

**BRITAIN'S No.1
MODEL RAILWAY MAGAZINE**

JUNE 2026 £6.95

AT THE HEART OF THE HOBBY

VOLUME 77 No 908

RAILWAY MODELLER

Gresley 150

**Celebrating the
life and work of
Sir Nigel Gresley**

**INSIDE
THIS ISSUE**
7 layouts in
OO, OO9 & N



Doncaster in OO

A grand plan that pays
tribute to Gresley's
locomotive birthplace

Hornby J50

A review of this new
Gresley 0-6-0T model in TT:120

Gresley locomotives

Scale drawings for
D49, K3, O2 and V1/V3



Also reviewed inside...

Adams T3 4-4-0 from EFE Rail in OO
Limited Edition model of 'Peco' Class 56 in OO
New Peco wagon releases in N

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RAILWAY MODELLER

Contents

June 2026 vol 77 No.908

414 **Stoke Canon** **Railway of the Month**

Using his memories of growing up in Devon during the last days of main line steam, Laurie Wood has designed and built a nostalgic evocation of Western Region steam and diesel-hauled trains winding their way through an idyllic landscape of rolling hills, deep valleys, red cliffs and sparkling estuaries.

422 **Sir Nigel Gresley:** **his life and work** **Scale Drawings**

To mark 150 years since the birth of Sir Nigel Gresley, William Ascough offers an appreciation of his prolific and inventive engineering career, with selected drawings at 1:120 scale from the RAILWAY MODELLER archive.

428 **Doncaster** **Plan of the Month**

With June this year marking 150 years since the birth of Sir Nigel Gresley, what better way to pay tribute to the work of this former Chief Mechanical Engineer of the LNER, than with a layout scheme based on the South Yorkshire birthplace of his most celebrated locomotives? Graham Nicholas describes how he reimagined this vast station and its surroundings as the basis of a twin-level 00 gauge system, which makes extensive use of the Peco bullhead track range.

434 **Creating our school in** **1:76 scale!** **Talking Points**

Dr Luke J Harris tells the story of how the Wilmington Grammar School for Boys Model Railway Club constructed its entry for the Peco RAIL200 Model Layout Competition.

436 **Bankfield**

Mick Bryan describes the latest Privatisation era exhibition layout constructed by members of the Blackburn & East Lancashire Model Railway Society, which will be making its debut in completed form at this year's DEMU Showcase event at Sutton Coldfield on 6 & 7 June.

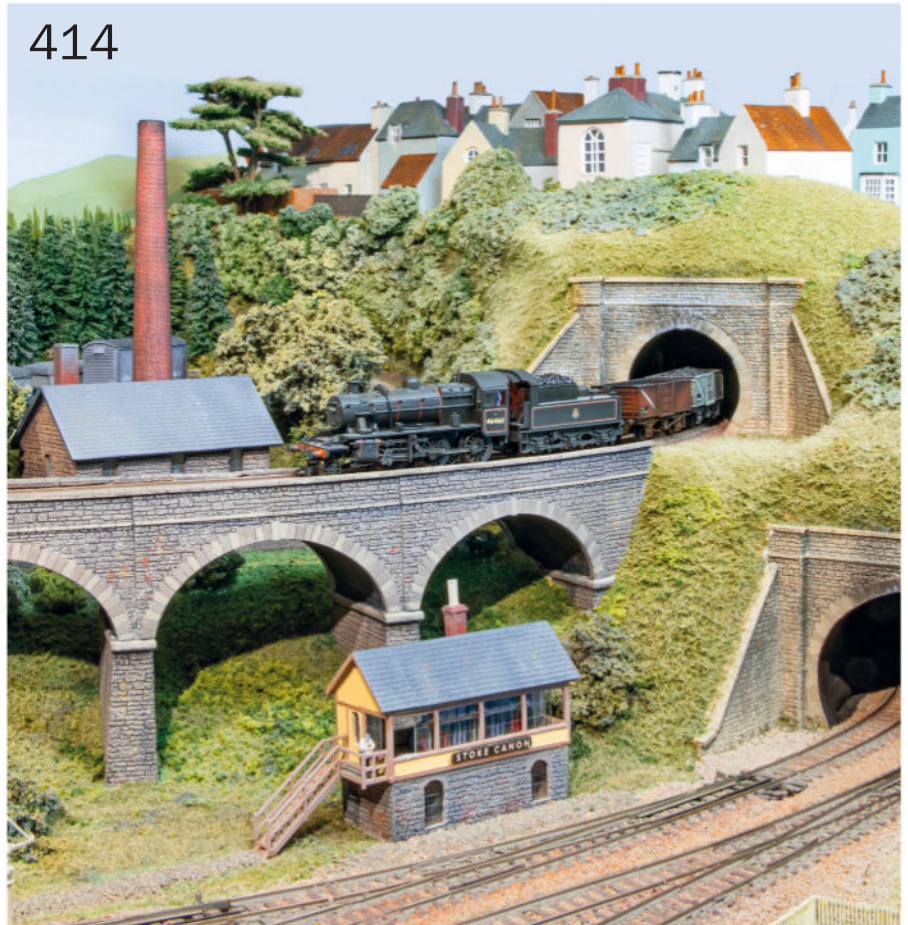
444 **Modelling trees** **Project of the Month**

Master modeller Gordon Gravett describes the techniques he has developed over many years to produce realistic trees for use on his award-winning layouts.

449 **Abbey Shed** **Micro Marvel**

A small O09 model depicting an industrial narrow gauge line, constructed by Ian Arkley as a 'Standalone' entry for the Peco RAIL200 Model Layout Competition.

414



452

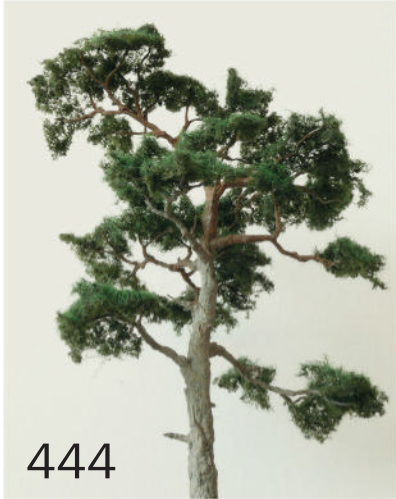


436

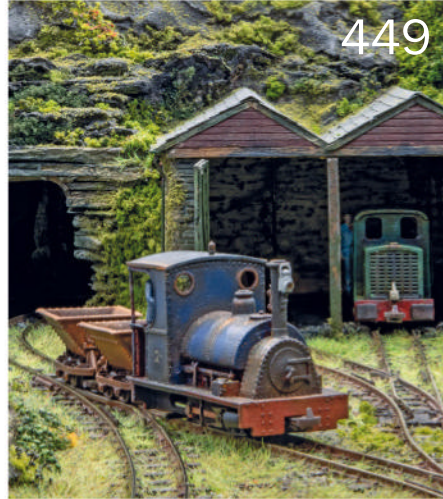




459



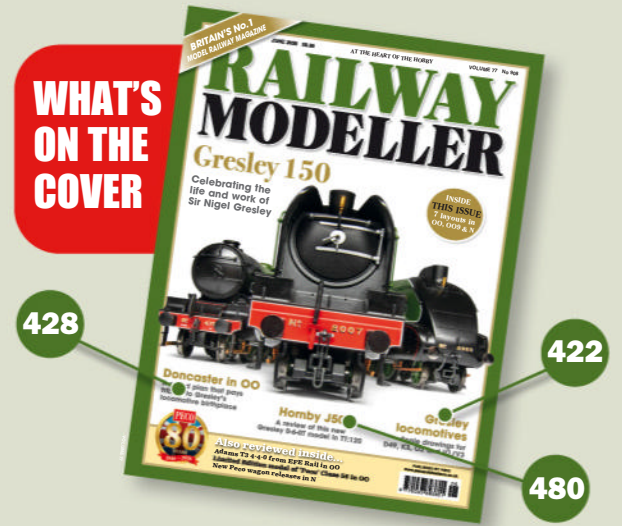
444



449



464



WHAT'S ON THE COVER

428

422

480

Cover photo: A trio of Gresley-designed locomotives to celebrate the 150th anniversary in June of the birth of Sir Nigel Gresley: a Bachmann V2 (left), a Hornby P2/1 (centre) and a Hornby P2/2 (right).

452 St Jude's Bay

Kevin Bruce explains how members of Spalding Model Railway Club extracted a permanent OO and OO9 layout from a loft, and adapted it for exhibition use.

459 Róisín – an Irish survivor

Most readers will be familiar with Tallylyn Railway 0-4-2T No.7 Tom Rolt, rebuilt in 1991 from one of a trio of 0-4-0WTs constructed originally by Andrew Barclay for Bord na Móna (the Irish Turf Board) in 1949. Remarkably, the other two locomotives also survive, these remaining largely in their original form. Glen Murphy explains how he created an OO9 model of the former BnM No.2 in its current Stradbally Woodland Railway condition.

464 Wessex TMD Through the Railway Room Door

David Skuse has built a layout centred on a Somerset diesel depot, both as a personal challenge to prove he can overcome the effects of a health condition, and to display his wider transport interests.

476 Readers' Letters

478 New Product Reviews

Leading the reviews this month is the London & South Western Railway Adams T3 4-4-0 in OO from EFE Rail. We also assess the Gresley J50 0-6-0T in TT:120 from Hornby; new wagons in N and lineside fencing in TT:120 from Peco; a limited edition model of the 'Peco' Class 56 diesel in OO from Cavalex; Hornby RailRoad Class 37 diesels in OO; London Midland & Scottish Railway hoppers and Great Western Railway Open C wagons in OO from Rapido Trains UK; and more Salmon bogie bolsters in OO from Hornby.

486 News

Minerva reveals GWR '1361' and '1366' in O; Bachmann announces Turbostar DMUs in OO; Heljan unveils LNER steam railcars in OO; Accurascale announces all-new Class 142 Pacers in OO; Rapido reveals OO9 Pectett Cranmore Class 0-4-0ST; Pecorama to open for three gala events; 'Black Five' and Brush Type 2 lead Hornby TT:120 announcements; thousands flock to Model Rail Scotland 2026; and much more...

495 Societies & Clubs

The biggest and best guide to the exhibition scene.

RAILWAY MODELLING Explored

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

469 Stapehill Road

Peter Fowler explains the reasons why his OO gauge model railway, which is housed in a repurposed building in his garden, features an eclectic array of locomotives and rolling stock.

472 Constructing a wooden platform halt in O

Callum Willcox shows you how to assemble the new 7mm Peco kit for a wooden platform halt, typical of examples that were once seen on rural branch lines and light railways.



472

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- PN962 - Municipal Building.....£11.50
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- PN973 - Low Relief Georgian Town
House.....£8.10
- PN974 - Low Relief Shop Front No.7 High
Street.....£8.10
- PN980 - Railway Arches.....£8.95
- PN990 - Old Mill.....£15.90
- PN991 - Old Mill Chimney Steak.....£6.25
- PN992 - Industrial Overbridge.....£6.55

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N Gauge Code 55 Finescale
Electrofrog Points

- SLE380F - Single Slip.....£62.05
- SLE383F - Scissors Crossover.....£102.55
- SLE386F - Curved Right Hand Point.....£19.40
- SLE387F - Curved Left Hand Point.....£19.40
- SLE388F - Large Radius Right Hand
Point.....£19.40
- SLE389F - Large Radius Left Hand
Point.....£19.40
- SLE390F - Double Slip.....£63.85
- SLE391F - Small Radius Right Hand
Point.....£16.70
- SLE392F - Small Radius Left Hand
Point.....£16.70
- SLE393F - Short Crossing.....£16.70
- SLE394F - Long Crossing.....£18.05
- SLU395F - Medium Radius Right Hand
Point.....£17.65
- SLU396F - Medium Radius Left Hand
Point.....£17.65
- SLE397F - Medium Radius Y Point.....£18.45
- SLE399F - 3 Way Point.....£48.40

N Gauge Code 55 Flexible
Track

- SL-300F - Code 55 Flexible Track Wooden
Sleeper.....£6.70 A Length
Buy 10 or more lengths.....£5.36 A Length

N Gauge Code 80 Electrofrog
Points

- SLE386 - Curved Right Hand Point.....£19.00
- SLE387 - Curved Right Hand Point.....£19.00
- SLE388 - Large Radius Right Hand
Point.....£19.00
- SLE389 - Large Radius Left Hand
Point.....£19.00
- SLE395 - Medium Radius Right Hand
Point.....£16.60
- SLE396 - Medium Radius Right Hand
Point.....£16.60
- SLE397 - Medium Radius Y Point.....£16.60

N Gauge Code 80 Insulfrog
Points

- SL386 - Curved Right Hand Point.....£18.45
- SL387 - Curved Right Hand Point.....£18.45
- SL388 - Large Radius Right Hand
Point.....£18.45
- SL389 - Large Radius Left Hand
Point.....£18.45
- SL395 - Medium Radius Right Hand
Point.....£16.60
- SL396 - Medium Radius Right Hand
Point.....£16.60
- SL397 - Medium Radius Y Point.....£16.60

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- SL-300 - Code 80 Flexible Track Wooden
Sleeper.....£5.80 A Length
Buy 10 or more lengths.....£4.64 A Length
- SL-303 - Code 80 Flexible Track Concrete
Sleeper.....£5.80 A Length
Buy 10 or more lengths.....£4.64 A Length

N Gauge Code 80 Setrack
Points & Packs Of Track

- ST-300 - Setrack First Radius Starter
Set.....£77.90
- ST-301 - Setrack Second Radius Starter
Set.....£77.90
- ST-5 - Setrack Right Hand Insulfrog
Point.....£14.00
- ST-6 - Setrack Left Hand Insulfrog
Point.....£14.00
- ST-44 - Setrack Right Hand Curved
Insulfrog Point.....£23.15
- ST-45 - Setrack Left Hand Curved Insulfrog
Point.....£23.15
- ST-50 - Setrack Right Hand Crossing.....£15.70
- ST-51 - Setrack Left Hand Crossing.....£15.70
- ST-3001 - Pack Of 8 Setrack Standard
Straights.....£16.55
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Straights.....£6.85
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Standard Curves.....£16.55
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Straight.....£21.10
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Double Curve.....£11.40
- ST-3014 - Pack Of 8 Setrack Second Radius
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Standard Curves.....£27.75
- ST-3019 - Pack Of 4 Fourth Radius Double
Curves.....£17.20

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TT Gauge Class 31s - Due April
2027



TT3071 - Class 31 D5502 BR Green.....£143.99
TT3071TXS - Class 31 D5502 BR Green
TXS Sound Fitted.....£206.99



TT3072 - Class 31 31270 BR Blue.....£143.99
TT3072TXS - Class 31 31270 BR Blue TXS
Sound Fitted.....£206.99



TT3073 - Class 31 31237 BR Railfreight
Red Stripe.....£143.99

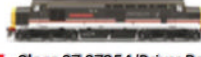


TT3074 - Class 31 31107 BR Grey And
Yellow Dutch.....£143.99

TT Gauge Class 37s - Due
Throughout 2026

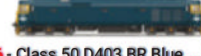


TT3044 - Class 37 37413 'Loch Eil Outward
Bound' Transrail.....£143.99



TT3045 - Class 37 37254 'Driver Robin
Prince M.B.E.' Intercity.....£143.99

TT Gauge Class 50s - Due July
2026



TT3066 - Class 50 D403 BR Blue.....£151.19



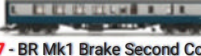
TT3067 - Class 50 50026 'Indomitable' BR
Large Logo Blue.....£151.19

TT Gauge Mk1 Coaches - Due
September 2026



TT4076 - BR Mk1 Composite Corridor CK
Coach BR Blue And Grey E15712.....£37.79
TT4076A - BR Mk1 Composite Corridor CK
Coach BR Blue And Grey E15746.....£37.79

TT4076B - BR Mk1 Composite Corridor CK
Coach BR Blue And Grey M15842.....£37.79
TT4076C - BR Mk1 Composite Corridor CK
Coach BR Blue And Grey M15848.....£37.79
TT4076D - BR Mk1 Composite Corridor CK
Coach BR Blue And Grey W15795.....£37.79
TT4076E - BR Mk1 Composite Corridor CK
Coach BR Blue And Grey W15811.....£37.79

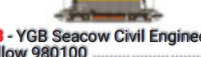


TT4077 - BR Mk1 Brake Second Corridor
BSK Coach BR Blue And Grey
E35266.....£37.79
TT4077A - BR Mk1 Brake Second Corridor
BSK Coach BR Blue And Grey
M35417.....£37.79
TT4077B - BR Mk1 Brake Second Corridor
BSK Coach BR Blue And Grey
W34916.....£37.79

TT Gauge Seacow Ballast
Wagons - Due Early 2027



TT6062 - YGA Seacow EWS 980076.....£40.49



TT6063 - YGB Seacow Civil Engineers Grey
And Yellow 980100.....£40.49
TT6064 - YGB Seacow Civil Engineers Grey
And Yellow 980100.....£40.49
TT6066 - YGB Seacow Civil Engineers Grey
And Yellow Triple Pack.....£116.99



TT6065 - YGB Seacow Engineers Olive
982792.....£40.49
TT6067 - YGB Seacow Engineers Olive
Triple Pack.....£116.99

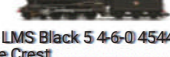
TT Gauge LMS Black 5s - Due
Early 2027



TT3068 - LMS Black 5 4-6-0 5408 LMS
Black.....£170.99
TT3068TXS - LMS Black 5 4-6-0 5408 LMS
Black TXS Sound Fitted.....£233.99



TT3069 - LMS Black 5 4-6-0 45315 BR
Black Early Crest.....£170.99
TT3069TXS - LMS Black 5 4-6-0 45315 BR
Black Early Crest TXS Sound
Fitted.....£233.99



TT3070 - LMS Black 5 4-6-0 45446 BR
Black Late Crest.....£170.99
TT3070TXS - LMS Black 5 4-6-0 45446 BR
Black Late Crest TXS Sound Fitted.....£233.99

TT Gauge HST Power Cars & Mk3
Coaches - Due September 2026



TT3050 - Class 43
Power Cars 43189
'Railway Heritage Trust'
And 43136 FGW
Green.....£215.99



TT4072 - BR MK3 Trailer First Coach FGW
Green 41131.....£37.79
TT4072A - BR MK3 Trailer First Coach FGW
Green 41132.....£37.79
TT4073 - BR MK3 Trailer Restaurant First
Buffet Coach FGW Green 40736.....£37.79
TT4074 - BR MK3 Trailer Standard Coach
FGW Green 42271.....£37.79
TT4074A - BR MK3 Trailer Standard Coach
FGW Green 42073.....£37.79
TT4074B - BR MK3 Trailer Standard Coach
FGW Green 42272.....£37.79
TT4074C - BR MK3 Trailer Standard Coach
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SMT1 Single Pole Single Throw, (On-
Off).....£1.50

4 x SMT1.....£4.99

SMT2 Single Pole Double Throw (On-
On).....£1.20

4 x SMT2.....£4.50

SMT3 Single Pole Double Throw, Centre Off,
(On-Off-On).....£1.65

3 x SMT3.....£4.50

SMT4 Double Pole Double Throw (On-On)
.....£1.60

4 x SMT4.....£5.40

SMT5 Double Pole Double Throw
(On-Off-Off).....£2.00

4 x SMT5.....£7.01

SMT6 Point Toggle Switches.....£2.00

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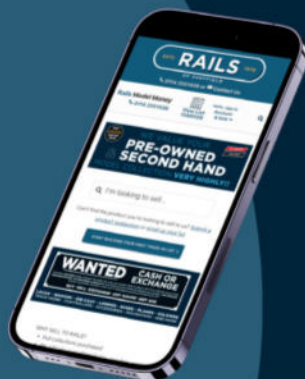
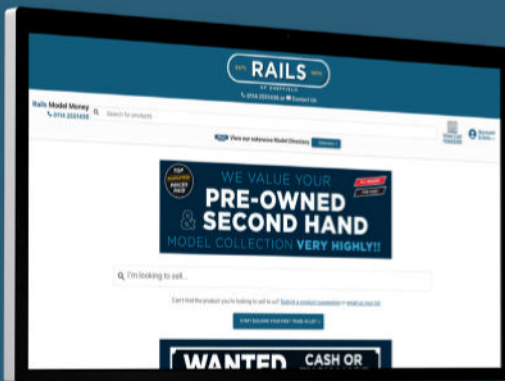


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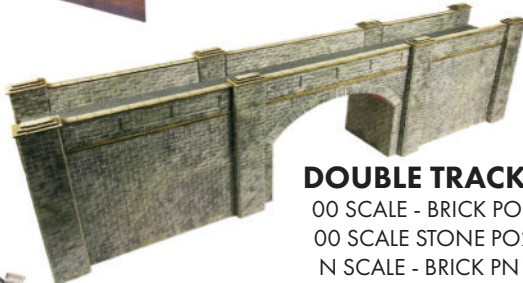
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00 SCALE - BRICK PO244 £16.20
 00 SCALE - STONE PO245 £16.20
 N SCALE - BRICK PN145 £13.10
 N SCALE - STONE PN144 £13.10



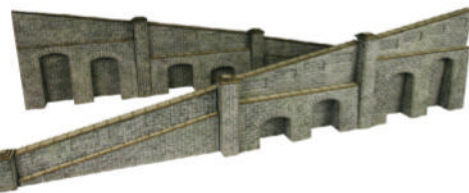
SINGLE TRACK TUNNEL ENTRANCE

00 SCALE - PO243 £12.00
 N SCALE - PN143 £9.40



DOUBLE TRACK BRIDGE

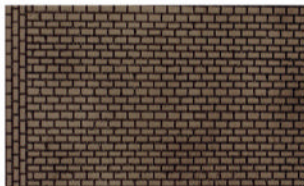
00 SCALE - BRICK PO246 £17.20
 00 SCALE STONE PO247 £17.20
 N SCALE - BRICK PN146 £15.10
 N SCALE STONE PN147 £15.10



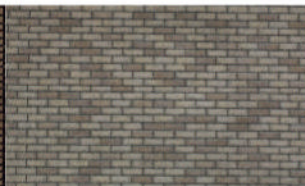
TAPERED END WALLS

00 SCALE - BRICK PO248 £16.20
 00 SCALE STONE PO249 £16.20
 N SCALE BRICK PN148 £13.10
 N SCALE STONE PN149 £13.10

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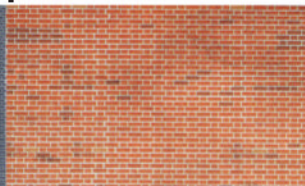
COBBLESTONES £6.80
 00/M0051 N/PN903



DRESSED GRIT-STONE £6.80
 00/M0052



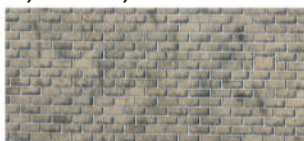
BLUE BRICK £6.80
 00/M0053



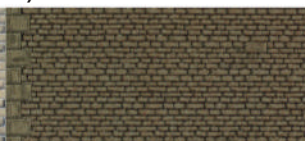
RED BRICK £6.80
 00/M0054 N/PN900



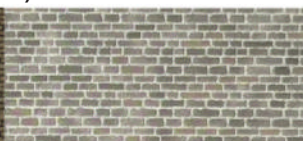
TARMAC £6.30
 00&N / M0056



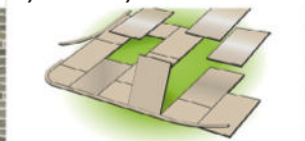
CUT STONework M1 £6.80
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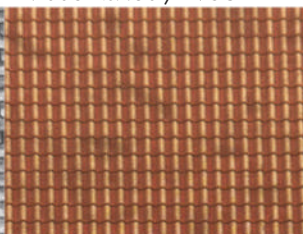
00 SCALE - M0061 £7.80 / N SCALE - PN905 £6.80



BLUE SLATE



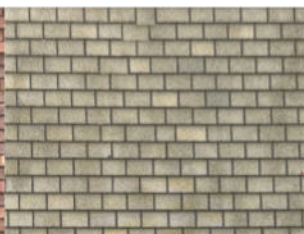
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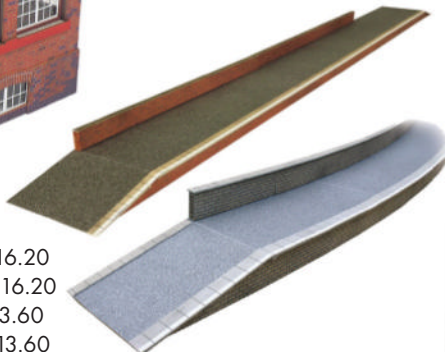
00 SCALE - PO335 £15.70
N SCALE - PN935 £12.60

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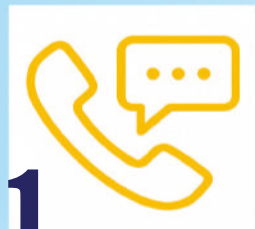


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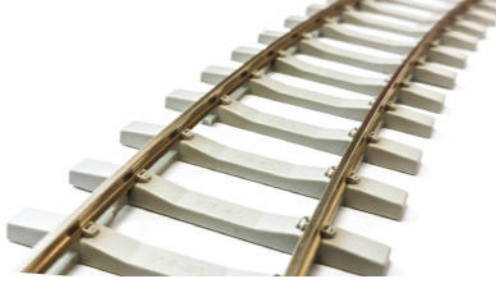


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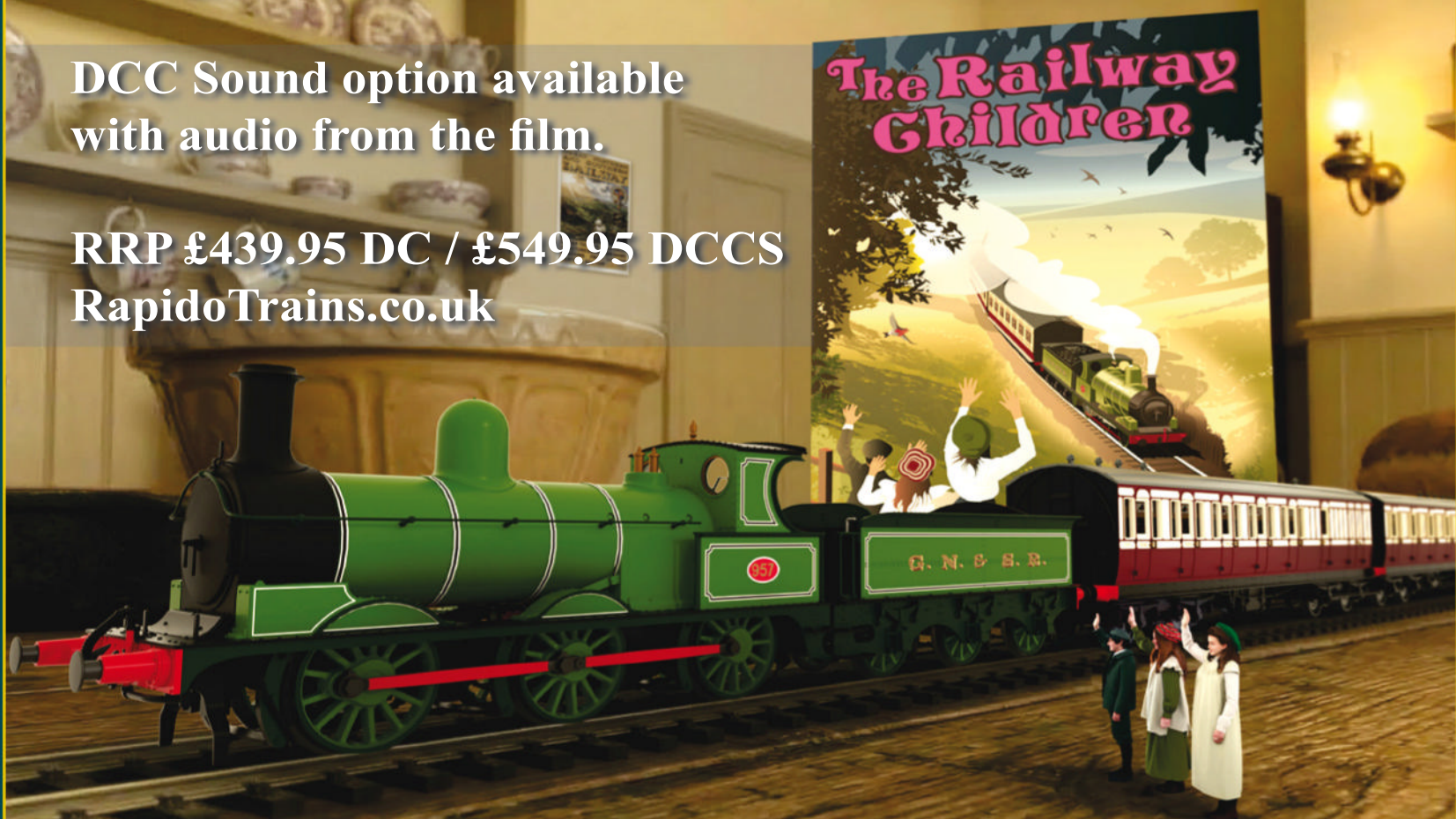
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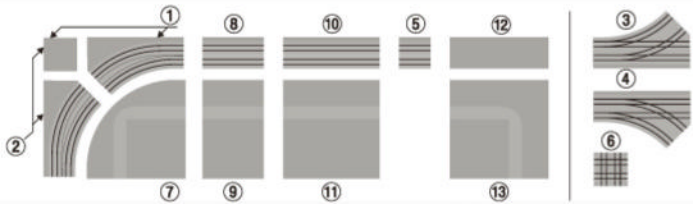
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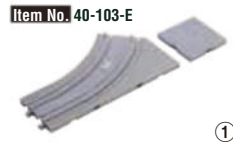
Item No. 40-014-E
Street Track Straight
186mm (7 5/16")



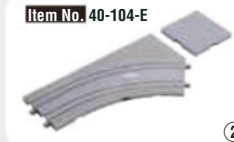
Item No. 40-024-E
Street Track Straight
124mm (4 7/8")



Item No. 40-033-E
Street Track Straight
62mm (2 7/16")



Item No. 40-103-E
Street Track Curve
R180mm-45° Left



Item No. 40-104-E
Street Track Curve
R180mm-45° Right



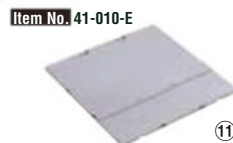
Item No. 40-212-E
Street Track Electric
Turnout R180mm Left



Item No. 40-213-E
Street Track Electric
Turnout R180mm Right



Item No. 40-301-E
Street Track 62mm
90° Crossing Section



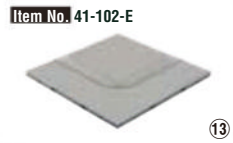
Item No. 41-010-E
Straight Road Plate
186mm (7 5/16")



Item No. 41-020-E
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Item No. 41-101-E
Center Road Plate
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Item No. 41-102-E
Intersection
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Quarter Circle
Inner Road Plate



Item No. 44-847
Unitram Feeder Cable
90cm 1pc



Item No. 43-731
Unitram Center Pole

Icons - Specification

Headlight	Taillight	Motor
Minimum Curve Radius	Overall Length	

Icons - Option

Interior Light (See item no.)	DCC-friendly
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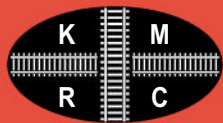
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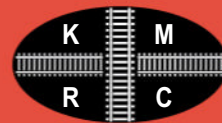


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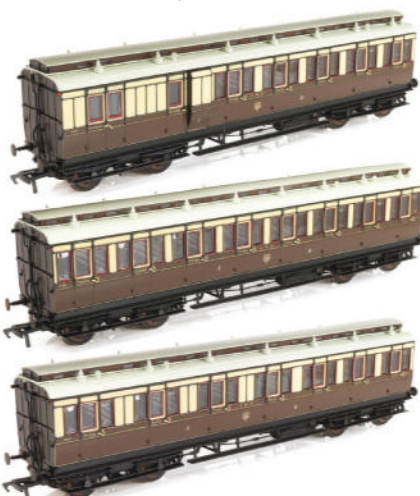
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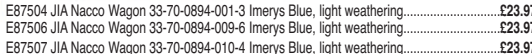
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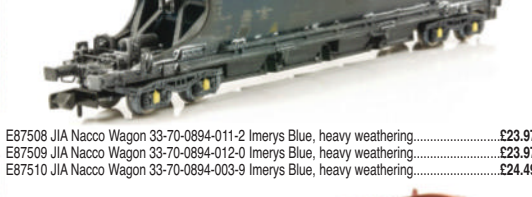
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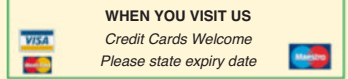
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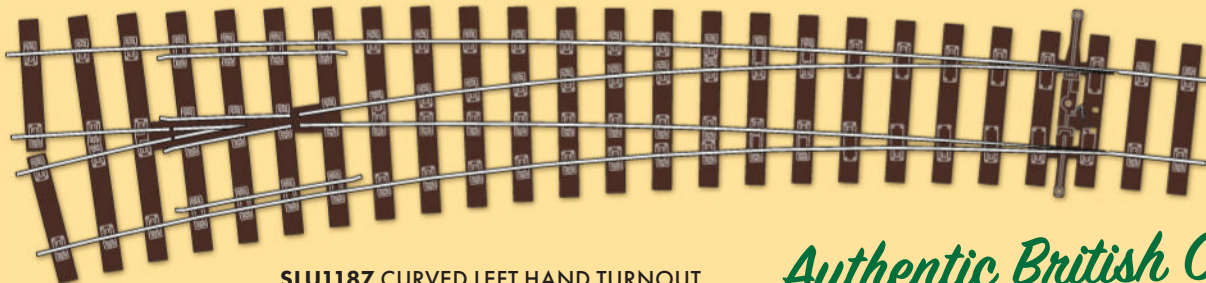
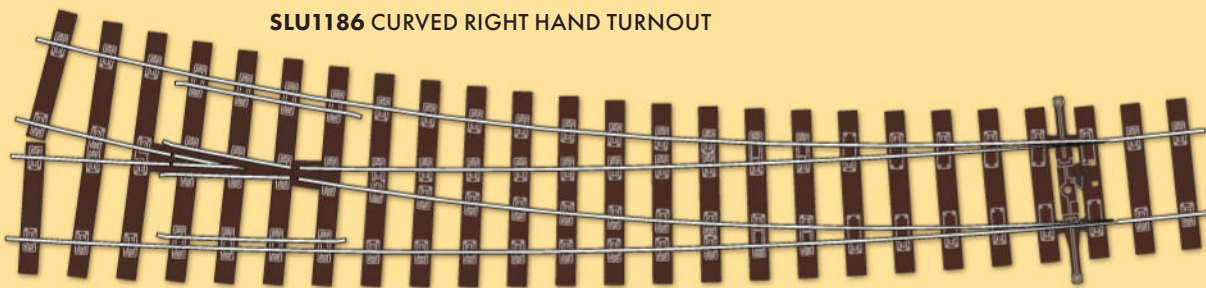
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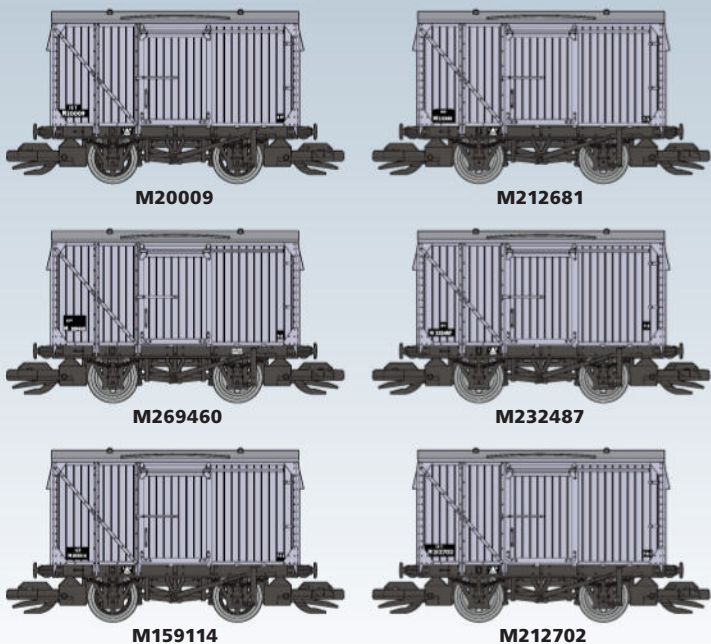


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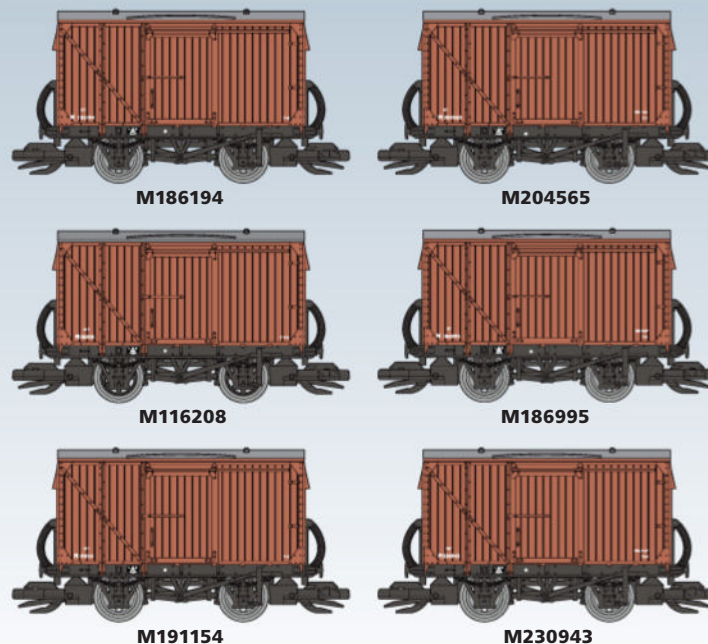
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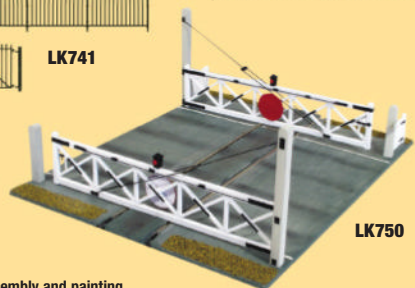
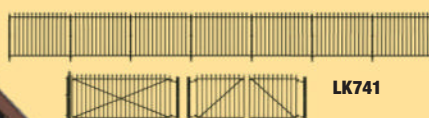
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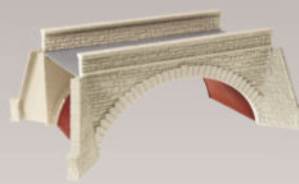
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Welcome

Gresley 150

There can't be many steam locomotive designers who, over the years, have been better represented in the British ready-to-run model market than Sir Nigel Gresley. Although Sir William Stanier could be in the running, or perhaps Charles Collett?

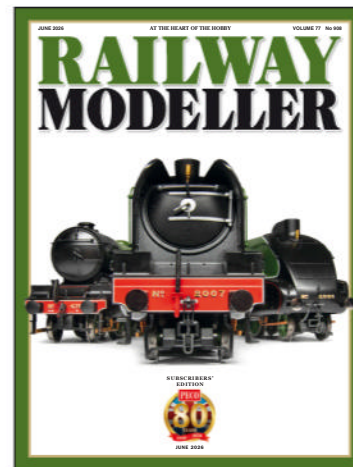
Even if we set aside the umpteen permutations of his A1/A3 and A4 Pacific classes that there have been over the past 80 or so years (in N, TT:120, HO, OO, O and Gauge 1), there remains a staggering array of Gresley locomotive models that have been produced. Off the top of my head there is the Great Northern Railway N2 0-6-2T and O2 2-8-0, together with the London & North Eastern Railway B17 4-6-0, D49 4-4-0, J39 0-6-0, J50 0-6-0T, K3 2-6-0, P2/1 & P2/2 2-8-2s, V1/V3 2-6-2T, V2 2-6-2 and W1 4-6-4 (original and rebuilt). This is not to mention the recent Hornby OO models of Thompson locomotives that were rebuilt from Gresley designs, or indeed the largest of his locomotives - the U1 2-8-0+0-8-2 Garratt - that is soon to be released, also in OO, under the Heljan branding. With many of these classes having been produced in two (and in some cases three) different scales, that's quite some résumé. Furthermore, the preponderance of less glamorous classes in this list would serve to counter any claim that the enduring popularity of Gresley's designs results solely from the fame attached to *Mallard* and *Flying Scotsman*.

Regardless of the whys and wherefores, the popularity of Gresley subjects in model form is certainly worthy of celebration. With this June marking the 150th anniversary of the designer's birth, we have taken the opportunity to prepare our own special tribute to his life and work. On p422 there is an appreciation of his engineering career, illustrated with a selection of locomotive drawings from the RM Archive. Following this, on p428, we take a look at a grand OO layout project that is currently under construction, which is based on Doncaster - the South Yorkshire birthplace of Gresley's most celebrated locomotives. There is further Gresley coverage in this month's product reviews, with our evaluation of the brand new J50 0-6-0T from Hornby in TT:120.

The Gresley Society is preparing to mark the occasion with its own programme of special events (see p433), including the carrying of 'Gresley 150 Anniversary' headboards on all surviving and new-build locomotives built to his designs that are operating or on public display. To complement this full-size tribute, the society has commissioned model headboards from Fox Transfers for use on models in N, TT:120, OO/EM/P4 and O (see our news item on p494 for further details). We would love to receive photos from any readers who use these miniature headboards to pay their own tribute to Sir Nigel Gresley, which we would then hope to share through the pages of this magazine or via our social media channels.

And to round off these Gresley 150 celebrations, how about that ready-to-run model of a K4? That really would be the icing on the cake!

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



The Subscribers' Edition version of this month's cover, which is illustrated with a trio of Gresley locomotive models.



Craig Tiley Editor

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And for all enthusiasts modelling overseas railways.

CONTINENTAL MODELLER

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Railway of the Month

Photography by
Craig Tiley



Stoke Canon

Using his memories of growing up in Devon during the last days of main line steam, **LAURIE WOOD** has designed and built a nostalgic evocation of Western Region steam and diesel-hauled trains winding their way through an idyllic landscape of rolling hills, deep valleys, red cliffs and sparkling estuaries.

In essence, *Stoke Canon* is an N gauge layout created from memories of my early life growing up in Devon during the last years of steam on British Railways Western Region.

The aim was to create a model layout showcasing the beauty of the railways that were engineered and built by I K Brunel and others in the 19th century in those deepest parts of the West Country.

Set in rural Devon and Cornwall, the layout features some of the typical landscapes of the region, where engineers had to overcome those huge challenges of building a railway around steep hills and coastal cliffs, and over valleys and rivers.

Premise for the layout

Stoke Canon did once exist as a small station just outside Exeter on the main line to Paddington. It was from this location that a local branch line once wound its way up through the Exe Valley via Tiverton and Bampton en route to Dulverton. I vividly recall the '1400' class 0-4-2 tank engines used on the branch chugging along this picturesque stretch of line.

The general layout of this model railway is fictitious, however, and is based largely on typical line

configurations and rural scenes of Devon and Cornwall in the late 1950s.

To emphasise the topography, and to highlight features such as embankments and cuttings, the double track main line is built 50mm above baseboard level. This also helps make the trains more visible. The branch line runs at a higher level, taking the railway across deep valleys and over rivers via stone viaducts, another common feature in the West Country.

To allow continuous running, a major objective on this railway, the layout was planned around a 'U' shape formed with three baseboards, each 1500mm x 650mm in size, occupying a total area of 2.8m x 1.5m. The layout can therefore be viewed from three sides.

Also important was the ability to run trains of a reasonable length at realistic speeds. Three-way points in the fiddle yard allow for longer storage lines to help accommodate longer trains.

Why choose N gauge?

The overall size of the layout, its portability and storage were all major considerations at the design stage, and this is why the decision was taken to use 1:148 scale (i.e. N gauge).

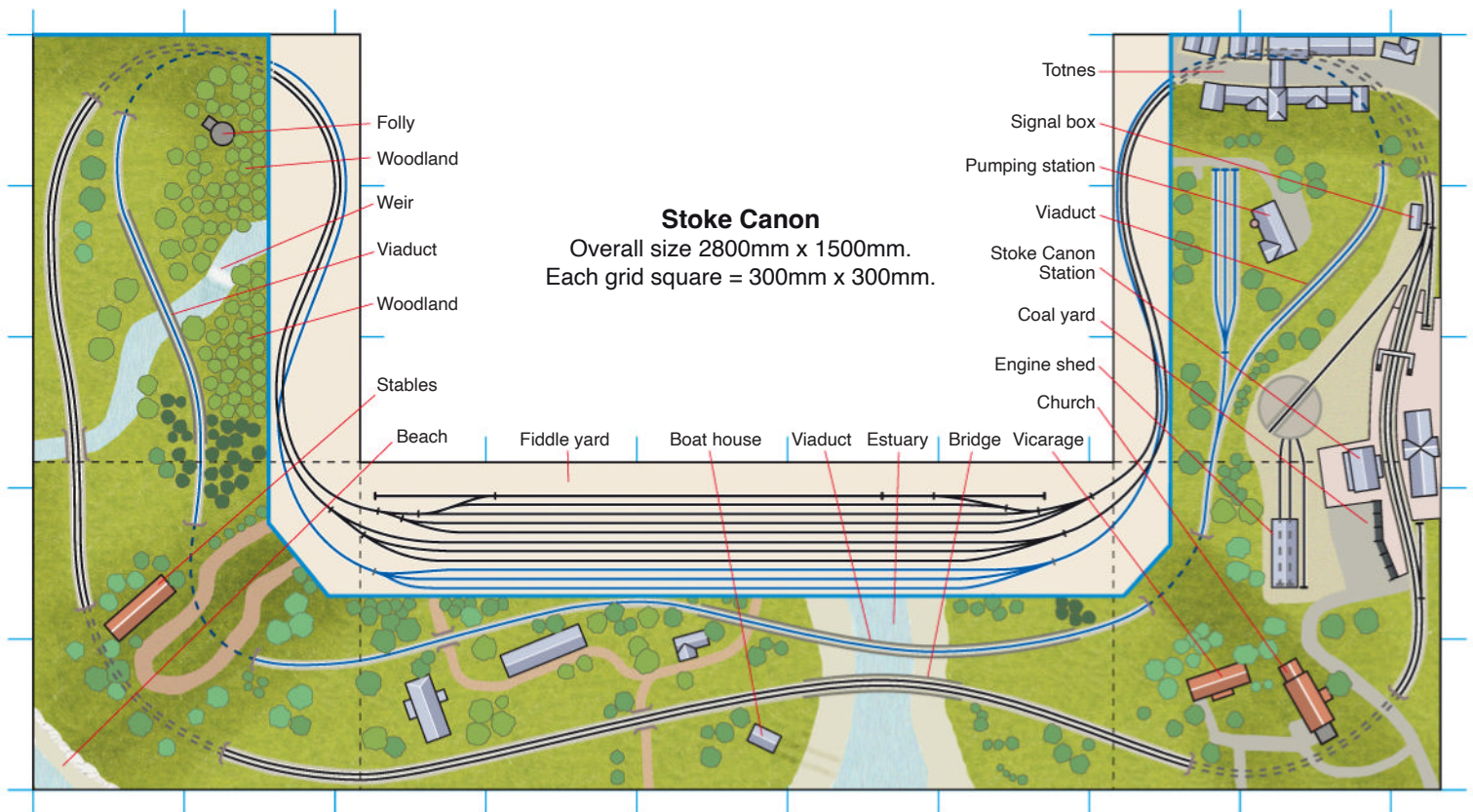
Left

A Castle and Ivatt 2MT 2-6-0 cross the viaduct and bridge at the left-hand end of the layout.

Below

A Dapol '2884' 2-8-0 heads a coal train. All the locomotives have glowing fireboxes.





Gently sweeping curves of track dominate the layout to help add interest, and the only areas of straight track are located in the fiddle yard. This is because I have always held the view that trains look more interesting on curved track, so the whole layout is built around curves, including the station.

Baseboard construction

The railway uses three baseboards with plywood lids for transportation, and was originally designed to fit into the back of an Audi A6 estate car. Weight was also an

important consideration, so the lightest materials have been used throughout to make it easier to transport and store.

The baseboards are built of 5mm ply with a 50mm x 25mm redwood outer frame and 5mm x 50mm ribs to stiffen the construction, with holes pre-drilled for the wiring. 70mm diameter aluminium (kitchen-style) legs bolt to the baseboards and have adjustable feet – something which is always useful on uneven floors – the boards bolt together with pattern maker’s dowels and toggle catches.

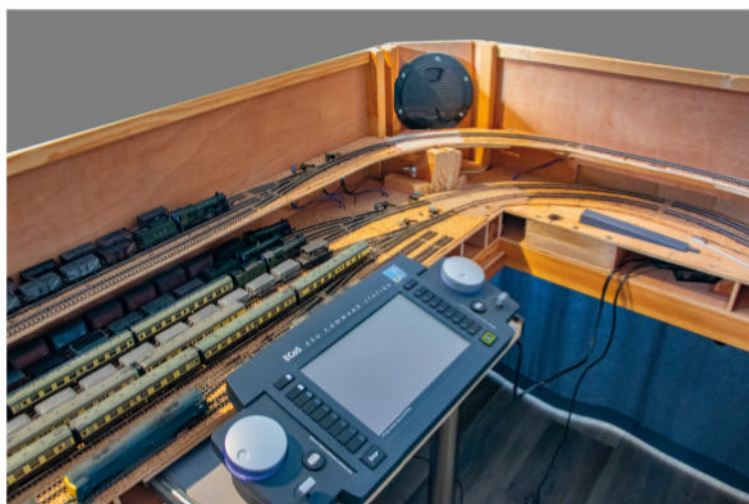


Left
A Warship diesel-hydraulic heads an express over the bridge across the estuary.

Right
The author at the controls of the layout. Note the beach and cliffs in the corner.



Right
The layout is digitally operated by an ECoS controller, in the dual level fiddle yard.



Far right
Ports from the fiddle yard provide access inside the tunnels for track cleaning and derailments.



Digital Command Control

A DCC system is used throughout, with trains operated from an ECoS controller which provides continuous power (14V) to every part of the trackwork. One of the benefits of DCC is that locomotives are effectively driven from the cab using chip technology and there is always a full 14V of power to draw. This allows locomotives to operate at crawling speed – so much more realistic, particularly on freight trains.

The steam locomotives are all sound-fitted using 'sugar cube' speakers located in the tenders. They also have firebox flicker added using tiny orange-coloured LED lights on the footplate, which help illuminate the crew on each locomotive.

The quality of N gauge locomotives has improved enormously over the last few years and, with the advent of DCC, there is much to admire in both performance and appearance.

Heavy-duty bus wires run under the main tracks with out-of-sight power feeds soldered to the undersides of the rails at 90cm centres. This ensures that all lines have full power. Trackwork is Peco code 55 throughout and all rail joints are soldered carefully for reliable running. All



“ – The houses and farm buildings are modelled from real examples in East Devon, where I live – ”

Laurie Wood

points are powered (except in the fiddle yard) and are controlled from the ECoS unit. The Peco turntable is also fully automated.

Motorised semaphore signals from Dapol operate automatically with infrared sensors located within the track using block signalling circuitry.

Trackwork configuration

The old GWR 6' rule on distance between tracks has been followed carefully on this layout, and all trackwork is banked on curves to create a form of superelevation. This was achieved using thin strips of masking tape built up under one side of the sleepers before ballasting.

As a result, trains effectively lean into the curves and this, along with the shoulders of ballast created by the cork, adds that little extra realism to the railway.

All the tighter curves are located out of sight in tunnels, where the track spacing is eased out slightly to give enough room for passing trains. An additional factor is that, should a train derail inside a tunnel, it can be reached easily via access ports from the fiddle yard.

Trackwork is all laid on a 2mm cork bed over a 5mm ply base and supported on ply legs glued to the

baseboards. This creates a very strong and stable base for the railway lines. The sweeping curves were formed using paper templates and a metre-long flexible steel rule.

Forming the landscape

The hills and embankments were built using expanded polystyrene, shaped using a hot-wire cutter and finished in lightweight reinforced plaster, as used in hospitals, and sanded down to the required contours. All surfaces were then painted a mid-brown colour and finished with various mixes of static grass – products made by Woodland Scenics and other manufacturers.

Many different mixes of flock were trialled to replicate the effect of flora and foliage in full bloom in high summer.

Material from Green Scenes was used for the ballast, with rails painted a suitable colour to tone in with the ballast.

I hand-painted the backscenes using acrylic paint to represent scenes from Dartmoor and Cornwall, whilst the trees were made largely from a combination of Woodland Scenics products and dried stems of plants, mainly hydrangea. The dense woodland was formed using builders' foam to create what some call a 'meringue forest', shaped and finished in flock materials and sprayed in various shades of green.

A gentle dusting of grey spray primer helped tone down some of these colours, which also give a better sense of perspective on distant scenes.

Narrow sunken lanes with high Devon banks and towering hedgerows are a feature of this railway, while a mix of wild flowers gives colour to the grassed embankments and hedgerows.

All tunnel faces, bridges and platforms were scratch-built using plasticard and material sheets from Ratio, and all are painted, weathered and finished in matt varnish.

The viaducts were built using Ratio kits and all were altered carefully to suit the profiles of the curved trackwork.

The tunnels, meanwhile, were built of plasticard and were sound-proofed using mineral fibre quilt to quieten the sound of the locos when they enter.



Left
Stoke Canon station: the buildings, shed and tunnel mouth were all scratch-built.

Right
The town scene is based on Totnes with its distinctive East Gate Arch.

Far right
The viaducts and tunnels give a sense of the railway running through the landscape.



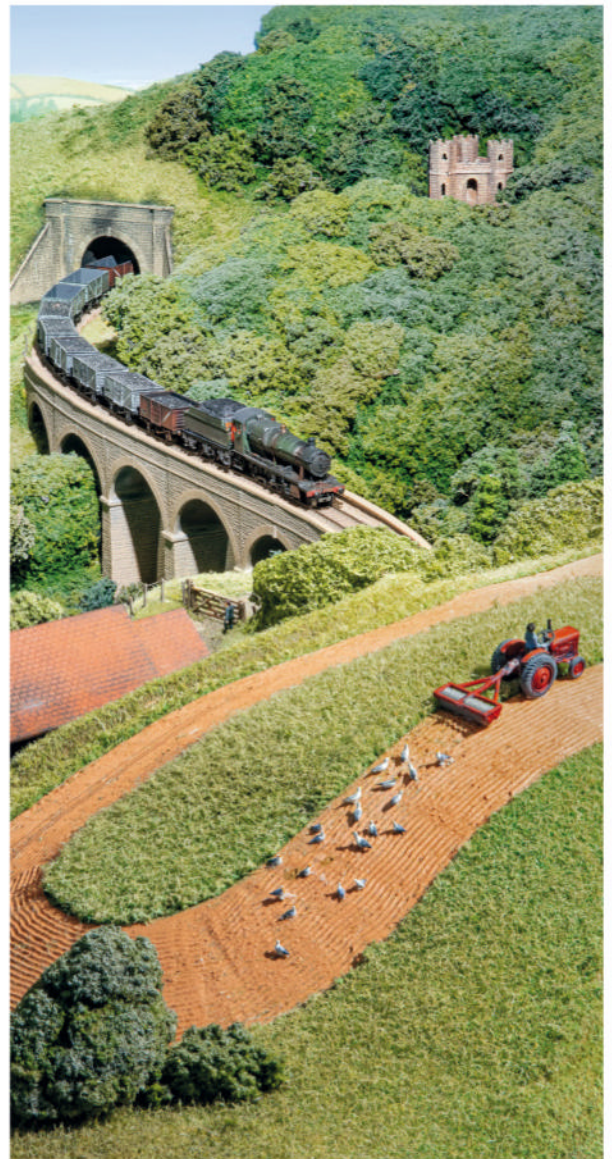
Bottom right
All the buildings on the layout are scratch-built from plasticard.

Below
Two goods trains pass on the viaduct and bridge over the river estuary.

The river, weir and estuary were all made using clear epoxy resin on a painted riverbed, with a finish of Mod Podge added to create the ripples and shimmers on the surface of the water.

A small secluded beach is located on one corner of the layout, set below steep cliffs built from solid cork. Figures on the beach were supplied by Noch and the gulls and cormorants were 3D-printed by Modelu, as were farm animals.

The crew figures on the footplates of the locomotives were also sourced from Modelu, and were hand-painted and finished in matt varnish.





Left
A busy scene as three trains meet at the left-hand end of the layout. The viaducts were constructed using Ratio kits.

Buildings giving a sense of place

The platform footbridge, signal box, station buildings, engine shed and steel bridge over the estuary were all scratch-built and hand-painted in appropriate Great Western Railway colours.

In my career as an architect, I used to build models of buildings I designed. The houses and farm buildings on this layout are modelled from real examples in East Devon, where I live. I visited locations with an appropriate building, and then created sketches and undertook a survey enabling me to model it for creating the various rural scenes.

The townscape is based loosely on Totnes in the South Hams area of Devon, with its famous East Gate Arch building – spanning the upper end of Fore Street – forming a feature of the design.

All buildings are built from plasticard, with filler applied to surfaces and sanded to resemble plaster, together with various wall and roof products made by Peco and Ratio.

Windows are made from acetate sheet with mullions and glazing bars scratched onto the surface.

Polyurethane foam was chosen as the most suitable material for thatched roofing.



Above
The '2884' hauls a rake of china clay wagons. Most goods vehicles are kit-built.

Right
Stoke Canon station viewed from the other end, with the 'Totnes' townscape on the hill above the tunnels. The brick chimney belongs to a pumping station.

Locomotives and rolling stock

Great Western locomotives are all Graham Farish/Bachmann or Dapol models and include Castles, a Hall, a Grange, a Manor, a '2884' and a '1400', together with an LMS-design Ivatt 2MT Class. These, along with rakes of carriages, have all been weathered appropriately to how they would have looked in service.

Other locos are Western and Warship Class diesel-hydraulics, which took over from steam engines in the early 1960s. I always admired those two types of diesel-hydraulic for their attractive design and awesome sound, powered as they were by those mighty Maybach diesel engines. The sound fitted into each of these locomotive models is surprisingly realistic.

As for the freight stock, box vans – along with coal and china clay wagons – are mostly kit-built and weathered to match the locomotives.

The coaches are all Graham Farish/Bachmann Mk.I stock with NEM couplings that successfully close the gap between coaches – a feature which significantly improves the look of passenger trains on a model railway.

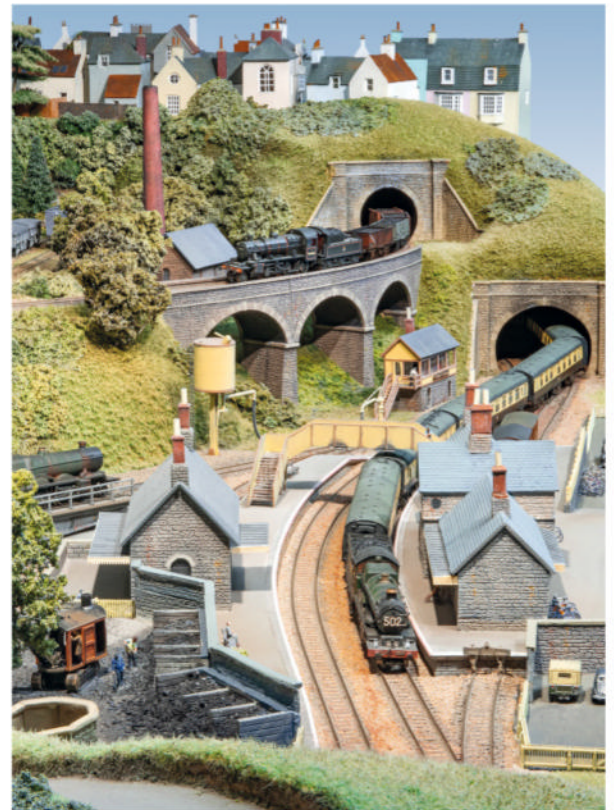
Concluding thoughts

I once built a small model railway for one of my children and vowed that, one day in retirement, I would build one for myself and make it as detailed and realistic as possible.

Now that I have done so, it has turned out to be a real learning curve to find myself experimenting for the first time with so many different types of material. The 4mm scale exhibition layouts at Oxfordshire's Pendon Museum, surely one of the finest displays of model railways in the world, helped to inspire me to embark on this project.

Stoke Canon took seven years to complete, and I deliberately chose not to keep a log of the time I spent working on it as I would never live it down!

Despite the length of time it has taken, it has been great fun to build.



Where to see Stoke Canon

Laurie Wood's layout will be on public display on Tuesday 16 June 2026 (14:00-20:00) at Exmouth Library, 40 Exeter Road, Exmouth, Devon EX8 1PS and then again on Saturday 18 July 2026 (10:30-16.00) at The Memorial Hall, Trimley, Suffolk IP11 0RJ.

Sir Nigel Gresley: his life and work



To mark 150 years since the birth of Sir Nigel Gresley, **WILLIAM ASCOUGH** offers an appreciation of his prolific and inventive engineering career, with selected drawings at 1:120 scale from the *RAILWAY MODELLER* archive.

Herbert Nigel Gresley, the youngest son of a family of five, was born on 19 June 1879 in Edinburgh, where a plaque commemorates the event. It has been said that in his junior years he expressed a wish to become an engine driver! He was educated at Marlborough College, where in his last year he won a science prize. He excelled at mechanical drawing – his tracing of a Stirling Single was published in *The Engineer* in 1891.

Two years later, he was taken on as a premium apprentice by Francis Webb at Crewe Works, and this was followed by a pupillage to John Aspinall with work in the drawing office at Horwich Works, and later at Blackpool running shed. It was at Blackpool that he met Ethel Frances Fullager, who he married in 1901. At this time, Nigel was working as an Assistant Manager at the Carriage & Wagon Works of the Lancashire & Yorkshire Railway at Newton Heath.

Carriage innovations

With his C&W background, he was next offered an appointment in 1905 by H A Ivatt, as C&W Superintendent for the Great Northern Railway at Doncaster Works, where previously Howlden had been in charge,



and a substantial number of the passenger carriages had a low roof and were riding on a short four-, six- or eight-wheeled fixed wheelbase. The express carriages with side corridors and clerestory roofs were riding on four- or six-wheeled bogies, with the body sides and ends using varnished teak panelling and serifed gold lettering. Much of this was about to change as Nigel Gresley took charge: whilst the varnished teak finish

was perpetuated, new innovations in coach design began to be applied. New carriages incorporated a high, elliptical roof with bowed ends, which allowed cost savings compared with the clerestory roof. The underframes were now made using steel, some incorporating trusses, riding on S Fox-type bogies. The new designs incorporated buckeye couplings, steam heating and electric lighting.

The East Coast Main Line traversed the tracks of three companies: from London the GNR was contiguous

▲ Sir Nigel Gresley, pictured at King's Cross shed in March 1938 with the A4 No.4498 named after him. This colourised version of the black & white photograph was produced by Ian MacCabe. Photo: The Gresley Society

with the North Eastern Railway, and the NER in turn with the North British Railway to Edinburgh and beyond. This meant that the coaching stock was required to be compatible for use along all their tracks, and was known as East Coast Joint Stock. In 1905, at a historic meeting in York, it was agreed to adopt the design features developed by the GNR and Nigel Gresley, in preference to NER practice at York Works, for all future East Coast Joint Stock. Then, in 1908, two special 67' Royal Saloons with elliptical roofs were built to run on

▲ A Hornby N2, detailed and weathered by Callum Willcox, with Clark Railworks Quad-Art coaches (see RM July 2025).



Arguably Gresley's most striking coaches were the streamlined Beavertail observation cars for the 'Coronation', modelled in OO by Hornby (see RM February 2025).



six-wheeled bogies and became part of the ECJS Royal Train.

Other design improvements included the Gresley development of the Spencer-Moulton compound bogie bolster with its distinctive pressed steel sides, which gave an extremely smooth and comfortable ride for passengers.

One of Gresley's specialities was coach articulation. The Howlden short, fixed wheelbase was known to give passengers a hard ride, so in 1907, instead of providing these coaches with two bogies each, a Gresley design was prepared using three bogies – with two coaches coupled permanently by sharing a single central bogie. As a result of the success of this idea, many of these coaches were modernised in this way, and some were also grouped as triplet or quadruplet sets for branch line and local services. The idea was then extended to new construction for outer-suburban twin sets, and for London suburban services, when quadruplet and quintuplet sets were built to run out of King's Cross and Liverpool Street respectively. The Quad-Art sets ran in pairs to form eight-coach trains supported by 10 bogies rather than 16. There were cost savings in bogie and track maintenance, against which a fault in a single bogie required the whole set to be taken out of service.

The streamlined stock

The development of articulated coaching stock continued with the production of entire trains.

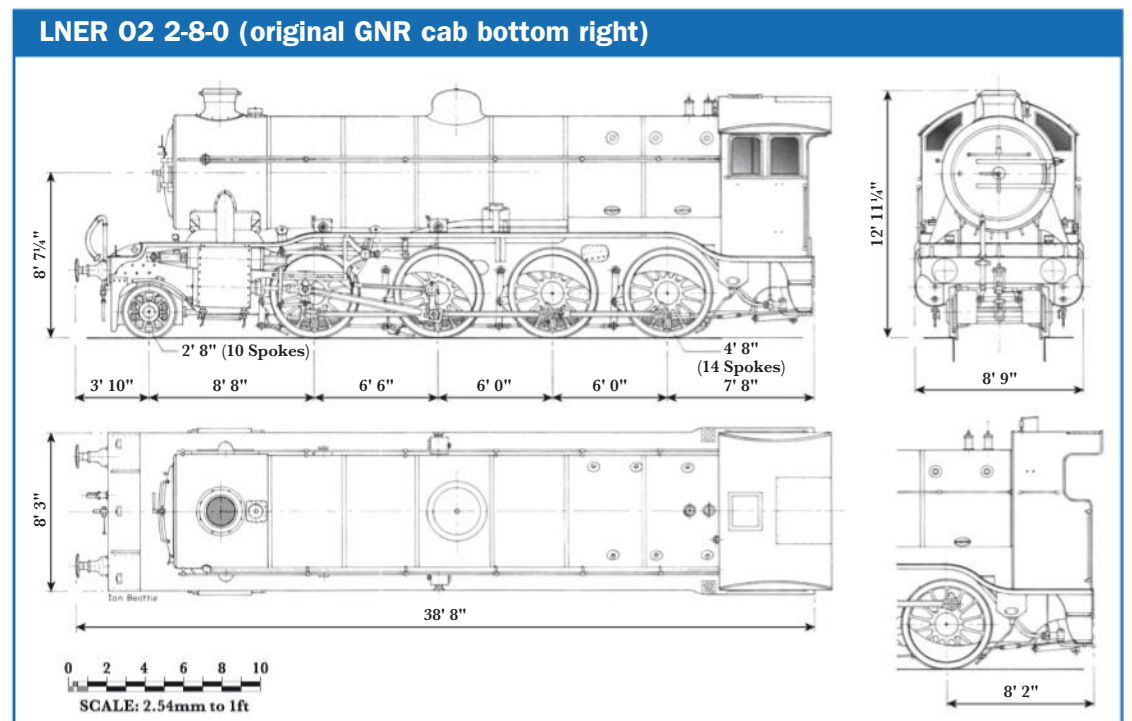
On 27 September 1935, the London & North Eastern Railway invited the press to join its streamlined 'Silver Jubilee' train on a trial trip to Newcastle that ran a whole hour faster than anything scheduled before this date. Nothing like this dazzling silver, grey and stainless steel train, made up of two articulated twin sets and a triplet restaurant car set, had been seen before in the UK. Then, in 1937, another luxurious streamlined articulated train of four twin sets in two-tone blue and named the 'Coronation' began to run between London and Edinburgh with a Beavertail observation coach at the rear. A further streamlined train of four twin sets, the 'West Riding



▲ GNR H3 Class 2-6-0 No.1703 at King's Cross shed circa 1922, alongside classmate No.1669. Photo: W J Reynolds/Rail-Online

Limited', was also built. Unfortunately, with the outbreak of war, these trains

ceased to run and only the 'West Riding' was reinstated after the war ended.





◀ Gresley's first tank engine design was the GNR Class J23, later LNER Class J50. Ready-to-run models are available from Hornby in OO and TT:120: the former is pictured here.

these coaches can be readily modelled from kits, and some are available ready-to-run.

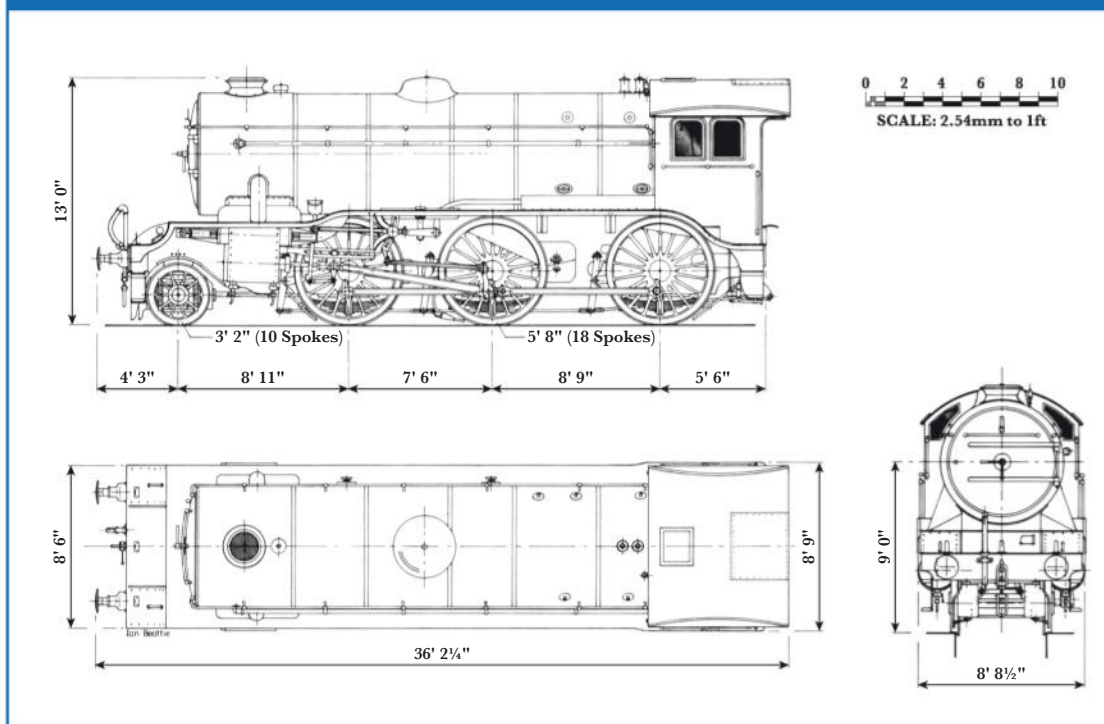
Faster freight

With regard to wagon stock, although constrained by Railway Clearing House regulations, Gresley promoted long-wheelbase vans and wagons which were smoother riding at high speed; this is particularly noticeable in the design of later vacuum brake fitted LNER/BR brake vans which have an extended platform at each end to accommodate the greater length necessary. Some longer vacuum-fitted wagons were also built, some to carry loads of bricks from Fletton brickworks.

GNR locomotives

Nigel Gresley's appointment as Locomotive Engineer to the GNR started on 1 October 1911, after Henry Ivatt retired at the age of 60. After taking up this extra responsibility, he appointed Oliver Bulleid as his personal technical assistant. Whilst the production of Ivatt J1 and J2 Class 0-6-0 tender engines and N1 Class 0-6-2 tanks continued, the first new design to emerge from Doncaster Works in 1912 was a very advanced mixed traffic 2-6-0 Mogul of Class H2, later LNER Class K1. These 10 engines were the first of a popular 2-6-0 design with high running plate and piston valves above the cylinders. Sadly, no models of this class, or of Ivatt's 0-6-0s, have yet been produced

LNER K3 2-6-0



A Hornby OO gauge model of Gresley's first Pacific locomotive, GNR A1 Class 4-6-2 No.1470 *Great Northern*, in early LNER livery.

Another innovation using articulated twin sets was the construction of green & cream tourist stock using a Brake

Third, two twin sets and a buffet car designed for excursion trains; these normally ran as 12-coach sets. Most, if not all, of



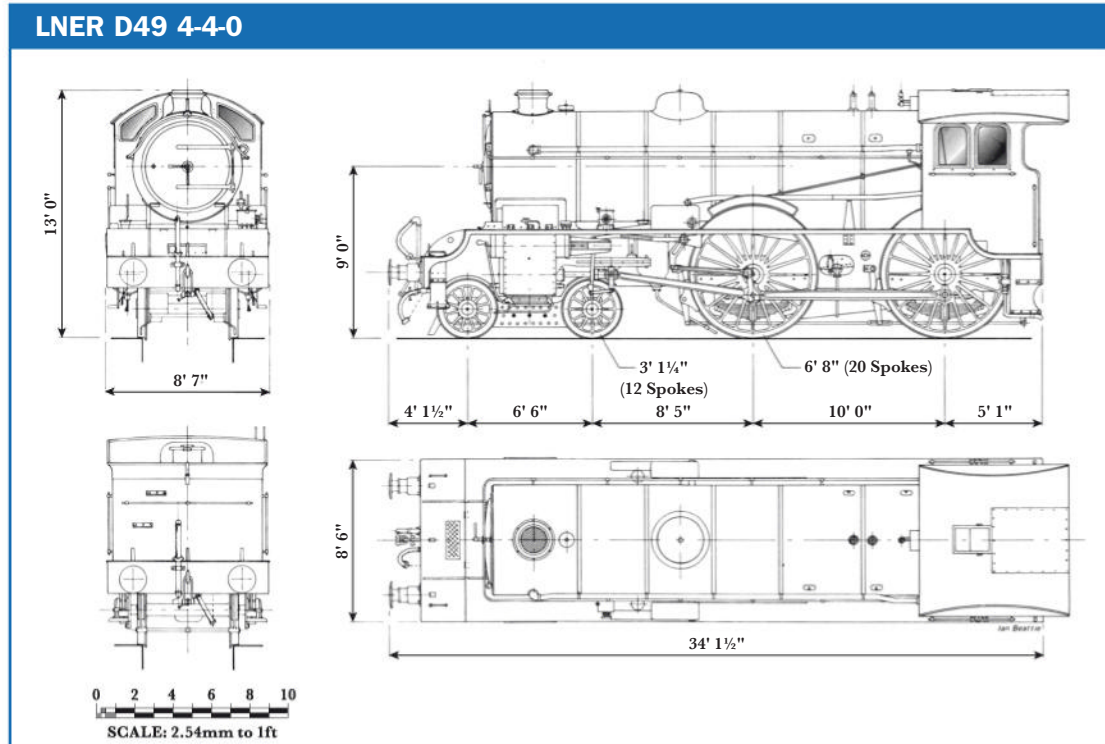
in ready-to-run form. The class being successful, further engines followed with larger boilers, outside steam pipes and slightly longer frames, known as Class H3 when ordered and later becoming LNER Class K2. The two classes ultimately totalled 75 engines, dubbed 'Ragtimers'.

Hot on the heels of the Moguls, the next new and innovative design to appear from Doncaster Works was a 2-8-0, No.456, also with high running plate, outside cylinders, and Walschaerts valve gear. It had a round-topped firebox and a boiler even larger in diameter than that used on the 2-6-0s. Designated as Class O1, 20 of these engines were built.

Full of ideas as ever, Gresley was keen to try three-cylinder propulsion with derived motion, and he developed his 2-8-0 design to achieve this with a rocking shaft arrangement on prototype engine No.461. However, due to wear and tear this proved to be problematic, and after a discussion between Gresley and Holcroft a revised design of conjugated valve gear was determined and patented by Gresley. 10 further three-cylinder engines with this derived 2:1 gear were then built, becoming Class O2 and known at the lineside as 'Tangos'.

The next engines to be completed for the GNR were 0-6-0 goods engines of LNER Class J6, similar to earlier Ivatt engines, and then 0-6-0 shunting tanks of LNER Class J51 using plain side tanks, part of which had a sloping top extended to the front of the smokebox, and short bunkers. Later examples had larger boilers, shorter tanks and longer bunkers as LNER Class J50.

In 1919, Gresley considered a number of options for a new suburban passenger tank, including a 2-6-2 with three



cylinders. However, due to the limitations of operations on the underground Widened Lines and at Moorgate in London, an improved version of the Ivatt N1 was designed to include piston valves and larger cylinders, larger tanks and a larger superheated boiler. These became GNR/LNER Class N2 and eventually totalled 107 engines. The N2 has been modelled in OO in the Mainline, Dapol and Hornby ranges, while the J50 is currently produced by Hornby in OO and TT:120 (see page 480 for a review of the latter).

Spurred on by the success of his first three-cylinder engine, Gresley then turned his attention to the design of a three-cylinder 2-6-0 with the largest boiler that could be fitted within the loading gauge, and using his 2:1 lever in front of the cylinders, rather than a rocking shaft behind them. This design was the new H4 Class (later LNER K3 Class). The first

was No.1000, new from Doncaster Works in March 1920. Known as 'Jazzers', during the miners' strike of 1921 they were found to be capable of hauling loads of up to 19 or 20 coaches when trains were combined.

Various draft designs for a Pacific had been prepared at Doncaster, but now, based on the success of these new 2-6-0s, authority was given for the production of two new 4-6-2s with derived motion. The first of these appeared from the works in March 1922 as A1 Class No.1470, appropriately named *Great Northern*.

LNER locomotives

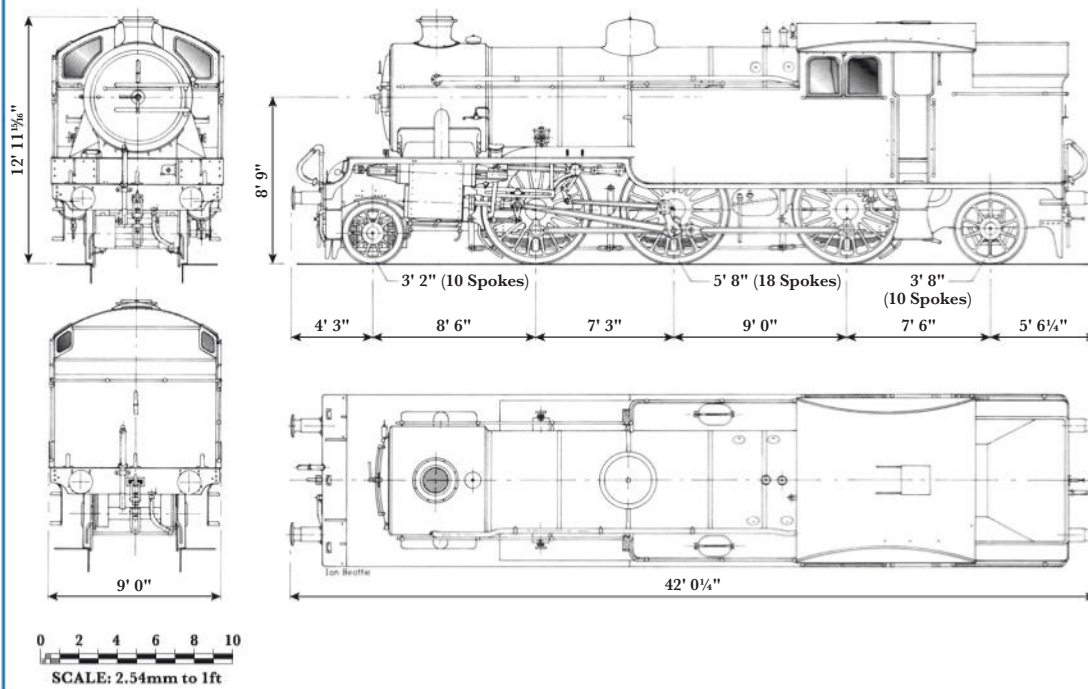
On 1 January 1923, the Grouping of the main railways in Britain took effect and the LNER was formed, and Gresley was appointed Chief Mechanical Engineer of this new company which controlled the entire East Coast Main Line. A new batch of his A1 Pacifics began when

No.4472 *Flying Scotsman* was completed and later displayed at the British Empire Exhibition in 1924/5 close to a GWR Castle Class engine. Subsequently a trial took place with these two classes, when No.4079 *Pendennis Castle* ran to Grantham and Doncaster. As a result of this trial, Gresley was able to improve the use of the steam in the cylinders of his Pacifics, using long-travel valves, such that on a test run between London and Leeds in November 1934, No.4472 attained an authenticated speed of 100mph. Development of this Pacific class continued and corridor tenders were attached to 10 engines, including No.4472, allowing a change of crews en route so that non-stop running

Two Gresley B17 4-6-0s were given A4-style streamlined casings for the 'East Anglian' express; this is the OO Hornby model, as reviewed in the November 2024 RM.



LNER V1/V3 2-6-2T



Other scale drawings of Gresley locomotives

GNR A1 Great Northern	RM February 2017
LNER N2 0-6-2T	RM July 2025
LNER A3 Pacific*	RM July 2017
LNER A4 Pacific*	RM July 1988
LNER J50 0-6-0T	RM May 2015
LNER V2 2-6-2	RM May 2019
LNER J39 0-6-0	RM January 1995
LNER W1 4-6-4*	RM January 1993
LNER P1 2-8-2	RM January 1973
LNER P2 2-8-2*	RM March 1973
LNER K4 2-6-0	RM March 2024

*Also published in the *Express Steam Locomotives supplement* that was included with the July 2023 edition of *RAILWAY MODELLER*.

between London and Edinburgh became possible with the 'Flying Scotsman' train in May 1928.

One of the newer A3 Pacifics, No.2750 *Papyrus*, then achieved a speed of 108mph, and the

design was further modified with a streamlined body and Bugatti-style front to form the A4 Class. On 3 July 1938, No.4468 *Mallard*, one of the latest batch of A4s fitted with a Kylchap double blastpipe and hauling a test train consisting of three streamlined twin sets and the dynamometer car, achieved 126mph – the all-time speed record for a steam locomotive. Knighted in 1936, H N Gresley became Sir Nigel Gresley.

Earlier, in 1925, two new large and successful P1 Class 2-8-2s with booster engines under the cab had been built for freight traffic into London. Gresley's D49s, named after shires and

hunts, and introduced in 1927, were the first new passenger locomotive design to be completed by the LNER and the largest 4-4-0s to have been built for use in the UK up to that time.

Another new design appeared in 1928, the B17 4-6-0s, known as 'Sandringhams', for the Great Eastern lines. In 1931, for work in the North East, the Raven 4-4-4 tanks were rebuilt as 4-6-2Ts of Class A8.

Later, in 1934, another new 2-8-2 – the P2 Class express engine for passenger trains between Edinburgh and Aberdeen – emerged from Doncaster Works. This engine, No.2001 *Cock o' the North*, had integral smoke deflectors and incorporated several new features including a Kylchap double blastpipe, an ACFI feed water heater and Lentz poppet valves. However, following trials at Vitry in France, with so many special features this engine was not an immediate success and, along with its five classmates, was altered with piston valves and an A4 front. Another class of six engines especially for work in Scotland, on the West Highland line, were the K4s – gutsy 2-6-0s introduced in 1937.

Further new designs with derived motion appeared with the 2-6-2 wheel arrangement. The first were the V1 and V3 passenger tank engines with remarkable acceleration for suburban services on Tyneside, Edinburgh, Glasgow and out of Liverpool Street. In 1936 the largest 2-6-2s emerged, the V2 Class, often referred to by



One of Gresley's best-loved designs is the graceful V2 mixed traffic 2-6-2, thanks in no small part to the exploits of preserved example No.4771 *Green Arrow*. This is the OO gauge model recently produced by Bachmann from new tooling. All model photos: RM Archive



footplatemen as 'the engines that won the war.' Construction of these continued until there were 184 in total. The last of the 2-6-2s was the V4 Class, built in 1941. This design had huge potential for mixed traffic work, but was not pursued following Gresley's death that year.

A lasting legacy

Perhaps the greatest compliment to Sir Nigel Gresley is that so many steam and model enthusiasts appreciate his work and his designs. An N2 (No.1744), a D49 (No.246 *Morayshire*) and A4 No.4498 *Sir Nigel Gresley* have all been

purchased and restored to working order, whilst A4 No.60009 *Union of South Africa* and K4 No.3442 *The Great Marquess* are privately owned.

Other Gresley engines preserved include A4 No.4464 *Bittern*, and the National Railway Museum collection includes the

first V2, No.4771 *Green Arrow*, and the record-breaking A4 No.4468 *Mallard*. Perhaps the best epitaph to Sir Nigel Gresley is the most famous of all steam locomotives, *Flying Scotsman*, also part of the National Collection and still kept in working order.

▲ A trio of Hornby OO gauge P2 2-8-2s: left to right are No.2002 *Earl Marischal* with the original front end, No.2003 *Lord President* with the A4-style nose, and No.2007 *Prince of Wales*, the new-build example currently under construction.



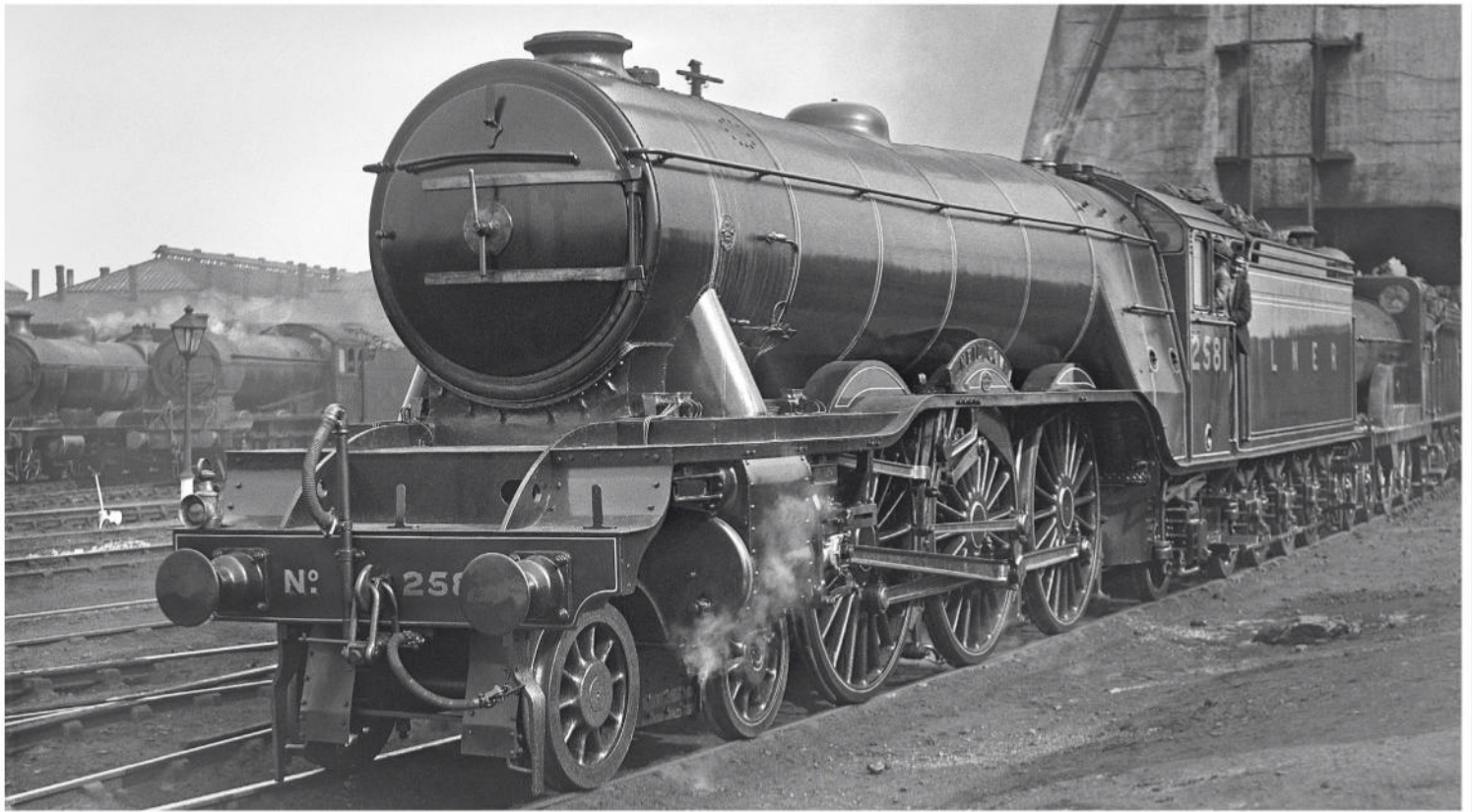
▲ In addition to the surviving examples of his work, Gresley's memory is honoured with this statue on the main passenger concourse of King's Cross station. Photo: Craig Tiley

Doncaster

With this June marking 150 years since the birth of Sir Nigel Gresley, what better way to pay tribute to the work of this former Chief Mechanical Engineer of the London & North Eastern Railway, than with a layout scheme based on the South Yorkshire birthplace of his most celebrated locomotives?

GRAHAM NICHOLAS describes how he reimagined this vast station and its surroundings as the basis of a twin-level OO gauge system, which makes extensive use of the Peco bullhead track range.

Photography as credited



This layout has been designed, and is being built, for my good friend Mark Allatt, who has been a major contributor to my *Grantham* layout project (RM April 2024). In truth, only a small proportion of Mark's sizeable collection of pre-war London & North Eastern Railway locomotives and rolling stock gets run on *Grantham*, and he has not had a layout of his own to run them on... until now.

Prototype & modelling brief

Doncaster has long since been a favoured location for Mark: a key station on the East Coast Main Line (ECML), with centre through roads for those iconic streamliner trains to race through. And – of course – the famous Works complex, the beating heart of Gresley/LNER locomotive and rolling stock engineering.

In discussion, the following aspects were highlighted:

- As much fiddle yard space as possible to accommodate all the prestigious trains of the immediate pre-war era, as well as a selection of everyday passenger and goods trains. Capable of storing full-length trains (13-14 coaches) or two (shorter) trains per road.
- Generous curves for main line running to allow for fast running of non-stop trains.
- As faithful a representation as possible of Doncaster station as it was in the LNER era, with platforms capable of accommodating up to 10-coach trains. A particular feature to include was the 1930s Art Deco station building.
- Inclusion of the frontage of the Works building to allow a variety of locomotives to be displayed on the sidings outside.

▲ Fresh from Doncaster Works after a general repair, LNER A1 No.2581 *Neil Gow* has just been refuelled from the 'cenotaph' coaling tower at Doncaster shed on 7 May 1932. Photo: T G Hepburn/Rail-Online

- A reasonable representation of Doncaster Motive Power Depot, to maximise the total number of locomotives on the layout at any one time.
- Use of Peco Streamline code 75 bullhead track and pointwork to reflect the look of the pre-war railway.

Track plan as designed

The resulting track plan takes into account all the requirements in the 'brief', whilst at the same time being dictated by the shape of the dedicated room available (26' x 10' 6") – including a rather inconvenient structural

pillar down one side! As can be seen, the design is based on two levels, each a twin-track continuous circuit, allowing four trains to be run simultaneously.

A key aspect of the design is making use of the junction at the immediate south end of the station, for the Sheffield lines, as one of the links between the upper and lower circuits. In order to make the gradients involved manageable for larger trains, the ECML tracks drop away slightly, such that the running loops on the other side of the room are approximately one inch lower – this lessens the uphill gradient of the Sheffield curve to approximately 1 in 85. The corresponding single track gradient in the opposite direction (at the rear of the main running loops) is approximately 1 in 100 – and on a straight – so should be an easier proposition.

Although the presence of the structural pillar was initially problematic, I have used it to determine the location of the locomotive shed, on the upper circuit. That then drives the requirement for an operating space in that part of the room, leading to Doncaster station being set at a slight angle across the

Former GCR Class J11 E4404 takes the Sheffield line at the south end of Doncaster station on 1 March 1949. The Robinson 0-6-0 is wearing its interim BR identity, prior to being renumbered 64404 in July 1951.

Photo: Mike Morant collection



▲ An undated view of Doncaster, with Great Central Railway Robinson 04 2-8-0 No.5354 passing Great Northern Railway Ivatt C1 4-4-2 No.3286. *Photo: Mike Morant collection*

length of the room. The lower level running loops are thus staggered, in order to maintain a workable space of at least 2' 6" between the Doncaster station scenic boards and the running loops.

Fitting in the 180° curve at the north end has been an inevitable 'tight spot' of the design but, by taking advantage of the recess where the double doors are, together with use of lifting flaps, the minimum radius here is a manageable 2' 8".

Doncaster in detail

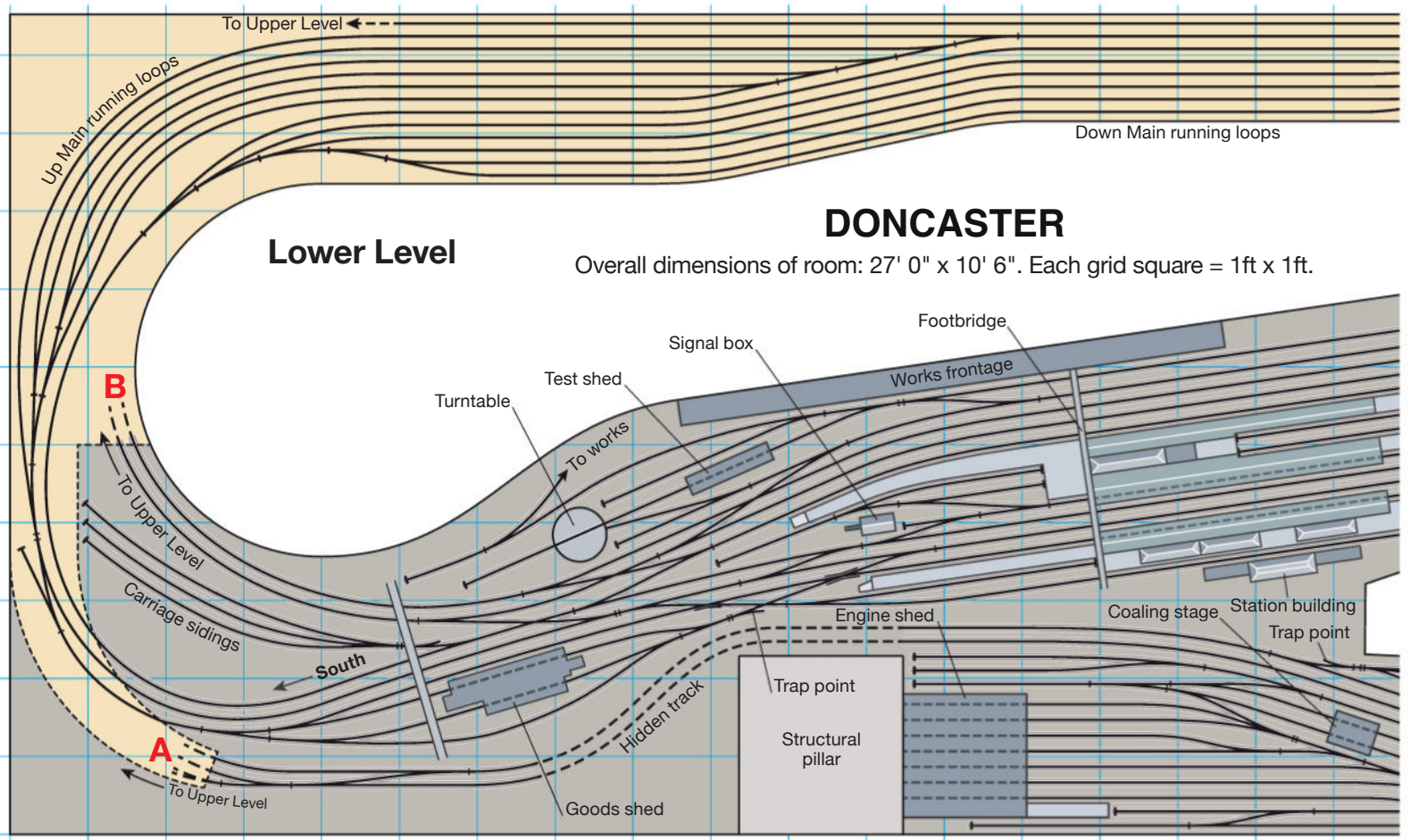
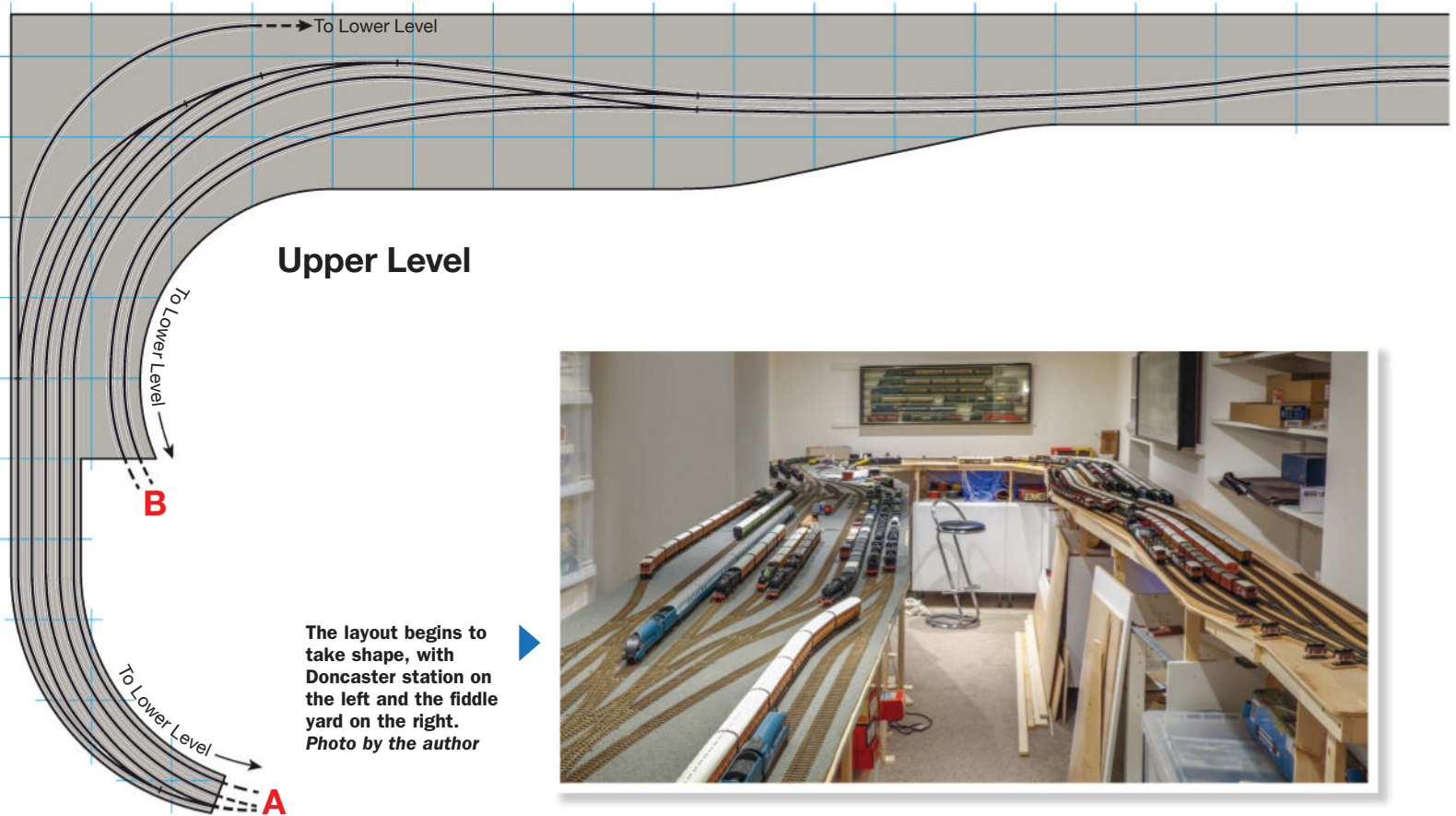
Careful study of the prototype in the pre-war era determined the track plan for the station as shown, with the aim of making it as prototypical as possible in the space available.

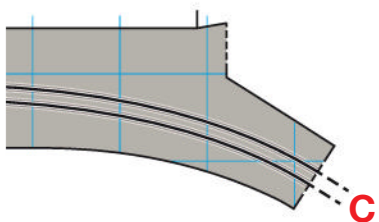


At its heart is the classic four-track formation: Up and Down ECML, flanked by Up and Down platform roads (present day platforms 3 & 4). This includes the distinctive Great Northern Railway

arrangement of platform canopies, with a row of supporting columns between platform and adjacent through road, as these were still *in situ* in the LNER period (eventually removed in the mid-1950s).

Added to this are further through platforms in each direction – the present-day platforms 1 (Up) and 8 (Down). Whereas Platform 8 existed as depicted pre-war, Platform 1, with associated trackwork



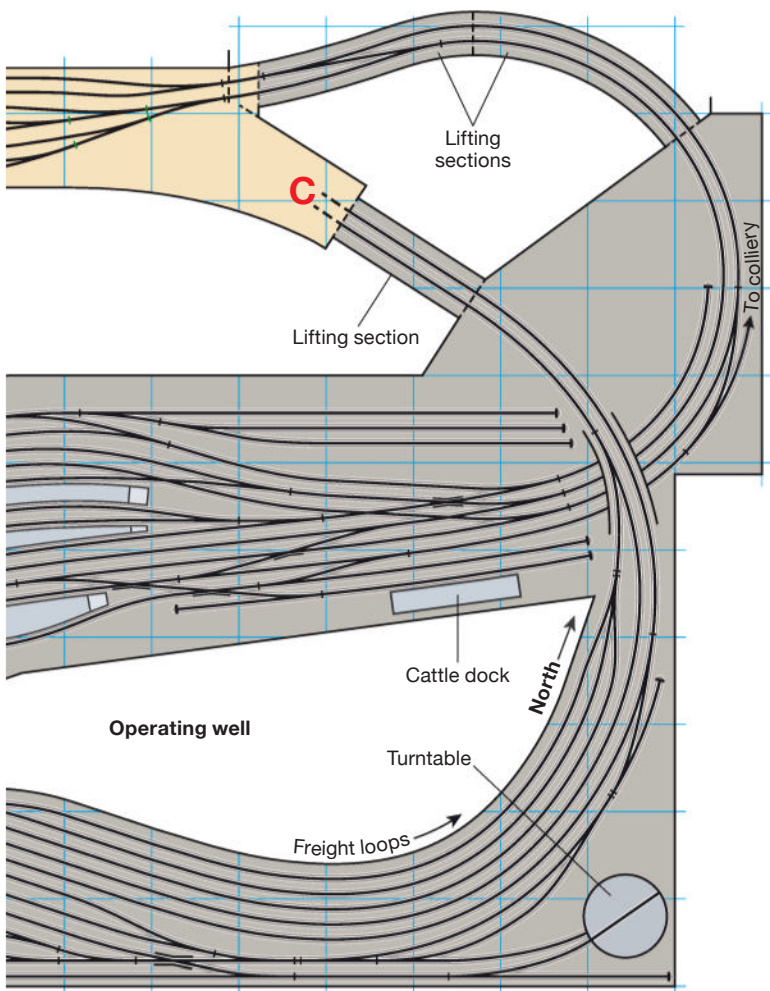


▲ Former North Eastern Railway Class B16 4-6-0 No.2381 passing Doncaster with a goods train on 5 July 1936. The layout will permit the operation of such prototypically long trains. Photo: George Barlow/The Transport Treasury

alterations, was added in conjunction with the commissioning of the new Art Deco main station building in 1940. This created a bit of a dichotomy as the key era for Mark is 1935-39, with the streamliner trains running. In the end, we plumped for the inclusion of the additional southbound platform as it is consistent with the inclusion of the Art Deco station building; however, its length is curtailed so as to include one of the south end bay platforms. This results in what I would consider to be an appealing idiosyncrasy. The requirement to accommodate 10-coach trains is fulfilled by Platform 3 in the southbound direction; however, the corresponding northbound platform (Platform 4) is shorter, constrained as it is by the presence of the sidings at the south end. Instead, it is the Down 'back platform' (Platform 8) that has the length to take the long trains. This reflects the pre-war arrangements on the Down side – notably, a train arriving from Sheffield could only access Platform 8 at that time.

Other aspects of note include:

- Not one but two facing single slips on the Up main – the Great Northern Railway seemed less paranoid about such things compared to other companies?
- Goods lines (to/from Sheffield) that bypass the station (west side) to merge into the ECML north of the station via a double



▲ One of Sir Nigel Gresley's finest, LNER A4 No.3 Andrew K. McCosh, speeds through Doncaster station post-1946. Photo: Graham Ellis/The Transport Treasury



junction; Platform 8 northbound departures cut across these goods lines in another interesting aspect of the track plan.

Upper circuit and Doncaster Carr locomotive depot

The upper circuit is intended to address the desire for as much of Mark's collection to be available for running on the layout as possible. Positioned above the lower level running loops, this upper circuit runs through an open scenic section, to allow trains to be seen running in a countryside setting as a counterpoint to the busy

◀ **Ex-North Eastern Railway Class C6 Atlantic No.701 runs light engine through Doncaster in May 1937. The bullhead rail will be replicated on the layout with Peco code 75 track.**
 Photo: George Barlow/The Transport Treasury

A passion for all things LNER *Words by Mark Allatt*

My admiration for the work of Sir Nigel Gresley and the unique style of the LNER goes back to my early childhood.

My maternal grandfather, who died just before I was born, was a ticket inspector who had worked for the LNER (as well as the London Midland & Scottish Railway and later British Railways) and I inherited some of his memorabilia. I was also taken to see *Flying Scotsman* at Sheffield station in around 1967 as a baby, this being captured on cine film with a now very recognisable David Court on the footplate. I was subsequently given a photo by my maternal grandmother of *Flying Scotsman* passing through my then home town of Dronfield, following its return from the USA. In addition, I was taken to see *Blue Peter* on exhibition at Barrow Hill roundhouse in 1971 and later received a Hornby *Flying Scotsman* train set for Christmas – after which I sent my grandma around all of the toy shops in Sheffield to locate a second tender!

I started to build my first model railway (Hornby track plan No.10) in my bedroom and one Christmas I was given a copy of Brian Haresnape's *Gresley Locomotives*. That's when my collection of LNER locomotives started to take off: I acquired what was then available, including the truly dreadful Lima J50, which would never stay on the track, whilst I also built a Wills J39 to fit on a Hornby GWR pannier tank chassis and gave a talk to my local railway society on the locomotives of Sir Nigel Gresley.

University and work then took me away from practical modelling, but I continued to acquire newly released models of Gresley and other (mostly pre-war) LNER stock as they became available. I joined the Gresley Society and the then A4 Locomotive Society (now The Sir Nigel Gresley Locomotive Trust) before volunteering for The A1 Steam Locomotive Trust and its project to build *Tornado*, spending 17 years as chairman, and launching its project to build a Gresley P2, *Prince of Wales*.

It was probably in around 2005, with the launch of the new Hornby A1/A3s and A4s, that I decided to model every member of the A4 Class – and then Class A1/A3 – each in late 1930s condition.

I attended the railway modelling courses at Missenden Abbey and, with the expert guidance of Tony Wright, managed to build a



▲ Mark Allatt pictured whilst enjoying a main line railtour.

Class J38 from a South Eastern Finecast kit. By this time I had already met Roy Mears, who has built for me the most amazing collection of bespoke Gresley carriages, which now includes the 1938 'Flying Scotsman' set, the 'Aberdonian' sleeper and two of the streamliners. Through the A1SLT, I had also met Graham Nicholas, who wanted to put this stock to use – hence his RM Cup-winning layout of Grantham was born.

Still living in London at the time, I did not have the space for a layout, but a move north in 2019 gave me the opportunity to buy somewhere more suitable and my flat has a reasonably sized room.

The question was, where to model? It had to be on the East Coast Main Line so that I could run most of the famous LNER named trains but, unfortunately, I didn't have the space to accommodate *Grantham* on its eventual retirement. I did consider both Potters Bar and Welwyn Garden City, but my ever-growing collection of rolling stock needed somewhere to run – and where better than Doncaster? It was the location of most of my (brief) trainspotting trips in 1980/81 in the dying days of the Deltics (honorary Gresley locomotives) and where a reasonable excuse could be made to run almost any LNER locomotive from the late 1930s. It also has

the bonus of a splendid Art Deco station building (a model is being constructed by Paul Bolton) and is the meeting point of the former Great Northern, Great Central and North Eastern lines.

A track plan was drawn up by Graham and, with very few changes, he has now completed the lower circuit and started on the upper level, before moving on to the model of Doncaster Carr shed, with Andrew Burchell handling much of the electrics.

So, after many years in gestation, I now have somewhere rapidly evolving to run my late 1930s models of every large Gresley locomotive – all 79 Class A1/A3s, 35 Class A4s, six Class P2s, two Class P1s, the Class U1 and finally the Class W1 (both incarnations). I'm now just missing the original Gresley Class O1 (shortly in build) and Class K1 to have a model of every Gresley design too. It's probably another 18 months of tracklaying and wiring before the scenery starts to go in... and the challenge of my move to Digital Command Control and getting the authentic sound for a single chimney Gresley Pacific!

townscape on the other side of the room. With lower-to-upper level connections in both directions, this allows for a train on the lower circuit to ascend to the upper level to be run through this open scene, before returning down to the main circuit, effectively creating a 'looped eight'.

Although not exclusively so, the upper circuit is biased towards the running of goods trains – the crossing of the lower level just to the north of the station is a nod to the east-west avoiding lines of the prototype. There are running loops in either direction, those opposite the depot being a tiny representation of the much more extensive goods yard in this location. Together with the loco depot, this sets this scene as being south of Doncaster station, on the ECML route. However, on the scheme, the link to this section is via the Sheffield curve at the south end of the station – but it creates operational interest nonetheless for locos going to/from the shed.

The track plan for the shed is a rough approximation of the layout of Doncaster Carr loco depot, allowing for such distinctive features as the 'cenotaph' coaling tower and the large engine shed building. This has deliberately been kept short, however, to allow most of the locos to be displayed within the shed yard. At various times the depot had a turntable or a turning triangle; for practical purposes, a turntable is shown, handily occupying the corner position.

Trackwork choice – Peco bullhead

As can be seen from the accompanying photo of the under-construction layout, tracklaying on the lower level circuit is well advanced, with the Peco bullhead track being used on all visible scenic areas, with compatible Streamline code 75 flat-bottom track used elsewhere. The recent expansion of the Peco bullhead range of pointwork (notably the long crossings and slips) has also been a significant factor in this decision.

Bullhead rail and timber sleepers were pretty much universal in Britain during the era chosen and are certainly evident in pre-WWII photographs of the location. For a layout set in the LNER 1930s era, use of the bullhead trackwork enhances the overall appearance of the layout whilst being a practical proposition (compared to hand-building the track) in order to get the layout up and running in a reasonable timescale.

Some adaptation of points has been undertaken, both to replicate the narrower 11' 2" (45mm) track centre spacings of the prototype and to curve some of the pointwork to maintain a smooth track alignment.

The initial experience with running trains, now the main trackwork in the station area has been laid, and a complete circuit is available in both directions, has been very satisfactory. I hope to provide more details of using the Peco bullhead track range in due course. For now, my friend has a working layout and is enjoying seeing his stock run in an expansive main line setting.



▲ Ex-North Eastern Railway Class D20 4-4-0 No.1051 arriving at Doncaster in 1934.
Photo: George Barlow/The Transport Treasury



▲ Gresley's 'Hush-Hush' 4-6-4 No.10000, recently outshopped from Doncaster Works in 1937 following its rebuilding from its original condition with high-pressure water tube boiler to a more conventional form, similar to an A4. Photo: Neville Stead collection/The Transport Treasury



In this, the 150th anniversary year of Sir Nigel Gresley's birth, The Gresley Society is marking the occasion with a whole series of events, the centrepiece being a symposium and gala dinner being held at the Mansion House in Doncaster on 20 June 2026. This year should also see the return to traffic of his oldest surviving locomotive, N2 0-6-2T No.1744, which has been owned by the Society since 1963, after an extensive overhaul. To find out more about The Gresley Society, visit: <https://gresley.org>

Creating our school in 1:76 scale!

Dr Luke J Harris tells the story of how the students of Wilmington Grammar School for Boys Model Railway Club constructed their entry for the Peco RAIL200 Model Layout Competition.

Immediately after Peco launched its Rail 200 competition in the May 2025 issue of RAILWAY MODELLER, I ordered a baseboard in the hope that students from the Wilmington Grammar School for Boys Model Railway Club could assemble an entry. The students were instantly brimming with ideas – ranging from real and fictional railway scenes to imaginative concepts such as a miniature railway on the school field, a Harry Potter-inspired layout, and even Dartford station.

Ultimately, the decision was made to model the front of our school, Wilmington Grammar School for Boys, in 1:76 scale. One issue both staff and students face on a daily basis is accessing the school, which is in close proximity to three other schools, meaning that traffic is always a problem. In our model world, buses and cars would be replaced by trains as the primary mode of transport for students.

Shrinking the school

Initially, the plan was to create an OO gauge modular design, given the availability of locomotives and rolling stock. However, the students were eager to explore OO9, which offered greater flexibility and allowed more space for trains while emphasising the school backdrop. This choice encouraged creativity: we acquired Vale of Rheidol-style tank engine files designed by David Malton for just £8 and printed them using the school's 3D-printer. These locomotives, along with donated open coaches from Minibuilds, were painted in our school colours – dark blue, light blue, and yellow. This was just one part of the layout where students were encouraged to be imaginative, try out different potential designs and have fun!

One of the major challenges was replicating the eclectic mix of buildings at the front of the school, which dates largely from the



The attention to detail includes signs such as this school badge: these were photographed and printed slightly larger than scale to make them more visible.



▲ A school served by its own railway: one of many novel ideas seen in the competition!

1950s. The students began with the canteen/kitchen building, which dominates the entrance. After measuring its dimensions carefully – earning a few puzzled looks – they scaled it down to 1:76 and constructed it from MDF using a laser-cutter. Following a couple of false starts, the structure was assembled, clad with brick-effect plasticard, and detailed using

◀ Students Edoardo, Jake, Ben and Reuben with the completed layout on display for the final at the NEC.





some Perspex in the windows and some small pieces of wood around the windows. The building was then painted dark grey to resemble the original. A similar process was applied to the science block, which proved more complex due to its numerous windows and the inclusion of a tunnel for trains.

Attempts to replicate the reception building and adjacent offices were more challenging, requiring a combination of card, foamboard and thin Perspex to make the finished model. Working lights were installed and wired by the team, with a crossing adding a striking visual effect to the diorama. Pictures were taken of the signs around the school and then printed in a slightly larger-than-scale size to make them more visible. It was inspiring to see students apply so many skills learned in school to such a practical project. Additional elements, such as the backdrop and roads (created using painted sandpaper), were informed by techniques discovered on YouTube – an invaluable resource for modellers.

Reaching the final

Research into quality layouts highlighted the importance of fine detail. Figures lining the track and seated in open coaches were a key part of this; painting such small items proved demanding yet enjoyable.

While we initially planned to model members of our school community, we opted for fictional characters to avoid any unintended offence, with students from our school and the nearby Wilmington Primary (in red) included on the diorama. The students even sourced the exact typeface used for the school's main sign, ensuring authenticity in this central feature.

Significant progress was made before the summer holidays, but by September, the urgency to complete the diorama saw meetings increase from twice weekly to daily. The effort paid off: with just over 24 hours before the deadline, we captured and submitted four photographs of the finished layout.



▲ The model of the school entrance; the science block is on the right.

◀ The real canteen/kitchen building, with the layout in the foreground.

This is the third layout produced by WGSBMRC – following our OO gauge *Aberlilmington* end-to-end model and N gauge circuit – and it was undoubtedly the most creative and demanding, given that everything except the rolling stock was built from scratch. From my perspective, witnessing the boys develop technical skills

and collaborate as a team was immensely rewarding. I was a proud teacher when submitting our entry.

After an anxious wait, we learned in late October that we had been selected as finalists. We immediately organised a trip to the NEC, with four students, two staff, and one parent departing at 06:50 on a Sunday morning. Although the students were naturally disappointed not to win, being chosen as finalists and seeing their work displayed at one of the UK's largest model railway exhibitions was an incredible achievement. Opportunities to showcase work on such a stage are rare, and the students' reactions when we found their diorama at the NEC made the early start and long day worthwhile.

Inspired for the future

We extend our sincere thanks to everyone involved in organising and judging the competition, which truly inspired our club members. Congratulations to all finalists and prize winners – just being selected to be on display is a magnificent achievement. It was encouraging to hear of and see so many entries from younger modellers, and I hope they were as inspired as our students. This will not be our last project: with new members joining, plans for another OO9 layout are already under way. If there were another similar competition in the future, we would certainly enter!

The Wilmington Grammar School for Boys Model Railway Club relies almost entirely on donations. If you have any spare items in any scale, we would be delighted to accept them. Please email lharris@wgsb.co.uk



▲ Vale of Rheidol-style tank locomotives were 3D-printed.



▲ A zebra crossing provides safe access across the track.

The 21st century rail scene in OO

Bankfield

MICK BRYAN describes the latest Privatisation era exhibition layout constructed by members of **BLACKBURN & EAST LANCASHIRE MODEL RAILWAY SOCIETY**, which will be making its debut in completed form at this year's DEMU Showcase event in Sutton Coldfield on 6 & 7 June.

Photography by Karl Crowther

After around 10 years on the exhibition circuit with the well-travelled and highly successful OO gauge Privatisation era layout, *Blackmill* (see RM October 2006), our members decided that it was time to move on to something new...

Blackmill was very much an urban scene, so we wanted to try something different for the next project and move out into the countryside, whilst also retaining the operational flexibility and variety



of *Blackmill*. A few ideas were thrown around, but we always kept coming back to quarry exchange sidings and the track plan of Peak Forest. With modellers' licence to the fore, we have relocated the scene to the southern Yorkshire Dales and the historic Settle-Carlisle route.

But why 'Bankfield'? Well, there was a Bankfield Sidings signal box on the nearby Clitheroe-Hellifield line that serviced the sidings to the quarry of the same name. Although no longer rail-connected, this quarry now provides aggregate for the nearby Tarmac plant producing road surfacing for much of the North West of England. There is also a row of houses called Bankfield View on the opposite side of the valley near the southern end of the Settle-Carlisle route. So, the layout had a name.

Two Colas Rail Freight Class 56s, with 56 049 leading, haul empty timber wagons. ▶



▶ A Northern Rail Class 158 Diesel Multiple Unit makes its call at Bankfield station, while Freightliner 66 419 Lionesses' Roar passes with one of the regular aggregate trains. ▼

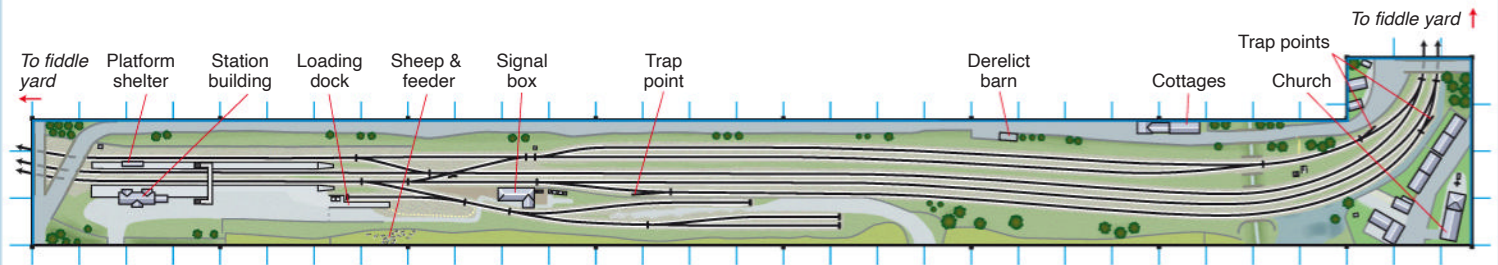
The focus of the layout is upon the exchange of aggregate trains to a nearby quarry, with the track plan of Peak Forest transplanted further north.

Using the Settle-Carlisle line as the primary route allows us to run a wide variety of trains, ranging from Diesel Multiple Units on local services stopping at the station (based upon that at Ribbleshead),

to railtours — both steam- and diesel-hauled, along with the ubiquitous daily log and gypsum traffic. There are also infrastructure and test trains, together with other unusual workings that regularly traverse the historic route.

Arcow Quarry, just north of Settle, was connected to the national rail network in 2016 and extra aggregate workings from





Bankfield

Size of scenic section 30' 8" x 4' (max). Each grid square = 1' x 1'.



◀ The Midland Railway signal box is restored in MR colours, like many of the structures on the real Settle & Carlisle line.

Ribblehead loading sidings, together with the recently reconnected Horton-in-Ribblesdale quarry, have contributed to an increase in aggregate workings in the area – taking over from the regular coal trains that used to ply the route before the demise of coal-fired power stations. (In fact, some of the wagons now used for aggregate traffic are former coal hoppers that have been cut down and shortened for the denser stone loads!)

The early part of this year has also seen a return of diversions from the West Coast Main Line, in the form of Avanti Class 805 units, when Clifton railway bridge over the





▲ Network Rail staff unload their Ford Transit truck, while Freightliner 66 952 hauls a train of track panels.

37 402 is propelling NR inspection saloon *Caroline*, while 47 593 heads a railtour and 56 091 is stabled in the yard.



M6 motorway was replaced in a two-week period. It even included a diverted nuclear flask working – to our knowledge this was the first-ever trip of this type – so we're not short of variety of trains to run on the layout.

Baseboards

Work commenced on the layout in 2015 with a 'test build' of the first baseboard, with the board size of 4' x 2' 8" being determined by the capacity of the lift that is adjacent to our first-floor clubroom. (We have had plenty of experience of carrying baseboards up and down stairs to/from the clubrooms on the first floor, and none of us are getting any younger!)

The boards are conventional rectangular baseboards, using 18mm plywood for the ends and 10mm plywood for the sides and cross-bracing, with 1" x 1" softwood battens reinforcing each joint/corner. All joints are screwed and glued for strength. The legs are made from 2" x 1" uprights that 'plug' into sockets within the ends of each baseboard and are fitted with screwed height adjusters. We use a laser device that lines up with marks on each leg, making it easy to level the layout at exhibitions. The layout has been designed so that it can be assembled with any board as a 'master', with two sets of legs and adjacent boards piggybacking on it with one set of legs.

The storage yards are more than ample, with 12 tracks in each direction. They have been made as two separate units for the inner and outer yards – each with its own series of baseboards. The reason for this is that otherwise we would have boards that



▲ The Blue Pullman-liveried High Speed Train sweeps round the curve on a railtour.

would be 4' deep and therefore difficult to handle. Each is 4' long and 2' wide, holding 12 tracks. The longest track is approximately 25' long and can easily handle two medium-length trains.

Track and digital operation

All trackwork on the layout is Peco Streamline code 75, with DCC Concepts Digital iP point motors to operate the tiebars. There are three control panels – one for each storage yard (inner and outer) and the

▼ The station is based on Ribbleshead, with its typical Midland Railway building.

central scenic section. Each panel contains a DCC Concepts SuperPanel, providing route setting and a small degree of signal/point interlocking, so that conflicting routes cannot be set. The SuperPanels are connected back to a central NCE Powercab, which provides the digital commands to the points and signals. The signals were built by fellow club member Steve Hewitt, each of these being operated by a servo with a DCC decoder to enable control from the SuperPanel/NCE system in conjunction with the points.

Trains are operated using Digital Command Control via a trusty Lenz system, reused from *Blackmill*. The layout is split into four districts, each with its own circuit breaker, so that in the event of a short occurring – usually by running through a





▲ Preserved LMS 8F 2-8-0 No.48151 is part of the West Coast Railways fleet at Carnforth and a regular performer on the S&C.

point that is set incorrectly – only that area shuts down and the rest of the layout keeps on running.

Generally, three operators are required: one for each main line circuit and one to control the shunting operation on the scenic section. Each main line operator has their own DCC handset and storage yard control panel, and they also control the main line signals appropriate to the inner or outer circuit. As trains arrive at or depart from the quarry sidings, the three operators simply talk to each other to make sure nothing untoward happens as trains cross over to/from the main lines and are handed over between the operators.

Minimal sound

Locomotives and rolling stock items on the layout are from the usual array of ready-to-run manufacturers. All powered models are sound-fitted where required, and we try to

operate a 'minimal sound' approach, with sounds only being emitted by those models that are moving around the layout.

Weathering and extra detailing are applied as appropriate, with the stone/aggregate

trains showing off their graffiti that is an everyday part of today's railway scene

▲ A view along the village street, with the peace disturbed briefly by a passing tractor.





(although it is not something we condone). All of the graffiti has been hand-painted using reference photos of real wagons – many of which have worked into the quarries mentioned above.

One of the local farmers has arrived on a quad bike to feed his sheep and lambs.



Looking ahead

We had a complete layout with storage yard by the end of 2023, and it was displayed successfully as a 'work in progress' at the society's own exhibition in December 2024.

As this is our small group's first foray into modelling a large rural landscape, we've

▲ Three men and their dogs head out for a day's grouse shooting, while two preserved Class 47s pass on a Pullman railtour.





been learning as we go along, using techniques such as applying static grass. There is still much to do, including the addition of many more trees, and a photographic backscene. We're also adding lots of smaller details that 'make' a layout,

whilst a Faller Road system has been installed along the rear roadway to provide some non-railway movement between trains.

The team are looking forward to the years ahead taking *Bankfield* out on the exhibition circuit, following the trail of *Blackmill*...

Still going strong after 50 years, Class 43 HST power car 43 257 is now in service with Colas Rail and operating Network Rail test trains.

▲ The rumble of GB Railfreight 60 087 *Ingleborough* shakes the cottages as it heads a rake of graffitied wagons.

See it at DEMU Showcase

Bankfield will be making its debut as a 'finished' layout at the Diesel & Electric Modellers United (DEMU) Showcase event, which will be taking place at Wyndley Leisure Centre in Sutton Coldfield on **6 & 7 June 2026**. See Societies & Clubs for further details, or go to: www.demu.org.uk



Scenic techniques in 7mm

Modelling trees

Master modeller **GORDON GRAVETT** describes the techniques he has developed over many years to produce realistic trees for use on his award-winning layouts.

Photography by the author

Modelling a tree is probably as alien as it gets for a railway modeller. The materials are totally different to what we might usually use, and however hard we may try, there's very little chance of it ever being an accurate scale model. There are, though, ways to make them look plausible and, if we want to take that further, to replicate the various species with which we are all familiar.

On a model layout, the type of trees required might be governed by the location being depicted: a row of conifers alongside an approach road to a country station, a willow on the bank of a stream, or an oak on the edge of a field. And, even an urban location might have planes or limes spaced along a pavement. These all have their

own characteristic appearances and can help to complement the overall scene.

Over the years, I have tried various methods of making trees, the earliest using unravelled steel cable as practised many years ago by George Iliffe Stokes to make the basic form, but having mopped up the blood from lacerated fingers, I moved on to softer copper cable! This method uses the thickness of the cable for the trunk, and by separating and untwisting, and then re-twisting a number of wires back together, the branches and general shape of the tree evolve, but working this way, I always struggled to gauge the height and spread of a tree.

Instead, my preferred method now is to use single lengths of soft iron florist wire and,



▲ A stand of pine trees. The main branches of these conifers start quite high up the trunks, but older dead wood can be seen lower down. Taking photos of real trees provides invaluable reference material for modelling.



▲ A typical oak tree in the winter months showing the twisted and contorted nature of the branches. Note the ivy growing up the trunk.



▲ The same oak tree in full leaf, but still showing the wayward branches. With the surrounding hedges having higher summer growth and the tree in leaf, the ivy is not so noticeable.

Modelling trees

1



▲ Paper-covered florist wire is available in various thicknesses – the higher the gauge number (SWG – Standard Wire Gauge), the thinner the wire. The chosen thickness will depend very much on the scale and complexity of the tree.

2



▲ I start with just two wires, crossed over about 20mm from the top, and the tails are then twisted together. I then trim one of the tails off at the base of the twist and bring that wire back in to form a third 'twig', and twist that one in (A). This procedure is then repeated until, say, four 'twigs' have been produced (B). The reason for trimming out one of the tails each time is to ensure the branches don't get too fat as more wires are twisted in. A number of branches are then produced in the same way depending on the size and shape of the desired tree (C).

twisting lengths together, work from the top down, building up the branches as I go. The florist wire I use has a green paper covering and is available in thicknesses ranging from 18 SWG (1.2mm) to 32 SWG (0.3mm), and I get it in packs about 350mm in length from a cake decorating website (the same wire with a white covering is used for sugar craft). The thickness of the wire used depends on the fidelity or detail required in the finished tree.

Using photos

My starting point is invariably a photo. We all know what trees look like and it's easy to imagine a shape that will fit in the required location, but a photo of a similar tree to that envisaged will show up any number of characteristics that could be included. And, if the photo could be repeated in the summer and winter, it could help with the arrangement of the branches and the colour and coverage of the leaves later. Let's be clear, though, there is no way that any of us are likely to model every branch and twig! The photo is just for guidance, to show the general arrangement of the branches, and will invariably be simplified drastically for a model. Also, if the photo could be printed at the size of the intended model, it could be used as a basic template for the size and shaping of the branches.

Different shapes and sizes

I find it easier to bend and shape the branches as individual pieces, before

3



▲ It may be that smaller branches are twisted together to form larger ones, and once completed, the branches are brought together and arranged in much the same way as a flower arranger might – selecting the heights and which one goes where to give the desired effect.

4



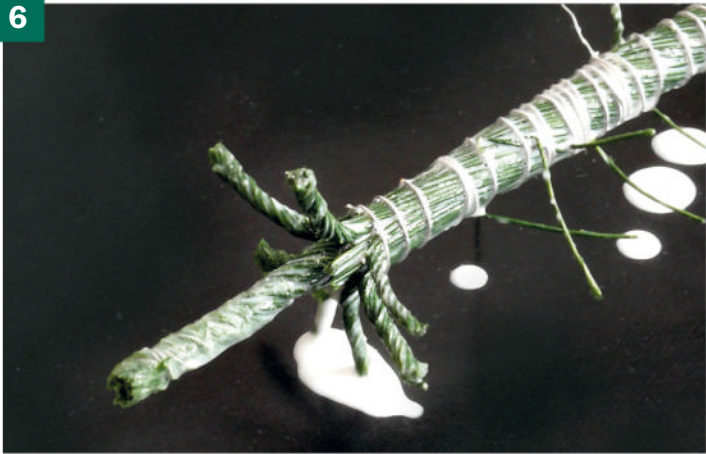
▲ The branches can then be twisted together to form the trunk of the tree, although by this stage pliers will probably be necessary to twist the wires together (A). Alternatively, the stems could be bound together with fine fuse wire (B), or florist's tape.

5



◀ Once the height of the tree has been established, some of the outer wires can be bent out to represent the roots. These can vary from quite a complex arrangement on some broadleaf trees, to a simple slight flaring out at the base of the trunk on some conifers. The central core of remaining wires are twisted further to form a spigot which, with the root formation, forms a positive mounting for later.

6



▲ At this stage, I place the wire armature on a glass or non-stick surface, and brush a dilute mix of PVA glue over the entire tree. This will soak into, and help bind together, the paper-covered wire. It will also give a good foundation for the bark mix.

7



▲ The complete wire tree is now, temporarily, mounted into a wooden block that has a covering of parcel tape on the top. This is to prevent the bark mix – to follow – from sticking the tree to the block.



8



A

For the bark, I mix Artex powder directly into PVA glue and then add a small amount of black powder paint to give it a base colour. Artex is used because it offers a degree of flexibility. I mix it so that it is just 'brushable', and stored in a screw-topped jar it will stay usable for several months (A). An alternative to this is Flexi-Bark by Green Scene. The mix does shrink as it dries, so several coats are usually required, especially as I work down towards the trunk, with extra Artex powder added for the final coat if a textured finish or nodules in the bark are required. This can be brushed in with a stiff paintbrush (B) or an old toothbrush (C).



B



C

twisting them together. This is where photos are really helpful, especially of trees in winter without leaves. An oak, for instance, is likely to have numerous twists and turns within the branches and twigs, whereas the branches of a horse chestnut tend to be much straighter, start from a similar place lower down on the trunk and fan out to reach for the sky. And, where the horse chestnut may be quite dome-shaped, an oak is likely to be far more irregular.

Trees vary in shape a great deal, ranging from wide spreading oaks to tall poplars,

and this can also include various species of conifer. With very few exceptions, though, I make all the armatures in the same basic way, just adjusting the lengths, shapes and position of the branches as the tree progresses.

It may be, though, that trees are just required to fill in a background area or hide the exit to a fiddle yard, and dense foliage is far more important in these situations than finesse or detail. Rubberised horsehair is very useful in this situation and when teased out, trimmed to shape and given a coating of scenic scatter material to

9



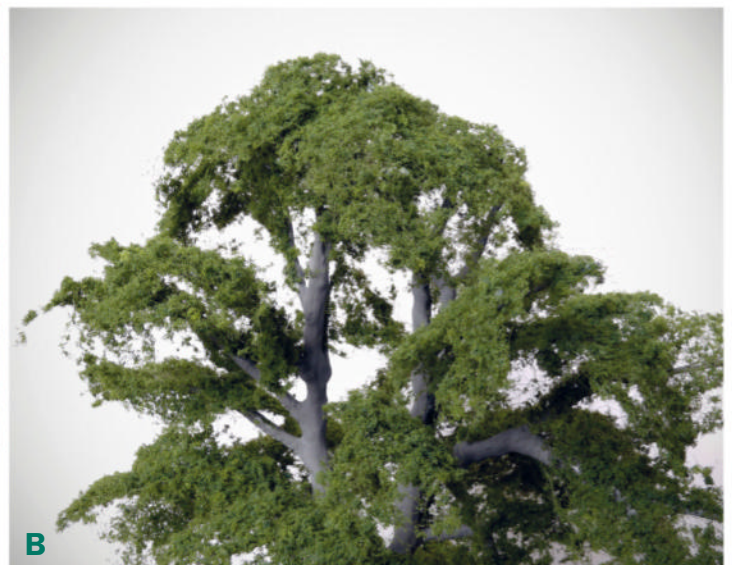
▲ I always use reference photos for painting the completed trunk – they are rarely brown and often include various shades of grey and green. My preferred paint is Tamiya acrylic, but I suggest you use whatever you get on with!

10



◀ Before adding foliage, depending on the tree, I might add ivy to the trunk. Here, on this pollarded oak, I have used strands of plumber's hemp for the stems and green scatter material for the leaves.

11



▲ Woodland Scenics Foliage Mat has been used to great effect to foliate trees for many years, and it is still a really useful product for trees in full leaf. It consists of ground-up, pre-coloured foam attached to a thin nylon mesh and is available in a range of foliage colours, for both summer and autumn (fall). A similar product is also available from Heki. I cut it into small pieces and work up from the lower branches, arranging the pieces to overlap as I work up through the tree. The pieces, cut to suit, are teased out carefully and secured to the branches with a small amount of PVA glue.

12



A

B



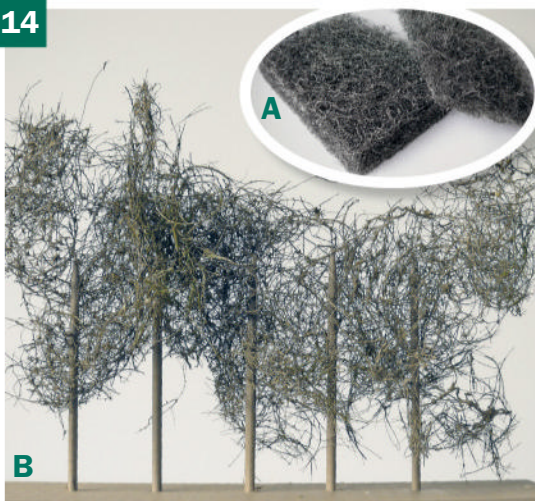
C



D

Although Woodland Scenics foliage is ideal for broadleaf trees in full leaf, it can also be used for conifers (A). For these, to represent the needles, I add static grass fibres. I give the upper surfaces of the foliage a spray of Layering Spray and then either 'puff' on short fibres from a puffer bottle, or use an electronic grass applicator – with the 'grounding' wire clipped to the tree – to apply longer fibres, depending on the tree being modelled (B). Conifers can be as varied as broadleaf trees: as in a Scots pine (C) and this stand of cypress trees (D).

14



B



A

Rubberised horsehair is available from scenic suppliers, but the natural colouring is not very realistic (A) so, once it is teased into shape, I would mount it on cocktail sticks or barbecue skewers set into a block of wood and then spray it with a dull brown or grey/green aerosol paint to give a basic bark colour (B). After that, another spray over with adhesive, and a scattering of suitable coloured foliage material, will produce effective background trees that do not require close scrutiny (B).



C

13



A



C



B



D

Sometimes an airier foliage is required, and for these situations, I use postiche – an artificial hair that can be teased out extremely finely. Once teased out, it is very delicate to handle and is best fixed in place using a light spray of hair lacquer (A & B). Scatter material, as used for grass, is ideal for the foliage and this is best applied through a flour sieve to give a fine covering, and then secured with a light coat of clear spray lacquer (C). Hairspray is fine in the short term but I use a firmer hold lacquer, such as an artist's fixative spray or spray matt varnish, for a more secure hold. Needless to say, though, this type of foliage is very delicate and not always suitable for an unprotected layout. The tree seen in (D) is a beech with a smooth silvery grey bark.

represent the leaves, gives a good representation of various generic trees or hedgerows.

Further reading

Although not really necessary, as with most modelling subjects, curiosity has led me to want to know more about whatever I'm trying to make, and modelling a tree is no different. To this end, I found a book, *The Easy Way to Tree Recognition*, written by

John Kilbracken, to be a real help in identifying particular trees. I think it's out of print now, but a search on the internet showed numerous used copies for sale. There are also many other books dealing with this subject.

Material suppliers

Florist wire:
www.cake-stuff.com
 Squires Tools & Materials
www.squirestools.com

Foliage material:
 Woodland Scenics
www.woodlandscenics.com
 Green Scene (available from Squires – see above)

Postiche:
 Green Scene
 (available from Squires)

Artex powder:
 DIY shops

Layering spray:
 WWScenics
www.wwsenics.com

Rubberised horsehair:
 Squires – see above



MICRO MARVELS

THE SMALL LAYOUT GALLERY

Abbey Shed



Modelling and words: **IAN ARKLEY** Photography: **CRAIG TILEY**



This small OO9 model was constructed as a 'Standalone' entry in the Peco RAIL200 Model Layout Competition. It was subsequently chosen as one of the finalists and was displayed as part of the competition centrepiece at the 2025 National Festival of Railway Modelling, which took place at the NEC back in November (see RM December 2025). I was, in fact, also exhibiting my previous OO9 layout at the event (*Lynnbach* – see RM April 2024), this having been booked long before *Abbey Shed* was selected as a finalist!

I had decided to enter the competition, not from any desire to compete, but because it gave me the chance to challenge myself to create a fully working continuous run format layout in a very limited space, which I would

then be able to take to shows. The result was a layout that could be stored easily and carried just about anywhere, but also with quite a lot of operating potential.

Inspiration

The scene modelled seeks to portray an industrial narrow gauge shed that has seen better days. Inspiration came from various books (covering subjects including the Snailbeach District Railways) and memories of visits to various narrow gauge railways.

The line was built in the grounds of a ruined abbey, which has lain forlorn for many a century and has been almost entirely swallowed up by nature.

It is supposed that the shed serves an off-scene quarry and there is a little line that

▲ An old steam locomotive boiler – a 3D-printed item by MD Models – sits rusting between the engine shed and water tower.

comes in from the side with tubs from a nearby mine. The coal from this is for the locomotives based at the shed and the exchange siding for use elsewhere on the wider site. There is evidence of a disused siding – a sign of past busier times.

To explain how the mine tubs pass over the main running line, there is a plate with rails welded onto it that fits over the line. Two 4mm:ft men can lift this with ease...

Baseboard, track and scenery

The project began when the competition baseboard (measuring 750mm x 305mm) was



▲ A view of the whole layout, built on the 29½" x 12" (750mm x 305mm) baseboard supplied for the Peco RAIL200 Model Layout Competition.

▶ A Peckett Cranmore Class-style locomotive (a Fourdees model) shunts a pair of V-skip wagons in the yard.

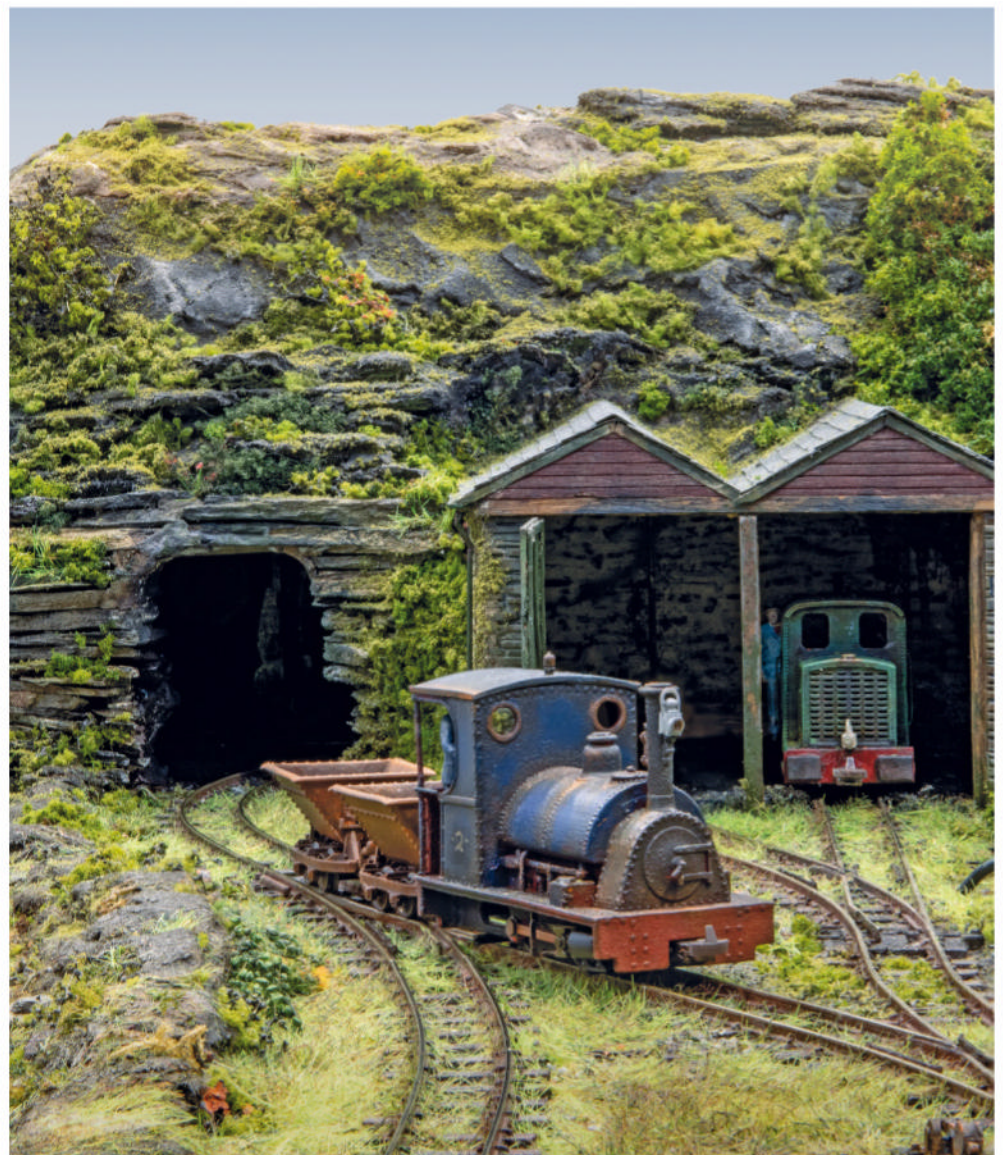
delivered last summer. I was impressed by the quality of the White Rose Modelworks laser-cut kit. Everything fitted together easily and built up to provide something far more solid than I normally construct myself. It is very light, even with everything on it, but it is truly tiny! The track is all from the Peco range. The oval is made from flexible OO9 Streamline track and there are three points, the tiebars being operated using old guitar strings running in channels (made from coffee stirrers) that lead to switches on the back of the layout.

Very little ballast was used: just a sprinkling of granules on the track sides to create the feel of a neglected line that has not been maintained for a long time. For the majority of the trackwork, I applied watered-down PVA and then carefully added static grass, using a vacuum cleaner on it straight away to make the fibres stand up at an angle, to create a wind-blown effect.



“ – The project was an enjoyable experience from start to finish – ”

Ian Arkley



(I subsequently had to trim some of the grass using an electric shaver to prevent any tufts of upright fibres between the rails from derailing the very light stock!) In a first for me, I used a cheap airbrush to give the static grass a yellowy tinge, this helping to blend everything together. Real slate was used and blended in to make rock faces using One

Strike Filler, which is a very lightweight filler available from DIY outlets that dries to a non-crumbly surface (a bit like the texture of expanding foam when dried). It is very easy to work with and not too sticky or messy. This was sculpted when wet, using a wooden stick to form slate-like layers. I used mounting card to make the supporting

structures that the filler was fixed to, with a small amount of underfloor insulation material broken up and then used to make rock shapes.

For the trees and some of the foliage, I used Footpath Scenes Fast Foliage in various shades, this being an inexpensive but effective material for creating leafy effects. For the trees, I used seafoam (spray-painted a reddish brown), with the foliage then stuck to it using diluted PVA. For some of the trees, I experimented with using spray adhesive, but found this to be less effective than PVA, as it left a shiny coating that then needed taming with matt varnish.

Structures and details

The abbey itself was a 3D-print purchased online, which was most likely created for use in wargaming. I painted it with Citadel paints in greys, browns and greens, with a wash of Citadel Agrax Earthshade, before

▼ **The ruined abbey, now reclaimed by nature, is a 3D-printed model, probably produced for wargaming.**



▼ **All the wagons are also 3D-printed: the mine tubs on the right are static and fixed in place on this siding.**

using PVA to add various foliage scatters. Any exposed stonework was then painted using Humbrol matt varnish.

The shed and related buildings were scratch-built using items that I had lying around, including spare Wills and Busch components, together with some card stonework. Strips of slate tiles were made up using thin card, painted to suit.

Various details such as the water tower and workshop shed were made from other scraps. Some twigs were used for the supports for the workshop roof, which were then painted with a wash. The little derelict boiler is a 3D-print by MD Models, which was painted using a variety of colours. A favourite paint of mine in the Citadel range is Dry Ryza Rust, which I find very effective as a final touch to rusty items. Peco dummy point levers were used, but were thinned down slightly to make them a little finer. Real coal was scattered in various places.

3D-printed locos and stock

For its appearance at the NEC, the layout was powered by three AA batteries, with the loco (a Fourdees Cranmore-style Peckett running on a Bachmann Quarry Hunslet chassis) running around the circuit continuously.

The other locomotive on the layout is a 3D-Factory UK diesel body on a stripped-down Kato 109 chassis. The body I purchased for this was originally for an HO conversion using a Rokuhan Z gauge chassis but, with the plastic

casing of the Kato chassis removed, it fits snugly.

Rolling stock consists of 3D-printed wagons by Brooks 3D Models (for more details go to: www.brooks3dmodels.com). The mine tubs on the line that comes in to meet the siding are static and are fixed down. These are 3D-printed items from the eBay seller Secret Anorak Resin Models: www.secretanorakresinmodels.com

An enjoyable project

A big thanks to Peco for the competition and for choosing *Abbey Shed* as a finalist. I am truly honoured to have been included in this. The project was an enjoyable experience from start to finish, and I am looking forward to taking the finished model to a few shows in the future (for which I connect a proper controller).

There is plenty of video footage of *Abbey Shed* and my other layouts (including those in N and OO) on my YouTube channel – search for ‘Elvinley’.

See it at the GWSR

Abbey Shed will be one of more than 40 layouts in action at the first Model Railway Weekend being staged by the Gloucestershire Warwickshire Steam Railway, which will be taking place on **26 & 27 September 2026**. For further details go to: www.gwsr.com



St Jude's Bay

KEVIN BRUCE explains how members of **SPALDING MODEL RAILWAY CLUB** extracted a permanent OO and OO9 layout from a loft, and adapted it for exhibition use.

Photography by Paul Bason

This model is based on a fictitious branch line on the Devon and Cornwall border near Plymouth. It is supposed that the Great Western and London & South Western railways built a joint line to the small harbour of St Jude's, in the hope that it would become a major port. This failed to materialise, but the area did develop as a tourist destination, which helped to sustain the railway, and still does today.

The railway is worked principally by the Southern Region, but the Western Region does run a push-pull train into the station, and the occasional freight train. This allows a little variety in operation.

Normally, the layout is set in 1956, as this gives a wide variety of liveries that can be

worn by the locomotives and stock. As it is a holiday resort, special trains can be run with unusual locos and stock.

The fictional backstory adds that, alongside the standard gauge line, a narrow gauge railway was developed to serve local towns and villages which were not on the main line. This was not a great success, but it found a new lease of life as a tourist and heritage railway, using guest locomotives and stock to boost the attendance.

The original layout

The model was built by Chris Bone of Swaffham as a permanent feature in his loft. He first contacted the club in 2022 to see if we wanted the layout, as he was going to

move house and couldn't take it with him. The layout was designed as a permanent installation around the outside walls of the loft space, which meant it incorporated a number of roof trusses and chimney breasts. It was very large and heavily constructed, with some parts created on 9" deep box sections for strength, presumably to cope with temperature changes in the loft.

As the layout was not designed to be transported, some sections had to be cut through with a saw but, where possible, we tried to make the cuts at board joints, to minimise the effect on the boards. The

Southern Railway USA 0-6-0T No.30068 (a ready-to-run model by Bachmann) is on station pilot duty.





▲ Double-headed Double Fairlies arrive at St Jude's Town station, terminus of the preserved narrow gauge line.



JUNE 2026

framework supporting the layout could not be salvaged because of the way it was constructed.

The OO gauge trackwork and points are by SMP, using Tortoise point motors. The OO9 track and points are Peco, using Cobalt point motors. Both systems are operated by Digital Command Control, as are the point motors. The owner kept the controllers for use on a future layout.

Under club ownership

The layout was transported back to the clubroom and placed in storage whilst we considered what we could do with it. Most people thought we should strip it for components, possibly keeping the station area as a small layout in the clubroom. However, events occurred which forced our hand. In around June 2023, the club show manager reported that a layout had been pulled out of the November 2023 show, and he asked if *St Jude's Bay* could be made ready as a replacement. This was a tall order, but a number of us like a challenge, so we accepted the offer.

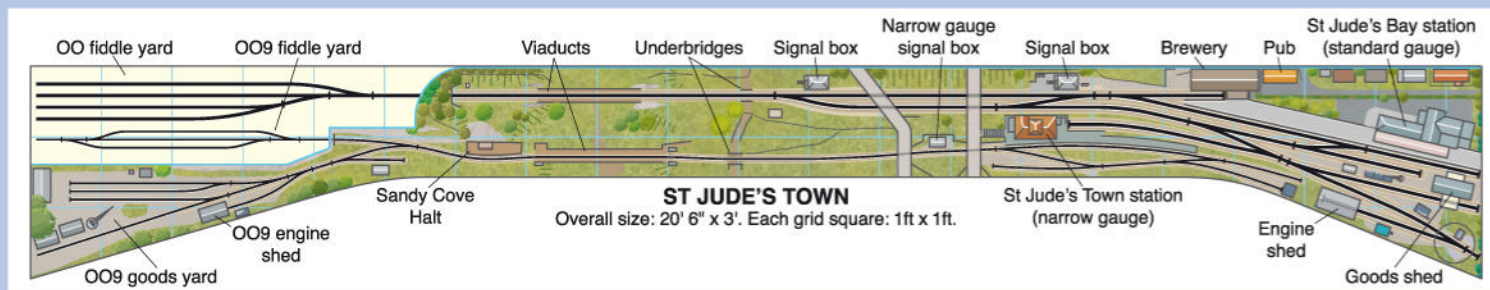
We reviewed the layout as it was designed and realised that a number of changes would have to be made to make it suitable for an exhibition, and to fit in the space available at the Spalding show. We abandoned the baseboards that formed the left-hand bend of the layout, as these would project into the viewing side. This created a layout that was the exact size of the space available at the show, but it meant we had no fiddle yard. Therefore, we removed the scenic section

containing the viaducts, giving us 4' 6" to use for a fiddle yard. The layout at this stage measured just under 15' long by 3' wide.

Completely new legs would be required to support the layout, but each one would be of a different size because of the nature of the original framework. It took considerable effort to determine the height of the legs, and where they could be placed easily. It did mean that one section would have to have permanently fixed legs, which compounded transportation issues. Another section of the baseboard would be just under 6' long, which, again, is not ideal for transport.

The tracks had been cut at a large number of places to allow the transportation, but a review of the track showed that most of the sleepers and rail fixings were still in place. We removed the old rail back to the nearest fishplate and threaded the new rail through the fixings. Surprisingly, this worked very effectively for both the OO and OO9 tracks, and only needed minor fettling to line up the tracks at the baseboard joints.

We knew that the layout would need rewiring; much of the existing wiring had been cut to allow us to dismantle the layout. The wiring which had survived the dismantling was not useful, as it was often hidden or trapped within the frames, so we effectively rewired the whole layout. This was challenging, as it was often not possible to make the connections to the track where we wanted them, because of clutter underneath the baseboard. The resulting wiring was perhaps not up to best practice, but it was functional.



Fortunately for us, no points had been affected by the move, though a couple of the point motors had come adrift or the wiring was disconnected. Surprisingly, we managed to fix all of these.

A Double Fairlie and a London & South Western Railway Beattie well tank pass on the viaduct section of the layout.

Control would be by NCE Power Cabs, which we had available from another layout we had recently dismantled.

With some considerable effort, we managed to get *St Jude's Bay* ready for testing about two weeks before the exhibition. Surprisingly, only a few minor issues were found, and the layout was ready. During the show, many good comments were received, along with a few more requests to attend other exhibitions the following year.

Further developments

Following the Spalding show, we had time to reflect on any improvements we could carry out to make the layout better, and easier to operate. Its next appearance was at St Neots in June 2024, which gave us about six months to undertake any upgrades.

Firstly, now that we were not restricted by space, we decided that we would put the viaduct section back in, as this was arguably the most attractive part. This meant that we



Drummond M7 0-4-4T No.30031 and a Maunsell pull-push set (both Hornby models) arrive at the standard gauge terminus.



would have to alter the fiddle yard board again, so we opted to put a small narrow gauge goods yard in front of the fiddle yard. This gave more interest to the narrow gauge operations, and meant the track plan was symmetrical, being wider at each end.

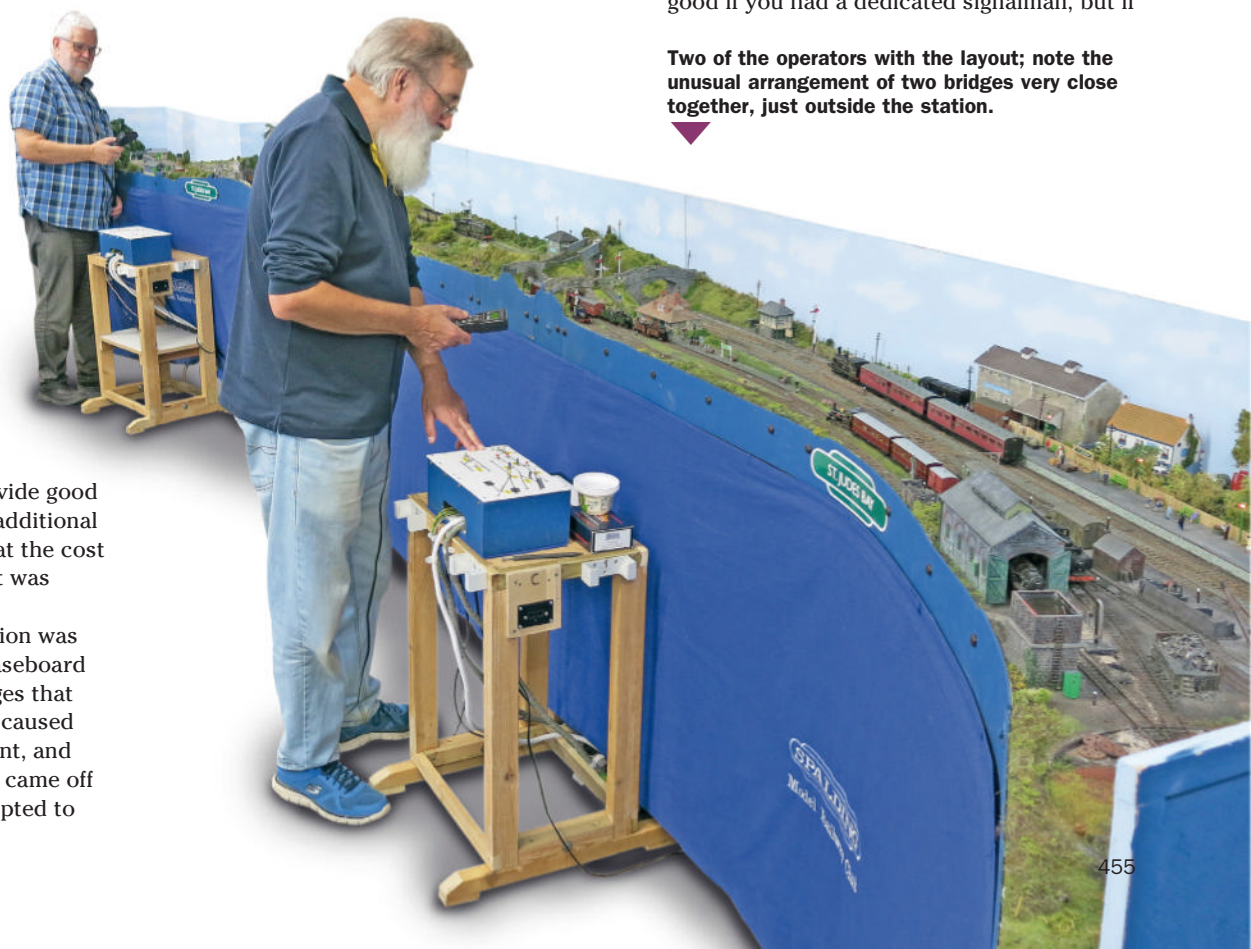
We had found that the 6' long baseboard was sagging in the centre slightly, due to its extreme length and weight. It meant that stabled wagons would migrate slowly along the sidings on their own. We also found that the Tortoise point motors were deeper than the baseboard frames, so the baseboard couldn't be laid on the floor. We considered putting additional legs in the centre of the board to overcome the sagging, but this would not resolve the clearance issue of the point motors. Also, the framing under the layout wasn't suitable to support these new legs, so we opted to put sturdy longitudinal timbers under the main layout frames. These provide good longitudinal support, but also the additional depth required. However, it came at the cost of more weight in a baseboard that was already heavy.

This 6' board containing the station was originally a bit shorter, with the baseboard joint falling between two overbridges that were only a few inches apart. This caused problems aligning tracks at this joint, and made it difficult rerailling stock if it came off under the bridges. Therefore, we opted to

lengthen the baseboard by 4", to give more room at this location. This made the baseboard longer, but improved the running of the layout considerably. Also, it improved the appearance of the section with the bridges, as originally, they came together at an angle, which did not look right.

Further rewiring was undertaken, connecting to any poorly fed sections we had found previously. All the point motors and signals were wired to a mimic panel with switches, as we found using the DCC system to operate the points and signals was causing too many delays to the trains. Using the DCC system to operate the points was good if you had a dedicated signalman, but if

Two of the operators with the layout; note the unusual arrangement of two bridges very close together, just outside the station.





▲ The USA tank has returned to the small engine shed for servicing, while Bachmann '8750' pannier tank No.9736 brings in fresh supplies for the coaling stage, and a Dapol GWR diesel railcar arrives at the station.

Following the streamlined 'Flying Banana' railcar, a Bachmann Maunsell N Class 2-6-0 brings a van train into the loop. An English Electric 350hp diesel shunter has deposited another van in the loading bay for the brewery.





you were running trains as well, it became very difficult and slow.

Three lives of a layout

This brings us to the current version of the layout, and we have no plans to make any

further changes. It has appeared in this guise at a number of shows and has been well received. Effectively, it has had three different incarnations, each driven by specific requirements. I like to think each one was an improvement over the previous

▲ This O2 0-4-4T and LSWR 'Gate' set are Kernow and EFE Rail models respectively.

version, but I think we have reached the limit of what we can do with it. We have decided to develop a new layout, using





◀ **Hornby Bulleid West Country No.34019 Bideford crosses the viaduct. This section of the layout had to be removed for its first exhibition, but was subsequently reinstated.**

lessons learnt from this one as guidance. The main reason for this decision is that the size and weight of the layout make it too much of a chore to take to exhibitions.

The layout is still in good condition, and is a joy to operate, so it will remain in the clubroom for the foreseeable future. If you wish to see it, or even operate it, you can do so at the club open days in June (see panel below). I am hoping that the layout will eventually find a new home, perhaps back in someone's loft!

For the team, it has been very enjoyable developing the layout, and we are very proud of what we have achieved. It has given us an incentive to build a layout from scratch, as we feel we can do much better from a fresh starting point.

See it at the Club Open Weekend

The layout will be available for viewing and operating at the Club Open Weekend at the clubroom in Pinchbeck Village Hall, Spalding PE11 3RB on Saturday 27 & Sunday 28 June 2026. The day is free to access, and you can bring locomotives and stock to use on the layouts or test track.

For details of membership and meetings, visit the club's website (www.spaldingmodelrailwayclub.org.uk) or Facebook page. This year's show will be held at the Springfields Exhibition Centre, Spalding PE12 6ET on 31 October & 1 November.

◀ **One of the Double Fairlies calls at Sandy Cove Halt on the narrow gauge line, while 'Terrier' 0-6-0T No.32646 approaches the viaduct.**



A 3' gauge Andrew Barclay in 4mm scale

Róisín – an Irish survivor

Most readers will be familiar with Tallylyn Railway 0-4-2T No.7 Tom Rolt, which was extensively rebuilt in 1991 from one of a trio of 0-4-0WTs constructed originally by Andrew Barclay for Bord na Móna (the Irish Turf Board) in 1949. Remarkably, the other two locomotives from the trio also survive, these remaining largely in their original form. **GLEN MURPHY** explains how he set about creating an OO9 model of the former BnM No.2 in its current Stradbally Woodland Railway condition.

Photography by the author



The bog railways of Ireland are something that are seldom modelled. Once the most extensive industrial network in western Europe, the almost entirely 3' gauge system stretched for some 1,000km across many parts of the Republic, mainly in the Midland counties of Laois and Offaly, along with Longford.

Millions upon millions of tons of turf, otherwise known as peat, were harvested for decade after decade and transported by rail until March 2024, when almost all train movements ceased. The transport of ash from Edenderry power station lingered on until later the same year, when this too was transferred to road haulage.

Despite being operated by just one company, Bord na Móna (the Irish Turf Board), the network was home to a surprising variety of rolling stock. The stock lists swelled to feature several types of diesel locomotives including Rustons, Deutz, Simplexes and the

▲ These locomotives represent a rare example of an attempt to replace diesel with steam.

in-house designed Wagonmaster. The latter of these types was first made by Hunslet before building resumed in the BnM workshops in 1994. These locos worked alongside multiple one-off purpose-specific wagons, with uses ranging from remote refuelling points to mess vans and ramp trucks for machinery. Several Wagonmasters have passed into preservation in recent years, in both Ireland and Britain.

The bread and butter items of rolling stock for the systems were the turf wagons. Several hundred early wagons had a simple two-axle design for smaller or isolated networks but most were longer bogie vehicles, capable of being unloaded using rotating tippers in a similar style to large coaling plants in Britain. Long rakes of some 16 wagons were hauled full of dried turf sods to power stations at



▲ Stradbally Woodland Railway No.2/LM44 Róisín working a passenger service in 2018. Note the numberplates fitted to the upper cabsides. Photo: Kieran Marshall

Edenderry and Portarlinton in the Midlands. These year-round rail operations and the people who worked them kept the lights on for countless homes and businesses over the years.

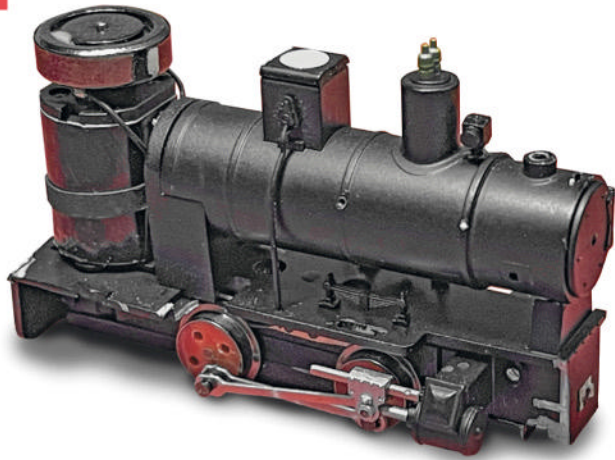
A Barclay trio

Most unusually, especially for a network that had operated

solely with diesel traction from its earliest days, three turf-burning steam engines were ordered in 1948 from the Caledonia loco works of Andrew Barclay in Kilmarnock, Scotland.

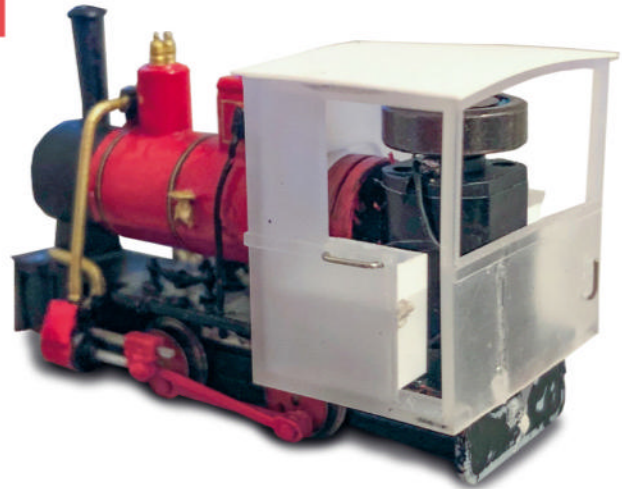
BnM placed the order to determine whether or not steam locomotives, fuelled by the very raw material they were built to

1



▲ The donor HOe Minitrains Boehler model, with the original cab, wired lamps and several smaller parts stripped off.

3



▲ Wire was measured and cut for the cabside handrails, and rear bracket for the safety chain on the driver's side. Bunkers were made from plasticard and test fitted between the cabsides and motor.

transport, could increase the efficiency of its operation in terms of speed and tonnage hauled from the harvesting sites on the bogs to the power stations.

The new well tanks were based on the pre-existing Barclay Light Class, but altered to suit the new customer's needs. An extended front bufferbeam, larger cylinders, boiler and firebox and three types of spark arresters were fitted from new. Each loco, Nos.1, 2 and 3, had a different pattern arrester. They were each given BnM stock numbers as well, following established conventions up to that point, as LM43, LM44 and LM45. What BnM meant by the LM acronym is not known for certain.

'Locomotive machine', perhaps? A larger open-backed cab and centrally mounted BnM buffers,

with a hook on top for chains, were also added, along with a sandbox between the dome and cab on top of the boiler barrel. A battery box was tucked in next to the cab footsteps to power an electric headlamp on top of the smokebox, a necessary feature on lightless bogs, particularly in winter.

The three engines were delivered in May 1949 and ultimately had short official working lives in County Laois, working trains to the power station at Portarlinton. They were shedded at Cushina and, while the engines did prove faster and more powerful than their diesel counterparts, they also suffered from several drawbacks.

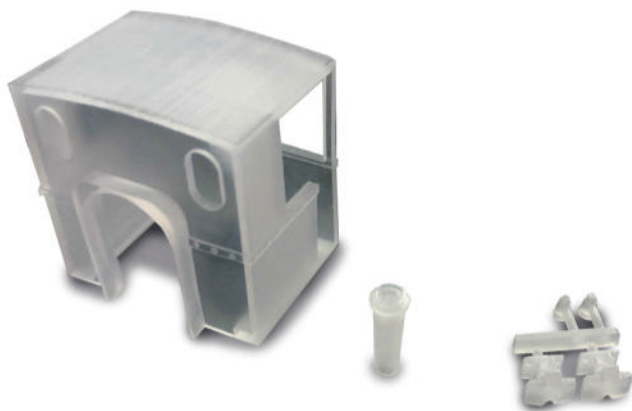
They were very fuel-hungry, particularly when waiting at passing loops for diesel-hauled trains to catch up. The large

4



▲ The front bufferbeam was cut and filed back in preparation for the 3D-printed frame extension to be reused from the Mk.I version of the model. This was secured in place with a lump of filler, which was cut back to be flush with the profile of the frames. Little could be done about the exact shape of the cylinders, so I simply pretended not to notice any difference between them and the real things. The new chimney and smokebox dart were also added.

2



▲ The suite of 3D-printed parts produced courtesy of James Hilton, comprising the correct-sized cab, chimney and clack valves.

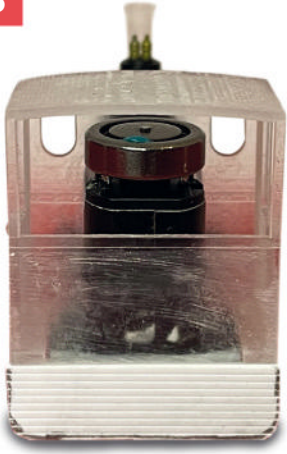
firebox grate was necessary to compensate for turf's poor calorific value as a fuel and needed to be fed continuously from the bunkers – and subsequently from the wagons directly behind the engines. In short, the company was already burning through potential profits before the fuel even reached the power station. This likely added to the workload for the drivers too, as while the engines were – at the beginning and end of their working lives – manned by both a driver and fireman, they were mostly worked by just one person.

Drivers also had concerns about the locos toppling over on

the very rough and lightly laid tracks that led out to the exact extraction locations, meaning they were confined to the more heavily engineered 'main line' sections leading to the power station. The spark arresters proved only somewhat effective and several fires on the bogs were attributed to the engines, likely due to the locos being worked hard and turf's tendency to spark when burned. They also suffered from lack of brake force, being fitted with only handbrakes.

All three were withdrawn from regular service in 1954, but their boilers were kept in ticket as a 'plan B' in the light of the

5



▲ The new cab was a perfectly snug fit, but overhung the back of the donor model. A rectangle was cut from a thicker plasticard sheet and gradually rounded at the bottom edges, making the rear wall flush with the cab, before the buffer was mounted.

Suez fuel crisis. It is believed one or two may have been used on occasions leading up to the early 1960s, but this has not been confirmed.

Survival

Thankfully, the three class members survive today.

No.1 left Ireland for Wales in 1969 to become, eventually, Tallylyn Railway No.7 *Tom Rolt*, while No.3, now named *Shane*, is currently mothballed out of service at the Giant's Causeway & Bushmills Railway in Northern Ireland, having last run in 2013.

No.2, meanwhile, has become a stalwart of Irish railway preservation. It was purchased in 1969 by the Irish Steam Preservation Society along with No.3, which was subsequently sold on to Lord O'Neill's now closed Shane's Castle Railway in Co. Antrim.

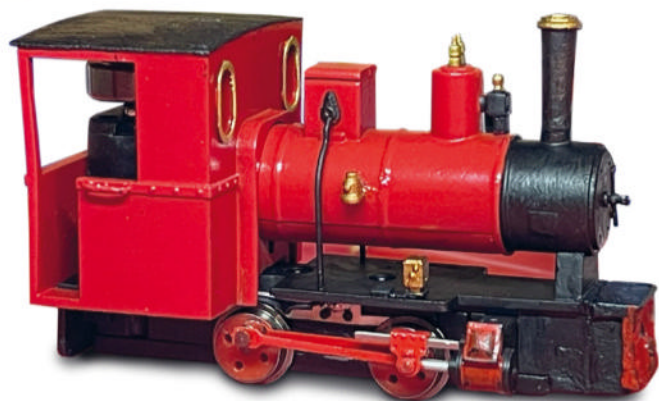
No.2 moved to Stradbally, County Laois, for use on the newly-laid 3' gauge line on the Cosby family estate, not far from the Bord na Móna lines it once worked. It resides there, still in regular passenger train use throughout the year on the society's line, now called the Stradbally Woodland Railway, the oldest heritage line on the island.

It was named *Róisín* in 2019 by the railway's volunteers and has been presented in its current yellow-lined red livery since the mid-1970s, when it was repainted from its original BnM green. This green was a shade apparently very close to Brunswick, and the yellow lining was carried over from this work-worn colour scheme that it still bore in the earliest days of its preservation career. The loco returned to service in 2009 after a spell out of traffic, following the building and fitting of a new boiler, courtesy of Israel Newton of Bradford.

In model form – Mk.I

The model at the centre of this piece depicts No.2 as running today, or as close as I could manage to depict it.

6



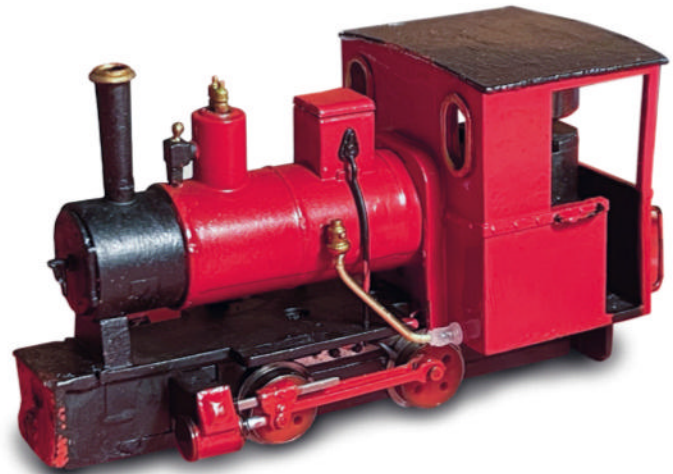
▲ A new cab roof was measured and cut from plasticard sheet. Priming and painting could begin at this point. Humbrol gloss Red No.19 in a rattle can was selected as I wanted a 'freshly cleaned for a running day' look. The brass box on the running plate is one of the lubricator mouldings from the Boehler – during the course of writing this article, I realised it was never relocated to a more accurate position at the smokebox between the main steam pipes. The list of little jobs never ends!

7



▲ The bunkers were primed, painted and had real coal glued into them. The holes at the bottom were cut in at a later stage, though on the prototype we just shovel coal out of the top of them rather than from the floor.

8



▲ Pipes running from the clack valves to the 'injectors' were cut and bent to shape using brass wire. The injectors here are in reality the spare clack valves that were supplied with the 3D-printed parts from James Hilton. They were trimmed slightly, but were overall a very close match to the original Barclay fittings. Cab handrails, and the loops and brackets for the safety chains, were added to the cab rear at this point as well.

The 4mm model in question began life as something rather more Continental – an HOe Minitrains Boehler.

This is also not the first version of the model. A Narrow Planet/Light Railway Stores (LRS) Barclayfication kit (no longer in production) was the crucial element in this first iteration, having been designed to adapt the Boehler into a more British-outline model. The kit included almost all the 3D-printed and etched parts used in *Róisín* Mk.I.

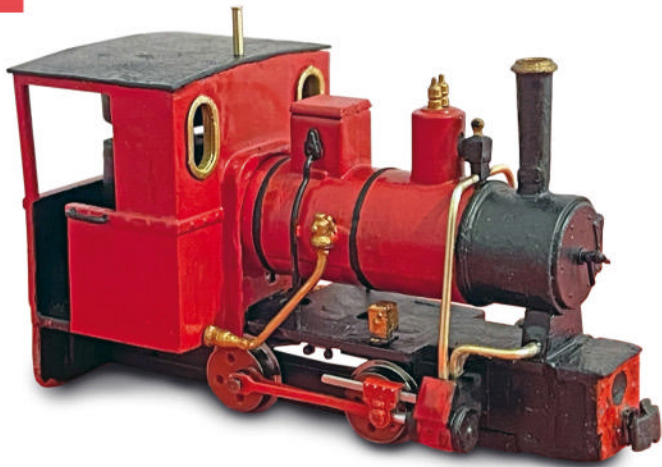
The kit had just one notable drawback for my plans. The cab that came in the kit was to a much smaller scale than that on the real thing: it was more appropriately sized for other Barclays, like the 2' gauge *Glyder*, rather than one of the

BnM trio. Despite this, work progressed in full knowledge of the compromise needed, and eventually the first version came together.

Additional parts included a custom 3D-printed front bufferbeam extension, courtesy of my friend Kieran Marshall, this based on the original Barclay blueprints and proportioned to the Boehler's width and length.

But, as time went on, the undersized cab became more and more obvious to me, despite my being very happy with the overall model. This was because I was so familiar with the width of the real footplate and cab on the full-size engine, from years of driving and firing turns. Consequently, I decided to rebuild the model with a

9



▲ The regulator module on the Boehler model was located just in front of the dome, much like that on the full-size *Róisín*. Once again, pipes down to the cylinders from the dome and exhaust pipes running into the smokebox saddle were cut from brass wire, shaped with round-nosed pliers and glued in place. The tip of the regulator module was picked out in brass paint to represent the prototype's displacement lubricator. The black banding was added by masking off the rest of the barrel and applying paint with a fine-tipped brush. An LMS-pattern whistle (of a similar shape to that on the real thing) was found on the Bachmann spares website. A small hole was drilled for the stem in the cab roof and it was glued in place. While the loco has run with two whistles in preservation, a high note and a low note, it has been without the high one for several years after the split valve wore out.

correct-sized cab to soften the underscale, too-narrow look.

In model form – Mk.II

A cab to the correct size was drawn for 3D-printing by James Hilton, who kindly uploaded it to the (now defunct) Shapeways website, together with parts for the clack valves, buffers and the same (slightly tapered) chimney from the original LRS kit.

The chimney on the full-size *Róisín* is not tapered, nor is the one on No.7 *Tom Rolt*, but that on No.3 *Shane* is, so perhaps another member of the class will pop up on a layout of mine someday. Given how slight the taper is, I think it makes little difference to the appearance of the model.

Unfortunately, by the time I started on the Mk.II version of the model, the Minitrains Boehler locomotives had become increasingly difficult to find. But, why was an entirely new donor model needed for the Mk.II version, rather than just reusing the original one?

Let's just say the paint stripper used was not overly sympathetic to it. I had planned originally on simply putting the new cab onto the existing model, but I lingered on concerns about

matching the red, as I had forgotten to note which shade I had used. I was also hesitant to simply slap yet another layer of paint onto such a small model, given that I would be brush-painting it and this could lead to a finish that was less than smooth. (This is why the model is seen partially painted at times in the accompanying step-by-step photos.)

After several months of trawling eBay and any online model shop I could find, I managed to source a donor model courtesy of an OO9 modellers Facebook group.

Smaller details

For the Mk.II version, I scratch-built details that were needed to replicate the real locomotive as faithfully as possible, with plasticard used to form several of the parts.

However, there remained some compromises that couldn't be addressed in this way. First off, the gauge. This model runs on 9mm track and not the more accurate 12mm for OO_n3. But I'm not too concerned about this little iteration of *Róisín* running alongside a *Prince*, *Dolgoch* or *Britomart*.

On the real thing, the smokebox saddle is directly

10

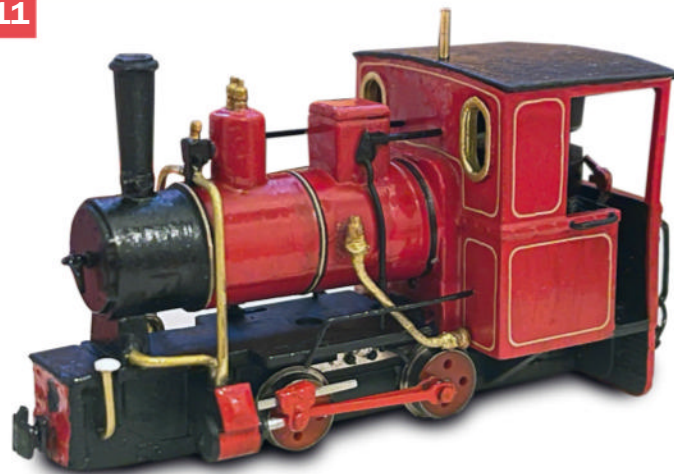


▲ The safety chains are an essential part of the modern line's passenger operations, but my first version of the model lacked them. The hook on the left of this image (fireman's side) was cut from a very small sewing needle and bent into shape. The bracket it hangs from is simply wire made into a very shallow U shape. The bracket on the right (driver's side) holding the loop up is a chopped-down staple. The chain itself is of 1mm diameter and was picked up from a model shop in Utrecht. A thin strip of plasticard formed the bracket on the cab rear, this supporting the handbrake assembly. This itself was scratch-built from plastic scraps. Sadly, it is not poseable and I didn't realise that I had glued it into the 'On' position until a few weeks after the model was finished.

beneath the chimney, in line with the blast pipe inside the smokebox itself. I had planned

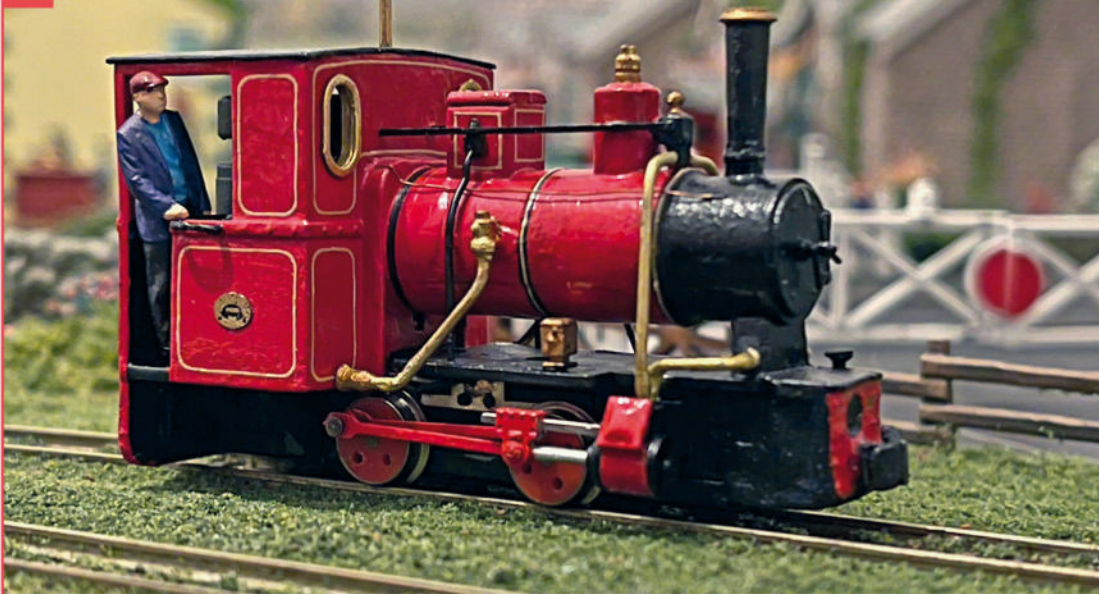
on realigning this, but the saddle on the model is where the retaining screw holds the barrel

11



▲ To finish the model, a fine wire painted black was cut and bent slightly to represent the drain cock linkage on the fireman's side of the model, along with a short length of plasticard for the sandbox lever extending out from the cab spectacle plate. Brass wire and a round piece of plasticard were stuck together to form the water filler pipe just in front of the smokebox. Lining was undertaken using the 4mm gold set from Railtec Transfers – ref.1096. The curved pieces in this set were tremendous timesavers and, while they're not a perfect match for the prototype's slightly brighter yellow, they still contrast nicely with the red livery.

12



▲ On the driver's side, fine copper wire was used to represent the blower pipe, whilst a length of plasticard was cut to act as the regulator arm from the handle in the cab to the module in front of the dome. Custom-etched Barclay builder's plates were supplied by Light Railway Stores and affixed to the cabsides. A Modelu crew for a closed-cab Quarry Hunslet was painted up, with these figures being a perfect fit for the cab.

to the chassis, so I opted not to interfere with it.

Additionally, the leaf springs on the Boehler are above the leading axle on top of the running plate. These were snipped off, but couldn't be relocated as per the real thing, where they sit outside the frames between the wheels and the running plate, due to the tight clearances with the valve gear. The valve gear is also much more simple than the full size engines' outside Walschaerts set-up, but I would say this is hardly an uncommon compromise in this scale.

The wheels are also not spoked, but I wasn't successful

in sourcing any suitable replacements.

A simple piece of thin wire painted black and glued into the right place between the cab and the fireman's side running plate fits in nicely as a representation of the cylinder drain cock linkage. On the other side of the engine, a scrap piece of thin copper wire was bent to shape to act as the blower pipe between the front cab wall above the firebox and the smokebox.

Final thoughts

The most glaring but last remaining omissions – the name and number plates – will likely

require custom etching. These are non-standard types, in particular the cabside No.2 and *Róisín* plates, which are both preservation-era fittings. The latter of these were designed by Stradbally volunteer Tommy Fogarty and cast by Ted McEvoy's Leander Architectural foundry near Buxton for the loco's naming ceremony in 2019. This was held to mark the loco's 70th year and the railway's 50th anniversary.

As for suitable rolling stock, the SWR's two passenger coaches are on the long-term building list. The railway is also home to four two-axle turf wagons, two of which were

13



▲ Shovels that I had spare from another detailing pack were cut down to size for the bunkers and glued in place.

restored for the 2019 naming ceremony and partially filled with turf to re-create the sight of steam-hauled, narrow gauge freight in Ireland for many decades. These would need to be scratch-built, but I've been fortunate that a friend has loaned me his Eggerbahn bogie peat wagons on several occasions to re-create that day. These are quite a close match to their Irish counterparts, especially from normal viewing distance.

And who knows, a 4mm modern-day Stradbally Woodland Railway might just make it to the exhibition circuit someday...

14



▲ The finished model, still awaiting name and number plates, pictured here with a pair of Eggerbahn bogie peat wagons.

Supplier details

Bachmann spares

www.bachmann-spares.co.uk

Light Railway Stores

www.lightrailwaystores.co.uk

Modelu

www.modelu3d.co.uk

Enquiries relating to the 3D-printed parts designed by James Hilton can be made via:

www.jameshilton-cmr.co.uk

Through the Railway Room Door

Wessex TMD

DAVID SKUSE has built a layout centred on a Somerset diesel depot, both as a personal challenge to prove he can overcome the effects of a health condition, and to display his wider transport interests.

Photography by Craig Tiley

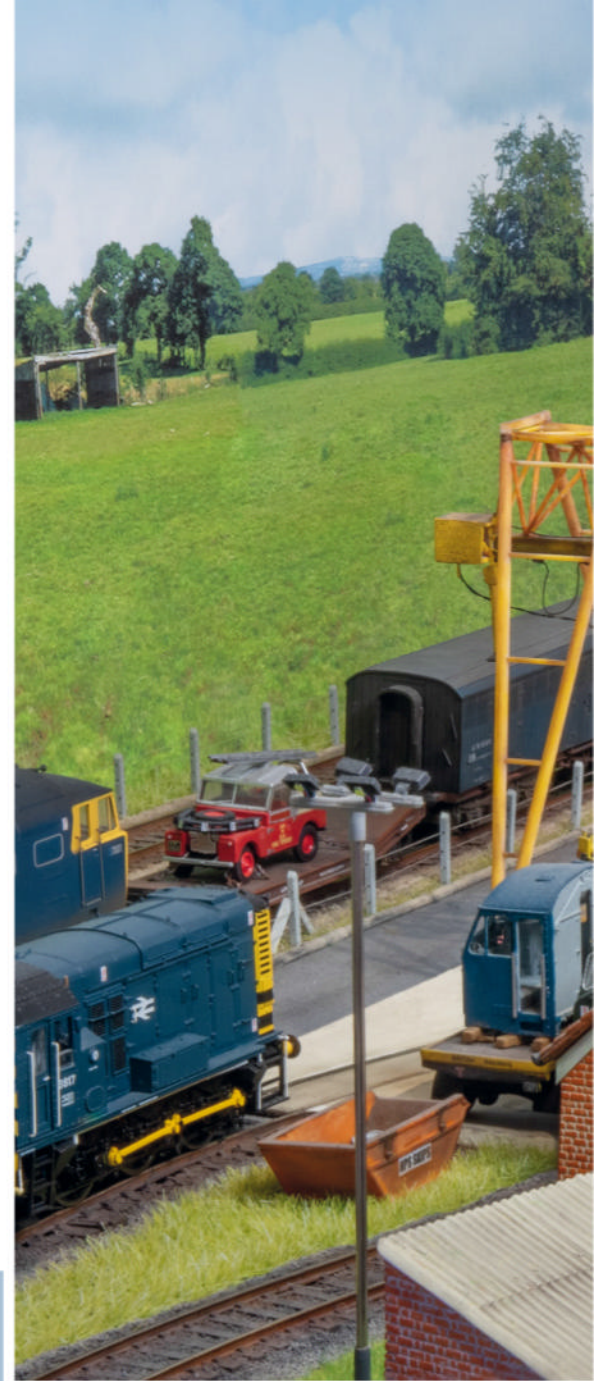
This layout, representing a Traction Maintenance Depot (TMD) amid the Mendip Hills near my Somerset home, is set in the BR blue diesel era of the 1970s – but it also reflects my interest in other forms of transport and in the field of real-life building construction.

The scenario I have imagined is that the depot is sited in a long-disused quarry bed, with the original but now disused steam-era access being depicted using a bricked-up tunnel. It is further imagined that the site was subsequently modernised for diesel operations by having the original buildings demolished while retaining most of the trackbed, with the site now having new access points installed from the main line.

I have a lifelong interest in all forms of powered transport, ranging from jet aircraft to the humble building site dumper, and wanted my layout to reflect at least some of this.

As a small boy travelling in my parents' car on the A38 (this was before the building of the M5), on several occasions we were caught up in the congestion caused by large loads being transported to Hinkley Point nuclear power station, the A plant then being under construction. The sight of mighty Pickfords Scammell Constructors pushing and pulling their massive loads is an image that has stayed with me to the present day, hence my attempt at its depiction, albeit moved to the 1970s with Scammell Contractors included.

My career was in construction management, with no connection to or experience of railways – something that may be obvious from the depot's track layout, points and signal positions, etc. However, I have used my knowledge of the construction and maintenance of a wide variety of buildings when making the structures on the layout.





“ – This layout was a method of proving to myself it was still possible to build an acceptable model – ”

David Skuse

▲ A Warship diesel-hydraulic in BR maroon livery stands on the apron outside the depot shed, in which can be seen a variety of other locomotives, including a Western also in maroon livery, and another Warship and a ‘Peak’ in later corporate blue.

◀ A busy depot scene with, from left, Class 56, 31, 97, 22, 41 and 08 locomotives in evidence, together with red Texaco tanker wagons and road vehicles including a crane and W H Bowker Ltd lorry.

It can also be seen from aspects such as the grounded lorry in use as a platform for fuel storage tanks, and the form of the diorama in the maintenance yard, with its aggregate and sand bays, mixer, water butt and hosepipe, buckets, pallet of cement covered with polythene and weighted down with a barrow, and many other small details.

A bit of background

I have built previous layouts at times in the past when my family and I lived in a large house and had a spare bedroom available.

These earlier layouts were far too ambitious and used ‘ready to plant’ structures, foam underlay for the trackbed, etc. The results gave me little satisfaction and consequently were never finished.

After my retirement, we moved to a smaller house where space is at a premium. I have tried to turn this into a positive by taking a modular approach. What you see represents the first three of six planned modules, while also making it possible to insert further sections should future space permit.

Construction and operation

I first built the depot module and was determined to complete every aspect of it before moving on to the next section. This worked very well, as once the depot module was finished it sat on its own support stand at the end of my desk, where it was connected up and usable in a limited way. This gave me the satisfaction I was looking for, and I next built the hillside module, which again I made sure was fully complete

before starting on the storage yard/Pickfords module.

The layout is wired via a Digital Command Control bus and controlled by an ESU ECoS command station, and I also have an NCE Powercab controller for handheld operation. There are separate power feeds for point operation, LED and bulb lighting. All buildings are lit, including the inspection pits and all external lamp posts and yard lights. The small brazier/incinerator also glows to give the impression of burning.

Locomotives on the layout are all sound-fitted. The yard is rather overcrowded at



present, but some locos will move to the storage yard when full operation is attained. As you would expect in a West of England location in the early 1970s era depicted, diesel-hydraulics abound. There are, however, some interlopers from other regions and I have invented back stories to justify their presence. Given the 1970s setting, I have again developed imaginary scenarios for some of the locos which, in reality, would have been out of service by the time of the era being modelled.

Sleight of hand with scenery

The hillside above the TMD sheds and bricked-up tunnel is scratch-built and

conceals the curved track at the end of the layout. It is based on an amalgam of two West Country locations near my home: Cheddar Gorge and Bleadon Hill Quarry. The Pickfords heavy haulage yard and the main road, meanwhile, help to conceal a five-road storage/fiddle yard.

In addition, the roadworks depicted are an elaborate method of disguising the join between the hillside, which slides out to enable access to the track curves, and the haulage yard/main road, which hinges up to allow access to the fiddle yard.

The heavy haul convoy with its mix of Pickfords trucks, as described in the main text.

Buildings and structures

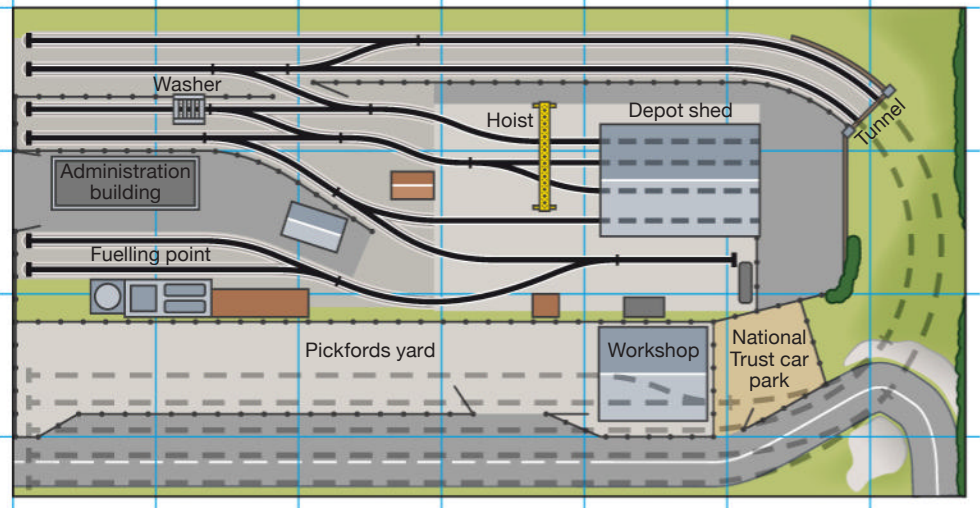
When it comes to buildings on the layout, the structures comprise: a maintenance workshop, including latrine to the rear; a road vehicle and plant/tractor fuel point; a driver rest room and pick-up point; a canteen; a stores building; a facilities and maintenance yard office and workshop; a locomotive fuel point; and a washing plant and administration building.

I wanted to experiment with different forms of constructing buildings, so first bought a plastic kit for the Pickfords workshop. This did not meet my particular requirements, so the present structure is a card kit, which I improved somewhat to



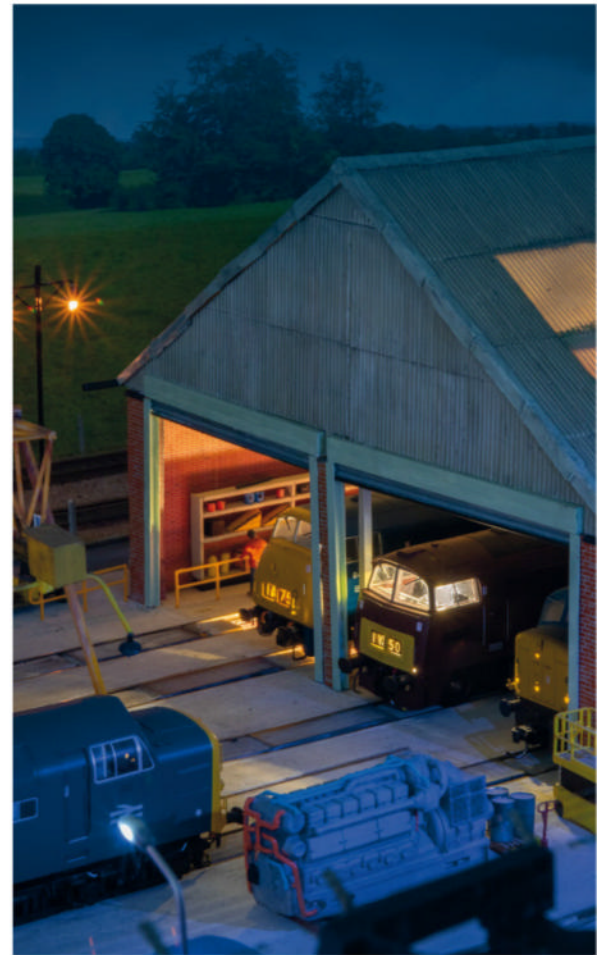
WESSEX TMD

Overall dimensions: 6' 8" x 3' 5". Each grid square = 1ft x 1ft.



With a Deltic in the siding at the side of the depot shed for a spruce-up before returning north with its VIP train, and a Class 20 in blue and Class 22 in green also in evidence under the yard gantry, this scene also shows a variety of road and yard vehicles, as well as a picnic table in the National Trust site.

A night scene at the depot with a Warship and Western being prepared for evening duty.



Road haulage vehicles

The main heavy haulage convoy depicted is made up of off-the-shelf models, which I have detailed and weathered, and Langley kits which I have made. The three tractor units and the girder frame trailer are fitted with working flashing amber beacons. These are wired back to the transformer load, which contains a battery and switching mechanism; this requires one press on the transformer to turn on, then another to turn it off.

The Foden unit and smaller girder frame are also from Langley, while the other vehicles are off the shelf.

Dioramas and cameo scenes

As hopefully readers can see, the layout contains many small dioramas, such as unloading operations being carried out in the BR transport yard, a tractor being refuelled and external loco maintenance being undertaken.

achieve what is to my eyes an acceptable standard.

All the buildings are fitted out internally except for the admin block, where the interior is hidden by Venetian blinds I have fitted to the windows.

All the structures in the depot are scratch-built, with the exception of the washing plant, to which I have added a manual roof wash, and elements of the loco fuel point, the tanks of which are from a kit. These tanks have been mounted on a scratch-built base, and bund walls and a pipe gantry have also been added. The gantry crane is also from a kit, to which I added lighting and weathering.





◀ A close-up view of a Class 08 in the fuelling point siding, in a scene also showing the attention to detail on the layout with regard to equipment and vehicles.

level yard, and the entrance to a concealed station.

Module five will comprise the curved lines with a section of townscape built over and concealing them. Then the sixth and final module will complete the storage yard while also extending the Pickfords yard. This will allow me to move locomotives around the TMD and to shunt stock in the parcels depot lines, whilst also running scale-length trains in the background on the main lines. To aid operation of the storage yard and concealed curves, I plan to install a simple CCTV system with a split screen monitor.

Concluding remarks

In recent years, I have developed a condition known as Essential Tremor (ET), which makes my hands shake – sometimes very badly, at other times hardly at all. Because of this, I have had to develop different ways of achieving certain tasks, such as soldering, painting of details and many other tasks.

In a way, this layout was a method of proving to myself that it was still possible to build an acceptable model despite this handicap. See the panel below for the strategies I have developed to help me overcome any potential obstacles put in my way by this condition.

Finally, I should add that this layout is very much a solo effort. None of my family or friends have the slightest interest in railways or in modelling (my wife, though, is very supportive) – except for my Swiss nephew Justin, who is head of the Swiss National Railways Heritage Section and has his own layout, but he of course lives abroad in Switzerland!

I am also not a member of any clubs or associations, but have drawn inspiration from the pages of RAILWAY MODELLER, to which I subscribe. Hopefully this feature on my layout will demonstrate to people in a similar position that it is still possible to gain satisfaction from the hobby, even if flying solo!

▶ A cameo scene showing traffic light-controlled roadworks at the entrance to a Mendip gorge, with a Western National bus waiting on the other side of the barriers needed for SWEB cable laying operations.

Then there are maintenance operatives loading their tractor for a day's work, welding repairs being carried out on a trailer, operations under way at the washing plant, preparations being made for installation of a new sign for the entrance, repairs being carried out on the Pickfords yard tug, drivers and trailer mates chatting whilst awaiting the off, hikers and picnickers milling about in the National Trust car park and picnic area, and SWEB workers laying cables.

Forthcoming projects

The next module I aim to build will concern the depot adjacent to the admin block, and will comprise a BR parcels depot and road transport interface, with perhaps a Pickfords container siding with craneage to the higher-



Modelling with Essential Tremor (ET)

Mood – stress and anxiety can increase the severity of my tremor, so I pick a time when I feel relaxed to do fine or difficult tasks.

Forward planning – I have a think about what I want to achieve and how I can do it before I start. For example, I designed and made the stand for my first module so it would act as a 'bench' and would support the baseboard whilst inverted. I was then able to make and install the inspection pits and their lights, install the DCC bus and connect the many dropper wires. I was also able to install the point motors and wiring, plus circuits for LED and bulb lighting, all from the comfort of a stool with no requirement for reaching (which tends to worsen the symptoms).

Preparation – With tasks such as soldering, I have a small piece of thin ply with two pieces of Blu Tack® attached. This can be slid under a joint and the pre-tinned wire is pressed down to secure it. I try to angle the bare wire down slightly from the Blu Tack®, as this stops the flux from running back and destroying adhesion.

Tools & materials – I find use of high-quality gear is always a good idea, but it is particularly helpful when I have other challenges to overcome. For example, I use DCCconcepts iron, flux and solder, which are excellent.

Execution – Whilst soldering, I find I need to have both hands on the iron and that they must be supported at the wrist as close to the body as possible.

I then load the tip of the freshly cleaned iron with solder to make the joint. With detail painting, both of my wrists and elbows need to be supported at the right height, so I use books and tea towels to achieve this.

When not to – There are certain tasks where I know I will do more damage than good if I undertake them, one of them being attaching pipework to the ends of new locomotives. So, for these, I enlist the help of my grandson Harrison. His small, deft fingers and young, keen eyes make short work of such things.



RAILWAY MODELLING

Explored



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

THIS MONTH • An extended OO gauge layout • Building a wooden platform halt in O

Stapehill Road

PETER FOWLER explains the reasons why his OO gauge model railway, which is housed in a repurposed building in his garden, features an eclectic array of locomotives and rolling stock.

Photography by the author

Apart from running trains, many modellers derive their greatest satisfaction from the constructional aspects of the hobby. So, what happens when you reach the end of the line with a layout build project?

Having spent four years constructing my own layout, I had to face this very problem. At that time, my layout took the form of a double track circuit that ran around the walls of a repurposed garden building. This room



▲ Locomotives on shed in liveries representing the pre-Grouping, Big Four and British Railways periods.

was divided internally between the layout, which occupied nearly three-quarters of the space, and my office in the remainder. It soon became apparent that I could use part of my office space to extend the layout.

Family influences

My father gave me a Tri-ang layout fixed to a baseboard when I was six years old. Since then, I have always followed the basic philosophy of creating a layout with two continuous loops, a tunnel and a branch line. *Stapehill Road* has followed the same basic design. With the exception of a few Hornby sectional curves, all the track is Peco with Insulfrog points.

The Longham Castle Extension was an addition to the layout's existing branch line,

◀ Rebuilt Merchant Navy No.35029 *Ellerman Lines* (a Hornby model) passes the town.





“ – I have always followed the basic philosophy of creating a layout with two continuous loops, a tunnel and a branch line – ”

Peter Fowler

which starts at Hampreston and does two loops around the layout, passing through Stapehill Junction, Keeper's Cottage and Stapehill High, before reaching Longham.

My wife, Anne, has always been very supportive of my modelling and has used her artistic talents to help with the scenery. When discussing the extension, she suggested that it would be a good idea to have a castle – fortuitously, just such a model was obtainable from the Metcalfe Models range of card kits.

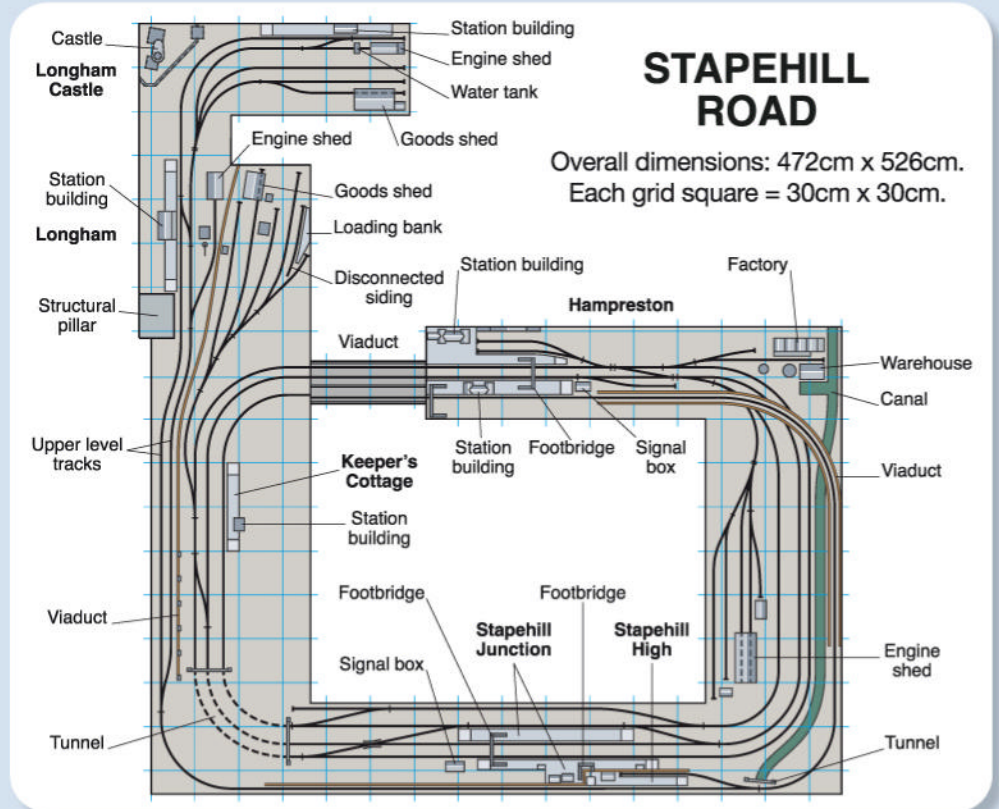
One of the main benefits of owning a model railway is that family members have plenty of options for potential presents! Consequently, the layout has been enhanced with the addition of numerous details including cricketers, morris dancers, parading soldiers, schoolchildren, Scouts, circus entertainers – and even a couple of revellers outside the pub!

An early interest in steam

The rolling stock is an eclectic mix of ready-to-run locomotives, largely steam, with Southern and Great Western designs, and the odd 'guest' appearing. This means the layout has something of a heritage line feel, which gives me a lot of poetic licence.

My interest in steam locomotives started during my time at Brockenhurst Grammar School, located in the New Forest. Every morning I caught a train from Christchurch to Brockenhurst, usually headed by a

The author at the controls of the layout; the Hornby Bulleid Q1 is visible on the left.



Merchant Navy Pacific. Unfortunately, although some of the classrooms offered views across the playing fields to the main line to London Waterloo, all the desks faced away from the windows. However, I was not alone in trying to stand up unnoticed, while the teacher's back was turned, to watch a passing locomotive! A rare sight would be a Bulleid Q1 0-6-0 which, although ugly, represented a real cop if you saw one. Accordingly, I have the Hornby version on my layout.

Despite most of the buildings being constructed from kits, including an old Superquick card kit of The Swan Inn, which I had rediscovered in its hiding place after 30 years, my biggest scratch-building achievement is a water tower. I take great delight



▲ The parish church is a card kit from Metcalfe Models, as is the cricket pavilion visible in the right foreground.

in challenging people to identify what it was originally, and even more delight in exposing it as a disused plastic salt grinder!

Traditional control

Although I have seen many demonstrations of Digital Command Control, this layout is wired for 12V dc analogue control. With great assistance from James Norris, who is an expert in railway modelling wiring, I now have a layout that boasts numerous switches for isolating various sections of track, this giving me a lot of flexibility with the operation.

Although the Longham Castle Extension does have lighting, which had been planned as part of the extension, I now realise that if you're going to install lighting, you must plan to do so from the outset! Fortunately, the



▲ The layout is well detailed with figures, animals and cameo scenes.

structure of the layout has enabled me to retrofit a substantial amount of lighting throughout. As many modellers will already know, you can develop a wonderful skill as a contortionist, lying on your back trying to install the wiring underneath the baseboards. Fortunately, James was able to take some of the strain from me in that respect and I am very grateful for his assistance.

A lucky find

Like many modellers, there is an almost compulsive instinct to buy locomotives and rolling stock, usually far more than can be housed in sidings or operated on the main lines. Much of my initial collection was purchased at an auction. I thought I had stumbled on a treasure trove when I saw the auction catalogue, which was primarily dealing in antique Japanese swords and furniture, but

with about 10 unconnected lots of what turned out to be OO gauge locomotives, wagons and carriages. Having identified a couple of lots that were of particular interest, I soon realised that I was not the only person who had spotted what was being auctioned. When the lot that I really wanted came up, I waited patiently until the bidding had reached £100, and then I stepped in with my bid – at the same time as one made by a gentleman standing two feet away from me! Eventually, I made the winning bid, and was pleasantly surprised to acquire what amounted to eight locomotives, four carriages, several wagons and a miscellaneous box of goodies – all for £350 plus a buyer's premium, which I considered to be an absolute bargain. It also partly explains the eclectic nature of my rolling stock.



▲ The author's interest in railways began when he travelled to school behind Merchant Navy Pacifics such as *Ellerman Lines*.

The end of the line?

Having now completed the Longham Castle Extension, I am a bit stuck as to where to go from here. In terms of the only remaining available space, there is an inward opening door in the way! Perhaps I could make it outward opening?

Whether I can actually extend the layout further I do not know, but either way, I have not reached 'the end of the line' just yet...



▲ A Hornby model of *Flying Scotsman*, representing it during its visit to America.



▲ The castle is also a Metcalfe Models card kit.

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

Constructing a wooden platform halt in O

CALLUM WILLCOX shows you how to assemble the new Peco kit for a wooden platform halt in 7mm scale, which is typical of examples that were once seen on rural branch lines and light railways up and down the country.

A Peco wooden platform kit and a Heljan Class 121 'Bubble Car' complete a typical branch line scene.
Photo: Steve Croucher



The Wooden Platform Halt (ref.LK708) is the latest addition to the 7mm:ft scale/O gauge range of plastic lineside kits manufactured by Peco in Devon. It is based on a wayside halt, typical of a rural branch line scene – complete with fencing, steps leading up to platform level, lamps and running in boards.

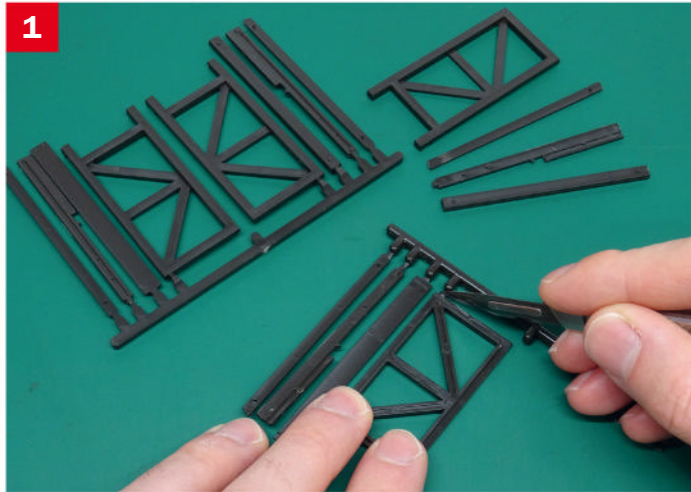
The kit – which consists largely of injection-moulded plastic components – contains all parts needed to construct a complete halt, measuring 830mm in length, with a platform width of 58mm (100mm including access steps); however, its modular design allows for a platform of any length to be constructed,

simply by using fewer parts or by combining multiple kits to create a platform of greater length.

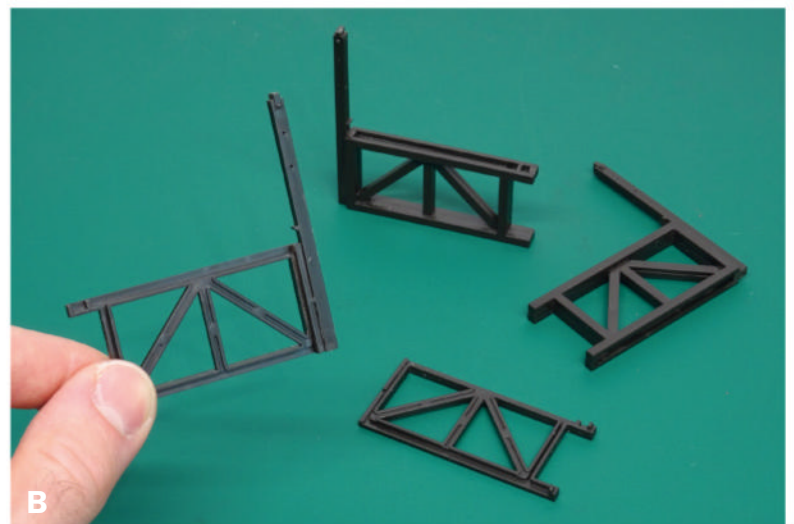
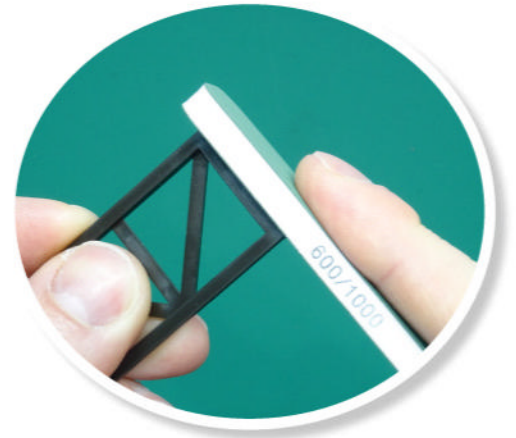
Only a basic set of modelling tools and adhesives are needed for assembly, together with paints and weathering materials of your own personal preference for finishing – making this an ideal starter project for those with less experience, or trying their hand at kit construction for the first time in the scale.

The contents of the kit as supplied: like many other Peco models, the parts come moulded in suitable colours, but can be painted if required.





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



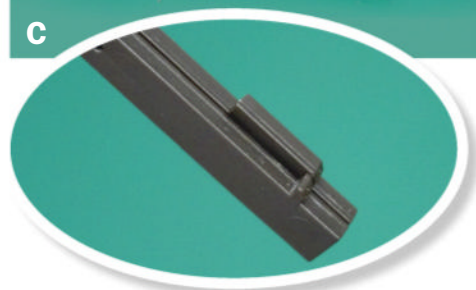
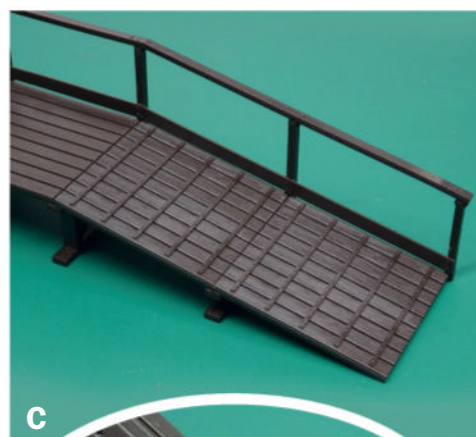
Assembly of the kit begins with the platform supports, starting with the posts for the fence. Supplied in two halves, these were bonded together using Plastic Weld applied by brush along the joining edge (A), before being clamped between the two halves of the supports and affixed, once again by applying solvent to the joining edges (B). Note the correct orientation of the diagonal braces, which resembles an arrow pointing upwards.



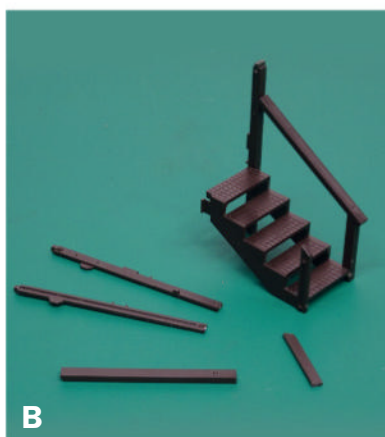
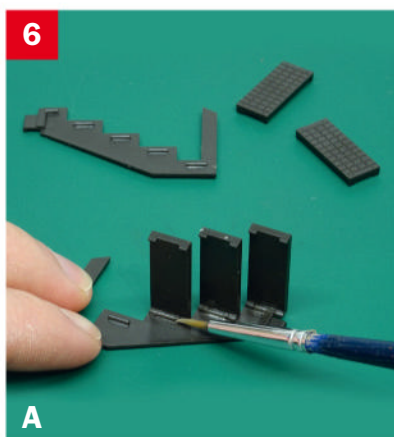
The platform itself is a modular design, built up from several platform sections, each comprising a support and surface piece – the only exception being the initial section, which requires a pair of the former to get things going. Using a flat surface such as a cutting mat, the first platform section was assembled – ensuring there was enough space atop the supports for the adjacent modules to be attached (A). During the curing process, the diagonal brace (also formed of two halves) was fitted between the two supports (B), ensuring the latter remained vertical and at a 90° angle to the platform surface. With all square, the handrail could be fitted between the tops of the fence posts, followed by the kick-board (C).



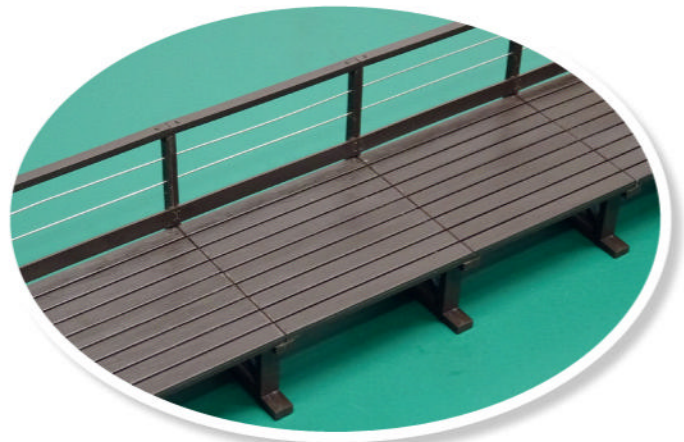
The aforementioned step is repeated for subsequent platform sections – each piggybacking off the end of the existing structure (A) and with the direction of the diagonal bracing alternated to create a zigzag pattern (B). (Note – should you wish to add the access staircase at a later stage, leave the handrail and kick-board off from one of the assemblies.)



Assembly of the ramp sections follows a similar method, starting with the support and end fence post (A). The latter is handed with two versions provided, depending on which end of the platform it is to be fitted (*inset*). I elected to assemble the lower portions first (once again using a flat surface, to ensure all was level), before joining them to the main platform structure; note the correct orientation of the sloped surfaces, with the locating tabs being positioned along the top end (B). Finally, handrails and kick-boards were added, once again taking note of the correct orientation of these parts (C).



Construction of the access staircase began with mounting the individual steps to one of the two side pieces (A), with locating ribs on the inner face of the latter aiding with the alignment of these parts. With the corresponding side piece fitted, the handrail posts were assembled and installed, followed by the fitting of the banisters (B). The complete assembly was then attached to the main structure, along with its tailored banisters and kick-boards (C).

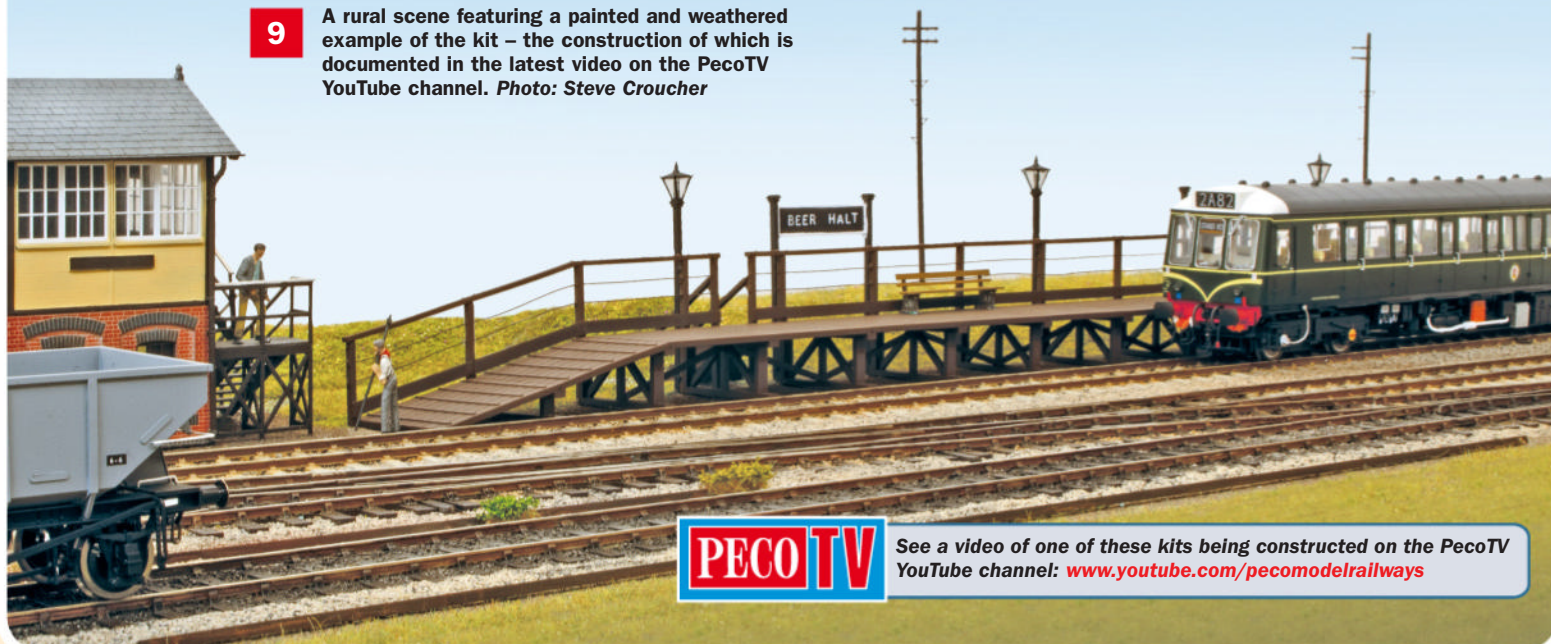


Lengths of brass wire are provided for the wire fencing. In contrast to the instructions, I elected to install these as single lengths – threading the wire through the corresponding openings in the fence posts with a pair of pliers, before securing the ends with a touch of contact adhesive and trimming to suit.



Optional fittings come in the form of a set of running in boards and oil lamps. Assembly of these details begins with the formation of the posts; as with the fence posts, these are supplied in two halves (A), with collars (lamps) and finials (running in boards) provided as separate parts. The running in boards and assembled lamp heads (*inset*) were attached to the rear of the fence posts (B).

9 A rural scene featuring a painted and weathered example of the kit – the construction of which is documented in the latest video on the PecoTV YouTube channel. *Photo: Steve Croucher*



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

Readers' Letters

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

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

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

The camera never lies?



I am prompted to write in response to the cover picture of the April 2026 edition of RAILWAY MODELLER.

To produce this picture in reality would have required the camera to be travelling parallel to the track at the same speed as the Azuma train portrayed – a tricky thing to do with the catenary posts in the way. Therefore, I presume this is a stationary scene with radial blur added. It is reminiscent of the artwork traditionally used by Hornby for its annual catalogue, but those were artistic impressions and clearly so. It is an arresting image but should it not have been pointed out that that was what was on the cover?

Just about every picture captured on the billions of mobile phones around the world has been heavily enhanced/optimised by internal software in the blinking of an eye between pressing the shutter and seeing the picture. Mobile phones are marketed on the ease with which pictures can be manipulated to remove anything that spoils the shot or add in things that were not there. "The camera never lies" became a thing of the past with the invention of digital photography. But does this have a place in model railway publishing? The reader is looking to see, and hopefully be inspired by, what has been done by other modellers. Should they not see an honest representation of what has been achieved and any digital enhancement acknowledged as such?

COLIN TANNER



[Ed. The April cover was indeed created by adding radial blur to the image post capture using Adobe Photoshop software. Illustrated above is the original image alongside the finished cover photo. It should be noted that a separate photo was taken of the model with the lights illuminated, these parts then being grafted onto the final image. It should also be noted that the blur on the other Azuma (heading in the opposite direction) was, in fact, created naturally by moving the model during the four-second exposure.

Whilst we are prepared, as demonstrated here, to give ourselves greater freedom with regards to image manipulation for photos used on RM covers, we are always careful not to misrepresent the examples of modelling that are illustrated inside the magazine. We do not add digital smoke, for example, but we may straighten the odd telegraph pole, clean dust spots from locos, extend a backscene or replace extraneous background 'clutter' with a neutral 'sky' backdrop. 'Pan' shots printed inside the magazine (such as on p214 of the March issue) are taken with a slow shutter speed to create natural speed blur – they are not the result of blur being added artificially.

The topic of model railway photography and digital manipulation was discussed in greater detail as a Talking Points feature in the July 2015 edition of RAILWAY MODELLER, which is available for subscribers to read on the RM Digital Archive.]

Heljan 'Tin Rocket' hits the spot



I continue to enjoy reading RAILWAY MODELLER and, while I model in O gauge, I usually read all of the articles, of which there is always a good variety.

Following the review of the Heljan O gauge Class 153 single-car Super Sprinter [Ed. RM February], I purchased one in Great Western Railway green livery. The slow running is good on my 16' layout (pictured), which is controlled using 12V dc analogue and was built with Peco bullhead track. I use H&M handheld controllers, these having been modified to work as per the Duette and Clipper types with high resistance.

I model the preservation era and I expect one or two of the 153s will eventually find their way to heritage lines, as the Pacers have done in recent years. One of my nearest railways is the Plym Valley, which has two of the two-car units, including one in GWR green.

PETER LEWIS

Bridport Town awarded 'best in show' at Narrow Gauge South

Narrow Gauge South exhibition organiser, Tim Couling, sent in the accompanying photo taken during the 'best in show' award presentation at this year's event, which took place in Eastleigh, Hampshire, on 25 & 26 April. The winner of the Peco-sponsored award was the 7mm scale layout *Bridport Town*. Pictured from left are Andrew Burnham, representing Peco; the layout's builder David Taylor, holding the Ffestiniog 'Bowsider' carriage trophy; Patrick Collins of Wessex Narrow Gauge Modellers; and Jamie Patterson of Rapido Trains UK. The layout has featured several times in the pages of RM, most notably as Railway of the Month in the December 2010 edition.



Keighley Northern postscript

I was impressed by Andrew Hartland's *Keighley Northern* layout in the April 2026 edition of RM, particularly the buildings and scenery.

It reminded me that the Great Northern might have built its own station in Keighley rather than sharing with the Midland Railway. Incidentally, the current Keighley station has recently been restored and continues to be used by frequent main line trains (including ones through to London King's Cross) as well as

the Keighley & Worth Valley Railway. The idea of the 'West Riding Limited' running through to/from Keighley, pulled by an A4, is a fascinating one. The climb from Keighley to Lees Moor Tunnel is very steep though, so I think an A4 with eight coaches might have struggled a bit. I guess that a banker might have been provided.

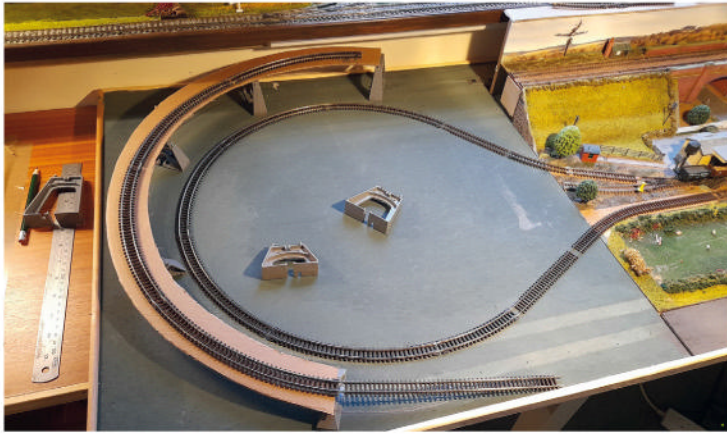
I have been a member of the KWVR since 1965 and made the journey out of Keighley past the old GN

goods yard countless times, most recently at the Spring Gala when both a Castle 4-6-0 and a Bulleid rebuilt light Pacific were pulling six-coach trains up the branch from Keighley to Oxenhope. Anything is possible these days!

By the way, Keighley has a nice MR water tower, which is still operational and slightly larger than the one that Ian Nuttall has modelled in the same issue.

DAVID SMITH

It's never too late to make a start...



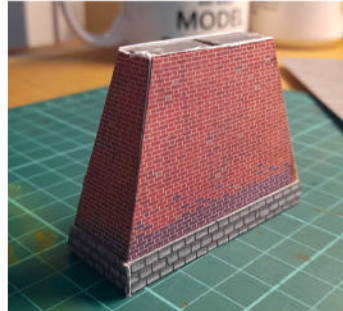
I am relatively new to the wonderful hobby of model railways, this being an interesting and wholly absorbing addition to my interest in steam railways, encompassing preserved and disused lines.

In late 2023, a dear friend passed me a copy of RAILWAY MODELLER and the seeds were sown to have a go at building a layout. Quite a challenge, being then aged 68 and having not previously built any models!

So, my venture into N gauge began and has since continued to grow steadily, with many new friends made and heaps of help and encouragement provided by Richard at Classic Rail in Ticehurst. This shop is stacked with model railway items and Richard's patience and help is seemingly endless.

As you will see from the accompanying images, my first attempt at an N gauge layout is currently being extended, with inclined curved viaducts being added at each end to connect the original lower level tracks with those on a new upper level.

The most recent challenge has been forming riser blocks for the inclined sections of track. Richard suggested using OO gauge Hornby viaduct supports: as can be seen, I have set about covering these with Metcalfe Models OO gauge



brick and stone card to give, I think, an appealing appearance. There is just some fettling, weathering and ageing needed. I know that I am mixing materials intended for different scales, but the overall effect is, I think, very satisfactory.

I continue to find inspiration for my modelling in RAILWAY MODELLER, with the photo of Tim Couling's *Clyre Valley Railway* on p183 of the March edition greatly assisting my thoughts towards lineside fencing for the viaducts.

I should add that the design of my model railway is all from my imagination as it has been, from day one, a great relief during the darker days of poor health, which are now thankfully easing.

NEIL BAKER

Aston Cote reborn

Following the publication of my layout *Aston Cote* in the May issue of RAILWAY MODELLER, I just wanted to say thank you to the editorial team for including it in the magazine and for the really excellent job on the presentation. I was really chuffed that it was Railway of the Month – most unexpected!

JOHN ROSE



A penchant for J36s



The May edition of RM was full of great stuff but, for me, the best was the photo of J36 No.65345 that accompanied the letter from Brian Dickson ('Memories of the Lochty branch'). The J36 class was my favourite – especially No.65268 *Allenby*.

The Lochty line was fascinating – just look at the sleepers in the photo with Brian's letter! Perhaps the Polish soldiers thought they were on the Fife coast line which did, of course, go all the way to St Andrews? If they were using Bartholomews' reduced OS sheet 13, however, it shows the never-

▲ **J36 0-6-0 No.65268 *Allenby*, captured at Eastfield shed in 1949 wearing early British Railways plain black livery. Photo: Rail Photoprints**

built extension from Lochty to rejoin the coast line and get to St Andrews. It also shows the proposed branch through Ceres to rejoin the main line to Dundee near Cupar.

As No.65345 spent some time at Bathgate, I hope to model it one day – although I must make sure to put the smokebox numberplate at an angle!

JOHN DAVIDSON

Bridport club tours Peco factory



On Wednesday 25 March, I, together with fellow members of the Bridport & District Model Railway Club, visited the Peco factory at Beer in Devon.

We arrived at 09:15 for coffee in the *Orion* Pullman car and then, after an initial introduction, all the members were split into two groups to enjoy a detailed tour of the factory. We were shown in great detail how Peco products are made by the firm's highly skilled workforce.

After this very informative tour, we returned to *Orion* for a light lunch and talk by Michael Pritchard (Peco Chairman) who gave us a short history of the company. After this, there was

the opportunity to visit the on-site model shop before departing for home at about 13:30.

We gave our thanks to everyone at Peco who were involved in making the visit possible, which was organised by club member Chris Challis.

Bridport & District MRC meets on Tuesday evenings in the Askerswell Village Hall between 19:00-21:00 – anyone is welcome to join. The club's next Model Railway Exhibition is on Saturday 1 August at the Sir John Colfox School, Bridport, open from 10:00-16:00.

DOUGLAS BEAZER

More on modelling with mirrors

I enjoyed reading Adrian Cook's article on the use of mirrors ('A good idea on reflection?' – RM April 2026). Arguably one of the most creative users of mirrors was the late John Allen of *Gorre & Daphetid* fame. In the book *Model Railroading with John Allen*, in addition to using mirrors to extend buildings, tracks and roads, he also famously used a pair of mirrors in a car showroom/car park to create the illusion of countless cars parked in the building, when in reality there were only two

cars, the opposite sides being painted different colours.

He also built a subway (underground) station, again using mirrors, but this time situated at either end of a track, which in reality led nowhere. Here, individual figures were painted differently on each side, thereby creating the illusion of lots of passengers, all waiting for a train that never arrives. Photographs of this model can also be seen in the above-mentioned book.

ROBIN BEADLE

NEW PRODUCT REVIEWS

FROM RAILWAY MODELLER BY OUR EDITORIAL STAFF AND CONTRIBUTING MODELLERS

LSWR Adams T3 4-4-0

New from EFE Rail in OO



During its Collectors Club Members Day, held at the Swanage Railway on 7 September 2024, Bachmann Europe plc revealed its intention to produce the first ready-to-run model of the London & South Western Railway Adams T3 Class 4-4-0, in OO gauge under its EFE Rail brand.

20 of these elegant 4-4-0 tender engines, designed by William Adams, were built at the LSWR Nine Elms Works in 1892-3, with the EFE tooling developed to cater for the numerous detail permutations (such as boiler, smokebox and chimney arrangements) seen over the course of their in-service careers. (For further details about the history of the T3s, see our Scale Drawings feature in the November 2024 issue of RAILWAY MODELLER.)

Five examples have been produced: No.561 (ref.E85019) in LSWR Adams green; No.564 (ref.E85023) in LSWR Urie green; No.560 (ref.E85024) and No.558 (ref.E85025), both in Southern Railway lined Maunsell green; and sole survivor No.563 (ref.E85030) as

preserved in LSWR Drummond green. Each version is available Digital Command Control ready, with DCC sound-fitted models available exclusively through Kernow Model Rail Centre.

Our sample in detail

Our sample (ref.E85030) represents sole preserved example No.563, which was completed in March 1893 and allocated new to Nine Elms shed. Withdrawn from Southern Railway service for the first time in March 1939, it was spared from scrapping with the outbreak of the Second World War, and remained in use until August 1945, by which time it was the last of the class in traffic. Three years later, it was brought out of storage and restored to LSWR condition by the newly formed Southern Region of British Railways, for the centenary celebrations of Waterloo station.

Subsequently set aside for official preservation, it was placed in the Clapham Transport Museum in 1961. Transferred to the new National Railway

Museum in York in 1975, it remained on static display there and at Shildon until 2011, when it travelled to Canada to star in a stage production of *The Railway Children* – later reprising this role at King's Cross.

In 2017, the locomotive was deaccessioned from the National Collection and donated to the Swanage Railway Trust, which formed the 563 Locomotive Group to raise funds for its return to steam. Overhauled at the Flour Mill workshop in the Forest of Dean, it ran again for the first time in 75 years in 2023, and can now be seen in action at the Swanage Railway on selected dates.

To all intents and purposes, the model depicts the locomotive in its current preserved condition, resplendent in lined Drummond green. Features specific to this model include Adams boiler, chimney and smokebox door, splasher/cab beading, equalising beam suspension, double whistle, fluted coupling rods, bufferbeam safety chains and rear bogie wheel splasher –

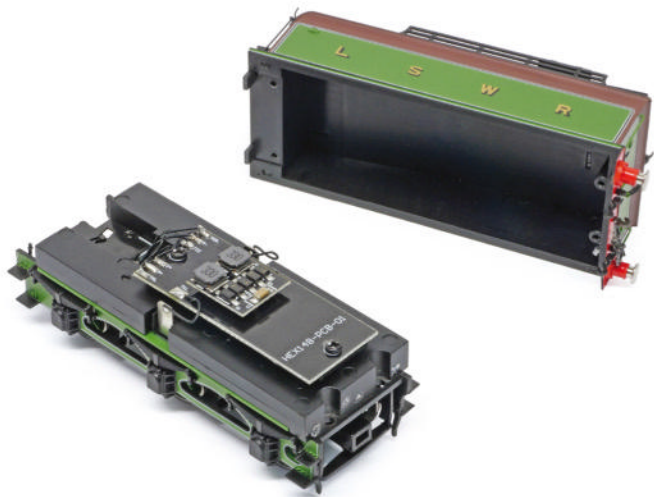
the latter supplied as part of the covering accessory bag.

Further optional details provided for the modeller to fit include front guard irons, full renditions of the front cylinder covers (complete with piston tail rods), plus screw couplings and safety chains for the tender. Etched versions of the cast cabside numberplates are also provided, along with a selection of painted headcode discs and LSWR diamonds, allowing the operator to configure their own route code.



Etched route code discs, LSWR diamonds and cabside numberplates.



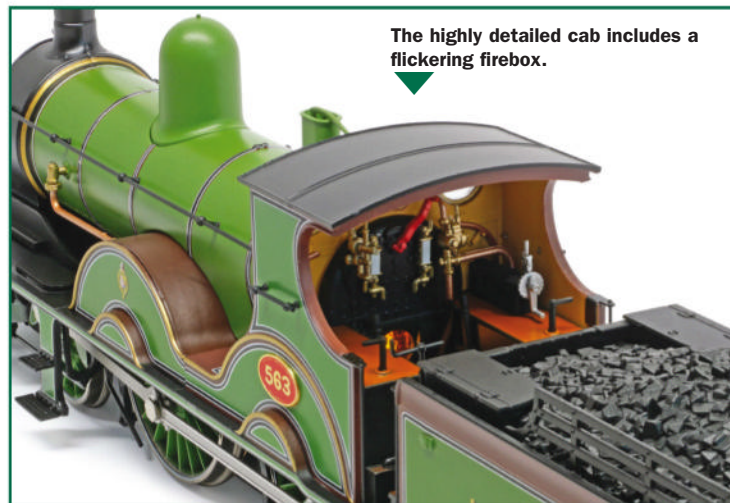


▲ Recently restored T3 No.563 heads north across Corfe Viaduct towards Norden on the Swanage Railway on 29 July 2025. Photo: Craig Tiley

With the model weighing in at 287g (the engine alone accounting for 194g of this), much use has been made of die-cast metal to provide mass over the coupled wheels: the chassis block, boiler and running plate are castings, the latter also incorporating the front splasher and steps. Wheels, buffers (sprung) and handrails are also all formed of metal, with the hinged, etched fallplate resting convincingly on the tender footplate. In contrast, moulded plastic accounts for the cab, boiler fittings and tender.

The model captures the elegant lines of Adams's design faithfully, complete with elaborate lining and an abundance of polished finery. Detailing and livery application is excellent for the most part, with the contrast in decoration between metal and plastic components near indistinguishable – though some minor variation in the Drummond green can be observed under certain lights. One minor discrepancy is the front vacuum pipe, which is picked out in green – though this can be rectified easily with a touch of black paint.

The firebox backhead displays a comprehensive array of copper pipework, gauges and burnished controls, all of which can be fully appreciated as a result of the exposed nature of the footplate. The model also highlights the surprisingly compact working area for the crew – due to the large rectangular enclosures to accommodate the rear coupled wheels. All this is complemented by a flickering firebox, which operates when power is applied under analogue control; this feature can be toggled on/off with the



▲ The highly detailed cab includes a flickering firebox.

installation of a suitable Next18 DCC decoder.

The tender is supplied with a short, slimline tension-lock coupling, housed within a sprung self-centring NEM pocket, mounted to the underside of the chassis – providing a good degree of sideways movement. Should you wish to fit a front coupling, an additional tension-lock and clip-fit NEM pocket are provided – this fitting in place of the blanking plate pre-installed in the front of the bogie.

Mechanism and performance

The model is equipped with a flywheel-fitted five-pole motor, providing drive to the rear coupled axle, with all

wheelsets on the locomotive (including the bogie) seated in brass bearings. Current is collected from all coupled wheels via wiper pick-ups, and from the tender wheelsets through metal contact strips formed into the frames. The locomotive and tender are electrically connected via a sturdy, six-pin, push-fit drawbar designed to provide a reduced gap on straight track, whilst allowing the model to negotiate second radius curves.

For those wishing to equip the model for digital operation, a Next18 decoder interface is located within the tender; this is complemented by dual factory-

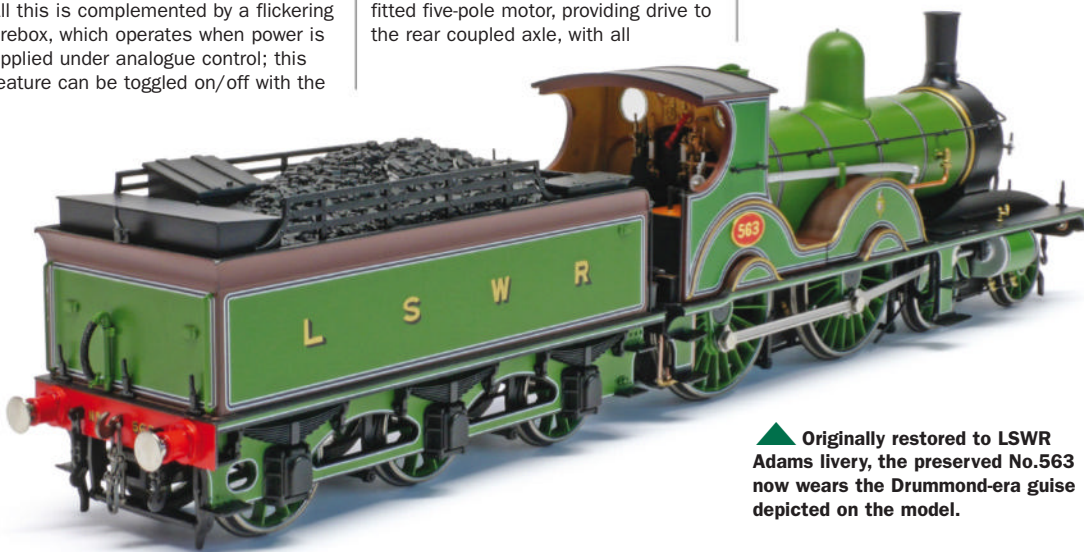
fitted 15mm x 11mm 'sugar cube' speakers with resonance chamber below the printed circuit board. This is accessed by removing the tender body, which is held in place by four screws located at the outer corners.

Removal of the locomotive body is not necessary for general use and maintenance. However, if the need does arise, it should be noted that the instructions do not make mention of the motion bracket. This part, which is glued across the running plate immediately forward of the front splashers, must be removed before attempting to lift the body clear of the chassis.

On test, the locomotive performed smoothly and quietly straight from the box. It was able to haul three Pullman cars around the Pecorama loft layout, with its 1 in 48 gradients and 3' radius curves. However, supplied with the model is a substitute rear coupled wheelset equipped with traction tyres, which is intended to increase adhesion and thus the haulage capability of the model. Step-by-step instructions are provided for replacing the wheelset (for which a ref.MM026 ModelMaker crank pin spanner is recommended). With the substitute wheelset in place, the model was able to haul an increased load of 10 Pullman cars.

Inspired by preservation

It is debatable whether ready-to-run models of these elegant Victorian machines would have been considered, were it not for the recent return to steam of the sole survivor catapulting the class back into the limelight. EFE has pulled an absolute blinder with this model, one which encapsulates the story and award-winning achievements of the Swanage Railway 563 Locomotive Group and all those who restored the T3.



▲ Originally restored to LSWR Adams livery, the preserved No.563 now wears the Drummond-era guise depicted on the model.

Sample supplied by

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

PRICE
£199.95 DCC ready
£289.99 DCC sound-fitted (Kernow
Model Rail Centre Exclusive)

TT:120

Hornby LNER J50 0-6-0T



In 2016, Hornby introduced the London & North Eastern Railway J50 Class to its OO range. Fast forward 10 years, and these distinctive-looking Gresley 0-6-0Ts are the subjects of the firm's latest steam-outline project in TT:120 – announced in News, RM May 2024.

The initial trio of releases – all supplied Digital Command Control ready – comprise No.2793 in LNER plain black (ref.TT3025M); No.68983 in BR black with early emblems (ref.TT3024M); and No.68965 in BR black with late crests (ref.TT3026M).

A brief history

The J50s began as Nigel Gresley's first tank engine design for the Great Northern Railway, using boilers made redundant from the rebuilding programme, which began in 1912, of Ivatt 0-8-2Ts. The resultant tank engine was effectively designed around this boiler – hence the unequal wheel spacing – and the side tanks sloped towards the front of the locomotive for improved visibility. Two types appeared, both with the GN classification J23: the 30 machines with 4' 2" diameter boilers being classified J51 after the Grouping, and the 20 with 4' 5" boilers, built in 1922 (10) and 1924 (the other 10) taking the J50 slot under the LNER (all the J51s being rebuilt to conform to Class J50 by 1935). The J50 was designated a Group Standard machine, and a further 52 appeared, mostly from Doncaster Works, between

1926 and 1939. These were different, chiefly in being left-hand drive, having more rounded cab roofs – to suit the composite loading gauge of the new company – and, initially, with steam brakes alone. (The GN-period engines were right-hand drive, and vacuum braked.)

The fleet thus comprised: J50/1, the original batch of J51s; J50/2, the other

made it to BR service, and the majority to the 1960s, but none were preserved.

Our samples in detail

We received a pair of sample models for review, the first of which (ref.TT3025M) is presented as LNER No.2793. The real machine was one of the final batch of six locomotives to be

the locomotive was transferred into the Departmental fleet (becoming Departmental No.16) and retained as the Works shunter until scrapped on 30 May 1965. To all intents and purposes, the model represents the locomotive in its original LNER condition.

The second model (ref.TT3024M) depicts No.68983 in BR black with early emblems – one of the final six locomotives to be constructed at Gorton Works in 1939. Entering service in January of that year as LNER No.608, the locomotive would be placed in the J50/4 sub-division in 1939, before receiving its Thompson number – 8983 – in April 1946. It became No.68983 in July 1950 following Nationalisation, and remained in traffic until withdrawn at Doncaster (36A) on 24 April 1962. Features specific to this Gorton-built example include vacuum pipes (supplied as part of the covering accessory pack for the modeller to fit) and extended hopper-style bunker.

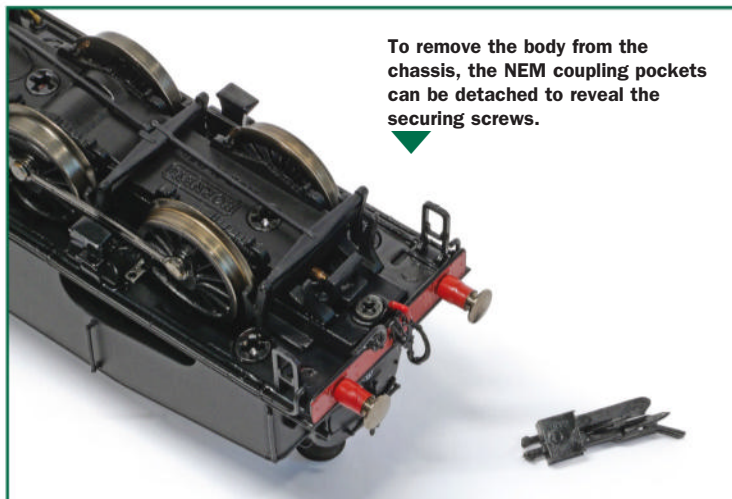
The models tip the scales at 73g and 74g respectively, with die-cast metal accounting for the chassis block and running plate, and injection-moulded plastic for much of the upper works. The characteristic sloped side tanks are formed as part of the main plastic body moulding, but lined with die-cast metal. Handrails for the most part are plastic, with the exception of the grab handles atop the smokebox,



GN-instigated batch of 20; J50/3, the Group Standard batches built at Doncaster; and J50/4, the final 14 Group Standard locomotives built at Gorton in 1938 and 1939, featuring vacuum brakes and extended bunkers.

Initially allocated to the West Riding for duties on steeply graded mineral lines, they were also found around King's Cross on empty stock workings and transfer freights across the capital, while seven were sent to Scotland. All

constructed at Doncaster Works in 1930 to order number 318, the remaining 14 being built at Gorton Works. Having fallen under the J50/3 sub-class in 1939, it received its second LNER number (8976) under the Thompson renumbering scheme in April 1946, subsequently becoming No.68976 under British Railways ownership in April 1949. Following withdrawal from regular service at Doncaster (36A) in September 1962,



To remove the body from the chassis, the NEM coupling pockets can be detached to reveal the securing screws.



The cab is well detailed, including a separately fitted regulator handle.

whilst lamp irons are produced from a mixture of durable fine plastic and etched metal parts, with those on the running plate formed as part of the metal casting. Buffers are turned metal (not sprung), as are the safety valves – which are brass fittings. The only detractors noted across our samples were the fit of the turned metal chimneys, and a gap where the cab attaches to the tanks.

Brake pull rods and decorative front screw-link couplings are supplied as optional details, with these having been fitted for photography, along with the aforementioned vacuum pipes provided with No.68983. However, we believe No.2793 may have been fitted with three-links during the period depicted.

Viewed side-on, the models beautifully convey the unusual profile of these machines, as drawn and described by the late Ian Beattie in the September 1986 issue of RAILWAY MODELLER, the most notable distinction being the spacing of the leading and centre wheelsets: the distance between these comes in at approximately 18.5mm, a close match to the 7' 3" of the prototype, while from the centre to the rear set measures at approximately 22.85mm – again, very close to the 9' spacing of the full-size machine. Unlike the prototypes (and indeed their OO gauge counterparts) daylight is not visible through the cut-outs in the side tanks, these being obstructed by the solid chassis casting within. However, a representation of the reverser reach rod is present on the driver's side.

Despite being largely enclosed, the footplate has certainly not been overlooked, with the majority of the backhead details picked out in appropriate colours – some of these (such as the regulator handle) being separately fitted parts.

Both plain black liveries are set off with crisply printed renditions of the BR early emblems, and LNER lettering and numbers, with 'DONCASTER' clearly legible on the works plate of No.2793.

Mechanism and performance

The model is equipped with a flywheel-fitted coreless motor, providing drive to the centre axle. Current is collected via wiper pick-ups from all wheels, all of which feature brass bearings.

For those wishing to equip the model for digital operation, a six-pin DCC interface (compatible with the firm's range of HM7000 Bluetooth® decoders)



is located forward of the motor; this is complemented by a factory-fitted 15mm x 11mm 'sugar cube' speaker housed within the confines of the bunker.

Access to the mechanism and decoder is achieved with the removal of two screws, situated between the frames above the self-centring mounts for the European-style couplings. The NEM pockets of these assemblies have been designed to be detachable, in order to provide greater access. Once

▲ J50/4 No.68983 heads a line of three classmates, three N2s and a War Department 2-8-0 at Hornsey shed on 15 January 1961. Photo: Rail-Online

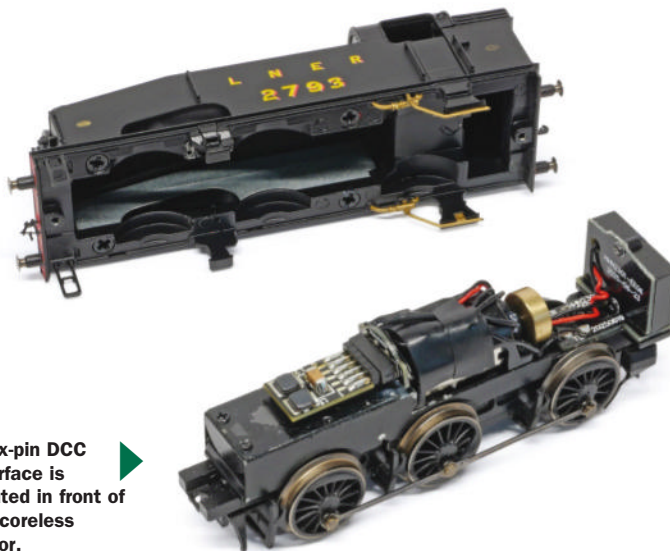
disengaged, the body can be lifted carefully away from the chassis.

With a recommended minimum curve of second radius (310mm), performance under 12V dc control proved to be quiet and smooth in both directions through the speed ranges, including a modest slow speed crawl

that befits the shunting credentials of the real machines – a duty on which they were often deployed.

Tank engine trio

The J50 is a welcome addition to the growing TT:120 range, with further liveries revealed as part of the firm's latest product announcements (see news, page 490). However, it is still one of only three small tank locomotives in the scale, the others being the Stroudley 'Terrier' 0-6-0T (see reviews, January 2026) and the 0-4-0T starter set locomotive (reviews, February 2026), representative of an Adams B4. Surely a Great Western pannier would be a logical follow-up, or even a revival of a Tri-ang TT classic – the 3F 'Jinty'?



▶ A six-pin DCC interface is located in front of the coreless motor.

Samples supplied by

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

PRICE
DCC ready – £149.99



▲ No.2793 on the left is an LNER Group Standard J50/3, while No.68983 is a J50/4, distinguishable by the extended hopper bunker.

00 Cavalex limited edition 'Peco' Class 56



Cavalex Models has received stocks of the second production run of its British Rail Class 56 project in 00 – catering for further examples of these popular Type 5s built by Electroputere in Romania and British Rail Engineering Limited at its Doncaster and Crewe sites between 1976 and 1984. Arguably the headline act of this latest tranche of releases is an exclusive limited edition model of our very own named example – 56 302 *PECO The Railway Modeller 2016 70 Years* – commissioned by the organisers of Model Rail Scotland and distributed by the Linlithgow-based retailer Rainbow Railways; plans for this model were first revealed in the news pages of our April 2024 issue.

The real machine – one of the later Crewe Works-built examples – entered service as 56 124 on 25 September 1983, receiving the name *Blue Circle Cement* the following month and carrying this title until October 1989. Following Privatisation in 1996, it was absorbed into the English Welsh & Scottish Railway fleet, continuing operation until withdrawn at Knottingley depot in 1999 with a burnt-out traction motor cable; it was then used as a donor, before being moved to Healey

Mills for storage. Returning to traffic as 56 302 following an extensive overhaul at Brush Traction Ltd, Loughborough for the freight operator Fastline Ltd (a subsidiary of the railway maintenance contractor Jarvis) in April 2006, it was subsequently acquired by Colas Rail – gaining the Peco name in a ceremony at Minehead station on the West Somerset Railway, on 11 June 2016.

Details appropriate to 56 302, to name but a few, include: fabricated cabs with steel side window frames and additional air conditioning vent on the secondman's side; cutaway bufferbeams with oval buffers; LED markers; square Colas high-intensity headlights (typical of the Colas 56 fleet); large horn grilles; multiple control jumper connections; National Radio Network aerials; revised roof grilles at the No.2 end (above the electrical compartment); and diamond mesh side, cantrail and roof grilles. The cabsides sport the black & yellow diamond graphics adopted by the company from September 2018, with 56 302 having gained these during September 2020 – dating the model to between this period and late April/early May 2021, when it appears to have lost its NRN aerial at the No.1 end.



▲ Like the initial run of Cavalex Class 56s, the model is secured to a plastic cradle to avoid damage in transit.

The application of the bold Colas orange, yellow & black colour scheme is excellent, adorned with numerous small printed details including crisp renditions of the overhead warning flashes, data markings, and aforementioned operator branding. Separation between the main body colours is sharp, complemented by a fine orange cantrail stripe around the circumference of the roofline. The *PECO The Railway Modeller 2016 70 Years* nameplates are provided as separate metal etches, each supplied with double-sided, self-adhesive backing and a handy jig (with instructions) to ensure correct placement.

Following feedback from the first run, the manufacturer has made a small improvement to the tooling, namely the positioning of the bogie pivot centre, which has been adjusted by approximately 1mm. In all other major respects, including the mechanism and provision for Digital Command Control and sound, the model is identical to the initial release reviewed in full in our May 2024 issue.

Available DCC ready (priced £199.00) or DCC sound-fitted (£299.00), the models are in stock and ready to order via Rainbow Railways on



▲ The nameplates are etched metal.

behalf of Model Rail Scotland. For further details, see the retailer's website below.

Sample supplied by

CAVALEX MODELS
www.cavalexmodels.com

Available from
RAINBOW RAILWAYS
Tel: 01506 237099
www.rainbowrailways.co.uk

PRICE See text

N Peco BR pig iron and bolster wagons

The Peco N gauge range has been bolstered with a pair of British Railways specialist wagons produced from new tooling, representative of the BR-built Diagram 1/004 20-ton pig iron and Dia.1/402 13-ton bolster wagons.

The two new models utilise the latest 9' & 10' chassis tooling, recently developed for use with other new N gauge wagons in the Peco range, which include the BR Dia.1/108 16-ton mineral wagons (see reviews, March 2024) and Dia.1/183 27-ton iron ore trippers (February 2024), to name but two. The chassis are representative of the standard BR steel-framed designs with Morton pattern brake gear, with



the solebar detail formed as part of the body tooling.

The models are predominantly injection-moulded plastic assemblies, each tipping the scales at 4g. The

three-hole disc wheelsets comprise plastic centres and axles with metal tyres, and detachable knuckle couplings are fitted as standard – mounted in pockets which are part of the chassis moulding.

Presented as No.B744448, our Dia.1/004 (ref.NR1100B) sample depicts one of the vehicles constructed at Derby during 1954. Upon comparing the model to images of the prototypes, it was observed that these vehicles were fitted with double drop-link brake gear and tiebars, as opposed to the Morton two-shoe design represented on the model.

Supplied as a twin pack, our Dia.1/402 bolster wagons (ref.NR1151E) are finished in NE grey livery, representative of 8' wheelbase examples (later Dia.1/400) initially constructed by the London & North Eastern Railway at Shildon; No.292701 (one of the running numbers depicted) was built in 1947, and is now preserved on the Avon Valley Railway, sporting this very guise. Bolster details are supplied as separate parts, with these being a snug push fit.



Samples supplied by

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

PRICES
Ref.NR1100B – £17.50
Ref.NR1151E – £22.50 per twin pack

TT:120 Peco Lineside fencing kits



▲ Ref.LK12117 GWR spear fencing.



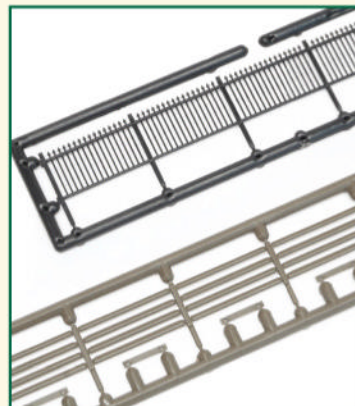
▲ Flexible field and GWR spear fencing.



▲ Ref.LK12118 gates and stiles.

Peco has expanded its range of lineside accessories in TT:120, with the addition of a selection of new plastic fencing kits.

The first of these complements the firm's previously released suite of Great Western Railway laser-cut wooden structure kits, and captures the distinctive spear fencing design synonymous with many GWR stations. Two kits are available: ref.LK12114, featuring nine straight lengths with a combined length of 968mm, priced £11.95 per pack; and ref.LK12117, with two single short gate sections, two long gate sections, four ramp sections, and two double gate sections – priced



£9.95 per pack. Moulded in black plastic, these can be used as they are, or painted as required.

The flexible field fencing represents a typical wooden post and bar-style fence that is often seen marking boundaries of fields, and alongside the railway. The main sections have been designed with a degree of flexibility, helping them to conform to uneven surfaces, such as hills and embankments. Moulded in brown plastic, two packs are available: ref.LK12115, comprising 10 straight lengths with a combined total length of 1,350mm, priced £11.95 per pack; and ref.LK12118, featuring three long

gates with stile (including footpath sign), three swing gates, and three straight lengths, priced £9.95 per pack.

Samples supplied by

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

PRICES
See text

00 Hornby YFB Salmon wagon with cranes

Hornby has received two additional versions of its popular London Midland & Scottish Railway/British Railways 50-ton Salmon bogie bolster engineering wagons in OO – examples from the initial run having been reviewed in full in our August 2025 issue.

Of these new releases, we received a sample of ref.R60297, presented as No.DB996995 in Departmental yellow –



00 Hornby RailRoad Class 37s with sound

The Hornby RailRoad range of budget models has recently welcomed a flurry of English Electric Type 3s/British Rail Class 37s in OO. Featuring an enhanced level of decoration (including printed metal plates where appropriate), the models are available either Digital Command Control ready, or DCC 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.

Two examples are illustrated here: 37 418 *An Comunn Gaidhealach* in Loram red & white (ref.R30436TXS) and 37 093 in Police livery (ref.R30435TXS) complete with flashing police beacon – the latter only available DCC sound-fitted.

The base model derives from former Lima tooling, with an upgraded mechanism comprising a bogie-mounted three-pole motor and gear train that provides drive to the outer two axles, together with an all-new 21-pin DCC interface. Current is collected from all wheels (with the exception of the centre axle on the motor bogie) via wiper pick-ups, though two of the driving wheels are equipped with traction tyres to aid adhesion. The bogies incorporate NEM coupling

sockets, with slimline tension-lock couplings fitted as standard.

The factory-fitted HM7000 sound system incorporates no fewer than 25 sound functions – including a wide selection of horn and engine sound effects – with sounds emitted through a 15mm x 11mm 'sugar cube' speaker housed in a large 40mm x 20mm resonance chamber sited midship. However, the real 'party piece' has to

▲ 37 418 in Loram livery (left) and 37 093 in Police guise.



▼ 37 093 wore the Police livery for a TV advert in 1985.



▲ The upgraded chassis includes a 21-pin DCC interface.

be 37 093, with its Police siren and flashing blue beacon atop the cab at the No.1 end – activated using function F20.

As with previous models in the range, the RailRoad brand provides an ideal entry point for newcomers to the hobby or those with restricted budgets. The models also provide a suitable basis for those of lesser experience to try their hand at customising a ready-to-run item.

Samples supplied by

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

PRICE

£94.99 – DCC ready
£149.99 – DCC sound-fitted

a YFB variant fitted with hand-operated cranes used to lift and load heavy lengths of rail during track relaying. To all intents and purposes, the model appears to portray the vehicle in its current condition as based at the Northampton & Lamport Railway – featuring two deck-mounted 750kg cranes, ratchets for load securing straps, and riding on plate frame bogies.

Upon comparison with images of the prototype, a number of discrepancies were observed – the most notable being the style and shape of the railings around the cranes (there is also an additional railing just off centre

The model is fitted with cranes for lifting rail sections.



on the real thing), while the box-style steps and hinged end flaps (both present on the model) had been removed at some point prior to the images having been taken. A track lighting system is also present along the prototype's solebar.

Departmental vehicles like this are notoriously difficult to model, with many (like this example) featuring their own unique in-service modifications.

Hornby is to be commended for tackling such a subject, and we hope for more examples of these distinctive engineering vehicles (with deck cranes) to join the range in the future.

Sample supplied by

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

PRICE

Ref.R60297 – £49.99

00

Rapido Trains UK LMS hoppers and GWR Open C wagons

Rapido Trains UK continues to expand its range of ready-to-run rolling stock in OO, with the release of London Midland & Scottish Railway 20-ton hoppers and Great Western Railway Diagram 019 Open C Tube wagons – now available from Rapido stockists.

The first of these new models – the LMS 20-ton hopper – depicts examples of the family of around 900 near-identical vehicles constructed for the LMS by several private contractors between 1934 and 1938, comprising Diagrams 1893, 1894, 1941 and 1942 – the only differences being the types of steel used for construction and a handful of buffer variants. The wagons were used to carry a wide range of raw materials over the course of their careers, receiving various modifications to best accommodate their intended roles, with the most notable being the conversion of several vehicles to carry lime: these were covered by a peaked roof with a loading hatch either side, becoming Dia.2194. Many would be acquired by private and specialist users following their time with BR, including the National Coal Board, British Sugar Corporation, and even the Longmoor Military Railway – leading to several finding their way into preservation.

17 versions have been produced, with the tooling covering a selection of the aforementioned diagrams and notable detail variations (in addition to the peaked roofs), including ribbed or straight buffer shanks, spoked or three-hole disc wheels, and even an example

W94920 in transitional GWR grey with BR number.

fitted with 'greedy board' extensions. Guises include LMS grey (pre- and post-1936), LMS bauxite (post-1936 lettering), BR grey (marked for iron ore and limestone traffic), NCB black, BSC yellow and LMR green; samples were received of Dia.1894 No.690313 (ref.963001) in LMS (pre-1936) grey and one of the LMR examples, No.82691 (ref.963015).

The second new release covers the Dia.019 Open C, constructed by the GWR between 1914 and 1927. Initially intended for deals of timber, steel tubes would later become their common load, leading to the 15' wheelbase wagons being recoded 'Tube' by the outbreak of World War Two – a role which would often see them venturing further afield than GWR metals. Lasting well into BR days, some would eventually enter the ownership of the Port of London Authority, with several surviving into preservation. The models feature the usual wealth of detail we have come to

expect from the manufacturer, including individually fitted lashing rings for tying down loads, two different wheel types (spoked and three-hole disc), and body tooling covering both flat-sided and sack truck doors; our sample (ref.964011) features the latter

door style with disc wheelsets, presented as W94920 in GW grey with BR markings.

In addition to this transitional livery, there is a multitude of GWR and BR colour schemes, while one example is offered in PLA bauxite.

Samples supplied by

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

PRICE

LMS 20-ton hoppers – £34.95 each
GWR Dia.019 Open C – £35.95 each



Hopper wagons in LMS (left) and Longmoor liveries.

Minerva reveals plans for '1361' and '1366' in O

Minerva Model Railways has confirmed that its next O gauge locomotive project will cover the closely related Great Western Railway '1361' 0-6-0ST and '1366' 0-6-0PT classes.

Designed by Churchward and Holcroft, the class of five '1361' locomotives were built at Swindon in 1910 and were unusual in that they used an outside cylinder arrangement and Allan valve gear. They remained virtually unaltered throughout their working lives; the sole survivor – No.1363 – is currently undergoing restoration to working condition at Didcot Railway Centre.

The fleet of six '1366' panniers, meanwhile, were designed by Collett and introduced in 1934. These were effectively the same as their '1361' forebears, but with pannier tanks and a Collett-style cab and bunker. Four examples were

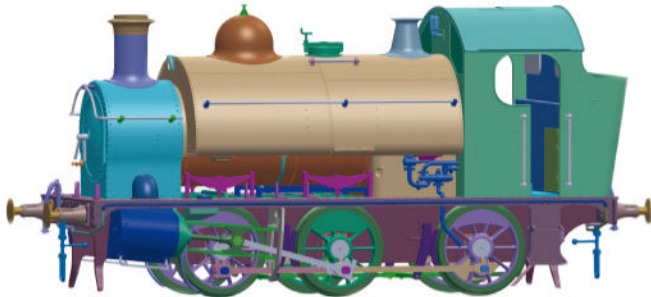
fitted with carriage warming apparatus and warning bells to work boat trains along Weymouth Tramway, whilst three were deployed to Wadebridge in 1962 to replace the ageing trio of Beattie 2-4-0WTs. This class is also represented by a single preserved example – No.1369, which is currently operational on the South Devon Railway.

Both models will feature a die-cast metal chassis, all-wheel electrical pick-up, 40:1 gearbox, sprung buffers, cosmetic screw couplings and etched numberplates. DCC ready, DCC fitted and DCC sound-fitted options will be available, with prices for the '1361' confirmed as £320.00, £370.00 and £470.00 respectively. (Prices for the '1366' models are to be confirmed.)

Design work on the '1361' is almost complete and delivery is planned for



▲ The sole surviving example of the '1366' Class of 0-6-0 pannier tanks, No.1369, is pictured at Buckfastleigh on the South Devon Railway in 2011. Photo: Craig Tiley



▲ A Computer Aided Design render for the '1361' 0-6-0ST in O.

early 2027, with the '1366' to follow later in the year.

The models will only be available direct from Minerva Model Railways via mail and telephone order, the Minerva website and from the Minerva stand at selected model railway shows. Advance orders are now being taken, but Minerva

does not take deposits, and payment is not taken until the models have been delivered, tested and are ready for dispatch. For more details:

Minerva Model Railways
sales@minervamodelrailways.co.uk
Tel: 02920 531 246
www.minervamodelrailways.co.uk

Bachmann announces Class 168, 170 and 171 Turbostar DMUs in OO

Bachmann has unveiled new OO gauge models of Class 168, 170 and 171 Turbostar Diesel Multiple Units for its Branchline range.

Built at Derby, the Turbostar design was derived from earlier Networker Class 165s and 166s, with construction beginning in 1997 with the Class 168 Clubmans for Chiltern Railways. These early units with Networker-style cabs were designated 168/0, but as the Turbostar-style cab was developed the sub-classes 168/1 and 168/2 followed. In 1999, the first Class 170s ordered by Midland Mainline entered traffic, fitted with standard electrical connections allowing them to work in multiple with Class 150s and 158s.

Class 171 four-car DMUs arrived with Southern in 2004 and differed from 170s as they had Dellner couplings instead of BSI ones, as well as electronic destination panels on their body sides.

The new tooling suite for the Bachmann Branchline models encompasses Class 168/1s, 168/2s, 170s and 171s in two-, three- or four-car formations.

Every driving vehicle is motorised using a low-level drivetrain while trailers



are unpowered. The primary driving vehicle houses a Plux22 DCC decoder socket, accessed through a removable panel in the underframe. The primary car also houses the 'Bach-Up' stay-alive system and every driving vehicle is pre-fitted with a speaker.

Other features include directional lights which can be switched between day and night modes, and lights can also be turned off at either end for when the units are working in multiple. Passenger saloon lighting is also included, along with illuminated destination panels at either end, or centrally on the body sides

in the case of Class 171s. DCC users can also operate cab lights. There are also two styles of headlight cluster modelled.

The range is kicking off with four Class 170s, including a two-car unit in original Midland Mainline teal green, beige & tangerine livery (ref.35-601 DCC ready, ref.35-601SF DCC sound-fitted), while another set is in the current CrossCountry burgundy, grey & red colours (refs.35-602 & 35-602SF). A three-car Class 170/4 set is in ScotRail blue livery (refs.35-625 & 35-625SF) and another three-car 170/4 unit is in East Midlands Railway purple 'EMR Regional' livery (refs.35-626 &

35-626SF). Completing the line-up is a two-car Class 171/7 in Southern green & white livery (ref.35-580).

Two-car units are priced £349.95 for DCC ready models and £449.95 for DCC sound-fitted versions, while three-car DMUs are priced £469.95 DCC ready and £569.95 DCC sound-fitted. Delivery is expected in December 2026/January 2027 in the case of the Southern and Midland Mainline-liveried versions, and February-March 2027 in the case of the other models. For further details visit the manufacturer's website:
www.bachmann.co.uk

Heljan unveils LNER Sentinel-Cammell steam railcars in OO

Heljan, now owned by Accurascale, has announced it is producing in OO what are believed to be the first ready-to-run models of London & North Eastern Railway Sentinel-Cammell Diagram 96/97 steam railcars, introduced in 1925-1932 to help reduce operating costs. Nicknamed 'chip vans' due to their bright liveries and smoking chimneys, they were forerunners of diesel railcars.

The LNER operated 80 steam railcars across 13 diagrams, with the 96s and 97s the most successful. Many were given names from local pre-railway stagecoaches – a feature found on some of the models. They ran on North London, East Anglia, East Midlands, Yorkshire and North East routes as well as on the Cheshire Lines Committee joint system. The last withdrawal came in 1948, with only a single example, No.2136 *Hope*, briefly surviving into the BR era.

The models have independently controllable LED lighting, electronics with stay-alive capacitors designed by Electronic Solutions Ulm (ESU), a factory-fitted speaker, a Next18 DCC interface and a low-profile motor concealed under the passenger saloon. A factory-fitted sound option developed by ESU will also be available.

Detail differences include Dia.96 vehicles with toplight vents, Dia.97 versions with droplight windows, and an LMS version based on a similar but not identical railcar tested by that company.

The livery versions are: in LNER green & cream with lined body panels – Dia.96 No.2136 *Hope* (ref.3180) with destination boards for Newcastle, Durham, York & Selby; Dia.97 No.51914 *Royal Forester* (ref.3181) with boards for Edgware, Norwich, Lowestoft & Castleford; and Dia.97 No.31073 *Quicksilver* (ref.3183)



with boards for Stirling, Edinburgh, Dundee & Alloa.

Available in CLC light & dark tan is Dia.97 No.602 (ref.3184) with boards for Stockport, Liverpool, Widnes & Marple; while in LNER wartime plain brown is Dia.97 No.2241 *Swift* (ref.3185) with boards for Saltburn, Scarborough, Darlington & Sunderland.

In LMS crimson lake is No.4349 (ref.3186); and finally in 'what if' BR crimson & cream is No.2267 (ref.3187) with boards for York, Goole, Hull & Whitby. Prices are £149.99 for DCC ready models and £249.99 for DCC sound-fitted versions, with delivery expected in the second quarter of 2027. For details visit: www.heljan.com

Accurascale announces all-new Class 142 Pacer two-car DMU in OO



Accurascale has announced the launch of a Class 142 Pacer two-car Diesel Multiple Unit model from new tooling in OO gauge.

Pacers were introduced by British Rail in the mid-1980s as a cost-effective solution for operating lightly used regional routes, particularly across the North of England, Wales and South West England. The models will be offered in a wide range of regional livery options.

The prototypes combined bus-derived bodywork with a simple two-axle chassis, developed from experimental vehicles operated on such routes as the Bristol to Severn Beach branch in the late 1970s. The units were widely used by both BR and later post-Privatisation operators up until 2020, and some have entered preservation.

Features of the model include a detailed interior, a low-profile motor,

magnetic BSI couplings to ensure compatibility with forthcoming Class 153 and 155 Sprinter models, as well as a design allowing for vehicles in a set to be controlled via a single Digital Command Control decoder.

Lighting provision includes directional headlights with day and night settings, interior illumination and cab lighting. The models also incorporate the Accurascale Stay-Alive power system.

For the initial release the DMUs will be offered in such liveries as BR Provincial two-tone blue, BR Western Region 'Skipper' chocolate & cream, Manchester PTA orange, brown & white and Northern Rail blue, purple & white. DCC ready versions will be priced £199.98 and DCC sound-fitted variants £299.99. Delivery is expected in the first quarter of 2027. For further details:

www.accurascale.com

Teenager organises model railway show to promote hobby

A schoolboy from Porthmadog in North Wales organised a local model railway show as a way of doing his bit to encourage others to enter the hobby.

Welsh speaker 13-year-old Cynan Hughes has become a familiar face around the Ffestiniog & Welsh Highland Railways, where he was given the honour of cutting the tape at the start of last year's locomotive cavalcade marking Railway 200 and the 70th anniversary of the FR reopening as a preserved line, and he also has his own rail-themed YouTube channel.

His latest feat was to stage the Penrhyn Model Show at Holy Trinity Church in Penrhyndeudraeth, helped by his parents, Fiona and Steve. Together they encouraged exhibitors from across the region to bring along layouts including *Croesor South*, *Gwyndy Bank*, *Nantmor Bach*, *MOD Sutton Craddock*, *Bus Scene*, *Llanfaethlu*, *Hubibubihansenpfefferkatzenellenbogen an der See* and a Tri-ang Hornby dealer's layout from 1967.

Speaking to local newspaper *The Cambrian News* before the event, Cynan said: "I want to encourage people to find out more about the hobby of railway modelling. If we have more people around the area interested, it would help to encourage model shop owners to open a shop locally selling all gauges, which we currently don't have."

The exhibition also featured a raffle and refreshments raising money for the local parish church restoration fund, and the event was also attended by trader Nick's Railway Stuff.

Asked by RAILWAY MODELLER how the day had gone, Cynan said: "It went really well. There wasn't a time from the first customer arriving to the last leaving that there wasn't someone there enjoying the show. We also had the amazing opportunity to have a DCC layout, *Tan y Coed*, attend. It was a calm and relaxed environment, but the show was busy at the same time."



▲ 13-year-old Cynan Hughes, who organised the Penrhyn Model Show that took place on Friday 10 & Saturday 11 April 2026.

Rapido reveals OO9 Peckett & Sons Cranmore Class 0-4-0ST

Rapido Trains UK has revealed a new range of 0-4-0 locomotives for its OO9 Narrow Lines range: the Peckett Cranmore Class saddle tanks.

The Bristol manufacturer Peckett & Sons specialised in industrial locomotives, with saddle tanks of various designs and gauges being its most popular. Among the bespoke examples was Works No.1030, a 2' gauge 0-4-0 built in 1904 for the Mendip Granite & Asphalt Company line running from a stone quarry to the GWR station at Cranmore which is now the headquarters of the East Somerset Railway. Initially painted works grey and having an open cab, by the time the loco was delivered it had been painted in standard Peckett green livery, with an enclosed cab and brass plates on its tank sides displaying the name *Gamecock*.

The loco design was subsequently known as the Cranmore Class, with further examples being built for other concerns, some for export.

The Rapido model will be available in a variety of liveries and with variations including fully enclosed and half-back cabs and 'early' and 'late' style dome covers. While one version depicts *Gamecock* in its Peckett lined green, others will match colourful liveries also carried by the forthcoming Rapido range of Kerr Stuart & Co. Sirdar locos.

Besides *Gamecock*, the standard livery versions comprise the Peckett lined green without nameplates; Bowater's Paper Mill-style lined light green; LNWR-style black lined in red & white; Caledonian Railway-style lined light blue; lined burnt orange; lined maroon; lined dark blue; and Ffestiniog Railway-style lined red.

There will also be two exclusive versions available from Fourdees Limited: one a works grey depiction of *Cranmore* in originally built form and the other in a Ffestiniog Railway-inspired lined dark green. Fourdees has also announced additional body kits to fit the Rapido



▲ A render of the Peckett 0-4-0ST.

0-4-0 chassis – including a larger Peckett Cranmore Class body representing the preserved example at the 2' 6" gauge Puffing Billy Railway of Australia, *Sir John Grice*. This has a wider frame and cab and a shallower angle to the smokebox than the other Cranmores.

All the models will be available in both DCC ready and DCC fitted versions utilising a six-pin DCC socket. They will have a small coreless motor with flywheel and six wiper pick-ups. To help modellers personalise their locos, there will be an accessory pack featuring items such as dumb buffers, vacuum brake gear, a lubricator and front steps.

The order book is now open and the RRP of the DCC ready versions is £139.95 and for DCC fitted models it is £179.95. For further details visit:

www.rapidotrains.co.uk
www.fourdees.co.uk

Further OO9 wagons

Rapido has also announced three newly tooled versions of its OO9 all-purpose

wagons including a wooden coal hopper, a rectangular tank wagon and round-ended flat wagon. All share a common four-wheeled underframe and there are some exclusive models commissioned by Rails of Sheffield.

Available in a variety of liveries, all the wagons have an RRP of £27.95 and for further details visit:

www.rapidotrains.co.uk
www.railsofshffield.com



▲ Wooden coal hopper.



▲ Rectangular tank wagon.



▲ Round-ended flat wagon.

SER/SECR open wagons

In OO gauge Rapido has also announced new tooling South Eastern Railway/South Eastern & Chatham Railway five-plank, 10-ton open wagons as part of its SECR vehicles range. These new models will include two new diagrams (Southern Railway Dia.1340/Dia.1341) and three different wagon body types.

One of the main differences between them was that Dia.1341 open coal versions had low D-shaped ends, while the Dia.1340 open goods wagons had round ends. However, there were numerous square-ended versions of both diagrams and many were converted in 1912 by the removal of their round ends.

The Rapido range will cover the low D, round and square ended versions of both diagrams. All the models have split-spoked wheels, Stone's Patent either-side brakes, SER Type 'D' axleboxes and ribbed buffers. Other features include brass bearings and NEM coupling pockets.

All models of Dia.1341 low D design also come supplied with optional parts to fit a Williams pattern sheet rail, with versions included in both the raised and lowered positions.

Liveries include SER red with black framing, SECR Wainwright light grey,

SECR Maunsell dark grey, SR pre-1936 dark brown with large company initials and SR post-1936 brown with smaller lettering. The RRP for these wagons is £33.95 each.

www.rapidotrains.co.uk

New SER/SECR open wagons.



The latest news from the **PECO** group of companies

Welsh Highland NWNCR OO9 coach commission

The Welsh Highland Heritage Railway, at Porthmadog, Gwynedd, has commissioned from Peco a limited edition OO9 four-wheel carriage based on examples built for the North Wales Narrow Gauge Railways (NWNCR) for its opening in 1877.

Built by Ashbury of Openshaw, Manchester, there were three such carriages measuring only 10' long and 6' 6" high, and by 1897 they had been supplanted in regular service by the NWNCR's taller bogie and Cleminson six-wheel coaches.

The model is finished in red livery, lined in black, with 'NWNCR' lettering in straw and the decorative company crest on its side panels, and has a grey roof with prominent central black lamp top. Unusually the two droplight doors on each side have glazed windows bordering them on one side only, with solid panels filling the spaces between the doors and coach ends.



The carriages are priced £38.95 each and funds generated from its sale will be used to help fund the boiler retube of the only surviving original NWNCR and WHR steam locomotive: Hunslet 2-6-2T *Russell*

built in 1906. The locomotive is currently on display in the WHHR museum at Gelert's Farm.

It is the first time that the WHHR has commissioned a carriage – previous commissions from Peco comprised a green-liveried van in 2024 marking the 60th anniversary of the Welsh Highland Light Railway (1964) Co. Ltd organisation now trading as the WHHR, and a yellow-liveried van in 2025 marking 45 years of WHHR passenger operations from Porthmadog to Pen-y-Mount. There is also a red van issued to help the Baldwin 590 appeal, and a *Russell* coal wagon in black with white lettering. A very limited number of these are also available from the WHHR shop, with the vans priced £30.00 and the coal wagons £27.95.

For further information visit the Welsh Highland Railway online shop:
www.whr.co.uk/info/shop

Pecorama to open for three Beer Heights Light Railway Gala Events

Peco has announced it will be holding three Beer Heights Light Railway Gala Events at its Pecorama site in East Devon – with the first taking place in late May over the Spring Bank Holiday weekend.

The news follows many expressions of support being received from the public following last year's announcement that regular opening of Pecorama would be put on hold over the 2026 season (see RM January 2026).

The first BHLR Gala Event, at Pecorama, Beer, Seaton, Devon EX12 3NA, will take place on Saturday 23 & Sunday 24 May and advance tickets, which can be booked online via the Pecorama website, are priced £27.50 per person but children aged under three can enter free of charge.

As this is also a dog-friendly event, visitors' pets are welcome at a charge of £2.00 per dog.

Tickets include train rides on the BHLR, entry to the beautiful Mediterranean-style gardens with their panoramic views over picturesque Beer and the Jurassic coastline around Lyme Bay, a chance to play mini-golf, entry to the on-site model railway exhibition with its layouts in a variety of scales and gauges – plus a 10% discount on purchases in the model shop. Note that this is a card payment only event.

Other BHLR Gala Events will be held on Saturday 18 & Sunday 19 July and Saturday 15 & 16 August.

For further details telephone 01297 21542, see the Pecorama Facebook page and visit:

www.pecorama.co.uk



▲ BHLR stalwart *Thomas II* arrives at Much Natter station.

N gauge whisky grain hoppers re-released



In its N gauge wagon range Peco has re-released a series of three four-wheel grain hoppers which, while not featuring new tooling, have had a number of improvements made to them.

The enhancements comprise metal wheels fitted as standard as well as refined application of the liveries. The models are based on vehicles, known

as Covhops, which were introduced in 1966 for Associated Maltsters Ltd and Scottish Malt Distillers for the transportation of grain from East Anglia to distilleries north of the border. It was not long before the whisky producers realised that these hoppers could carry advertising for their brands, giving them a secondary use as mobile advertising

hoardings – although research indicates that this form of labelling ceased by around 1973.

However, to reflect the hoppers' more colourful period, in addition to the dark blue hopper paintwork and red & blue 'BRT' labelling, model ref.NR63P portrays wagon No.5846 with 'Good old Johnnie Walker' advertising carried

on its side panels. Wagon ref.NR65P, meanwhile, has larger side hoardings promoting 'Dewar's – the scotch to be seen with', while model ref.NR68P bears smaller adverts for 'Haig Scotch whisky'.

These wagons have an RRP of £18.95 each and for further details visit: www.peco-uk.com

Perfect your skills on Modelling Experience courses at Peco

The first week in June will again see Peco running a series of Modelling Experience courses, with the different sessions scheduled on successive days so that participants can either choose to book a single, individual course, or a number of them, to help them hone their practical modelling skills. There is also an option on the Pecorama website for people to buy a Modelling Experience as a gift for a friend or loved one.

The first course, taking place on Monday 1 June (also on Mondays 7 September and 2 November) is 'First steps in creating a model railway'. Those selecting this course will learn how to plan and design their layout, will see examples of the scales available and will consider in which era to set their chosen layout. Those taking part will then look at the practicalities of creating a baseboard, while learning tips from the knowledgeable Peco team. The cost of this course session is £80.00.

The second course, on Tuesday 2 June (also on 8 September and 3 November) is 'Making the trains run – laying track and installing electrics'.

Participants will discover the techniques needed for successful laying of track and points before the



session turns to the theory and practice of track wiring. The cost of this course is £85.00.

The third session, on Wednesday 3 June (also on 9 September and 4 November) is 'Bringing the layout to life – creating landscape and scenery'.

Participants will learn about the basics of scenery design and construction, including ballasting track. They will then learn how to add grass, trees and other vegetation to help add realism. They will also see baseboards at different stages of completion,

helping them to understand the techniques involved. The cost of this session is £90.00.

The fourth course, taking place on Thursday 4 June (and also on 10 September and 5 November) is 'Going digital – an introduction to DCC (Digital Command Control)'. This offers an opportunity to discover more about going digital and to find out what DCC can do for a layout and what benefits it has over dc analogue control. Those taking part will also learn about how to fit chips into locomotives and to discover more about working with accessories. Note that this course assumes participants have some knowledge of model railways. The cost of this course is £95.00 and a Talking Points article giving an overview of it featured in the August 2024 RM.

Those choosing to book all four courses will receive a discount in the form of £100.00 in vouchers to spend in the model shop, these to be used on purchasing Peco products.

To check availability on your preferred date or dates, head online to the dedicated page on the Pecorama website:

www.pecorama.co.uk/pages/railway-modelling



Hornby has announced a raft of new releases for its TT:120 range, including several new tooling announcements as well as new liveries for models from existing tooling. Some of these were proposed in the original Hornby TT:120 scale launch brochure, published by the manufacturer in 2022.

New tooling locomotives

Heading up the locos from new tooling are London Midland & Scottish Railway Stanier Class 5MT 4-6-0s, commonly known as 'Black Fives', designed by Sir William Stanier and built from 1934-1951.

These new TT:120 models have been developed using the OO version as a basis for the design. The models incorporate a die-cast boiler and running plate, a detailed cab interior and separately fitted parts including boiler handrails, steam pipes, whistles, steps and sanding pipes. The coreless motor receives power via electrical pick-ups on the driving and tender wheels, and the models have brass connecting rods and slide bars. There is also an accessory pack with an optional snowplough and a decorative coupling hook.

The main Hornby range versions, which are available both as Digital Command Control ready and DCC sound-fitted models, are No.5408 in LMS lined black (ref.TT3068M DCC ready; ref.TT3068TXSM DCC sound-fitted); No.45315 in lined black with BR early emblem (refs.TT3069M & TT3069TXSM); and No.45446 in BR lined black with late crest (refs.TT3070M & TT3070TXSM). DCC ready models have an RRP of £189.99 and DCC sound-fitted models an RRP of £259.99, with delivery expected during winter 2026-27.

New for diesel era enthusiasts are new tooling models of BR Brush Type 2 A1A-A1A diesel-electrics, 263 of which were built from 1957-62, originally designed for service on the Eastern Region. The models incorporate a die-cast chassis, detailed cab interior and separately fitted parts including front end handrails, headcode discs



▲ BR Brush Type 2 D5502 in early green with duck egg blue body stripes.



▲ 31 237 in Railfreight grey with red solebar stripe and yellow cabs.



▲ 3D-printed samples of the BR Brush Type 2 models from new tooling.

(where applicable) and roof grille. The five-pole motor provides power to all wheels, which all have electrical pick-ups. There is also an accessory pack with bufferbeam pipes.

First up is a model of D5502 in all-over green livery with late BR crests and duck egg blue body stripes – the latter a feature unique to the first 20 such locos built. These early class members were also built with headcode discs and no headcode panel above the cab. Also represented on this model (ref.TT3071M DCC ready, ref.TT3071TXSM DCC sound-fitted) are a Mirrlees exhaust, side steps, oil and water fillers, an open boiler port and absence of door louvres.

By contrast, 31 270 is modelled in 1980s condition and BR blue livery with

yellow ends (refs.TT3072M & TT3072TXSM). This 1961-built loco also has a later cab style, a glazed headcode box on its roof, an English Electric exhaust, plated side steps, plated door and door louvres.

31 237 is depicted in later Railfreight grey with yellow cab sides and ends, red solebar stripes and large BR double arrow logos, and is currently only available as a DCC ready model (ref.TT3073M). The model depicts the

▲ Stanier Class 5MT in LMS black.

loco with plated headcode box, a later cab style, an English Electric exhaust and many of its other features plated over.

31 219 is also available only as a DCC ready model (ref.TT3074M) and carries the 'Dutch' BR Civil Engineers grey & yellow livery with silver BR double arrow logos, blue Stratford Sparrow depot plaques, high-intensity headlights, English Electric exhaust and roof with plated headcode box.

DCC ready Class 30/31 locomotives have an RRP of £159.99, while DCC sound-fitted models are priced £229.99. Delivery is expected in spring 2027.

New train sets

The ref.TT1008M Coalfield Freight Train Set and its DCC sound-fitted equivalent, ref.TT1008TXSM, depict a rake from the Sectorisation era comprising a BR grey-liveried Class 37 with three 'Merry-Go-Round' hopper wagons. Completing the set is a third radius oval of track with siding plus a controller, wall plug transformer and rerailer. The dc set is £199.99 and the DCC sound-fitted version £249.99.

The Royal Scot *Duchess of Montrose* Train Set (ref.TT1006M, RRP £229.99) comprises the eponymous ex-LMS, 1938-built Princess Coronation Class Pacific No.46232 in BR lined green with early emblem, a First and a Third class carriage in crimson & cream livery and a full brake in all-over crimson. This set includes a third radius oval of track with siding, a rerailer, a dc controller, a wall plug transformer and a power connecting track. The RRP is £229.99.

All of these train sets are available to pre-order now with delivery expected this summer.



▲ The HST power car 43 189 Railway Heritage Trust in First Great Western green, gold & white.



▲ Early 3D wagon samples of the MEA (left) and HBA/HEA wagons (right).



▲ A sample showing YGA, YGB & YGH body and chassis detail.



▲ **Class 08 shunter D3760 in Colchester TMD dark blue livery lined in red.**

Wagons from new tooling

The latest wagons with brand new tooling are models depicting the batch of BR Seacow and Sealion bogie ballast hopper wagons introduced into service from 1971, but perhaps surprisingly based on a London & South Western Railway design from 1903.

Wagons of this type feature a large hopper with slab sides, each with seven vertical ribs, together with three discharge chutes, one to the outside of each rail and one in the centre. At each end of the wagon there is a control platform with three large handwheels to operate each of the chute doors – details replicated on the models.

The Sealions were dual vacuum and air-braked, whereas Seacows were only air-braked but had through piping so that they could be marshalled into vacuum-braked trains.

Under the TOPS classification system, the Sealions were coded YGH, and the Seacows initially YGB, but when the vacuum piping was removed, they were reclassified as YGA.

Individual Hornby models of these types comprise a YGA Seacow in EWS maroon (ref.TT6062), a YGB Seacow in Civil Engineers grey & yellow (ref.TT6063), a YGH Sealion in Civil Engineers grey & yellow (ref.TT6064), and a YGH Sealion in Departmental olive green (ref.TT6065). These all have an RRP of £44.99 each.

There are also triple packs of YGBs in Civil Engineers grey & yellow (ref.TT6066) and YGHs in all-over olive green (ref.TT6067). Each pack of three wagons has an RRP of £129.99.

In addition, there will be new tooling covering three types of air-braked four-wheel wagon, namely those TOPS-coded HBA, HEA and MEA. These will be available in liveries including BR Railfreight for the HEA and EWS for the MEA.

Individual wagons will have an RRP of £29.99 for the HBA/HEAs, whilst the MEAs will be £27.99. A triple pack of Railfreight HEAs is £89.99, with a triple pack of EWS-liveried MEAs priced £83.99.

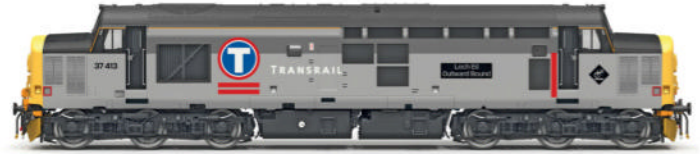
Diesel era additions

The announcements also add to the range of TT:120 InterCity 125 HST vehicles with a First Great Western Class 43 HST Train Pack featuring power cars 43 189 *Railway Heritage Trust* and 43 136 in green, gold & white livery (ref.TT3050M, £239.99).

To accompany these power cars there are eight new and differently numbered Mk.III trailers, also in FGW green, gold & white: two Trailer Firsts (TF – refs.TT4072 & TT4072A), a Trailer Restaurant First Buffet (TRFB – ref.TT4073), four Trailer Standards (TS – refs.TT4074, TT4074A, TT4074B

& TT4074C), and one Trailer Guard Standard (TGS – ref.TT4075). These carriages are priced £41.99 each.

Added to the range of BR Class 08 diesel shunters are D3760 in



▲ **37 413 Loch Eil Outward Bound in Transrail two-tone grey livery.**



▲ **50 026 Indomitable in BR large double arrow logo blue with yellow cabs.**



▲ **Stroudley 'Terrier' in Isle of Wight Central Railway lined maroon.**



▲ **Isle of Wight Central Railway all First class four-wheel coach.**



▲ **Stroudley 'Terrier' in London & South Western Railway livery.**



▲ **London & South Western Railway Brake Third.**

Colchester TMD Great Eastern Railway-style lined dark blue (ref.TT3059M), and 08 499 in EWS maroon & gold (ref.TT3060M). Both have an RRP of £149.99.

New Class 37s are 37 254 *Driver Robin Prince MBE* in BR InterCity 'Swallow' livery (ref.TT3045M), and 37 413 *Loch Eil Outward Bound* in Transrail two-tone grey with large 'T' logos (ref.TT3044M) – both with an RRP of £159.99.

Added to the selection of Class 50s are D403 in early BR blue livery with yellow ends and with snowploughs (ref.TT3066M), and 50 026 *Indomitable* in BR large logo blue with yellow cabs (ref.TT3067M). These are priced £167.99 each.

To accompany the blue-liveried Class 37 and Class 50 there is a series of BR Mk.I carriages in blue & grey livery, comprising two Composite Corridor vehicles each numbered for Eastern (refs.TT4076 & TT4076A), Midland (refs.TT4076B & TT4076C) and Western regions (refs.TT4076D & TT4076E).

There is also one Brake Second Corridor coach each numbered for the Eastern (ref.TT4077) and Western (ref.TT4077B) regions.

As for new wagon versions, the CDA china clay hoppers will now be available in EWS silver & maroon livery, with an individual wagon (ref.TT6083) priced at £27.99 and a CDA triple pack (ref.TT6084) at £80.99.

New steam era models

New liveries for the Hornby range of Stroudley-designed 'Terrier' 0-6-0Ts comprise London & South Western Railway No.735 in lined green (ref.TT3064M), Isle of Wight Central Railway No.10 in lined maroon (ref.TT3065M) and London, Brighton & South Coast Railway No.655 *Stepney* (preserved on the Bluebell Railway) in Stroudley's 'improved engine green' (ref.TT3046M). All have an RRP of £159.99.

To accompany the LSWR 'Terrier' there are four four-wheel coaches in that company's salmon & brown livery: a First, a Third, a Brake Third and a passenger full brake (refs.TT4078, 4079, 4080 & 4081 respectively); and to accompany the loWCR 'Terrier' there will be three four-wheel coaches in teak: a First, a Third and a Brake Third (refs.TT4082, 4083 & 4084). As for *Stepney*, Hornby already produces four-wheelers in LBSCR brown. All these carriages have an RRP of £34.99.

New livery versions of the LNER J50 (ex-GNR Class J23) 0-6-0Ts comprise No.600 in plain black with 'LNER' and its number in shaded lettering (ref.TT3029M), and No.68958 in BR black with early emblem (ref.TT3027M). Both have an RRP of £149.99.

There are also two new umber & cream-liveried K-type steel-bodied Pullman cars: First class Kitchen car *Fingall* (ref.TT4003H) and Third class brake carriage No.209 (ref.TT4004C). Both have an RRP of £59.99.

Addition to the scenic range

Also new for TT:120 modellers is a South East of England vernacular style Country Cottage (ref.TT9036) with grey-rendered lower storey, a red tile-hung upper storey and a brown tiled roof. This building has an RRP of £29.99. For further details about all the items referred to here, head to:

www.hornby.com



▲ **Render and tile Country Cottage.**

Model Rail Scotland

Thousands flock to Model Rail Scotland 2026

Words & photography by Craig Tiley

There were celebrations galore at this year's Model Rail Scotland, which took place at the Scottish Event Campus in Glasgow on 27-29 March.

Organised by the Association of Model Railway Societies in Scotland (AMRSS), the annual event – which this year was celebrating its 60th anniversary – is widely regarded as the premier independent model railway exhibition in the United Kingdom.

Peco, which was one of several manufacturers to attend the event, used the opportunity to mark its own 80th anniversary.

As is customary for Model Rail Scotland, there were also several awards given to a number of guest and Association layouts. Photographs showing these presentations, together with other highlights from the show, are published here.

Looking ahead to 2027

Planning for Model Rail Scotland 2027 is already well under way. Although this year's event took place a month later than usual, next year will see a return to its traditional slot in the calendar, with the dates confirmed as 26-28 February 2027. Further details will be available over the coming months at:

www.modelrail-scotland.co.uk



▲ Rapido Trains UK had a stand at the event and displayed samples for a number of its forthcoming Scottish-outline models in OO. Seen here posed on a Bo'ness shed diorama (constructed by Jonathon Gourlay) are engineering prototypes of the Highland Railway Loch Class and Great North of Scotland Railway V & F Class 4-4-0s.



▲ The Scottish Event Campus (represented here by SEC Event Manager Tanya Oliver) presented a 60th anniversary cake to representatives of the show organisers, AMRSS Ltd. Model Rail Scotland is the venue's longest-running event, it having been staged there for 30 years.



▲ Representatives of AMRSS Ltd presented an 80th birthday cake to Peco, which is seen here being cut by Peco Managing Director Ben Arnold (right). The cake was enjoyed by visitors to the Peco stand, which also featured the Scottish OO layout constructed by Chris Ford that was described in the November 2025 – March 2026 editions of RAILWAY MODELLER. The layout is pictured (right) being studied by members of the Kent family.



Progress with the planned Hornby Railroad Class 60 (from new tooling) was displayed, together with a 3D-printed sample of a yet-to-be-announced air-smoothed Bulleid light Pacific in OO.



▲ Revolution Trains paraded samples for its Class 320/321 EMUs in OO...



▲ ...and decorated samples of the firm's JNA/MMA bogie box wagons in TT:120.



▲ The event provided an opportunity for RM Editor Craig Tiley to present the 2025 RM Cup, seen here being received by Graham Heald on behalf of Wirral & North Wales MRG for *Barrihandie*, with fellow group members Chris Manners (second from right) and Alisdair Macdonald alongside.



▶ Model Rail Scotland always attracts large numbers of families. Amongst the exhibits that appealed to younger show-goers was this large model of the Forth Bridge, constructed using more than 100,000 Lego bricks!



▲ Also on display, but not yet officially announced for release, was a decorated sample of a Police-liveried Class 37 in OO from Accurascale.

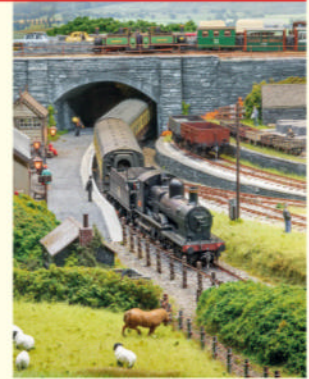
Model Rail Scotland 2026 layout awards

As is customary for Model Rail Scotland, a number of award presentations were made by the organisers during the Saturday of the event.

New for this year was 'The Archie Brown Memorial Trophy', inaugurated in memory of the Association's late Chairman who passed away in April 2025. This was awarded to the top three layouts exhibited by members of the Association and in attendance for the presentations was Archie's widow, Elizabeth.

The layout judged to be the best in show overall received 'The Jim Grieve Memorial Trophy', which was inaugurated last year to acknowledge the sterling work carried out by the late Jim Grieve during his tenure as Publicity Manager for Model Rail Scotland. Jim was a member of Clyde Model Railway Club and therefore, appropriately, the club's current Chairman, David Lambie, was in attendance for the presentation of this award.

Jim Grieve Memorial Trophy



▲ Father and son modellers, Dave and Rob Waller, receive the 'Jim Grieve Memorial Trophy' for *Minfordd* (4mm) from David Lambie (Chairman of Clyde MRC – second from left), Steve Haynes (Peco Head of Sales – centre) and Ian Porteous (Exhibition Manager – right).

1st Guest layout



▲ Awarded by Ian Porteous and Colin Mather (Chairman AMRSS Ltd) to Pete Waterman for the OO gauge layout *Making Tracks III*, which attracted big crowds throughout the three days.



2nd Guest layout



▲ Awarded by Steve Haynes and Colin Mather to John Donaldson for *Faskally Junction* in O.

3rd Guest layout



▲ Awarded by Ian Porteous and Colin Mather to Tim Couling for his OO9 layout *Clyre Valley Railway* (which was featured in the April 2020 edition of RM).

1st Association layout



▲ Awarded by Colin Mather, Ian Porteous and Elizabeth Brown to Craig Watson (on behalf of the Scottish Diesel & Electric Group) for the OO layout *Hazelbank*.

2nd Association layout



▲ Awarded by Colin Mather and Elizabeth Brown to Ian Porteous (on behalf of the 57 Study Group) for the OO gauge layout *Hewisbridge* (see RM February 2016).

3rd Association layout



▲ Awarded by Colin Mather, Ian Porteous and Elizabeth Brown to David Lambie (on behalf of Clyde Model Railway Club) for the OO gauge layout *Hallside*.

Coming next month

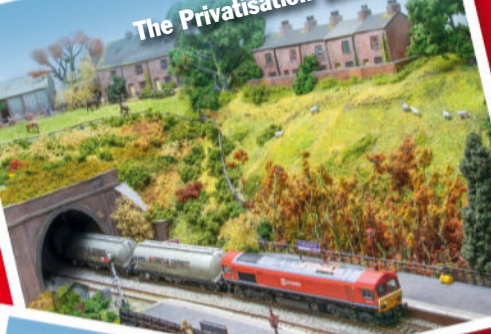
July 2026 –
Out Thursday 11 June

Lydbrook Dean
Echoes of the Forest of Dean in OO

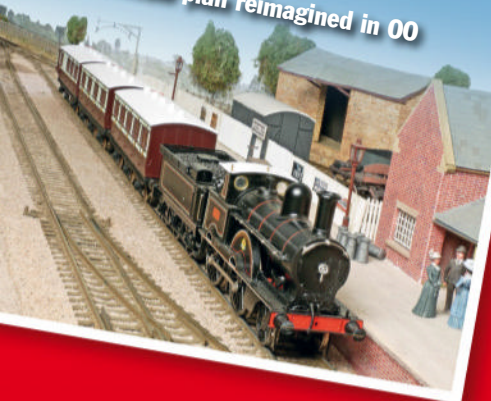


Railway of the Month

Culthwaite
The Privatisation scene in N



Weobley
A Cyril Freezer plan reimaged in OO



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 July 2026 edition of RAILWAY MODELLER, when purchased from a Peco stockist.

Youngsters win 'Best in Show' at Swanage model event

The weekend of Saturday 11 & Sunday 12 April saw the Swanage Railway in Dorset hold its first Model Railway Weekend, with layouts exhibited at most of the Isle of Purbeck heritage line's stations, as well as in the village hall adjacent to Harmans Cross station.

The event was supported by RAILWAY MODELLER, this including the sponsorship of a 'Best in Show' trophy, as voted for by visitors. The recipient of the trophy, presented by RM Features Writer Callum Willcox, was the railway's own Swanage Sygnets Youth Group. This group introduces boys and girls aged

13-18 to a range of roles and activities around the Swanage Railway. Many past Sygnets have progressed to active senior volunteer roles on the railway, including individuals involved with the organisation of the model railway event.

The Sygnets' winning display was situated at Corfe Castle station yard in the group's railway carriage, and included two OO gauge layouts, a Lego display controlled using Raspberry Pi technology, and an N gauge layout.

For further details about the Swanage Railway, head to: www.swanagerailway.co.uk



▲ RM Features Writer Callum Willcox (second from right) presents the 'Best in Show' trophy to representatives of the Swanage Railway Sygnets at Corfe Castle station on Sunday 12 April. Also pictured (right) is Model Railway Weekend Event Co-ordinator Charlie Rogers.

Gresley anniversary headboards in full size and four model scales

The Gresley Society, which was founded in 1963 to honour the life and works of Sir Nigel Gresley, has announced that to mark the 150th anniversary of the engineer's birth on Friday 19 June, all surviving and new-build steam locomotives built to his designs that are operating or on public display will carry a 'Gresley 150 Anniversary' headboard.

This will include such notable locomotives as LNER A3 Pacific No.4472/BR No.60103 *Flying Scotsman*, A4 Pacifics Nos.4498/60007 *Sir Nigel Gresley* and No.4468/60022 *Mallard*, K4 No.3442/61994 *The Great Marquess* and the society's own GNR/LNER Class N2 0-6-2T Nos.1744/4744/69523, the oldest surviving Gresley locomotive.

In addition, to complement this full-size tribute and to bring the Gresley celebrations to enthusiasts of all ages, the society has commissioned model headboards from Fox Transfers in four scales. These are available to purchase from the Gresley Society website at the following prices: 7mm scale/O gauge: £15.00; 4mm scale/OO, P4 and EM gauges £10.00; TT:120 scale £7.50; and 2mm scale/N gauge £7.50. Also available in the same scales and at the same prices are 'The Gresley Society' headboards.

The society wants to encourage modellers across all scales to fit these headboards and share photographs on social media using the hashtag #Gresley 150. Other events planned as part of the 150th anniversary celebrations, using the strapline 'A Legacy of Innovation, Speed and Elegance', are a major



▲ A digital mock-up of a 'Gresley 150 Anniversary' headboard being carried by preserved Gresley N2 0-6-2T No.1744, pictured hauling Quad-Art coaches on the North Norfolk Railway.

exhibition at the Danum Galley in Doncaster, a dinner, a symposium and events being run in collaboration with heritage railways, museums and societies. For details visit: www.gresley.org

N gauge modeller set to unveil card replica of Bradford Cathedral

A large N gauge model of Bradford Cathedral is set to be unveiled at a special event in the real building on 6 June.

Scratch-built using paper and card by regular RM contributor Michael Scott, the model is a culmination of two years' work, with the build fully documented on Michael's own YouTube channel (search for 'Chandwell').

Starting at 12:00, the unveiling of the model will be followed by a talk and Q&A session. The event is free to attend, but places need to be reserved by booking a free ticket via the cathedral website (see below).

The model will also be on display in the cathedral for a period of two months from 13 July, as part of Bradford Heritage Festival. For further details:

www.bradfordcathedral.org.uk



▲ The completed model of Bradford Cathedral, which will be on display inside the full-size building on 6 June.

Societies & Clubs

The following announcements are included in good faith from information provided by the organisers. As cancellations are sometimes inevitable, anyone travelling to a listed live event should contact the organiser first. The publishers cannot accept any responsibility for cancellations or errors. RAILWAY MODELLER is published on the second Thursday of the preceding month, and notifications sent via email to clubs@railwaymodeller.co.uk are required six weeks prior to publication date. Entries must include the organiser's email or website and/or a telephone number.

AUGUST 2026 issue deadline: JUNE 1st

LIVE EVENTS

Saturday 16 May BOOTLE, Merseyside

Event: LAWLOGG 70th Anniversary Open Day.
Organiser: Liverpool & 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.

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 & narrow gauge). Visitors are welcome to bring locos & stock. Demos from the Merseyside Area Group of MERG and others.

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 locos to run on the group's layouts in O, OO & N, and enjoy refreshments and a chat with members. Group sales table, and Chris's Crafts and Model Railways from Plymouth.

Contact: Alan Barriball, 07974 893172.

Email: Alan and Sally Barriball using furzepark@hotmail.com

Saturday 16 & Sunday 17 May GRENSIDE, Sheffield, South Yorkshire

Organiser: Neepsend Model Railway Society.
Venue: Grenside Community Centre, Main Street, Sheffield S35 8PR.

Open: Saturday 1000-1700

Sunday 1000-1630

Admission: adults £8.00, children £2.00. Card payment accepted.

Amenities: venue has a large, dedicated car park, step-free access and on-site café. First South Yorkshire Bus No.86 runs from Angel Street or Arundel Gate in Sheffield city centre to Grenside via Penistone Road.

Features: 15-plus layouts plus demonstrations and trade stands.

Email: neepsendmodelrailwaysociety@gmail.com

Website: www.neepsendmrs.weebly.com

Facebook: www.facebook.com/p/Neepsend-Model-Railway-Society-Sheffield-61555788264689/

Saturday 16 & Sunday 17 May JARROW, Tyne & Wear

Organiser: Jarrow Model Railway Club.
Venue: Primrose Community Association, Lambton Terrace, Jarrow, Tyne & Wear NE32 5QY.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £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.

Features: layouts including: *Gadhill* (16mm); *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 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

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 off the High Street and 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 details), public transport to Porthmadog includes the Cambrian Coast Line from Shrewsbury via Welshpool, Tywyn, Barmouth & Harlech, and Traws Cymru bus Nos. T22 from Caernarfon & Blaenau Ffestiniog, and T2 from Bangor & Aberystwyth via Dolgellau.

Spooner's Café & Bar at Harbour Station. **Features:** along with a host of mainly narrow gauge layouts in various scales, visitors can speak to experienced modellers and watch their demonstrations that range from creating buildings to track and wagons. A range of models, particularly in OO9, 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 is just off the A60 at Mere Way. On-site parking - fee £3.00. The nearest railway stations are all 3-5 miles away so travel to Nottingham station and catch a bus. On Saturday, catch Nottingham City Transport 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. Heritage Café open both days, with full roasts on Sunday.

Features: new, larger show in 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: new venue with more space for layouts and family enjoyment. 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, 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, Rai/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-2026-sun-17th-may-10am-4pm-summer-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 how raw materials are turned into finished products. You'll watch track components being assembled, learn about the machines used and see finished products being packaged, ready for shipping around the world.

Website: www.peco-uk.com

Email: tina.bishop@peco.com

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.

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 assem-

bled 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 OO9 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/

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, OO9 & 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/

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: morleymodelr@s@gmail.com
Facebook: www.facebook.com/mmrs16/

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 charity St John Ambulance Brigade. The club's 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 (OO9), *Deyton Valley Railroad* American layout (N), and *Duffwood Hall* micro layout (OO9) 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. Also in operation will be the O gauge automatic reversing test track, to which it is hoped to add some scenics this year. There will be the club second-hand stall with American and British N gauge items as well as accessories, and a trade stand.
Contact: Julian Nettle, 01799 521029.

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* (O); *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* (OO9); *Bodmin & Wadebridge, Milford Park* (N).
Contact: Exhibition Publicity Manager David Graney, 07768 448369.
Website: www.sandswrs.co.uk
Facebook: www.facebook.com/
SSWRailSoc/

Saturday 23 & Sunday 24 May **RAILEX 2026** **AYLESBURY, Buckinghamshire**

Organiser: Risborough & District MRC.
Venue: Stoke Mandeville Stadium, Guttman 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: *Wolfe Lowe, The Yard* (7mm scale); *Bowater's Paper Mill* (O-16.5); *Arcadia, Blakey Rigg, East Lynn, Trowland* (S scale); *Caldershaw, Clarendon & Scrubbs Lane, Eccelston, Pwllheli* (P4); *Grimesthorpe, Llwynoglyn, Wainthorpe 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/

Saturday 23 & Sunday 24 May **BEER HEIGHTS LIGHT RAILWAY GALA** **BEER, Devon**

Organiser: Peco Model Railways.
Venue: Pecorama, Underleys, Beer, Seaton, Devon EX12 3NA.
Open: both days 1000-1700
Admission: advance tickets adults £27.50, U3s free, dogs welcome at £2.00 per pet. Card payments only – book via www.pecorama.co.uk
Amenities: free parking and ticket also includes access to the site's gardens with fine views over Beer village, Lyme Bay and the Jurassic Coast World Heritage Site as well as an opportunity to play mini golf. Note site is steep in places. Model railway exhibition, model shop and former 'Golden Arrow' Pullman car *Orion* on site. Refreshments available.
Features: for railway enthusiasts everywhere: with Pecorama temporarily closed for the 2026 tourism season, this is one of three gala open events where tickets include rides on the 7¼" gauge BHLR, which with its mile-long, fully signalled route through the site's Mediterranean-style gardens is one of the finest lines of that gauge in the UK. Tickets also include entry to the garden walks, with their panoramic views, mini golf course, *Orion* Pullman car and Pecorama model railway exhibition with its many layouts in a variety of scales and gauges showing how model railways can be set up in a variety of home and garden settings. The event ticket also allows a 10% discount on purchases from the well-stocked on-site model shop.
Contact: 01297 21542.
Website: www.pecorama.co.uk/blogs/
events/heights-light-railway-gala-may-half-term
Facebook: www.facebook.com/
pecorama/?locale=en_GB

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 members do and they will be happy to discuss modelling topics and answer questions. Trade stands and displays.
Email: nfmrs@yahoo.com
Website: www.nfmrs.org

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 Aho, Horton Drift, Larkfield, Loch Eilt & Corrou, Loch Nan Uamh/Orchy viaduct, Loch Tat, Lockerbie, Mrs Dale's Dairy at Ambrose, Rockvillia, 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@renfrewshirerailwayclub.co.uk
Website: www.thescottishfestivalofrailwaymodelling.co.uk
Facebook: www.facebook.com/
ScottishFestivalOfRailwayModelling/

Sunday 24 May **BROXBORNE, 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 normally free on Sundays at satnav location EN10 6QS, a short walk from the venue. Light refreshments.
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 Clayton via email below.
Email: gadget110hill@gmail.com
Website: www.hoddesdonmrc.org.uk
Facebook: www.facebook.com/groups/
284371651769291/?locale=en_GB

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

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/

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

Friday 29 & Saturday 30 May **BANGOR, County Down, Northern Ireland**

Organiser: City Church (formerly First Bangor) Model Railway Club.
Venue: City Church, Main Street, Bangor, Co. Down BT20 5AF.
Open: Friday 1900-2130
Saturday 1000-1630
Admission: adults £7.00, children £3.00, family £15.00. In aid of church charities.
Amenities: town centre venue in Main Street near its junction with Central Avenue. Limited parking in the church grounds, but on-street parking is also available, as well as a short walk away in the Asda store car park off Main Street. Bus stops are close by and the church is a short walk along Abbey Street and Main Street from Bangor railway station. Venue has disabled toilets and lifts.
Features: over 30 layouts ranging from O gauge to T gauge, plus other model displays, including model cars, tractors and planes, crafts and also children's layouts.
Email: secretary@firstbangormrc.co.uk
Facebook: www.facebook.com/p/City-Church-Bangor-Model-Railway-Club-100064364542260/

Saturday 30 May **ALDRIDGE, West Midlands**

Organiser: Bloxwich Saint John's Model Railway Club.
Venue: The Aldridge Wellbeing Centre, Leighwood Road, Aldridge, West Midlands WS9 8AB.
Open: 1030-1600
Admission: adults £6.00, U10s free.
Amenities: free car park. Nearest rail station is Walsall with trains every 15 mins from New Street, which is connected to Aldridge by West Midlands bus Nos.6 & 997.
Features: 11 layouts in O, OO, OO9 & N gauges plus a tram layout and a layout for children to operate.
Email: bloxwichmrcstjohn@gmail.com
Website: www.bloxwichmodelrailwayclub.com
Facebook: www.facebook.com/groups/
1141320911185295

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 0 GUILD SUMMER SHOW 2026 WIGAN, Greater Manchester

Organiser: Gauge 0 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.gaugeguild.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 0 Guild Modular Layout with Colinwood* by St Neots MRC, *Kirtley Bridge, North Wales Diesels, Practice Works, Trelissik, Wick End*. Plus demonstration on lining locos. Numerous trade stands.

Contact: 01594 545676.

Email: enquiries@gaugeguild.com

Website: www.gaugeguild.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/what3words: 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* (O0); *Megsdorf* (HO); *Camelot* (TT:120); *Alston, Coal Hill West, Newton Kyme* (N); plus 'hands-on' children's layouts. Also numerous trade stands.

Email: hullmrs@gmail.com

Website: www.hullmrs.org

Facebook: www.facebook.com/hullmrs/

Sunday 31 May

GAYDON, Warwickshire

Organiser: Train Collectors Society, Bassett-Lowke Society & Trix Collectors Association.

Venue: British Motor Museum, Banbury Road, Gaydon, Warwickshire CV35 0BJ.

Open: 1000-1600

Admission: adults £10.00, acpd children free.

Amenities: the museum is 5 mins from Jct.12 of the M40, on the B4100 near the village of Gaydon. It is signed locally with brown Motor Museum road signs. What3words:///smiled.harmonica.ivory takes you to the museum entrance. There is plenty of free parking. Nearest main line rail stations are at Warwick (8 miles), Leamington Spa (8 miles) & Banbury (11 miles). Taxi services are available to and from the station. The regular bus service which visits the British Motor Museum is No.X77 between Kenilworth and Kineton – see Stagecoach website. Cafeteria available.

Features: over 15 layouts plus 53 specialist trader tables. There will also be an opportunity to visit the motor museum in its modern, purpose-built building for an additional fee.

Contact: 07801 818764.

Email: bryanpentland@hotmail.co.uk

Website: www.traincollector.co.uk/event/2026-gaydon-tcs-summer-show/

Sunday 31 May

RAMSEY, Cambridgeshire

Event: Ramsey Fen Fair & Fenland Classic Vehicle Show Model Railway Exhibition Room.

Organiser: Fens Model Railway Club.

Venue: Ramsey Rural Museum & Ramsey 1940s Camp, Ramsey, Huntingdon PE26 2XD.

Open: 1000-1500

Admission: adults £10.00, OAP/conces £8.00, children (5-16) £5.00, U5s free, family ticket (2+2) £25.00. Classic car drivers free.

Amenities: parking, souvenir shop & full disabled access. Refreshments available.

Features: around 25 layouts, some very large and not seen on public display before, plus miniature railway. Wider event features over 400 cars, lorries, motorbikes, scooters and tractors plus activities such as Viking and other historical re-enactments, archery, static steam engines, live entertainment. Also dog show, ferret racing, fun fair, bouncy castles, craft stalls and more.

Contact: 01487 815715.

Email: fcvsramsey@gmail.com

Website: www.ramseyruralmuseum.co.uk

Facebook: <https://fensmrc.uk>

Facebook: www.facebook.com/groups/fensmrc/

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/

Thursday 4 June

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 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 80 years. See for yourself how raw materials are turned into finished products. You'll watch track components being assembled, learn about the machines used and see 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/

Thursday 4 June

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. The tour involves walking around the site, flights of stairs and standing for long periods.

Features: after meeting a tour leader 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 our participants make a 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/

Saturday 6 June

SCALEFOUR CREWE CREWE, Cheshire

Organiser: Scalefour Society.

Venue: Hybrid Lounge, Main Stand, Mornflake Stadium, Gresty Road, Crewe CW2 6EB. What3words: else.upset.cubes

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £10.00, acpd U16s free. Tickets valid on both days.

Amenities: venue can be accessed by two junctions off the M6, but the easiest exit to use is Jct.16, then follow signs for Crewe on the A500 and then the A5020. At the roundabout take the 3rd exit and continue to the next roundabout, where you should take the first exit, continuing to follow signs for Crewe town centre and Crewe railway station. Pass Crewe Hall on your right, and at the next roundabout continue forward down Weston Road, where there is street parking approx 10 mins' walk from the venue. Venue is a 5-minute walk from Crewe railway station – turn left out of the main entrance and walk down to the second turn left, marked with the road sign Gresty Road. The ground is just a short walk down the road.

Features: layouts including: *Cadhay Sidings* (Southern Railway branch in East Devon set in 1930); *Castlefinn* (Irish 3' gauge County Donegal line in the 1950s); *Eastwood* (Lancashire & Yorkshire Railway during First World War); *Gillow Heath Exchange Sidings* (North Staffordshire Railway set in 1912); *Plumpton Green* (London, Brighton & South Coast Railway set in the 1900s); *Rolvenden* (Kent & East Sussex Railway set in the 1920s). Plus demos on P4 loco conversions, soldering, etched rolling stock, signals, plastic modelling and 3D-printed track. Full trade support and the Clive Walton-Evans Trophy is awarded each year to the visitors' choice of best layout in show.

Email: enquiries@scalefour.org

Website: www.scalefour.org

Facebook: www.facebook.com/ScalefourSociety/

Saturday 6 June

HILLINGDON, West London

Event: Test Track Public Open Day.

Organiser: Hillingdon Railway Modellers.

Venue: Yiewsley Baptist Church Hall (side entrance), 74 Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF.

Open: 1000-1500

Admission: £6.00 per person.

Amenities: nearest railway station is West Drayton (12 minutes' walk) and local bus Nos.222, 350, U1, U3 & U5 stop nearby. Refreshments will be available all day.

Features: modellers can bring along their O, OO or N gauge locos and trains to run on the club's three separate test tracks, with dc and DCC available, but sorry, no live steam. Note this is not an exhibition, but a chance to meet fellow modellers, chat and test models. Expert help on hand for anyone having problems with models.

Contact: Peter Storey, 020 83 684090.

Website: www.hillingdonrailwaymodellers.co.uk

Facebook: www.facebook.com/p/Hillingdon-Railway-Modellers-100064718916905/

Saturday 6 June

LEICESTER, Leicestershire

Organiser: Abbey Pumping Station Museum's Railway Day Gala with Model Railways, organised in conjunction with Leicester Museum Technology Association.

Venue: The Abbey Pumping Station Museum, Corporation Road, Leicester LE4 5PX.

Open: 1100-1630

Admission: free but with small charge for rides on the site's narrow gauge railway.

Amenities: car parking is Pay & Display at The National Space Centre, LE4 5NS, which is next door to Abbey Pumping Station (APS). Light refreshments available.

Features: model layouts from the Leicester Model Railway Group and others. It is hoped to offer rides on the site's 2' gauge line with Bagnall 0-4-0ST locomotive *Leonard* in steam plus internal combustion locos running.

Contact: Leicester Museums, 0116 454 4554.

Email: enquiries@abbeypumpingstation.org

Website: www.abbeypumpingstation.org

Facebook: www.leicestermuseums.org

Facebook: www.facebook.com/groups/1042352389249688/

Saturday 6 June

LUDLOW, Shropshire

Organiser: Craven Arms & District Model Railway Circle.

Venue: Ludlow Racecourse, Bromfield, Ludlow, Shropshire SY8 2BT.
Open: 1000-1600
Admission: adults £7.00, acpd U16s free.
Amenities: venue is on the A49 Shrewsbury to Hereford road. Ample free on-site parking, including disabled parking spaces. Ludlow station 2.6 miles and Craven Arms station 6 miles served by Transport for Wales. Wheelchair-friendly venue with café in the exhibition hall.
Features: layouts incl: *Gants Hill* (1:35 scale narrow gauge); *Halesfield TMD*, *Sugar Loaf Halt* (O); *Elmwell* (S); *Brimlow Castle*, *Fascination Creation*, *Moobase Alpha* (OO); *Waterhulme* (OO & O09); *Plas Brondanw* (O09); *San Clemente* (HO); *Le Vieux Hameau* (HOe); *Blue is the Colour*, *Ludlow*, *Thomas 'n' Friends* (N); *Dinosaur World* (Brio); plus demos and society & trade stands.
Contact: Chris Jamieson, 07510 109347.
Email: cadmrcehibitions@gmail.com
Facebook: www.facebook.com/CADMRC/

Saturday 6 June

MILTON KEYNES, Buckinghamshire
Organiser: Milton Keynes Model Railway Society sponsored by AGR Model Railway Store, Cheltenham Model Centre, Elaine's Trains & TMC.
Venue: Walton High Brooklands Campus, Fen Street, Brooklands, Milton Keynes MK10 7HE.
Open: 1000-1630
Admission: adults £8.00, children (5-16) £2.00, U5s free.
Amenities: free parking at venue or use Milton Keynes Park & Ride near M1 Jct.14, then take Arriva Bus route No.3 (every 20 mins) or UNO Bus No.C1, with journey scheduled to take 6 mins (alternatively 30 mins' walk). If travelling to Milton Keynes by rail, town railway station is also served by Arriva Bus No.3 (every 20 mins), with journey taking 28 mins. Refreshments.
Features: around 29 layouts in various scales plus traders. As the exhibition is being held just four days before the 40th anniversary of the launch of Network SouthEast, the rail operator which served the city between 1986 and 1994, the exhibition – which is taking place in a new, larger venue this year – will feature 5 layouts depicting that period of railway history.
Email: secretary@mkmrs.org.uk
Website: www.mkmrs.org.uk
Facebook: www.facebook.com/MKMRS/

Saturday 6 June

PRESTWICH, Bury, Greater Manchester
Event: Model Tramway Exhibition.
Organiser: Heaton Park Tramway, Manchester.
Venue: Heaton Park Tramway, Middleton Road Depot, Heaton Park, Prestwich, Manchester M25 2SW.
Open: 1100-1600
Admission: free entry.
Amenities: Heaton Park is adjacent to Jct.19 of the M60 ring road. Ample parking is available on Middleton Road and Sheepfoot Lane. Many bus services pass the Middleton Road park entrance. Nearest Metrolink tram stops are Heaton Park on the Bury line, which involves a 10-minute walk through the park to Lakeside, and Bowker Vale, which is a 15-minute walk from the Middleton Road gates.
Features: this event is being held a week before the tramway – the last remaining section of Manchester's original tram network – reopens after a £400,000 funding investment, secured from Manchester City Council, to enable essential restoration work to be carried out on the substation. The exhibition will feature model tramway layouts, model, book and souvenir sales and entry to the tramway museum collection of historic vehicles from not only Manchester but also locations including Blackpool, Stockport, Rawtenstall and Hull, etc.
Contact: 0161 740 1919.
Email: info@hptramway.co.uk
Website: www.hptramway.co.uk
Facebook: www.facebook.com/HeatonParkTramway/

Saturday 6 & Sunday 7 June

BAKEWELL, Derbyshire
Organiser: Chesterfield Railway Modellers.
Venue: Agricultural Business Centre, Bakewell DE45 1AH.
Open: both days 1000-1700
Admission: adults £5.00, family £12.00.
Amenities: parking and disabled access. Refreshments available.
Features: layouts, demos and trade support.
Contact: 07833 987388.
Email: enquiries@chesterfieldrailwaymodellers.co.uk
Website: www.chesterfieldrailwaymodellers.co.uk/our_exhibitions.html

Saturday 6 & Sunday 7 June
SHILDON, County Durham
Organiser: Shildon Model Railway Club.
Venue: Locomotion Railway Museum, 1 Dale Road, Shildon DL4 2RE.
Open: both days 1000-1700
Admission: free – ticket booking is not required, only advisable.
Amenities: venue has free parking and is disabled-friendly. Shildon station is served by Northern Rail trains from Darlington and Bishop Auckland and there is access to the exhibition direct from the station, as well as Arriva buses 5 & 5A from Darlington and Bishop Auckland. Café facilities available all day.
Features: 20 layouts including: *Wynyard* (G); *Beighton Junction Yard*, *Grange Street Bridge*, *Grim End* (O); *Doncaster York Road*, *Hopkins Choice*, *Limeworks*, *Park End*, *Slag Bank*, *Thomas*, *Whytten End* (OO); *Kroy South*, *Westward Ho!* (TT); *Fleetwood*, *Haltwhistle*, *Langholme*, *Mugga Ghyll Junction*, *Muhlenfeldr*, *Newlingham*, *Northallerton* (N). Also over 20 trade stands featuring assorted railwayana.
Contact: Robert Arrand, 07564 301487.
Website: www.shildonmodelrailwayclub.co.uk
Facebook: www.facebook.com/p/Shildon-MRC-61566876388574/

Saturday 6 & Sunday 7 June

SUTTON COLDFIELD, West Midlands
Organiser: Diesel & Electric Modellers United.
Venue: Wyndley Leisure Centre, Clifton Road, Sutton Coldfield B73 6EN.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: TBC.
Amenities: 5-minute walk from rly station.
Features: *Bankfield* (OO – featured in this issue), *Brook Street* (P4 work in progress), *Cardiff Canton* (OO), *City Basin Goods* (N), *Cromer* (O), *Leadenhall* (N), *Oldshaw* (EM), *Porthleven* (OO), *Queens Road TMD* (OO), *Tidworth* (OO), *Welby Lane RTC* (OO), 15 traders.
Website: www.demu.org.uk

Saturday 6 & Sunday 7 June

MENDIP 2026
WEST SHEPTON, Shepton Mallet, Somerset
Organiser: Shepton & District MRS.
Venue: Shepton Scout Hall & SDMRS Club Room, Old Wells Road, West Shepton BA4 5XN.
Open: Saturday 1100-1700
Sunday 1000-1600
Admission: adults £7.00, acpd children free.
Amenities: on-site car parking.
Features: 49th annual exhibition this year also marking the 60th anniversary of the closure of the Somerset & Dorset Joint Railway. There will be a variety of layouts including SDMRS's own *Midford* & *Evercreech Junction* (N) and late John Burkett-Smith's model of 1930s *Totnes* (2mm Finescale).
Contact: see contact form on SDMRS website.
Website: www.sheptonmrs.wordpress.com

Saturday 6 & Sunday 7 June

ASHTEAD, Surrey
Event: The FRS Summer Rendezvous.
Organiser: French Railways Society.
Venue: Ashtead Peace Memorial Hall, Woodfield Lane, Ashtead, Surrey KT21 2BE.
Open: 1000-1600
Admission: adults £8.00, children £2.00.
Amenities: free parking. Refreshments.
Features: model railway exhibition featuring layouts along with illustrated talks. Plus bring & buy stall, trade stands and specialist societies.
Contact: FRS Secretary Mark Jury by email.
Email: markjury007@aol.com
Website: www.frenchrailwaysociety.co.uk

Sunday 7 June

WRECCLESHAM, Farnham, Surrey
Organiser: Farnham & District Model Railway Club.
Venue: Wrecclesham Community Centre, Greenfield Road, Wrecclesham, Farnham, Surrey GU9 8TJ.
Open: 1000-1700
Admission: free of charge.
Amenities: parking is available on the adjacent road. The venue is around 35 minutes' walk from Farnham railway station. There is easy foot and wheelchair access to the Community Centre main premises. Refreshments available.
Features: club open day with layouts on display and running, including the club's OO and N gauge models *Hazelbury* and *Wickwar*, as well as the club's new narrow gauge layout. The club's N gauge test track and second-hand stall will also be available to visitors. The club's open days are a friendly opportunity to see the exhibition layouts in a less formal environment, also meaning that members have more time to talk to visitors, to explain details of modelling methods or to offer help with modelling questions and queries.
Email: openday@farnhammrc.org.uk
Website: www.farnhammrc.org.uk

Sunday 7 June

ASHFORD RAILEX
ASHFORD, Kent
Organiser: Ashford Model Railway Club.
Venue: The Swan Centre, Turner Close Newtown, Ashford, Kent TN24 0PQ.
Open: 1000-1600
Admission: adults £5.00, acpd U16s free.
Amenities: free parking for all attendees, with additional local on-street parking. Venue is situated close to Ashford railway station, making it easily reachable by public transport. Refreshments available.
Features: around 12 layouts in various gauges and scales. The Ashford club is presently undergoing a restructuring process, with a focus on enhancing its presence within the local community, so this year's show is being organised by a completely new exhibition management team, reflecting the club's commitment to revitalising its presence. The venue's proximity to the renowned Ashford Railway Works in Newtown provides a fitting backdrop.
Contact: 01233 647066.
Email: info@ashfordmrc.co.uk
Facebook: www.facebook.com/AshfordMRC

Saturday 13 June

BILLERICAY, Essex
Organiser: Billericay Model Railway Group.
Venue: Hannakins Farm Community Centre, Rosebay Avenue, Billericay CM12 0XP.
Open: 1000-1600
Admission: adults £6.00, children £3.00, family tickets £14.00. Proceeds will go towards the model railway group's funds.
Amenities: the Community Centre has free parking. Billericay railway station is close by and local buses also stop nearby. Light refreshments will be on sale throughout the day in the café.
Features: 15 model railway exhibits in a range of scales, including: *Hursly Quay* (O); *Nonsuch* (O-16.5/NG7); *Bayou Scie* (On30); *Rixworth Green* (P4); *Abergwynfi*, *Billericay Quay* (club's own latest layout), *Jakes Yard*, *Shunting Puzzle*, *Testtrack* (OO); *Farm Rise*, *Himalayan Adventure* (O09); *Broken Creek* (HO); *Outwood Common*, *Wickford Southminster* (N). Plus traders will be offering a wide selection of pre-loved and nearly new models, accessories and spare parts.
Email: secretary@billericaymrg.org
Website: www.billericaymrg.org

Saturday 13 June

BURTON-ON-TRENT, Staffordshire
Organiser: 7mm Narrow Gauge Association.
Venue: Burton Town Hall, King Edward Place, Burton-upon-Trent DE14 2EB.
Open: 1030-1630
Admission: non-member adult £14.00, family £19.00; member adult £8.00, family £11.00. Accompanied U16s free.
Amenities: venue has wheelchair access.

Refreshments and bar available.
Features: 7mm narrow gauge layouts including: 5.5mm Modular Group's *Afon Adit* (O9); *Black Diamond Modular* (On30); *Dobbins Adit* (O-6.5); *Esgairgeiliog* (15.75mm gauge); *Glendale*; *Johannesdorf* (Oe, 1:45); *Lostanbodge*, *Low Tide*, *Queens Wharf*, *St Oswalds* (O-16.5/NG7); *Megantic* (On2). Plus Association modelling goods and publications; demonstrations of tree construction using a 3D-printing pen and other landscape tips, scenic modelling and a variety of modelling skills; and society stands and 12 specialist traders.
Contact: Arline Wilson using email below.
Email: exhibition@7mmnga.org.uk
Website: www.7mmnga.org.uk/AGM.php

Saturday 13 June

HEWORTH, York, North Yorkshire
Event: Joint Annual Open Day.
Organiser: N Gauge Society Yorkshire Area Group & N Gauge Society WorldWide Group.
Venue: Heworth Community Centre, 38 Applecroft Road, Heworth, York YO31 0HQ.
Open: 1030-1600
Admission: £5.00 per modeller or family group. U16s must be accompanied by an adult.
Amenities: limited parking on site so visitors are requested to respect the centre's neighbours when parking in the local residential area. Local bus No.11 runs from York railway station to Ashley Park Bridge, just outside the Community Centre. Level access throughout. Refreshments available.
Features: modular layouts from both N gauge groups featuring a great variety of styles and scenes from around the world. Extensive T-Trak and Freemo modular circuits featuring British, European, Japanese and North American scenes as well as fantasy scenes. Other layouts comprise *Mühlenfelder* and *Trifolou*. Plus club sales and trade stands from Mount Tabor Models, TrainTrax and Grandad's Trains. Event is also a gathering for N Gauge Society members.
Contact: John Brady, 07818 077663.
Email: wwg-membershipsec@outlook.com
Website: https://yagngs.wixsite.com/yorkshire-area-group
www.ngaugesociety.org/area-groups/worldwide-group
Facebook: www.facebook.com/YorkshireNgaugSociety/

Saturday 13 June

HUCCLECOTE, Gloucester
Organiser: Hucclecote Methodist Church & Gloucester Model Railway Club.
Venue: Hucclecote Methodist Church, Carisbrooke Road, Gloucester GL3 3QP.
Open: 1000-1700
Admission: adults £6.00, children free.
Amenities: venue has a car park as well as there being free on-street parking nearby. Venue is also on the Stagecoach No.10 bus route from Lower Tuffley to Cheltenham via Gloucester. Venue has disabled access. Refreshments.
Features: 14 working layouts in a variety of scales and gauges, plus traders, demonstrations and static displays.
Email: info@hucclecotemc.org.uk
Website: www.hmcmrs.org.uk
www.gloucestermodelrailway.org
Facebook: www.facebook.com/groups/2112520075664900/

Saturday 13 & Sunday 14 June

MERE, Wiltshire
Organiser: Mere & District Railway Modellers.
Venue: Mere Lecture Halls, Salisbury Street, Mere BA12 6HA.
Open: 1000-1600
Admission: adults £7.00, acpd U16s free.
Amenities: free parking in adjacent public car parks. Light refreshments available.
Features: at least 12 layouts incl: *Crossways Wagon Works* (O & 9mm); *Moorside*, *Wedmore* (O); *Cwm Caradoc* (EM); *Thomas Visits Bride Bay* (OO); *Launceston*, *Somewhere in France* (O09); *Summit Else*, *The Junction* (N); *Sylvasprings Watercress* (O06). Plus a club members' table, demonstration & trade stands.
Email: paddy.newton@sky.com
Website: www.mererailwaymodellers.co.uk

Sunday 14 June

UFFCULME, Devon

Organiser: Culm Valley Model Railway Club.
Venue: Old Well Garden Centre, Waterloo Cross, Uffculme, Cullompton EX15 3ES.
Open: 1000-1600
Admission: free but donations welcome.
Amenities: garden centre with parking located close to 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

Tuesday 16 June

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 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 80 years. See how raw materials are turned into finished products. You'll watch track components being assembled, learn about the machines used and see products being packaged, ready for shipping around the world.
Website: www.peco-uk.com
Email: tina.bishop@peco.co
Facebook: www.facebook.com/PecoModelRailways/

Tuesday 16 June

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 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. It begins with a two-hour tour, with participants seeing track components being assembled and learning about the machines used, then finished products being packaged ready for shipping to 35 countries around the world. Refreshments throughout the day, including a light lunch in *Orion*, followed by a 30-minute Q&A session with a Peco management team member. There will then be an opportunity to get 'hands-on' as tour members make their own souvenir limited edition O09 wagon. Finally, they can visit the Peco model railway exhibition and shop, with a 10% discount.
Website: www.peco-uk.com
Email: tina.bishop@peco.co
Facebook: www.facebook.com/PecoModelRailways/

Saturday 20 June

BANSTEAD, Surrey

Organiser: North Downs Model Railway Circle.
Venue: 3rd Banstead Scout Group, Scout Ridge, Banstead, Surrey SM7 1RB.

Open: 1000-1700

Admission: adults £6.00, U16s £3.00, senior/disabled £5.00, families (2+2) £12.00. All profits to 3rd Banstead Scout Group.
Amenities: free parking. Refreshments.
Features: 21 layouts plus traders.
Contact: Stuart Robinson, 07758 458827.
Email: stuart.robinson27@ntlworld.com
Website: www.ndmrc.info/Home/Tadworth.htm

Saturday 20 June

EASTBOURNE, East Sussex

Organiser: Pevensey Bay Model Railway Club.
Venue: Victoria Baptist Church Hall, Eldon Road, Eastbourne, East Sussex BN21 1UE.
Open: 1000-1600
Admission: adults £7.00, children (over 5) £1.00, family (2+2) £14.00.
Amenities: the venue has a large on-site car park, wheelchair accessible entrance and toilets. Stagecoach bus service No.1A runs nearby on Eldon Road. Refreshments.
Features: layouts in various gauges.
Email: PevenseyBayMRC@gmail.com
Website: www.pbmrc.club

Saturday 20 June

NEWTOWNABBEY, Belfast, Northern Ireland

Organiser: Glenabbey Model Railway Club.
Venue: Glenabbey Church, Ballycraig Road, Newtownabbey, Co. Antrim BT36 5ZZ.
Open: 1000-1630
Admission: adults £4.00, children £2.00, family ticket (2+2) £10.00.
Amenities: venue features an accessible entrance and disabled toilets.
Features: Glenabbey is celebrating 10 years of its model railway club with members' first exhibition. Visitors can enjoy a selection of layouts and other displays from all over Ireland.
Email: snj@hotmail.co.uk
Facebook: www.facebook.com/events/d41d8cd9/glenabbey-mrc-10th-anniversary-exhibition/26012959988327878/

Saturday 20 June

PRESTATYN, Clwyd

Organiser: Rhyl & District Model Railway Club.
Venue: Christ Church Parish Church and Community Hall, High Street, Prestatyn LL19 9AR.
Open: 1030-1600
Admission: adults £5.00, acpd U15s free. Note payment is by cash only and as well as raising funds for RDMRC, this year's event will also support the work of Blood Bikes Wales.
Amenities: up to 3 hours' free parking is available in Nant Hall Road Car Park, adjacent to the venue (see ticket machines for details), or up to 3 hours at Prestatyn Retail Park (5 minutes' walk away). Prestatyn railway station is within a 10-minute walk. Full disabled access.
Features: at least 12 layouts in a variety of sizes, scales and gauges, plus demonstration and sales stands.
Website: www.rhlydistrictmodelrailwayclub.co.uk
Facebook: www.facebook.com/p/Prestatyn-Model-Railway-Exhibition-61558151288517/

Saturday 20 & Sunday 21 June

RAILEX BUXTON 2026

BUXTON, Derbyshire
Organiser: Railex Buxton.
Venue: Buxton Pavilion Gardens, St John's Road, Buxton, Derbyshire SK17 6BE.
Open: Saturday 0930-1700
Sunday 0930-1630

Admission: by variable entry periods/tickets priced from £7.50 (see website for details). Entry is valid for the day of purchase only and is non transferable. Children must remain under supervision at all times. Unaccompanied 13-18 year-olds can enter at the discretion of the door staff but no large groups are permitted. All over-13s and adults must wear a wristband supplied upon entry. Full colour A4 guidebook is available priced £2.50.
Amenities: on-site pay & display parking may be accessed from Burlington Road (£5.40 all day) or at nearby railway station and Palace Hotel. Disabled parking at venue is free. Buxton town centre has several car parks and free on-street parking. Buxton is well

served by trains from Manchester and buses from towns bordering the Peak District. Note a few exhibits (around 5%) will be on a stage accessed by steps only. Unenclosed mobility scooters are permitted if used with care. Only registered therapy and guide dogs permitted. Do not take food or beverages into the exhibition areas. Venue also has an opera house, palm house, cafés, restaurant, shops, ice cream parlour, parks with boating lake, miniature ride-on train and bandstand (in use on Sunday afternoons).

Features: this show is in a 50% larger venue than previous years and comprises over 30 layouts including: *Farringdon Street* (7mm broad gauge); *Purgatory Peak* (On30); *Dent, Hampshire Hills, Leicester Junction, Minorities, New Street Goods, Pencadder, Rockport, Stumbleton Castle, Westmoor Junction* (OO); *Glenties* (OO3); *Cherry Willingham* (3mm/TT); *Chipping Norton* (2mm Finescale); *Carlisle, Evercreech Junction, Thelwall, Nowhere In Particular* (N). Also demonstrators and numerous trade & society stands.
Email: mbhenshaw1967@gmail.com
Website: www.railexbuxton.co.uk
Facebook: www.facebook.com/p/Railex-Buxton-100076146964942/

Saturday 20 & Sunday 21 June

FATHER'S DAY WEEKEND MODEL

RAILWAY EXHIBITION

EXBURY, Hythe, Hampshire

Organisers: Exbury Gardens & Steam Railway & New Forest Model Railway Society.
Venue: Exbury Gardens & Steam Railway, Summer Lane, Exbury, Southampton SO45 1AZ.
Open: both days 1000-1730
Admission: entry to model exhibition is free with membership or gardens admission: adults £18.00 or £19.80 if paying Gift Aid to benefit the gardens; children (3-15) £7.00 or £7.70 with Gift Aid; U3s free; family £47.50 or £52.25 with Gift Aid; Universal Credit/Benefit holder gardens admission ticket £1.00 but must show documentation listed on gardens website. Dads can enjoy half-price admission on Sunday. 12¼" gauge steam train rides are £7.50 per person or £28.50 for family (2+2) – note children must be accompanied on the trains.
Amenities: by car Exbury Gardens & Steam Railway are approx 20 mins from M27 Jct. 2 & 3 by following brown tourist signs on the A326. Very large free car park. Closest railway station is Brockenhurst, approx 10 miles' taxi ride from Exbury. Parking bays for blue badge holders are nearest to the visitor entrance and the steam railway has four carriages adapted for wheelchairs. Accessible toilet facilities. Dogs allowed if kept on a short lead. Catering available.

Features: an array of model railways, owned by members of the New Forest Model Railway Society, plus various working steam engines, all displayed within Exbury's working railway shed. Enthusiasts will be on hand to give hints and tips on building model railways at home, with layouts sized from 30' long to those running on a windowsill. Visitors can also explore 200 acres of gardens, with visiting working miniature traction engines running on pathways, and ride on the 1½ miles of 12¼" gauge steam railway.
Contact: 023 8089 1203.
Website: www.exbury.co.uk
Facebook: www.facebook.com/exburygardens/

Saturday 27 June

COVRAIL26

RYTON-ON-DUNSMORE, Warwickshire

Organiser: Thunderbolt Models & Model Railway Events Ltd.
Venue: Sports Connexion, Leamington Road, Ryton-On-Dunsmore, Coventry CV8 3FL (What3words burglars.cherubs.truffles).
Open: 1030-1630
Admission: adults – early online booking £7.00 (visit website listed below and click on early bird booking button), on the day tickets £8.00; students aged 8-17 £2.00; veterans & serving armed forces personnel with ID free. Proceeds go to charity Help for Heroes.
Amenities: for road directions to venue see <https://api.warwickshire.gov.uk/documents/WCCC-764-191> Free parking but limited designated disabled parking. There is a bus stop

outside on the Coventry to Rugby bus route (for details use QR code on website below). Venue has good access & air conditioning. Support animals welcome. Food & refreshments.

Features: 43 layouts plus demonstrations and many trade & society stands.
Contact: Thunderbolt Models 07851 731629.
Email: eventsmanager@modelrailwayevents.com
Website: www.modelrailwayevents.com
Facebook: www.facebook.com/photo/?fbid=1427997996041528&set=pcb.913373181520455

Saturday 27 June

STEVENTON, Oxfordshire

Organiser: Oxfordshire Narrow Gauge Modellers.
Venue: Steventon Village Hall, The Green, Steventon OX13 6RR.
Open: 1000-1600
Admission: adults £7.00, acpd children free.
Amenities: venue is 5 minutes by car from the A34 and has free parking and step-free access. It is also 15 minutes by bus from Didcot Parkway railway station. Refreshments.
Features: 13 narrow gauge layouts plus 4 trade stands, incl. the O09 Society sales stand and demonstrations. For details see website.
Contact: Tim Crockford via email address.
Email: ng.steventon@gmail.com
Website: www.oxngm.org.uk
Facebook: www.facebook.com/groups/379756891360987/

Saturday 27 & Sunday 28 June

PINCHBECK, Spalding, Lincolnshire

Organiser: Spalding Model Railway Club.
Venue: 1st floor, Pinchbeck Village Hall, Knight Street, Pinchbeck, Spalding, Lincolnshire PE11 3XA.
Open: 1000-1600 both days.
Admission: free.
Amenities: free parking. Light refreshments.
Features: club and members' layouts including *St Jude's Bay* featured in this issue. Club sales stand. Bring your own stock.
Website: www.spaldingmodelrailwayclub.org.uk

Sunday 28 June

ELMSWELL, Suffolk

Organiser: Stowmarket Model Railway Club.
Venue: Blackbourne Community Centre, Elmswell, Suffolk IP30 9UH. (What3words: //minerals.relieves.active).
Open: 1030-1600
Admission: £6.00 per person, acpd U12s free.
Amenities: free parking, refreshments.
Features: 16-plus layouts as well as trade stands and information table.
Email: exhibitions@stowmarketmrc.org
Website: www.stowmarketmrc.org
Facebook: www.facebook.com/groups/stowmarketmodelrailwayclub/

Sunday 28 June

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.
Amenities: refreshments, gift shop.
Features: miniature railways (steam and electric trams), model and garden railways.
Website: www.heathparkminiaturerailway.co.uk

Sunday 28 June

UFFCULME, Devon

Organiser: Culm Valley Model Railway Club.
Venue: Old Well Garden Centre, Waterloo Cross, Uffculme, Cullompton EX15 3ES.
Open: 1000-1600
Admission: free but donations welcome.
Amenities: garden centre with parking located close to 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

MEETINGS

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, 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 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 Blackburn, 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: philipmlindsey@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

Monday 1 June – 1930

Peak Rail Association (Sheffield Branch)

'A 43 Year Railway Career' by Robin Skinner.
Venue: The Farm Road Sports & Social Club, Farm Road, Sheffield S2 2TP.
Entry: £5.00 donation is requested.
Details from: Dave Sharp, 07487 685306 or davidsharpsheffield@gmail.com
Website: www.peakrail.co.uk/sheffieldbranch

Thursday 4 June – 1930

Lutterworth Railway Society

'The Swiss Railway Scene' by Sholto Thomas.
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 philipmlindsey@gmail.com
Facebook: www.facebook.com/groups/778316720688817/

Thursday 4 June – 1930

The Great Central Railway Society (Sheffield branch)

'George Hinchcliffe and the Flying Scotsman' by Graeme Wade.
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 9 June – 1930

South East Essex Railway Society

Test-Track night – N, TT, OO, O and 1 – help to set up from 1900 welcome as always.
Venue: Friends' Meeting House, 18 Dundonald Drive, Leigh on Sea, Essex SS9 1NB.
Details from: www.seers-rail.org/programme.html or seers.rail@gmail.com

Thursday 11 June – 1500

South East Essex Railway Society

Club visit to the 7¼" gauge Barnards Farm Miniature Railway in Brentwood, Essex.
Details from: www.seers-rail.org/programme.html or seers.rail@gmail.com

Wednesday 17 June – 1930

The Grimsby & Cleethorpes Railway Group

'Leeds to Llandudno 1958-2025' by Roger Hepworth.
Venue: The No.1, Station Approach, Cleethorpes DN35 8AX.
Entry: small entrance fee.
Details from: Stuart Blackburn, 07745 961538 or sc.blackbourn@ntlworld.com

Thursday 18 June – 1930

Marlow & District Railway Society

'Irish Narrow Gauge' by David Pinniger.
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 18 June – 1430

South East Essex Railway Society

Club visit to the Mangapps Railway Museum near Burnham-on-Crouch, Essex.
Details from: www.seers-rail.org/programme.html or seers.rail@gmail.com

Thursday 25 June – 1000

South East Essex Railway Society

Club visit to the Colne Valley Railway near Halstead, Essex.
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 biltongrangemodellclub@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 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.bridgendmodelrailwaygroup.co.uk or email bridgendmodelrailwaygroup@protonmail.com

Group for anyone interested in railway modelling and/or railways meets in **Bubwith Leisure Centre bar, Main Street, Bubwith, Selby YO8 6LX** at 1930 on the last Monday of each month. Email: steve.grantham1@btinternet.com

Camborne Railway Modelling Group in Cornwall meets 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 Sinfen 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 O Group – Interested in modelling O gauge or 7mm narrow gauge? This group's meetings at Pett Village Hall (just outside Hastings) are held on the 2nd Friday of each month from 1900-2000. The test track can run both fine and coarse scale two or three-rail, dc or DCC rolling stock. See Gauge O Guild website or email mikeh.reeves@tiscali.co.uk

Haverfordwest Model Railway Club, formerly West 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 & O-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

Romley Methodist Railway Modellers meet from 1400 onwards every Wednesday in clubroom behind Romley Methodist Church. Wide range of layouts in N to O gauge. See mrmclub.com or contact mrmhonsoc@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 O.16.5/09 plus 4mm scale. Find club@TonbridgeMRC or email tonbridge@yaho.com

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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This section is reserved for the use of traders only.

AIRFIX/FROG/REVELL and other makes of unmade
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Auctions

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(This column is reserved for readers who are private Model Railway enthusiasts or collectors and require items purely for their own personal use).

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Swapmeets • Sales • Fairs

The following announcements are included in good faith from information provided by the organisers. As cancellations are sometimes inevitable, anyone travelling a long distance should telephone before doing so. All advertisements include the organiser's town and telephone number. The publisher of RAILWAY MODELLER cannot accept any responsibility for cancellations or errors.

May 2026

24 May (Sun) 10am – 2pm
LINCOLNSHIRE, Lincolnshire Showground, Lincoln, LN2 2NA. Adults (16+) £3.50, accompanied children 15 and under free. Catering and Free Parking. J & J Fairs. *Tel: 01522 880 383 www.j-jwebbtoyfairs.com jandjfairs@gmail.com*

31 May (Sun) 10am – 2pm
SPALDING, Springfields Events & Conference Centre, Camelgate, Spalding, PE12 6ET. Adults (16+) £3.50, accompanied children 15 and under free. Catering and Free Parking. J & J Fairs. *Tel: 01522 880 383 www.j-jwebbtoyfairs.com jandjfairs@gmail.com*

June 2026

6 June (Sat) 10am – 1.30pm
***SOUTHAMPTON TOY FAIR – BROUGHT TO YOU BY RON-LINES*.** St James Road Methodist Church, St James Road, Shirley, Southampton SO15 5HE. *Tel: 02380 772 681 www.ronlines.com/southampton-toy-fair.html*

7 June (Sun) 10.30am-2pm

KIDDERMINSTER, Kidderminster Harriers Social and Supporters Club, Stadium Close, Hoo Rd, Kidderminster DY10 1NB. Admission £1.50. TONY OAKES FAIRS.

Tel: 01270 652 773 & 07825 631 323.

7 June (Sun) 9.45am-1.15pm

RAYLEIGH ESSEX, The Sweyne, Park School, Sir Walter Raleigh Drive, off London Road, SS6 9BZ. Adults £2.50, under 16 free, refreshments on site. KRJ VINTAGE TOYFAIRS.

Tel: 07977 646 386 & 07889 901 729

9 June (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.

11 June (Thurs) 7pm-9pm

THEYDON BOIS, Theydon Bois Village Hall, Coppice Row (B172), Theydon Bois, near Epping, Essex CM16 7ER. Close to M25 J26 and M11 J5. Admission £1. Contact JOE LOCK.

Tel: 07866 641 215.

13 June (Sat) 10.30am-3pm

EWELL [Nr Epsom] Transport & Toy Collectors Bazaar.

Bourne Hall, Spring Street, Ewell, Surrey KT17 1UF. Ewell West Station 5mins. Buses 293 & 406 serve The Spring nearby. £3.

Details/bookings Email tbazaars@btinternet.com or call / text 07753 146674 or 07508 152754.

13 June (Sat) 9am-2.30pm

MAIDSTONE, at Lockmeadow Market Hall, Barker Road, Maidstone, Kent ME16 8HR. Admission £4.

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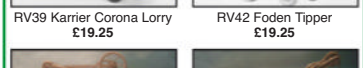
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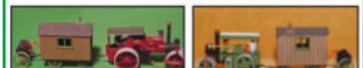
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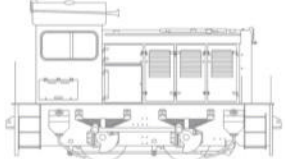
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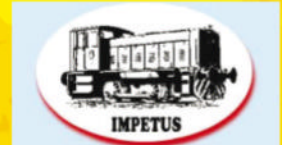
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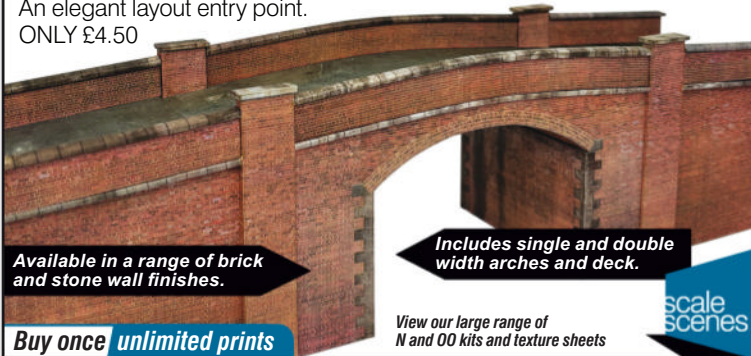
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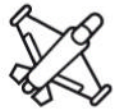
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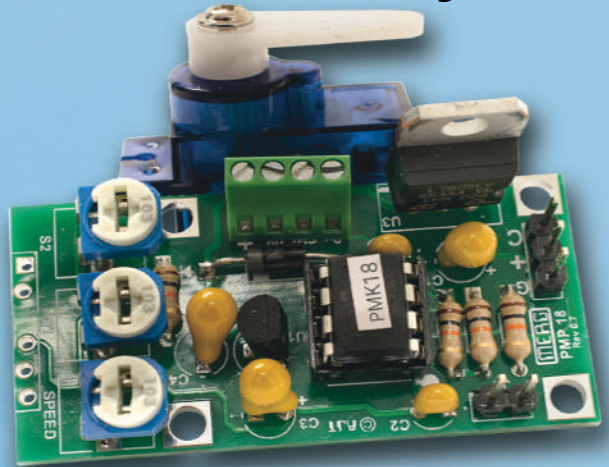
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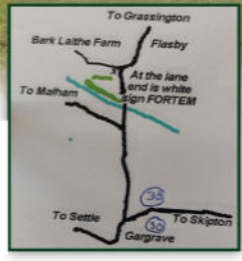
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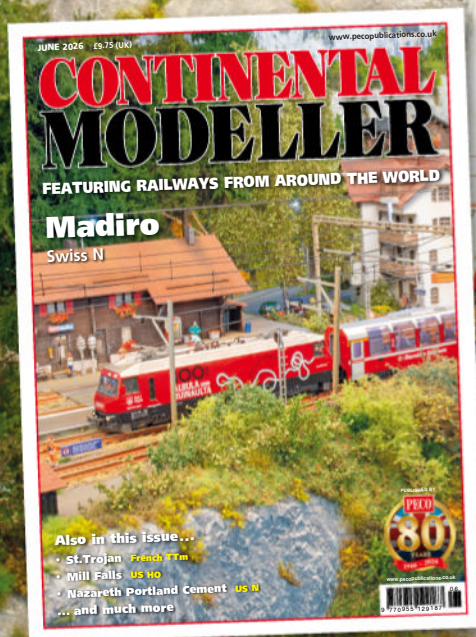


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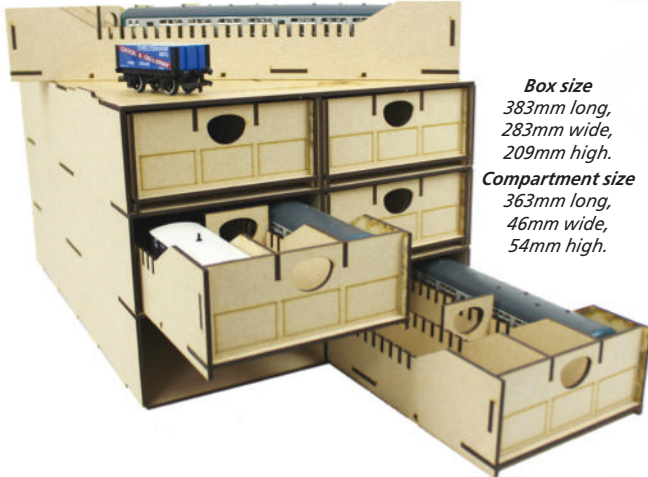
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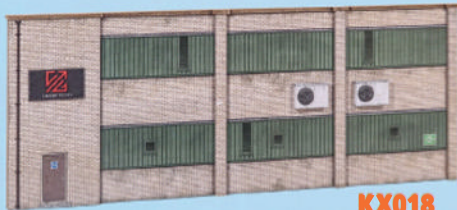
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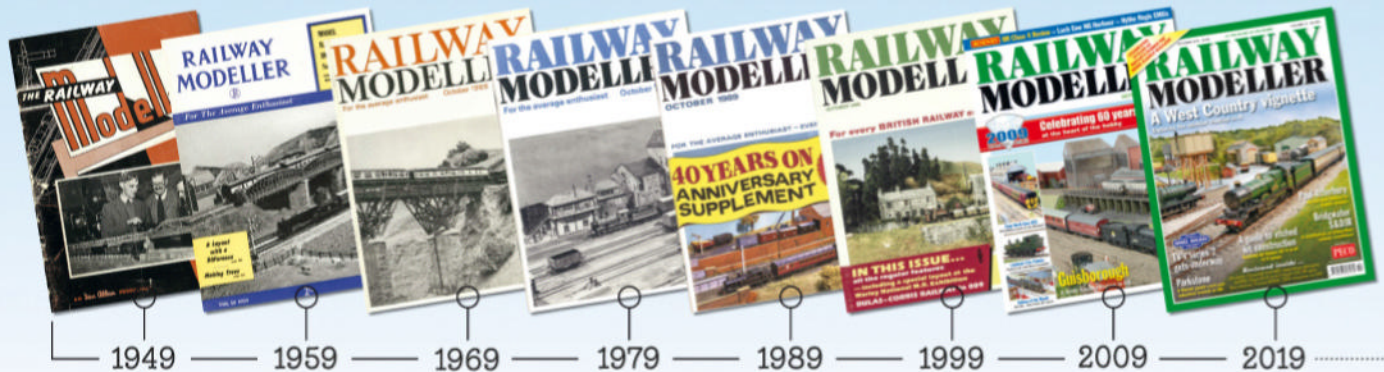
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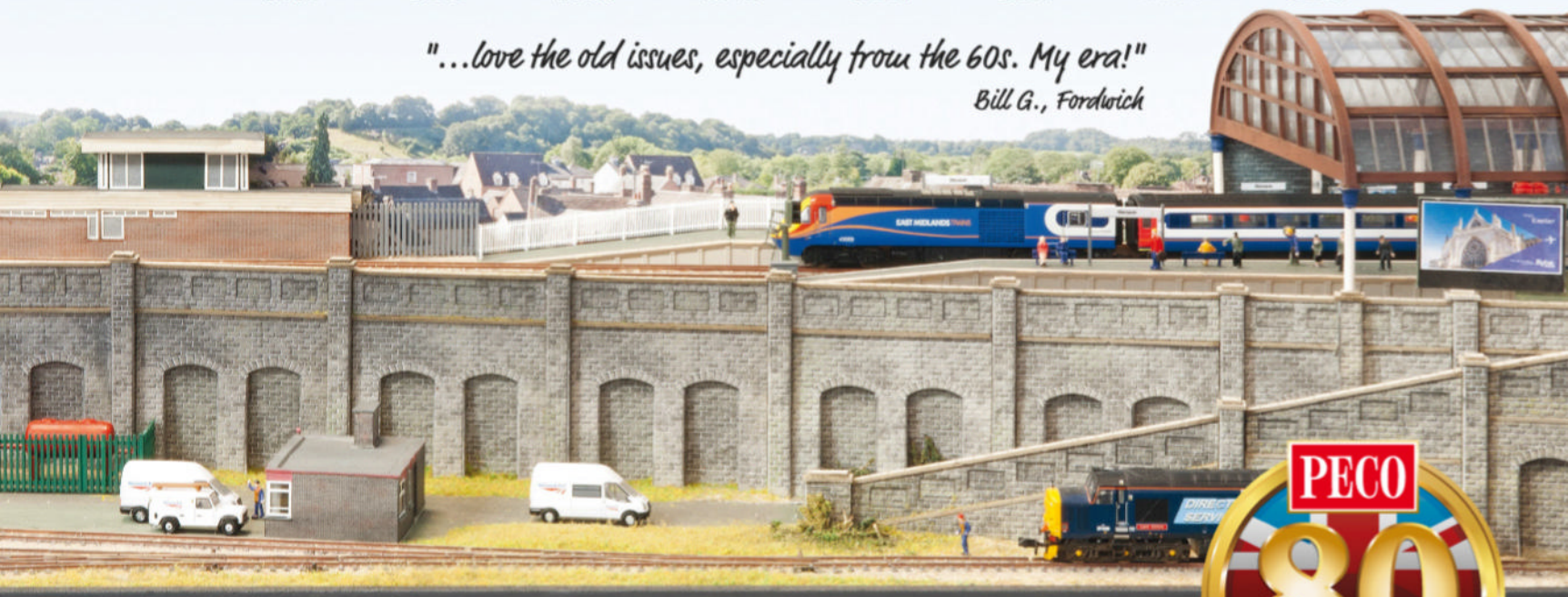
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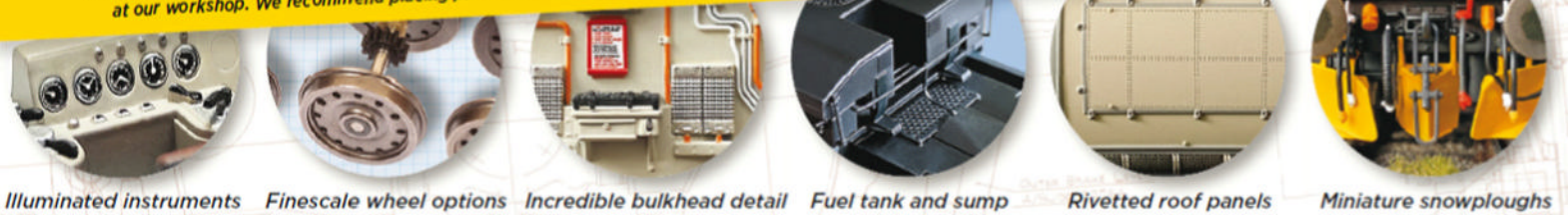


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