used to determine how I needed to cut the nickel silver sheet, including – crucially – the angle where the firebox meets the cab spectacle plate.

On my O gauge model, I had created the main streamlined casing section as a single piece, this extending as far forwards as the front of the chimney (after which the casing curves down quite sharply around the front end). I cut the card pattern for my TT:120 version in the same way.

Once the card pattern was a satisfactory fit with the Hornby body, I then translated this onto some nickel sheet, cut it out and formed it into shape. A little more grinding on the body was required until I was completely happy with the fit – the top of the casing needing to be level with the cab roof of the Hornby body (photo 3).

Fixing the casing in place

With the O gauge model being all brass, I was able to solder the footplate to the valances and then work my way up from there, but with the donor Hornby body being of die-cast and plastic construction, soldering the nickel casing in position was not an option. So, what could I use to fix the body casing in place, that was quick-drying and would be able to fill the cavities around the donor boiler and splashers? The answer was Isopon car body filler, which I had already decided I was going to use to fabricate the casing around the front end anyway. I duly mixed plenty, coated the boiler on the donor body and then pressed the new nickel casing in place over the top. The filler only took a few minutes to go off. A front bulkhead for the casing was made and then soldered in place just forward of the chimney.

The valancing

Now it was time for the valances. As the nose of the streamlined locomotive is semi-circular in plan view, the Hornby model required the front bufferbeam altering. Photo 4 shows the nickel former for the front part of the streamlined casing, with the visible sections of the bufferbeam and footplate needing subsequent removal with the Dremel. With my O gauge version, the valances were fitted in two halves – the left-hand side and right-hand side, running from the cab and meeting in the centre at the front. These also had the angled tops (at footplate level) simply folded over as part of them.
I felt that it wasn't going to be feasible to replicate this approach in the much smaller scale of 1:120. Therefore, I decided to make the valances in three separate pieces for each side.

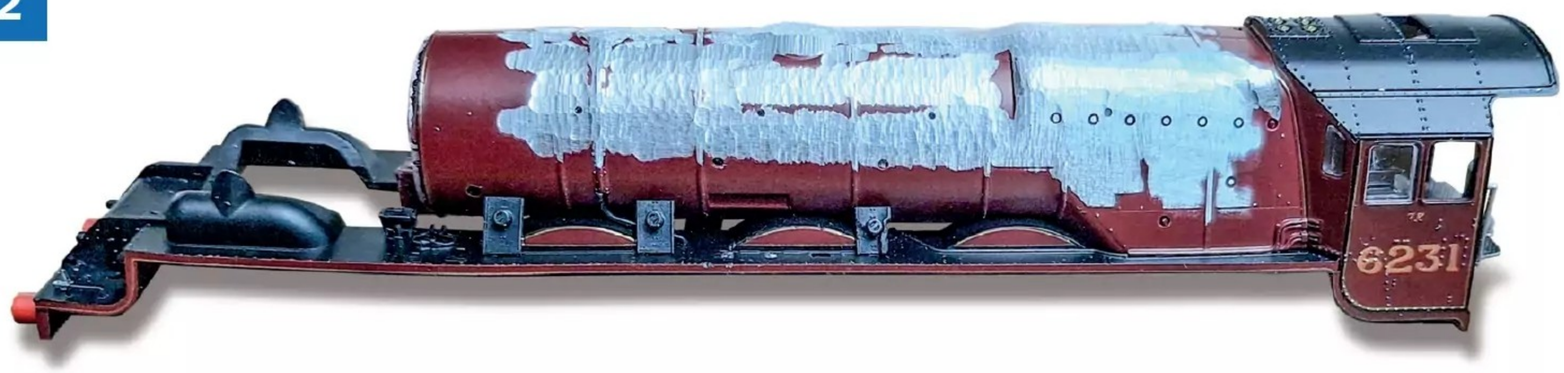
Again, card patterns were made first, with the front pieces including the cut-outs to go over the cylinders. Once happy, I

1



The starting point – a Hornby TT:120 model of No.6231 *Duchess of Atholl*. The versions released to date all cater for class members that never carried streamlining. *Photo: Callum Willcox/RM Archive*

2



To keep the streamlined casing to the correct shape and dimensions, significant amounts of the donor Hornby die-cast body needed removing. The original plastic moulded smokebox was removed.

3



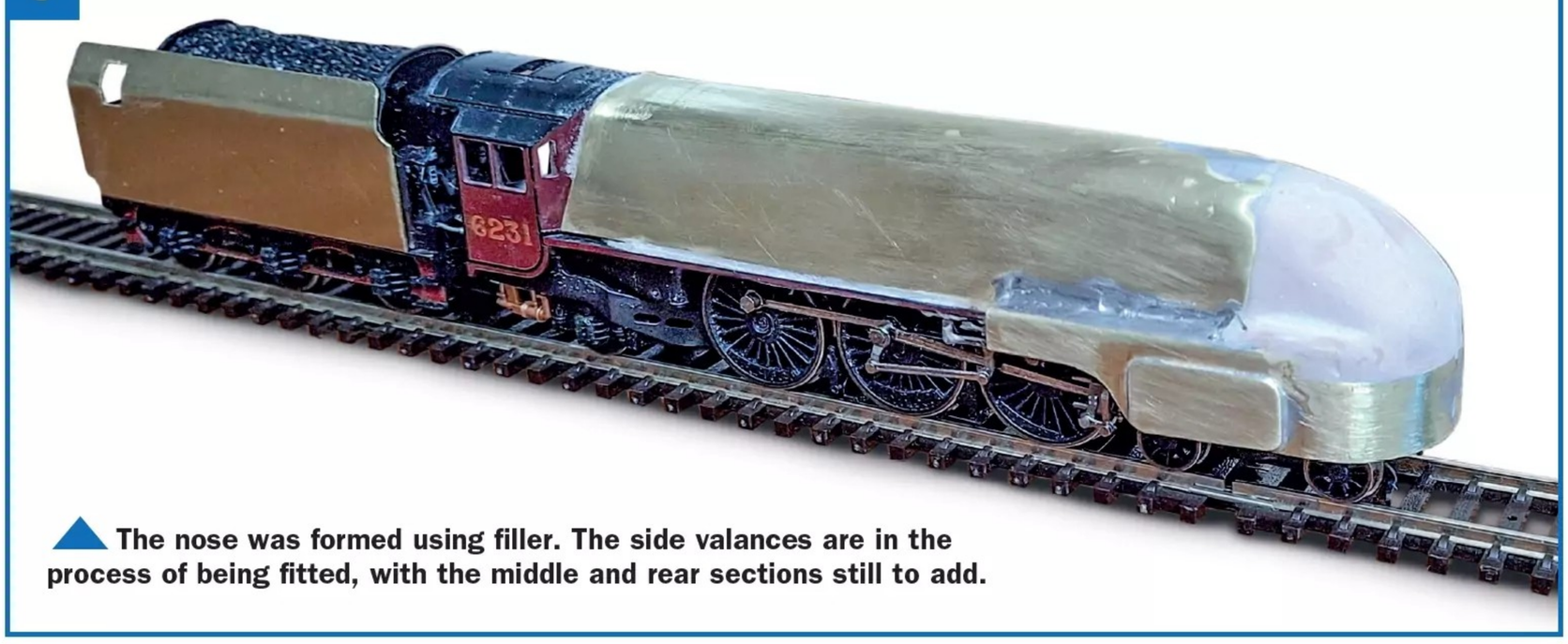
The first stage of adding the streamlined casing, with the basic shape formed and fitted to the locomotive, which required precise trimming to achieve the angled join between the firebox and cab.

4



An overhead view of the front end, showing the nickel silver former for the nose part of the casing.

5



▲ The nose was formed using filler. The side valances are in the process of being fitted, with the middle and rear sections still to add.

made nickel parts, shaped them and then tack-soldered them to both the body casing and front semi-circular former.

With the front valance parts in place on both sides, the model was tested to check clearances for the bogie wheels around the curves. This proved satisfactory, so both sides were fully soldered where nickel met nickel, thankfully not melting any of the plastic moulded footplate in the process. The cylinder covers were just rectangles soldered over the cut-outs in the valances (photo 5).

The cab end of the valancing was next. As I did not want to cut small windows out from nickel sheet, I decided to make the rear sections of valancing fit over the cabsides, but stop just below window height. Once these rear sections were made, I filed the rivet detail off the Hornby cabsides and glued the nickel overlays in position. (I glue everything with Evo-Stik – my preferred adhesive since my first Wills whitemetal kit in around 1962!)

All that now remained to complete the valances was for a piece to fit between the front and rear section on each side, these being made and soldered in position.

The nose

The next part was the nose of the casing. To support the filler that was being used to form this, a vertical piece of nickel was soldered between the front bulkhead and the curved front footplate section (the latter shown in photo 4). This vertical former had a couple of holes drilled through it to help hold the filler in place (it was unlikely to come off, as the filler is designed to adhere to metal, but I was not taking any chances). The filler was applied and then sanded, with this process repeated a few times over until the desired shape was achieved. The chimney was just a small strip of nickel, which was curved to shape and soldered onto the top of the casing, with the rear part then filed down to the correct body height.

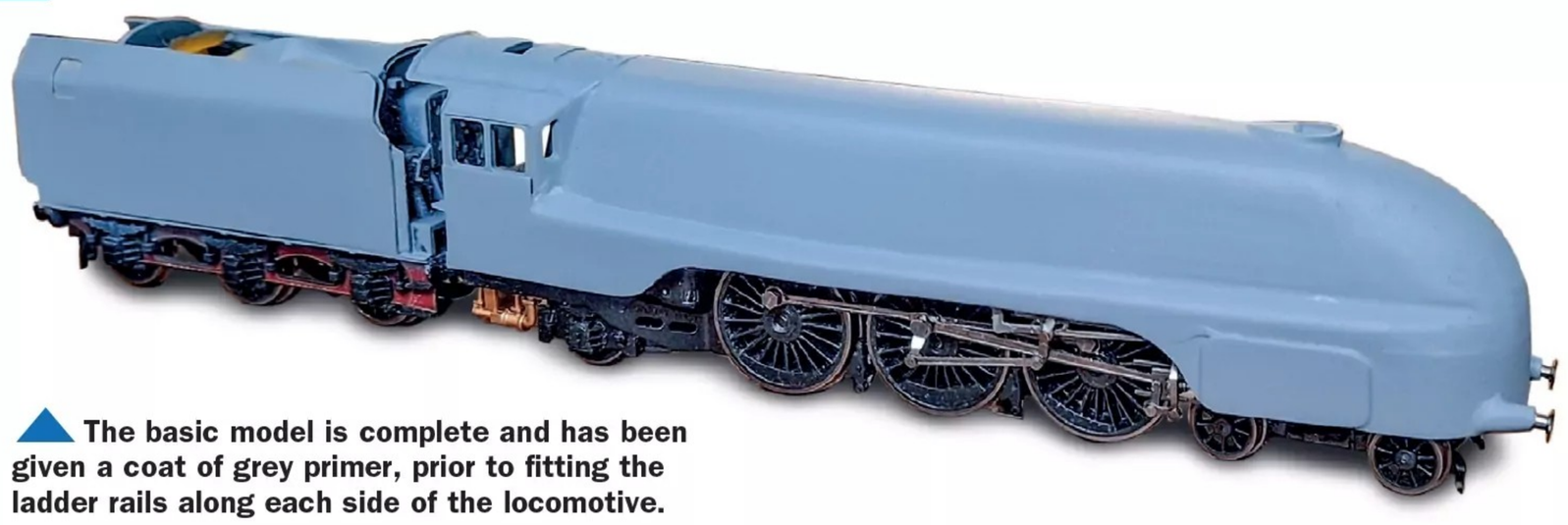
All that was left were the front buffer housings, which were an unusual conical shape. For these, I drilled a couple of holes in the front part of the valancing, soldered sections of brass tubing in place, and then used car body filler to create the basic shape.

The tender is the supplied Hornby one, but with the beading filed off and new (longer) nickel side pieces glued over the top. These include the cut-outs for water crane hoses to fit through, the door covers for these being soldered in position from the inside (photo 6).

'Coronation Scot' coaches

During the course of building the locomotive and tender, I made a start on the coaches. In real life, there were differences

6



▲ The basic model is complete and has been given a coat of grey primer, prior to fitting the ladder rails along each side of the locomotive.



This slightly elevated rear three-quarter view shows the elongated tender sides, which were fitted as nickel silver overlays on top of the donor Hornby tender moulding.

The ‘Coronation Scot’ *Words by Craig Tiley*



▲ **No.6220 *Coronation* picks up water as it passes Brock with the Down ‘Coronation Scot’. Note the many onlookers visible on the footbridge in the background. *Photo: Rail-Online***

Introduced during the streamline era of the 1930s – widely regarded as the heyday of luxurious rail travel in Britain – the ‘Coronation Scot’ was a high-speed restaurant car express service launched by the LMS on its West Coast Main Line route between London Euston and Glasgow Central. The scheduled journey time was six and a half hours, at an average speed of 61.7mph.

A dedicated pool of motive power was provided in the form of Stanier streamlined Pacifics Nos.6220-6224; the locomotives and nine coaches all being presented in uniform Caledonian blue livery with silver bands.

Prior to the inauguration of the service on 5 July 1937, a test run took place between Euston and Crewe on 29 June (comprising a reduced eight-coach formation hauled by No.6220 *Coronation*) during which a new speed record of 114mph was set (eclipsed, famously, the following year by the LNER with Gresley A4 Pacific No.4468 *Mallard*).

The service formation of the nine ‘Coronation Scot’ vehicles comprised Brake First Corridor (BFK), First Corridor (FK), Restaurant First Open (RFO), Kitchen (RK), Restaurant Third Open (RTO), Restaurant Third Open (RTO), Kitchen (RK), Restaurant Third Open (RTO) and Brake Third Corridor (BTK).

Edward Talbot’s book *The Coronation Scot – The Streamline Era on the LMS* (ISBN 0 9542787 1 2) provides a fascinating and detailed account of the service, together with a useful diagram showing the correct orientation of the coaches (which were handed) in relation to the above formation. Furthermore, photographs suggest that the sets were turned between Up and Down workings, such that the locomotive was always coupled to the BTK end.

Most of the coaches were taken from the latest batches of Stanier Period III stock, rather than being built new, with modifications (primarily the addition of luxurious internal fittings) undertaken at Wolverton Works. The exceptions were the FKs and BFKs, which were constructed specially for the service. Apart from the RKs, the vehicles featured pressure heating and forced air ventilation systems, with the coach roofs featuring distinctive boxed ventilation shrouds.

There were in fact three nine-coach sets used for the ‘Coronation Scot’: two in service at any one time, with the other spare.

Upon the outbreak of WWII, the service was suspended and the vehicles put into store. In 1947, they were repainted into standard coach liveries and redeployed (as individual vehicles) in ordinary passenger service. Withdrawn during the 1960s, all were scrapped except for one of the RKs, which was subsequently converted into an inspection saloon and is now preserved.

between the ‘Coronation Scot’ vehicles and the standard LMS coaches – mainly the ventilation ducts on the roofs – but I was not going to worry too much about that. The Hornby TT:120 Stanier stock (photo 7) is fantastic and satisfied my needs for this set.

The only issue was that the ‘Coronation Scot’ was nine coaches long, which included two shorter kitchen cars for which the Hornby tooling didn’t cater. I decided to use modeller’s licence and adapt the 50' full brakes that are available

7



▲ **The Hornby Stanier stock enabled a close approximation of the ‘Coronation Scot’ set to be created. *Photo: Callum Willcox/RM Archive***



An impression of the Diagram 1960 First Corridor.



Impressions of the Dia.1912 Kitchen Cars in the rake were created using a pair of Hornby 50' full brakes.

in the range. Obviously, these had too many windows for the kitchen cars but, when painted white on the inside, they gave a good impression of something different to a normal passenger coach.

For each of the coaches, the first task was to strip the model down. The glazing parts were glued lightly to the sides, but with care and a sharp knife, they could be prised off, usually in one piece, but sometimes in two.

The silver roofs were masked off (to be retained) and the sides primed and painted with Rover Pageant Mid Blue, as was the loco. The coach underframes and bogies were sprayed to give a weathered look.

The window ventilator bars were carefully 'painted' over with a liquid chrome colour pen.

Transfers and final details

During the construction of the locomotive, I had been thinking ahead to the lining-out and had discovered that Fox Transfers produced suitable transfers in both N and OO. As Fox Transfers can do special commissions, I enquired about the cost of a set in 1:120. After discussing my requirements, four or five weeks later a set of transfers arrived in the post. This included some N gauge LMS coach crests as part of the package, as it would have incurred a lot more cost to have these scaled up to 1:120.

When it was time to apply the transfers, I thought the easiest way to ensure accurate alignment (along the loco, tender and coaches) was to do a coach first. I could then apply the tender ones to line up with the coach, followed by the loco to line up with the tender.

Everything proved quite straightforward with the coaches and tender, but the locomotive presented a bit more of a challenge. These transfers are supplied as a single piece for each side of the locomotive, extending from the rear of the cab to the front of the casing, where the bands on each side curve down and meet in a point. When working on the first side, I found that, due to their length, I could not keep the bands straight along the entirety of the casing. Therefore, I cut another set in half (fortunately, Fox supplied a few spare sets as part of my order) and I tried applying the transfer in two parts, which worked much better.

The coaches were finished with the application of running numbers, 'LMS' lettering, '1s' and '3s' on the doors for the different classes, and 'The Coronation Scot' roof boards. Two types of these boards were supplied – plain text, and blue text on a white board. I decided to have one version on one side of the rake, with the other side using the different version.

The loco was fitted with etched nameplates sourced from Silver Tay Models, although with hindsight, I wish I had asked for them to be supplied with a dark blue background.

Finally, the coaches all had the door handles and handrails 'painted' with the chrome pen, then everything was given a few coats of Humbrol satin spray varnish.

No.6223 next, perhaps?

Overall, I am very pleased with the finished set, which makes for a pleasing contrast to my LNER 'Silver Jubilee' set when I have that running in the opposite direction on my layout.

What of the future? I would like another streamlined Coronation Pacific – No.6223 *Princess Alice*, perhaps – but would probably elect to scratch-build the body in the same way as my past O gauge version, rather than adapting the Hornby model again.

Supplier information

Fox Transfers
www.fox-transfers.co.uk

Hornby
www.hornby.com

Silver Tay Models
email: silvertaymodels@gmail.com

The completed train in action on the author's TT:120 layout.





RAILWAY MODELLING *Explored*



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

THIS MONTH • An N gauge garden shed layout • Building a Peco signal box in N

Morleydale

CHRIS COWLE *purchased an existing N gauge layout and then made full use of the 8' x 7' garden shed he housed it in, by expanding it considerably to create this multi-level system.* ***Photography by the author***



When my wife and I moved into a one-bedroom bungalow, I knew that it wasn't going to be possible to bring my existing loft layout with me. However, my wife suggested that I should buy a shed and start again on a new layout.

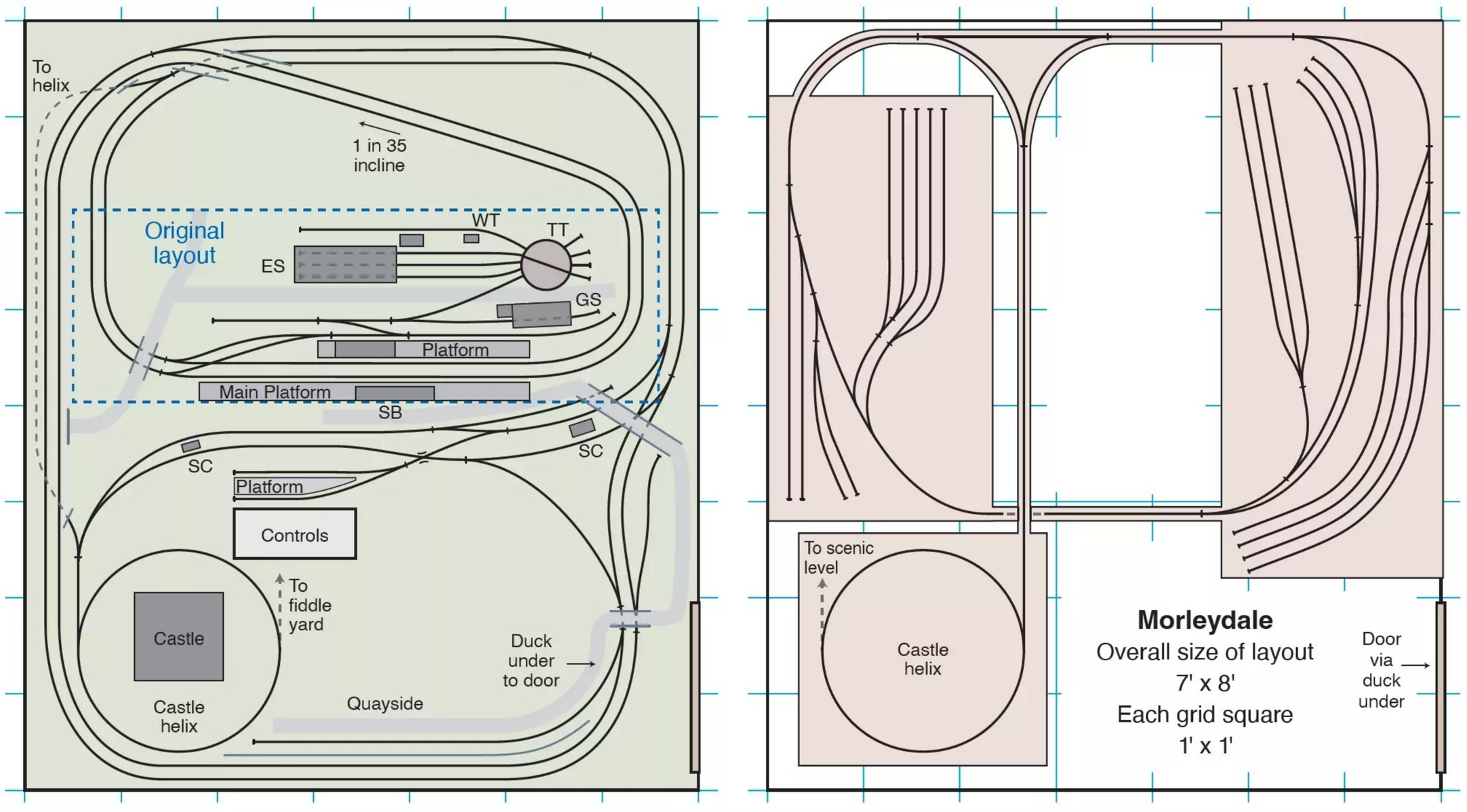
Soon after, I saw a small N gauge layout called *Morleydale* that was being advertised for sale on eBay. Although only a basic set-up, the layout was built to a good standard. Measuring roughly 5' x 2' 6", it was bought from a signalman in South Yorkshire, who told me the layout was, in fact, made for him by another signalman!

As purchased, *Morleydale* comprised a double track continuous run with a station

▲ War Department Austerity 2-8-0 No.90732 *Vulcan* (a ready-to-run model by Graham Farish/ Bachmann) heads a goods train.

Taxis line up outside Morleydale station, while in the background, a Dapol Thompson B1 4-6-0 moves off shed. The railway buildings visible are all Metcalfe card kits.







accompanying diagrams illustrate the resultant track layout.)

Some sections of the layout were constructed as separate boards linked to counterweights, enabling them to be lifted or slid across to provide access to the control area, and to other areas for track cleaning and maintenance tasks.

At this stage, the double track continuous run was complete, along with most of the scenery on the new sections, enabling me to relax and enjoy running trains.

A busy scene at Morleydale shed, with Dapol, Graham Farish and EFE Rail locomotives visible.

A container is craned into the hold of a barge at the quayside.

that was made up of two through platforms and a bay. It also had a goods shed and locomotive shed, together with a working turntable. At each end of the station, the double track entered tunnels and connected to a small fiddle yard around the back, which I discarded as it was too small for my plans.

Changing and expanding the layout

Viewing the original layout from the front, and working from the tunnel at the right-hand end, I created an incline with a gradient of roughly 1 in 35. This enabled the double tracks from the tunnel at the left-hand end to pass underneath, this then being extended to continue on through another tunnel, where it then joined a gentler incline, which took trains back to the section of 1 in 35 incline, thereby creating a double loop. (The



Train storage on another level

Like many modellers, however, I wanted to make more changes. I decided to construct a large fiddle yard underneath the existing layout. To do this, I first added a pair of 9" scaffolding planks vertically under the layout to raise it up by that amount. This enabled me to build a complete single track circuit underneath with 19 train storage sidings.

To connect the scenic level with the train storage level underneath, I constructed a single track helix with a diameter of 26", with Setrack used on this to simplify the tracklaying. From the base of the helix, I introduced a gentle incline down to a triangular junction, this giving me a total of 16" clearance between the scenic and train storage levels.

The longest siding holds a Stanier 'Duchess' Pacific with six Pullman coaches, whilst the shortest holds a Collett 0-6-2T and two coaches.

Because of the number of points on the lower level, I mounted control switches for them on a single board.



A model of the 'Condor' freight with Rapido Trains UK Conflat P wagons and Class 28.

A love for scenery

My main love with railway modelling is creating scenery. What *Morleydale* had originally was of such a high standard that it gave me quite a target to meet on the parts that I added.

Everything I have done on the layout had to meet my one and only criterion: I would like to live there! I have fond memories from my early teenage years of helping on a farm in Dove Holes, Derbyshire. I also love creating hills and wooded areas, hence much of the scenery that can be found on the layout.

The castle is a homage to Corfe Castle in Dorset, Swanage having been our holiday destination over many years. This castle conceals the top of the helix, with a green curtain surrounding the incline. The castle itself was made from recycled materials, including a type of foam packing that often accompanies purchases. This was cut to shape, covered in PVA wood glue, rolled in fine ballast granules and then painted grey.



The scratch-built rendition of Corfe Castle conceals the entrance to the helix of track.

Words of thanks

For me, a model railway project is there for enjoyment and relaxation. There may be hiccups along the way, but isn't this just a way of exercising our brains?

I would like to thank my two older brothers: Malcolm for introducing me to model railways when I was seven years old, and David for taking me trainspotting at Longsight locomotive shed in our younger years.

Finally, I would like to thank RAILWAY MODELLER for being the 'go to' magazine of my lifetime.

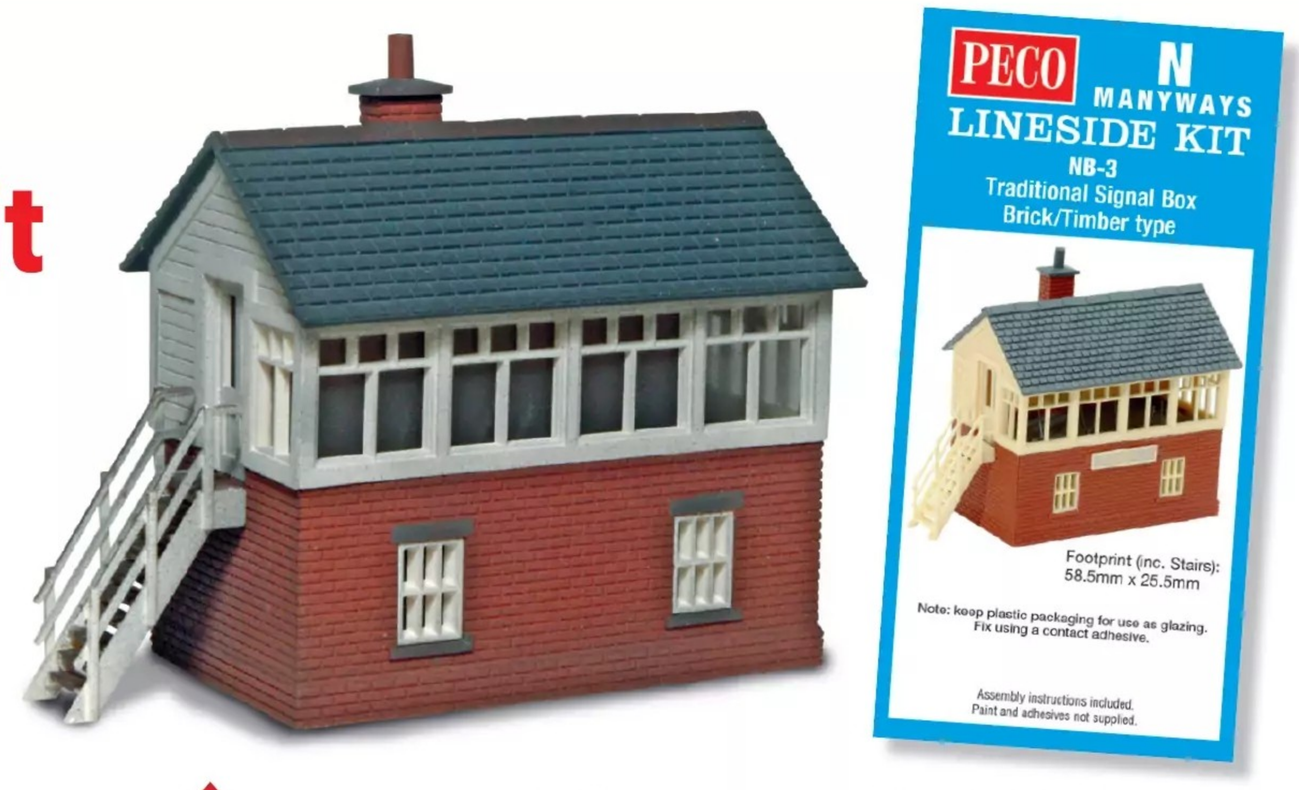
More card buildings and a photographic backscene create a pleasant cameo of a small village.



Building a Peco N gauge signal box kit

RICHARD BARDSLEY *shows how constructing a kit as a series of sub-assemblies can simplify the painting process, whilst also helping to ensure a neater finish.*

Photography by the author



The Peco Lineside Traditional Signal Box kit (ref.NB3) has been a staple of the manufacturer's N gauge range for many years. With a footprint measuring 58.5mm x 25.5mm (including stairs), the kit is available through all Peco stockists.

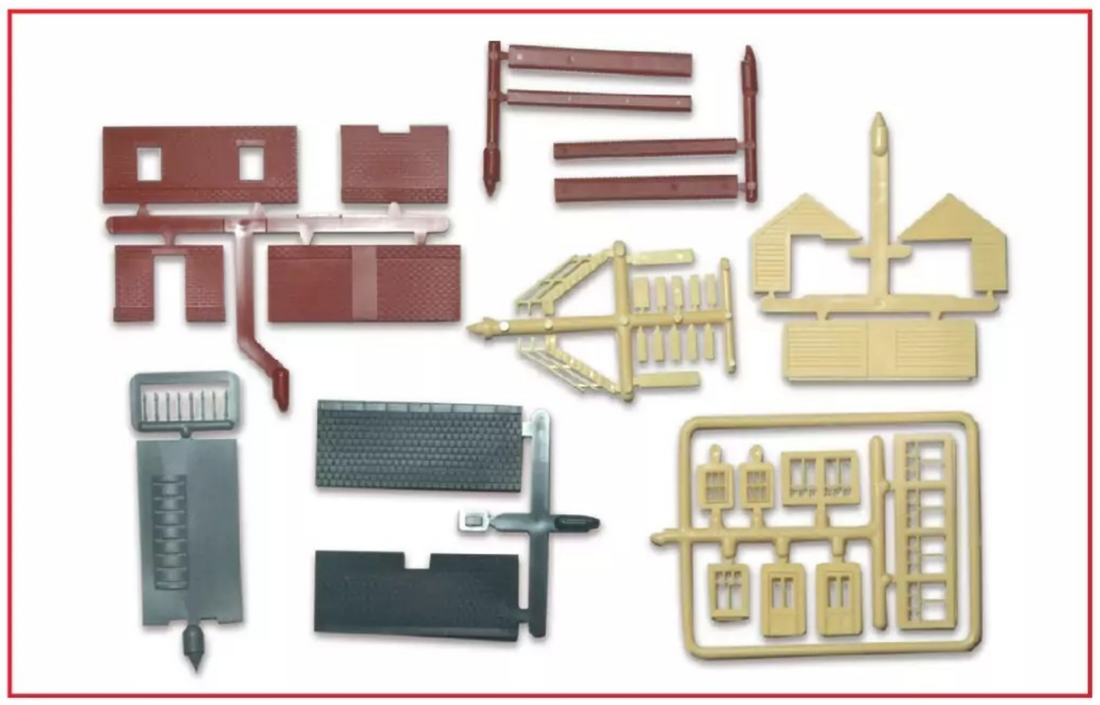
Painting a model of any kind is usually the last stage in its construction, whether it's a kit or scratch-building project. However, it can sometimes be tricky to paint the different colours where they meet, in order to ensure a crisp clean edge between them.

The instructions in kits often suggest painting the sub-assemblies before bringing them together to form the completed model. For example, it might be possible to build a wagon kit with the chassis and body (and maybe the roof if it's a van) as separate sub-assemblies – these will generally be completely different colours, and a lot easier to paint separately.

Painting can prove more of a challenge in the smaller scales, so this approach of building the model as separate sections is even more helpful. Before starting any construction of a kit, or embarking on a scratch-building project, it is worth assessing how it could be built as a series of sub-assemblies. Then you can make these different elements and paint them individually, before attaching them all together as the final step.

For this article, I am describing the construction of a Peco N gauge signal box kit. It comes as a series of plastic sprues in appropriate colours, so there's actually no need to paint it if you don't want to. However, you will get a better finish if the model is painted. Equally, you may wish to change one of the colours; I wanted the upper section in white rather than the cream colour of the plastic.

The first thing to do is to decide which sections need to be kept separate for painting. With a signal box, there's a fairly obvious split into the lower part (the brick-built locking room), the upper part (the wooden signal cabin) and the roof. To this can be added the floor (with the levers), door and windows for the locking room, and the stairs. The floor would still be easy to paint if attached to the top of the locking room, but I decided to keep it separate.



Constructing the kit

1

To start construction, it's sensible to begin with the base, which is the brick-built locking room. These Peco kits are exceptionally well-made and so they go together really well. The basic four walls are soon assembled.

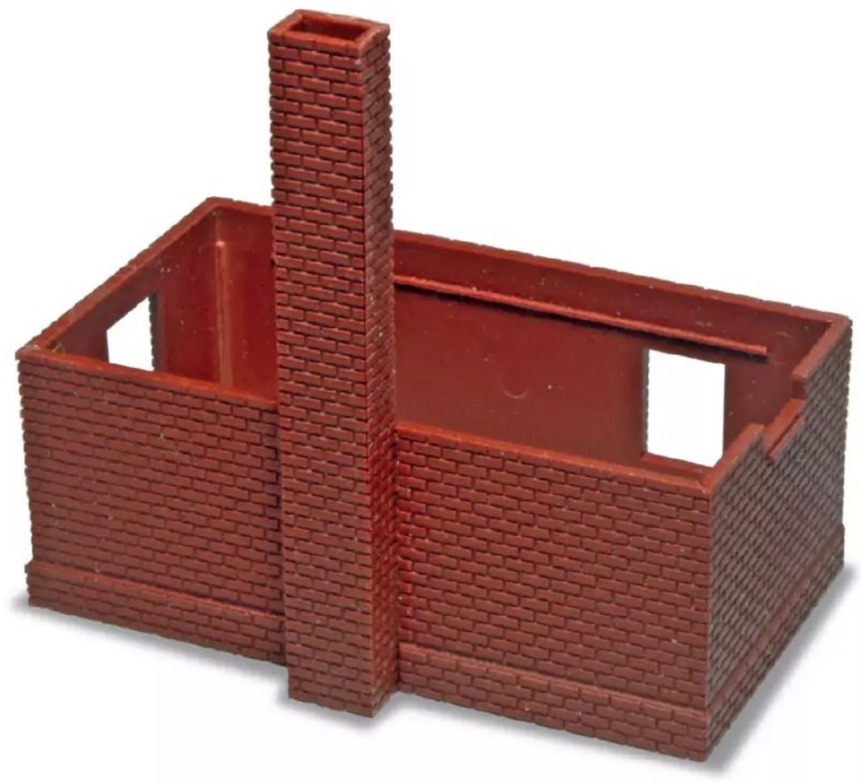


2

Even though I had decided to keep the floor separate, it's still important to check the fit of parts. You don't want to be wielding a knife or sandpaper to get one of the sub-assemblies to fit once they've been painted, as you run the risk of damaging the paintwork (and the whole idea of this is to get a better paint finish).



3



The kit instructions suggest adding the chimney once the upper superstructure has been made. I wanted to keep all the brick elements together, so the chimney was added at this stage. The rear wall of the upper section can be held in place temporarily to ensure that the chimney aligns with the gap in the boarding into which it is designed to fit. This also ensures that the chimney is correctly vertical.

4



The wooden cabin can be built atop the brick base, with the door and all the windows installed. You should always use glue sparingly – more so in this case to make sure that the upper storey does not permanently attach itself to the lower storey.

5



Now all the sub-assemblies are complete. In addition to the brick base and wooden cabin, there are the two halves of the roof, the floor (with levers installed), and the wooden staircase. The windows and door for the brick locking room have been left on the sprue as this makes it easier to paint them.

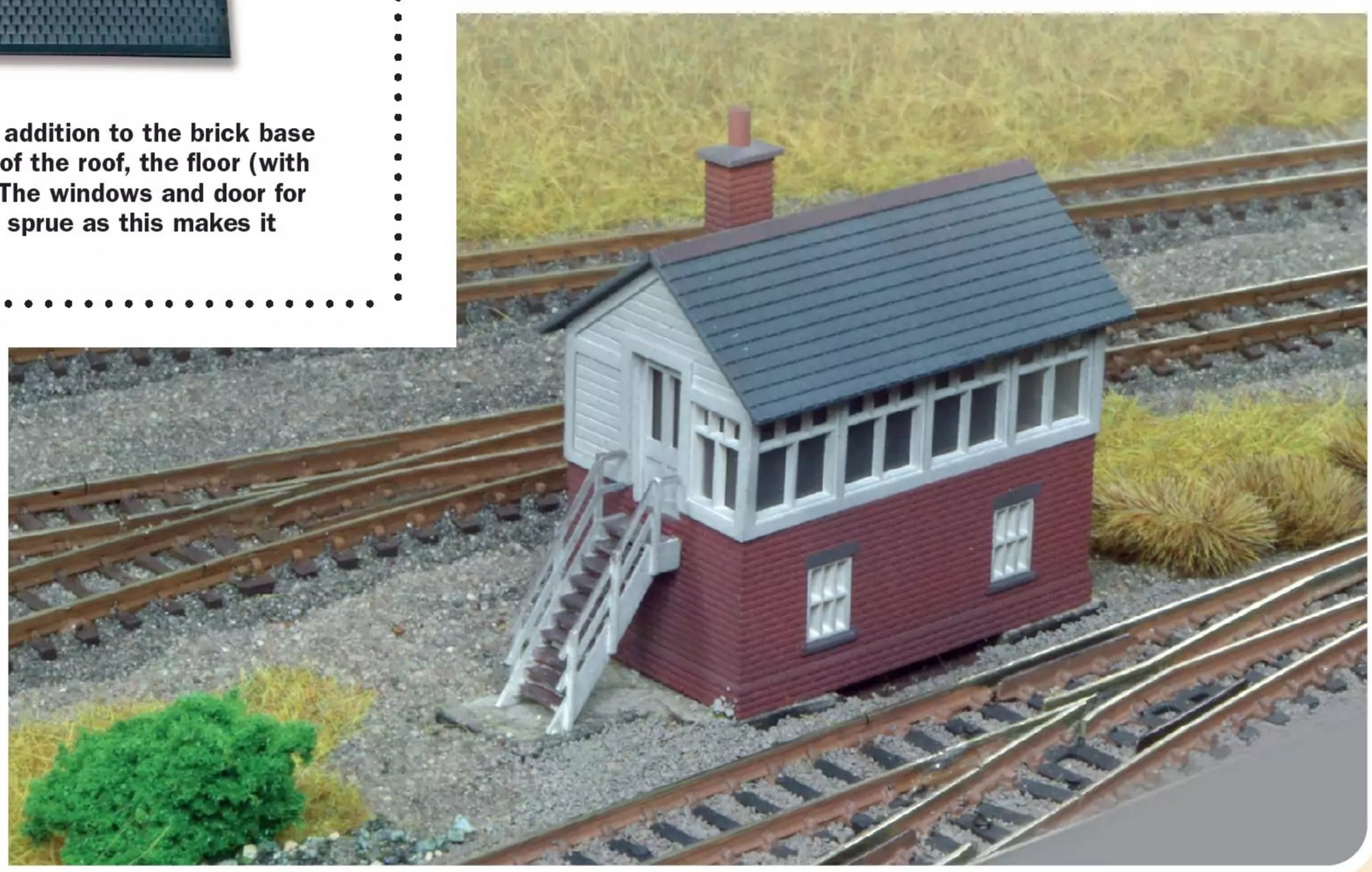
6



All the painting is now complete, showing the alternative white colour that I chose for the woodwork. Simple details can now be added; the lintels on the brick locking room have been picked out in grey, while the lever frame is black against the wood colour of the floor.

7

Now all the sub-assemblies are brought together to complete the model. Use glue very sparingly to avoid damaging the paintwork. The final job was a light coat of Coal Black paint, applied with an airbrush, to tone down the vivid white and make it look like a building that's been exposed to the elements for many years. The completed signal box is shown following installation on my new layout, *Tower Hill Colliery*.



Readers' Letters

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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.

All correspondence published here represents the opinions of the authors only and not RAILWAY MODELLER.

Memories of the Lochty branch

I read with great interest the description of the OO gauge model depicting Largoward on the Lochty branch in central Fife in your March issue.

This has prompted me to send you a copy of a splendid photograph of No.65345 on the branch between Kennoway and Montrave, taken on Saturday 18 February 1961.

This comes from the book that I produced for the Scottish Railway Preservation Society of photographs by W S (Stuart) Sellar, published by the Society during 2022 to celebrate Stuart's work.

For the caption, Stuart provided a tale of the branch from the former Goods Agent at Lochty, Tommy Dagg, who remembered that during the Second World War he had a surprise visit from an armoured train manned by Polish soldiers, who could not understand why their train was unable to go beyond Lochty to reach St Andrews!

The March issue is a real bonus for Scottish readers, with so many pieces about Scottish layouts – a great issue.

BRIAN DICKSON

[Ed. The book referred to above was titled Railway Reflections – Reminiscences of Steam in Scotland *and was reviewed in the June 2022 edition of RM.]*

J36 0-6-0 No.65345 heads along the Lochty branch on 18 February 1961. *Photo: Stuart Sellar*



Appreciation for a lifetime of RAILWAY MODELLER



Kirsty with her father, pictured at Fort William in happier times.

Sadly, I recently had to cancel the subscription to your magazine on behalf of my father (Peter Warren), but I couldn't let it pass without saying a proper 'goodbye'. A cancelled direct debit and an answer phone message to your subscription team felt completely inadequate when we think of all the years my lovely dad has enjoyed RAILWAY MODELLER.

My dad has Parkinson's disease, and it has reached a point where he can no longer read his beloved magazine. The magazine has been a constant throughout my whole life – there was nearly always a copy by his side – and it feels very poignant to reach this point. He took them on family holidays, got distracted by them when he was meant to be washing up – he even read an issue while waiting for my bridesmaids and I on the morning of my wedding! He pored over every page, often saving pictures of layouts to show me, particularly those that so faithfully reconstructed his childhood memories of Carlisle and Yorkshire. He loved the photography, and the artistic skill of all the modellers, and was always trying out new tips and tricks on his layout. Mum had to insist on a cull of his old issues in the end; there were hundreds in the loft, snuck in the corners of every room, under furniture and wedged into bookcases.

We have sadly had to gift Dad's model railway and trains, as there's no room in the house for them with his hospital bed. We waited and waited, desperately hoping for a miracle, planning small layouts we could squeeze down the side of the room, but unfortunately his medical needs have to take precedence, and the carers need space to look after him. So we gave it all to the son of a friend of mine a few months ago, a little nine-year-old who is already obsessed with railways and was so excited to get these huge boxes of models, track, and trains. His father is busy building him his own set-up now, and I know my dad would be so pleased that all the models he collected and built have gone to a home where they'll be loved.

So, with love and gratitude for keeping my beloved dad so happy and entertained for the past 65 years or so: thank you so very much.

KIRSTY EVANS

Glenhafod Colliery wagons were restricted in their use

I have enjoyed reading the 2026 RAILWAY MODELLER Special. Regarding the model of the Great Western Railway Dia.N32 20-ton coal wagon lettered for Glenhafod Colliery (illustrated on p65), I continue to be puzzled by the popularity of this relatively obscure livery demonstrated by model manufacturers.

The real wagons had a very short life in that guise, as detailed in *GWR Goods Wagons* by A G Atkins, W Beard & R Tourret (published by Tourret Publishing), on the Great Western Study Group website, and elsewhere.

Glenhafod Colliery was situated on the Port Talbot Railway main line from Port Talbot to Maesteg and beyond, about half a mile from Duffryn Junction. The hire agreement between the GWR and the colliery company for 50 of these wagons for 10 years, with an option to purchase after 10 years, was signed on 30 January 1934. These 50 wagons were transferred to Stephenson, Clarke on 3 April 1937, this company purchasing them outright, as per the agreement, on 1 January 1944.

Thus, unless you model a location within, say, 20 miles of Port Talbot between 1934 and 1937, such models are not going to be suitable. Related to this, I have yet to see an image of any of the Glenhafod wagons in use in this period.

ROBIN SIMMONDS



Praise for Rapido fireless

Having read the April 2026 issue of RAILWAY MODELLER, I was taken by the review of the Rapido Trains UK Andrew Barclay fireless in OO – a first in 4mm. All power to Rapido and other firms who are now making models of more unusual items that a few years ago would not possibly have been viable on a commercial basis.

However, having said that, Lilliput, a brand under the Bachmann Europe banner, have in the past made two HO (3.5mm:ft) models of fireless locomotives: the first being an 0-4-0, which was available in both 12V dc two-rail and also in 16V ac three-rail; the second being an 0-6-0. Although to a smaller scale, due to the larger Continental loading gauge, they would perhaps not look too far out of place on a 4mm scale layout. Hopefully Rapido Trains UK will add more versions to its range in the future.

J E KIRBY



Using AI to restore my railway modelling mojo





There are only so many times that I can watch my Hornby Pullman coaches derail over the station throat until I experience modeller's apathy and walk away from the 'train room' for a while. So, I recently found myself turning to the February issue of RAILWAY MODELLER to find my mojo.

The editor's preamble got me thinking: what is the next big thing in our hobby? Would it be able to stop my Prairie from causing a short every time it exits the fiddle yard on the Down main? Will AI be our saviour? No.

However, in an attempt to regain some of my modeller's mojo, I ran photos of my under-construction layout (an example is shown above left) through Artificial Intelligence software. And do you know what? It has a use in our hobby already. The resultant AI-generated images (shown above right) gave me some inspiration. Ignoring the semaphore signals facing the wrong way, the wonky platforms, very low bridges and random tools, plus other spurious details, I can see something close to what was in my mind's eye when I took this hobby up last year at the age of 50.

That can never be a bad thing, especially when it encourages you to go back and try again. If you're in a modelling lull, give it a go. Grab your phone, take some photos and run them through AI – you never know what inspiration it might provide.

If only it could stop Hornby Pullmans derailing…

MATT SAYER

Weathering 'clay hoods' in OO

I have just read your review of the Accurascale BR Diagram 1/051 'clay hood' wagons in the March RM, and noted your comments about weathering.

The attached photo taken by myself shows not Accurascale, but Bachmann Branchline 'clay hood' wagons, weathered simply using a Halfords white primer rattle can, held approximately 30cm from the model. I would recommend to anyone having a go – shake the can well and don't start too near the target.

JIM HANCOCK



An HO model of *Flying Scotsman* – in card and paper!

I am a 31-year old RAILWAY MODELLER reader living in the Czech Republic. I have always been interested in British railways and I have been lucky enough to visit the UK several times in recent years.

After one of my visits, I decided to build a small scene inspired by what I had seen (not to mention that I always return home with a precious hard copy of RM!). The scene is in HO (1:87) scale, measuring 50cm x 25cm and featuring a small station.

I added one item of rolling stock – a scratch-built model of Gresley A3 Pacific No.4472 *Flying Scotsman*. Based only on technical drawings and photographs, it is almost completely made of paper and card – only some fine details (like handrails) are made of plastic rodding (Evergreen) and wire. Once built, it was coated with fixative spray and painted with Revell enamel colours. I am quite satisfied with the result – it's almost indistinguishable from some plastic models when viewed from a distance of a metre or so.

I can recommend such a project to other modellers who are looking to create something that is undemanding of equipment and space. All you need is a bit of patience.

JAKUB LEŽIK



Snippets…

The S&DJR terminus in Bath

With regards to the map that accompanied the excellent pre-Grouping spotlight article on the Somerset & Dorset Joint Railway by Toby Jennings (RM March), it should be noted that the terminus at Bath was not named Bath Green Park until after Nationalisation. Prior to Nationalisation it was known as Bath Queen Square.

MIKE CORP

Layout operation – overlooked?

Reading the March edition, I have once again been struck by the articles in RAILWAY MODELLER which major on the construction and scenic, rather than operational, aspects of layouts. This is in contrast to the frequent comments that show visitors always want (need?) to see movement or they wander off. Have we got our priorities wrong?

MALCOLM PHEASEY

[Ed. The operational aspect of model railways is something we are looking to cover in the future, and indeed we do have a number of articles in the pipeline for publication.]

S&C water tower

'A Water Tower for *Mallerstang Junction*' (RM April 2026) is another excellent article by Ian Nuttall, showing exactly how research can be used to achieve a model that is fully representative of the prototype, even if no exact prototype exists. In the article, Ian describes the 'castellations' included within the architectural details. If these are purely decorative, the architectural term for them would be 'denticulation', with each block termed a 'dentil'. If the blocks were actually the ends of structural supporting members within the building, it would be 'corbelling' with each being a 'corbel'.

PHIL LUNDBERG

Neurodivergence and the hobby

I feel compelled to write after reading the Talking Points article about neurodiversity in the hobby by James Walker in the April edition. Thank you so much for drawing attention to this subject.

Within the last couple of years, I have returned to railway modelling, at the suggestion of my wife. I derive a great deal of pleasure from most aspects of the hobby – some more than others, it must be said.

I know that one has to be careful when making a 'self-diagnosis' but, after reading the article, I am now sure of why certain aspects of my life have been as they have. I showed the article to my wife, who agreed that much of what James Walker said was so true of me. An excellent insight – thanks again to James for drawing attention to this.

IAN PICKVANCE

Hornby Dublo DP1 Deltic

New from Hornby in OO



Arguably the headline item of the Hornby 2023 product announcements (see News, RM February 2023) was the disclosure that the prototype English Electric DP1 *Deltic* Co-Co diesel-electric was to join its historic Hornby Dublo range of die-cast models.

Produced from all-new tooling, *Deltic* fills a gap in the Hornby Dublo story, with the locomotive featuring on the cover of its second edition catalogue in 1960, but never actually seeing the light of day as a model – having been superseded (like the real machine) by the production versions of the locomotives (the British Rail Class 55), which did receive a Hornby Dublo incarnation. (These models were reviewed in the January 1961 issue of RAILWAY MODELLER.)

Two versions form the initial release: the first (ref.R30297) depicting the locomotive in its as-built condition (circa 1955) with cream lining around the roof, red underframe and buffer shafts with black steps, and roof-mounted horns; this model is also available Digital Command Control sound-fitted – equipped with the firm's HM7000 TXS (Triplex Sound) Bluetooth digital control and sound system, which allows the user to control the locomotive through a smartphone via the HM7000 app (ref.R30297TXS). The second model (ref.R30420) depicts *Deltic* as currently on display at Locomotion, Shildon – with grey underframe, steps and buffers, and roof horns removed. For review, we received a sample of the former.

Our sample in detail

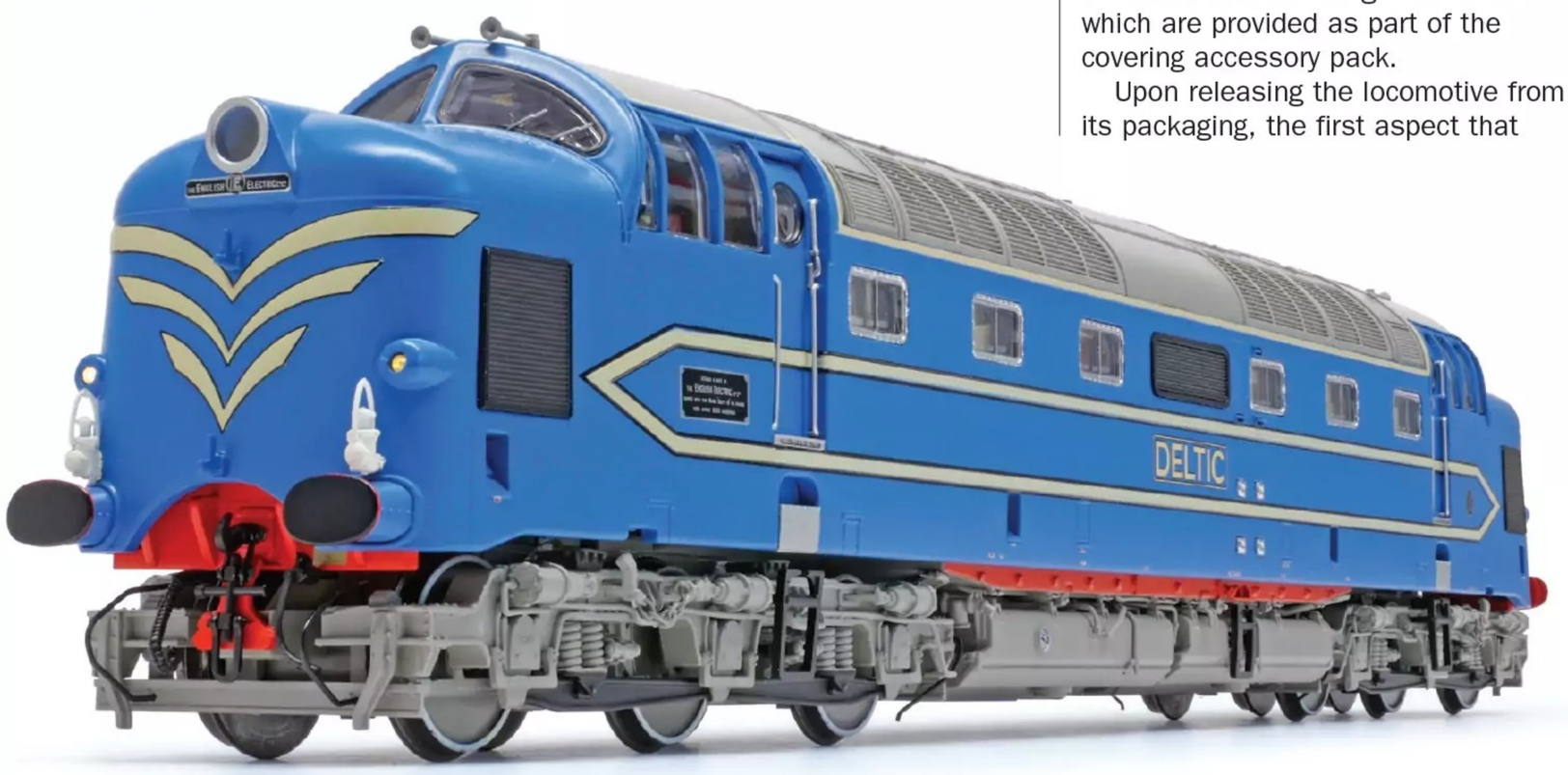
The model comes presented in a dense foam-lined card box, styled in the characteristic blue 'candy stripe' colour scheme synonymous with the Hornby Dublo brand, with the sides mimicking the powder blue livery of the locomotive – complete with *Deltic* name and cream diamond beading, and the lid lavishly illustrated with the aforementioned original cover artwork of the 1960 Hornby Dublo catalogue. The model itself is mounted on a plastic cradle, which doubles up as a decorative display plinth (complete with track with silver-painted rail heads, and etched metal display plaque) with the removal of the handles at each end – each held in place by a single screw. The locomotive is attached securely by the underside of the chassis with two screws, these passing through cavities in the fuel tanks – magnetic covers for which are provided as part of the covering accessory pack.



The box is designed in a period Hornby Dublo style.

Upon releasing the locomotive from its packaging, the first aspect that strikes you is its weight, with the model tipping the scales at an impressive 923g – a full 98g more than the previous heaviest OO gauge model we have evaluated! This is due to the extensive use of die-cast metal for the model's construction, which includes, but is not limited to, the chassis block, bodyshell, roof, fuel tanks, bogie frames and housings for the bogie drive trains. Other metal fittings to note include fine wire cab handrails and commendably fine mesh roof fan grilles, with the latter affording a clear view of the motorised cooling fans within – each twin-bank being powered by its own individual motor. Details such as the roof and bodyside grilles have been produced as separately fitted plastic parts, so as not to compromise their fidelity.

Buffer heads are metal and sprung – the shafts and rear of the heads correctly finished in red, with the faces picked out in black. Separate bufferbeam details supplied for the purchaser to fit include cosmetic screw-link couplings, and vacuum and steam heat pipes. Coupling striker plates are also provided, which can be fitted in place of the NEM slimline tension-lock



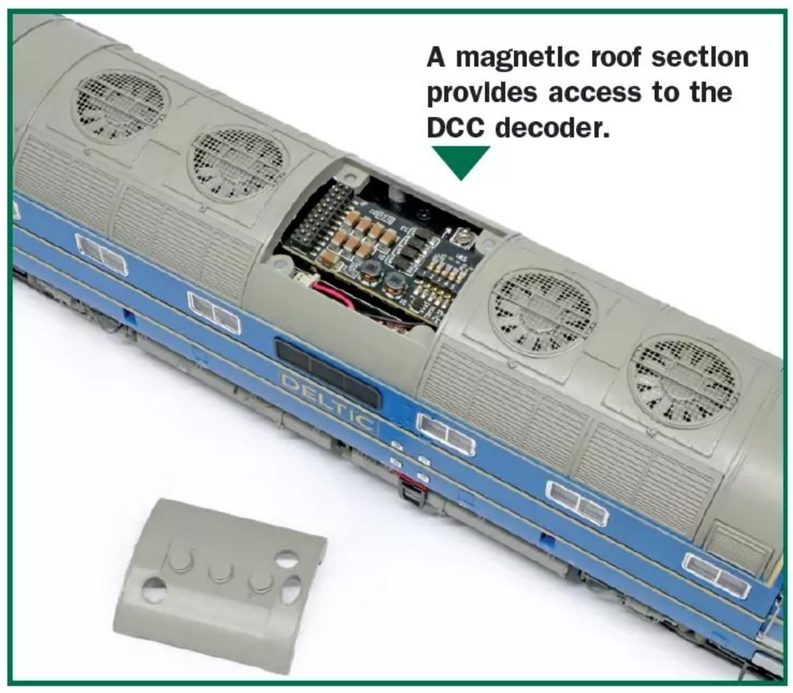
couplings. (These details were fitted to the No.1 end for photography.)

The sleek, transatlantic shape and styling of the prototype has been commendably well captured, with the raised aluminium bodyside beading and sweeping nose chevrons replicated faithfully. As per the real machine, these raised details are picked out neatly in cream – complete with black borders – making for a striking contrast against the English Electric powder blue of the body, with the paintwork throughout exhibiting a beautifully smooth metallic sheen – naturally due to the model's die-cast construction. English Electric works plates which adorn the cabsides and nose ends are rendered beautifully, with separate embossed metal versions of these plates also provided; however, during trial-fitting, we considered their thickness to be a little overscale.

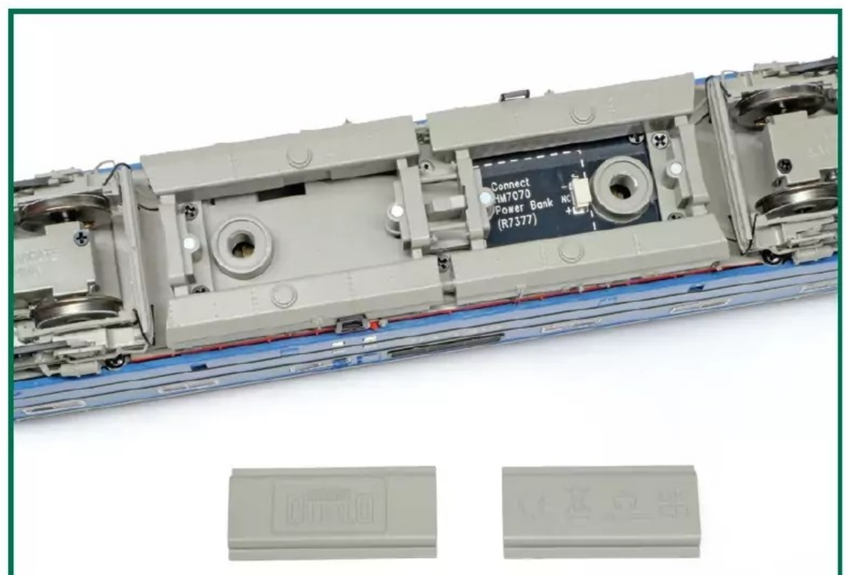
The characteristic bulldog nose ends incorporate the large central housings for the proposed 'Mars Lights', similar to those fitted to North American locomotives of the period. Whilst *Deltic* never received these lights in practice, Hornby has elected to make them functional – illuminating in the direction of travel (along with the prototypical white marker lights) when power is applied under 12V dc operation, of which more anon. Decorative (non-functional) oil head/tail lamps are also present on the lower outer brackets, displaying the express passenger headcode. The lamps and brackets are removable, with spares of each supplied as part of the covering accessory pack – allowing the modeller to configure their headcode of choice, or, alternatively, no lamps at all.

Peering through the swept-back windscreens gives a tantalising view of the well-furnished cab interiors, complete with padded crew chairs and dashboard – the No.1 end inhabited by fully-painted driver and secondman figures. The dashboards are embellished with finely painted renditions of the dials and gauges, which also illuminate when power is applied. Cab lighting is also present, along with engine room lights – which illuminate renditions of the Napier engines and ancillary equipment, formed as part of the internal metal chassis casting.

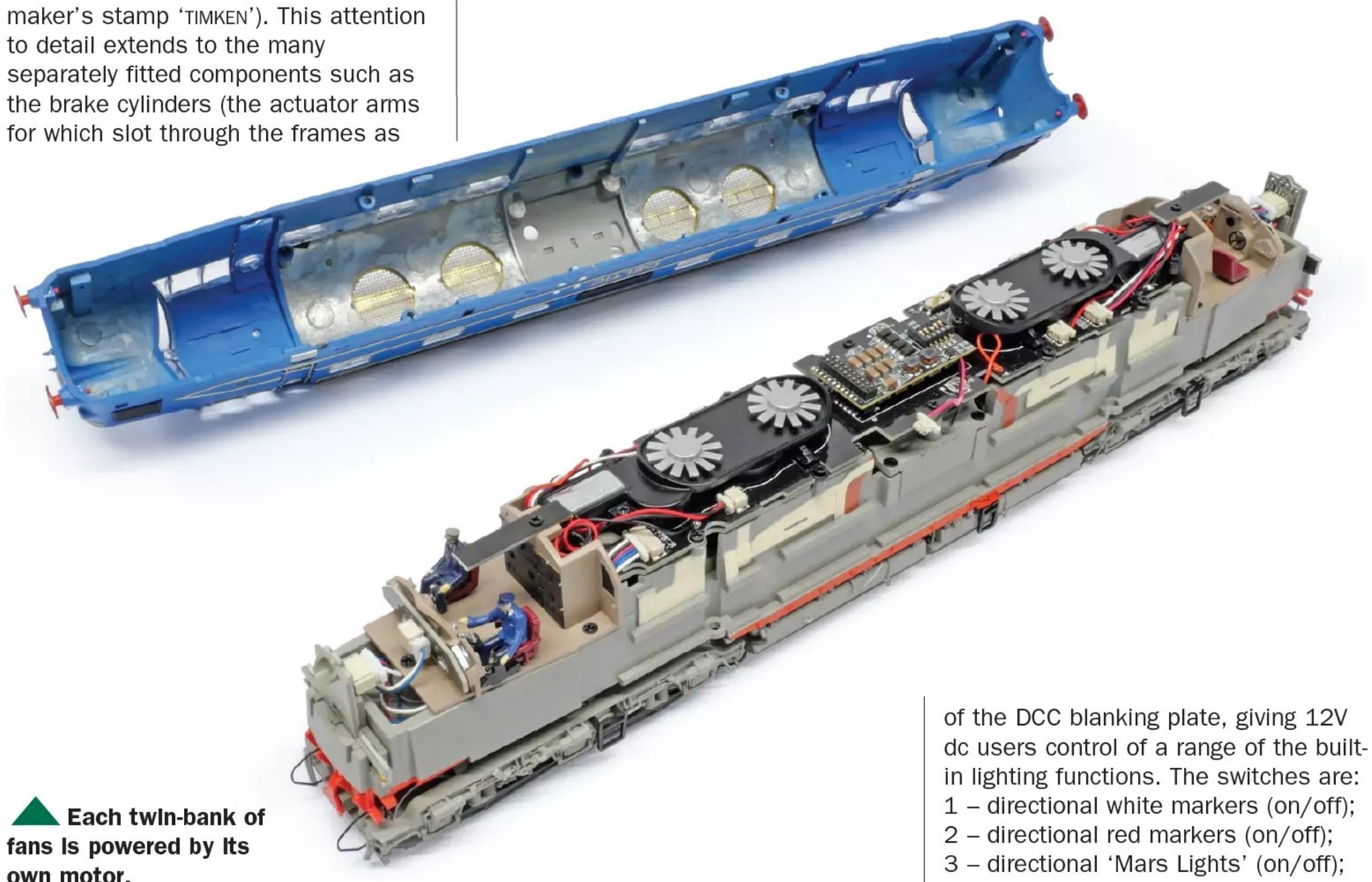
The bogies – the frames of which are die-cast – exhibit a very impressive level of depth and complexity, with full-relief representations of the suspension and secondary opposing leaf springs, brake gear, and axlebox covers (the latter complete with the maker's stamp 'TIMKEN'). This attention to detail extends to the many separately fitted components such as the brake cylinders (the actuator arms for which slot through the frames as per the prototype), pipe runs and etched lifting eyelets. Fine metal brake chains are also fitted as standard, with renditions of the associated actuator arms mounted at the tops of the bogie frames – independent of the body and chassis, allowing for easy removal of the body.



A magnetic roof section provides access to the DCC decoder.



Magnetic covers are also provided for the screw holes in the undersides of the fuel tanks.



Each twin-bank of fans is powered by its own motor.

Mechanism, lighting and performance

Removal of the body is a simple job, requiring the removal of just four screws – two located to the rear of each bogie. Once disengaged, the body can be lifted clear of the chassis – taking care not to knock any of the underframe/bogie details in the process. (We found this to be a somewhat tight fit, initially requiring a bit of effort before working itself free.)

A large twin-flywheel fitted coreless motor is housed deep within the substantial chassis casting, providing power to both bogies, with all axles driven. Current is collected from all wheels via wiper pick-ups, with all axles featuring brass bearings. The wheel diameter on the real machines is 3' 7", which scales out at approximately 14.33mm, with those on the model coming in at 13.74mm. As a result, the overall ride height has been raised to enable it to still negotiate second radius trackwork – this becoming apparent when coupled to stock.

All models – including our DCC ready example – are equipped with a single pre-fitted 15mm x 11mm 'sugar cube' speaker sited just below the fan unit at the No.2 end. Factory sound-fitted models – equipped with the firm's Bluetooth TXS Triplex Sound decoder – benefit from the addition of an EM1-style enhanced bass speaker located below the No.1 fan unit. Space for an HM7000 Power Bank (ref.R7377) is also provided within the cavity of the No.2 fuel tank.

Access to the 21-pin decoder interface is via a removable roof section, held snugly in place by four strong magnets. A series of microswitches are incorporated as part of the DCC blanking plate, giving 12V dc users control of a range of the built-in lighting functions. The switches are:
1 – directional white markers (on/off);
2 – directional red markers (on/off);
3 – directional 'Mars Lights' (on/off);
4 – dashboard lights (on/off);
5 – engine room lights (on/off). Next to the socket are two potentiometers, which can adjust the speed of each fan using a Phillips screwdriver.

Finally, it came as no surprise that the locomotive – with its unprecedented mass – was capable of hauling 24 Pullman cars with ease around the Pecorama loft layout, with its 1 in 48 gradients and 3' radius curves.

66 years in the making!

Hornby deserves to be applauded for pushing the boundaries when it comes to die-cast design – producing an all-round impressive and innovative interpretation of this iconic English Electric machine in OO. In short, this model is well worth the 66-year wait!



Sample supplied by

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

PRICES
£349.99 DCC ready
£404.99 DCC sound-fitted

00 Rapido Trains UK Evolution bogie coaches



Rapido Trains UK has received the first stocks of its highly anticipated Evolution 48' non-corridor bogie coaches in 00. Said to be one of the firm's most ambitious projects to date, these models are inspired by the vast quantities of ostensibly similar-looking vehicles operated by numerous pre-Grouping railway companies – providing modellers with a diverse range of highly detailed, era-appropriate coaching stock to run behind their pre-Grouping locomotives.

Five different body styles have been designed, from which the following coach types have been derived: First – seven First Class compartments; Composite – four First Class and three Third Class compartments; Third – eight Third Class compartments; Brake Third – five Third Class compartments, plus luggage/guard's compartment; and Full Brake, featuring a central guard's compartment and two luggage areas. The extensive tooling suite caters for a whole host of specific detail variations to best represent different operating periods or specific railway companies' features, including: three roof types (elliptical, arc and clerestory); gas lamp or electric light roof fittings and underframe equipment; Mansell-pattern or metal disc wheelsets; Fox-pattern bogies, with or without footboards; underframe-mounted footboards (with or without); while examples representative of the Metropolitan Railway/London Transport feature round-top doors, and are minus guard's duckets.

In total, no fewer than 35 pre-Grouping, Big Four, British Railways, Departmental and private/internal user colour schemes have been announced, with these being split across three batches. Of these, nine liveries form the initial tranche of releases: South Eastern & Chatham Railway red; London, Brighton & South Coast Railway umber & white; London & North Western Railway 'plum & spilt milk'; Great Western Railway chocolate & cream; Great Northern Railway lined teak; Great Central Railway brown & cream; Somerset & Dorset Joint Railway Prussian blue; London Midland & Scottish Railway Crimson Lake; and Longmoor Military Railway blue. Each livery is available singly, or as a triple pack comprising a Brake Third, Third and Composite.

The Full Brake coach in Longmoor Military Railway blue.

Our samples in detail

For review we received samples covering each of the five aforementioned coach types: triple pack ref.978001 comprising Brake Third No.973, Third No.881 and Composite No.1010 in SECR red, featuring elliptical roofs, electric lighting and footboards on all bogies; ref.978051 First No.612 in LBSCR umber & white with arc roof and electric lighting, and without bogie and frame footboards; and ref.978054 Full Brake ARMY 5330 in LMR blue, featuring elliptical roof, electric lighting, and without footboards. Application of each livery is simply exquisite: all have



The optional semi-permanent couplings resemble brake pipes.



Interior lighting is powered from the track via bogie pick-ups.



been researched meticulously to best represent those of the railway companies depicted, from the lettering and numbering, to the colour of the wood for the door droplights!

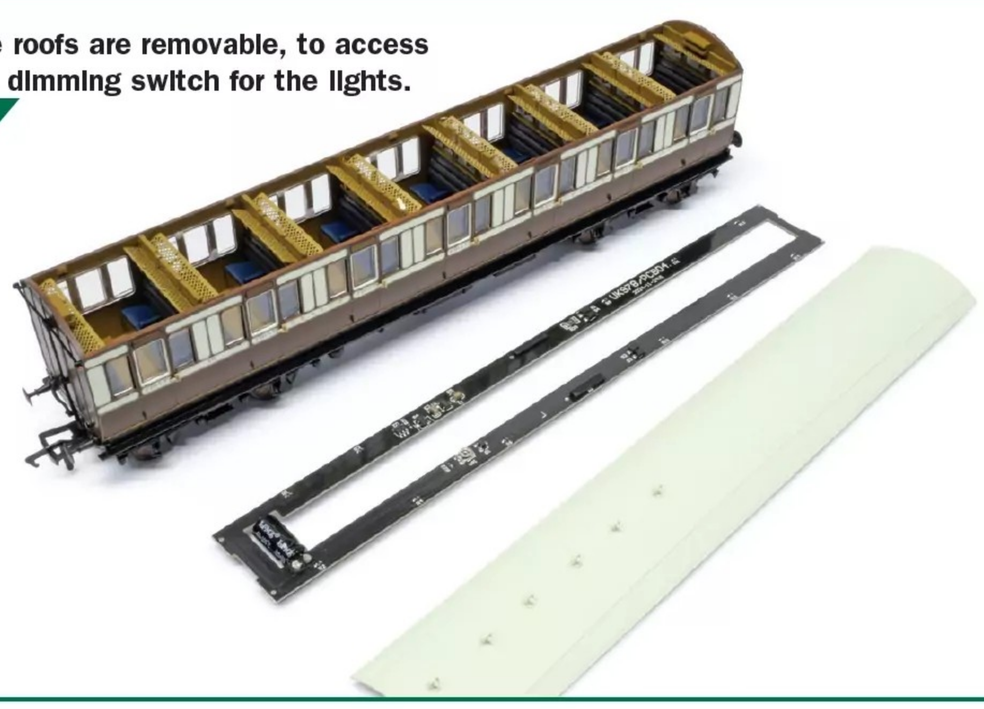
Each model consists largely of plastic mouldings, detailed with separately fitted plastic and etched metal parts. Doors are adorned with fine representations of the door latches and commode handles – each standing proud of the body, picked out in brass. Carriage ends are well furnished, with one end sporting etched metal footsteps bordered by fine metal wire handrails, and the other featuring depictions of the passenger communication gear – complete with tell-tales picked out in red. Other factory-fitted details include commendably fine lamp brackets and vacuum pipe stanchions. Headstocks are equipped with round buffer shanks reminiscent of period stock of this type, with buffer heads formed from turned metal (not sprung).

The level of underframe detail is also impressive, with fine renditions of the queen posts and truss rods. The brake pull rods exhibit a commendable level of delicacy, these details aligning perfectly with those on the bogies – allowing the latter to pivot freely and negotiate second radius curves, whilst making for a convincing 'unbroken' appearance on straight track. Note the beautiful renditions of the Mansell-pattern wheelsets (SECR and LBSCR samples), complete with decorated wood and iron work. Appropriate equipment for the specified lighting arrangement (gas or electric) is also present – each of our samples featuring the additional cabinets and dynamos required for electric lighting.

NEM pockets – which house the factory-fitted slimline tension-lock couplings – are mounted in brackets attached to the underside of the floor; these are sprung and have a degree of sideways articulation. Alternative semi-permanent close couplings designed to look like hoses (of which there are two lengths, short or medium) are supplied in one of the accompanying accessory bags, along with screw-link couplings and steam heat pipes.

Each coach is also supplied with a full set of bogie and frame running boards for the user to fit; we found these to be a simple push-fit, slotting into the corresponding locating holes on the undersides of the chassis/bogies. It is worth noting that models specified with these details fitted are supplied as such. Additional poly bags contain a plethora of alternative glazing pieces, these being moulded with the compartment droplights in a half or fully open position.





The roofs are removable, to access the dimming switch for the lights.



However, the *tour de force* has to be the lavishly decorated coach interiors. Each passenger compartment is furnished with detailed renditions of the padded seating (suitably decorated dependent on class, complete with bespoke moquette), and separately fitted etched brass luggage racks, with the partition walls adorned with framed mirrors and finely printed Rapido Railways-branded artwork and maps in the style of the period. The guard's and luggage compartments are also well furnished – featuring planked partitions, storage cabinets, desk with wall-mounted pigeon hole shelving, vacuum brake valve (complete with gauge) and handbrake column.

To show all this off to the best advantage, the models boast interior lighting, which illuminates when power is applied to the track under 12V dc operation or constantly when using digital control. Current is collected through the metal wheelsets, via strips formed into the bogies, and transferred to the LED lighting bar by means of four brass contacts formed into the centre partitions.

Each coach is equipped with a stay-alive system, keeping the lighting operational when power is interrupted. Most impressive, however, is the inclusion of a potentiometer (dimmer switch), which can be used to adjust the brightness of the lighting; this is accessed (along with the interiors, to add passenger figures) by removing the coach roofs, which are held firmly in place by 10 clips (five each side). The lighting can be extinguished by waving the supplied magnetic wand tool over the roofs, with the reed switches located above the central compartments.

The First coach in London, Brighton & South Coast Railway livery.

Evolutionary

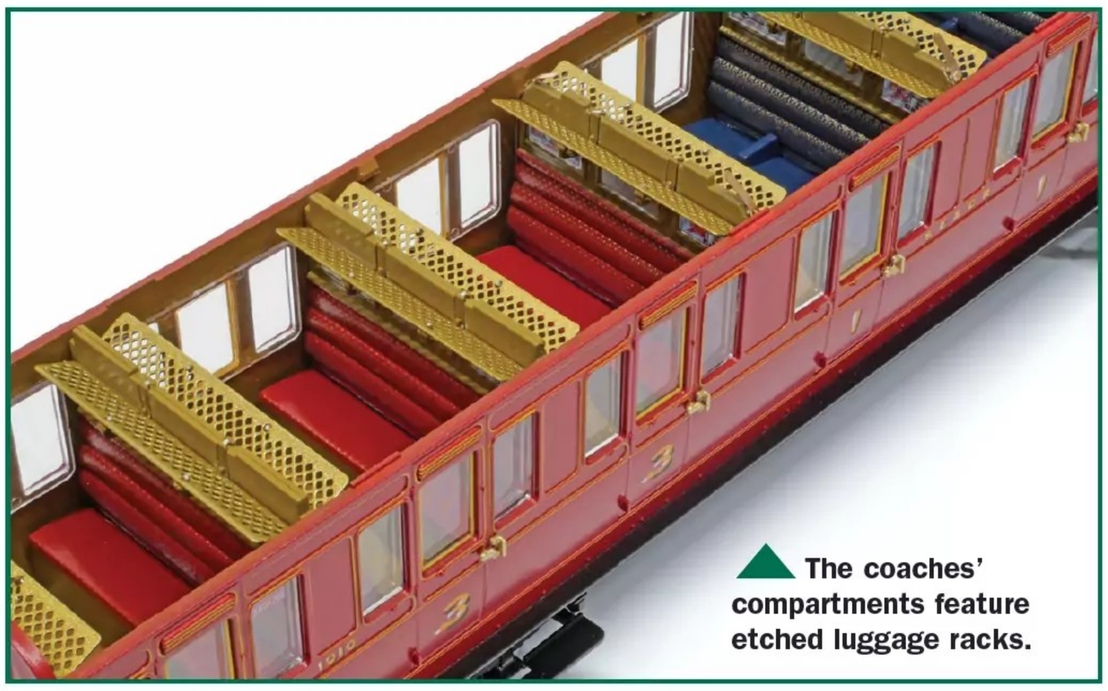
The likelihood of the vast majority of pre-Grouping railway companies receiving their own range of prototypically accurate coaching stock in ready-to-run form is decidedly slim, with tooling for these often individual or unique period vehicles resulting in overall high costs, with potentially little return. Rapido has certainly hit the mark with these exquisite models – offering products capturing the essence and appearance of the prototypes which inspired them, packed with all the bells and whistles modellers have come to expect, and packaged at an attractive price point.

At the time of writing, Rapido Trains UK has delivered its allocation of these models to customers who placed pre-orders. However, remaining stocks are available from its network of official retailers (see the firm's website for a list of stockists), with some examples from batches two and three still available to order.





The triple pack of South Eastern & Chatham Railway coaches.



The coaches' compartments feature etched luggage racks.

Samples supplied by

RAPIDO TRAINS UK
Unit 3, Clinton Business Centre,
Lodge Road, Staplehurst, Kent
TN12 0QF.
www.rapidotrains.co.uk

PRICE
£199.95 – triple pack
£69.95 – singular

00 Bachmann Class 13 ‘Master and Slave’



It was first reported in our December 2025 issue that Bachmann Europe was to produce the first ready-to-run models of the British Rail Class 13 diesel shunters in 00. Introduced in 1965, these distinctive ‘Master and Slave’ twin units were formed using a pair of modified Class 08s, and the model manufacturer has – in similar vein – utilised its all-new Class 08 models (reviewed in the August 2025 issue) as the basis for the project.

Two versions form the initial release, each supplied either Digital Command Control ready, DCC Sound Fitted or with the manufacturer’s Sound Fitted Deluxe option, which features its ground-breaking SFX auto-release coupling system, allowing for hands-free uncoupling with the press of a button. These are D4502 in BR green with late crest and wasp stripes (ref.35-945) – a sample of which was received for review – and 13 003 in BR blue with double arrow logo and wasp stripes (ref.35-946).

History

The Class 13s were created at BR Darlington Works between May and July 1965, specifically for hump shunting operations at the then new, state-of-the-art Tinsley marshalling yard in Sheffield. The twin units were formed using six Class 08s to create three new locomotives – each comprising a ‘Master’ and a ‘Slave’ unit. The donor locomotives were fitted with heavy metal plates on their bufferbeams to improve adhesion, and multiple-working equipment, allowing both locos to be controlled from the cab of the ‘Master’ – enabling the cab of the ‘Slave’ unit to be removed. Initially, the locos were coupled cab to cab, but visibility issues resulted in the pairings being reformed, with the cabless ‘Slave’ coupled ahead of the ‘Master’.

The locos were largely confined to Tinsley yard for the entirety of their service careers, save for a handful of railtours and venturing off site for routine maintenance. With a decline in freight traffic during the 1980s, 13 002 was the first to be withdrawn in 1981, with 13 001 and 13 003 soldiering on until 1985 when hump shunting operations ceased – all three locos being scrapped.

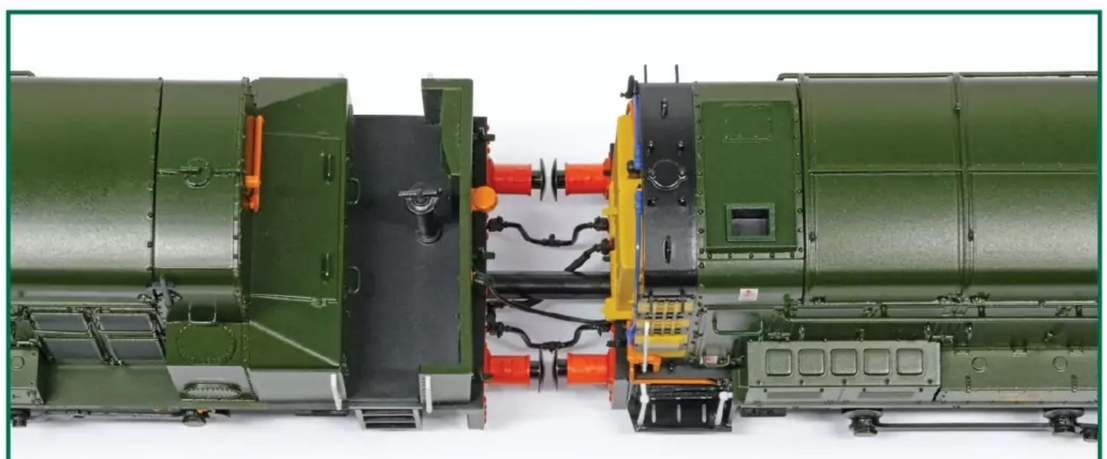
Our sample in detail

Like the prototypes, the construction and specifications of the models largely mirror those of the firm’s standard Class 08 – each unit centring on a die-cast metal chassis block, with injection-moulded plastic utilised for the frames and much of the upper works, which bristle with fine etched metal, brass wire and plastic details. The combined weight of the units is 410g.

Comparison between the model and photos of the real machines shows that Bachmann has gone to great lengths to replicate these distinctive locomotives – from the angled panelling encasing



13 003 in Tinsley yard on 8 January 1978.
Photo: Rail Photoprints



The units are coupled by a drawbar, plus optional pipes.



the former control desk on the 'Slave' unit, to the extended bufferbeams – with our sample sporting London Midland & Scottish Railway-pattern buffers all round. (The latter are metal and sprung.)

A subtle detail is the inclusion of the two brass whistles, which stand proud of the front and rear of the cab on the right-hand side of the 'Master' unit. Clear images showing both of these *in situ* are particularly hard to come by, so Bachmann has done well to spot them. Also present, on the rear of the cab, is the aerial for the cab-shore radio telephone system, which allowed the driver to communicate with the yard control tower and vice versa.

The cab interior, whilst furnished beautifully, appears to be the same as that of the firm's standard 08 model – a prominent detail omitted being the dual speedometer and ammeter display (complete with cab-shore radio and Tinsley hump light box signal system) which provided the driver with the performance of both the 'Master' and 'Slave' units.

Supplied uncoupled, the units are connected by means of a semi-permanent push-fit NEM drawbar. For digital operation, an additional two-pin electrical wire connector is provided – the sockets for which are located directly below the aforementioned drawbar. A complete set of flexible decorative control pipes are supplied for the modeller to fit between the units if desired, with these details having been fitted here for photography.

Further cosmetic details include screw-link couplings, air reservoirs (including associated pipework), vacuum pipes, BR lamps (two oil, two electric) and a shunter's pole – the latter slotting neatly within the holsters incorporated into the front steps. A set of bufferbeam infills are also provided, which can be fitted in place of the NEM tension-lock couplings.

Like the 08 before it, the Class 13 boasts a comprehensive array of lighting functions. Marker lights (plus cab interior lighting) are fully configurable, and can be controlled independently under DCC or analogue 12V dc operation using two banks of microswitches – accessed via a removable clip-fit panel atop each bonnet. The switches within the 'Master' control the lighting at the cab end, with those in the 'Slave' controlling the markers at the radiator end. As per the prototype, the markers at the radiator end of the 'Master' unit are non-functional.

The larger bank of eight switches provides independent control of the corresponding white/red markers at the allotted end – allowing the operator to configure their own headcode – while the smaller set of four switches provides universal on/off control of the directional marker, cab interior ('Master' only) and shunting mode lights. The latter display a prototypical shunting lamp code (lower left marker illuminated white and lower right displaying red); this function overriding any marker configurations selected with the bank of eight switches.

Following the installation of a suitable pair of Plux22 decoders (such as Bachmann ref.36-570 or ref.36-570B) synchronised to the same address, the latter lighting functions can be selected simultaneously on both units under DCC operation. (It should also be noted that for those using DCC, the bank of eight switches are still to be used to configure your chosen headcodes on each unit.)

Mechanism and performance

Both the 'Master' and 'Slave' units are motorised – each housing a centrally mounted five-pole motor with flywheel, providing drive to the rear axle. Current is collected from all wheels via wiper pick-ups, with all axles fitted within brass bearings.

A printed circuit board sits atop each chassis casting, these being equipped with a Plux22 decoder interface, factory-fitted 15 x 11mm 'sugar cube' speaker (sited beneath the exhaust ports) and the firm's 'Bach-up' stay-alive system for uninterrupted current collection under DCC control. Two decoders are required for digital operation, with Sound Fitted and Sound Fitted Deluxe models pre-fitted with a Zimo MS450P22 Sound Decoder in the 'Master' unit and a Zimo MN330P22 Loco Decoder in the 'Slave' unit. (If installing your own decoders, CV settings must be synchronised to ensure smooth operation.)

As with the 08, no guidance is given for accessing the mechanisms. This can be achieved by first disconnecting the plugs for the lighting within each of the bonnets (accessed via the removable top panel), followed by the removal of four screws, located at each corner of the chassis. (The optional air tanks must be detached to provide access to the front two screws.) Care is needed when lifting the bodyshells clear, to avoid snagging the decorative lighting conduits at the radiator ends, atop the front left-hand steps.

On test, the 13 was found to be smooth and quiet, with good slow speed performance under 12V dc operation. However, the 'Master' unit of our sample had a noticeably lower starting voltage than that of the 'Slave', resulting in the latter being pushed/dragged upon starting – albeit very briefly. The twin-unit was able to haul 21 Pullman cars round the Pecorama loft layout, with its 1 in 48 gradients and 3' radius curves – having plenty of power for its hump shunting role.

Lucky 13?

In concluding our review of the firm's 08, we alluded to the possibility of a ready-to-run model of these distinctive, bespoke machines in OO – for which Bachmann is to be commended. Despite its rather restricted field of operation, the class has a dedicated following, which will be satisfied by this new model.

The locomotives were originally coupled cab to cab, but were soon changed to this formation.





Removable panels on each bonnet provide access to the bank of microswitches for the lighting.

Sample supplied by

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

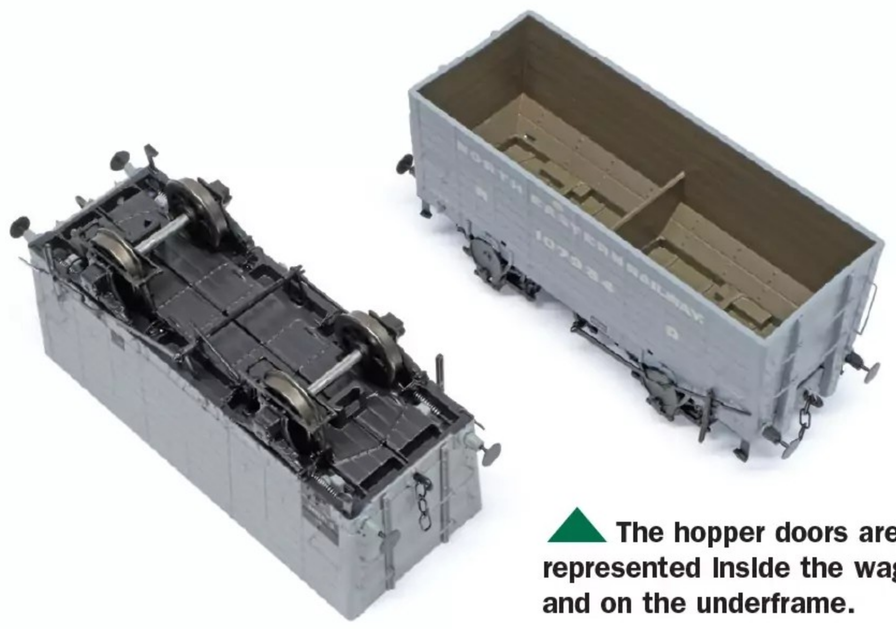
PRICES
£399.95 – DCC Ready
£539.95 – DCC Sound Fitted
£569.95 – DCC Sound Fitted Deluxe



00 Accurascale NER coal hopper wagons



▲ **Our samples in NER grey (left) and BR grey.**



▲ **The hopper doors are represented inside the wagon and on the underframe.**

It was announced in our January 2023 issue that Accurascale was to produce the first ready-to-run models of the North Eastern Railway four-wheeled hopper wagons in OO, as part of its growing 'Powering Britain' range of coal-carrying vehicles.

Introduced in 1902 to improve the efficiency of coal-haulage operations with larger-capacity stock, this family of eight-plank wagons consisted of four variants: the Diagram P6 (15 tons), Dia.P7 (20T), Dia.P8 (23T, reduced to 20T after the Grouping) and Dia.Q3 (based on the P7 and designed for locomotive coal, also initially with a 23-ton capacity and reduced to 20T post-Grouping).

The Accurascale tooling suite covers all four diagrams, along with the myriad detail differences between the prototypes, including, but not limited to: two types of end stanchion (NER wooden or London & North Eastern Railway metal 'T' bar); different brake arrangements, including Morton single-shoe, Morton Cam pattern and four-shoe clasp (one side); handbrakes (end- or side-fitted, with two styles for the latter arrangement); six types of axlebox: 3A Grease, Iron-Oil S1 (9" x 4.25"), Iron-Oil S2 (9.5" x 4.25"), No.3 (10" x 5"), S4 single (10" x 5"), and S4 double axle-guard (10" x 5"); together with the fitting of side chains to Northern Division examples, and anti-friction rollers (a device to reduce the starting resistance of a train) originally fitted to Diagrams P8 and Q3.

17 triple packs have been produced in a wide variety of NER, LNER, British Railways, internal user and Private Owner colour schemes, including: NER grey (with Northern, Central and Southern Division markings); NER blue; LNER dark grey; BR grey; Londonderry Collieries red bauxite; National Coal Board (red and black); British Sugar Corporation pale green with black ironwork; and United Steel Company grey with Workington Iron & Steel Co., USC and British Steel markings.

For review we received a pair of triple packs. The first (ref.ACC2820) features a selection of Northern Division Dia.P8 hoppers in NER mid-grey, comprising Nos.99462, 100138, and 107934; notable features shared between these vehicles include NER wooden end stanchions with the central section of the bottom plank removed, side chains (supplied as part of the covering accessory pack for the modeller to fit), side-fitted handbrakes with four-shoe clasp brakes, and anti-friction gear. The second (ref.ACC2830) features three Dia.P7 hoppers (LNER DGM 12) – E103473, E157203, and E162896 – in BR grey; details specific to these models, to name a few, include LNER metal 'T' bars, Southern Division solid ends, and side-fitted handbrakes with four-shoe clasp brakes.

Construction takes the form of die-cast metal for the chassis, with injection-moulded plastic utilised for the wagon body and underframe details. The models, which are adorned with many fine separate plastic and metal wire components, tip the scales at 42/43g. Buffer heads are metal and sprung, whilst the split-spoke wheelsets on pin-point axles are seated within brass bearings, these being extremely free-rolling.

NEM slimline tension-lock couplings come fitted as standard, mounted in self-centring pockets attached to the underside of the chassis: these can be removed to allow for the fitting of the three-link couplings that are supplied as part of the separate accessory pack. (It is worth noting that the mounts for the dovetail NEM pockets are an integral part of the chassis casting.) The decorative side chains (provided with our NER Dia.P8 samples) are affixed to the headstocks by means of individual U-shaped mounting hooks, while other optional fittings supplied with these models include renditions of the internal brake pull-rods; interestingly, though slightly different in design, we found these to be pre-fitted on our BR examples.

The hopper bodies are moulded finely, with defined wooden planking, ironwork and associated bolt detail; this extends to the hopper interiors, with depictions of the hopper doors formed as part of the chassis casting. Particularly worthy of note are the commendably fine renditions of the door securing chains below the solebar, with these having been produced as separate fittings.

As with previous products from Accurascale, livery application is to a very high standard. Printing of all lettering, numbers and tare markings is clean and crisp, extending to renditions of the various cast plates on the solebars of the vehicles – all of which are fully legible under a glass – with some wagons also featuring individual hand-chalked markings.

Samples supplied by

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

PRICE
£84.95 per triple pack



N Graham Farish NER Dia.P7 coal hoppers







▲ Brake gear and interior detail.

Bachmann has received stocks of its latest ready-to-run N gauge wagon produced from all-new tooling – the North Eastern Railway Diagram P7 wooden coal hopper – plans for which were announced in our September 2025 issue. Released under the firm's Graham Farish brand, the models depict both the NER-built P7 and London & North Eastern Railway-built Dia.12 wagons, with wooden end pillars or steel uprights respectively.

In total, eight versions have been produced, including examples of both vehicles. The initial batch covers a selection of NER, LNER, British Railways, internal user and Private Owner liveries, including: NER grey with Northern Division markings; LNER dark grey; BR grey; National Coal Board black; and British Sugar Corporation pale green with black ironwork.

We received a pair of samples for review: the first (ref.373-376A) presented as No.53511, an LNER-built Dia.12 in grey with 'NE' lettering, featuring steel end pillars, twin horizontal end handrails, single axle guards and spoked wheelsets; and the second (ref.373-378) depicting an NER-built Dia.P7 in NCB black, featuring wooden end pillars, twin horizontal end handrails, single axle guards and spoked wheelsets.

Both colour schemes have been applied crisply, with the rich bodywork offset cleanly by the dark grey colour of the hopper interiors – which also has a noticeably flatter finish. Lettering and running numbers are clean and sharp: this extends to the fine printing of the tare markings and cast plates on the solebars of our Dia.12 sample.

Construction of each model consists largely of plastic mouldings, with various details fabricated from plastic or metal – most notably the body grabrails, formed from fine metal wire, and turned metal buffer heads (not sprung).

Below the solebar are fine depictions of the W-irons, leaf springs and axlebox covers, with these details being complemented on one side by renditions of the four-shoe clasp brakes. Two decorative coupling hooks are supplied for the modeller to add to the headstocks if desired.

NEM knuckle couplings are fitted as standard, housed within pivoting brackets attached to the underside of the chassis. The wheelsets, on pin-point axles, are very free-rolling.

These delightful hoppers are welcome additions, and will no doubt prove popular with those modelling the North East. Could suitable NER motive power in the scale be on the cards for a future release?

Samples supplied by

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

PRICE
£29.95 each

OOn3 Irish Donegal Railway wagons

Bruce OOn3 – a company set up and run by Roderick Bruce of OO Works Model Railways – has developed a range of ready-to-run models of 3' gauge four-wheeled goods wagons which ran on the Donegal Railway in the North West of Ireland.

The DR was founded in 1892 following a merger of the Finn Valley Railway and West Donegal Railway, and its first act was to convert the FVR from the Irish standard gauge of 5' 3" to 3' narrow gauge. However, after building a series of new lines and extensions funded by government grants, in 1906 the DR was purchased by the Great Northern Railway (Ireland) in conjunction with the Midland Railway Northern Counties Committee, and became the County Donegal Railways Joint Committee (CDRJC).

The models – which we believe to be a first in ready-to-run form – are made for OOn3, meaning they are in 4mm scale to run on 12mm (TT) gauge track, giving the correct scale/gauge ratio to represent the 3' gauge prototypes. Two four-wheeled vehicles – a covered goods van and cattle/combination van – form the initial range. Detail differences include smooth or corrugated roofs, as was the case with some of the original vehicles, with the cattle/combination van available with side shutters open or closed.





Four twin packs are available – all of which carry 'DR' lettering, with one vehicle featuring a smooth canvas roof, and the other sporting the corrugated design. These are: pack ref.W101 – comprising covered vans Nos.246 & 263, both in light grey; ref.W111 – cattle/combination vans Nos.36 & 245, both in light grey, with their ventilator shutters closed; ref.W106 – cattle/combination vans No.239 in darker grey and No.23 in light grey with their shutters open; and ref.W112 – cattle/combination vans No.37 in darker grey and No.205 in light grey with shutters closed.



▲ The smooth (left) and corrugated roofs.

Examples of each type were received for appraisal and are illustrated here: covered goods van No.263 in light grey with smooth canvas roof (as featured in pack ref.W101), and cattle/combination van No.99, also in light grey, with corrugated roof (strangely, the latter does not appear in any of the aforementioned sets). Handmade in the UK, each wagon consists of a resin body and main frame, together with separately applied metal bars (cattle/combination van), brake handles and vacuum brake pipe stanchion. Wheelsets are metal, seated within brass bearings, with each wagon pre-fitted with 'chopper' tension-lock couplings, closely resembling those fitted to the real vehicles.

Although there is a page on the OO Works website (**www.ooworks.co.uk/OOn3-narrow-gauge**) about these wagons, it states that they will be sold only through eBay at a price of £78.00 per two-wagon pack, which includes free postage within the UK. Intending purchasers should look on eBay under 'R.Bruce OOn3' or visit: **https://www.ebay.co.uk/usr/roderbruc**

N Rapido Trains UK LNER Dynamometer Car

Rapido Trains UK has taken delivery of its North Eastern Railway-built Dynamometer Car in N – plans for the project were outlined in our January 2023 issue. Produced from all-new tooling, the model follows the firm's ground-breaking OO gauge release (initially a Rails of Sheffield exclusive), with the latter reviewed in our September 2018 issue.

Five models form the initial release: the first (ref.955001) depicting the vehicle in post-1928 London & North Eastern Railway condition as No.23591 – correct for its best-known exploit in July 1938, when its instruments recorded the world speed record for steam traction set by Gresley A4 No.4468 *Mallard*; (ref.955002) in LNER post-1946 condition, now numbered 902502, as used extensively during the Locomotive Exchange trials of 1948; and (ref.955003) E902502 in post-1949 condition. These are joined by two fictional liveries: (ref.955004) DB902502 in Railway Technical Centre red & blue; and (ref.955005) E902502 in BR maroon – exclusive to retailer Rails of Sheffield.



Received for review and illustrated here is a sample of the model in its latter BR condition (ref.955003). Predominantly an injection-moulded assembly, the model tips the scales at 24g. Details such as grabrails, lamp brackets, footsteps and communication gear are formed as part of the body moulding, the majority picked out neatly in black, giving them an almost separate appearance. Buffer heads are plastic and not sprung.

The look of this distinctive vehicle has been commendably well captured, with features such as the protruding mid-section – complete with curved panelling and glass facing the direction of operation – and the clerestory roof. Fine etched mesh covers adorn the windows at the trailing end, with those for the leading (locomotive) end provided separately for the modeller to fit. The unlined varnished teak – complete with wood grain – has been replicated beautifully, with BR-style lettering and numbering rendered neatly.

Below the solebar are detailed depictions of the flangeless recording wheel and associated drives for the recording apparatus – all of which have been produced as separate fittings, with the brake gear formed using a combination of separate and moulded details. The recording wheel itself does not rotate.

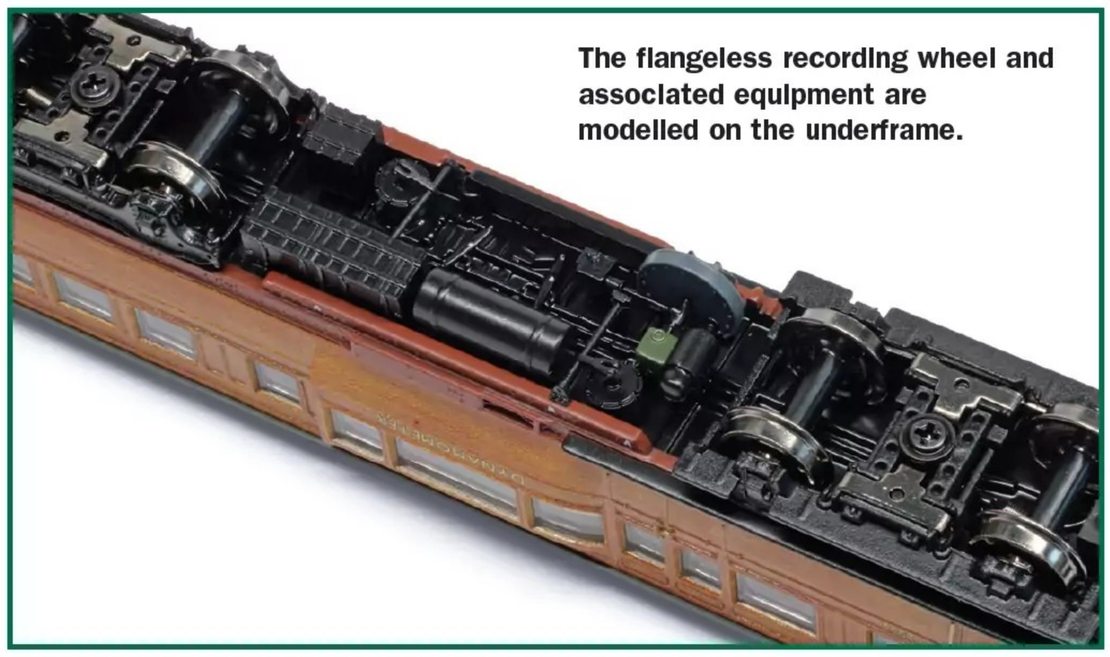


OO&N Locomotion Models exclusive J52 and V2

Locomotion Models, the official model shop of the National Railway Museum, has received stocks of two of the latest additions to its growing National Collection in Miniature series – with exclusive versions of the new Great Northern Railway J13 Class (later London & North Eastern Railway J52/2 Class) 0-6-0ST in OO from Rapido Trains UK and Gresley LNER V2 Class 2-6-2 in N from Graham Farish. The J52 (a full in-depth review of this model can be seen in our March 2026 issue) depicts sole survivor No.1247 in GNR lined Apple green (ref.958014), as currently displayed in the recently revamped Station Hall at the National Railway Museum, York. Details specific to this preserved-era model include GNR parallel buffer shanks, cast



Graham Farish N gauge V2 No.4771 *Green Arrow*.



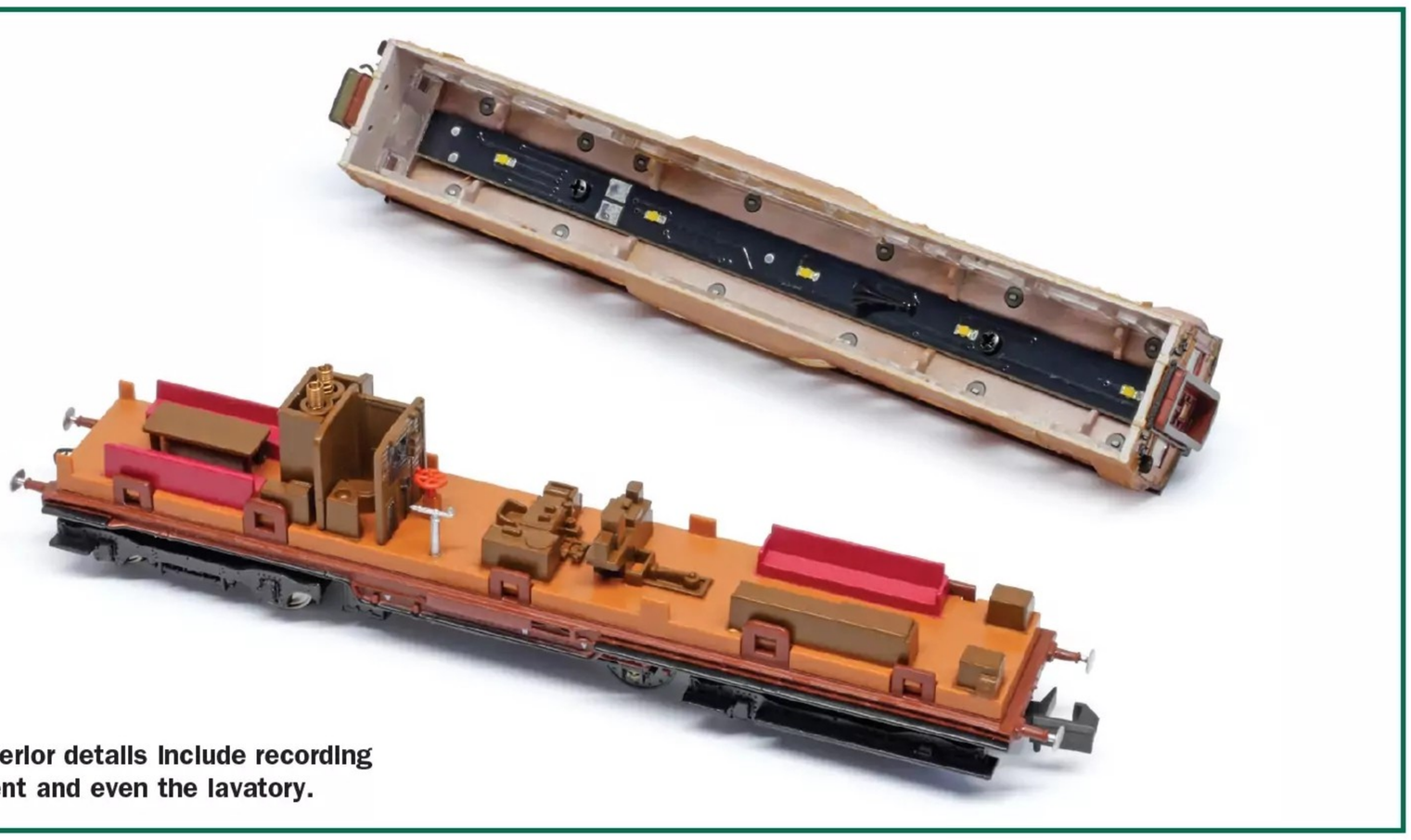
The flangeless recording wheel and associated equipment are modelled on the underframe.



The car interior is well furnished, complete with renditions of the desks, seating and recording equipment – including rolling paper-chart apparatus, the winding handle for lowering and raising the recording wheel, and the loudspeaker attached to the underside of the roof. Even the lavatory cubicle has been modelled – complete with toilet and basin!

This interior detail is illuminated by track power, with an LED light bar fitted within the clerestory roof, which can be switched on/off by using the supplied magnetic wand tool. Current is collected from all wheelsets through strips formed within the bogies, this being transferred to the light bar by means of two sprung contacts shrouded by one of the interior cabinets.

The NEM pockets which house the knuckle couplings are mounted in brackets attached to the underside of the floor, which are sprung and have a degree of sideways articulation. Headstock pipework and fittings – including dummy screw-link couplings – are supplied as a bag of separate details, should the modeller wish to dress one end (or indeed both ends) accordingly in place of the factory-fitted knuckle couplings.



Interior details include recording equipment and even the lavatory.

Sample supplied by

RAPIDO TRAINS UK
Unit 3, Clinton Business Centre,
Lodge Road, Staplehurst, Kent
TN12 0QF.
www.rapidotrains.co.uk

PRICE
£99.95 each



Rapido Trains UK J13 No.1247.



The bell presented to the locomotive in America.

tapered chimney, Ross 'pop' safety valves, four stanchions on the tank side handrails, pole-type front footsteps positioned between the leading and centre coupled wheels, and rearranged forward sand pipes (crossing over the brake hangers to apply sand closer to the front wheels), with semi-circular cut-outs in the angle irons above the rear sandboxes. A unique feature of this particular version is the inclusion, in the covering accessory bag, of the commemorative brass bell which No.1247 received following its visit to the Sacramento Railfair 1991 in California, USA – the bell being briefly sited atop the front of the saddle tank following its return to the UK. The models are available Digital Command Control ready or DCC sound-fitted – priced £164.95 and £279.95 respectively.

The newly tooled N gauge Gresley V2 Class 2-6-2 from Graham Farish forms the subject of the retailer's second exclusive – presented as class celebrity and pioneer No.4771 *Green Arrow* in as-preserved LNER lined Apple green (ref.372-610NRM). Available DCC ready (priced £219.95) or DCC sound-fitted (£329.95), its specification mirrors that of the standard release reviewed in full in our February 2026 issue. This model is finished in the real locomotive's museum display condition – currently on loan and public display at the Danum Gallery, Library and Museum, Doncaster – complete with polished buffer heads, tyres and smokebox door fittings, and yellow overhead warning signs.

Samples loaned by

LOCOMOTION MODELS
Locomotion,
Shildon DL4 2RE.
www.locomotionmodels.com

PRICES
See text

4mm Modelu figures and details

Modelu – manufacturer of 3D-printed figures and accessories in scales from 1:148 (N) through to 1:48 (O) – has added a bumper array of items to its 4mm scale product lines, samples of which are illustrated here.

First up is a selection of work and industry figures, starting with a pair of workmen standing around a brazier (ref.14304), priced £13.49. A new line of workhorses and handlers has also been added, with the Barge Horse and Bargeman (ref.31303) and Pit Ponies and Miner (ref.31304) packs – each priced £8.95.

New Town and Country figures include two wash day cameos: ref.1603, featuring a lady and boy with a mangle and washtub, priced £13.49; and ref.1604, comprising two female figures (one hanging laundry, the other scrubbing) with a washtub and bucket – priced £8.95. A recreational scene, depicting a Street Cricket match (ref.1678) also joins the range. Priced £19.95, this set features five figures – including a batter, bowler and wicket-keeper – with a bucket acting as a wicket.



▲ **Left to right: ref.31304, ref.14304 and ref.31303.**

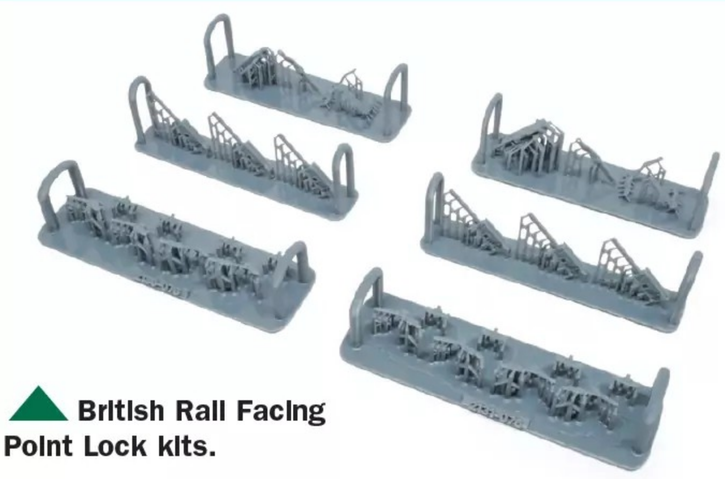


▲ **Left to right: ref.1603, ref.1604 and ref.1678.**

The firm has also expanded its range of Railway and Lineside details, with the addition of a pair of period British Rail Facing Point Lock (FPL) equipment kits. The first of these – the BR Mk1 FPL Point Kit (ref.2130) – is tailored for trackwork pre-1973, with the BR Mk2 FPL Point Kit (ref.2131) suitable for the post-1973 era. Priced £8.95 per pack, each kit consists of enough parts to furnish one set of points – the only exception being the rodding, which can be formed from suitable brass wire; this is to be sourced separately.

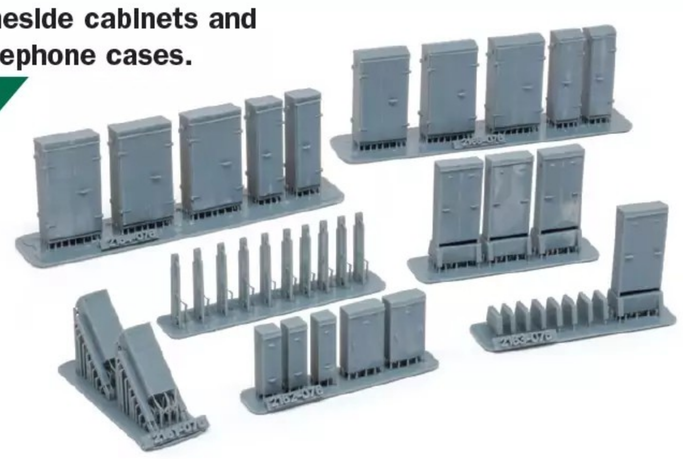
Complementing these is a suite of lineside cabinets and telephone cases of various shapes and sizes. Ranging from £5.49 to £8.95, our sample selection in 4mm included: ref.2161 – Western Region telephone cases (two per pack); ref.2162 – WR medium lineside cabinets (a five-piece set comprising two double and three single cabinets, with individual posts); ref.2163 – large lineside cabinets (four cabinets with optional base fittings); ref.2164 – WR 1980s tall lineside cabinets (three double and two single); and ref.2165 – modern lineside cabinets (three double and two single).

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



▲ **British Rail Facing Point Lock kits.**

Lineside cabinets and telephone cases.



Samples supplied by

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

PRICES
See text

Multi scale York Modelmaking weighbridge and roof vents

York Modelmaking specialises in a wide range of laser-cut wood/plastic architectural components and accessories in scales from 1:148 (N gauge) through to 1:43.5 (O gauge).

Recently added to the firm's growing portfolio is a weighbridge plate – a typical fixture of a steam-era goods yard. Available in N (priced £7.00), TT:120 (£7.25), OO (£7.50) and O (£9.00), each plate and accompanying separate surround is beautifully etched with renditions of the cast pattern surface. The moisture-resistant board takes paint well, though we found the natural mottled brown finish of our unpainted examples to replicate the look of weathered cast iron surprisingly well, if painting is not your forte. Examples in TT:120 and 7mm scales are illustrated here.

Weighbridge plates in TT:120 (below) and 7mm scales.





▲ **Slatted ridge roof vent kit in OO.**

New to the range of architectural components are sets of slatted ridge roof vents in OO. Priced £11.50, each slot and tab kit allows for the assembly of two vents measuring 74mm in length, with six pitch options provided – making them suitable for roofs with a pitch range between 20 and 45 degrees, though they can be adapted easily for a more tailored fit using a sharp craft knife. We recommend Deluxe Materials Roket card glue for assembly.

For further details and to browse the full range, see:
www.yorkmodelrail.com

Samples supplied by

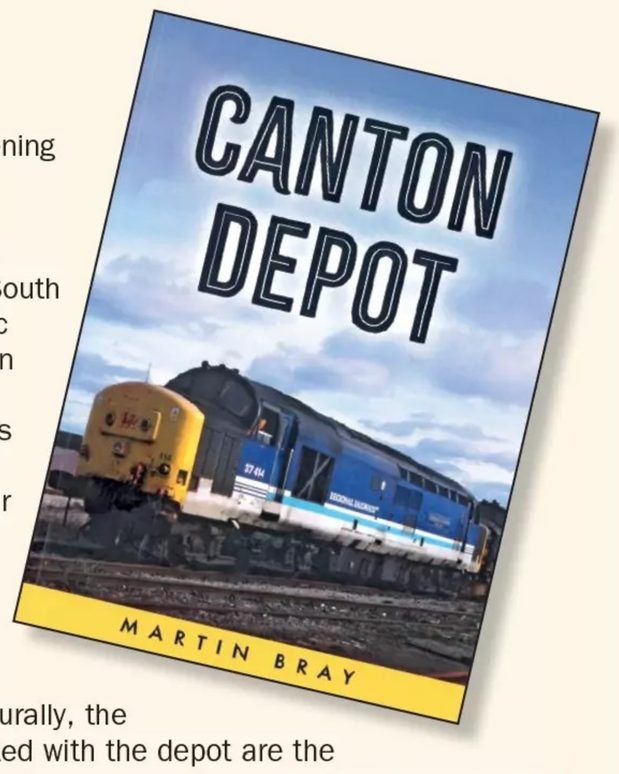
YORK MODELMAKING
Unit 13, The Bull Centre, Stockton-on-the-Forest, York YO32 9LE
www.yorkmodelrail.com

PRICES
See text

Book Reviews

Canton Depot

Martin Bray



For almost exactly 40 years, from its opening on 18 September 1964 to its closure on 30 May 2004, Cardiff Canton Traction Maintenance Depot was one of the most important diesel locomotive facilities in South Wales. This book provides a photographic record of the locomotives that it hosted in its latter years.

Its 180 previously unpublished pictures were taken by Martin Bray, an engineer who worked in the area and was a regular visitor to Canton. Every class of locomotive to have appeared at the depot is documented in numerical order, from Class 08 shunters to the then-new Class 66s and 67s, and even including preserved 26 038 – though naturally, the Class 37s that are most closely associated with the depot are the predominant traction to be featured. One particularly interesting shot shows Class 08 D3183 still carrying that identity, and green livery, as late as 1986 – was this the last of the class in green on BR?

The photos largely take the form of locomotive portraits, with relatively few showing the wider depot, so those seeking such images for a Canton-based or inspired layout may need to look further afield. The pictures will, however, be of great use when it comes to renumbering, detailing and weathering a large fleet of locomotives for such a layout: all are well composed, exposed and reproduced, and portray their subjects perfectly.

Captions are informative, if a little repetitive in many cases: they provide brief histories of the locomotives concerned, but where the same machine is pictured more than once, they are simply repeated with only the date of the photograph or the livery changed. That said, there are some great nuggets of information included, such as which members of the depot staff had Class 08s unofficially named after them – and if you pick the book up and wonder what on earth the photo on the back cover is showing, all is revealed within!

TJ

Amberley Publishing
The Hill, Merrywalks, Stroud, Gloucestershire GL5 4EP
Tel. 01453 847800
www.amberley-books.com

165mm x 234mm, 96pp
Softback, £15.99
ISBN 978 1 3981 0384 9

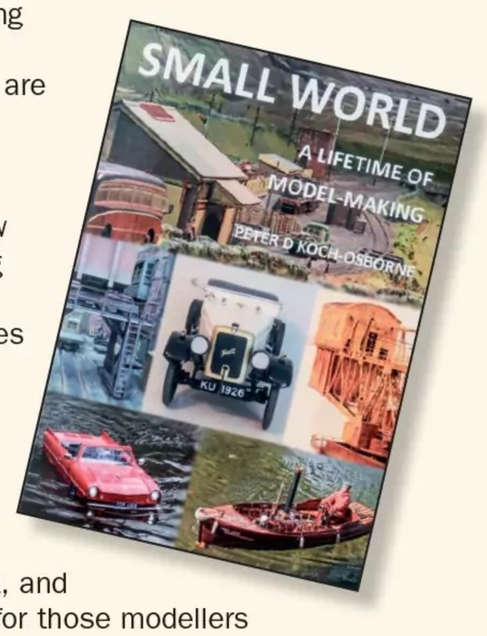
Small World – A lifetime of model-making

Peter D Koch-Osborne

This is an unusual book for these review pages as it is not about either prototype railways, or indeed specifically model railways.

The author will be well known to regular readers for his layouts that have featured in RM over the years (including *Cleckhuddersfax* in RM August 2013, *Langdon Beck* in RM April 2018, and *A Bodge Engineers Ltd* in February 2021), together with his dockside crane construction article in the March 2024 issue. Although these are included within the book's pages, they are not the star attractions.

This is a highly personal project: part workshop manual and part autobiography, gently outlining the author's life with modelmaking providing the thread to guide us through, beginning with early days and school craft projects and quickly moving on to a Clyde paddle steamer in plywood. Waterborne subjects do tend to take the bigger slice throughout, with railways ticking along just behind, including a sizeable section on the restoration and running of Hornby O gauge clockwork models and latterly his venture into 7mm narrow gauge. Very little seems to fall outside of the author's interest, and it is only the oft-discussed house moves that upset the common thread of building a long-term loft layout. In fact, he almost seems to consider these DIY loft conversions as just a larger-scale modelling operation! The various projects are not described in great detail, but their stories are woven around the ups and downs of the author's life to the point where they seem inseparable.



This is not by any means a blow-by-blow instruction manual, or a general modelling instruction book, but the author's enthusiasm and love for his projects comes through, and this will immediately inspire, and undoubtedly pull the reader into unexpected waters (literally in some cases!). The text is easy to read and the photos are well reproduced, though the self-publishing approach makes for a few untidy page layouts. This does not detract, and the book will certainly provide inspiration for those modellers with a wide interest base.

CF

Self published.
Email the author for payment details:
peterkochosborne@gmail.com

298mm x 210mm, 142pp
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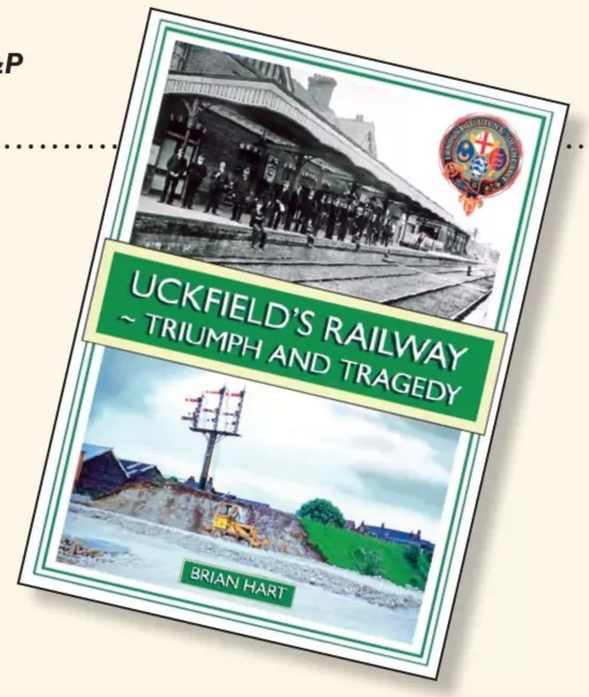
Uckfield's Railway – Triumph and Tragedy

Brian Hart



When we think of closed railway lines we tend to think of the 1960s and Dr Beeching. In this case, only the decade is correct, and this isn't a closed line – more one that has been badly wounded. Is this line closed? No. Can you travel its length? Again, no. Is this due to the rise of the private car? Only partially.

The demise of the line from Lewes to Tunbridge Wells is due to a hump-backed bridge. This is quite a personal review, as I can almost see the defunct lower trackbed from my home. As a child, I played amongst the ruins of the line, but it wasn't until later that I understood why it had gone. In a nutshell: Lewes needed a relief road and the railway was in the way, so the lower section south of Uckfield was simply shut and abandoned. Later, in 1985, the fork to Tunbridge Wells was also abandoned, leaving only the current route to Oxted in place.

The first thing that grabs you in this monumental piece of work is that in the introduction, the author openly admits that he did not want to write it and had to be cajoled into doing so. This is quite hard to believe, as what follows feels like a labour of love. Here's what you don't get: pages of photos, endless timetable reproductions and details of locomotives and stock. The author is well known for his leaning towards approaching a subject from a much more human angle: the people, the places, the arguments (and the fights) that accompanied the reasons why the line was built at the height of the 'Railway Mania' period.

This is not a photo album type of publication. It is text-heavy and there is often only one photo in one corner of a spread of text, and sometimes no photos at all – especially in the earlier chapters. The book rolls forward in a very logical chronological fashion from the line's inception, right through to the slightly precarious situation in which it finds itself today.

There is, however, one break in this structure when the author takes a necessary diversion to cover the infamous and never-completed cross-county route of the Ouse Valley Railway, which would have run east-west through Uckfield had it got past the embankment and cutting stage of construction.

The heyday of the built line is covered in detail. The southern section closure is discussed, showing how this was almost the best of the worst possible scenarios. The book wraps up with the many reasons for, and the equally numerous attempts at, reopening the southern stretch, albeit on a different alignment.

The presentation of all this is of the very high standard that we have come to expect from this publisher, with good general design and excellent photo reproduction (with the usual historical caveats). These are largely black & white, with colour towards the back. It's hard to see how this volume on the Uckfield route could be bettered, and it will surely become the ultimate publication on the line. Highly recommended.

CF

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NEWS FROM RAILWAY MODELLER

MAY 2026

Grand opening for Ashford International Model Railway Education Centre

The Ashford International Model Railway Education Centre, located near Bethersden in Kent, was officially opened during a special ceremony with invited guests on Friday 20 March.

The opening comes more than 12 years after we first reported on ambitious plans to transform the former Ashford railway works site into a dedicated exhibition space for the permanent display of model railways.

The new building, which boasts 4,000 square feet of exhibition space over two floors, represents the culmination of 15 years' work by the project's founder, Cliff Parsons, creator of *The Gresley Beat* in OO (winner of the 2013 RAILWAY MODELLER Cup), together with a team of supporters and volunteers. Various planning and funding obstacles have had to be overcome for Cliff and the team to make the dream a reality, including a number of changes to the centre's planned location from that originally intended.

Guests who joined the AIMREC team for the official opening included a trio of famous railway modellers – frontman of rock band The Who, Sir Roger Daltrey CBE; pianist and television presenter Jools Holland OBE DL; and record producer Pete Waterman OBE DL. Performing the ceremonial ribbon cutting was Lady Judy McAlpine, widow of the construction tycoon, preservationist and model railway enthusiast Sir William McAlpine.





Invited guests included Sir Roger Daltrey, Jools Holland, Pete Waterman and Lady Judy McAlpine. *Photo: Ben Arnold*

AIMREC founder, Cliff Parsons (centre), addresses invited guests during the opening ceremony. *Photo: Ben Arnold*



Cliff Parsons' *The Gresley Beat* in OO. *Photo: Steve Flint/RM Archive*

Also present were various television and other media outlets, together with representatives from across the model railway industry, including Peco Managing Director, Ben Arnold.

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

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

Parking, and entry to the adjacent Studio and Workshop, is free of charge, this housing a tea room, model shop and second-hand bookshop, along with other model railways and displays. There is also a ride-on 5" gauge miniature railway that runs for a short distance along part of the AIMREC site, which is operated by a group of young volunteers.

AIMREC (including the shop and tea room) are open most Saturdays throughout the year between 10:30 and 16:00, with additional Fridays in school holidays. The Spitfire Line Miniature Railway runs whenever AIMREC is open but is subject to weather conditions. The shop is also open on Fridays between 10:30 and 16:00. For further details visit the AIMREC website: **www.aimrec.co.uk**

Accurascale acquires Heljan

Accurascale has acquired the Danish model railway manufacturer, Heljan. The change of ownership encompasses all Heljan British-outline models in OO, OO9, O and TT:120, together with Continental models in HO, O and Gauge 1.

Under Accurascale ownership, Heljan UK (representing the British-outline ranges) will move to a direct-to-consumer sales model, with all UK sales taking place via **www.heljan.com**. As part of the acquisition, Accurascale has confirmed that new Heljan products will be developed across all scales, including the British TT:120 range. Existing Heljan OO models are set to benefit from upgrades in sound, digital and lighting functionality, whilst future O gauge models will be released with factory-fitted digital sound.

The Continental ranges of Heljan models will continue to be available through retail networks in mainland Europe, with new Danish HO models already planned (see **www.heljan.dk**). It has also been confirmed that both Kim Nannestad and Ben Jones will remain part of the Heljan family and the Heljan brand itself will be retained.

Commenting on the acquisition, Kim said: "The Heljan brand has been part of the Nannestad family for 70 years, and we are incredibly proud of it and what my grandfather established, my father built and what we have achieved. We are now excited to build on that legacy with Accurascale and bring new energy and ideas to Heljan, preserve its future and become a market leader."

www.heljan.com

Rapido announces L&Y 'Ironclad' 0-6-0 in 00



CAD renders of the L&Y Class 25 'Ironclad' 0-6-0...



...and WD 35-ton Rectank.

For its latest pre-Grouping railways announcement, Rapido Trains UK has revealed it is producing OO gauge models of the Lancashire & Yorkshire Railway Class 25 'Ironclad' 0-6-0 tender locomotive in 12 different versions.

Ordered by L&Y Locomotive Superintendent William Barton Wright from builders Kitson & Co of Leeds, 22 'Ironclads' were introduced between summer 1876 and early 1878. Subsequent batches were ordered from Sharp, Stewart & Co, the L&Y's own works at Miles Platting in Manchester, Vulcan and Beyer Peacock, with the last of the 280 class members being delivered in 1887. Although designed primarily as freight locos, they proved effective on mixed traffic duties and acquired the nickname 'Ironclads' from the class of battleships built at around the same time.

However, under Barton Wright's successor John Aspinall, many Class 25s were converted to saddle tank local goods and shunting engines, so only 50 remained in original form to be inherited by the LMS and given 2F classification. Withdrawals began in 1930 but the last, No.52044 (ex-L&Y No.957). was withdrawn by British Railways in 1959 after 72 years of service. This loco was subsequently purchased from BR by enthusiast Tony Cox and in 1965 was moved to the Keighley & Worth Valley Railway, where it has remained ever since having starred as the 'Green Dragon' in the 1970 film version of *The Railway Children*, as well as appearing on BBC TV in the 2002 adaptation of *The Hound of the Baskervilles*.

Combining die-cast metal and injection-moulded construction, as well as era-specific details, the livery versions of the Rapido model will cover the class's L&Y, LMS, BR and preservation era history. The L&Y livery versions comprise: No.957 in as-preserved form; No.964 in post-1890 lined black; No.929 in post-1901 lined goods livery; and No.959 in post-1913 lined passenger livery. The LMS black-liveried versions comprise: No.12015 with tender number; No.12042 with cabside number; and No.52056 in later LMS livery. The BR black versions comprise: No.52053 with 'BRITISH RAILWAYS' lettering on the tender; Nos.52043 & 52021 in BR early crest livery; and No.52044 in its preservation BR early crest livery.

The mechanism will include a MoPower stay-alive capacitor, whilst plunger pick-ups will be fitted to the loco and wheel bearing pick-ups on the tender. Other features include a factory-installed speaker, NEM 362 coupler pockets, sprung buffers, a 21-pin DCC decoder socket, and firebox flicker with a dynamic fire draw effect on DCC-fitted models. The RRP for DCC Ready models is £219.95 while DCC Sound Fitted versions have an RRP of £329.95.

The Railway Children train pack

The preserved 'Ironclad' No.957 played a starring role in the 1970 film version of *The Railway Children*, so Rapido has announced a special train pack featuring the loco in the fictional Great Northern & Southern Railway green livery it carried when appearing as the 'Green Dragon' in the movie.

The pack features three Rapido Evolution coaches in fictional GNSR maroon and ivory livery.

In addition, helping to capture the essence of this much-lived screen version of author Edith Nesbit's 1906 story, there are 3D-printed figures of the three Waterbury children, Bobbie (played by Jenny Agutter), Phyllis (Sally Thomsett) and Peter (Gary Warren) in characteristic waving poses. Completing the pack there is a pseudo Great Northern & Southern Railway poster and tickets, and a print depicting the 'Green Dragon' by well-known railway artist Jonathan Clay.

The manufacturer states that this project is now at the tooling stage with the order book open, and the RRP for the DCC Ready train pack is £439.95 while the price of the DCC Sound Fitted pack is £549.95.

WD 35-ton Rectank wagon

Rapido has also revealed it is producing OO gauge models of the War Department 35-ton Rectank bogie wagons built in the later years of the First World War for transporting the newly invented British Mk.I 'landship' military armoured tanks from factory to the front line.

The name Rectank was an abbreviation of Railway Executive Committee Tank Wagon and the WD ordered 200 of them.

After the war ended, the Rectanks passed to the ownership of pre-Grouping companies including the LNWR, GWR, MR and NER, then after 1923 to the LMS, GWR and LNER. They were used as flatbed trucks carrying a variety of loads, sometimes with the addition of bolsters. However, during the Second World War they returned to their original purpose of transporting tanks and military equipment, some being shipped to France.

Following the end of the war and Nationalisation, several passed to BR and were used for Departmental purposes, while others went to the Longmoor Military Railway. While many were withdrawn in 1959-62, BR actually built 78 new ones with a fresh style of bogie and truss frame in 1959-60, and a number of Rectanks have been preserved.

The Rapido models have tooling variations to cover the numerous detail differences in the prototypes such as jack mounts, jacks on the ends and centre, chain boxes, bolsters and additional tie-downs. Each model also features a load appropriate to its era, ranging from a covered First World War tank, steel girders, ingot moulds, wagon wheels and flanged pipes. However, these loads are not fixed down, meaning modellers can change them if desired. All models feature eight-spoke wheels, and are finished with brass bearings and NEM 363 coupling pockets.

Variations include WD, LNWR, GWR, LNER, LMS and BR grey livery schemes with assorted loads; plus No.AD84029 in LMR green, No.84022 in Army green and No.L207 in GKN industrial black. The RRP for these wagons is £54.95, and for further details visit the manufacturer's website:
www.rapidotrains.co.uk



A render for the model of the 'Green Dragon' and GNSR coaches from the train pack inspired by *The Railway Children*.

Evening promises rare insight into life of Christopher Awdry



On Thursday 25 June, the London live entertainment venue the Eventim Apollo (also known as the Hammersmith Apollo) will be hosting the one night only event '85 Years of Letting Off Steam'.

Hosted by pop music mogul and railway enthusiast Pete Waterman, the evening will feature a rare public appearance by Christopher Awdry – the son for whom the late Reverend Wilbert Awdry first created the Railway Series stories featuring Thomas the Tank Engine, and who has himself been the author of numerous books.

Through conversation, the granting of rare insights and the telling of untold stories, audiences will be taken on a journey across Christopher's remarkable 85 years and the background to the much-loved fictional Isle of Sodor, from his early attempts at writing (including an abandoned detective series), to his career as a government-recruited tax officer and, ultimately, to his role in writing 16 further Railway Series stories following the success of the *Thomas and Friends* TV series, from 1983 to 2011.

Information on how to book tickets for the Hammersmith show, along with details of Christopher's other railway-related books, can be found by visiting:
www.full-steam-ahead.co.uk

Accurascale unveils new run of Class 31 liveries in 00

Accurascale has unveiled the full line-up for its third production run of its BR Class 31 A1A-A1A diesels (see review, RM December 2024), which comprises six livery versions.

D5503, representing one of the original 'Toffee Apple' pilot scheme locomotives, appears as delivered in 1958 for service in East Anglia in early BR green livery with white bodyside stripes and no end yellow warning panels, while D5581 – based on a prototype built in 1960 and later moved to the Midland and Western regions – is in green with yellow end panels.

31 138, in BR blue with full yellow ends, is a model of one of just 20 production Class 31s to retain disc headcodes and was also the last class member to operate in near-original condition, working parcels, freight and passenger services across the Midlands and East Anglia.

31 160 *Phoenix* – an Accurascale Exclusive model – appears in the unique Railfreight Distribution grey livery with black window surrounds and yellow & red branding markings in which it emerged from Tinsley after suffering fire damage in 1989.

Also added to the Class 31 range is 31 269 *Amlwch Freighter/Trên Nwyddau Amlwch*, which was named bilingually in English and Welsh to mark the partnership between BR and Associated Octel, and was the first Class 31 to receive nameplates. It appears in Railfreight grey with orange cantrail stripe.

Finally, BR blue-liveried 31 447 is a model of an Electric Train Heating (ETH) fitted locomotive that was converted from 31 295 in 1984 and went on to work Trans-Pennine, Settle & Carlisle and Norwich–Birmingham services before later being moved to freight and Departmental duties. The price for DCC Ready models is £184.95 while for DCC Sound Fitted versions it is £284.95. Delivery is expected in the first quarter of 2027.



The pair of LT-liveried Class 66s in 00.

Exclusive Class 66s in London Transport liveries

The manufacturer has also announced that as part of its Class 66 Co-Co diesels range it will be producing a pair of Accurascale Exclusive models representing two distinctive GB Railfreight (GBRf) locomotives finished in London Underground-inspired liveries.

The models depict locomotives 66 718 and 66 721. The first emerged from Eastleigh Works in 2013 in a livery developed in collaboration with the London Transport Museum. This comprised black bodywork and colourful logos associated with LT, and the locomotive was named *Sir Peter Hendy CBE*. It continued in this scheme for a decade before, in 2023, a refreshed version of the livery was applied, as well as the name being updated to reflect Lord Hendy's appointment to the House of Lords and role as Chair of Network Rail.

As for 66 721, in 2013 it was also selected to receive a commemorative Transport for London–inspired livery, with one side representing Beck's original 1933 Tube map and the other side displaying the up-to-date map design. The locomotive still carries this livery today, with minor updates including the removal of the Europorte portion of the GBRf logo and the addition of a roof-mounted Wi-Fi pod above the No. 2 cab.

Accurascale advises that refinements to these models include a newly tooled exhaust silencer with improved detailing, revised handbrake linkages moulded in the off position, and an etched middle handrail bracket on the cab fronts for locos with this feature. Both models are priced £179.95 for dc/DCC Ready versions and £279.95 for DCC Sound Fitted versions. Delivery is expected in mid-2027.



Livery samples for the next batch of Class 31s in 00...



...RHTT wagons...



...and GB Railfreight FEAs.

Railhead Treatment Train (RHTT) models return in 00

Accurascale has also re-released models of the Railhead Treatment Train (RHTT) wagons that were first produced by now defunct model retailer Hattons and which were reviewed in the July 2019 RM.

The new Accurascale production run reflects the post-2009 configuration of the fleet and includes both water-only and Sandite-equipped formations.

The vehicles are available in twin packs with the first production run having four options: Nos.642013/642040 – Water-only circuit; Nos.642018/642021 – Water-only circuit; Nos.642006/642047 – Sandite and water circuit; and Nos.642009/642032 – Sandite and water circuit. Each twin pack is priced £149.99 and delivery is expected in the second quarter of 2027.

Further FEAs and Cemflos

Accurascale will also be adding new variants to its FEA wagon range, these representing bogie container-carrying wagons designed by Greenbrier Europe and introduced in 2003 for UK rail freight and infrastructure.

The manufacturer states that the first production run will focus on 85 GB Railfreight wagons, released in three twin packs covering Metronet-branded yellow & blue Salmon module variants. Two additional versions will also be produced for the first time: GB Railfreight blue wagons with Salmon modules, and de-branded GB Railfreight yellow wagons in container service. Each twin-pack is priced at £79.99, available exclusively from the Accurascale website, with delivery scheduled for the second quarter of 2027.

Accurascale is also to rerun its OO gauge Cemflo cement hopper wagons first reviewed in RM May 2019. They are available in triple packs priced £69.96, with delivery expected in the first quarter of 2027.

For further details visit: **www.accurascale.com**

Dapol announces Network Rail JNA-Y bogie ballast wagons in OO

Dapol has announced it is producing OO gauge models of Network Rail JNA-Y bogie ballast wagons, as a natural evolution from its MRA side-tipping wagons.

Following conversion from MRA wagons carried out by Network Rail, there are now around 300 JNA-Y wagons, nicknamed 'Hawks', in use, making the JNA-Y one of the most numerous contemporary engineering wagon types. Painted in NR yellow, they are used for transporting ballast, spoil and general infrastructure materials, sometimes in long rakes but occasionally as individual vehicles.

Dapol has released engineering prototypes showing both 'end' and 'middle' examples, which have different bufferbeams. Other details include profiled wheels for smooth running, a heavy die-cast floor for added weight and NEM pockets with self-centring couplings.

The manufacturer advises that the RRP for these vehicles will be £44.95 each and that the artwork and engineering prototypes are being reviewed, with some modifications to improve buffer head details and chassis sides.



An engineering sample of the JNA-Y in 00.

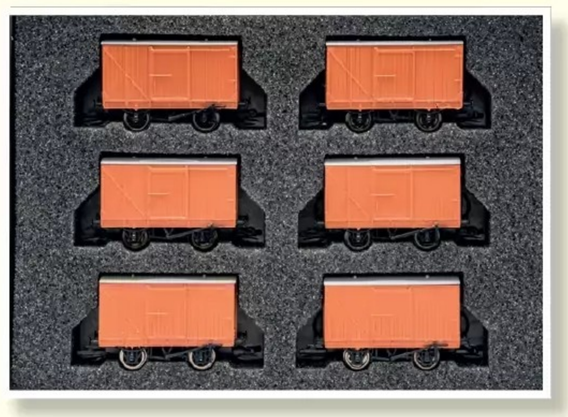
Delivery is expected during the fourth quarter of 2026. For further details about these models, visit the manufacturer's website: **www.dapol.co.uk**

The latest news from the PECO group of companies

Peco reveals samples of TT:120 ex-LMS vans and confirms box sets







Peco has revealed engineering samples of the British Railways ex-LMS 9' wheelbase vans it is producing ready-to-run in TT:120, and which were first announced in September 2025, as well as confirming that these models will be sold in box sets.

The van sets are being produced in two liveries – BR fitted bauxite and BR unfitted grey – with the six wagons in each set carrying individual running numbers, and for extra variety, some wagons having spoked wheels and others disc wheels.

For the set in bauxite livery, the wagon numbers are M186194, M204565, M186995, M191154 and M230943, all with disc wheels, and M116208 with spoked wheels.

For the set in grey livery, the running numbers are M212681, M269460, M232487 and M212702 with disc wheels, and M20009 and M159114 with spoked wheels.

The wagons are all fitted with universal TT:120 couplings with NEM pockets. The price of these wagon sets had still to be confirmed at the time of RAILWAY MODELLER going to press. For further details head to the Peco website:
www.peco-uk.com

Late Geoff Williams's EM gauge *Aylesbury* layout now at Quainton Road

A 50-year-old EM gauge layout built by the late Geoff Williams and depicting the London & North Western Railway station in Aylesbury in pre-Grouping days has now been placed on permanent display at the Buckinghamshire Railway Centre at Quainton Road.

Originally a loft layout, the model was passed in 2012 to the Risborough and District Model Railway Club.

Set in the period prior to the First World War, the layout depicts the whole of the LNWR station complex including the engine shed, the goods yard and the gasworks. It also has a backdrop of the town that features cunning use of forced perspective.

The layout was never intended to be exhibited and so was built with substantial blockboard baseboards and with copious, complex wiring. However, after a period in storage, it was given a light restoration to enable it to be run at the club's annual Railex exhibition at Stoke Mandeville Stadium in 2016.

In 2024 the Buckinghamshire Railway Centre (BRC) offered to host the layout in its museum as part of a wider, longer-term arrangement with RDMRC. With the layout permanently installed, club members set about a comprehensive and sympathetic restoration.

In addition, new locomotives and rolling stock have been built or acquired.

RDMRC Secretary, Roy Morton, describes *Aylesbury* as an inspirational layout showing the forgotten history of an area of the town that is now completely changed, and says it deserves to be seen by the widest possible audience. It is now possible to see it running on most Sundays, beginning this Easter. For further details visit:
www.bucksrailcentre.org
www.facebook.com/profile.php?id=100068939964862



The level crossing and signal box on *Aylesbury*, built by the late Geoff Williams.

DR3D Models prints for GWR wagons in 4mm scale

DR3D Models, in conjunction with the designer Stephen Lamb, has recently released two new 4mm scale 3D prints for the Great Western Railway small cattle wagon built to what was later designated its Diagram W3, but was originally old series lot 433, in 1887-8.

These were the smallest cattle wagons to be built by the GWR, at 13' 6" long inside and with an 8' 6" wheelbase. They also featured the first modern metal-stanchioned wooden cattle wagon body to be built for the GWR and, apart from its short length, it was visually similar to the W1 large cattle wagon, construction of which started at the same time.

However, the design of the 99 wagons making up the small cattle wagon order was not repeated subsequently. Despite this and their small size, the type was long-lived, with the last examples only being withdrawn in the 1950s.



Great Western Railway small cattle wagons in 4mm.

To reflect the changes made to these vehicles over time, DR3D Models has produced two model print types. First there is ref.4GWR-038, reflecting the wagons from the time of their building in the late 1880s until around the time of the end of the First World War, and secondly there is ref.4GWR-039, which covers the period from 1918 until the end of the wagons' working lives. The manufacturer advises that the prints require W-irons, buffer heads, 0.3mm wire, wheels, paint and transfers to complete, but they include full instructions and prototype information.

Also added to the DR3D Models range, this time with Brunel broad gauge model enthusiasts in mind, is print ref.4GWR-040, representing the GWR ex-South Devon Railway iron box wagon, which ran from 1851 to the end of the broad gauge with gauge conversion across Devon and Cornwall in May 1892. The example modelled has side doors only and the 3D print has a price of £20.00.

The prices quoted include UK postage only – for international orders the manufacturer asks that customers email DR3Dmodels@outlook.com

For details about these models, visit:
www.dr3d.uk



GWR iron box wagon, also in 4mm.

EXHIBITION FOCUS

Buckinghamshire Railex marks S Scale Society 80th birthday



On the Spring Bank Holiday weekend dates of Saturday 23 & Sunday 24 May, the Risborough & District Model Railway Club will be holding the Railex 2026 event at Stoke Mandeville Stadium in Guttmann Road, Aylesbury, Buckinghamshire HP21 9PP.

The exhibition will feature 22 quality layouts, including eight over 20' long, and over 30 traders, plus demonstrators. There will be second-hand sales, refreshments, and some modelling demonstrations. Railex 2026 will also celebrate the 80th anniversary of the S Scale Society with the presence of the four layouts *Arcadia, Blakey Rigg, East Lynn* and *Trowland*.

For further details, see the Societies & Clubs pages in this issue and visit: **www.railex.org.uk**

▲ ***Blakey Rigg* (see RM December 2021). *Photo: Andy Morris/RM Archive***

Severn Valley Railway to host Engine House model weekend

Over the May Day Bank Holiday weekend dates of Saturday 2 & Sunday 3 May, the Severn Valley Railway will be holding its Model Railway Weekend at The Engine House visitor centre at Highley station, WV16 6NZ.

The Engine House will be open from 10:45-16:30 each day, with last entry at 16:00.

Travel to the event is advised by SVR train from Kidderminster, Bewdley or Bridgnorth and entry to the event is included in the price of Freedom of the Line tickets, which can be purchased online to obtain a discount of up to 20% or can be bought on the day. The advance ticket prices are adults £26.00 (or SVR members £17.50) and children aged 4-17 £17.50.

There are also Small Family Tickets allowing one adult to travel with up to two children at a price of £43.50, and Large Family Tickets allowing two adults and up to four children to travel for £69.50.

There are also short journey options allowing travel from either end of the line to Highley or Arley stations – check the SVR website for details.



▲ ***Penrhyn Quarries* by Bill Ferguson. *Photo: Bill Ferguson***

As well as other model displays, the layouts in a variety of gauges due to attend are: *Arley & Highley*, *Chrilvinton Road*, *Cwm Carnavon*, *Daisy Lane TMD*, *Devonmoor*, *Dothill*, *Furnace Sidings*, *Halfway*, *Hillside Park*, *Hornby Dublo*, *Ifunction Junction*, *Memory Lane*, *Northbridge*, *Oakenshaw*, *OO Live Steam Roadshow*, *Penrhyn Quarries*, *Puffin Colliery*, *Roxby Town*, *Ryders Green Wharf*, *Spetchbury Halt*, *Sunshine from the Cotswolds*, *The Bumf Mine*, *Tolmanthorpe*, *Tsuru no Michi* and *Two Seasons*. For further details visit: **www.svr.co.uk/event/model-railway-weekend/**

In brief

Dapol proposes GWR Toplight coaches in OO

Dapol has revealed it is inviting expressions of interest in a project to produce OO gauge models of GWR Churchward 56' 11¼" Toplight corridor coaches. It states that the level of interest received will help it to gauge demand and determine whether the project can proceed, as it wishes to ensure minimal excess stock is produced. For further details and to answer the manufacturer's calls for expressions of interest, visit the dedicated blog page on the Dapol website: **www.dapol.co.uk**

Don Mason

Adrian Gray, chairman of the 7mm Narrow Gauge Association, has announced the passing of the group's founder and Member No.1, Don Mason.

He notes on the association website that Don had suffered from poor health for several years, but his death was nonetheless unexpected. It is hoped to publish tributes in a full obituary in the group's *Narrow Lines* journal at some point.

Staff at RAILWAY MODELLER wish to join Adrian Gray and 7mm NG Association members in conveying condolences to Don's widow, Pam.

Bob Timmins

The team at Peco and RAILWAY MODELLER are saddened to announce the passing of railway heritage enthusiast, carriage restorer, artist and signwriter Bob Timmins who, along with his son Ralph, magnificently repainted the former 'Golden Arrow' Pullman car *Orion* at Pecorama in Beer, East Devon, on a number of occasions.

Bob was born in Aston in 1935, the second of four children, with brothers Robert and Jack, and sister Gillian. From an early age, Bob stood slightly apart. While other children played in the street, Bob sat at a desk, drawing. Art was not just something he did; it was who he was.

When he left school, Bob wanted to go to art college, but his life took a more practical turn when his father came home one day and told Bob he had found him a job with Hills Signwriters. There, Bob worked on pub signs and other lettering, honing the skills that would later leave such a lasting mark.

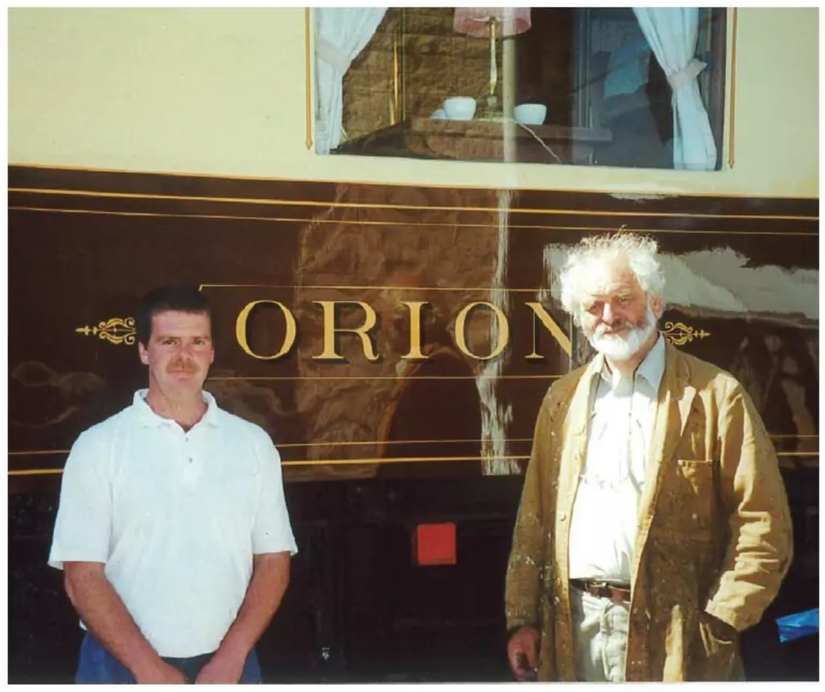
Bob didn't complete his apprenticeship because National Service intervened. He joined the RAF and was stationed at Honington in Norfolk.

Aviation was a lifelong passion, and Bob rose to the rank of Senior Aircraftsman. While serving, his artistic talent was recognised, and he was sent to art college where, by his own account, "he painted nudes and generally had a very good time".

It was during this period that Bob met the love of his life. At the Tower Ballroom in Birmingham, he met Gladys, later known to all as Cath. They married at Aston Church in 1955. Together they raised three sons: Stephen, Dave and Ralph, each given second names inspired by Bob's love of steam trains – Ralph was 'Churchward', David was 'Stanier' and Stephen was 'Brunel'.

Cath, knowing Bob's worth, decided he needed a better job. She dressed him smartly and sent him off to become a Technical Representative at the paint manufacturers Docker Brothers, despite the small detail that Bob hadn't yet passed his driving test.

Bob's passion for railways would define much of his life's work. He was one of the founders of the Severn Valley Railway and began volunteering there in 1968, later moving to Bewdley and working there as a self-employed painter and signwriter. In 1976, Bob and Cath moved to Cleobury Mortimer.



▲ **Bob Timmins with his son Ralph, pictured in front of the Pullman car *Orion* at Pecorama. *Photo: Peco Collection***

In 1979, Bob went to Carnforth in Lancashire to help set up the restoration of the Venice Simplon Orient Express Pullmans. David joined him there, living and working alongside his father for four years. In fact, all three sons worked with Bob on the 'Orient Express', a rare and precious legacy shared between generations. When the restoration was complete, Bob and Ralph continued maintaining the paintwork in London, a role Ralph continues today.

From the 1980s Bob and Ralph also took their expertise with paintwork to Pecorama, where they undertook the intricate lettering and lining on the Beer Heights Light Railway locomotives *Mr P, Claudine* and *Thomas II*, as well as applying the Pullman car paintwork expertise to the site's former 'Golden Arrow' car *Orion* on several occasions.

Bob's legacy is everywhere: in paintwork that still shines, in heritage that endures, and in craftsmanship that time cannot erase. Through his work with the National Railway Museum (including painting the streamlined *Duchess of Hamilton*) and English Heritage, Bob Timmins left a mark that quite literally will not fade.

Hornby announces new guises for HST, Class 66 and Merchant Navy

Hornby has announced a number of new liveries and identities for models in its OO range.

In the RailRoad range, ref.R30534 is a DCC Ready model of Class 66 Co-Co locomotive 66 775 *HMS Argyll* in GB Railfreight (GBRf) orange & dark blue livery with yellow lower ends and 'GBRf' and 'F231' orange side branding. It also carries a representation of a Royal Navy flag and its namesake ship's insignia on its cab sides. Ref.R30534TXS is a DCC Sound Fitted model of the same locomotive. The expected release date for these models is April 2026.

Model ref.R30464 ScotRail Class 43 HST Bo-Bo Train Pack comprises DCC Ready motorised HST power car 43 128 in the Inter 7 City dark blue & grey livery, with vinyl wraps depicting silhouettes of Scottish landmarks, that it carries while working for the Scottish rail operator as one of the last InterCity 125 HSTs running in Britain on services connecting Scotland's seven cities. It is paired in the train pack with dummy power car 43 135 in similar ScotRail 'concepts' livery.

Model ref.R30464TXS is a DCC Sound Fitted version of the same HST pairing. The expected release date for these HST models is December 2026.

Meanwhile, Hornby has also announced a new version of its steam generator-fitted Southern Railway Bulleid Merchant Navy Class Pacific in original form, a model first announced in the guise of No.21C1 *Channel Packet* in the RM September 2025 issue.

The new version, ref.R30560SS, is a model of No.21C4 *Cunard White Star*, which entered service in October 1941. As with the previously announced model, it is finished in Malachite green livery with early 'widow's peak' front end and chimney arrangement, and with separately fitted nameplate, numberplate, tender company ownership plate and smokebox door company plate. The model also has a 21-pin HM7000 decoder and speaker.



ScotRail HST power car 43 128.



GBRf Class 66 Co-Co 66 775 *HMS Argyll*.



Merchant Navy No.21C4 *Cunard White Star*.

Delivery of the new Merchant Navy is expected in June 2026. For further details and prices visit:
www.hornby.com

Team Immersion reveals kits for Talyllyn *Tom Rolt* and Ffestiniog *Taliesin* in OO9

Tyneside Models, a Team Immersion brand available via its Miniature Modellers Hub, has revealed new images of a body kit it has produced for Talyllyn Railway locomotive No.7 *Tom Rolt*.

The prototype was originally built in 1949 by Andrew Barclay to 3' gauge for Bord na Mona, the Irish turf board, but it was later acquired by the TR, regauged to 2' 3" and rebuilt at Pendre Works, Tywyn, before entering service in 1991. Named after the leading light of the TR preservation revival, L T C Rolt, it also inspired a Christopher Awdry Railway Series character on the Isle of Sodor's Skarloey Railway, Ivo Hugh.

The model of TR No.7 comprises five parts: the main body, front bufferbeam and cylinders, trailing truck, smokebox door and lengths of 0.4mm rod and 1mm rod. To complete the model, the purchaser will need a Bachmann N gauge Percy chassis.

Optional extras offered are the cab roof, and 5.5mm trailing wheels. This kit has a price of £31.99. Further instructions are available on the Team Immersion website and the manufacturer advises that its TR kits will soon be available from the Talyllyn Railway.

Also produced by Tyneside Models and Robex, and also available via the Miniature Modellers Hub, is a kit for the Ffestiniog Railway 1876-built Single Fairlie *Taliesin*, which can be constructed either in as-built condition, applicable to the era 1876-87, or in 1887-1900 form with an enclosed cab. The body kit includes the main body, the smokebox door, cab roof, sandboxes, false trailing bogie frames, cylinder covers and a trailing truck. For this model the purchaser will need a Bachmann Sir Handel/Sir Haydn 0-4-2 chassis, plus an extra trailing truck to make it an 0-4-2-2 rather than an 0-4-4, but the arrangement will assist in negotiating tighter curves.



***Tom Rolt* kits built by George Williamson.**

This kit has a price of £44.49 and again instructions are available on the website shop page for the relevant locomotive:
www.teamImmersion.com



CAD render of the *Taliesin* kit (chassis not included).

Coming next month

June 2026

Out Thursday 14 May.



plus all the regular features ...

SAVE £1 ON NEXT MONTH'S RM!
Use the coupon printed on p34a of this issue to save £1 on the cover price of the June 2026 edition of RAILWAY MODELLER, when purchased from a Peco stockist.

Societies & Clubs

The following announcements are included in good faith from information provided by the organisers. As cancellations are sometimes inevitable, anyone travelling to a listed live event should contact the organiser first. The publishers cannot accept any responsibility for cancellations or errors. RAILWAY MODELLER is published on the second Thursday of the preceding month, and notifications sent via email to **clubs@railwaymodeller.co.uk** are required six weeks prior to publication date. Entries must include the organiser's email or website and/or a telephone number.

JULY 2026 issue deadline: MAY 1st

CANCELLATION

Saturday 11 April
HEYWOOD, Lancashire
Organiser: Heywood Model Railway Group.
Venue: Unit 4, River Street, Heywood, Lancashire OL10 4AB.
Details: This previously advertised open day has now been cancelled, as have the group's monthly Open Days until further notice. This is because Heywood Model Railway Group is moving to bigger and more modern premises, so it may take around three months before members are able to resume Open Days at the new site. Check these listings for when the new facilities open.
Contact: Phil Evans by emailing: phil_evans@sky.com
Website: https://www.hmrg.net/

LIVE EVENTS

Friday 10 & Saturday 11 April
PENRHYNDEUDRAETH, Gwynedd
Organiser: Holy Trinity Church, Penrhyndeudraeth.
Venue: Holy Trinity Church, High Street, Penrhyndeudraeth, Gwynedd LL48 6AB.
Open: both days 1000-1600
Admission: adults £2.00, children and also concessions £1.00, family (2+2) £3.00.
Amenities: there is car parking in the village centre at LL48 6BN. Venue is close to Penrhyndeudraeth Cambrian Coast Line station and bus stops, and is at the bottom of the hill leading from the Ffestiniog Railway Penrhyn request halt. Refreshments available.
Features: 9 layouts in gauges 009 or OO, plus one trader selling merchandise.
Email: hughescynan7@gmail.com
Facebook: www.facebook.com/share/1DNDm4aify/

Saturday 11 April
ELHAM, Folkestone, Kent
Organiser: East Kent Model Railway Society with Elham Valley Model Railway Club.
Venue: Elham Village Hall, High Street, Elham, near Folkestone, Kent CT4 6SX.
Open: 1000-1600
Admission: adults £6.00, children (aged 5-16) £1.00, families (2+3) £12.00, U5s free.
Amenities: access from A2 and M20 junctions and venue has limited free parking, with more in village centre 10 minutes' walk away. Stagecoach East Kent bus route No.17 runs hourly from Canterbury and Folkestone, with journey times 30 mins. Light refreshments.
Features: first model railway exhibition in Elham for 10 years and will feature 14 layouts, in a range of scales, and up to eight traders.
Contact: EKMRS via its Facebook page or email ekmrswhitstable@gmail.com; for EVMRC use contact page on its website (see below).
Website: https://evmrc.jimdofree.com/
Facebook: www.facebook.com/EKMRSWhitstable/

Saturday 11 April
HIGH WYCOMBE MRX26
HIGH WYCOMBE, Buckinghamshire
Organiser: High Wycombe and District Model Railway Society.
Venue: Cressex Community Centre, 203 Cressex Road, High Wycombe HP12 4PZ. (Note: sat-nav users may find HP12 4QE closer to use, or What3Words///lakes.behave.cars).
Open: 1000-1630
Admission: adults £6.00, children (aged 6-16) £1.00, U6s free.
Amenities: free on-street parking nearby. Disabled parking on-site subject to availability. Hot & cold drinks, snacks and cakes.
Features: 10 layouts including: *Denton Sidings, Quarry View* (O); *Express Daisy Sidings* (EM); *Frampton on Severn, Mothecombe, Shadwell Sidings, Tellindalloch* (OO); *Longsibford* (009); *Dobris* (HO); *Cynon Valley* (N). Plus trade support from Transport Treasury, AGR Model Railway Store and JB's Model World.
Contact: use 'Get in touch' form on website.
Email: publicity@hwdmrs.org.uk
Website: https://www.hwdmrs.org.uk
Facebook: www.facebook.com/hwdmrs

Saturday 11 April
KIDDERMINSTER, Worcestershire
Event: Swiss Railways Society AGM and Spring Meeting.
Venue: Kidderminster Railway Museum, Station Approach, Comberton Hill, Kidderminster DY10 1QX.
Open: 1000-1600
Admission: members free. Non-members welcome – £2.00 donation appreciated.
Amenities: layouts & trade stands are sited in two 'Nursery Buildings' on the approach to the Severn Valley Railway car park.
Features: layouts including: *Rue CFF Bahnweg* (Swiss HO), *Glb.Bitterfeld* (German HO); *Alp Grava Bahn* (Swiss HO/HOm); *Fidingden, Veja Megstra* (both Swiss N); *El Cremallera* (Spanish Nm). Plus members' Bring & Buy stall, trade stands, and Swiss Travel Centre will be represented, as well as Swiss and Italian societies.
Contact: Roger Ellis, SRS Chairman via email.
Email: rellis6644@btinternet.com
Website: www.swissrailsoc.org.uk
Facebook: www.facebook.com/swissrailwayssociety/

Saturday 11 April
NEWGOG – SOUTH WALES O GAUGE SHOW
NEWPORT, Gwent
Organiser: NEWGOG founder Fred Lewis supported by the Gauge O Guild.
Venue: Lysaght Institute, Orb Road, Newport NP19 0RA.
Open: 1000-1630
Admission: adults £8.00, OAPs, juniors & concessions £6.00.
Amenities: easy access from M4 plus Newport rail and bus stations. Ample parking. Disabled access & facilities. Refreshments & charity raffle available.
Features: visiting layouts & demonstrators plus trade support and bring & buy stall.
Contact: Organiser Fred Lewis, 07896 967526.
Email: driverlewis2004@yahoo.co.uk
Website: www.newgog.wordpress.com
Facebook: www.facebook.com/p/The-South-Wales-0-Gauge-Show-100063653164102/

Saturday 11 April
NORWICH, Norfolk
Organiser: Norwich Railway Heritage & Model Society.
Venue: Hellesdon High School, Middletons Lane, Norwich NR6 5SB.
Open: 1000-1600
Admission: adults £6.00, accompanied U16s free. Both cash and cards accepted.
Amenities: free parking & disabled access. Venue can also be reached by First Bus route Nos.28, 29 & X29 to Hellesdon Hospital and then a short stroll.
Features: 17 layouts including: *Slate Museum* (SM32); *Cromer Beach Shed* (O); *Ousewell St Jude* (EM); *Braughing & Standon, Broadland, Brooklands Park, Clay On Sea, Crikey!, Deepdale, Milo Mill, Upper Blackburn, Thomas and Friends, Thwaite* (OO); *Kingshill* (009); *Corsham, Loch Finnan* (N); plus demonstrators and trade & society stands.
Contact: Exhibition Manager Paul Cox via email address below.
Email: nmrc.exhibition.manager@gmail.com
Website: www.norhams.org.uk/wordpress/

Saturday 11 April
SPRINGFIELD, Chelmsford, Essex
Organisers: members and friends of Chelmsford & District Model Railway Club.
Venue: St Augustine Church, St. Augustine Way (off Beardsley Drive), Springfield, Chelmsford, Essex CM1 6GX.
Open: 1100-1630
Admission: adults £3.00, U16s £1.00. All proceeds go to the church for its work in the local community.
Amenities: free parking & full access for all. Refreshments available.
Features: 10 layouts plus trade support.
Contact: Andrew Smith, 07854 540521.
Email: andrew.toup@btinternet.com
Website: www.cdmrc.co.uk

Saturday 11 April
UCKFIELD, Sussex
Organiser: Uckfield Model Railway Club.
Venue: The Luxford Centre, Library Way, Uckfield TN22 1AR.
Open: 1000-1600
Admission: adults £2.00 (to include free cup of tea or coffee), U16s free.
Amenities: venue is located at the north/top end of the High Street 'Luxford Field' car park, with free parking available. Uckfield railway station and bus station are both 7 minutes' walk away. Refreshments.
Features: the club's annual Open Day is an opportunity to exhibit its layouts *Arnold Layne* (O), *Chart Sutton* (P4), *New Framnock* (OO) and *Stony Bottom* (N), as well as several members' layouts and entries for a members' layout competition based on the Peco Rail200 baseboard. There will also be a Bring & Buy stall (note members only to 'Bring'), a trade stand and demonstrations.
Contact: Organiser Peter Jackson, 07823 505484.
Email: openday@uckfieldmrc.co.uk
Website: www.uckfieldmrc.co.uk
Facebook: www.facebook.com/UckfieldModelRailwayClub/

Saturday 11 & Sunday 12 April
CALNE, Wiltshire
Organiser: Bentley Model Railway Group.
Venue: Calne Community Campus, White Horse Way, Calne, Wiltshire SN11 0SP. (What3Words: minute.feeds.airliners).
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £8.00, children (aged 5 to 17) £3.00, U5s free, group (2+3) £20.00, accompanying carers free.
Amenities: free parking, disabled access.
Features: layouts including: *Hillport Goods* (O); *Gileston Light Railway* (0-16.5/NG7); *Brink Valley Tramway* (09); *Ruyton Road* (P4); *Friday Bridge* (EM); *Buckleigh, Highbridge Road, The Hardest Day, Tidworth* (OO); *Les's Yard, Morella Light Railway Mk.I & Mk.II, Worthless Farm Festival* (009); *Bryford County Terminal, Poison Street* (HO); *Bad Horn* (TT); *Bristol Road, Hedges Hill Cutting, Polpendra* (N). Plus trade stands.
Website: www.calnemrs.org.uk
Facebook: www.facebook.com/BentleyMRG/

Saturday 11 & Sunday 12 April
CHELTENHAM, Gloucestershire
Organiser: Cheltenham Great Western Modellers Group sponsored by Marchants Coaches.
Venue: St Margaret's Hall, Coniston Road, Off Windermere Road, Hatherley, Cheltenham, Glos GL51 3NU.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £6.00, U16s free with an accompanying adult.
Amenities: venue is served by bus route No.98 from the town centre & railway station to Windermere Road. Venue is accessible for visitors with disabilities. Refreshments available.
Features: layouts incl: *Dinas Mawddwy, Fifield, Fryupdale Brewery* (EM); *Apple Lane Mk.II, Ashton Meadows, Avenueun, Bristol Harbour, East Dock, Porthmawgan Yard, Thomas (drive yourself layout)* (OO); *Fidlas Quay* (009); *Hollow Fosse* (3mm scale); *Burnham-on-Sea* (2mm finescale); *Lammas Park, Titfield, Wincanton* (N). Plus dioramas display and trade support.
Contact: Mike Walker, 01242 517788.
Website: www.cheltmodrail.org.uk
Facebook: www.facebook.com/p/Cheltenham-Great-Western-Modellers-Group-100067525716491/

Saturday 11 & Sunday 12 April
LOTHIANS MODEL RAILWAY SHOW 2026
EDINBURGH, Central Lowlands
Organiser: Pentland Model Railway Group.
Venue: The Students Union, Heriot-Watt University, Riccarton, Currie, Edinburgh EH14 4AS (What3Words///mayking.stable.agents).
Open: both days 1000-1630
Admission: adults £6.00, U16s free with an accompanying adult.
Amenities: close to city bypass, M8, M9 & Hermiston Gait shopping centre with extensive free parking. Public transport links via Edinburgh Park tram and train interchange station or regular Lothian bus Nos.25, 32, 35, 34 & 45 and Lothian Country bus Nos.X27 & X28 from the city centre. Disabled access. Refreshments.
Features: 18 layouts including the exhibition debut for *Kinleith Mill* (P4) by Alistair Dickson, as well as American layouts *Bellwood Yard* (O) and *Charlottesville* (HO). Plus demonstration table and trade & society stands.
Email: pmrgsecretary@gmail.com
Website: www.lothianmodelrail.co.uk
Facebook: www.facebook.com/profile.php?id=100063112396934

Saturday 11 & Sunday 12 April
MACCLESFIELD, Cheshire
Organiser: Macclesfield Model Railway Group.
Venue: King's School Sports Centre, Alderley Road, Macclesfield SK10 4RH.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £10.00, acpd U16s free. All major cards accepted.
Amenities: new venue for the event with more car parking, accessible toilets, etc. Note no smoking or vaping is allowed in the venue or grounds and no streaming of video footage of public exhibits is permitted. Free vintage bus will operate from Macclesfield rail station to the venue via the bus station & town centre.
Features: layouts incl: *Blandings Parva* (O); *Wedmore* (O & 0-16.5/NG7); *Nicola Landing* (On3 & On2); *Brettell Road, Gillow Heath Exchange, Kerrinhead, Rolvenden* (P4); *Bred Albin, Eaton Arches, Gunthorpe Junction, Nine Spires East, Old Parrock, Penmaenpool, Thorne Yard, Woodside Depot* (OO); *Tamerton Foliot, Winter Overcotes* (009); *Staroleko Wielkopolski, Swiss Pass* (HO); *Aldgate Hill & Norton Fallgate, Bluish Moor* (3mm scale); *Exchange Sidings, Modbury* (2mm finescale); *Noware in Particular, Smalldale Quarry* (N). Demos and trade & society stands.
Contact: 07796 457978 or 07761 122126.
Email: queries@macclesfieldmrg.org.uk
Website: www.macclesfieldmrg.org.uk
Facebook: www.facebook.com/macclesfieldmrg/

Saturday 11 & Sunday 12 April
NOTTINGHAM, Nottinghamshire
Organiser: Nottingham Model Railway Society.
Venue: St John's Church Hall, Nottingham Road, Hucknall NG15 7QN.
Open: Saturday 1000-1700
Sunday 1100-1630
(Card payments available. Major credit and debit cards eg MasterCard/Visa accepted.)
Admission: adults £6.00, acpd U16s free.

Amenities: for those travelling by car, take the M1, leave at Jct.26, take the A610, A6002, and A611, all towards Hucknall, then take Nottingham Road at the Nottingham Road roundabout. Free on-street parking available – see website for parking options. By public transport: either take a Nottingham Express Tram (NET) to Butler's Hill tram stop, which is a nine-minute walk from the venue; or an East Midlands Railway (EMR) train to Hucknall, which is a 15-minute (1.57 miles) walk from the hall; or take Trent Barton bus Nos.3A, 3B or 3C to the Broomhill Yew Tree stop. A full show guide will be available online shortly before the show – no printed copies. Refreshments available.
Features: layouts incl: *Market Witham* (O); *Depot Lane, Knowles Hill Colliery, Trinity Dock Street Bridge* (OO); *Cwm Hapus* (OO9); *Altenburger* (HO); *Ceské Prkno* (TT:120). Plus 3D-printing of O gauge wagons demonstration, NMRS second-hand sales stand & trade support.
Email: exhibadmin@nottingham-modelrailway.org.uk
Website: www.nottingham-modelrailway.org.uk
Facebook: www.facebook.com/NottinghamMRS/

Saturday 11 & Sunday 12 April

SWANAGE RAILWAY 1ST MODEL RAILWAY WEEKEND
SWANAGE, Dorset

Organiser & venue: Swanage Railway.
Open: both days 1000-1700
Admission: Early Bird Discount tickets: adults £25.00, children (aged 5-15) £12.50. Available via the webpage www.swanagerailway.co.uk/events/view/model-railway-weekend. On the day tickets: adults £30.00, children (5-15) £15.00.
Amenities: tickets offer unlimited travel on the Swanage Railway all day as well as entry into the various exhibition venues including Harmans Cross Village Hall. Parking at Swanage is available in the long stay car park on Victoria Avenue, which is signposted. There is also parking available at Norden Station. The best way to see the exhibition will be to park in either location and travel on the train. Catering facilities at Swanage Station will be on the platform from Trackside Treats, and at Corfe Castle from the kiosk. Hidden Pizza will be at Harmans Cross Village Hall serving breakfast options and handmade wood-fired pizzas during the day.
Features: there will be layouts in a range of different scales and gauges on display at different locations, including Swanage Station, Harmans Cross Station and Village Hall, Corfe Castle Station and Norden Station. At Swanage: *Southwick* (O); *Gants Hill* (O-16.5/NG7); *Orestone Quay, Redacre* (OO); *Crookham Vale* (OO9); *Broadstone* (N). At Harmans Cross Station & Village Hall: *Harlyn Pier* (O); *Bournemouth West, Fence House NCB, Kingsmouth, Rookery Lane, Shillingsford, Swanage Railway* (OO); *Ridgeway* (TT:120); plus *Summitelse* (2 layouts) and *Harmans Cross Station Diorama.* At Corfe Castle Station: *Oldshaw* (P4); *Barton St David, Bembridge, Corfe Castle, Fornham Lane TMD* (OO); *Puffin Colliery* (OO/OO9); *Bovington Junction, Ravenscar* (N); *Memory Lane* (Hornby Dublo); plus *Swanage Station Diorama* and up to six additional layouts courtesy of the Swanage Sygnets Youth Group. At Purbeck Mining Museum at Norden Station: *Crovans Junction, Dibsyard & Shelly's Sidings* (OO); *Red Hook Bay* (HO); *Hillside Park* (N); plus 5" ride-on railway owned by AMR (separate tickets required). Model Railway Solutions will be hosting a weathering demonstration where visitors can try weathering wagons using water soluble paints. The Railway Series author Christopher Awdry (son of Thomas the Tank Engine creator the late Reverend Wilbert Awdry) will be signing and selling books at selected times on Saturday and Sunday. Additional experiences include driving a Class 08 diesel shunter at Swanage Station and driving a miniature Hymek diesel-hydraulic locomotive at Norden Station.
Contact: 01929 425800.
Email: charles.rogers@swanagerailway.co.uk
info@swanagerailway.co.uk
Website: www.swanagerailway.co.uk/events/view/model-railway-weekend
Facebook: www.facebook.com/swanagerailway

Sunday 12 April

UFFCULME, Devon

Organiser: Culm Valley Model Railway Club.
Venue: Old Well Garden Centre, Waterloo Cross, Uffculme, Cullompton EX15 3ES.
Open: 1000-1600
Admission: free but donations welcome.
Amenities: garden centre with parking located close to 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 OO gauge model) plus *Soldor*, home to a little blue engine, driven by visitors. Club layouts.
Website: www.cvmrc.weebly.com/tiverton-junction.html

Thursday 16 April

BEER, Devon

Event: Silver Experience Peco factory tour.
Organiser: Peco Model Railways.
Venue: Peco, Underleys, Beer, Devon EX12 3NA.
Open: 1000-1200
Tour cost: £40.00 per person.
Amenities: free parking, with the tour starting point near the Peco shop entrance. Note visitors must be over age of 10 and must wear closed toed shoes. Note this tour involves walking around the site, and involves flights of stairs and standing for long periods of time.
Features: after meeting a tour leader and the rest of the tour party in the 'Golden Arrow' Pullman car *Orion,* join a unique 2-hour behind-the-scenes experience as Peco opens the doors to its Devon factory. See where model railway track, wagons and accessories have been rolling off the production line for the last 80 years. See for yourself how raw materials are turned into finished products. You'll watch track components being assembled, learn about the different machines used and see the finished products being packaged, ready for shipping around the world.
Website: www.peco-uk.com
Email: tina.bishop@peco.co
Facebook: www.facebook.com/PecoModelRailways/

Saturday 18 April

DUDLEY, West Midlands

Event: 40th Anniversary Open Day.
Organiser: Cradley Heath Model Railway Club, sponsored by Grainge & Hodder Laser-Cut Baseboards.
Venue: St Peters Church, St Peters Road, Darby End, Dudley DY2 9HN.
Open: 1000-1600
Admission: free to everyone.
Amenities: free parking. Light refreshments available. Venue is located close to Dudley No.2 Canal & Bumble Hole Local Nature Reserve.
Features: examples of club and members' layouts will be on display together with the club sales stand.
Email: chmrc@hotmail.co.uk
Website: www.cradleyheathmrc.co.uk
Facebook: www.facebook.com/CradleyHeathMRC/

Saturday 18 April

EWELL, Epsom, Surrey

Organiser: Epsom & Ewell MRC.
Venue: Ruxley Church, Ruxley Lane, West Ewell KT19 0AF.
Open: 1000-1630
Admission: free but donations welcomed.
Amenities: limited on-site parking. Bus No.418 (Kingston–Epsom) passes the door. Refreshments.
Features: open day with 10 club and members' layouts in various scales plus demos, limited trade stands & second-hand stall.
Email: secretary@eemrc.org.uk
Website: www.eemrc.org.uk

Saturday 18 April

CARMARTHENSHIRE MODEL RAILWAY EXHIBITION
KIDWELLY, Carmarthenshire

Organiser: West Wales Railway Modellers.
Venue: The Princess Gwenllian Centre, Kidwelly SA17 4UL.
Open: 1000-1600
Admission: adults & children over 14 £6.00, U14s acpd by paying adult free.
Amenities: new venue due to the flooding of the previous venue at Bronwydd. Free parking and near Kidwelly railway station and town on main bus route X11. Disabled access. Refreshments available.
Features: 16 layouts in various scales and gauges, plus trade support, club stalls, bring & buy stall and demonstrations.
Contact: Exhibition Manager Brian Willcocks, 01269 267877.
Website: www.wwrm.org.uk

Saturday 18 April

WELWYN GARDEN CITY, Hertfordshire

Organiser: De Havilland Model Railway Society.
Venue: Ludwick Way Methodist Church, Ludwick Way, Welwyn Garden City AL7 3PN.
Open: 1000-1700
Admission: adults £6.00, children £2.00, U5s free.
Amenities: free parking. Two floors of exhibits all accessible to those with limited mobility. Refreshments available.
Features: over a dozen layouts in various gauges, including club layouts *Havil Junction, Shabbey Road* and the *Underground Ernie* layout aimed at children and adults. The exhibition will be supported by stands from local traders and societies.
Contact: 07989 688750.
Email: secretaryXXX@dhmrs.co.uk
Website: www.dhmrs.co.uk
Facebook: www.facebook.com/dhmodelrailway/

Saturday 18 & Sunday 19 April

LONG WITTENHAM, Oxfordshire

Event: Special Exhibition plus ticketed Evening Presentation on Saturday only.
Organiser: Pendon Museum.
Venue: Pendon Museum, High Street, Long Wittenham, Abingdon OX14 4QD.
Open: both days 1100-1600
Admission: adults £8.00, over 60s & students £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.
Tickets for the Saturday evening special presentation are priced adults £25.00 or Friends of Pendon members £22.50 (this will include light refreshments). Tickets for the presentation are limited – for details visit www.pendonmuseum.com/events/ditchling-green-exhibition-and-evening-talk. Friends members will receive priority booking (details will be notified to them in advance).
Amenities: small free car park. Limited public transport. First floor with *Madder Valley Railway* and *Dartmoor Scene* 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 showing of the celebrated O gauge layout *Ditchling Green,* built by Gordon and Maggie Gravett and recently restored by Pendon modellers Stephen Williams and Rex Davidson. Rare opportunity to see the layout in its completed state in one of only a handful of public appearances. The layout will be in operation during normal opening hours and entry to view the model is included in the museum entrance charges. On the Saturday evening only, there will be a ticketed (separate charges apply – see above) illustrated talk with opportunities for guests to see behind the scenes and operate the model. Also open will be the museum's *The Vale Scene* and *Dartmoor Scene* layouts, plus John Ahern's pioneering *Madder Valley Railway* on static display.
Email: info@pendonmuseum.com
Website: www.pendonmuseum.com
Facebook: www.facebook.com/pendonmuseum/?locale=en_GB

Saturday 18 & Sunday 19 April

MARPLE, Stockport, Greater Manchester

Event: Model Railway Family Funday.
Organisers: 1st Marple Scouts & Romiley Methodist Modellers.
Venue: 1st Marple Scout Hut, Marple Memorial Park SK6 6BA.
Open: both days 1000-1500
Admission: by donation.
Amenities: there is parking nearby, plus bus stops on the main road in Marple centre.
Features: several drive it yourself layouts for the young at heart of all ages alongside more traditional hands-off layouts.
Contact: Exhibition Secretary Joe Graham using email address below.
Email: romileymethodistmodelrailway@gmail.com
Website: https://romileymodelrail.wixsite.com/romileymodelrail2026

Saturday 18 & Sunday 19 April

WINTERSLOW MODEL RAIL EX SALISBURY, Wiltshire

Organiser: Rob Hampton.
Venue: Winterslow Village Hall, Middleton Road, Salisbury SP5 1PQ.
Open: Saturday 1030-1700
Sunday 1030-1600
Admission: adults £8.00, children £4.00, U5s free, family (2+2) £20.00. (Cash and cards accepted.)
Amenities: ample free parking, disabled access. Refreshments available.
Features: 14 layouts in various scales and gauges including: *Blackgang* (Gauge 3); *Rosenbach* (G scale); *Horsebridge Wharf* (EM); *Milburn, Lockdown Junction* (with Minic Motorway), *Hornby Live Steam* (OO); *Carolann* (HO USA); *Fordingham, Portsea* (TT); *Milford Park, Sans Souci, Wykeham Junction* (N). Painting figures demo & traders.
Contact: Rob Hampton, 01980 862387.
Email: hamptonrob1951@outlook.com
Website: www.winterslowmodelrailex.com

Sunday 19 April

LBNGR BUZZRAIL MODEL EXHIBITION 2026
LEIGHTON BUZZARD, Bedfordshire

Organiser: Leighton Buzzard Narrow Gauge Railway.
Venue: LBNGR, Pages Park, Billington Rd, Leighton Buzzard LU7 4TG.
Open: 1000-1630
Admission: adults £3.00, children aged 5-plus £1.50 but free to LBNGR train passengers.
Amenities: free car parking. Access for disabled visitors. Refreshments available.
Features: 8 layouts in 009, 0-16.5 and live steam G scale.
Contact: 01525 850703.
Email: r.longman@btinternet.com
Website: www.buzzrail.uk
Facebook: www.facebook.com/events/1403046704810365/?ref_source=NEWS_FEED

Saturday 25 April

BAWDESWELL, Norfolk

Organiser: 32A MRC.
Venue: Bawdeswell Village Hall, Reepham Road, Bawdeswell, Norfolk NR20 4RU.
Open: 1000-1600
Admission: adults £6.00, children £3.00, family £12.00. Note cash only.
Amenities: ample free parking on site. Refreshments are available.
Features: the club test track will again be at the centre of the hall, for visitors to test their own dc or DCC locos. There will also be a mix of layouts and trade stands plus demonstrations & displays.
Contact: Exhibition Manager Alan Ball, 07717 502597.
Website: www.32amrc.co.uk
Facebook: www.facebook.com/groups/584115987229572/?locale=en_GB

Saturday 25 April

CRAWLEY, West Sussex

Organiser: Crawley Model Railway Society.
Venue: Milton Mount School, Grattons Drive, Pound Hill, Crawley, West Sussex RH10 3AG.
Open: 1000-1600
Admission: adults £3.50 with tea, coffee & squash included. Acpd U16s free.
Amenities: free car parking or venue can be

reached using Metrobus Nos.4 or 5 from Three Bridges. Step-free access. Light refreshments available.
Features: club and guest layouts plus traders and second-hand stall, with cash or card payments accepted.
Email: cmrs.secretary@gmail.com
Website: www.crawleymrs.org
Facebook: www.facebook.com/crawleymodelrailway/

Saturday 25 April
NARROW GAUGE SOUTH 2026
EASTLEIGH, Hampshire
Organiser: Wessex Narrow Gauge Modellers.
Venue: Barton Peveril College, Chestnut Avenue, Eastleigh SO50 5BX.
Open: 1000-1700
Admission: adults £10.00, U16s £3.00 with accompanying adult, family (2+2) £23.00.
Amenities: on-site parking available, plus venue is on local bus routes, close to Eastleigh and Southampton Airport Parkway stations. Park and ride is available using Eastleigh Lakeside Miniature Railway. Accessible venue.
Features: around 30 layouts, in a variety of scales and gauges, including: *Knaff Hall* (Gn15); *Bridport, Jubilee Works, Nethercombe Quarry, Shadows of Exmoor* (O-16.5/NG7); *5.5mm Modular* (5.5mm scale)*; Blackmoor, Bowcombe, Dartmoor Group Modules, Devil's Bridge, East Quay, Feòrag, Harringford, Hexworthy, L&B Triptych, Llanfair Rhyd, Long Sibford Modules, Mynydd y Ddraig, Penryn, Port Kingsley, Tan y Bwlch, Tan y Llyn, Tarrant Valley, Wissey Creek* (009); *Santa Maria* (H0m); *Porcupine Creek* (H0n30); *Falschezähne, Kaninchenbau, Keindorf* (H0e). Plus visiting miniature steam locomotive as well as trade, heritage railway & society stands. 009 Society AGM takes place on site.
Email: secretary@narrowgaugesouth.co.uk
Website: www.narrowgaugesouth.co.uk/wp/narrow-gauge-south-2026/

Saturday 25 April
NATIONAL GARDEN RAILWAY SHOW
STONELEIGH PARK, Warwickshire
Organiser: The Association of 16mm Narrow Gauge Modellers Limited.
Venue: National Agricultural and Exhibition Centre (NAEC), Stoneleigh Park, Kenilworth, CV8 2LH.
Open: 0930-1700
Admission: advance ticket price – adults £18.00, acpd U18s free (to book up until 0830 on the day of the show, visit www.eventbrite.co.uk/e/the-national-garden-railway-show-2026-tickets-1964862212771?aff=16mmwebsite). On the day ticket price at gate (card payment preferred) – adults £20.00, acpd U18s free. A companion's ticket can be offered for disabled visitors who require a full-time companion but supporting documents will need to be emailed to worinfo@warnersgroup.co.uk by 17 April 2026 and confirmation will be emailed prior to the event. Note: all ticket holders will be entered into a prize draw to win an Accucraft Mini Planet 0-4-0 diesel shunter model worth £685.00.
Amenities: the NAEC is on the B4113, between Coventry and Royal Leamington Spa, in Stoneleigh Park (sat nav postcode CV8 2LH; What3Words: costs.doing.skinny). There will be road closures in the area for HS2 works, so use following directions: from M40 – leave at Jct.15 and take A46 towards Coventry; leave A46 at Thickthorn Roundabout (exit for Leamington & Kenilworth) and follow the diversion for local traffic to travel along A452, then B4113 to approach Stoneleigh Park. From M6/M69 – leave M6 at Jct.2 and take A46 towards Warwick, or at end of M69 take A46 towards Warwick; at Tollbar End roundabout take A45 towards Ryton on Dunsmore and shortly afterwards follow diversion for local traffic along the A423, then A445 until signage for Stoneleigh Park. From M1 (Northbound) – leave at Jct.17 and take M45 towards Coventry; pick up signs for A45 Coventry (NOT Daventry) and at Ryton-on-Dunsmore, take A445 and follow diversion for local traffic along the A445 until signage for Stoneleigh Park. If travelling by rail, take West Coast Main Line to Coventry station where a dedicated shuttle bus service will be operating from 0900 at 45-minute intervals up until last from venue at 1710 – unlimited use tickets can be purchased on the day for £10.00. Venue has full disabled access and is all on one level. No dogs are permitted apart from official guide/assistance dogs. Refreshments available.
Features: garden railway-style layouts in a variety of larger scales, both narrow and standard gauge, including *Dow Bridge Junktion, Dixon Green, IOM Group, Mwch Grumblyn, Ridgmont, St Gennys, Stately Manor*, *Warton Road*, 16mm Narrow Gauge Military Modellers, 7/8ths Group Display and G1MRA East Anglia Group's *Anglia Roads*. Plus second-hand sales stands, 50-plus retailers, manufacturers and specialists showcasing model garden railway innovation and craftsmanship, and narrow gauge preservation and other specialist group stands. Also Model of the Year Competition with models in 16mm scale narrow gauge, including locos, coaches and rolling stock, railway buildings, etc.
Email: any.questions@16mm.org.uk
Website: www.nationalgardenrailwayshow.org.uk
Facebook: www.facebook.com/16mmngm/

Saturday 25 & Sunday 26 April
CARNFORTH, Lancashire
Organiser: Carnforth Heritage Visitor Centre.
Venue: Carnforth Station, Warton Road, Carnforth, Lancashire LA5 9TR.
Open: both days 1000-1600
Admission: adults £4.00, children free. In support of Carnforth Heritage Visitor Centre for the continued regeneration of the station, location for the 1945 romantic film *Brief Encounter*.
Amenities: parking available, plus rail services from Manchester, Lancaster, Skipton, Leeds, Preston and Barrow. Refreshments are available in the famous *Brief Encounter* Refreshment Room. The Snug Micropub is open on Sunday afternoon only.
Features: at least 12 layouts plus trade support with stalls on the covered platform.
Contact: 01524 735165.
Email: info@carnforthheritage.co.uk
Website: www.carnforthheritage.co.uk
Facebook: www.facebook.com/p/Carnforth-Heritage-Visitor-Centre-61567700408245/

Sunday 26 April
HEATH PARK, Cardiff
Organiser: Cardiff Model Engineering Society.
Venue: Heath Park Miniature Railway, King George V Drive East, Cardiff CF14 4AW.
Open: 1300-1700.
Admission: £2.80 (card payment only), children aged 3 & under free (must be accompanied on rides). No dogs except service dogs and no ball games allowed on site.
Amenities: refreshments, gift shop.
Features: miniature railways (steam and electric trams), model and garden railways.
Website: www.heathparkminiaturerailway.co.uk

Sunday 26 April
NORMANDY, Guildford, Surrey
Event: Spring Open Day.
Organiser: Guildford O Gauge Group (GOGG).
Venue: Manor Fruit Farm, Glaziers Lane, Normandy, Guildford GU3 2DD.
Open: 1000-1600
Admission: £5.00 entry fee, acpd U12s free.
Amenities: venue is 4 miles west of Guildford and there is plenty of free parking available adjacent to the village hall. Light refreshments, including bacon rolls, sandwiches and cakes, will be available during the day, provided by the local WI.
Features: the club's main layout, *Normandy Junction*, will be running a good selection of full-length O gauge trains and the club test track will be available for visitors to try out their own stock and potential purchases. Other layouts being exhibited are: *The Engine Shed & Works*; *Wendesleigh* (Midland branch terminus); *Egdean* (GWR and Southern in winter); *Wordsley Wharf* (canal wharf). There will also be a bring and buy stall available for the public to use. Plus there will be around 9 traders selling kits, parts and complete rolling stock.
Email: ron1patterson@yahoo.co.uk
Website: www.gogg.co.uk/opendays.html

Sunday 26 April
UFFCULME, Devon
Organiser: Culm Valley Model Railway Club.
Venue: Old Well Garden Centre, Waterloo Cross, Uffculme, Cullompton EX15 3ES.
Open: 1000-1600
Admission: free but donations welcome.
Amenities: garden centre with parking located close to 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 OO gauge model) plus *Soldor*, home to a little blue engine, driven by visitors. Club layouts.
Website: www.cvmrc.weebly.com/tiverton-junction.html

May Day Bank Holiday Saturday 2 May
BECCLES, Suffolk
Event: Norfolk & Suffolk NGM 10th Open Day.
Organiser: Norfolk & Suffolk Narrow Gauge Modellers.
Venue: Blyburgate Hall (former St John Ambulance Hall), Blyburgate, Beccles, Suffolk NR34 9TF.
Open: 1000-1600
Admission: adults £5.00 (cash only please), acpd U16s free.
Amenities: there is no parking at the hall other than disabled, so visitors should use the nearby local public car park (situated behind the library and near to the Roys Store) signposted just up from the hall on opposite side of the road. There will be three rooms in use for the show but unfortunately one of those rooms is not accessible to wheelchair users.
Features: a selection of narrow gauge model railways in various scales including: *Ardgowan, Grafton Maltings, The Slate Museum* (O-16.5/NG7); *Apadobe Mine, Foxwood, Ramsdale* (O9); *Ashfield Green, Ashfield Road, Beckland End, Caravanserai, Endeane, Loose End* (009). Plus trade and society stands.
Contact: Richard Doe, 01502 471760.
Email: nsngm@yahoo.co.uk
Website: www.nsngm.org.uk
Facebook: www.facebook.com/nsngmgroup/

May Day Bank Holiday Saturday, Sunday & Monday 2, 3 & 4 May
SADDLEWORTH, West Yorkshire
Event: Saddleworth Charity Model Railway Exhibition.
Organiser: Saddleworth Model Railway Exhibition team.
Venue: Saddleworth Museum & Art Gallery, High Street Uppermill, Saddleworth, Oldham OL3 6HS.
Open: Saturday & Sunday 1000-1600
Monday 1030-1600
Admission: adults £5.00, acpd children free. Note payment is by cash only on the door as event is in aid of Guide Dogs for the Blind.
Amenities: by road, venue is accessible via the A670 and if arriving from the M62, exit at Jct.20 (from the west) or Jct.22 (from the east). There is free parking & disabled access. If travelling by train, Greenfield station is just over half a mile away on the Manchester to Huddersfield line. Uppermill is also well served by buses. Exhibition is upstairs in the gallery area. The museum is wheelchair friendly. Refreshments provided by the Friends of the Museum.
Features: seven layouts plus a demonstrator and three traders.
Contact: Exhibition Manager Andy Sawyer using the email address below.
Email: andysawyer@hotmail.co.uk
Website: www.saddleworthmuseum.co.uk
Facebook: www.facebook.com/profile.php?id=100065558646650

May Day Bank Holiday Monday 4 May
SKELTON, Cleveland, North Yorkshire
Event: Cleveland MRC Spring Open Day.
Organiser: Cleveland Model Railway Club.
Venue: Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland TS12 2LQ.
Open: 1000-1600
Admission: adults £1.00, children 50p.
Amenities: free parking. Nearest bus stop on Arriva bus route No.5 is 'Hollybush, Skelton'. Venue has disabled access except for mezzanine area. Light refreshments.
Features: an opportunity to see the club's various layouts in operation and under construction in a relaxed atmosphere where visitors can chat with the group's friendly members. There will also be a small selection of trade stands in attendance.
Email: Clevelandmrc.publicity@gmail.com
Website: www.clevelandmrc.co.uk
Facebook: www.facebook.com/groups/clevelandmrc/

Saturday 9 May
44TH ANNUAL MODEL RAILWAY EXHIBITION
BUSHEY, Hertfordshire
Organiser: South-West Herts Model Railway Society.
Venue: Queens School, Aldenham Road, Bushey, Herts WD23 2TY.
Open: 1000-1630
Admission: adults £8.00, up to 2 acpd U16s free with each paying adult.
Amenities: venue is close to M1 Jct.5 (junction with the A41) and has on-site parking. There is wheelchair access throughout. Refreshments available.
Features: over 20 layouts covering a range of timescales from the early 20th century to the present day, including: *Willowbrook Marsh* (O); *Fire Creek* (On30); *Shirebeck in Emswell* (EM); *Erleigh Quay, Providence Colliery, Swakeleys, Thomas Town* (OO); *Garreg Wen; Quarry Lane End; Selborne; Tan-y-Coed; Whipsnade Central* (009); *Tamzynowo Wlk* (H0); *Catesby Sidings, Fordon Hill Railway, North Lin, Staffordshire Potteries* (N). Plus trade & society stands.
Contact: Exhibition Manager Phil Chown, 07377 188329.
Email: PC.SWHMRStr41n@gmail.com
Website: www.southwesthertsmrs.org.uk
Facebook: www.facebook.com/SouthWestHertsMRS/

Saturday 9 May
HYDE, Stockport, Greater Manchester
Event: S&DRM 50th Anniversary Clubroom Open Day.
Organiser: Stockport & District Railway Modellers.
Venue: The Scout Hut, Cartwright Street, Newton, Hyde SK14 4FH.
Open: 1000-1600
Admission: by donation (suggested £5.00).
Amenities: light refreshments.
Features: the club's original *Monyash*, current operating *Middleton Road* and in progress *Harpur Hill* OO layouts will be running along with other club members' layouts and another guest layout. Demonstration stand, club members' sales stand with models, kits, track, stock, etc., and trade stands.
Contact: 0161 494 2738.
Email: sdrmclubroom@gmail.com
Website: www.sdrm.co.uk
Facebook: www.facebook.com/stockportrailwaymodellers/

Saturday 9 May
LUTTERWORTH, Leicestershire
Organiser: Lutterworth Railway Society.
Venue: The Wycliffe Rooms, George Street, Lutterworth LE17 4ED.
Open: 1000-1600
Admission: adults £5.00, children £3.00, family £12.00.
Amenities: there is parking nearby in the town centre. Venue has wheelchair access. Meals and refreshments available.
Features: around 11 layouts from G to N gauge plus 6 trade stands.
Contact: 07889 792897.
Email: ian.lowe1@googlemail.com
Facebook: www.facebook.com/groups/778316720688817/

Saturday 9 May
PLUMPTON, East Sussex
Organiser: Sussex Vintage Model Rly Collectors.
Venue: Plumpton Village Hall, 1 West Gate, Plumpton Green, East Sussex BN7 3BQ.
Open: 1000-1630

Admission: adults £5.00, family ticket (2+2) £8.00, acpd U16s free.
Amenities: free on-site parking. Plumpton station is 500m from venue. Disabled access. Refreshments available.
Features: all-vintage layouts show, featuring Bassett-Lowke, Hornby Trains, recent vintage-style tinplate, Dublo, Trix Twin, Tri-ang, and more. Plus trade support.
Contact: Philip Cooke, 07785 567251.
Email: sussexvintagemrc@hotmail.co.uk
Website: www.sussexvintage.co.uk
Facebook: www.facebook.com/sussexvintage

Saturday 9 May
SOMPTING, Lancing, West Sussex
Organiser: Sompting and District MRC.
Venue: St Peter The Apostle Church, Bowness Ave, Sompting, Lancing BN15 9TS.
Open: 1000-1600
Admission: adults £4.00, children £1.00.
Amenities: free parking. Refreshments.
Features: layouts in gauges O, OO, T and Z set in a variety of eras and locations. Plus 'hands-on' children's layout. Also club sales and one second-hand trader.
Contact: use contact form on website.
Email: info@somptingdistrictmrc.co.uk
Website: www.somptingdistrictmrc.co.uk
Facebook: www.facebook.com/somptinganddistrictmrc/

Saturday 9 May
SOUTHAMPTON, Hampshire
Event: SMRS Open Day.
Organiser: Southampton MRS.
Venue: Unit 1b, Kemps Quay Industrial Park, Quayside Road, Southampton SO18 1BZ.
Open: 1000-1600
Admission: free.
Amenities: free parking. Refreshments.
Features: club layouts in O, OO & N gauges plus multi-gauge test track in EM to N. Members of the South Hampshire Area Group of MERG (Model Electronics Railway Group) will also be in attendance.
Contact: use 'Get in Touch' form on website.
Email: southamptonmrs@gmail.com
Website: www.southamptonmodelrailwaysociety.co.uk
Facebook: www.facebook.com/p/Southampton-Model-Railway-Society-100054627512434/

Saturday 9 May
STAFFORD, Staffordshire
Event: Spring Model Railway Show.
Organiser: Stafford Railway Circle.
Venue: Berkswich Methodist Church Hall, The Rise, Stafford ST17 0LH.
Open: 1000-1600
Admission: adults £6.00, U16s free.
Amenities: free parking. Light refreshments.
Features: 11 layouts including: *Fegg Hayes* (O); *Hadley, Stoneybrook and Swale* (O-16.5); *Chapelgate, Christopher's Sidings* (hands-on children's layout), *Five Towns, Margaret St, Midchester, Thorne* (OO); *Cwm Hir* (O09); *Branston Sub* (USA themed), *Lymebrook Yard* (N). Plus a selection of displays & traders.
Email: webmaster@staffordrailwaycircle.org.uk
Website: www.staffordrailwaycircle.org.uk/exhibition-2026/spring-show-2026/

Saturday 9 & Sunday 10 May
ExpoEM SPRING (NOTE CHANGE OF VENUE FROM THAT PREVIOUSLY ADVERTISED)
BRACKNELL, Berkshire
Organiser: The EM Gauge Society.
Venue: Garth Hill College, Bull Lane, Bracknell RG42 2AD.
Open: Saturday 1030-1730
Sunday 1000-1630
Admission: 2-day ticket prices – non-members £12.00, members £10.00, acpd U16s free.
Amenities: Garth Hill College is within easy reach of Bracknell town centre, bus station and railway station (700m). There is some free parking on site (Satnav RG12 9SE) with several nearby pay and display car parks. Please note Bull Lane access off Millennium Way is via the eastbound carriageway only and the slip road is very short and sharp: see map on EMGS website. There is level disabled access around the event. There are no public catering facilities within the venue, but numerous restaurants, pubs and other food outlets are located nearby in the town's Lexicon shopping zone accessed via a short underpass under Millennium Way. Visitors' entry tickets will allow pass-out.
Features: flagship event of the EM Gauge Society with 4mm finescale layouts including: *Lambourne, Longcarse West, Ryburn* (P4); *Butley Mills, Chewton Mendip, Chitterne, Maidstone Road, Three Cocks Junction, Weslo Steels* (EM); *Castle Caereinion* (O09 guest layout). Plus demonstrators on topics such as scenery construction, modelling with plasticard, R-T-R and scratch-built locos, bullhead track construction, 3D-printing, painting & lining and loco clinic. Also numerous trade & society stands, including local club Bracknell Model Railway Society, whose clubroom is nearby.
Email: expoem@emgs.org
Website: www.emgs.org
Facebook: www.facebook.com/emgauge/

Saturday 9 & Sunday 10 May
IMMINGHAM, North East Lincolnshire
Organiser: Immingham Museum.
Venue: Immingham Museum & Civic Centre, Pelham Road, Immingham DN40 1QF.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £7.00, acpd U16s free.
Amenities: large free car park (satnav DN40 1QF) and town is served by No.5 bus from Grimsby Town railway station. Disabled access to exhibition area but unfortunately not to museum layouts. Refreshments available.
Features: museum's own layouts comprising *Immingham Loco Shed 1912-1970* (OO); *Barnetby to Wrawby 1970-present* (N); plus exhibits on Great Central Railway and Immingham Docks. Also around 16 visiting layouts including: *Helenington, Millicent Street, Rymer's Sidings, Weedram Distillery* (RM March 2024) (O); *B.A.Cookes Engineering* (O-16.5/NG7); *Colinton* (RM March 2011) (P4); *Bawdsey* (EM); *BSC Orgreave, Five Mile House* (RM April 2025), *Station Layout, T'Inglenook* (OO); *Effingham Street* (OO/O09); *Cherry Tree Halt* (RM September 2024) (O09); *Tyskie-Wielkopolska* (HO); *Red Wharf Bay, Newmarsh Central* (N); *Lego Trains* (L); plus trade & society stands.
Contact: 07518 899048 or use 'Get in Touch' contact form on website below.
Website: www.imminghammuseum.org
Facebook: www.facebook.com/people/Immingham-Museum-Heritage-centre/100086859704045/

Saturday 9 & Sunday 10 May
QUEENSBURY MODEL RAILWAY EXHIBITION
QUEENSBURY, West Yorkshire
Organiser: Bradford Model Railway Club.
Venue: Victoria Hall, Sandbeds, Queensbury BD13 1AB.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £7.00, U16s free (must be accompanied by a paying adult).
Amenities: by car, leave M62 at Jct.26 and take M606 towards Bradford to its end at Jct.3, then A6036 towards Halifax/Huddersfield; then at Odsal top roundabout take A6036 (signposted Halifax) through Shelf to roundabout and next take third exit onto A644 (signposted Denholme) before turning right at first set of traffic lights into Tesco store car park, with unlimited free parking. Steps up to Sandbeds, with show venue across the road near a Pelican crossing. Limited disabled parking in front of the venue. By public transport, take bus No.576 from Bradford Interchange or Halifax bus station to Sandbeds/Station Road stop close to venue. Disabled access. Refreshments.
Features: around 10 layouts in a variety of gauges plus trade support.
Contact: Exhibition Manager John Wimbles, 07815 073721.
Email: trainstoragebox@gmail.com
Website: www.bradfordmrc.org

Saturday 9 & Sunday 10 May
SOLENT SKY TRAM EVENT 2026
SOUTHAMPTON, Hampshire
Organiser: Solent Sky Museum & Southampton Tram Project supported by the Tramway and Light Railway Society (TLRS).
Venue: Solent Sky Museum, Albert Road South, Southampton SO14 3FR.
Open: both days 1000-1700
(Last museum entry at 1600).
Admission: adults £14.00, children £10.00, family ticket £30.00.
Amenities: parking is available on-street outside the museum but council parking meter charges apply. If using public transport from Southampton Central Station, catch Bluestar Bus No.19 to Ocean Village. Most areas of the museum are wheelchair-friendly but check with venue for further details. Refreshments.
Features: a range of exhibitors including model railways and tramways, ranging from 1:16 scale to N gauge, plus trade stands. Also, if all goes according to plan, organisers hope to be able to move Southampton tram No.11 out of the tram shed on its own – the first time a Southampton tram has moved on rails in the city for 75 years.
Contact: 02380 635830.
Website: www.solentsky.org
Facebook: www.facebook.com/solentskymuseum/
www.facebook.com/Tram57Project/

Saturday 9 & Sunday 10 May
STAMFORD, Lincolnshire
Organiser: Market Deeping Model Railway Club.
Venue: Stamford Welland Academy, Green Lane, Stamford PE9 1HE.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £10.00, children (5-17) £5.00, U5s free, registered disabled £5.00, parent and child £12.50, family £28.00 (2 adults & up to 3 children). Discounted advance on-line tickets (adults £8.00, children 5-17 £4.00, U5s free, disabled £4.00, family £22.00) are available at www.mdmrc.org
Amenities: venue has good disabled access. Refreshments available.
Features: layouts incl: *A March in Time, Black Bridge, Blue Gum Ridge, Brusio Viaduct, Branston & Heighington, Braughing & Standon, Caradon Junction, Cranwell, Dunnerholme Sidings, East Sternham, Hebmorden, Innsdorf, Lintor Town, Malsor Vale, Market Obthorpe, Milo Mill, Moth Eaten, Much Wittering, Museum of Transport, Newfield, Nook, Owdladd, Porthallow, Rennock, SC Long Road TMD, Tytton Hall Yard, Wedmore, Wipton*. Also demonstrators, workshops and Kids' Zone as well as a second-hand stall with a wide range of British, Continental and North American items in OO, HO, N and Hornby Dublo 3-rail. Plus around 20 trade stands, society displays and an outside ride-on railway.
Email: showman@MDMRC.Org
Website: www.mdmrc.org
Facebook: www.facebook.com/mdmrc.org

Sunday 10 May
UFFCULME, Devon
Organiser: Culm Valley Model Railway Club.
Venue: Old Well Garden Centre, Waterloo Cross, Uffculme, Cullompton EX15 3ES.
Open: 1000-1600
Admission: free but donations welcome.
Amenities: garden centre with parking located close to 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 OO gauge model) plus *Soldor*, home to a little blue engine, driven by visitors. Club layouts.
Website: www.cvmrc.weebly.com/tiverton-junction.html

Saturday 16 May
BOOTLE, Merseyside
Event: LAWLOGG 70th Anniversary Open Day.
Organiser: Liverpool and West Lancs O Gauge Group.
Venue: 1st Floor, St. Monica's Parish Centre, Stewart Avenue, Bootle L20 9JD (use door at far left end).
Open: 1000-1600
Admission: free but donations welcomed.
Amenities: free parking on site and nearby (alongside park). Public transport nearby (see website for details). Light refreshments available.
Features: *Fernhill Junction* (large twin track main line loop with branch); *Dunball to St Monica's* (long branch line spiral); *Ballan Road* (1950s-70s rural loop and branch); *Test Track* (quad loop for 3-rail, 2-rail, dc and DCC). New layouts under construction (a wagon works (standard gauge) & *Aberbraan* (modular standard and narrow gauge). Visitors are welcome to bring locos & stock to run. Demo from the Merseyside Area Group of MERG and others.
Contact: see contact page on website.
Website: www.lawlogg.co.uk
Facebook: www.facebook.com/lawlogg

Saturday 16 May
ELY, Cambridgeshire
Organiser: Ely & District Model Railway Club.
Venue: Ely College, Downham Rd, Ely CB6 3DY.
Open: 1000-1630
Admission: adults £7.00, children (5-16) £3.00, U5s free, family (2+2) £18.00.
Amenities: new hall with ample free parking & disabled access. Refreshments.
Features: 14 layouts in various scales plus trade support, demos & outside live steam.
Contact: 07855 513506.
Website: www.elymrc.org.uk

Saturday 16 May
LAUNCESTON, Cornwall
Event: Group Open Day.
Organiser: Launceston Model Rail Group.
Venue: St Stephens Church Hall, Royston Road, Launceston, Cornwall PL15 8HL.
Open: 1000-1600
Admission: adults £5.00, acpd U14s free. Note children must be accompanied by an adult.
Amenities: there is limited free parking.
Features: visitors are welcome to take along their own locomotives to run on the group's layouts in O, OO & N, as well as to enjoy refreshments and a chat with members. There will also be the group's sales table and Chris's Crafts and Model Railways from Plymouth will be in attendance.
Contact: Alan Barriball, 07974 893172.
Email: Alan and Sally Barriball using furzepark@hotmail.com

Saturday 16 & Sunday 17 May
JARROW, Tyne & Wear
Organiser: Jarrow Model Railway Club.
Venue: Primrose Community Association, Lambton Terrace, Jarrow, Tyne and Wear NE32 5QY.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £7.00, children £3.00, family £14.00. Card payments taken on entry.
Amenities: free limited on-site parking with limited disabled parking and on-street parking permitted. Disabled access. Refreshments, bar and light lunches available.
Features: layouts including: *Gadhill* (16mm scale); *Croxley Hill, Falstone* (O); *Bera Mine* (O-16.5 & O9); *Fitzwilliam Basin* (O9); *Loch Syd, St Steeb, Illie Town* (OO); *Neuburg 1913, Neuburg 2013* (HOm); *Matlock Road* (N); *Nazareth Portland Cement* (USA N). Plus numerous trade & society stands.
Website: http://jarrowmrc.org

Saturday 16 & Sunday 17 May
ORPINGTON, Kent
Organiser: Orpington & District MRS.
Venue: Pratts Bottom Village Hall, Norsted Lane, Pratts Bottom, Orpington, Kent BR6 7PQ.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £6.00, children £1.50 (under 3 years free), family (2+2) £13.50.
Amenities: free parking, refreshments.
Features: club and visiting layouts in O, OO & N gauges plus demonstrations, loco repair workshop, club sales & trade stands.
Email: exhibitions@odmrs.uk
Website: www.odmrs.uk/annual-exhibition-2024/
Facebook: www.facebook.com/OrpingtonandDistrictModelRailwaySociety/

Saturday 16 & Sunday 17 May
MODEL RAILWAY SHOW & WORKSHOP
PORTHMADOG, Gwynedd
Organiser: Ffestiniog & Welsh Highland Railways.

Venue: Y Ganolfan, High Street, Porthmadog, Gwynedd LL49 9LU.
Open: both days 1000-1600
Admission: adults £6.00, children £2.00.
Amenities: venue is just over Britannia Bridge (traversed by the tramway section of the WHR) from the F&WHR Porthmadog Harbour Station and is close to Porthmadog Maritime Museum. There is a short stay car park nearby off the High Street and the main longer stay Llyn Bach pay & display car park is a short walk away down Madoc Street. As well as FR trains from Blaenau Ffestiniog and WHR trains from Caernarfon (check F&WHR website for days and times of operation & booking arrangements), public transport to Porthmadog includes the Cambrian Coast Line from Shrewsbury via Welshpool, Tywyn, Aberdyfi, Barmouth and Harlech, and TrawsCymru bus Nos.T22 from Caernarfon & Blaenau Ffestiniog, and T2 from Bangor & Aberystwyth via Dolgellau. Spooner's Cafe & Bar at Harbour Station.
Features: along with a host of mainly narrow gauge layouts in various scales, visitors will also be able to gain inspiration by speaking to experienced modellers and watching their demonstrations that range from creating buildings to track and wagons. A range of models, particularly in 009, and rail-related books is available in the Harbour Station shop.
Contact: F&WHR, 01766 516000.
Email: enquiries@ffwhr.com
Website: www.festrail.co.uk/model-railway-workshop/
Facebook: www.facebook.com/festrail/

Saturday 16 & Sunday 17 May
RUDDINGTON, Nottinghamshire
Organisers: Nottingham Transport Heritage Centre in partnership with Nottingham Model Railway Society & Ruddington Model Railway Club.
Venue: Nottingham Transport Heritage Centre, Mere Way, Ruddington NG11 6JS.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £8.00, children aged 5-16 £2.00, acpd U5s free.
Amenities: the venue, base for Great Central Railway (Nottingham) Ltd, is just off the A60 at Mere Way. From M1 Jct.24, take A453 Remembrance Way towards Nottingham, then in Clifton Village take Green Lane towards Ruddington; turn right at the Victoria Tavern onto B680 and follow it left at the Frame Breakers (Kirk Lane); next turn right at the traffic lights onto A60 Loughborough Road, right at the roundabout onto Mere Way, and then right again at the next roundabout. On-site parking is available – fee £3.00. By public transport, the nearest railway stations are all 3-5 miles away so it is recommended to travel to Nottingham station and then catch a bus. For Saturday's event, catch Nottingham City Transport (NCT) bus Nos.3, 3A or 10 to Ruddington Green, then walk down Asher Lane and through Rushcliffe Country Park; on Sunday, NCT bus No.10C runs to Rushcliffe Country Park. Alternatively, Kinchbus No.9 passes Ruddington Business Park with a stop at the nearby Scout Hut. The Heritage Café is open both days serving breakfasts & lunches, and full roasts on Sunday.
Features: new, larger show as this year has seen the opening of a new exhibition hall, making this one of the largest events of its kind in the East Midlands. Includes visiting layouts (see website for updates) plus Ruddington Model Railway Club permanent indoor layouts including: *Millhouse Lane* (O 1950s ex-GWR in Cotswolds); *Ruddington* (OO 1960s local scene); *Sodor* (OO Thomas layout). Also *Barry Island* with outside loops in G, O and OO (weather permitting), and in the centre's workshop and extension: *Ellis Road* (OO modern diesel layout undergoing refurbishment) and *International Conference Centre* (N gauge Privatisation era West Coast Main Line). In addition, there will be the NMRS second-hand sales stand and demonstrations and society displays. There will be a number of trade stands, and the Nottingham Society of Model and Experimental Engineers Ltd will be operating its Gauge 1, 3½", 5" & 7" gauge tracks, with rides from 1200 on Saturday and Sunday (weather permitting). Also the Great Central Railway (Nottingham) will be running trains to Rushcliffe Halt and the Nottingham Area Bus Society (NABS) will have its Emporium open selling railwayana, books and models.
Contact: 0115 9405705.
Email: exhibadmin@nottingham-modelrailway.org.uk
Website: www.nottingham-modelrailway.org.uk
www.gcrn.co.uk/events
Facebook: www.facebook.com/ruddingtonmodelrailwayclub/

Sunday 17 May
AXMINSTER, Devon
Organisers: For The Love Of A Railway and The Railway Kitchen.
Venue: The Guildhall, Axminster EX13 5NX.
Open: 1000-1600
Admission: advance tickets bought online via website – adults £5.00; on the day price £6.00. Acpd U16s free.
Amenities: there is a public car park close to the Guildhall. The Depot permanent exhibition area is in Chard Street, opposite the entrance to the George Hotel car park. At the Guildhall there will be hot refreshments all day.
Features: this year the exhibition co-organisers have upsized the event with a move to the Guildhall, allowing more space for layouts and family enjoyment. There will be 16 varied layouts plus demonstrators and trade stands, as well as other hobby exhibits, including an outdoor model boats display, and special features for children. Also a chance to visit The Depot, For The Love Of A Railway's permanent exhibition building, 5 minutes' walk away.
Contact: 07899 923756.
Email: fortheloveofarailway@gmail.com
Website: www.fortheloveofarailway.co.uk/axminster_model_railway_exhibition_2026
Facebook: www.facebook.com/p/For-The-Love-of-a-Railway-61551662745914/

Sunday 17 May
HASTINGS, East Sussex
Organiser: Dawn Quest, Model Railway Quest.
Venue: Summerfields Leisure Centre, Bohemia Road, Hastings TN34 1ET.
Open: 1000-1600
Admission: adults £8.00, children (aged 3-16) £5.00, family £15.00, Rail/TfL staff £5.00. (There are discounts on all these admission prices if tickets are pre-booked using the website listed below.)
Amenities: venue is on bus routes from Hastings railway station. Venue has full wheelchair access and a café.
Features: 20 layouts plus 17 trade stands.
Email: modelrailwayquest@gmail.com
Website: www.modelrailwayquest.com
Facebook: www.facebook.com/modelrailwayquest/photos/hastings-model-rail-show-2026sun-17th-may-10am-4pmsummer-fields-leisure-centre-bo/122277002786080014/

Sunday 17 May
STOWRAIL
STOW-ON-THE-WOLD, Gloucestershire
Organiser: StowRail Organising Group.
Venue: St Edward's Hall, The Square, Stow-on-the-Wold, Glos GL54 1AF.
Open: 1030-1600
Admission: adults £5.00, children free. Raising funds for Stow Primary School.
Amenities: venue has disabled access lifts from the pavement to the hall.
Features: layouts including: *Yellow Ridge Uranium Mine* (Gn15); *Thursley* (O); *Tony's Forest* (O-14); *Saith ar Hugain* (Sn2); *Chewton Mendip* (EM); *Guinea Street* (OO); *Roundhouse* (HO); *Postcard from Mallorca* (1:100 scale on 9mm gauge); *Kleindorf* (Z). Plus demonstrators and pre-loved sales stand.
Email: model26@GWSR.com

Tuesday 19 May
BEER, Devon
Event: Silver Experience Peco factory tour.
Organiser: Peco Model Railways.
Venue: Peco, Underleys, Beer, Devon EX12 3NA.
Open: 0915-1200
Tour cost: £40.00 per person.
Amenities: free parking, with the tour starting point near the Peco Shop entrance. Note that visitors must be over the age of 10 and must wear closed toed shoes. This tour involves walking around the site, and involves flights of stairs and standing for long periods of time.
Features: after meeting a tour leader and the rest of the tour party in the 'Golden Arrow' Pullman car *Orion* for refreshments and a safety disclaimer, join a unique two-hour behind-the-scenes experience as Peco opens the doors to its Devon factory. See where model railway track, wagons and accessories have been rolling off the production line for the last 80 years. See for yourself how raw materials are turned into finished products. You'll watch track components being assembled, learn about the different machines used and see the finished products being packaged, ready for shipping around the world.
Website: www.peco-uk.com
Email: tina.bishop@peco.co
Facebook: www.facebook.com/PecoModelRailways/

Wednesday 20 May
BEER, Devon
Event: Gold Experience Peco factory tour.
Organiser: Peco Model Railways.
Venue: Peco, Underleys, Beer, Devon EX12 3NA.
Open: 0915-1500
Tour cost: £65.00 per person or £120.00 for two people booking together.
Amenities: free parking, with the tour starting point of the *Orion* Pullman car located by the Peco Shop entrance. Note that visitors must be over the age of 10 and, as this is a working factory, they must ensure they are wearing closed toed shoes. Note also that this tour involves walking around the site, and involves flights of stairs and standing for long periods of time.
Features: after meeting a tour leader and the rest of the tour party in the former 'Golden Arrow' Pullman car *Orion* for refreshments and a safety disclaimer, join a unique full-day behind-the-scenes experience as Peco opens the doors to its Devon factory. The experience begins with a two-hour tour, during which participants will see track components being assembled and learn about the different machines used, with finished products being packaged ready for shipping to 35 countries around the world. Refreshments will be provided throughout the day, including a light lunch served in *Orion*, followed by a 30-minute Q&A session with a member of the Peco management team. There will then be an opportunity to get 'hands-on' as those on the tour are invited to make their own souvenir limited edition 009 wagon to take home. Finally, they will be able to visit the Peco model railway exhibition and shop, and take advantage of a 10% discount.
Website: www.peco-uk.com
Email: tina.bishop@peco.co
Facebook: www.facebook.com/PecoModelRailways/

Spring Bank Holiday Saturday 23 May
COVENTRY, Warwickshire
Event: Spring Open Day
Organiser: Coventry Model Railway Club.
Venue: Unit 3, Coventry Canal Basin Warehouse, Leicester Row, Coventry CV1 4LH.
Open: 1000-1600
Admission: free entry.
Amenities: venue is located next to the Canal Basin in Coventry city centre. Note access to the clubroom is up three flights of narrow stairs and so unfortunately is not accessible for wheelchair users. Refreshments available.
Features: six layouts in gauges OO, 009 & N and a chance to talk to club members. Also special exhibits for children.
Email: secretary@coventrymodelrailwayclub.org.uk
Website: www.coventrymodelrailwayclub.org.uk
Facebook: www.facebook.com/coventrymrc/

Spring Bank Holiday Saturday 23 May
MORLEY, Leeds, West Yorkshire
Organiser: Morley Model Railway Society.
Venue: St Francis of Assisi Church, 1 Westfield Road, Morley LS27 9NF.
Open: 1000-1600
Admission: adults £5.00, acpd U14s free. (Note: cash only accepted for entry and for items on stalls.)
Amenities: refreshments available.
Features: layouts, stalls and demos.
Contact: 07981 190396.
Email: morleymodelrs@gmail.com
Facebook: www.facebook.com/mmrs16/

Spring Bank Holiday Saturday 23 May
2026 CHARITY SHOW
SAFFRON WALDEN, Essex
Organiser: Saffron Walden Model Railway Club.
Venue: Abbey Lane URC Hall, Abbey Lane, Saffron Walden CB10 1AG.
Open: 1000-1600
Admission: free but organisers would welcome a cash or card donation to the chosen charity St John Ambulance Brigade. The club is pleased to report its two previous charity shows generated £1,050 and £1,200 for the Teenage Cancer Trust and Royal National Institute for the Blind respectively.
Amenities: car parking is available at Swan Meadow Car Park, only around 400m from the venue and signposted. It is pay & display with card payment only, no cash, satnav CB10 1DA.
Features: up to 7 layouts including club's own LNER *Saffron Green* (O), *Varicourt* First World War French village scene (009), *Deyton Valley Railroad* American layout (N), and *Duffwood Hall* micro layout (009) along with an SM32 shuttle. There will also be completed scratch-built model stock from the Snowdon Mountain Railway in O gauge along with the club's as yet un-named OO layout which is in the course of construction. Members will be showing where they are with it, especially the wiring on the underside and board construction. Also in operation will be the ever-popular O gauge automatic reversing test track, to which it is hoped to add some scenics this year. There will also be the club second-hand stall with American and British N gauge items as well as accessories, and also a trade stand.
Contact: Julian Nettle, 01799 521029.

Spring Bank Holiday Saturday 23 & Sunday 24 May
SALISBURY RAILEX 2026
ANDOVER, Hampshire
Organiser: Salisbury & South Wilts Railway Society.
Venue: Thruxton Centre, Thruxton Circuit, Andover, Hampshire SP11 8PN.
Open: Saturday 1000-1630
Sunday 0930-1600
Admission: adults £10.00, children (5-16) £2.00, acpd U5s free. Family (2+2) £22.00.
Amenities: free on-site parking. Full disabled access to all areas and toilets. Catering.
Features: 20 layouts incl: *Ventnor IOW* (0); *Brighton East, Canute Road Quay, Exton Quay, Farbine Road WRD, Farnham Lane, Helland Wharf, Lanata Quay, Lintor Town, Portishead TMD* (OO); *Kaninchenbau* (HOe); *Harringford Light Railway, Lochtern Quay, Sandy Shores* (009); *Bodmin & Wadebridge, Milford Park* (N).
Contact: Exhibition Publicity Manager David Graney, 07768 448369.
Website: www.sandswrs.co.uk
Facebook: www.facebook.com/SSWRailSoc/

Spring Bank Holiday Saturday 23 & Sunday 24 May
RAILEX 2026
AYLESBURY, Buckinghamshire
Organiser: Risborough & District MRC.
Venue: Stoke Mandeville Stadium, Guttmann Road, Aylesbury, Buckinghamshire HP21 9PP.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults (aged 17 & over) £14.00, U17s free.
Amenities: free car park plus lockers and disabled access. Hot & cold refreshments.
Features: around 22 layouts including: *Wolf Lowe, The Yard* (featured in this RM issue) (7mm scale); *Bowater's Paper Mill* (featured in March 2026 RM issue) (0-16.5); *Arcadia, Blakey Rigg, East Lynn, Trowland* (S scale); *Caldershaw, Clarendon & Scrubbs Lane, Eccelston, Pwllheli* (P4); *Grimesthorpe, Llawryglyn, Wainthrop Bridge* (EM); *Greenbooth, Roshven, Rossiter Rise* (last

chance to see this on the exhibition circuit) (OO); *Devil's Bridge, Penorwic Quarry* (OO9); *Bath Queen Street Engine Sheds, Burnham-on-Sea* (2mm Finescale); *James Street* (N). With the four S scale layouts present, the show will be helping to celebrate the 80th anniversary of the S Scale Society. Plus demonstrations, club stand, over 30 traders and society stands.
Contact: Tim Peacock by email below.
Email: railexmanager@rdmrc.org.uk
Website: www.railex.org.uk
Facebook: www.facebook.com/events/stoke-mandeville-stadium/railex-2026/1109700751278180/

Spring Bank Holiday Saturday 23 & Sunday 24 May

BROCKENHURST, Hampshire
Organiser: New Forest Model Railway Society.
Venue: Brockenhurst Village Hall, Highwood Road, Brockenhurst, Hampshire SO42 7RY.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £8.00, acpd U18s free.
Amenities: free parking. Approx 5 mins' walk from Brockenhurst station via gate from Up side car park. Full wheelchair access except to the stage. Refreshments available.
Features: visiting, club and members' layouts. Visitors can see what society members do and they will be happy to discuss any modelling topics and answer any questions. There will also be trade stands and displays.
Email: nfmrs@yahoo.com
Website: www.nfmrs.org

Spring Bank Holiday Saturday 23 & Sunday 24 May

SCOTTISH FESTIVAL OF RAILWAY MODELLING
GLASGOW
Organiser: Renfrewshire Model Railway Club.
Venue: Braehead Arena, Kings Inch Road, Glasgow G51 4BN.
Open: both days 1000-1700
Admission: adults £12.00, acpd children free.
Amenities: venue can be accessed from the M8 eastbound Jct.25 & M8 westbound Jct.25a. Multiple car parks around the shopping centre, with free parking and over 4,500 spaces (353 of which are disabled spaces). Railway stations a short bus ride away include Paisley Gilmour Street, Partick and Govan subway station. Buses to the venue include McGills service Nos.23/23A/X23, 26/26B, 514, 901, 906, 907, X7 or First Glasgow Nos.9A, 77. See website 'Location' page.
Features: over 40 layouts including *Argyle Engineering, Auswiss, Bakers End, Barrihandie* (2025 RM Cup winner, featured in RM June 2025), *Base Ordnance Depot Oakforth, Bishops End, Blair Atholl, Buckleigh, Burntisland 1883, Cartom, Churn Lane, Craggy Halt, Cuthbert Wharf, Dalziel North, Dukinbridge, Dunnerholme Sidings, Eastfield and Queen Street, Fareford East, Ferness, Garlieston, Harviestoun, Hornby Acho, Horton Drift, Larkfield, Loch Eilt & Corrour, Loch Nan Uamh/Orchy viaduct, Loch Tat, Lockerbie, Mrs Dale's Dairy at Ambrose, Rockvilla, St Hubbins, Thornton Glen, Tidford, Westover Quarry, Yetts O'Muckhart*. Also demonstrators and more than 20 traders.
Contact: use contact form on website below.
Email: info@renfrewshiremrc.co.uk
Website: www.thescottishfestivalofrailwaymodelling.co.uk
Facebook: www.facebook.com/ScottishFestivalOfRailwayModelling/

Spring Bank Holiday Sunday 24 May

BROXBOURNE, Hertfordshire
Event: Club Open Day.
Organiser: Hoddesdon Model & Railway Club.
Venue: Hoddesdon Model & Railway Club, Broxbourne Meadows, Mill Lane, Broxbourne, Herts EN10 7AX.
Open: 1030-1600
Admission: adults £5.00 at the gate, admission for children free.
Amenities: parking is normally free on Sundays at satnav location EN10 6QS, a short walk from the venue. Light refreshments available.
Features: layouts in 45mm & 32mm gauges and 7mm standard and narrow gauge, plus OO & N. Also 5" gauge ride-on railway. Plus HM&RC second-hand sales stand.
Contact: Paul Clayden via email below.
Email: gadget110hill@gmail.com
Website: www.hoddesdonmrc.org.uk
Facebook: www.facebook.com/groups/284371651769291/?locale=en_GB

Spring Bank Holiday Sunday 24 May

UFFCULME, Devon
Organiser: Culm Valley Model Railway Club.
Venue: Old Well Garden Centre, Waterloo Cross, Uffculme, Cullompton EX15 3ES.
Open: 1000-1600
Admission: free but donations welcome.
Amenities: garden centre with parking located close to 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 OO gauge model) plus *Soldor*, home to a little blue engine, driven by visitors. Club layouts.
Website: www.cvmrc.weebly.com/tiverton-junction.html

Spring Bank Holiday Sunday 24 & Monday 25 May

COSSINGTON, Leicestershire
Organiser: Leicester Model Railway Group.
Venue: LMRG Club Room, Main Street, Cossington, Leicester LE12 7RR.
Open: both days 1100-1700
Admission: event is part of 'Cossington Open Gardens'. The cost of a passport for the 'Open Gardens' is £7.50, and the club room is open in return for donations.
Amenities: Cossington village is about 6 miles north of Leicester between the A6 & A46. (What3Words scratches.evaded.sliders). The postcode for the village is LE7 4UU.
Features: at least 4 club layouts and the test track in operation.
Contact: use contact form on club website.
Website: www.lmrg.co.uk
Facebook: www.facebook.com/groups/599538645533557/

Spring Bank Holiday Sunday 24 & Monday 25 May

HEATH PARK, Cardiff
Organiser: Cardiff Model Engineering Society.
Venue: Heath Park Miniature Railway, King George V Drive East, Cardiff CF14 4AW.
Open: 1300-1700.
Admission: £2.80 (card payment only), children aged 3 & under free (must be accompanied on rides). No dogs except service dogs and no ball games allowed on site.
Amenities: refreshments, gift shop.
Features: miniature railways (steam and electric trams), model and garden railways.
Website: www.heathparkminiaturerailway.co.uk

Saturday 30 May

CLEVELEYS, Lancashire
Event: Blackpool Model Tramway Exhibition.
Organisers: Leigh Models & Hobbies, Corporations Model Trams and The Tramway & Light Railway Society.
Venue: Cleveleys Park Methodist Church Hall, West Drive, Cleveleys FY5 2BL.
Open: 1000-1600
Admission: adults £4.00, U15s £1.50 or free if accompanied by an adult.
Amenities: Blackpool Transport's West Drive tram stop is next to the venue and there is limited car parking on site. The Cleveleys Centre is nearby. Refreshments.
Features: layouts & displays plus demonstrations and trade support.
Websites: www.leighmodelsandhobbies.com
www.themodeltramshop.com
www.tlrs.info
Facebook: www.facebook.com/groups/www.tlrs.info/

Saturday 30 May

SLEAFORD, Lincolnshire
Organiser: Sleaford & District Model Railway Club sponsored by Bomber County Models and Sleaford Renewable Energy Plant.
Venue: St George's Academy, Westgate, Sleaford NG34 7PP.
Open: 1000-1600
Admission: adults £8.00, children aged 12 & over £4.00, U12s free.
Amenities: free parking and 10 mins' walk from Sleaford railway station. Level access in the halls. Refreshments available.
Features: 15 layouts, loco doctor and traders.
Contact: Nick Dibben, 01529 400142.
Email: Sleaford-MRC@hotmail.com
Website: www.sites.google.com/site/sleafordmrc/
Facebook: /www.facebook.com/SleafordModelRailway/

Saturday 30 May

GAUGE O GUILD SUMMER SHOW 2026
WIGAN, Greater Manchester
Organiser: Gauge O Guild.
Venue: The Robin Park Leisure Centre, Loire Drive, Newtown, Wigan WN5 0UL.
Open: 0930-1600
Admission: members & members' partners £12.00, non-members £17.00, U16s £1.00. To purchase tickets in advance visit www.gaugeoguild.com/onlinesales/ticketsales.aspx
Amenities: in a change from previous years, the 2026 Summer Show is being held in Wigan instead of Kempton Park. Venue is 10 minutes from the M6 & 15 minutes from M61. There are several car parks around the venue but be aware these are free for only 2 hours, after which a parking ticket will be imposed. For the organisers' recommended car park where the fee is £6.50 all day, see website. The venue is also a 15-20-minute walk from Wigan railway station or bus Nos.602, 603, 604 & 641 run from Wigan bus station calling at the rail station en route – see website for fuller details.
Features: layouts incl: *Dalry Road, East Midlands Test Track, Gauge O Guild Modular Layout* with *Colinwood* by St Neots MRC, *Kirtley Bridge, North Wales Diesels, Practice Works, Trelissik, Wick End*. Plus demonstrator Mike Sant on lining locos and numerous trade stands.
Contact: 01594 545676.
Email: enquiries@gaugeoguild.com
Website: www.gaugeoguild.com/events/guild_shows.aspx?id=29

Saturday 30 & Sunday 31 May

FELTHAM, Middlesex
Organiser: HKWR Model Railway Group.
Venue: Hampton Kempton Waterworks Railway, Snakey Lane, Hanworth, Feltham, Middlesex TW13 6XH (Note: Satnav for gate is TW13 7ND).
Open: both days 1000-1700
Admission: adults £9.00, children £4.00, U3s free.
Amenities: free parking. The site has been designed with disabled access in mind and there are disabled toilets. Refreshments.
Features: 10-plus layouts in various scales and gauges. Plus unlimited rides on 2' gauge waterworks railway and chances to watch the steam locomotive being prepared for service, and to enjoy rides behind the vintage diesel locos and on the new miniature railway. Also see a replica of Stephenson's *Rocket* in action. In addition, Kempton Steam Museum will be open (separate charge for entry).
Contact: Chris Leach, 07403 623789.
Email: chrisleach66@gmail.com
Website: www.hamptonkemptonrailway.org.uk
Facebook: www.facebook.com/Kemptonsteamrailway/

Saturday 30 & Sunday 31 May

HULL, East Riding of Yorkshire
Organiser: Hull Model Railway Society CIO.
Venue: The Event Space, Princes Quay, Hull City Centre HU1 2PQ.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £8.00, one child can enter free with each adult, additional children £1.00.
Amenities: entry to large on-site car park is via Waterhouse Lane (satnav HU1 2PS/what-3words: atomic.figure.salon). Also 6-10-min walk from bus & rail at Hull Paragon Interchange.
Features: 14 layouts incl: *Sowerby Station and Sowerby Shed* (O); *Kilmaley* (On3); *Fitzwilliam Basin* (O9); *Birchwood, Howbrooke Witham* (OO); *Megsdorf* (HO); *Camelot* (TT:120); *Alston, Coal Hill West, Newton Kyme* (N); plus 'hands-on' children's layouts. Also numerous trade stands.
Email: hullmrshow@gmail.com
Website: www.hullmrs.org
Facebook: www.facebook.com/hullmrs/

Sunday 31 May

SOUTHPORT, Sefton, Merseyside
Organiser: Nomads Model Railway Club.
Venue: Southport Community Centre, Norwood Road, Southport PR8 6HQ.
Open: 1000-1630
Admission: adults £5.00, U11s free. Cards accepted. All profits to a local registered charity.
Amenities: venue has limited car parking but is served by bus No.46 from Southport rail station, as well as being 10 mins' walk from Meols Cop railway station. The community centre has easy disabled access. Refreshments available.
Features: 12 layouts in gauges O to Z, with most not seen before in Southport. Plus children's activities and a variety of trade stands.
Email: nomadsmrc@outlook.com
Facebook: www.facebook.com/nomads.756724/

MEETINGS

Thursday 9 April – 1930

Locomotive Club of Great Britain (LCGB), St Albans branch
'Scottish Steam in the 1960s' by Michael Clemens.
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 9 April – 1900

South East Essex Railway Society
Test-Track night – N, TT, OO, O and 1 – help to set up from 1900 welcome as always.
Venue: Friends' Meeting House, 18 Dundonald Drive, Leigh on Sea, Essex SS9 1NB.
Details from: www.seers-rail.org/programme.html or seers.rail@gmail.com

Friday 10 April – 1900

Stephenson Locomotive Society
'My Book Of World Trains – Part 4 (Denmark, Sweden, Finland)' by Phil Kirkland.
Venue: The Conference Room, 1st floor (access via Black Swan Court Yard), Newcastle Arts Centre, 67 Westgate Road, Newcastle upon Tyne NE1 1SG.
Details from: www.slsnewcastle.org.uk

Saturday 11 April – 1400

Stephenson Locomotive Society
'Heritage Railway Galas' by Brian Dotson.
Venue: Kidderminster Railway Museum, adjoining SVR station, DY10 1QX.
Details from: 01597 824408.

Tuesday 14 April – 2000-2200

The Enfield Transport Circle (TETC)
''That Was the Year That Was – 1962 continued & 1963' (Illustrated)' by Geoff Plumb.
Venue: First Floor Meeting Room, Enfield Drill Hall Sports Club, 1 Old Park Avenue, Enfield EN2 6PJ.
Entry: £6.00 donation (first visit free).
Website: www.tetc.chessck.co.uk/Meetings

Tuesday 14 April – 1930

Wells Railway Fraternity
'Every Picture Tells a Story' by John Baxter.
Venue: Wells Town Hall, Market Place, Wells BA5 2RB.
Entry: non-members £4.00, members free.
Details: Andrew Tucker, 01749 830695.
Website: www.railwells.com

Thursday 16 April – 1930

Lutterworth Railway Society
Model Running Evening (N & OO Groups).
Venue: The Pavilion, Recreation Ground, Coventry Rd, Lutterworth, Leics LE17 4RB.
Entry: members £2.00, guests £5.00.
Details from: Phil Lindsey on 07554 192217 or email phillipmlindsey@gmail.com
Facebook: www.facebook.com/groups/778316720688817/

Thursday 16 April – 1930
Marlow & District Railway Society
'Railways Before The Great War - Part 2' by Jeremy Harrison.
Venue: Bourne End Community Centre, Wakeman Rd, Bourne End SL8 5SX or on Zoom.
Entry: non-members £3.00, members free.
Details from: Martin Stoolman, 07954 849390.
Website: www.mdrs.org.uk

Saturday 18 April – 1400
Stephenson Locomotive Society
'The Stainmore Route and Kirkby Stephen East – 60 years on from closure' by Mike Thompson.
Venue: The Friends' Meeting House, Mount Street, Manchester M2 5NS.
Details from: 0161 442 6178.

Tuesday 21 April – 1400
Stephenson Locomotive Society
'The Scarborough to Whitby Railway' by Neil Williamson.
Venue: Langdon Square Community Centre, Coulby Newham TS8 0TF.
Details from: 01429 270591.

Friday 1 May – 1900
Stephenson Locomotive Society
'San Francisco Trams' by Tom Ingall.
Venue: Nunthorpe Methodist Church, Connaught Road, Nunthorpe TS7 0BP.
Details from: 01429 270591.

Monday 4 May – 1930
Peak Rail Association (Sheffield Branch)
'Railways in Art' by David Charlesworth.
Venue: The Farm Road Sports & Social Club, Farm Road, Sheffield S2 2TP.
Entry: £5.00 donation is requested.
Details from: Dave Sharp, 07487 685306 or davidsharpsheffield@gmail.com
Website: www.peakrail.co.uk/sheffieldbranch

Tuesday 5 May – 1930
South East Essex Railway Society
Test-Track night – N, TT, 00, 0 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 7 May – 1930
Lutterworth Railway Society
'Peak Preservation' by Mike Kerry.
Venue: The Pavilion, Recreation Ground, Coventry Rd, Lutterworth, Leics LE17 4RB.
Entry: members £2.00, guests £5.00.
Details from: Phil Lindsey on 07554 192217 or email phillipmlindsey@gmail.com
Facebook: www.facebook.com/groups/778316720688817/

Thursday 7 May – 1930
The Great Central Railway Society (Sheffield branch)
'From Worksop to Mansfield by the Midland' by Chris Booth.
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

Tuesday 12 May – 1930
Wells Railway Fraternity
'Broad Gauge Journey Revisited' by Brian Arman.
Venue: Wells Town Hall, Market Place, Wells BA5 2RB.
Entry: non-members £4.00, members free.
Details: Andrew Tucker, 01749 830695.
Website: www.railwells.com

Thursday 14 May – 1930
Locomotive Club of Great Britain (LCGB), St Albans branch
Branch AGM followed by 'London Transport at War' presentation by David Burnell.
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 14 May – 1930
South East Essex Railway Society
Test-Track night – N, TT, 00, 0 and 1 – help to set up from 1900 welcome as always.
Venue: Friends' Meeting House, 18 Dundonald Drive, Leigh on Sea, Essex SS9 1NB.
Details from: www.seers-rail.org/programme.html or seers.rail@gmail.com

Friday 15 May – 1900
Stephenson Locomotive Society
'Photos from a Railway Enthusiast taken in the 1960s and 70s' by Ian Spencer.
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

Wednesday 20 May – 1930
The Grimsby & Cleethorpes Railway Group
'Basel to Brig' by Rob Morrey.
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 21 May – 1930
Lutterworth Railway Society
'The Charnwood Forest Railway' by Andy Lowe.
Venue: The Pavilion, Recreation Ground, Coventry Rd, Lutterworth, Leics LE17 4RB.
Entry: members £2.00, guests £5.00.
Details from: Phil Lindsey on 07554 192217 or email phillipmlindsey@gmail.com
Facebook: www.facebook.com/groups/778316720688817/

Thursday 21 May – 1930
Marlow & District Railway Society
'The Kent & East Sussex Railway' by Tom Burnham.
Venue: Bourne End Community Centre, Wakeman Rd, 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

Thursday 28 May – 2000
South East Essex Railway Society
'The Midland and Great Northern Railway' presentation by Adrian Wright.
Venue: Friends' Meeting House, 18 Dundonald Drive, Leigh on Sea, Essex SS9 1NB.
Details from: www.seers-rail.org/programme.html or seers.rail@gmail.com

CLUB NEWS/ NOTICES

Bedfordshire 16mm Narrow Gauge Modellers meet on the first Sunday of the month 1030-1600 at Eaton Bray Village Hall, near Dunstable. New members welcome. Two layouts for 16mm live steam and electric locos in 32mm and 45mm gauges. Go along, visit www.bag16mm.org.uk or email membership@bag16mm.org.uk

Berkshire N Gauge Society meets at 1900 on Thursdays at West London Aero Club, White Waltham Airfield, Maidenhead SL6 3NJ. New members welcome. Email: tornado.gr.1@hotmail.co.uk or percy.richard1946@gmail.com

Bilton Grange Model Club is a recently formed group in east Hull, with members interested in OO, Tri-ang TT and O gauge plus some in military modelling, aircraft, tanks, ships and Warhammer. The group meets every second Tuesday in the month from 1900-2100 at the Bilton Grange Community Association building opposite The Grange pub in Grange Road, east Hull. Call 07748 406806 or email biltongrangemodelclubb@yahoo.com

Bosvenegh Model Railway Group is a fairly new group meeting every Friday evening from 1900-2200 at Withiel Village Hall, Withiel, near Bodmin, Cornwall. The group is currently in the process of building an OO layout. New members welcome – get in touch by emailing bosvenegh mrg@outlook.com or visit www.bmrg.uk

Bridgend Model Railway Group meets weekly on Thursdays at 1900 upstairs at the Laleston Gardener's Club, Cliff Cottage, Wind St, Laleston CF32 0HN. Group has two layouts in 7mm and one in 4mm. Visit www.bridgendmodelrailway group.co.uk or email bridgendmodelrailwaygroup@protonmail.com

Group for anyone interested in railway modelling and/or railways meets in **Bubwith Leisure Centre bar, Main Street, Bubwith, Selby YO8 6LX** at 1930 on the last Monday of each month. Email: steve.grantham1@btinternet.com

Camborne Railway Modelling Group is a new club in Cornwall meeting every Wednesday 1700-2100 at Camborne Community Centre, 9 South Terrace, Camborne TR14 8SU and welcomes members of all abilities and ages (but U18s must be acpd by a responsible adult). Members can bring their own projects or help with the club layout. Charge of £3.00 a visit for room rent & refreshments. For details email cambornerailwaymodellinggroup@gmail.com or call 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 Sinfin Lane, Derby DE24 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 0 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 at Haverfordwest Mosque, located at 1 Cherry Grove, Haverfordwest SA61 2NZ. For further details visit www.facebook.com/groups/1448793075977538/ or email: wordpress@pmrc.welshbrook.com

Kingsway Model Railway Society welcomes new members when it meets every Tuesday from 1900-2100 at the Kingsway Centre, 130 Kingsway, Wellingborough, Northants NN8 2HF. Visit website www.kmrs.org.uk, visit Facebook Kingsway Model Railway Society or send an email to secretary@kmrs.org.uk

Launceston Model Railway Group holds drop-in meetings on the 3rd Saturday of each month 1000-1400 at St Stephen's Church Hall, Roydon Road, Launceston PL15 8HL. All ages welcome but children must be acpd. O, OO and N layouts in dc & DCC. Call 07974 893172 or email Alan & Sally Barriball at: furzepark@hotmail.com

Leyland Model Railway Club meets at Hillthorpe Farm, Knoll Lane, Little Hoole PR4 4TB every Monday and Wednesday (except Mon bank holidays) from 1900-2200. Layouts in OO and N plus others being built. Call 07796 130295.

Morecambe & Heysham Model Railway Club meets at 9 Morecambe Street West, Morecambe LA4 5HE on Tues & Thurs from 1900-2100 and has 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 meets on Tuesday evenings at Brockenhurst Village Hall, with layouts in N & OO, dc & DCC. For further details 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

New members are wanted by the new **North Wales Small Scale Model Railway Club**. If anyone is interested in modelling in the smaller scales from OO to T gauge, then go along to its meetings which take place in the Sea Scouts Hall, All Saints Avenue, Deganwy, Conwy LL31 9DZ on the first and third Monday of each month, 1900-2100, or telephone chairman Gareth Minords on 01248 6980547.

Poole and District Model Railway Society has opened a larger clubroom off Poole High Street. Includes OO gauge *Sterte Bay* (under construction), British/American N gauge layout and OO & N test track. Bring locomotives and/or stock to try out. Workshop and refreshment area. Tuesdays 1900-2200. See www.pdmrs.com

Romiley Methodist Railway Modellers meet from 1400 onwards every Wednesday in clubroom behind Romiley Methodist Church. Wide range of layouts in N to O gauge. See rmrmclub.com or contact rmrmhonsec@yahoo.com

Seaton Carew Model Railway Club welcomes new members and enthusiasts, meeting on the third and fifth (where applicable) Saturday of every month at Salvation Army Hall, Park Road, Hartlepool TS26 9HT from 1200-1700 with OO and N gauge layouts plus OO, TT and N gauge test tracks. All welcome (U16s should be acpd by adult). See https://seatoncarewmrc.byethost8.com or email contact.scmrc@gmail.com

Sidmouth Model Railway Group welcomes enthusiasts to its meetings and has layouts (N, OO and O) in progress for all wishing to join an active group. Visit www.sidmouthmrg.com or contact via email: sidmouthmrg@gmail.com

Stockton & District Model Railway Club is a friendly group of all ages, skills and interests, and anyone is welcome to bring items to run on the O or OO layouts. Members meet every Monday & Wednesday from 1830 at Elmwood Community Centre, Stockton-on-Tees TS18 5EP.
Contact John Madden on 01642 614253 or email secretary.stocktonmrc@outlook.com

Tamar Valley Model Railway Club meets at Bere Alston Bowling Club, Bedford Street, Bere Alston PL20 7DZ, on 3rd Wednesday of month, Jan to Nov, and on 2nd Wednesday in Dec, 1000-1600. Launceston & Cornwall N Gauge Enthusiasts attend. N, OO, OO 3-rail and O layouts. Members can buy tea, coffee & home-made cakes and cooked lunches. Les Whaley, 07972 333202.

Tonbridge Model Railway Club welcomes new members with meetings at 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 0.16.5/09 plus 4mm scale. Find club@TonbridgeMRC or email tonbridgemrc@yahoo.co.uk

West Midlands N Gauge Club is in its 30th year and is seeking new members. The club meets on the 1st and 3rd Saturdays in the month at Tipton Green Methodist Church, Park Lane West, Tipton DY4 8LD, 1400-1700, including coffee and cake. There are four working layouts and two new projects are under way. For photos and further details visit www.wmngc.co.uk

Wisbech Model Railway Club, formed in 2005 by Brian Baylis, meets 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 by email at jack_daniel5@icloud.com or layout manager Richard on 07702 644066.

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Trade

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DINGWALL (ROSS-SHIRE)-SPORTS & MODEL SHOP, 66 High Street, Dingwall, IV15 9RY. PLASTICS-METALS-SCENICS. OO and N scale, PECO, Hornby, Bachmann, Metcalfe, Wills, Ratio & Dapol. *Tel: 01349 862 346.*

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NORTH NORFOLK – SCALE MODELS CENTRE. Unit 2, Groveland, Thorpe Market Road, Roughton, Norfolk, NR11 8TB. PECO, Bachmann, Oxford, Tasma, new & second-hand model railways, kits, diecast, scenics, scenery workshops, commission sales. *01263 791119 www.scalemodelscentre.co.uk*

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NEW WEBSITE: www.zetlandmodelrailways.co.uk Good quality second-hand North American, Continental & British, "O", "HO", "OO", "N" & "Z" scales. *Email Bob@zetlandmodelrailways.co.uk*

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FOR LAYOUT CONSTRUCTION IN N AND 00 – EMAIL ME FOR PHOTOS OF CURRENT PROJECTS OR PHONE FOR YOUR REQUIREMENTS. *info@simonshindler.co.uk mobile 07704 704 643*

Wanted (Trade)

This section is reserved for the use of traders only.

AIRFIX/FROG/REVELL and other makes of unmade Second-hand plastic kits wanted. Aircraft especially wanted. Any quantity. *KINGKIT, Unit 8, Cedar Court, Halesfield 17, Telford, TF7 4PF. Tel: 01952 586 457.*

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MODEL RAILWAYS ALWAYS WANTED, including Hornby, Lima, Bachmann, Dapol, Modern Image, OO, O, N gauge, kits and kit built. Send lists or give me a call. *BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.*

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WANTED WANTED MODEL RAILWAYS, ALL MAKES, ALL SIZES from N Gauge, 00 scale to G Scale and larger, will travel all UK. We also dismantle layouts, over 35 year's experience. *Send lists to DEREK BARNETT, 6 Vale Gardens, Penkridge, Staffs, ST19 5LQ. Tel: 01562 750 076 daytime, or text me 07721 333 521 anytime and I will ring you back, email footplate@btconnect.com*

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WANTED – COLLECTIONS OF TRAINS FROM THESE AREAS:- North Wales, Cheshire, Merseyside, Manchester, and Lancashire. Also Diecast. If you really want the best price then send me or email me your list. *Tel 07511 899314 Email gambiacat@tiscali.co.uk*

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Wanted Private

(This column is reserved for readers who are private Model Railway enthusiasts or collectors and require items purely for their own personal use).

TRIX TWIN AND TRIX EXPRESS. Avid collector. TTRCA No26, anything will be considered. Please phone anytime, will collect. *Tel: 01736 754 200. Mobile: 07478 059 249.*

N OR OO GAUGE, British outline Model Railways sought by collector, Wrenn, Hornby, Bachmann, Farish etc. Will travel to collect. *Tel: 01702 461 214 after seven, 07399 73 44 94, daytime. Send lists to: psdavis17@talktalk.net*

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WRENN 1966 TO 1992-items wanted by collector preferably boxed, single or complete collections. *Please telephone: 0773 0957 800/01582 401 053 or visit my website www.wrennspecialist.co.uk*

KIT ITEMS, WHITEMETAL, BRASS OO & O, DJH, Wills, Millholme, Alan Gibson etc. Engines, coaches, wagons, unmade, part made, engines working or not. Kit spares – will travel. *Tel: 01302 481 274, mobile: 07767 356 890, email: simonecull06@tiscali.co.uk*

O GAUGE WANTED – LOCOS, ROLLING STOCK, ACCESSORIES, TRACK/POINTS, SPARES AND BUILDINGS. Large or small collections purchased. *Tel 01302 481274, Mob. 07767 356 890.*
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Swapmeets • Sales • Fairs

The following announcements are included in good faith from information provided by the organisers.
As cancellations are sometimes inevitable, anyone travelling a long distance should telephone before doing so.
All advertisements include the organiser's town and telephone number.
The publisher of RAILWAY MODELLER cannot accept any responsibility for cancellations or errors.

April 2026

19 April (Sun) 10am-3pm
NEWTON ABBOT TRAIN & TOY FAIR, Newton Abbot Racecourse, Devon TQ12 3AF. Admission £3. Superb venue, free parking, refreshments. 100+ tables. Organised by RAY HEARD.
Tel: 01823 480 097
email: rayheard66@btinternet.com

25 April (Sat) 10am-2pm
BRENTWOOD, The Brentwood Centre, Doddinghurst Road, Brentwood Essex CM15 9NN. Adults (16+) £4, accompanied children 15 and under free. J&J FAIRS.
Tel: 01522 880 383 www.j-jwebbtoyfairs.com jandjfairs@gmail.com

26 April (Sun) 10.30am-2.30pm
YEOVIL, SOMERSET (SWAPMEET). Yeovil Railway Centre, Yeovil Junction Station, BA22 9UU.
Tel: 01935 421 107.

May 2026

2, 3, 4 May (Sat-Mon) opens 9am
LLANDUDNO TRANSPORT FESTIVAL, Bodafon Fields, LL30 1BW. Contact JIM/VICCI RICKETTS.
Email: vicci.rickettsltf@gmail.com

2 May (Sat) 10.00am to 4.00pm
BLUEBELL RAILWAY – Horstead Keynes Station, RH17 7BD.
Entry with a platform or travel ticket
Stall bookings 01279 301 407.

3 May (Sun) 10.30am-3pm
COVENTRY – 160 STALLS, The Connexion, Ryton on Dunsmore, Coventry, CV8 3FL. Lots of stalls full of new and used model railways – many at bargain prices. Adults £3.50, Seniors £3, Children £1.
Tel: 01604 846 688 www.bpfairs.com

3 May (Sun) 9.45am-1.15pm
DITTON, Ditton Community Centre, Kilbarn Road, Ditton, Kent ME20 6AH.
KRJ VINTAGE TOYFAIRS.
Tel: 07977 646 386 & 07889 901 729.

9 May (Sat) 10am-2.30pm
CROYDON TRANSPORT & TOY COLLECTORS BAZAAR. East Croydon United Reformed Church. 86 Addiscombe Grove, Croydon CR0 5LP. East Croydon Station, 4 minute walk. £3
Details/bookings Email ttbazaars@btinternet.com or call/text 07753 146674 or 07508 152754.

10 May (Sun) 10.30am-3pm
DONCASTER RACECOURSE, The Lazarus Exhibition Centre, Leger Way, Doncaster DN2 6BB. More than 350 stalls of toys, trains and models. Adults £6, Seniors £5.50, Children £2.
Tel: 01604 846 688 www.bpfairs.com

10 May (Sun) 10am-2pm
IPSWICH, Copdock Village Hall, London Road, Copdock, IP8 3JN. Light refreshments, good lighting.
Telephone: PHIL COOPER for bookings on: 01787 372 559 or BILL BOURNE on: 01787 280 452.

10 May (Sun) 10.30am-3pm
WALSALL WOOD – Oak Park Active Living Centre, Coppice Road, Walsall Wood,
Details: Transtar Promotions.
Tel: 01922 643 385.

10 May (Sun) 10.30am-2.30pm
WINDSOR INTERNATIONAL TOY AND TRAIN COLLECTORS FAIR – 57TH YEAR.
New Windsor Community Association Centre, Hanover Way, SL4 5NW.
Tel: 07462 226 837.

12 May (Tues) from 6pm
HOOK – Community Centre, Ravenscroft. Hook. RG27 9NN. The only monthly fair in the South for a good old fashion mix of railway and diecast. Free parking. Excellent cafe.
stevedevizes@aol.com 07732 330 305.

16 May (Sat) 10am-2pm
DERBY (TRAINS ONLY) SWAPMEET, Our Lady of Lourdes Parish Centre, 36 Uttoxeter Road, Mickleover, Derby DE3 9GE. Admission £2, free car parking, refreshments available. *Contact: PETER STANTON.*
Tel: 07798 858 532
email: peterstanton1000@gmail.com

16 May (Sat) 10.30am-2.30pm
OSWESTRY – The Pavilion, Oswestry Showground, Park Hall, Whittington Rd SY11 4AS. JACKSON & JACKSON EVENTS.
For bookings contact DAVID on 07967 681 080 jacko17356@icloud.com

16 May (Sat) 10.30am-3pm
SANDOWN PARK – 500 STALLS, Europe's No1 Toy Collectors Fair, Sandown Exhibition Centre, Sandown Park Racecourse, Esher, Surrey, KT10 9AJ. Adults £8, Senior Citizens £7.50, Children £2. Hundreds of stalls selling everything you want in model railways, come and see why Sandown is Britain's best loved toy show.
Tel: 01604 846 688 www.bpfairs.com

17 May (Sun) 10.30am-2.30pm
HULME HALL, 23 Bolton Rd, Port Sunlight CH62 5DH.
For bookings contact DAVID on 07967 681 080 jacko17356@icloud.com

26 May (Tues) 5pm-8pm
GARSTANG TOYFAIR – Catterall Memorial Hall PR3 0HR (at junction of A6 and A586). Refreshments, £1 entry. EMANUEL FAIRS.
Tel: 0756 477 3121.

31 May (Sun) 10am – 1pm
LOSTWITHIEL TOY FAIR, Lostwithiel Community Centre PL22 0HE
Admission £2 per Adult, U16 Free.
Email: auctionfindssouthwest@gmail.com

Opportunity Yours

RM Classified Advertisement Order Form — last date for receiving copy for August 2026 issue is 15th May.
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Advertisements without a box number must include your name, address or telephone number. Standard abbreviations (LMS, META, 0-6-0), normal hyphenations (O-gauge, 2-rail, pre-war) and prices count as one word. Telephone numbers, whether exchange or all figure, count as two words.

CONDITIONS OF ACCEPTANCE
All copy is subject to our approval. We reserve the right to request amendments.
Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone number at which the organiser can be contacted.
Advertisers are expected to acknowledge all enquiries that enclose an SAE (even if the item has already been sold).
Advertisers are reminded of the Trade Descriptions Act and must avoid misrepresentation of goods offered. The Business Advertisements (Disclosure) Order 1977 requires all who sell goods in the course of a business to indicate this clearly in the advertisement.

Please email your advert to: classifieds@peco.co
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Ryburn - Photo Karl Crowther/Railway Modeller

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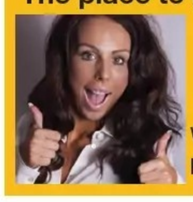

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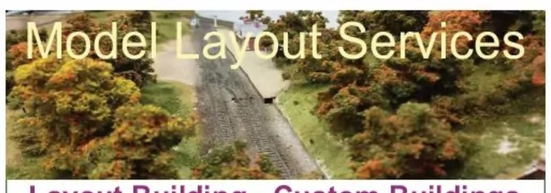

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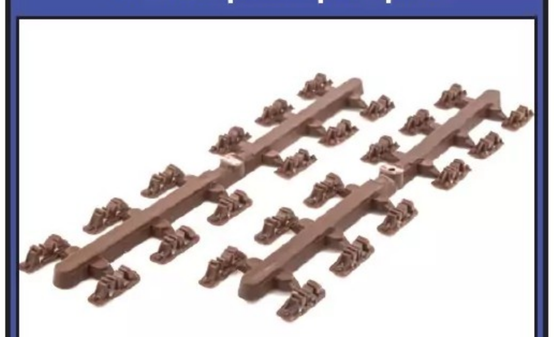

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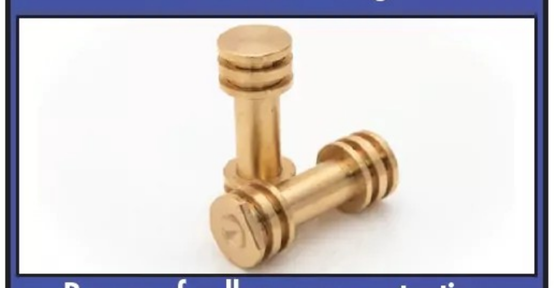

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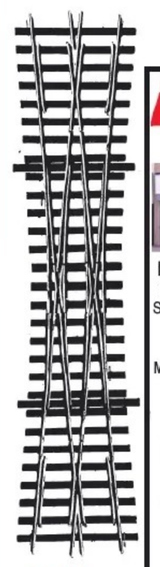

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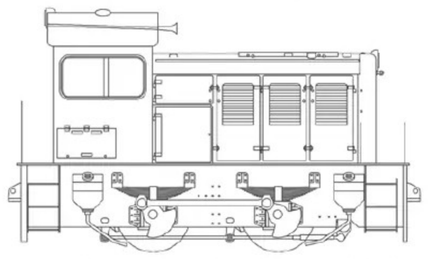

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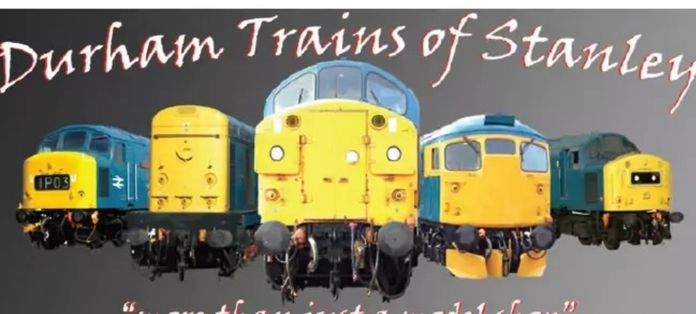

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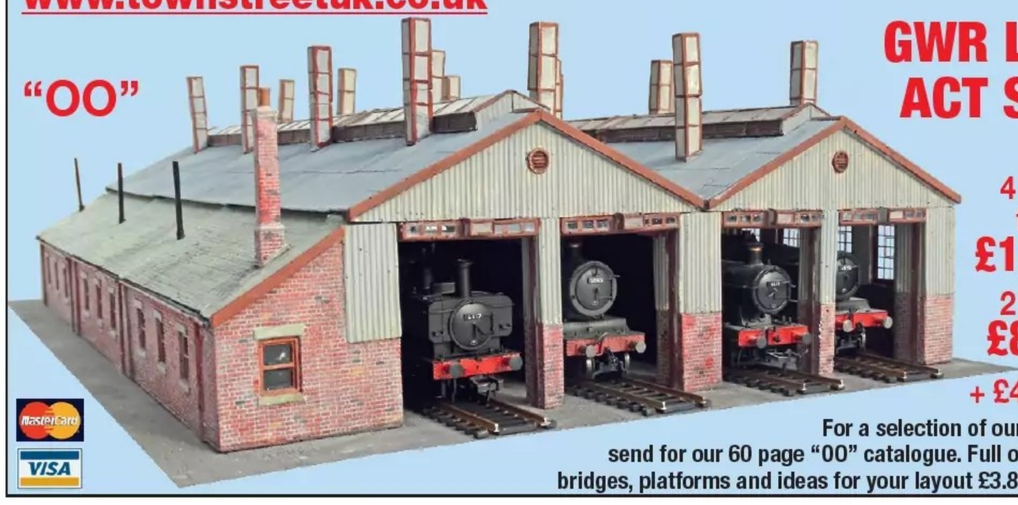

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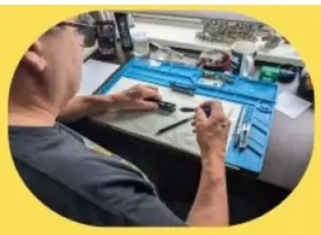

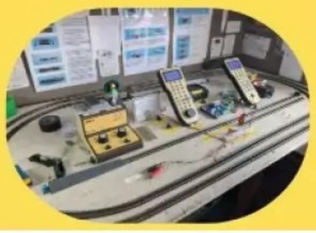

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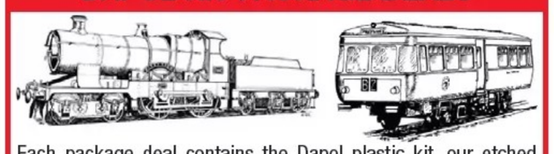

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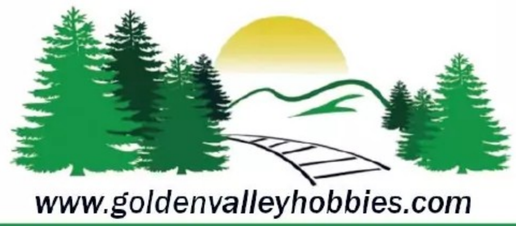

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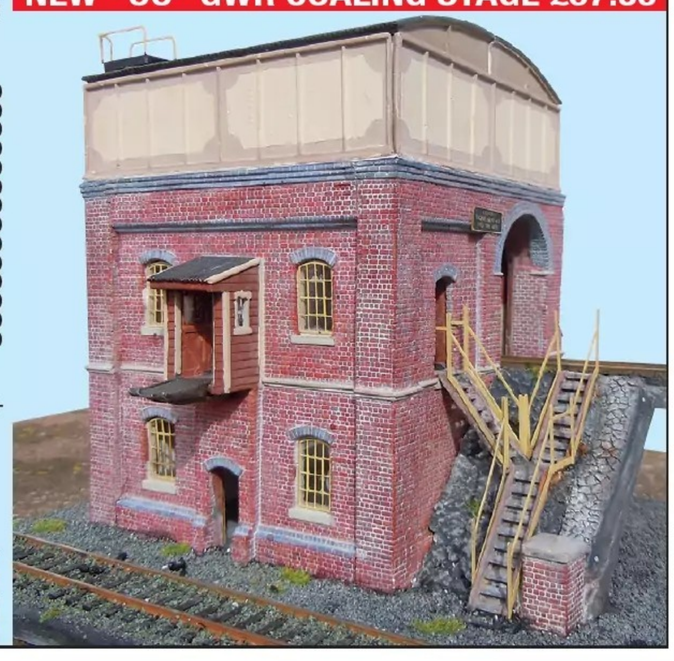

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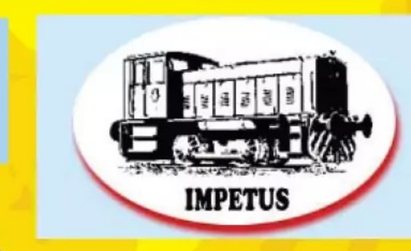

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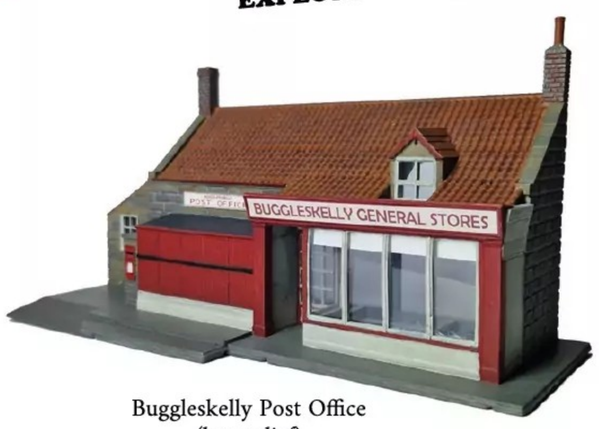

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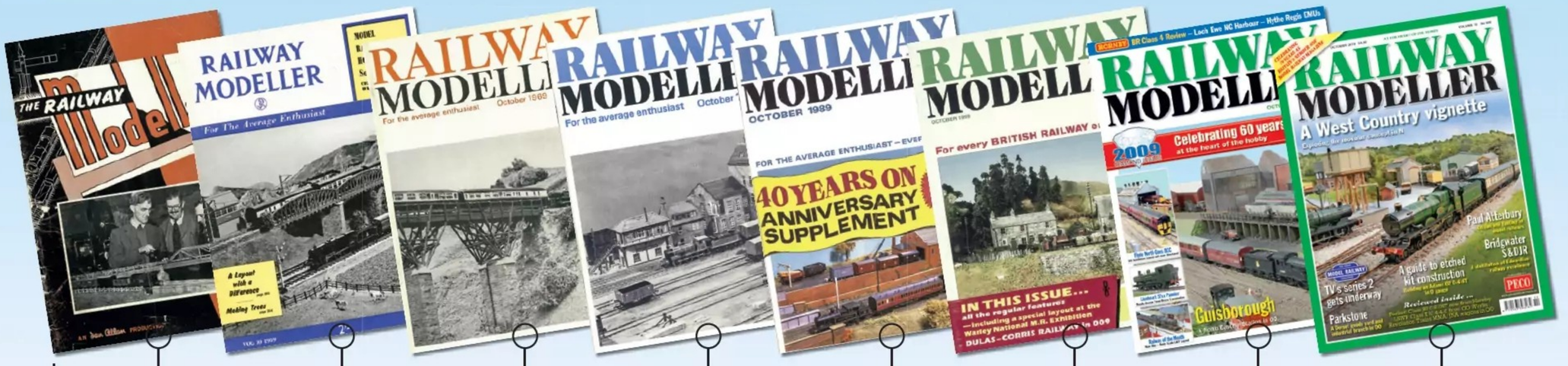

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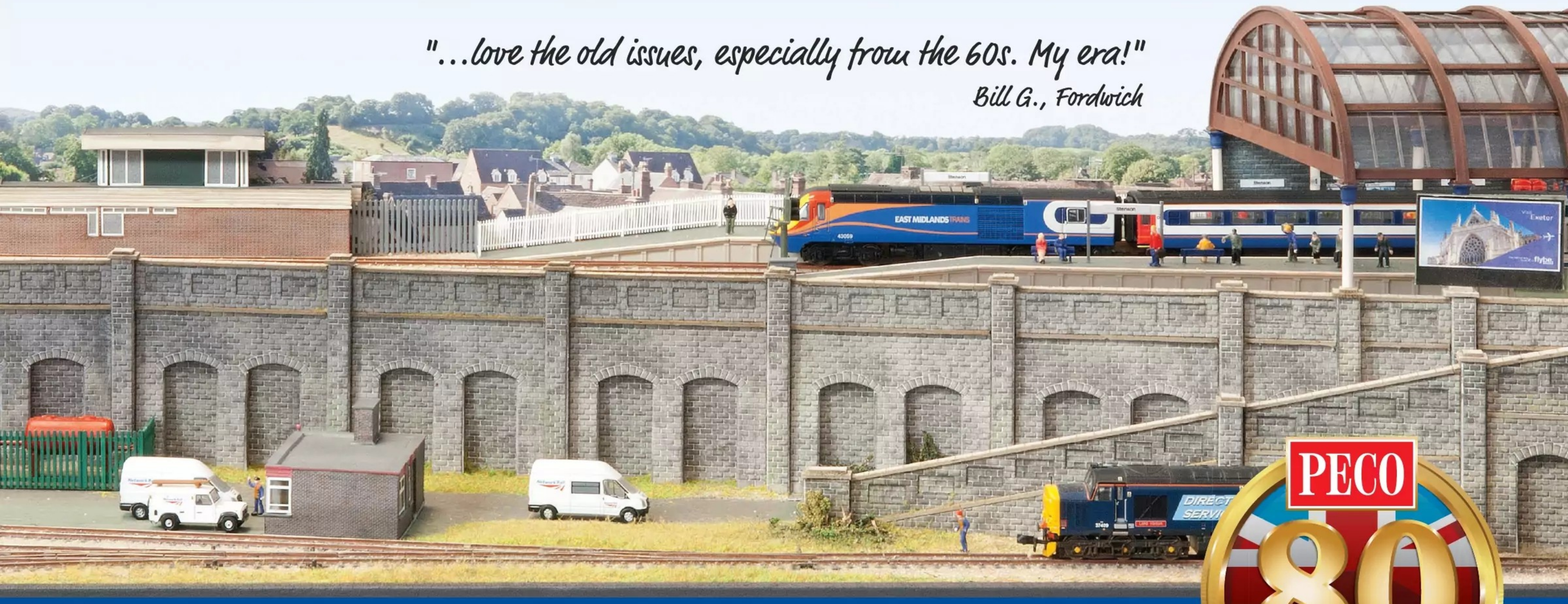

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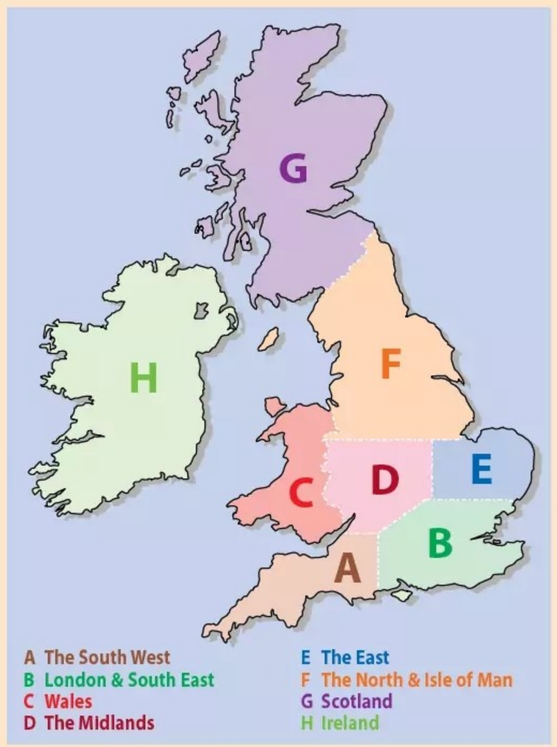

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