

BRITAIN'S No.1
MODEL RAILWAY MAGAZINE

AUGUST 2026 £6.95

AT THE HEART OF THE HOBBY

VOLUME 77 No 910

RAILWAY MODELLER

Going outdoors in 00

The Daws Heath Garden Railway



Also inside...

Totnes - the story of a 2mm masterpiece
Nant Gwernol - a tribute to the Talyllyn in 009
Famous artist David Shepherd's 3mm layout

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RAILWAY MODELLER

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Railway of the Month

Editor Craig Tiley visits Paul Barnard to discover the story behind his spectacular garden railway, which this year is celebrating its 50th anniversary.

590 **Little Ashton Plan of the Month**

Stuart Conlon takes us on a tour of this N gauge layout built by David Smith, depicting a Privatisation-era Traction Maintenance Depot, and showcasing David's dual interests of rail and road heavy freight transport.

595 **Furness Railway 10-ton goods brake van** **Scale Drawings**

Ian Nuttall describes how he set about constructing an esoteric item of rolling stock from a 3D print for use on his OO gauge Settle & Carlisle layout.

598 **Operating Keighley Northern**

Andrew Hartland describes how he devised a plausible operating sequence for his fictional OO gauge portrayal of the London & North Eastern Railway in 1937, set in West Yorkshire, which featured as Railway of the Month in the April issue.

602 **Mileposts – 80 years of the S Scale Model Railway Society**

Falling in between the established OO and O gauges, S scale offers much for the modeller interested in scratch-building, with support from a thriving society. Chairman Paul Greene tells its story.

604 **Whatever happened to... Totnes**

Jerry Clifford recalls the history of this spectacular N gauge model, built by the late John Birkett-Smith, which will be making its final public appearance at Railwells this August.

612 **Talking Points**

Topical issues from the world of railway modelling. This month, Craig Tiley visits West Sussex-based manufacturer and distributor Gaugemaster to find out more about its recently refurbished retail operation, now rebranded as Model Giant.

614 **A brush with steam**

The late British artist David Shepherd CBE is renowned for his paintings of wildlife and transport subjects, together with his work as a conservationist and preservationist, but less well known was his love of model railways. Stephen Moor recounts the story behind a 3mm scale layout formerly owned by David, part of which is now on display at the East Somerset Railway.

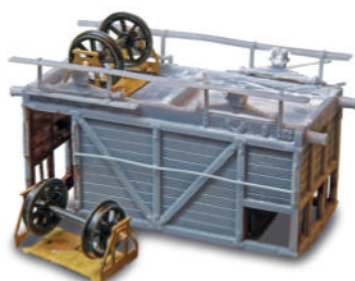




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RAILWAY MODELLING *Explored*

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

629 Adding further realism to card shop fronts

Previously in these pages, Adrian Cook has revealed the methods he uses to create 4mm scale building frontages from card and other everyday materials. Here, he explains how layering techniques and the use of photos can add even greater realism.

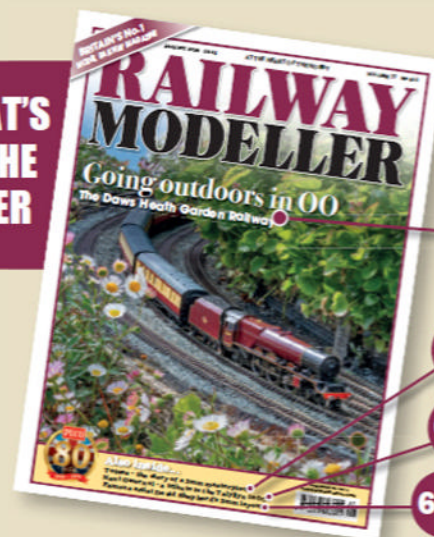
634 Symonds Park Junior Modeller

For his entry in the Peco RAIL200 Model Layout Competition, Harry Symonds built a small 009 circuit, inspired by his local miniature railway.



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WHAT'S
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COVER



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618 Going outdoors

Bob Hordern constructed a demountable outdoor extension to turn his garage-based U-shaped layout into a 'fair weather' continuous run.

620 A Hull & Barnsley Railway H1 Class 2-4-0 in 7mm

Nick Dunhill describes how what started as a one-off video tutorial exercise, for the Gauge O Guild YouTube channel, subsequently developed into a full locomotive build project, which was completed in stages over a five-year period in support of a charitable cause.

624 Nant Gwernol

As the Talylyn Railway celebrates 75 years of preservation, George Williamson presents this 009 tribute to the famous Welsh narrow gauge line, depicting the sylvan setting of its present-day terminus.

636 Readers' Letters

638 New Product Reviews

Topping the bill in the reviews this month is the first ready-to-run London Underground tube train to be produced in N gauge – the 1938 Stock by Revolution Trains. We also assess the North Eastern Railway Class E (London & North Eastern Railway J71) 0-6-0T in 00 from Bachmann; curved two-way bullhead points in 00 and London Midland & Scottish Railway 12-ton van packs in TT:120 from Peco; the Class 37/9 'Slug' in 00 from Accurascale; the Great Western Railway Diagram W8 cattle wagon in O by Minerva Model Railways; BR Borail and EWS YQA, KSA 'Cube' and timber carrier, and Cartic-4 car carrier wagons in 00 from Revolution Trains; Great Northern Railway vans and London & North Western Railway open wagons in 00 from Rapido Trains UK; and much more...

650 News

Accurascale unveils new tooling Class 58 in 00; exclusive Wallace & Gromit models in 009 from Peco; dual-channel digital sound decoders from Ellis Clark Trains; two summer gala events at Pecorama plus a talk on the Reverend Wilbert Awdry; new liveries for Peco 009 Ffestiniog coaches; Rapido Trains UK announces 'Peaks' in TT:120; TMC commissions fish vans from Rapido in TT:120; Liverpool & Manchester Planet in 00 leads latest Hornby announcements; Kernow reveals exclusive CrossCountry 'Pride' Class 170 Turbostar; and much more...

658 Societies & Clubs

The biggest and best guide to the exhibition scene.

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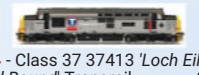


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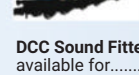
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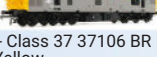
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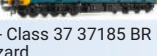
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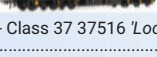
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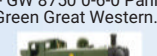

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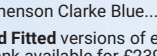

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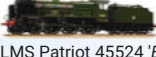
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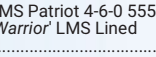
Exe Model Railway Society
Exhibition, **Maford Centre, Exeter, EX2 8FD, Saturday 11th & Sunday 12th July**

GWSR Diesel Gala **Toddington Station, GL54 5DT, Friday 24th July to Sunday 26th July**

Latest Releases

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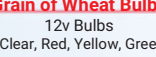

31-214A - LMS Patriot 45524 'Blackpool' BR Lined Green Early Crest Riveted Fowler Tender.....£178.46

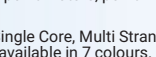

31-214ASF - LMS Patriot 45524 'Blackpool' BR Lined Green Early Crest Riveted Fowler Tender **DCC Sound Fitted**.....£271.96


31-215 - LMS Patriot 4-6-0 5551 The Unknown Warrior LMS Lined Crimson.....£178.46


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7/0.2mm, Single Core, Multi Strand 100 metre rolls available in 7 colours.

Red/Black/Blue/Green/Yellow/Brown/White/Grey/Pink.....**£10.99 a roll**
Or any two 100 metre reels for.....**£20.00**

Same colours available in
10 metre rolls.....£2.25 each
20 metre rolls.....£3.50 each

Toggle Switches

SMT1 Single Pole Single Throw, (On-Off).....£1.50
4 x SMT1.....£4.99

SMT2 Single Pole Double Throw (On-Off).....£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-Off).....£1.60
4 x SMT4.....£5.40

SMT5 Double Pole Double Throw (On-Off-On).....£2.00
4 x SMT5.....£7.01

SMT6 Point Toggle Switches.....£2.00
4 x SMT6.....£7.01

Locomotive Stock Boxes

All stock boxes available in 5 colours, **Red, Green, Blue, Black & Brown.**

Large - Suitable for large tender locos & diesels.....**£4.20**
Length 330mm Depth 48mm Width 62mm
4 of any colour large stock box for £16.10

Medium - Suitable for larger tank engines and medium sized diesels (class 20s, 25s etc).....**£3.50**
Length 220mm, Depth 48mm, Width 62mm

Small - Suitable for small steam locos (pannier tanks etc.) and small diesels (08 shunters etc.).....**£3.50**
Length 157mm Depth 48mm Width 62mm
4 of any colour medium or small stock box for £13.10

1/16" Thick - £6.35 each
1/8" Thick - £9.35 each
Each roll measures 36" x 24" (3ft x 2ft) Approx

OO Gauge Cork Underlay.....£9.99
- 10 Metres Long Roll
- 3mm Thick

PECO

OO Gauge Code 100 Insulfrog Points

SL80 - Single Slip.....	£50.80
SL86 - Curved Right Hand Point.....	£21.80
SL87 - Curved Left Hand Point.....	£21.80
SL88 - Large Radius Right Hand Point.....	£20.85
SL89 - Large Radius Left Hand Point.....	£20.85
SL90 - Double Slip.....	£57.05
SL91 - Small Radius Right Hand Point.....	£16.90
SL92 - Small Radius Left Hand Point.....	£16.90
SL93 - Short Crossing.....	£15.00
SL94 - Long Crossing.....	£17.85
SL95 - Medium Radius Right Hand Point.....	£18.45
SL96 - Medium Radius Left Hand Point.....	£18.45
SL98 - Large Radius Y Point.....	£19.40
SL99 - 3 Way Point.....	£45.80

OO Gauge Code 100 Electrofrog Points

SLE86 - Curved Right Hand Point.....	£22.00
SLE87 - Curved Left Hand Point.....	£22.00
SLE88 - Large Radius Right Hand Point.....	£21.25
SLE89 - Large Radius Left Hand Point.....	£21.25
SLE91 - Small Radius Right Hand Point.....	£16.90
SLE92 - Small Radius Left Hand Point.....	£16.90
SLE95 - Medium Radius Right Hand Point.....	£19.00
SLE96 - Medium Radius Left Hand Point.....	£19.00
SLE98 - Large Radius Y Point.....	£19.60
SLE99 - 3 Way Point.....	£46.20

OO Gauge Code 100 Flexible Track
Orders containing flexible track will incur £9.25 postage

SL100 - Code 100 Flexible Track Wooden Sleeper.....£6.40 A Length
Buy 10 or more Lengths.....£5.12 A Length

SL103 - Code 100 Flexible Track Concrete Sleeper.....£6.40 A Length
Buy 10 or more Lengths.....£5.12 A Length

OO Gauge Code 75 Electrofrog Points

SLE180 - Single Slip.....	£60.30
SLE186 - Curved Right Hand Point.....	£23.10
SLE187 - Curved Left Hand Point.....	£23.10
SLE188 - Large Radius Right Hand Point.....	£22.20
SLE189 - Large Radius Left Hand Point.....	£22.20
SLE190 - Double Slip.....	£65.15
SLE191 - Small Radius Right Hand Point.....	£18.75
SLE192 - Small Radius Left Hand Point.....	£18.75
SLE193 - Short Crossing.....	£18.30
SLE194 - Long Crossing.....	£20.25
SLE195 - Medium Radius Right Hand Point.....	£20.50
SLE196 - Medium Radius Left Hand Point.....	£20.50
SLE197 - Small Y Point.....	£20.25
SLE198 - Large Y Point.....	£21.70
SLE199 - Asymmetric 3 Way Point.....	£50.15
SLE1095 - Medium Radius Right Hand Point Concrete Sleeper.....	£23.10
SLE1096 - Medium Radius Left Hand Point Concrete Sleeper.....	£23.10

OO Gauge Code 75 Flexible Track
Orders containing flexible track will incur £9.25 postage

SL100F - Code 75 Flexible Track Wooden Sleeper.....£6.80 A Length
Buy 10 or more Lengths.....£5.44 A Length

SL102F - Code 75 Flexible Track Concrete Sleeper.....£6.80 A Length
Buy 10 or more Lengths.....£5.44 A Length

OO Gauge Code 75 Bullhead Rail Unifrog Points

SLU1180 - Single Slip.....	£72.80
SLU1186 - Curved Right Hand Point.....	£49.00
SLU1187 - Curved Left Hand Point.....	£49.00
SLU1188 - Large Radius Right Hand Point.....	£42.20
SLU1189 - Large Radius Left Hand Point.....	£42.20
SLU1190 - Double Slip.....	£78.35
SLU1194 - Long Crossing.....	£32.20
SLU1195 - Medium Radius Right Hand Point.....	£32.55
SLU1196 - Medium Radius Left Hand Point.....	£32.55
SLU1198 - Large Radius Y Point.....	£42.95

OO Gauge Code 75 Bullhead Rail Flexible Track
Orders containing flexible track will incur £9.25 postage

SL-108F - Code 75 Flexible Track Bullhead Rail Wooden Sleeper.....£8.00A Length
Buy 10 or more Lengths.....£6.40 A Length

OO Gauge Plastic Kits

SS10 - Victorian Gents Toilet.....	£7.75
SS11 - Taxi Men's Rest Hut.....	£7.75
SS12 - Station Garage with Pumps.....	£10.70
SS13 - Domestic Garage.....	£7.75
SS14 - Tea Kiosk.....	£7.75
SS15 - Coal Yard & Hut.....	£8.60
SS16 - Weighbridge & Hut.....	£7.75
SS17 - Coal Bunkers.....	£7.75
SS18 - Station Forecourt Shops.....	£8.40
SS19 - Grotty Huts & Privy.....	£7.75
SS20 - Greenhouse & Cold Frames.....	£8.40
SS21 - Hoardings with Bill Poster.....	£8.40
SS22 - Lamp Huts With Oil Drums.....	£8.40
SS23 - Bicycle shed & Bicycles.....	£7.75
SS24 - Conservatory with Garden Seat.....	£7.75
SS25 - Station Hall.....	£7.75
SS26 - Victorian Bridge.....	£7.75
SS27 - Station Halt with Waiting Room.....	£8.40
SS28 - Occupational Bridge Single Track.....	£7.75
SS29 - Ground Level Signal Box.....	£7.75
SS30 - Stone & Timber Barn.....	£8.40
SS31 - Village Forge.....	£8.40
SS32 - Occupational Bridge Double Track.....	£10.70
SS34 - Water Tower & Stone Base.....	£10.70
SS35 - Pagoda Building Iron Type.....	£7.75
SS36 - Dressed Stone Type Wall.....	£7.75
SS37 - Market Stalls.....	£9.25
SS38 - Cattle Creep.....	£7.75
SS39 - Crossing Keepers Cottage.....	£10.55
SS40 - Scrapyard.....	£7.75
SS41 - Feather Edge Board Fencing.....	£7.75
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SS43 - Concrete Fencing.....	£8.40
SS44 - Larch Lap Fencing.....	£7.75
SS45 - Rustic & Picket Fencing.....	£8.40
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SS47 - Bow Plate Girder Bridge.....	£12.35
SS48 - Timber Signal Box.....	£19.80
SS49 - Decked Girder Bridge.....	£12.80
SS50 - Platelayers Hut.....	£7.75
SS51 - Goods Yard Crane.....	£7.75
SS52 - Brick Retaining Arches.....	£19.00
SS53 - Brick Arch Bridge.....	£18.30
SS54 - Station Canopy.....	£12.35
SS55 - Brick Arch Overlays.....	£7.75
SS56 - Level Crossing Gates.....	£12.35
SS57 - Vari Girder Plate.....	£8.40
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SS59 - Brick Tunnel Mouth & Wing Walls.....	£11.60
SS60 - Station Platform Shelter.....	£12.35
SS61 - Station Platform Sections.....	£8.40
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SS78 - Timber Island Platform Shelter.....	£18.30
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Each pack contains 4 sheets 130mm x 75mm

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SSMP204 - Granite Setts.....	£5.80
SSMP205 - Cobblestone Walling.....	£5.80
SSMP206 - Pantries.....	£5.80
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SSMP209 - Waney Edge Boarding.....	£5.80
SSMP210 - Crazy Paving.....	£5.80
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SSMP219 - Corrugated Asbestos.....	£5.80
SSMP220 - Tongue & Groove Boarding.....	£5.80
SSMP221 - Victoria Stone Paving.....	£5.80
SSMP222 - Chequer Plate.....	£5.80
SSMP223 Corrugated Glazing.....	£5.80
SSMP224 Corrugated Glazing (Asbestos Type).....	£5.80

OO Gauge Card Kits

PO205 - Low Relief Pub & Shops.....	£13.35
PO206 - Low Relief Cinema & Shops.....	£10.75
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PO232 - Goods Shed.....	£13.60
PO233 - Signal Box.....	£10.20
PO236 - Footbridge.....	£12.35
PO237 - Country Station.....	£16.80
PO240 - Double Track Viaduct Red Brick.....	£16.95
PO241 - Double Track Viaduct Stone.....	£16.95
PO242 - Double Tunnel Entrance.....	£11.05
PO243 - Single Tunnel Entrance.....	£10.20
PO244 - Retaining Walls Red Brick.....	£13.80
PO245 - Retaining Walls Stone.....	£13.80
PO246 - Brick Railway Bridge.....	£14.65
PO247 - Stone Railway Bridge.....	£14.65
PO248 - Tapered Retaining Walls Brick.....	£13.80
PO249 - Tapered Retaining Walls Stone.....	£13.80
PO250 - Manor Farm House.....	£10.65
PO251 - Manor Farm Barn.....	£10.20
PO252 - Manor Farm Buildings.....	£11.50
PO253 - Village School.....	£10.65
PO254 - Village Shop & Café.....	£12.45
PO257 - Grange Cottage.....	£11.60
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PO283 - Small Factory.....	£13.85
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PO286 - Ramsack Workshop.....	£13.35
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PO289 - Fire Station.....	£17.20
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PO293 - Castle Curtain Walls.....	£11.05
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PO302 - Low Relief Brick Terraced House Fronts.....	£14.05
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PO305 - Low Relief Stone Terraced House Backs.....	£16.60
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TWENTYS A-PLENTY

The popular Graham Farish Class 20 returns with new Scottish-built variants, featuring the distinctive larger cab windows and tablet catchers along with a speaker upgrade to allow sound in our 'chopper' for the first time!

**SOUND
FITTED**



Building on the acclaimed Graham Farish tooling, these new models feature a diecast chassis, coreless motor, all-wheel pick-up, etched roof fan grilles and directional lighting, alongside the distinctive larger cab windows and tablet catcher detailing unique to the locos built for Scotland.

For the first time, every model comes complete with a pre-fitted speaker and upgraded Next18 DCC interface, with **SOUND FITTED** versions available across all liveries to bring even greater realism to your layout.



**ETCHED
ROOF
GRILLES
WITH
SEPARATE
FAN DETAIL
BENEATH**

PRE-ORDER!

Our first run of Scottish Class 20s feature three striking liveries, and available in two formats **STANDARD & SOUND FITTED**
DON'T MISS OUT ORDER YOURS TODAY!



CLASS 20/0 DISC HEADCODE BR GREEN
371-030A/SF D8032 & 371-030B/SF D8102

LARGER CAB WINDOWS FOR EASY CREW ACCESS TO TABLET CATCHER

**NEW
TOOLING**



TABLET CATCHER



CATCHER RECESS



PLATED OVER



**SEPARATE HEADCODE DISCS
PROVIDED AS ACCESSORIES FOR
PERSONAL ROUTE PREFERENCES**



**SUPERIOR
LEVEL OF
BOGIE RELIEF
DETAIL
INCLUDING
SPRINGS AND
AXLE BOXES**



ADDITIONAL BATTERY BOX SECURING CLIPS *ACCORDING TO PROTOTYPE*



**FULL SUITE OF BUFFER
BEAM PIPEWORK
PROVIDED AS ACCESSORIES**



**DIRECTIONAL
LIGHTING
FITTED
TO BOTH
ENDS OF
LOCOMOTIVE**

Three Scottish cab variations are available in the first release, with three liveries and two running numbers for each version, allowing you to recreate authentic double-headed operations and making these the most comprehensive N scale Class 20s yet.



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LAUNCH VIDEO
HERE!**



CLASS 20/0 DISC HEADCODE BR BLUE
371-032B/SF - 20077 & 371-032C/SF - 20098

CLASS 20/0 DISC HEADCODE BR RAILFREIGHT (RED STRIPE)
371-039/SF - 20090 & 371-039A/SF - 20104

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WESSEX PINK

BRAND-NEW EXCLUSIVES IN STOCK NOW



Wessex Trains 31601 *The Mayor of Casterbridge*, as released to traffic in 2004. Available in DCC ready, DCC sound-fitted and DCC sound-fitted Deluxe guises. The locomotive ran in this guise until Autumn, 2006.



The beauty is in our customisation. Coinciding with the Gauge O Guild's 50th anniversary in 2006, 31601 was re-named *Gauge O Guild 1956-2006*. An FM Rail (Fragonset/Merlin) white vinyl was applied to the sides but partially peeled off to leave 'Rail'. Note the web address applied to the cab front, too. This variant customised and DCC sound-fitted from stock: £407.95



FM Rail went into administration in 2006. The above guise shows the locomotive in 2007 guise. One year later, 31601 lost the remnants of its FM Rail vinyl, cab crests and the now defunct web address was crudely painted out in black, as opposite. This variant customised and DCC sound-fitted from stock: £407.95

Possibly the boldest privatisation livery ever applied to British rolling stock — here's a train guaranteed to brighten any OO gauge collection!

Our exclusive Class 31 No. 31601 *The Mayor of Casterbridge* and matching Mk. 2F coaches recreate the unforgettable hot pink Wessex Trains set in stunning detail.

These all-new OO exclusives

benefit from Bachmann Europe's latest upgraded Class 31 tooling, now featuring a 'Bach-up' stay-alive system and all-wheel electrical pickup.

Introduced in 2004, the livery was created when Wessex Trains hired Fragonset Railways to operate Bristol–Weymouth services using top-and-tail Class 31s and Mk. 2 coaches. The striking pink

repaint instantly became a media sensation and remains one of the most memorable liveries of the privatisation era.

31601 later appeared on Glastonbury specials, Network Rail OLE trains and spot-hire work across Britain.

Search 'Wessex Trains' at TMC and pre-order yours today.

Be bold — go pink!

AVAILABLE NOW



31601 *The Mayor of Casterbridge*
(35-825Z) DCC ready
(35-825ZSF) DCC sound-fitted
(35-825ZSFX) DCC sound-fitted Deluxe

AVAILABLE NOW



Mk. 2F Tourist Second Open (TSO) 6117
(39-684X) standard – in stock now
(39-684XDC) DCC onboard with lights – in stock now

AVAILABLE NOW



Mk. 2F Brake Second Open (BSO) 9525
(39-706Z) standard – in stock now
(39-706ZDC) DCC onboard with lights – in stock now

'BEAUTY' AND 'THE BEAST'

Purchase 31601 *The Mayor of Casterbridge* in Wessex Trains pink livery and 31452 *Minotaur* in Fragonset Railways livery together in DCC ready, DCC sound-fitted or DCC sound-fitted 'Deluxe' guises (find all product codes below) and benefit from our bundle deal prices with free postage!

The pairing was a regular match for Wessex Trains services, with our Mk. 2F coaches – or even a Network Rail test train in latter years...



Class 31/6 31601 *The Mayor of Casterbridge*



Class 31/4 31452 *Minotaur*

31452 (35-825Y) + 31601 (35-825Z) DCC-ready duo: £340.00* (£199.95 RRP ea.) *Save £59.90!*

31452 (35-825YSF) + 31601 (35-825ZSF) DCC sound-fitted duo: £526.00* (£309.95 RRP ea.) *Save £93.90!*

31452 (35-825YSFX) + 31601 (35-825ZSFX) DCC sound-fitted 'Deluxe' duo: £611.00* (£359.95 RRP ea.) *Save £108.90!*

COLOURFUL COACHES



Make this boldest of locomotive liveries even more impressive by completing your formation, pairing 31601 *The Mayor of Casterbridge* with our meticulously researched and equally bright rolling stock commissions from Bachmann!

Liveries have precision logos, colours, fonts and emblems, all carefully researched and miniaturised.

We're offering all three Mk. 2F Tourist Second Opens (TSOs) and Mk. 2F Brake Second Open (BSO) individually with (or without) interior lights.

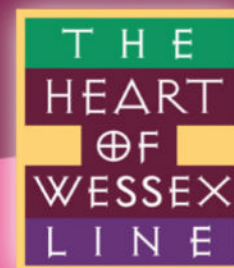
For greater savings, all four Mk. 2F coaches can be purchased together with (or without) lights to build a truly bright and impressive formation that's eye-catching and prototypical!

Four-coach bundle (standard): £305.00* (save 15% off RRP)

Four-coach bundle (DCC onboard with lights): £372.00* (save 15% off RRP)

Single coaches (standard): £80.95* (save 10% off RRP)

Single coaches (DCC onboard with lights): £98.95* (save 10% off RRP)



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(39-684YDC) DCC onboard with lights – in stock now

AVAILABLE NOW



Mk. 2F Tourist Second Open (TSO) 6173 (39-684Z) standard – in stock now
(39-684ZDC) DCC onboard with lights – in stock now

AVAILABLE NOW



31452 *Minotaur* in Fragonset livery (35-825Y) DCC ready
(35-825YSF) DCC sound-fitted
(35-825YSFX) DCC sound-fitted Deluxe



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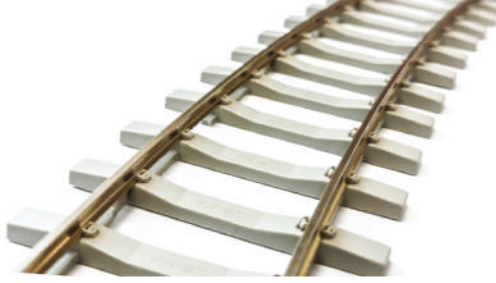


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FOOTPLATE

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1928 K-TYPE PULLMAN CARS



Photo: Tom Everitt

VSOE-Belmond 3-pack

RT-KP-VSOE-231A

lone, Lucille, Zena

PRE-ORDER: **£157.50** (MSRP £179.99)

In Revolution's K-type all-steel Pullmans your N gauge passengers can enjoy the luxury of yesteryear with the latest modern features such as working saloon lights and table lamps, kinematic close coupling and detailed, car-specific interiors.

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Parlour brake third decorated sample.

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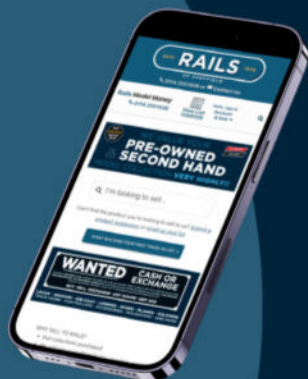
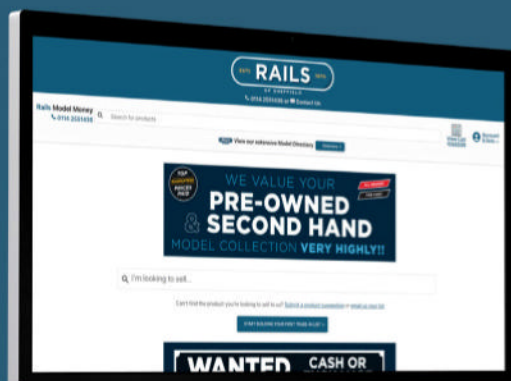
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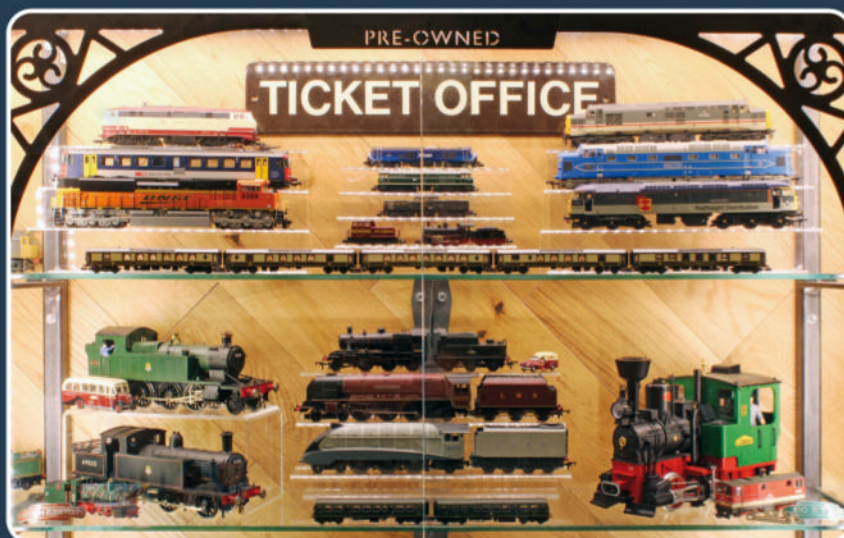
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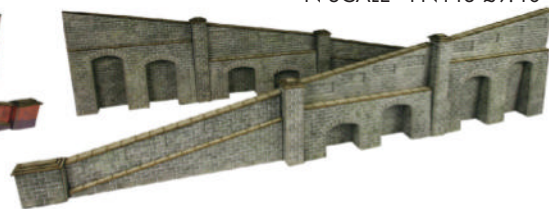
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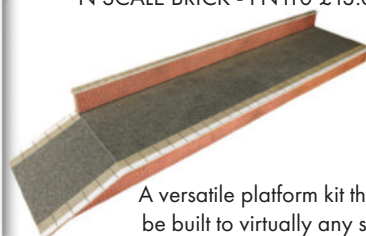
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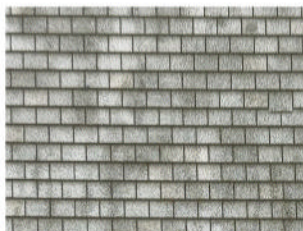


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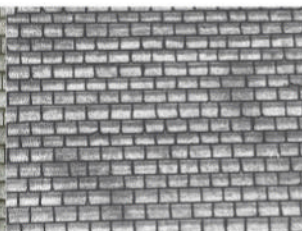


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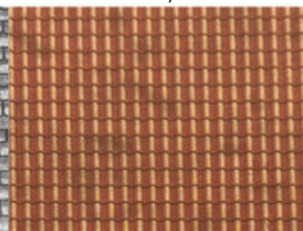
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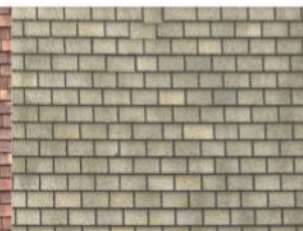
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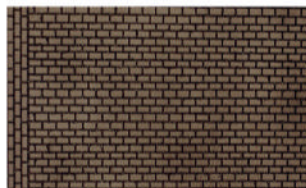


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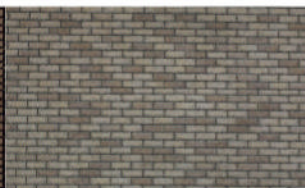
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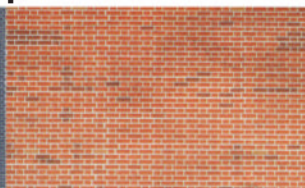
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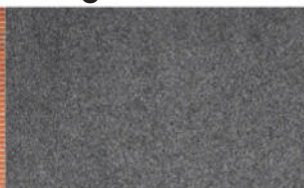
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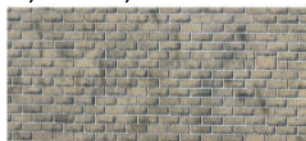
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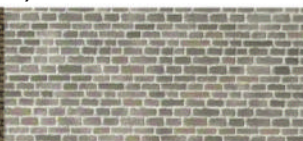
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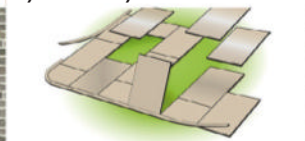
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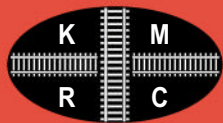
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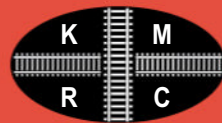


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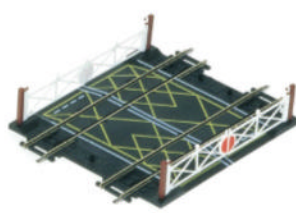
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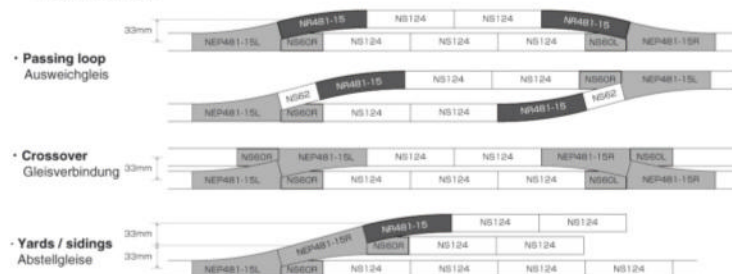
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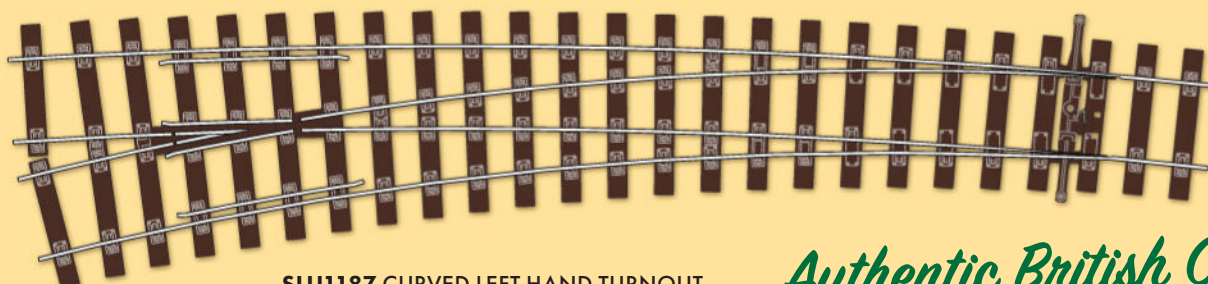
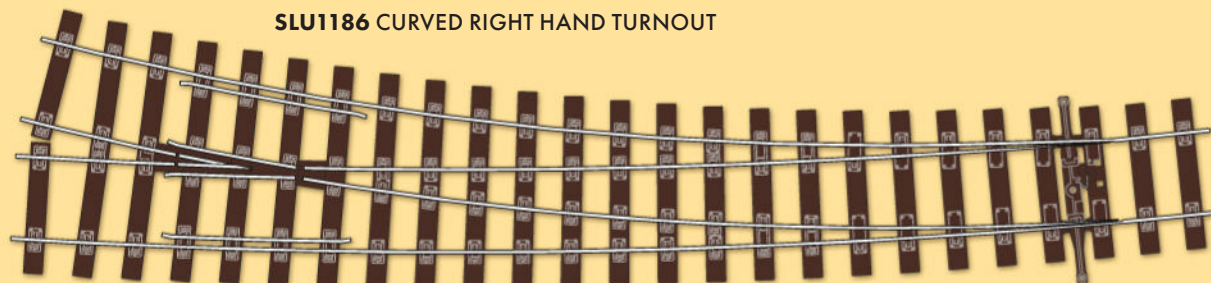
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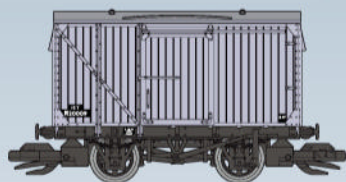
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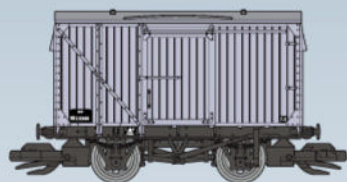


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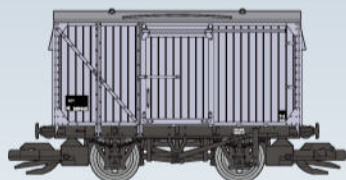
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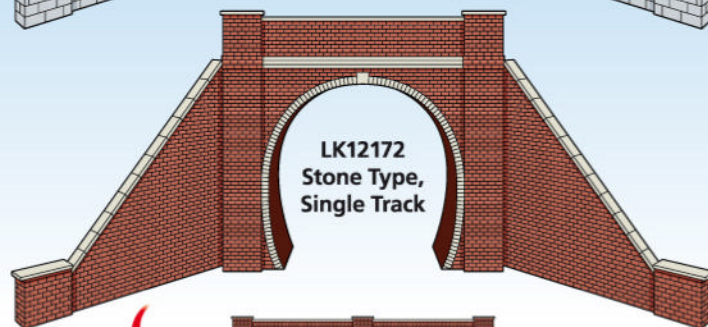
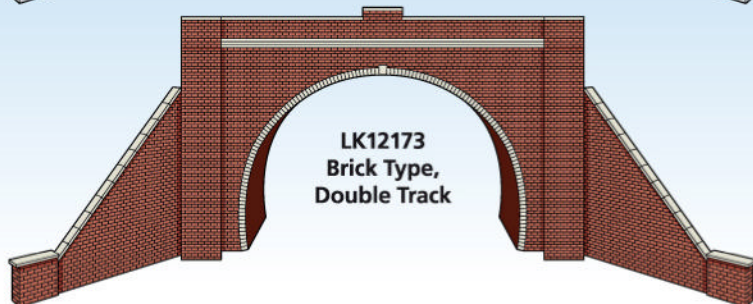
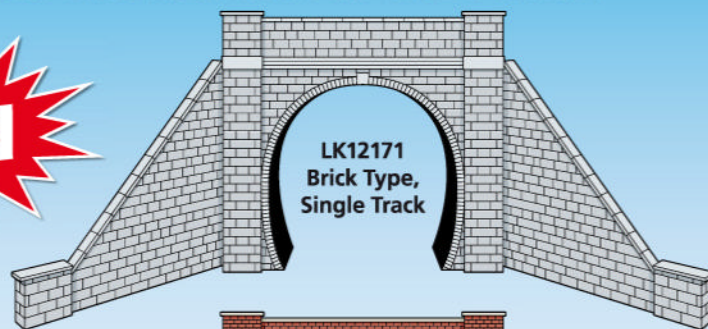


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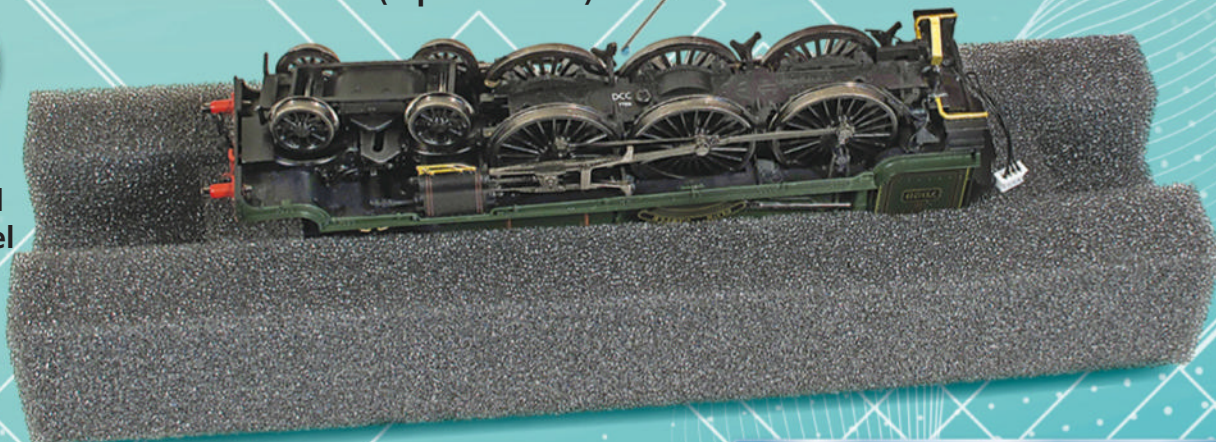
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Welcome

Model railways in the limelight

Whilst a stage show that references model railways is something quite unusual, it is certainly not unheard of. I would suggest that *Starlight Express* by Andrew Lloyd Webber is the most well-known example, the story for this award-winning musical beginning with a child's train set that magically comes to life. This production, which dates from 1984, was recently the subject of a London revival but, despite the railway theme, it's not a musical that I have ever felt drawn to go and see.

A stage show that has piqued my interest, however, was set to premiere at the Nottingham Playhouse a few days before this issue hit the shelves. *The Market Deeping Model Railway Club*, which will be running on dates up to and including Saturday 25 July, is billed by the theatre company as, "A warm-hearted story examining community and British eccentricity." Written by William Ivory and with a stellar cast that brings together a number of well-known TV and theatre actors, the plot is inspired by the events of May 2019 when exhibits at the Market Deeping MRC annual show suffered extensive damage at the hands of vandals who broke into the school venue (see News, RM July 2019).

When I first heard about the play, I was curious to find out how members of the club felt about this terrible event being used as the basis of a theatre show. The current Vice Chairman, Peter Davies, revealed to me that members were first approached by the production company back in 2020 and that, since then, the play has been developed in close consultation with the club. Whilst members were not directly involved with the writing, the club has provided guidance to help ensure the hobby is portrayed in a way that is factually and historically accurate. The club even provided MDMRC-branded sweatshirts for cast members to wear on stage, together with models and materials for use as props. Peter did stress to me, however, that this was all undertaken voluntarily - the club having no financial stake in the production.

Seven years may have passed since the vandal attack took place, but the event remains raw in the memory of those who were there, Peter included. He admitted to me that he still gets emotional when talking about it, as do other members of the club. However, Peter feels reassured that the play will deal with the event and the aftermath with appropriate sensitivity, although he did emphasise the point that characters and scenarios have been invented purely for dramatic effect.

What is certain is that the play provides a fantastic opportunity to showcase the community side of the hobby and share the creative passion of railway modellers with new audiences. I am keen to see how the play is received by the members of Market Deeping MRC, the wider hobby, mainstream theatre-goers and critics - and both Peco Chairman Michael Pritchard and I are looking forward to making the journey to Nottingham to see the play for ourselves during its three-week run...

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



**Matt Bardock as Chris in rehearsal
for *The Market Deeping Model
Railway Club*. Photo: Marc Brenner**



Craig Tiley Editor



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Railway of the Month

Photography by Craig Tiley



The Daws Heath Garden Railway

CRAIG TILEY visits **PAUL BARNARD** to discover the story behind his spectacular garden railway, which this year is celebrating its 50th anniversary.

With more than 700' of Peco Streamline track, which equates to around 10 scale miles in OO terms, Paul Barnard's outdoor system is huge, even by garden railway standards.

It was more than a quarter of a century ago, back in the May 1999 issue to be exact, when *RAILWAY MODELLER* first took readers on a tour of Paul's vast railway empire. Even then the system was well-established, having been built and developed over the previous 23 years.

Now aged 84, Paul is as enthusiastic about model railways as he has ever been, having first become interested in the hobby as a schoolboy.

He recalls: "I was 10 or 11 years old and living on Canvey Island. I remember going to see a friend who had a Hornby three-rail system. I thought it was marvellous! That was what started me off. The first train set I got was an Ever Ready battery-operated London

Underground set. Then I had a Rovex two-rail, and eventually I went into O gauge."

Real railways were also influential in Paul's formative years. "I used to get on my bike and cycle into Southend to go trainspotting. I'd go to the locomotive shed, and if the foreman didn't chase me off, then I'd sneak in and look around. I remember on one occasion there was a driver on a small tank loco who saw me and said, 'come up and have a go on the regulator.' I climbed up onto the footplate and it frightened the life out of me! I was about 12 or 13, I suppose, at the time."

A return to model railways

After his education, Paul embarked on a career in the building and landscaping trade. His modelling interests were put on hold for several years, during which time he was married and started a family. However, it was following a move into a new family home, with a large

Left

Air-smoothed Bulleid Merchant Navy 4-6-2 No.35024 *East Asiatic Company* sweeps round the curve through the flowerbeds.

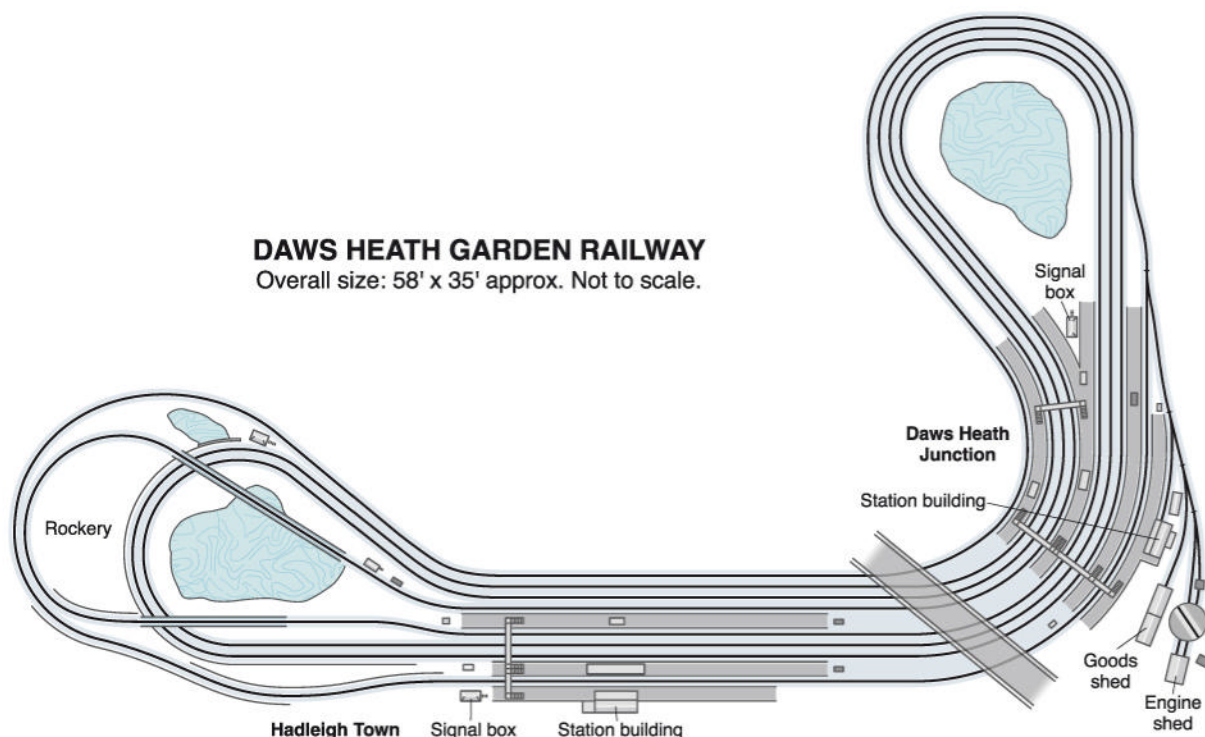
Right

Pacifics of Thompson, Riddles and Bulleid design meet at Hadleigh Town station.



DAWS HEATH GARDEN RAILWAY

Overall size: 58' x 35' approx. Not to scale.



garden, when Paul's love for model railways was reignited.

"After I had finished rebuilding the house, which took about eight years, I decided, with the agreement of my late wife, Margaret, to start construction of a garden railway.

"I dug out a pond towards the top of the garden and I put a bit of OO gauge track around it. I went for OO because, at the time, I thought O gauge would be too expensive. That would've been in 1976 and that's how my garden railway began. Then I built the bridge to be able to walk over the track, dug a pond out at the other end of the garden and put double track all the way round – I was quite pleased with that."

All the skills that Paul had acquired as a builder and a landscaper had come to the fore.

"When I started, I decided that the trackbed needed to be about 6" above ground level to keep weeds to a minimum and help with drainage. I created the visible sides of the trackbed by laying bricks to form low two- or three-course walls, using my own cast bricks to save money. I used to do 16 an hour. Shuttering was used to form the sides of the trackbed in other areas, made from wooden planks. Next, I laid two inches of hardcore in between, before using a mix of sharp sand and cement to top this with two inches of concrete. Then I embedded slats of wood into the surface of the concrete every eight inches. I don't know why I did it every eight

Right

Daws Heath Junction – a huge station which most modellers could only dream of building indoors!



Top left

The newly rebuilt family home in 1973, before the railway. Daws Heath Junction would be built alongside the low wall visible in the foreground.

Bottom left

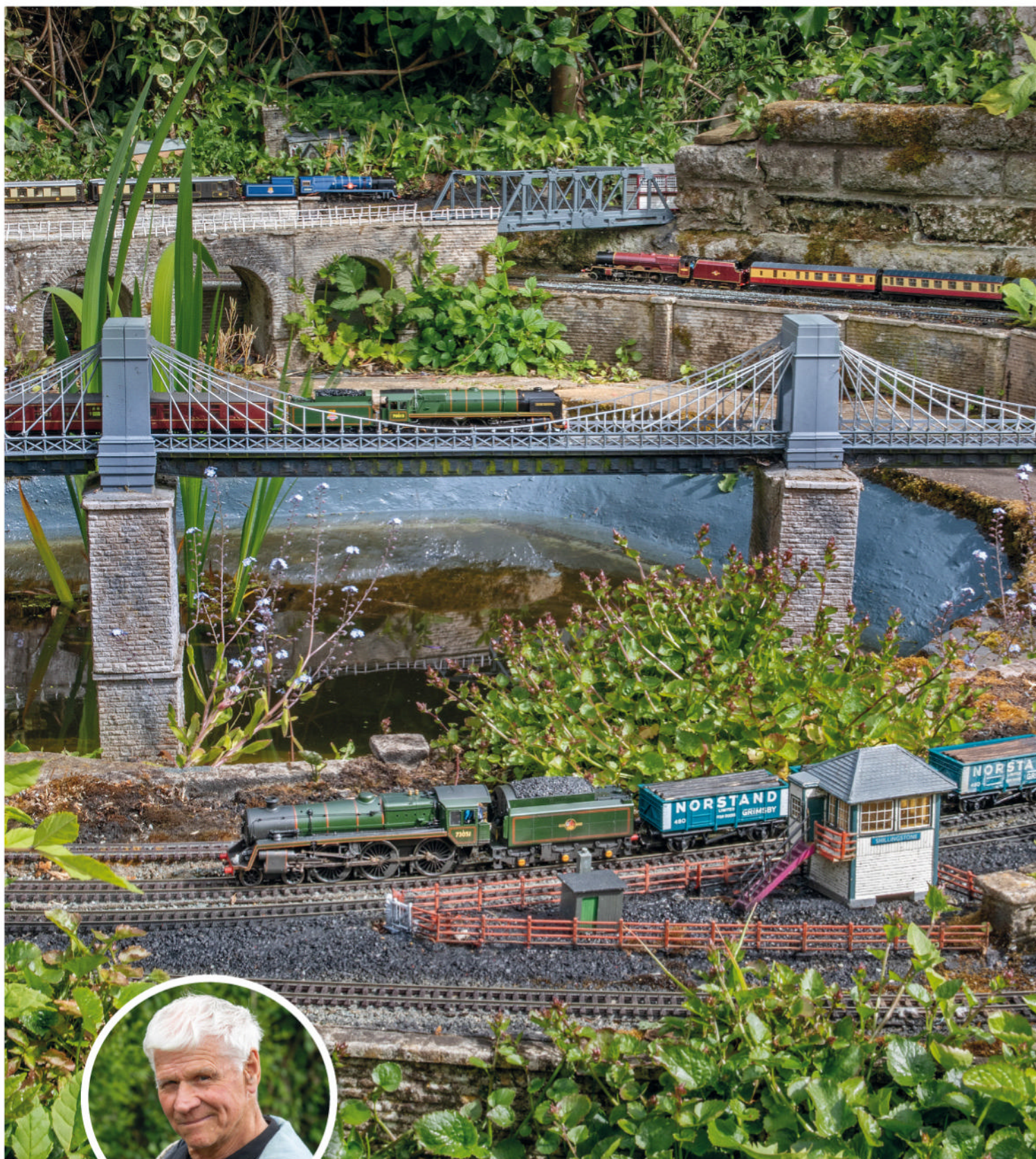
Taken during the early stages of the railway's construction, this view shows the section around the pond at the bottom of the garden.

Left

The original wooden platforms at Daws Heath Junction. Note the wooden slats across the trackbed.

Photos: Paul Barnard





“ – I can’t believe it’s been 50 years. I still run the railway most days when I can. – ”

Paul Barnard

inches, but that’s what I did. The slats were cut from 1" x 5/8" softwood and were creosoted before use. This allowed the track to be pinned to the slats.”

At this stage, Paul had created an impressive double track run, but further expansion of the system didn’t occur until some years later.

From two tracks to four

“In the 1990s I was still working. I had started having friends and local clubs over to run trains, and so I expanded it to get four tracks round so that we could have more trains going at the same time – I just like to run trains, that’s all I’m interested in. I like to do different regions and eras, like the London & North Eastern Railway, or British Railways, and I do like a bit of

Above
A Hornby Grand Suspension Bridge forms the focal point of the railway where the four lines circle the pond at the bottom of the garden.



Above
Merchant Navy Pacifics to the fore at Daws Heath Junction.

Below
The previous feature on *The Daws Heath Garden Railway*, in the May 1999 issue.

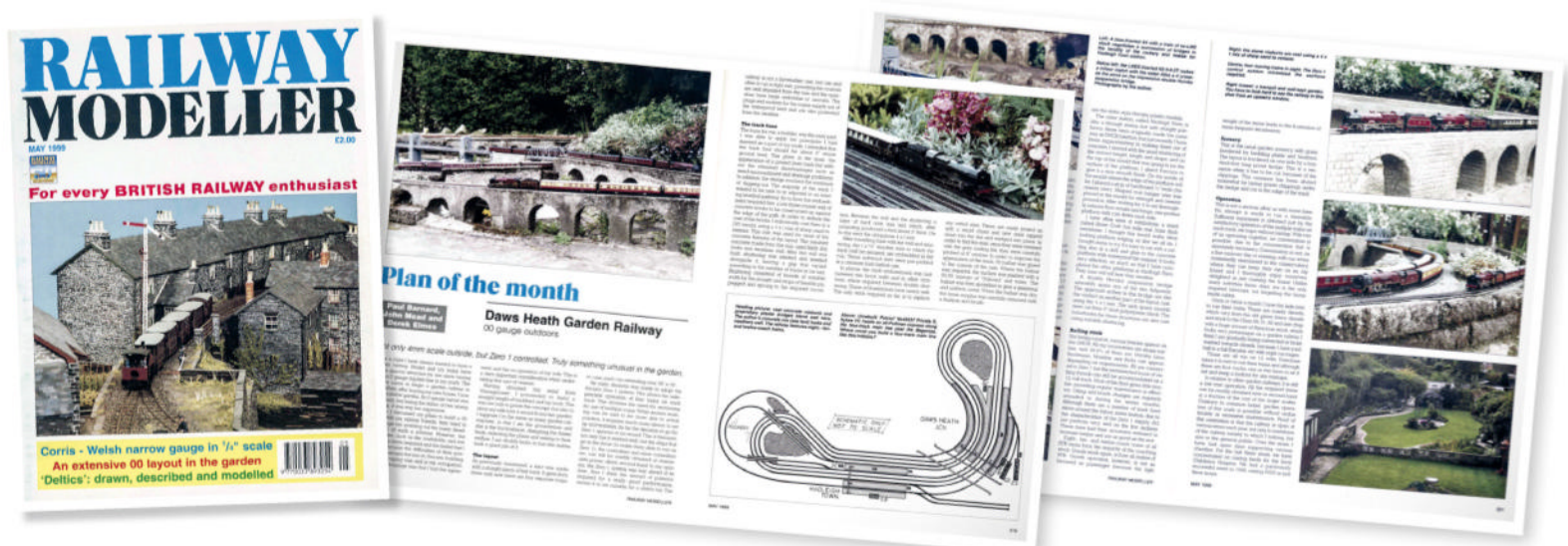
Southern. Great Western too. And I do like diesels as well, particularly HSTs – they run so well on my layout.”

Train control flexibility

Paul has never been afraid to embrace developments in layout control technology. In the early days, he was an adopter of the Hornby Zero One system – a precursor in many respects to Digital Command Control. Nowadays he uses traditional 12V dc analogue and DCC; having the four independent circuits means that digital and

analogue systems can be used alongside each other on different lines.

“For 12V dc I use Gaugemaster panel controllers because I’ve got 2.5 amps per track on those. Out in the garden you just need a little bit more amperage, although models nowadays use less current, so it’s not so bad. For digital I have the Hornby Elite, which I’ve used for years – ever since it first came out. More recently I’ve been using this with Hornby HM7000 decoders, controlling the trains on a tablet. I do find





Left
Light rain showers don't stop Paul from running trains. With droplets of rainwater visible on its air-smoothed casing, and a wisp of exhaust from the chimney, a Hornby DCC steam-fitted model of No.21C1 *Channel Packet* races past the camera with a Pullman working.

that, as I'm getting older, it is harder to get into new systems, but the hobby is still evolving every year, especially on the electronics side."

Given that the track circuits are so vast, I was intrigued to learn how Paul maintains good electrical continuity throughout the system, which occupies a 58' x 35' footprint.

"I bond every rail joint with copper wire either side of the fishplate. That's so important. People might think they can get away with it, but outdoors you can't get away with just relying on a fishplate. That's how I ensure there is power going all the way around. I used to have bus wires going around alongside each circuit, especially when I was running the Hornby live steam in the early 2000s, because that needed a bit more oomph."

Paul continues: "Keeping the track clean is so important too. I do it manually – all on my hands and knees. I use Carr's and Gaugemaster track rubbers; I fix them to a block of wood and push them along the rails. I get through four or five of them a year. It takes me about an hour to clean the track. I do think, with the modern stock you've got now, the locos don't seem to get so dirty. Perhaps they're using a better material for manufacturing the wheels than in the past?"

Leaves on the line

Aside from electrical continuity, there are, of course, numerous other challenges to overcome with an outdoor model railway.

"Leaves on the line can be a problem. Because it's a smaller gauge and scale than what you usually have for a garden railway, some people did say to me, 'it'll never work, Paul', but it has worked, for 50 years now. I've got a leaf blower, and before running trains I go round over the tracks with a Hoover. Incidentally, I don't ballast between the rails. I just use an underlay of roofing felt and then sprinkle ballast along the outside edges. I glue the granules in place using a 1:1 mix of UniBond Waterproof PVA and water.

"Points are a challenge outside, so I keep the points to a minimum. I do say to people, if you want a garden railway, try and keep away from points and focus on continuous running.



Below
The rebuilt variety of Merchant Navy is represented by No.35005 *Canadian Pacific* in preservation-era BR blue livery.

"Most of the scenic items, including the buildings and figures, are kept removable so I can bring them in for autumn and winter. I try to keep running as long as I possibly can, but I usually stop around October because of the weather. Everything comes in apart from the platforms. And I have to cover the rest up so it doesn't get damaged by foxes.

"Originally, the platforms were made of plywood and I used to take them up at the end of the summer to store indoors. But nowadays the platforms are fixed in place. They have Peco concrete-style edges, which were set about three or four inches apart and then filled in between with my sharp sand and cement mix. I repaint the surface of the concrete every year – it can peel a bit but it doesn't look too bad."

Although Paul runs the railway primarily in the spring and summer months, when the weather is warmer and drier, trains can still run in light rain. The plugs and sockets for the mains supply are waterproofed for just such eventualities, which as I experienced during my visit, can happen without much warning – and in difference to the weather forecast!



Above
Stanier Princess Royal Pacific No.46206 *Princess Marie Louise* heads a Pullman train over the viaduct.

Just like the real railway, the ravages of the British weather can take their toll in other ways too. As a consequence, Paul undertakes an ongoing programme of maintenance and renewal.

"Over the years all the track has had to be replaced a number of times. I would say every three or four years – but I don't do it all at once. I'll do different sections each year.

"I recently relaid the track around by the junction station and the top pond. This year, from the bridge down to where the other pond is at the bottom end of the garden, I've replaced all the track down to there.

"There are some parts where I've had to replace the rotten wooden slats with ones cut from Thermolite blocks. This material is so much easier to pin the track to. And to pin the track down, what I use now – I got this from Trevor Jones, and it's a good tip – are shirt pins. They're stainless steel and measure $\frac{5}{8}$ of an inch."

Given his 50 years of experience, Paul is always keen to impart his vast knowledge to help other modellers looking to embark on their own garden railway project.

"My advice is always to keep it simple to start with and leave room to expand. Just get something running around the garden – that's what gets the juices going. Then decide what sort of system you want, whether you want analogue or DCC, and develop it from there."

Marking 50 years

With this year seeing *The Daws Heath Garden Railway* reaching its half century, how does Paul plan to mark this special occasion?

"I can't believe it's been 50 years. I still run the railway most days when I can. I'm planning a private event in August where I'm going to have the garden open to some friends and the local club in the afternoon. I'm looking forward to having a big special opening again. We used to have occasional open days to raise money for various charities including the local hospice – we raised lots of money over the years – but that was a long time ago now. I've always had so much help and support from friends and family members over the years – I'll always be grateful for that."

Plan of the Month

Little Ashton



Modelling: **DAVID SMITH** Words: **STUART CONLON** Photography: **CRAIG TILEY**

▲ Layout builder
David Smith.



The origin of this layout was slightly unusual, in that it resulted, indirectly, from David's purchase of an OO layout named *Ashton* (a layout that he still owns, and which is currently in store awaiting a revival). It was soon after purchasing *Ashton* that David recognised the space-saving advantages that N gauge offered. Therefore, David decided to build a new layout in the smaller scale, but based on the same theme as the OO model.

This meant that it was to be set in the Privatisation era and operated using diesels, with contemporary buildings and other furnishings. As the theme was to be a Traction Maintenance Depot (TMD), the former train operator English Welsh & Scottish Railway was chosen; EWS is now part of the Deutsche Bahn (DB Schenker) portfolio.

Accordingly, David has amassed an extensive collection of locomotives in EWS and DB liveries, consisting of Classes 08, 33, 47, 56, 58, 59, 60, 66, 67 and also Class 92. The layout has no overhead wires for the 92 to collect power, so it is hauled by a diesel loco within the depot. Other locos, of these classes and others, including Classes 43 and 68, in other liveries, also make visits to the depot from time to time.

These locos come from the main manufacturers in this scale, including Graham Farish (by Bachmann), Dapol and Revolution Trains.

The storage yard

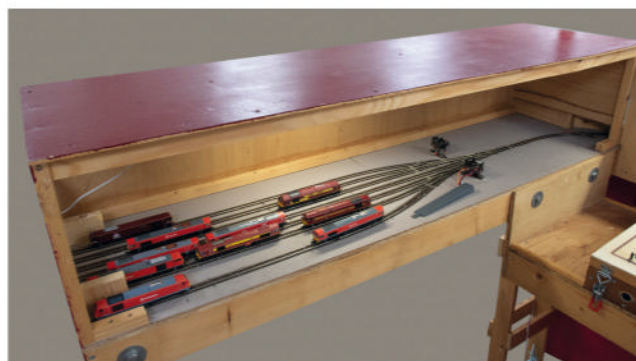
With the general theme having been decided, a plan for the layout could now be worked out. The first step for *Little Ashton* was to design the storage yard (or fiddle yard, as it is sometimes known). As the layout was to be a TMD for the maintenance and servicing of diesel locomotives, a number of lines would be required to facilitate the movement of locomotives into and out of the depot.

An early decision had been taken that the layout would be end-to-end rather than having a circuitous overall plan. This was to maximise the running area, and shorten the layout by having only one set of points between the storage and running areas. This was to be a fan of points to direct locos and/or trains to seven roads. Six of the roads would take three locos each, and the centre road would take four, so that a maximum of 22 locos could be stored.

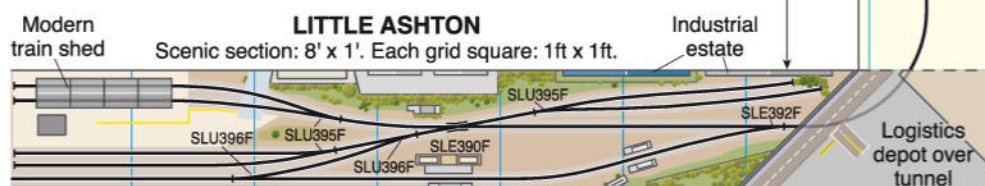
To save further space, the storage yard is at right angles to the layout. In the future, this might make it possible to convert the layout to a continuous run, but there are no plans to do this. The only plan at present is to link it to another layout at the non storage yard end, and this is ongoing.

◀ A huge array of EWS/DB motive power stabilised on the depot, with Classes 59, 60, 66, 67 and 92 visible.

A pair of Class 59s are dwarfed by the Malcolm Logistics warehouse in the industrial estate adjacent to the depot. ▶



▲ The seven-road storage yard.



The layout is entirely analogue, so the control panel has individual on/off switches for the three or four isolating sections on the roads. Leaving the storage area, a single line goes at right angles into the scenic area or, more descriptively, the TMD area.

The right-angle curve is by means of a tunnel and, at the TMD end, is protected by a multiple aspect colour light signal, which is operated manually. The aspects on the signal are red (absolute stop), yellow for caution, and red with a permissive aspect to

proceed for shunting manoeuvres. Although a manual signal, it can serve as a reminder that there could be an oncoming train on the single line. This is particularly useful when there are two operators, although the layout can be run satisfactorily by one person.

Road haulage

The area above the tunnel is reserved for David's other interest, which is lorries, particularly those of Eddie Stobart in its distinctive green, red & white livery. At the





time of building the layout, Oxford Diecast had started its now extensive range of modern lorries, some of which can be seen on the layout. There are also vans and tankers in the Eddie Stobart livery, now disappearing in real life following the takeover by Culina. The area represents a large logistics depot with a large parking area. As this displays only a small part of the imaginary site, it should be assumed that most of the depot is off the layout. However, the front of the warehouse building, including loading bays and offices, is visible, and is a fictitious model built for David by a maker of modern industrial buildings in card. These models are no longer available, but can still occasionally be found online.

The TMD

Trains coming from the storage yard and exiting the tunnel enter immediately into the TMD site. The main parts of the site are

accessed via a double slip in the centre of the track grid. However, a set of points at the tunnel exit leads to a diversionary route taking trains past the double slip. On this line are to be found a train washing installation and a refuelling point, both from the Graham Farish (Bachmann) Scenecraft range. The refuelling point has been modified to include lighting manufactured by CR Signals.

The double slip gives access to the various parts of the layout. At the left-hand end (from the perspective of a viewer), a line from the double slip joins the diversionary route and leads into sidings for longer trains. The other line from the double slip at the left-hand end divides into two roads leading into the main TMD building. One of the lines from the right-hand end of the double slip is the line to the tunnel and storage yard, and the other is for two further sidings; these have to be accessed by means of a reversal,

▲ An Eddie Stobart tanker is in the parking area of the logistics depot, while a Knights of Old lorry passes on the road outside.

A coach is caught in a traffic jam on the road above the tunnel, while a Class 67 propels the DB Company Train out of the depot. ►

but are also useful as headshunts from the rest of the site.

The TMD main building is basically the Peco Manyways Train Shed Unit (ref.NB-80). The considerable usefulness of this building means that it can be found on many modern era layouts. On David's layout, it has been individualised by means of a wall using brickpaper around the model, making the building look more substantial and assisting in removing the plastic look. Working lights mounted on the roof, shining onto the vehicle parking areas, plus many notices from the Sankey Scenics range (fire exit, walking route, restricted clearance and so





◀ A vast collection of Eddie Stobart lorries (from the Oxford Diecast range) represent a typical modern logistics depot.

on) all add to the effect. Bins and various items of equipment also help in creating the correct ambience for a busy and modern TMD. There are also lighting posts around the layout for illuminating the open areas, and two larger towers for an overall effect.

The backscene gives a small idea of the environment in which the TMD exists, by showing a small part of an industrial estate that lies on the other side of the high steel security fence around the TMD.

Electrics and track

As stated previously, the layout is controlled entirely by the analogue system. Power is supplied to the track through centre-off on/



▲ A Class 67 moves the Class 92 around the depot due to the lack of overhead wires.

on switches, these allowing a choice to be made between two controllers and therefore two operators if required. By moving all switches to the same 'on', the whole layout can be run from one controller, and this is the way it is normally operated. Also, a whole section can be isolated by means of switching to 'off'. The controllers used are handheld Gaugemaster Model Ws plugged into the control panel via DIN plugs. On/off isolating switches are used to park locomotives in the sidings, usually two per siding so that three locos can be parked in each siding.

The various points are controlled by spring-loaded passing contact on/on switches, the direction to which the switch is moved giving the direction of the route being set. The double slip, having twice as many directions available, has two switches, one for the left-hand end and one for the

59 203 *Vale of Pickering* (by Revolution Trains) is stabled near the left-hand end of the layout.

right-hand end. Switching is the same for the storage yard and the scenic side. Colour coding is used to identify the switches on the control panel.

The electrics follow the conventions of a contemporary analogue system. The mains input, connections, transformer and fuses are contained in a box on the floor. This box also contains the master switch for the whole electrical system, mains and 12V dc, and for safety this is operated by closure (on) or opening (off) of the power box lid. The leads to the control panel are connected through two DIN plugs labelled for which is which. The only power to the control panel is either 12V dc or 16V ac.

The track is Peco code 55, with the ballasting completed entirely by hand. A light shade of ballast was used to reflect the modernity of the TMD. The method used was the conventional one of laying the ballast from an applicator, then using a pipette to apply PVA glue diluted by 60% water, mixed with a mild detergent to break the surface tension. Great care must be taken when ballasting the points, so as not to glue up the moving parts.

Acknowledgements

This has proved to be an absorbing and interesting layout to operate, both in the Bentley Model Railway Group clubroom (our thanks go to them for providing the facilities to build it), and at exhibitions. The next outing for the layout is at Wimborne for the Wessex Association of Model Railway Clubs event (see panel).

The team building it consisted of David, for the original concept and the woodwork and tracklaying, and Tim Hitch for the electrics. I helped, along with others, with the scenics, and wrote this article, with David and Tim checking the facts.

See it at Wimborne

Little Ashton is booked to attend the Wimborne Model Railway Exhibition on 8 & 9 August. For more details about this event, see Societies & Clubs or go to: www.wamrc.com/wimborne-model-railway-exhibition/



Furness Railway 10-ton goods brake van

IAN NUTTALL describes how he set about constructing an esoteric item of rolling stock for use on his 00 gauge Settle & Carlisle layout. *Model photography by the author*

A recent visit north to be hosted by fellow railway modeller, and good friend, Dave Dobbs (*Allerton Gardens* – RM February 2013 and November 2025) coincided with the expoEM North show, so we included it in our railway-themed itinerary. It was my first visit, and proved most fulfilling, plus I bumped into several of Roy Jackson's old 'Retford Gang', so it was also nostalgic.

Amongst the many trade stands, I spotted Marc Dobson's Pre-Grouping Railways operation, which offered a range of 3D-printed wagons, so I invested in a Furness Railway 10-ton goods brake van. I chose this because it is slightly unusual, and Marc assured me that some still ran after World War II.

For prototype reference, through my membership of the Cumbrian Railways Association, I was directed by the chairman, Philip Tuer, to the association's archivist, Guy Wilson. I was soon provided with four photos of prototypes and a decent scale drawing.

The only thing lacking was a suitable running number carried by a van in LMS days. All I have found is that Furness Railway stock was renumbered in the 285000-291999 series, but which were brake vans is uncertain... unless any readers know better?

Neither am I aware how many FR brake vans were built, but I do know that some were 15' in length, the rest 16' (mine is the latter) and there were many similarities in detail.

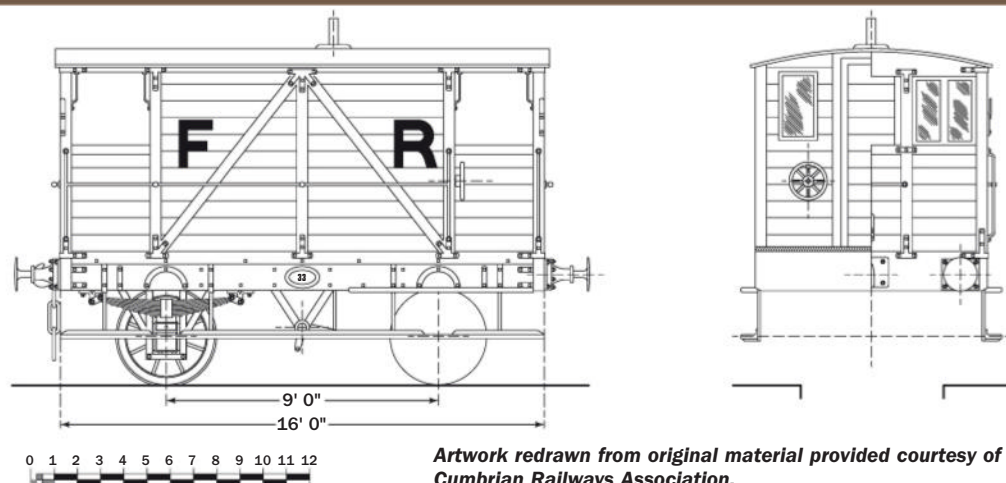
Making a start

Before starting to build the brake van, I had a few issues to address. For some reason, the brake blocks had been printed in line with the W-irons; this is



▲ There is much classic Midland/LMS furniture on show as the finished van (before lamps had been fitted) waits in Dent station's Down lay-by, next to the much-missed signal box, 'home' to signaller Jack Sedgwick for 45 years... surely he merits a blue plaque?

Furness Railway 10-ton brake van in 4mm scale



Artwork redrawn from original material provided courtesy of the Cumbrian Railways Association.



▲ A picture is worth a thousand words, and what a fine fellow we have here, clearly proud to represent the Furness Railway... it is a pity he is blocking the van number, which is on a cast plate immediately behind him on the solebar. However, I was able to pick out and confirm much fine detail to aid my construction. My grateful thanks to the Cumbrian Railways Association for supplying this, and for giving me permission to include it in this article; it made such a difference. *Photo: courtesy of the Cumbrian Railways Association*

wrong, and I couldn't live with this. In addition, one of the fine horizontal handrails was broken.

I decided to bite the bullet, and used a razor saw to cut off the W-irons, leaving the axleboxes attached to the springs. A slight frustration was that the gap between the solebars was not quite enough to accept etched W-irons, but by filing and filing, I created sufficient space... just. However, it was not possible to introduce the luxury of pivoted three-point suspension, so I had to be very careful in checking that all was square before I glued the W-irons *in situ*.

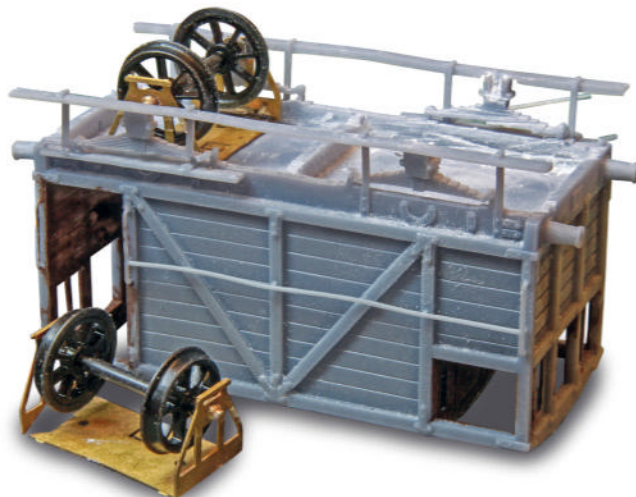
In some ways, the broken handrail was a blessing as, by

consulting the photos I had been given, I realised that each had two fixings very similar to locomotive handrail knobs, so I decided to include these. Also, to replace the broken handrail, I had to use fine brass wire, which meant removing all the other handrails, as soldering would be involved... ah, the fun we have. The trickiest part of replacing the handrails was the fact that the long horizontal ones, with two turned brass loco handrail knobs on each, meet vertical handrails in T-junctions. Hence the lengths needed to be exact, whilst some very delicate soldering was needed at each join. Both of mine are second attempts – I think I got away lightly.

1 The 3D print for my FR 10-ton brake van as supplied. Unfortunately, there was one broken handrail, one splintered buffer shank, and brake blocks in line with the W-irons; there was much work ahead.



2 A razor saw has been put to good use to remove the W-irons, and you can also see where I have filed a slot in the rear of the axlebox to allow the waisted bearing to fit, as drilling only threatened to shatter the boxes. There is also evidence of the filing... more than a fair bit... on the backs of the solebars to enable the etched W-irons to sit squarely on the van floor.



Lamp irons do not feature on the 3D-printed body, yet they were there in reality. For those on the ends, I soldered scrap etch strip into a T-section, with one arm of the 'T' superglued into a slot, which was created by drilling two 0.35mm holes close together and 'sawing' with the drill to join them... it works a treat. For the ones on the sides, all I needed was an L-shaped length of scrap etch with one arm glued into a slot as before. The lower part of each lamp iron bracket is a short strip of 10 x 25thou plasticard, with two 10thou plasticard cubes to represent the fixings.

Nowadays, I have settled on Smith's three-link couplings; they are not 'dead scale', but far

from chunky, and very usable. The buffer shanks were part of the body, but I chose MJT ref.2371 buffer heads, with springs, as the 3D-printed ones provided are not fit for purpose, if you are using three-link couplings. My attempts to introduce springing fell on stony ground due to seriously restricted clearances where the tail of the buffer came through the bufferbeam... so, no sprung buffers.

Brake gear is conspicuous by its absence, so I dug out a set of Masokits fitted brake gear, which deserved to see the light of day, the etch even providing the 'gubbins' to transfer the brake rodding up into the brake van – just the job. Having

3 Fitting the 0.33mm brass wire replacement handrails tested my measuring ability, and also my soldering skill, to achieve a neat, yet secure, joint at each T-junction. Turned brass loco handrail knobs proved ideal, and appropriate, as supports for the horizontal rails. You may also notice the two smaller handrails, at the top of the right-hand door opening, which are apparent on the scale drawing and in the photos, although they were not included on the 3D-printed body.



4 Other omissions were the handrails on each end, which were modelled from 0.33mm brass wire and fixed in place with superglue, and the lamp irons. These were formed from scrap etched brass for the main body of each, whilst a short length of 10 x 25thou plasticard, enhanced by two 10thou cube 'bolt heads', makes up the lower portion. From this angle, the two side lamp irons have clear daylight between them and the body.



superglued spare etched fret under the floor either side of each W-iron, I had a base on which to solder the brake block assemblies. I deduced that the brake yokes were designed for P4, so I amended them so that they could be soldered to a 0.7mm cross wire between each pair of brake blocks.

Finishing details

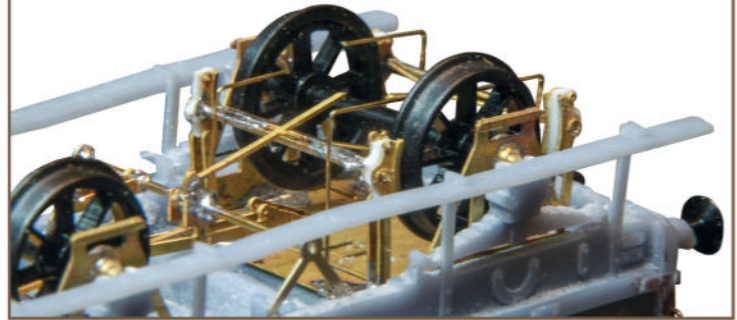
Rather late in construction, I spotted that the outer ends were glazed, although the central end panel wasn't. 7.5 x 8.5mm rectangles of 10thou Plastiglaze proved the most appropriate material to achieve this, all being fixed by tiny

drops of superglue applied via the end of a very fine piece of wire... you don't need much. Fortunately, I hadn't fitted the roof at this stage.

Marc Dobson provides a rectangle of black 30thou plasticard for this; I found it remarkably inflexible, and over scale thickness, so I replaced it with 20thou white plasticard, scribed to represent the planking, and then overlaid with a single skin of toilet tissue paper to replicate the canvas. It is amazing just how well, and neatly, butanone bonds the tissue to the plasticard.

The plans show no rainstrips, although there is just a hint of

5 As I had a spare set of Michael Clark's Masokits fitted brake gear in stock, I put it to good use here. I am confident that most of it is in the correct place, as many features are common to all vehicles, but, as neither the drawing – detailed though it is in other ways – nor the photographs show the exact layout, I have been forced to opt for a 'best guess'. Sections of plasticard are glued between the etched brake blocks to create that solid look.



one in one photo, but I can't be sure, so I have left them off. Just before I attached the roof, I glued two rectangles of lead flashing onto the floor inside the body to provide the all-important ballast. The kit does not provide the chimney for the stove, so I fashioned one from plasticard offcuts and a short length of 1.5mm brass tube.

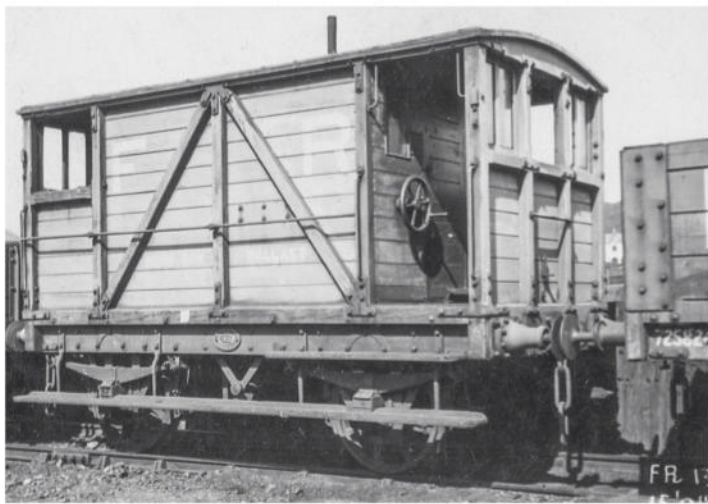
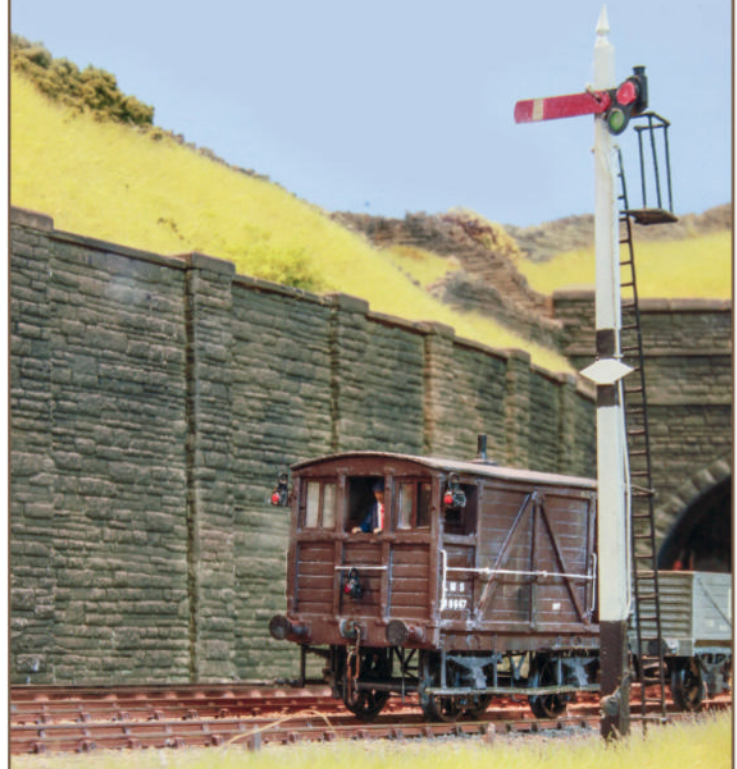
As I am assured that these brake vans lasted at least to the end of the LMS era, I chose LMS bauxite for the livery, assuming the van had a repaint immediately prior to World War II. It is reasonably well

weathered, suggesting a vehicle nearing the end of its days, whilst HMRS sheet No.6 (LMS Wagons) provided the transfers.

An esoteric addition

Well, I must confess, this wagon involved a far higher level of complexity than I imagined when I bought it at expoEM North, yet to a degree, it gave a greater amount of satisfaction and fulfilment, having overcome the numerous obstacles along the way. Furthermore, I have an esoteric addition to my wagon stock, and I will be proud to run it on *Dentdale*.

6 Adding the human touch, my chap in the guard's van is courtesy of Modelu, and is even sporting a tie, depicting the stricter, more formal dress codes of pre-war Britain... and I am sure he is a proud servant of the LMS, as most employees were in that era. And now you will notice that the van is adorned, correctly, with three lamps.



▲ This shows, I believe, van No.43, in Furness Railway days, although what number it was allocated in the LMS era I cannot be sure. Please note the brake operating wheel in the end verandah; there is a similar one at the other end. Photo: courtesy of the Cumbrian Railways Association

Creating a timetable

Operating Keighley Northern

Photography by Geoff Helliwell



ANDREW HARTLAND describes how he devised a plausible operating sequence for his fictional OO gauge portrayal of the London & North Eastern Railway in 1937, set in West Yorkshire, which featured as *Railway of the Month* in the April issue.

The track plan for *Keighley Northern* was very much designed to accommodate the trains I wanted to run, which in particular dictated the siding capacity provided at the layout's Keighley terminus (see Fig.1) and in the off-scene sidings.

It also meant I had to come up with a timetable (in practice an operating sequence) for the train workings that would be realistic and believable. I spent a lot of time planning this aspect of the layout, because I was very

conscious that, once construction was under way, it would be that much more difficult to add in extra siding capacity, if more trains needed to be accommodated.

Prototype research

A representative operating sequence is shown in Fig.2. To get to this point required quite a bit of research, which, fortunately, I enjoyed. The bulk of the effort was spent constructing a working

timetable, which required knowledge of the running times for different classes of trains, station stopping times, locomotive turnround times – the list goes on. It might not be modelling in the practical sense, but it is an interesting exercise, and it does give you a much better understanding of how the real railway actually worked.

My starting point was the 1947 Bradford to Keighley and Halifax timetable, published in a book by Martin Bairstow. This

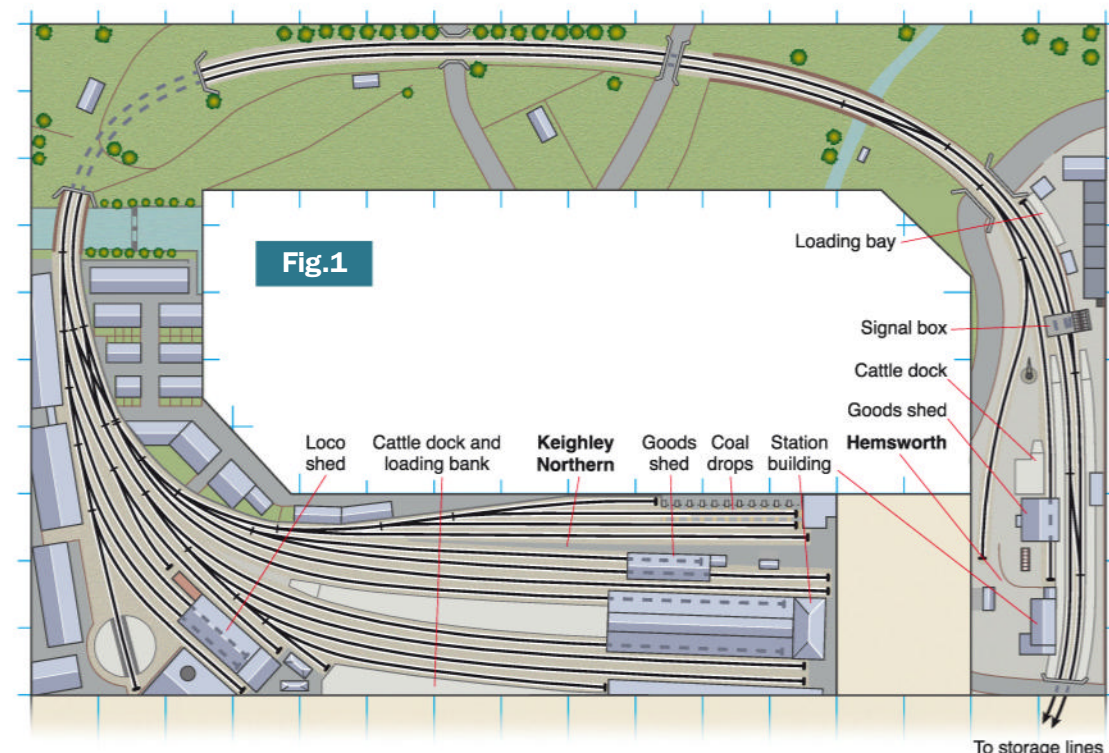
▲ Keighley shed yard hosts examples of freight and passenger motive power. On the turntable is B3 4-6-0 No.6167 *Lloyd George*.

had 15 passenger departures from Keighley, 10 to Bradford and five to Halifax. These were all stopping local passenger trains. I later obtained the full 1937 working timetable, which had even more passenger departures, but also showed the goods workings – five arrivals and four departures per day.

These were all Class D, apart from an (unbalanced) morning Class B through goods from the West Riding marshalling yards near Ardsley. The Class D trains didn't stop at every station, but rather each train stopped at a different group of stations and either shunted or just picked up/dropped off wagons. Important stations like Thornton had two trains a day in each direction, and smaller ones like Wilsden just one.

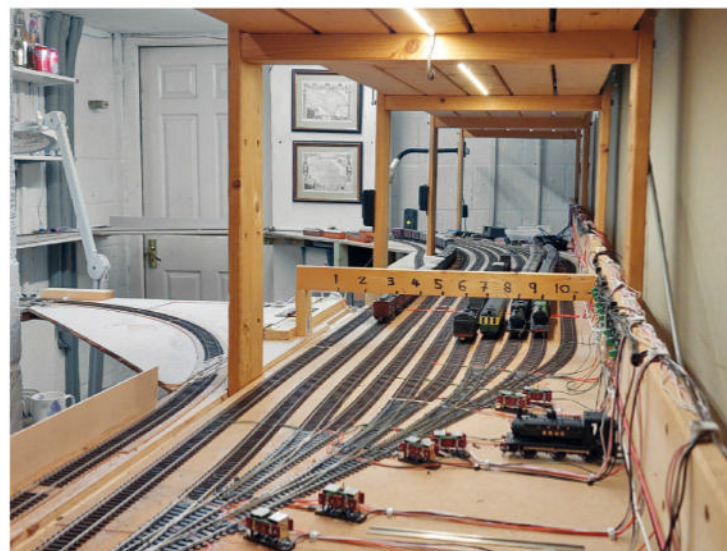
Adapting to suit

I used the real passenger departure times as a basis for my own working timetable, then slotted in the goods trains where appropriate. The passenger services include a local service to Leeds (extended from Bradford to justify tender locomotives rather than the Great Northern tank locos actually used), a secondary express service to Hull via Bradford and Leeds (justifying the Atlantics), and two through expresses to London King's Cross hauled by Pacifics. There is also a newspaper/parcels train that will eventually gain an Isinglass TPO kit, which is currently being built for me by Paul Morter. I know this isn't how the GNR/LNER operated the West Riding expresses, but my argument is that, with my imagined version of the rail network around West Yorkshire (see Fig.3), extending some trains beyond Leeds and Bradford to Keighley would have made a lot of sense.



The layout has 10 off-scene train storage lines. The line that curves off to the left is the end of the return loop that runs from the other end of the fiddle yard (visible crossing the door).

I also wanted to run as wide a range of goods traffic as possible, so in the morning, there is a series of long-distance goods trains arriving from the West Riding marshalling yards at Ardsley and Wrenthorpe near Wakefield, then, during the day, local pick-up goods trains to Bradford and Halifax, plus a cattle special to Bradford market and back, finishing with the balancing long-distance



departures back to Ardsley and Wrenthorpe in the evening. The sequence is opened and closed by an engineering train slowly pottering its way to and from Keighley.

Practical aspects

On top of this, there are the real-life constraints imposed by the model – there are only 10 storage sidings of varying lengths and, at Keighley, 11 goods and carriage sidings and two platform faces. Therefore, juggling all these in a combination that lets me run the trains I want in a near-enough-plausible manner is quite a challenge.

▶ A V1 2-6-2T arrives at Hemsworth with a local passenger train from Leeds to Keighley.



▲ A Robinson 2-8-0 stands on the line that runs between the grand overall train shed and adjacent goods shed at the Keighley terminus.

The example operating sequence illustrated has 17 passenger arrivals/departures (one fewer than the prototype) but seven goods arrivals/departures, plus an engineering train (more than the prototype 5/4 goods arrivals/departures).

Keighley has no run-round facility, which means incoming trains either have to be shunted by the station pilot before the



▲ Gresley A4 No.4495 Golden Fleece approaches Hemsworth with the 10.52am departure from Keighley, forming the Up 'West Riding Limited' to King's Cross.

train engine can be released, or a new loco backs onto the stock and takes it out as a new departure. Express passenger and goods trains are dealt with in the first way, and semi-fast and local passenger trains (apart from the railcar) the second.

Because Keighley is a terminus, there is bound to be a lot of shunting, and hence coupling and uncoupling. I have mentioned above how, with some of the passenger trains, a new loco backs on and takes the stock out. This still requires the original loco to uncouple from the stock in the platform, inside the train shed. There are fixed magnets in the trackbed to facilitate this (Sprat & Winkle delayed-action couplings being used on the passenger locomotives and stock), but it is still a knack that requires a lot of practise and very good low speed loco performance – but I am getting better at this all the time.

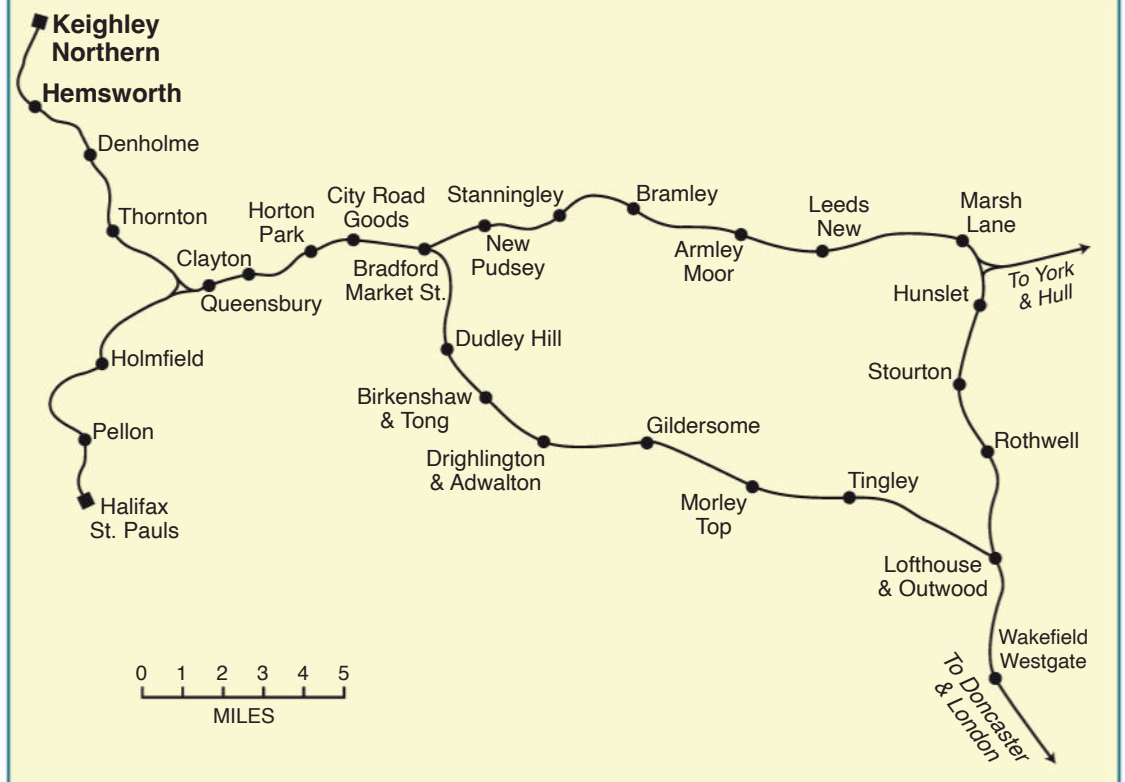
▶ The extensive goods yard at Keighley is a hive of activity, with rakes of coal wagons awaiting unloading for use by surrounding mills and factories.

Fig.2 Operating sequence

UP									DN
Tr.No.	Loco	Class	To	Keighley	Hemsworth	From	Class	Loco	Tr.No.
				6.09	6.00	Holmfild	ENG.	15	1
1	6	LP1	Leeds	6.25	6.31	6.34			
				6.42	6.38				
2	1	XP1	KX	7.05	7.09	KX	Mail	5	2
				7.11	7.05	Wrenthorpe	XG	10	3
				7.26	7.20	7.17	Halifax	LP3	9
3	9	LP3	Halifax	7.37	7.43	7.46			
				8.22	8.10	Bradford	Loco Coal	15	5
4	3	XP2	Hull	8.30	8.34				
				8.41	8.35	8.32	Leeds	LP2	7
5	8	LP2	Leeds	8.52	8.58	9.01			
				9.14	9.05	Ardsley	TG	11	7
6	7	LP1	Leeds	10.01	10.07	10.10			
				9.50	9.44	9.41	Leeds	LP1	6
7	13	Cattle	Bradford	10.25	10.32				
8	2	WRL	KX	10.52	10.55				
9	15	PUG	Halifax	11.00	11.09	11.29			
				11.39	11.33	11.30	Halifax	LP3	9
10	9	LP3	Halifax	11.50	11.56	11.59			
11	12	Coal	Ardsley	12.00	12.12				
				12.12	12.08	Hull	XP2	3	10
12	4	XP2	Hull	12.42	12.46				
				1.02	12.53	12.23	Bradford	PUG	14
				1.30	1.24	1.21	Leeds	LP2	8
13	6	LP2	Leeds	1.41	1.47	1.50			
				3.07	3.01	2.58	Leeds	LP1	7
14	8	LP1	Leeds	3.18	3.24	3.27			
15	14	PUG	Bradford	3.30	3.39	3.59			
				4.01	3.54	Bradford	Cattle	13	14
				4.25	4.21	Hull	XP2	5	15
16	3	XP2	Hull	4.55	4.59				
				5.16	5.04	Ardsley	Coal	12	16
				5.35	5.29	5.26	Halifax	LP3	9
17	9	LP3	Halifax	5.46	5.52	5.55			
				6.05	5.56	5.31	Halifax	PUG	15
				6.20	6.14	6.11	Leeds	LP2	6
18	7	LP2	Leeds	6.31	6.37	6.40			
19	11	TG	Ardsley	7.15	7.33				
				7.22	7.18	KX	XP1	1	20
20	13	Loco Coal	Bradford	8.10	8.28				
				8.27	8.21	8.18	Leeds	LP1	8
21	6	LP1	Leeds	8.38	8.44	8.47			
22	10	XG	Wrenthorpe	9.00	9.12				
				9.15	9.11	Hull	XP2	3	22
23	5	Mail	KX	9.55	9.59				
				10.04	9.58	9.55	Halifax	LP3	9
24	9	LP3	Halifax	10.15	10.21	10.24			
				10.34	10.31	KX	WRL	2	24
25	15	ENG.	Holmfild	10.40	10.58				
				10.59	10.55	Leeds	LP2	7	25



Fig.3 Route map



MILEPOSTS



Blakey Rigg is based closely on the North Eastern Railway Rosedale branch and was constructed by Paul Greene. Set in the pre-Grouping era, it was featured in the December 2021 issue of RM. Photo: Andy Morris/RM Archive



▲ The society changed its name to the S Scale Model Railway Society in 1991.

An S scale model of North British Railway Holmes 0-6-0T No.801, scratch-built by Scott Willis on SSMRS cast brass wheels, with the elaborate pre-Grouping livery painted by Ian Rathbone.



80 years of the S Scale Model Railway Society

Falling in between the established OO and O gauges, S scale offers much for the modeller interested in scratch-building, with support from a thriving society. Chairman PAUL GREENE tells its story.



S scale is one of the oldest modelling scales, and this year the S Scale Model Railway Society (SSMRS) is 80 years old. S is 1:64th full size, or $\frac{3}{16}$ " to 1 foot. The standard track gauge is 0.884 inch, and exact scale wheel profiles and track standards are used.

The earliest known British model to $\frac{3}{16}$ " scale was a Midland Railway 4-2-2 made in 1896 by Edward Bowness, aged 14. Further development of S scale had to wait until the end of the First World War, when new standards were drawn up by Charles Wynne for railway models using $\frac{3}{16}$ " to the foot scale (1:64), which had very fine wheel standards compared to what was normal for the period. Commercial interest was shown in the scale in the 1930s by the Halfone Model Company working to 5mm:1ft (1:61).

At the same time, there was also commercial development of $\frac{3}{16}$ " scale in the USA, by the Cleveland Model and Supply Company, known as C-D gauge; in 1943, the National Model Railroad Association decided to use S to denote 1:64 scale.

In 1946, Messrs Manning and Nicklen formed the Half-One Model Railway Society (i.e. half Gauge 1). In 1947, the small membership was split evenly between 5mm and $\frac{3}{16}$ " scales, and it was felt a decision was needed on which scale to adopt, the latter being chosen.

In 1951, the British Railway Modelling Standards Bureau decided to adopt the NMRA name and standards for S. The Half-One Society decided to change its name to the S Gauge Model Railway Society the following year. In 1991, the name was changed to the S Scale Model Railway Society, to reflect the range of track gauges used by the members.

S for scratch-building

S scale could be described as a 'Goldilocks' scale, falling neatly in between 4mm/OO and 7mm/O gauge. Many modellers seeing S scale layouts at shows have been heard to say, "that looks just right!"

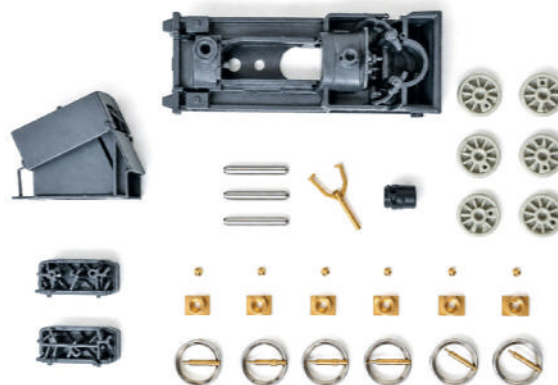
Perhaps because of being in between, S has never really taken off commercially in the UK, although it has in the USA, Australia and New Zealand where the predominant 3' 6" gauge railways are neatly represented in S with 16.5mm/OO gauge track. Palitoy did make some test models at one stage, but that never progressed, and S has remained largely a scratch-builders' scale. For some, that is an advantage, in that a hand-built model is unlikely to be superseded by a kit or ready-to-run item!

That said, over our 80 years, the SSMRS has developed an impressive range of wheels, track, other parts for wagons, coaches and locomotives, and scenic items, to assist modellers in the scale. These include:

- A plastic wagon kit made by Parkside (now Peco) for a pre-1923 Railway Clearing House wagon.
- Several resin cast wagon bodies.
- Wagon wheels from Slater's – eight-spoke, eight open spoke and three-hole disc.



▲ **Emwell** is a compact model of an East Anglian-inspired branch terminus, built originally by the late Sam Bonfield. The station building is based on Thaxted. Photo: Andy May/S Scale Society



▲ A completed example of a Manning Wardle I Class 0-6-0ST that was modelled using components produced by the S Scale Society. All photos courtesy of the S Scale Society except where stated

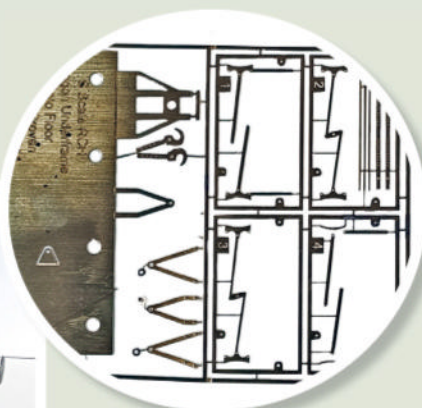
- Locomotive wheels with plastic or brass centres.
- A scale bullhead track system using plywood sleepers, plastic chairs and the correct Code 87 rail.
- Various castings and 3D-prints for wagon, coach and locomotive parts.
- Several scenic items such as figures, animals and platform furniture.

The advent of etching, and 3D-printing and design, has added greatly to the attractiveness of S. Many commercial etchings have been re-scaled to S scale from either 4mm or 7mm designs, and there is a thriving in-house 3D design and printing group, plus various commercial firms who will produce their designs in S. These include:

- Parts to build a Manning Wardle I Class 0-6-0 saddle tank locomotive.

- Parts to build a Sharp Stewart 0-6-0ST.
- A developing range of 3D-printed bodies and chassis parts for various vans and open wagons for BR, GWR, GNR, MR, LSWR and other prototypes.
- Modelu will produce its figures in S scale.
- Pre-Grouping Railways will produce most of its wagon range in S scale.

That said, some scratch-building and innovation is required to build an S scale model railway. But many find this very enjoyable, and the end result is unique and very satisfying.



▲ The society's kit for a 1923 RCH seven-plank open wagon comprises plastic body parts and etched chassis components.

▲ Some of the Manning Wardle parts.

Forthcoming shows

During 2026, this being our 80th year, there are plenty of opportunities to view S scale layouts and models 'in the flesh' and talk to modellers. These include:

- **11 & 12 July:** Exe MRS show in Exeter, featuring *Nancarrow Junction* (see Societies & Clubs).
- **8 & 9 August:** Railwells 2026, featuring *Arcadia* and *Emwell* (see Societies & Clubs).
- **17 & 18 October:** Uckfield Model Railway Show, featuring *Flintcombe*.
- **12 & 13 December:** Manchester Model Railway Exhibition, featuring *Trowland*.

Further details

If you want to learn more about S scale, then please visit the Society's website at: www.s-scale.org.uk

Membership of the Society costs £30.00 a year, and gives access to our full range of parts and regular printed Gazette. If you are interested in joining, then you can contact the Society by emailing: secretary@s-scale.org.uk

Whatever happened to ...

Totnes



JERRY CLIFFORD recalls the history of this spectacular N gauge model, built by the late **JOHN BIRKETT-SMITH**, which will be making its final public appearance at Railwells this August.

Photography by Craig Tiley

This layout was built by the late John Birkett-Smith (1944-2025) and, to my mind, is one of the finest 2mm/N gauge models ever created.

John was a true polymath, and will be best known to many as the builder of not just *Totnes*, but also the superb N gauge model of

Ashburton in South Devon [Ed. See *RM January 2011*]. What is probably not so well known is John's contribution to the Model Railway Club's ground-breaking 2mm layout, *Copenhagen Fields*, which he played a large part in designing. He, along with Tim Watson and Mike Randall, spent the summer of 1983

finalising plans from the original layout sketches. John's architectural background enabled him to make the superb 'model of the model' that was used to sell the *CF* project to the MRC committee in December that year. John's involvement with the MRC came about following a visit in the early



1980s by MRC members to John and his wife Caroline's flat in Haringey, where the original incarnation of *Totnes and Ashburton* was under construction.

An accomplished modeller

John was actually brought up in Grimsby, but the family moved to South Devon when he was a teenager in the late 1950s, buying a hotel near Salcombe. He developed a love for all things Great Western, thanks to his being able to enjoy the last few years of Western Region steam in the area, which was reflected in his later modelling.

Upon leaving Kingsbridge Grammar School, he went on to study architecture, starting his professional life in London. In the late 1980s, John, Caroline, and their young family headed back to the South West, settling in Frome, the layout coming with them. The new home in Somerset didn't

John's scratch-built model of *The Great Bear* makes a magnificent sight heading through Totnes on the down 'Cornish Riviera Express'.

have anywhere for the layout to be erected in its original format, so, following a period in storage, the key elements, Totnes and Ashburton, were rebuilt as stand-alone layouts that could be exhibited.

I was first introduced to John some time in the 1990s by Tim Watson at a 2mm gathering at Keen House. He had recently left the 'Big Smoke' and now lived just a few miles from me, and we became good friends. He was a hugely talented all-round modeller, and a very accomplished artist in both 2D and 3D – his favoured medium being acrylics. His ability to set the railway in the landscape is unsurpassed, in my opinion. I helped John with *Ashburton* many times over the years, and with *Totnes* on every occasion it went to an exhibition; both layouts had the 'wow' factor in spades, particularly *Totnes* with its deep scenery and stunning, hand-painted backscenes. My own modelling has been influenced massively by John, who spent an awful lot of time teaching this colour-blind, non-artistic modeller how to paint a

backscene and also how to compose a scene. My own exhibition layouts, *Highbury*, *Foxcote* and *Tucking Mill*, all have backscenes I painted under John's tutorage.

A work of art

At first glance, *Totnes* is a fairly conventional continuous run layout, in that it is an oval with a station at the front and hidden loops backstage; it is what John did with that conventional basis that makes it so spectacular.

Firstly, instead of the operators standing in the middle of the oval, John filled the centre with scenery. The staging area at the rear is less than a foot wide and the operator stands at the back. The result is an incredible depth of scene for the viewer, with the railway rolling through a beautifully crafted landscape. Because the scene dwarfs the trains, it makes the layout look much bigger than its relatively modest 10' x 6'.

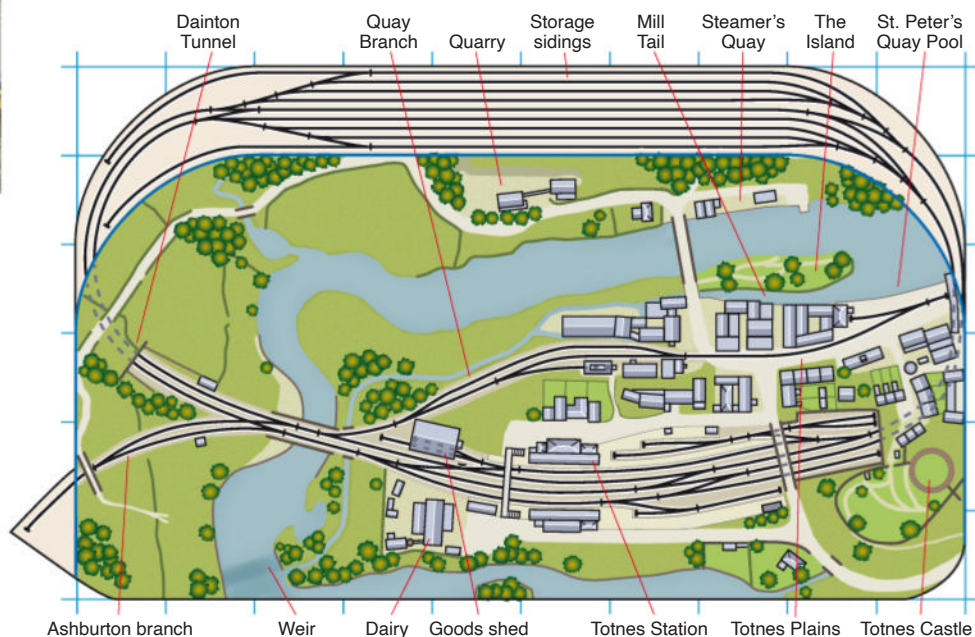
Secondly, whilst the layout is very much based on a prototype, and anyone who





▲ A scratch-built '517' 0-4-2T in the Up platform with a local train, and a *Prairie* ready to assist freights up the South Devon banks. The ivy-clad house with the dormer windows is John and Caroline's former home in Frome.

knows the area would recognise Totnes instantly, many of the key elements have been rearranged to make a better composition. For example, the foreground contains a wonderful model of Totnes Castle which, in reality, is nowhere near the station. The river with its quayside branch should head away from the station but, on the model, curves sinuously around the back, framing the scene perfectly. The substantial stone house opposite the station



Totnes Overall layout size 10' x 6'. Each grid square = 1' x 1'.

forecourt isn't even from Totnes, but is actually John and Caroline's home in Frome, complete with the Velux loft window, which offered some natural light into the loft room where the layout lived! The various scenes are arranged more in the way that an artist would arrange his canvas, with John's background in architecture always shining through. The

end result is a layout that owes as much to landscape painting as it does to conventional model railways – a scene for the trains to run through.

Before moving on to some of the more 'nuts and bolts' elements of the layout, there is one feature which not only adds depth to the scene, but could also be seen as a reflection of John's sense of humour

and perhaps his character. There are various parts of the layout which can only have been built to satisfy John's joy in creating them, because they are not only impossible for the viewing public to see, but are barely visible to the operators

This Churchward '4700' 2-8-0 features working inside motion. Dainton Tunnel has been moved closer as a scenic break.





▲ No.6005 *King George II* heads the Up 'Riviera'. The dairy was formerly a pumping station for Brunel's atmospheric railway.

◀ This substantial stone villa, in the shadow of the Castle, would have commanded fine views of both the river and the railway.

when peering down over the backscene. The most notable of these is the quayside with its busy wharf area, warehouses and tall ships – the masts of which offer a tantalising glimpse to the spectator of what is hidden away below. The most frustrating, however, must be the bookshop. John and Caroline ran the very successful Hunting Raven Books, situated in Frome's famous Cheap Street, for many years. John made an exquisite model of the shop, complete with full window display and interior, before installing it on the layout behind the castle, about an inch from and facing the backscene! It's there, I promise!

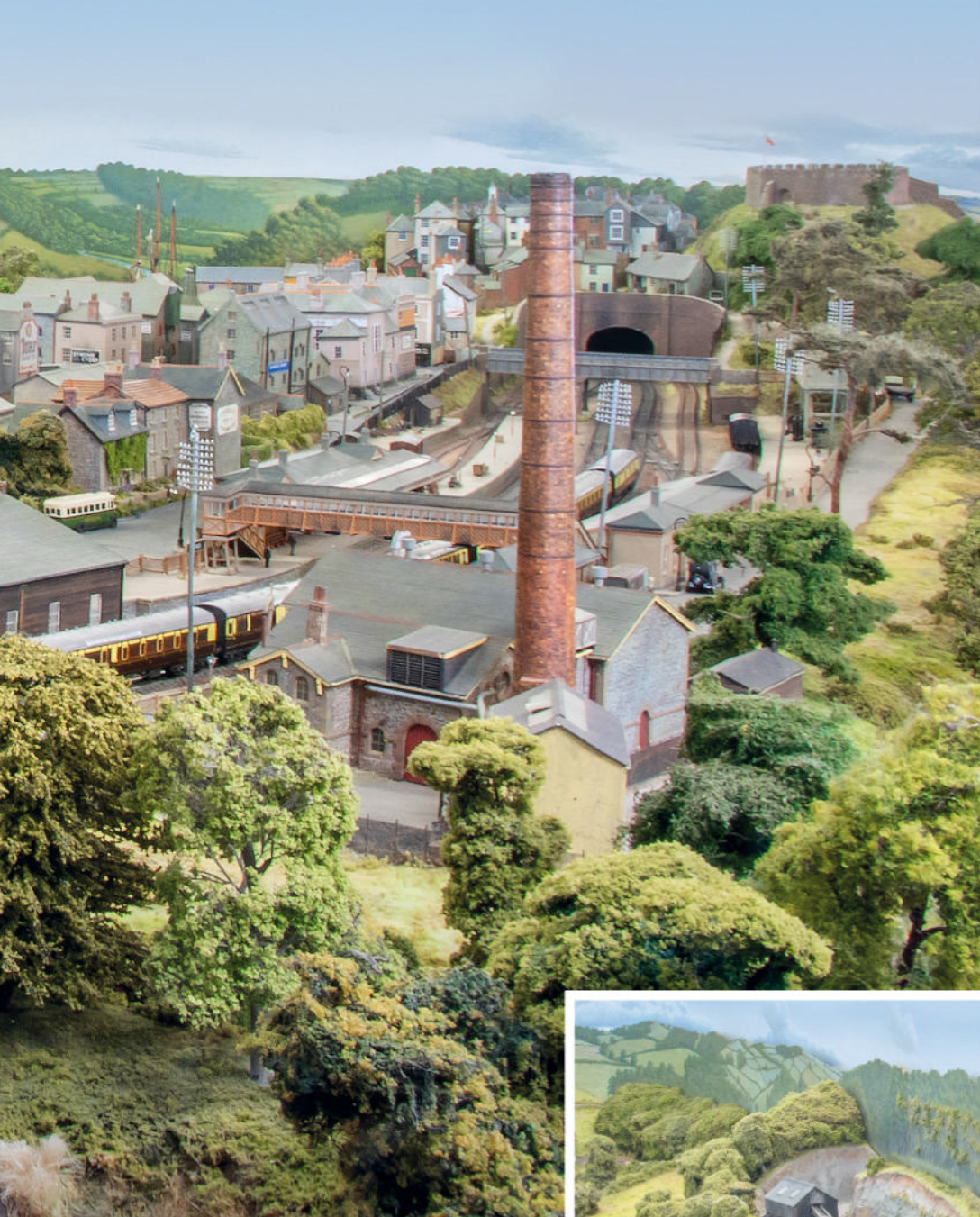
Layout construction

The actual construction of the layout is a combination of traditional and more ground-

breaking techniques. John was an early adopter of a monocoque structure for baseboards with thin ply framing, not unlike aircraft wings, with the skin providing rigidity. The result was a strong but comparatively light baseboard – very useful on *Totnes*, as the two main scenic boards are large lumps, particularly when bolted face to face for transport.

The landform was built up using Sundeala, cut and glued to form a strong shell on which the ground cover could be applied. Dyed lint, glued down lightly and then torn up to leave the fibres behind, formed the basis of the grassland – a technique which I still think is by far the most effective in the smaller scales, if only lint were still more easily available. This basic ground cover was then detailed using materials from the likes of Noch and Woodland Scenics, and blended into the hand-painted backscenes.

Trackwork is all Peco code 55, ballasted and painted very carefully. Point rodding and signal wires are a combination of small pins and cotton thread soaked in PVA, whilst the signals themselves are made up from



Arnold and Minitrix were also plundered mercilessly for parts to build up a representative stud of GWR locos. The early scratch-built locos, like *The Great Bear* and the '4700' 2-8-0, featured plasticard bodies, but as John's confidence grew he moved on to scratch-building in metal, and also building his own chassis using wheels from the likes of Beaver and Mike Bryant.

Coaching stock is also predominantly of 1970s and 1980s vintage, with heavily reworked and repainted Graham Farish models, and a lovely 'Cornish Riviera Express' rake of 'Toplights' built from Cavendish kits. The latter, whilst lacking in surface detail due to their printed sides, capture the chocolate & cream of the GWR far better than many of their more detailed successors, and look fabulous rolling through the landscape. Freight stock is predominantly weathered R-T-R wagons, made up into suitable rakes.

On the show circuit

Exhibiting *Totnes* was always a drama. The slope of the roof in the loft where the layout lived meant that at home it was erected on legs about 9" high, so that sorting any subterranean issues, principally electrical gremlins, was always problematic. Not that this particularly bothered John, who was

The town bridge at Totnes marked the extent of the navigable stretch of the Dart. Visitors today can still take a river cruise to Dartmouth.

MSE (now Wizard Models) components. All the signals are poseable, with operating wires dropping down below the baseboard, though whether there was ever any intention to have working signals I don't know. Electrics are conventional cab control, with stud-operated C&L point motors and a couple of Gaugemaster handheld controllers.

Locomotives and stock

Stock-wise, when John started building the layout in the 1970s, there was precious little available in N, particularly to the sort of standards he demanded, so, like many others, he was forced to heavily adapt what little there was or scratch-build. The Peco Jubilee was far and away the best British-outline ready-to-run model available, and it is often joked by modellers of a certain vintage just how many different locomotives owed at least some of their origins to it. John was no exception: his first Castle was a heavily reworked Jubilee, and many of his early builds used either wheels or the mechanisms from donor locos. Continental models from firms such as Fleischmann,





◀ This view of the quayside, which is almost impossible for viewers to see, will form the nucleus of Raven's Quay as outlined in the text.

always far more concerned with making the layout look beautiful – which it invariably did. The small size of the hatch meant that getting it out of the loft entailed a nerve-racking ladder descent, with no protective boards on the layout lumps due to lack of space. Once at the venue, assembling the layout, with its myriad of separate scenic boards and drop-in sections, was something akin to a Chinese puzzle.

All that said, we had a lot of fun exhibiting the layout, the operating team usually consisting of John and Caroline, my wife Kim and I, plus a cast of guest operators depending on where we were in the country. The layout was always a real head-turner, winning numerous prizes for 'best in show'.

I can't remember the precise year that *Totnes* made its debut at the Wells show, but I do remember that we were directly opposite the entrance doors. It was a hot August day, and it was chucking it down with rain – the combination of heat, damp, and swarms of steaming bodies was far from ideal for a largely untested layout, but we managed to keep trains circulating and nobody seemed to notice, or be bothered by, the frantic efforts behind the scenes! It was fitting that the last show we did together with *Totnes* was Wells in 2019.

A combination of Covid, John and Caroline moving away to Cambridge to be nearer their sons and grandchildren, and John's declining health, meant that the layout spent several years in the garage of their new home until we sadly lost John in the spring of 2025. I picked up the layout and stock from Cambridge, and over the last year, thanks to the hospitality of the Shepton Mallet club, I have given it a good clean,





evicted numerous spiders, carried out lots of minor repairs, and sorted the wiring to the extent that we can at least put on a show. Parts of the layout are now almost 50 years old and starting to show their age. I had initially hoped that we could give the layout

The Ashburton train in the platform, with John's hand-painted backscene shown to great effect.

one more tour on the exhibition circuit, but the years in storage, constantly being put together and broken down, and being bounced around in the backs of cars and vans, have all taken their toll. After discussion with the family, it has been decided that the layout, in its current form, will be retired. There will be one last hurrah,

▲ **Scratch-built 'Dean Goods' 0-6-0 No.2568 heads east with a trainload of broccoli from Cornwall to London. The masts of a sailing ship give away the location of Totnes Quay.**

fittingly at this year's Railwells event on 8 & 9 August, where *Totnes* can be seen running for the very last time.

The story continues...

This, however, won't be the end. John's early plasticard-bodied scratch-built locos, which are now a little fragile, will be on display at Wells, after which they will be returning to the family, but his later metal-bodied builds are being converted to 2mm finescale so that they can still be seen and admired by other modellers. *Ashburton* is in the capable hands of members of the St Neots club, and is currently receiving a makeover before it returns to the exhibition circuit. In addition, cunning plans are being hatched for those parts of *Totnes* that were rarely or never seen to re-emerge as a new exhibit, *Raven's Quay*, so exhibition-goers will be able to enjoy John's work for years to come.

Last showing at Railwells

Totnes will appear for the last time at the Railwells exhibition on 8 & 9 August at The Town Hall, Market Place, Wells, Somerset BA5 2RB. For more details, see Societies & Clubs or visit: www.railwells.com



Gaugemaster – thinking big with Model Giant

As well as having more than 50 years' experience of manufacturing layout control equipment, Gaugemaster has established itself as a major distributor of British and overseas model railway products to the UK trade. Another key part of the Gaugemaster business empire is its large retail operation, which was recently the subject of a complete rebrand and refresh. RM Editor Craig Tiley visited the West Sussex-based company to find out more...



▲ Gaugemaster Managing Director Ian Fowler, outside the recently refurbished retail space at Gaugemaster House. All photos: Craig Tiley

With 20,000 product lines held in stock, which are sourced from 150 different suppliers located across 20 different countries, the current Gaugemaster operation is certainly a giant of the model railway industry. What's more, its business portfolio encompasses manufacturing, distribution, wholesaling and retail interests.

The journey taken by this family-owned company, which today employs a team of 29 people, can be traced back more than half a century to much smaller beginnings, with the opening of The Engine Shed in 1974 – a model shop located in Bognor Regis. The following year saw the birth of the Gaugemaster name as an electronic sub-assembly business in Worthing, with the first Gaugemaster controller being produced in 1977.

The two businesses merged in 1982 and a second retail store was subsequently opened in Worthing in 1984. However, it was in 1989 that the organisation moved its operations to a single, purpose-built site located adjacent to Ford railway station in West Sussex, from where the firm's distribution portfolio (comprising many European and other overseas brands) developed quickly – the retail part of the site retaining 'The Engine Shed' branding.

The Gaugemaster range of controllers continued to grow in line with developments in the hobby, with the firm's first Digital Command Control system

launched in 2005 in association with MRC – a UK version of this US-based company's Prodigy Advance system.

In 2009 Gaugemaster added the Kestrel Designs range of N gauge building kits to its line-up, whilst in 2018 the Gaugemaster Collection was launched – a range of exclusive ready-to-run products commissioned from other manufacturers in N, OO and O.

It is worth noting that, aside from model railways, which accounts for 80% of the business, Gaugemaster also handles product lines of slot cars, model kits, collectables and modelling materials.

Moving forward to more recent times, 2022 saw Gaugemaster acquire the Train-Tech brand of model railway electronic accessories, this bringing new skills into the wider business that led to the introduction of two new control systems in 2024 – Infinity Wireless Analogue and Infinity Digital. Notably, both systems are designed and manufactured in the United Kingdom, as indeed are all Gaugemaster controllers. The workforce in its controller manufacturing department boasts more than 100 years' worth of experience – something of which Gaugemaster MD, Ian Fowler, is extremely proud.



▲ New items under the Gaugemaster brand include sets of OO figures.

▲ The warehouse carries 20,000 product lines, including model railways, collectables and kits.

▶ Controllers for the firm's digital and analogue Infinity systems are manufactured on site.



Being a major supplier of layout control equipment gives the company a valuable insight into the changing trends within the hobby. Ian believes that the percentage split between analogue and digital for the UK market is now 60:40, although for new entrants to the hobby the percentage investing in Digital Command Control is higher, at around 70%.

From Engine Shed to Model Giant

Turning to the company's retail arm, Ian revealed to me that he was always unhappy with its branding as 'The Engine Shed', citing how it meant little to those outside of the railway modelling fraternity, whilst the railway-centric term didn't communicate the true breadth of the products stocked. In this 'digital world', Ian wanted something that clearly said what the retail operation did.

The opportunity for a rebrand, together with complete refurbishment of the shop, came about by accident – quite literally – after a car smashed into the shop entrance, causing extensive damage. Rather than simply repairing the damage, this was seen as an ideal opportunity for Ian to enact the changes he had long wanted to carry out.

The name 'Model Giant' appealed to him because it combines phrasing for 'small' and 'large', thereby aligning with how models are small versions of large things, whilst the M and G are GM (Gaugemaster) transposed.

Inside the shop, where product lines were in the past organised by brand, they are now arranged by scale, covering a panoply of products from Z to G. Many are released under the Gaugemaster branding, with new items due for release this year including various sets of painted OO figures specially commissioned from Faller.

New retail opportunities

The shop's proximity to the adjacent main line station on the Brighton-Southampton line has also been exploited as part of this rebrand. According to Ian, 100,000 passengers use Ford station each year. However, with limited amenities at the station, there was the potential to encourage train travellers through the shop by selling drinks and snacks, with platform-facing posters erected to promote this. In addition, toys and slot cars are the products that are now

Currently served by trains operated by Southern, Ford station is located on the West Coastway Line that runs between Brighton and Southampton.



▲ The extensive ranges of model railway products in Model Giant are grouped together by scale.



located nearest to the entrance, in an attempt to entice families to browse the shop, whilst a real-time train departure board is displayed inside to allay the fears of anyone worried about missing their train! All of these changes have helped to ensure that, since Model Giant opened last September, there has been a tangible increase in footfall.

Aside from the changes that are visible to customers, there have been changes to how the retail side of the business is run behind the scenes as well. As a result, the Ford shop is now being operated as 'Branch 1', which is a clue to where Ian sees the potential growth for Model Giant in the future. However, whilst there are no current plans for a 'Branch 2', if such an opportunity should arise, it does mean the business is equipped to respond quickly.

What is certain is that Gaugemaster is continuing to invest heavily in all areas of its multi-faceted business, to ensure that it remains a giant of the railway modelling industry for the next half century – and many years beyond.

◀ Model Giant includes a layout showcasing the Gaugemaster Infinity control systems.

Visiting Model Giant

Model Giant is open seven days a week – 10:00-17:00 Monday-Friday, 09:00-18:00 Saturday and 10:00-16:00 Sunday. (Check for opening times on Bank Holidays and during the Christmas and Easter periods.)
Gaugemaster House, Ford Road, Arundel, West Sussex BN18 0BN
Tel: 01903 884 488 www.gaugemasterretail.com

Listen to an exclusive Q&A with Ian Fowler

To find out more about Ian Fowler and his passion for model railways, scan this QR code to access a short audio interview with RM Editor Craig Tiley.

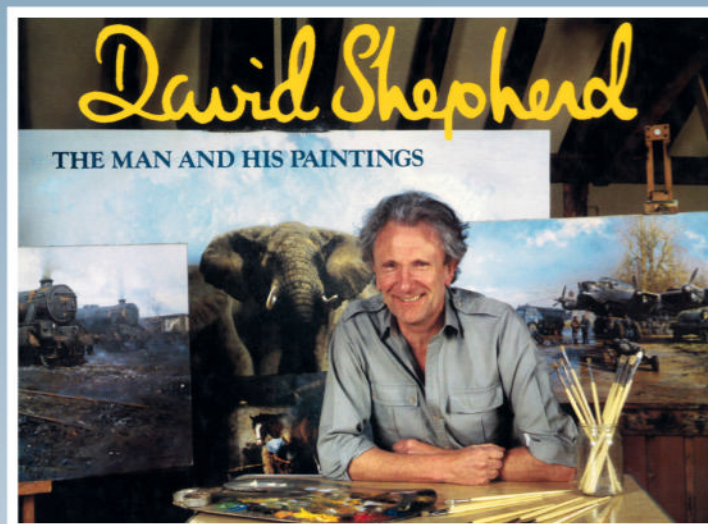


The saving of a 3mm model railway

A brush with steam

The late British artist David Shepherd CBE is renowned for his paintings of wildlife and transport subjects, together with his work as a conservationist and preservationist, but less well known was his love of model railways. **STEPHEN MOOR** recounts the story behind a 3mm scale layout formerly owned by David, part of which is now on display at the East Somerset Railway.

Photography as credited



David Shepherd was one of Britain's best-known artists, with a career that spanned several decades prior to his passing in 2017. Amongst railway enthusiasts he was also well known, not just for his railway art, but also for his preservation activities, both as an owner of locomotives and for his major contribution to the East Somerset Railway.

He is perhaps less well known as a railway modeller, but for quite a few years he had a well developed and very scenic layout in 3mm scale. He was assisted by a team of fellow 3mm Society members.

It was during a family visit to the Bluebell Railway back in 2006 that David stepped into the public viewing area of the carriage

workshop at Horsted Keynes, where he soon found himself in conversation with one of the workshop volunteers, Malcolm Saker. Malcolm, who also happened to be chairman of the 3mm Society, recognised the famous railway and wildlife artist, and was also aware that David was a modeller and 3mm Society member. Malcolm also knew that another, very gifted, 3mm modeller, Peter Gentle, had previously completed a model of Frensham Church as a commission for David.

Malcolm, having a very puckish sense of humour, took great delight in showing David the paint store! David's son-in-law said

▲ Numerous books have appeared over the years charting the life and work of David Shepherd. This large-format volume was first published by David & Charles in 1985.

something along the lines of, "Do you know who this is?" To which Malcolm replied: "Well, I know he has a connection with Frensham Church!" And so the connection between everyone was explained.

The conversation then moved on to David expressing some frustration at the performance of his layout. He had moved

▲ A section of David's 3mm model railway is now displayed in a platform waiting room at Cranmore station on the East Somerset Railway. Model photos by Geoff Helliwell except where stated.



house several years earlier, which gave him a larger room in which to house the railway – so an enlargement of the layout seemed the way to go. He had this done professionally, but the result was disappointing, with poor running and frequent derailments. His own modelling interest lay in developing the scenic side of the model – with trains running through it almost as an additional attraction – so he felt he had little desire, nor the skills, to improve the performance. Malcolm suggested he assemble a small team of 3mm Society members who had the skills and the desire to help a fellow modeller.

Help from the 3mm Society

After a preliminary site visit by Malcolm and fellow member Andrew Shillito, it was concluded that we could help by forming a team of about half a dozen members, with full-day working sessions about every six to eight weeks at David's home in Sussex.

The first work session was in February 2007, with 3mm Society members Malcolm, Andrew, Ian Jewell, Peter Bossom and myself being present. Mick Rawlings was also part of the team but, like me, was still working at that time, so could not attend all the gatherings (usually held on Mondays). We all lived about an hour's drive away, but in different directions, so there were usually four or five cars involved.

That first session was a bit like the first day at school, as we all knew each other but hadn't worked together in this way before, and with a headmaster like David checking our work... it was a bit daunting. Anyhow, we joined David for lunch in an annexe to his kitchen, and this turned into a pretty jolly affair, with David relating some of his many railway memories, and also touching on wildlife, the armed forces and royal family. That was day one, and an interesting insight into the informal way our relationship evolved.

That was our only 'annexe lunch'; thereafter we were promoted to the family kitchen for lunch, which would normally include his wife Avril, his PA and any other staff working in the house (including the cook) and perhaps the occasional house guest. The December work session would always include a special lunch with all the trimmings.

As for the layout, that first session allowed us to get a feel for what work was needed. We soon realised there were a few older baseboards surrounded by a number of newer ones, some with little more than track on them. This track varied from GEM 1960s flexible items, through 3mm Society products with Ratio track bases, to the more recent (at that time) Peco HOm 12mm gauge range. This mixture of baseboards and track types contributed in part to the poor running, but the wiring was something of a complication and a mystery – not a good combination. Frankly, it would have been better to replace all the track and rewire accordingly, but this was not really an option.



▲ The layout was formerly housed in the attic of a barn adjacent to David's Sussex home, and is seen being worked on by members of the 3mm Society. Photo: author

Ultimately, we elected to carry out small changes to the track plan and repositioned the existing fiddle yard. It soon became apparent that David had little interest in operating the layout, other than seeing a couple of trains running through his scenery, so we simplified the wiring so that he just had to set the two controllers. The fiddle yard was simply two loops, allowing two trains in each direction. We trained him to operate the loop points so that he could change from one train to the other, but otherwise no points were operated. The sidings and stock therein were just part of the scenery.

9Fs full-size and model

David's stock comprised largely 1950s/1960s commercial items, with much Tri-ang, whitmetal products from GEM and BEC, Kitmaster coaches, and Peco and Parkside

wagons. At first, he had a nice scratch-built Peppercorn A1, together with several etched Gresley teak coaches, but these didn't fit his taste, so were disposed of through the 3mm Society. Most of the stock was a little tired and this contributed to the poor running, but some TLC was applied to get the best out of it, with reasonable success.

We felt the layout was lacking a BR 9F 2-10-0. It was clear to us that, in railway terms, David's first love was his full-size 9F, No.92203 *Black Prince*, and a model of this on the layout was a must. Mick Rawlings volunteered to make one, using a Branchline kit for the locomotive body and chassis, to go with a Tri-ang Britannia tender. He did a wonderful job with sprung Society coupled wheels, a High Level gearbox driven by a tender-mounted motor, a new tender chassis with split-axle pick-ups, and extra detailing all round. It was finished in the BR condition



▲ The model of Frensham Church, which David had commissioned from the late Peter Gentle.



▲ BR 9F 2-10-0 No.92203, which was constructed by Mick Rawlings. Photo: author

as No.92203 was when David bought it in 1967 (so not yet named). This model was presented to David in a grand ceremony in November 2010, which left him speechless (for a while, anyway!).

The end of an era

As the years went by, David's health started to deteriorate, and he wasn't doing much to the scenic side of the layout. We had effectively completed the improvements we could make, so it was time to wind down a bit. By 2016, we were still meeting up every couple of months to clean the track, run

some trains, troubleshoot as necessary, chat a lot and enjoy lunch – and sometimes lunch was the only time we saw David. We felt we were no longer giving value for our lunch, but a quiet word with Sue, the PA, soon put us right. She assured us that David always looked forward to our next visit and he liked the routine. If we were happy to make the journey, they were happy to give us lunch, so we did. Sadly, though, this arrangement didn't last for long. Our last working visit was in June 2017, with the next one pencilled in for that September, but that unfortunately never took place as David passed away on 19 September.

We did subsequently get a handwritten thank you from Avril making it very clear our efforts were well appreciated, together with an invitation to a Christmas lunch and, in her words, to "perhaps put the little railway to bed for the time being". We visited for the lunch in January 2018 and said goodbye to the layout. At that time, there was no clear plan for the future, so we were asked to leave it as it was. It was the end of an era for our team, and many others too.

Saving the model

Sometime after David's passing, the house was put up for sale. Gordon Fry, a family friend and fellow railway enthusiast, took a call from Avril to say that the layout had to be moved at short notice. Therefore, he and

▲ The station building on the surviving section of the layout, which is based on a structure at Godalming and was also constructed for David by Peter Gentle.



fellow East Somerset Railway member David Sedgeman drove up from Somerset and loaded as much as they could into a Transit van over the course of two days, with instructions from David's daughter Mandy to 'save the village'. The layout was never intended to be portable, so some drastic measures were needed to get it apart, but nevertheless, it was loaded into the van, and it headed west to be stored in Gordon's conservatory.

Time passed, but both Gordon and the ESR wanted to give the layout a permanent home. There wasn't space for the whole layout, but in 2024 a part of the layout (including the village) was given a place in the waiting room on the Down platform at Cranmore station. The ESR has also, more recently, opened a David Shepherd exhibition coach with a collection of prints, photographs and memorabilia. It is well worth a visit, but if you are planning to go, make sure you allow time for a ride on the railway and lunch in the cafeteria!



▲ The village part of the model includes this characterful row of cottages. Most of the scenery and buildings were created by David.

▲ The layout is displayed behind a protective glass screen, with information boards behind. Photo: Callum Willcox

Useful links

The 3mm Society
www.3mmsociety.org.uk

The East Somerset Railway
www.eastsomersetrailway.com

David Shepherd Wildlife Foundation
www.davidshepherd.org

▲ A recent view of Cranmore station on the East Somerset Railway, showing the waiting shelter on the Down platform (between Ivatt 2MT 2-6-0 No.46447 and the signal box), which now houses the layout. Photo: Craig Tiley



Extending from the garage in O Going outside

The starting point was this existing U-shaped set-up inside the garage, comprising a layout along each side (Lofthouse on the left, Kirtley Bridge on the right) with a viaduct linking the two.



BOB HORDERN constructed a demountable outdoor extension to turn his garage-based U-shaped layout into a 'fair weather' continuous run. *Photography by the author*

In my garage, I have two O gauge layouts. Set up along one side is *Kirtley Bridge*, which was described in the May 2021 *RAILWAY MODELLER*, whilst along the other side is *Lofthouse* – a former club layout that I saved from being scrapped a few years ago.

In the May 2024 issue, I described how I constructed a curved linking piece with a stone viaduct, this being used to bridge the gap between the two layouts at the inner end of the garage, thereby creating a U-shaped set-up.

A view into the garage from the driveway, showing the ends of the two layouts and the slight difference in track height between them, before fitting the extension.

However, ever since I switched from 4mm scale (EM gauge) to the larger scale of 7mm, I have found that I miss watching the trains go by, with a continuous run format of layout...

The plan

Building the viaduct had demonstrated to me that running O gauge stock in the garage on a curve of 43" minimum radius was possible. I was therefore tempted to do something similar at the outer (main door) end of the garage, thereby creating a full circuit.

Whilst I had no more available space within the footprint of the garage, the roller doors beckoned. In fact, going outside

was an option I had previously used on occasions to set up a temporary fiddle yard extension on *Kirtley Bridge*, and I already had a DIY awning to protect this section from direct sunlight or sudden showers. So, outside it was!

My plan was to have a detachable curved section that would connect the two layouts. I needed some sort of quick-to-erect semi-circular structure that could be stored easily when not in use.

I was thinking of using a standard 2,440 x 1,220mm sheet of plywood, suitably braced, and with an outer raised edge in case of any derailments. The garage door aperture was almost exactly this width and,

as most of my stock could cope with a 43" radius curve, I felt I might even manage to fit in twin loops within the 1,220mm (48") width.

I went for an open design (to minimise weight) with bracing, creating a sort of wheel and spokes effect. Attaching this to the layout ends wasn't too difficult, although I did need to accommodate a small difference in track height between the two layouts. (The resultant gradient involved wasn't going to be a problem operationally.) Additionally, whilst the concrete of the door threshold is level, the tarmac of the drive is not, so some sort of adjustable leg(s) below, or some guys tethered above, were needed.

Around this time I was sorting out my workshop and stacking away tools and materials for the winter, when I discovered some lengths of 2" x 1" and various pieces of 6mm plywood.

Construction

To start, I attached a beam to allow me to link the ends of the two layouts.

The semi-circular extension in position, with the protective canopy deployed overhead.



Next, I screwed and glued up an open radial framework.

To this I pinned the plywood board to support the track – this was shaped like a giant protractor!

Finally, I divided the board into two parts for ease of use and storage.

It was decided to use two chains to support the extension, suspended from a convenient beam within the garage ceiling. These were purchased along with carabiner clips and turnbuckles, of sufficient strength to hold the layout. These do not interfere with the original awning.

At the end of Kirtley Bridge station, there was already a

A Fowler 3F 0-6-0T runs towards Kirtley Bridge with a short coal train. The raised green edging is designed to 'catch' the stock, should the worst happen.

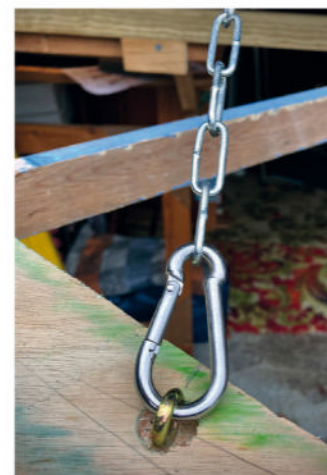
three-way point that fed into the aforementioned temporary fiddle yard extension. Using this existing pointwork, I could therefore have three tracks entering the new outside extension baseboard, these becoming two running lines and a short locomotive spur. At the end of the *Lofthouse* layout, I added a Y-point to connect the two running lines with the single track exiting from this layout.

Fair weather running

Operationally, the new extension has created a long passing loop, which can be used to store two trains travelling in either direction. The extension also allows for there to be a single track circuit going all the way round, providing the opportunity for continuous running that I wanted – weather permitting, of course!



▲ The semi-circular extension is formed of two 'quarter' segments, these being locked together once assembled. Note the 48" radius track template.



▲ The extension is supported via two chains connected to a beam in the garage roof space, these in turn being attached to the layout using carabiner clips.

▼ The three-way point at the end of *Kirtley Bridge* feeds two running lines (these forming a passing loop on the extension) and a locomotive spur, the latter seen here (right) occupied by a 4F 0-6-0.



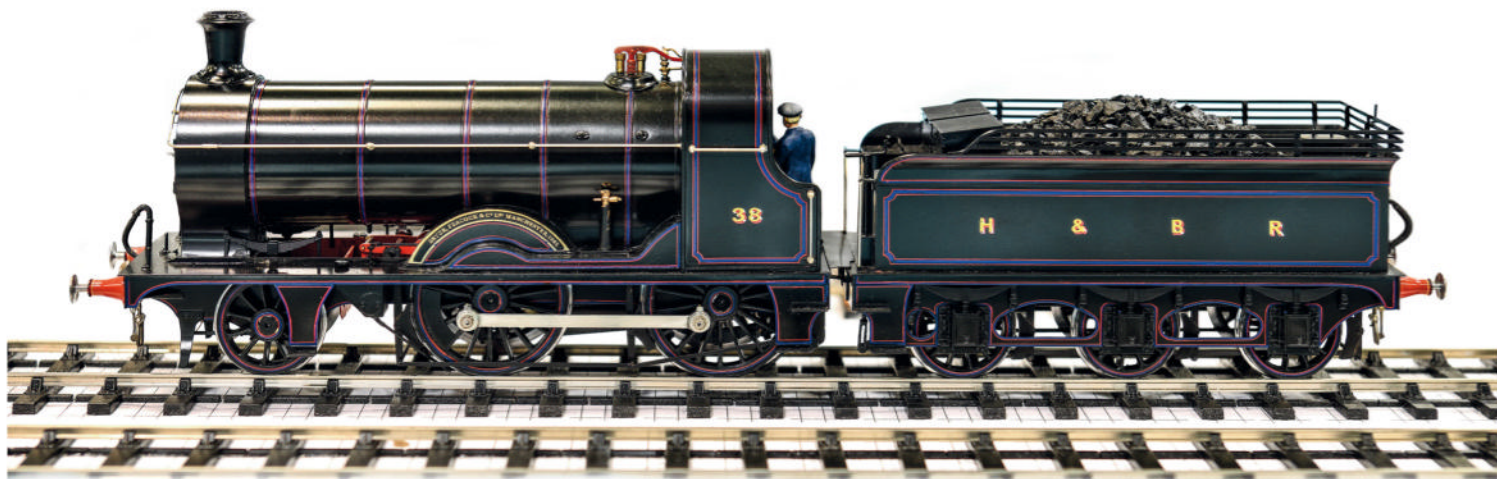
▼ An overall view of the extension, showing the 2' x 1' framework and the two supporting chains.



Scratch-building for charity in O

A Hull & Barnsley H1 Class 2-4-0 in 7mm

NICK DUNHILL describes how what started as a one-off video tutorial exercise, for the Gauge O Guild YouTube channel, subsequently developed into a full locomotive build project, which was completed in stages over a five-year period in support of a charitable cause.



A few years ago, during the periods of government lockdown, the Gauge O Guild Events Committee (on which I volunteer) decided to move some of its exhibition activities online. I volunteered to present one of its new 'An Evening with...' live Zoom events.

I build O gauge model railway locomotives for a living and wondered if viewers would like to see me scratch-building a steam locomotive smokebox. Then a fellow O gauge modeller, Simon Bolton, made contact to ask if I would be interested in building a smokebox for a Hull & Barnsley Railway H1 Class 2-4-0, because he was planning to make such a model for himself. He sent a drawing, and I liked the unusual curved lower section of the structure – so I agreed to make one 'live on air'. Little did I know at the time that this video tutorial exercise would develop into a full locomotive build project.

What follows is an overview of how the project was completed, in stages, over a five-year period...

Prototype history

These locos were designed in 1885 by William Kirtley, who worked as a consultant to the Hull & Barnsley Railway. However, the company didn't have a railway works capable of building the locomotives, so construction was contracted out to Beyer Peacock & Co. in Manchester.

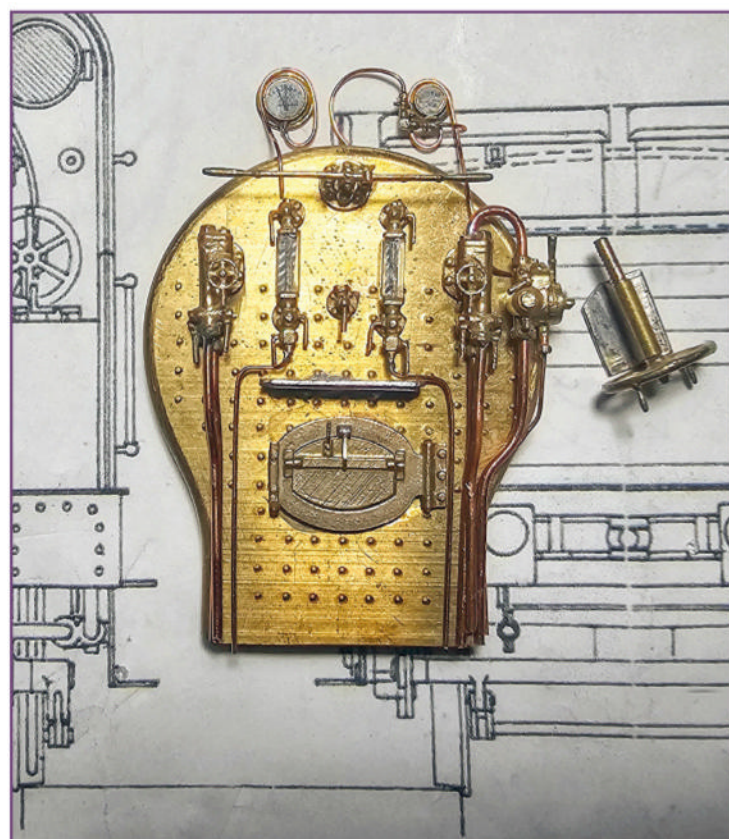
On delivery they were designated H&BR C Class locomotives. They were designed for express passenger work, but the mainstay of H&BR traffic was coal from the Yorkshire coalfields to Hull for export. They were used on express passenger workings but also found work pulling express goods trains, including fish, meat and other perishables.

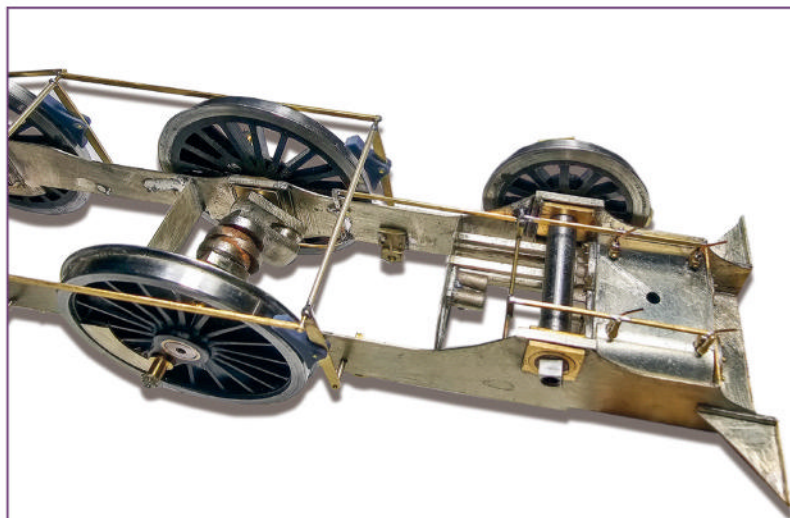
Around the turn of the century, the C Class locos needed new boilers. It was decided by the company's then

locomotive superintendent, Matthew Stirling, to give them larger, higher-pressure boilers to try and improve their

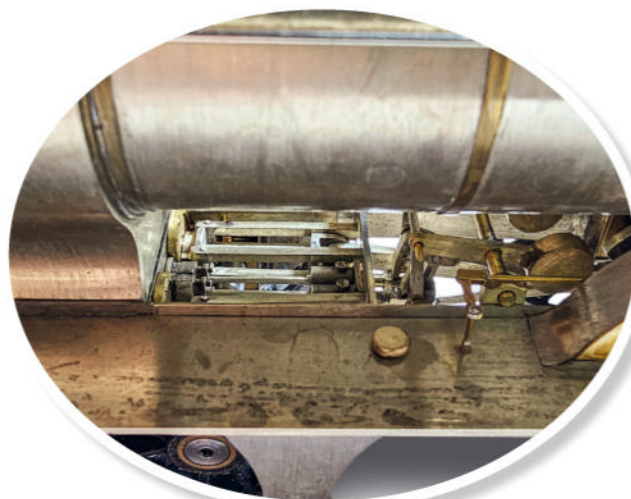
▲ The completed locomotive, pictured after painting and lining by Warren Haywood.
Photo: Ian Allen

The firebox backhead, which was furnished with Great Northern Railway fittings, these being identical to the H&BR pattern that was required.
All constructional photos by the author





▲ Here the crank axle and slide bars have been fitted up. The fabrication of the inside motion begins with the crank axle, slide bars and a motion bracket, followed by the brake gear and cylinder drain cock parts. The inset picture shows how visible the inside motion is between the frames of the model.



performance. The cylinder diameters were increased by $\frac{1}{4}$ ", but otherwise the footplate and chassis remained untouched. 4' 3" (and shortly after 5') boilers were fitted, and the cab was redesigned to accommodate the larger firebox. The locomotives were redesignated as H and H1 Class. Re-boiling was carried out at the H&BR works in Hull.

The rebuilt locomotives were only a moderate success and were soon usurped by more modern designs. They fell down the motive power pecking order

and from 1910 spent increasing periods on the Duplicate List, in storage at Springhead Works sidings in Hull.

In 1922 the North Eastern Railway took over the H&BR. NER locomotive inspectors visited the works to decide the fate of the H and H1 locomotives and all were scrapped in 1922.

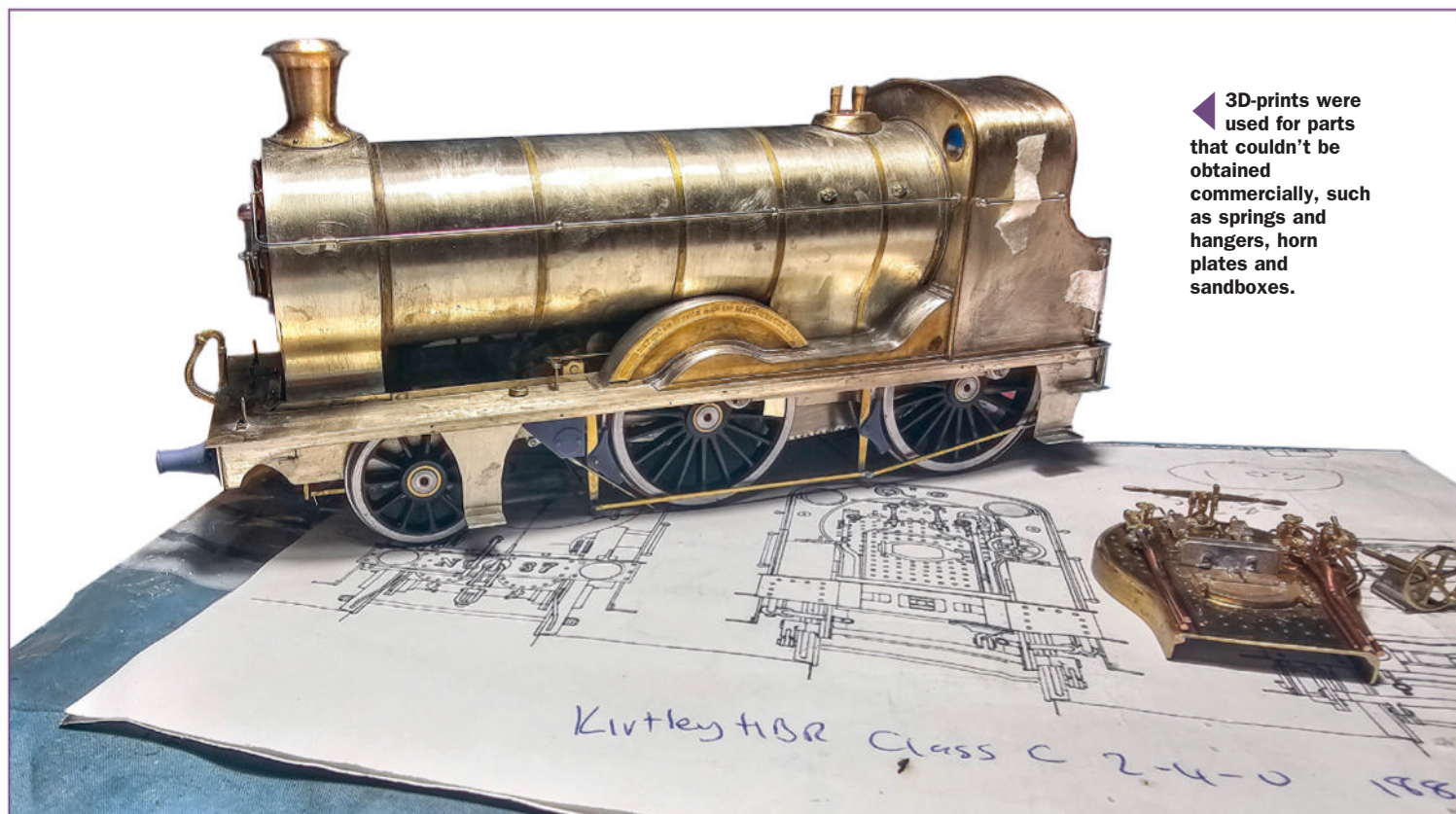
The model represents H1 locomotive No.38 in 1903. An invaluable reference was *Locomotives of the Hull & Barnsley Railway* by Ron Prattley (published by the HMRS, ISBN 978 0902835245).

Locomotive upper works

When I embarked on the first video tutorial for the smokebox, I pre-cut all the parts from nickel silver sheet in readiness and then carried out the final assembly live (see list of videos at end of article). According to my preferred method of construction, I cut out front and rear formers, a base and some thin upper supports. (The front was marked out on sheet from measurements taken from the drawing; it was soldered onto more sheet and an identical second one cut for the rear.)

I applied a 0.3mm nickel silver wrapper, and the structure was completed in the live 90-minute event.

The presentation was well received, and soon I was live online again building a boiler and firebox. The firebox was just a larger version of the smokebox and the boiler was essentially a tube (rolled from 0.3mm sheet) wrapped round three circular formers. Incidentally, on locomotives like this with round-top fireboxes, I always make the boiler and firebox separately, as



▲ 3D-prints were used for parts that couldn't be obtained commercially, such as springs and hangers, horn plates and sandboxes.



▲ An archive view, recorded at Springhead on 19 September 1904, of Hull & Barnsley Kirtley H1 Class 2-4-0 No.38, the example modelled in this article.

Photo: Mick Nicholson collection

unwrapping the end of a long boiler to form the firebox sides always causes distortion.

Before long I had made a footplate and cab as well. The splashers were assembled from individually hand-cut panels. I made the outer set first and formed the tops carefully from

strip. Then I cut the larger inner set of splashers and the tops. Both sets of splashers were united, and the tops shaped to match the curve of the boiler and firebox.

It was at this stage that Simon suggested the project could become a charity build. He offered to make a sizeable donation to his preferred charity, Village Water, in lieu of my efforts. I agreed, as it would give me the opportunity to complete the rest of the loco.

The backhead was scratch-built from a keyhole-shaped piece of sheet, with a length of strip soldered round the perimeter. I then added fittings from the Stirling period of Great Northern Railway pattern, which were identical.

Locomotive chassis

The chassis outline was taken from the General Arrangement drawing of the locomotive that I acquired, and frame stays were made to prototypical designs and located in the correct positions. I soon had a rolling chassis with the scratch-built body on top.

Simon and I decided to fit the locomotive with working inside Stephenson link motion, which I

completed using Laurie Griffin Miniatures castings. It looks more complicated than it is. If you're methodical and measure everything carefully, it is quite straightforward to install. My usual approach is to make the eccentric straps a sloppy fit on the eccentrics to prevent any potential binding issues. Don't be tempted to make any of the other rod joints sloppy though – wiggly valve gear needs to be avoided!

A few rainy Sundays in the summer of 2025 allowed the completion of the last few small jobs to finish the loco. Next it was on to the tender.

The tender

We decided to build the tender by adapting a kit for a different, bigger, H&BR tender. Although larger, crucially it shared the same wheelbase and brake arrangement. I was also able to adapt some parts in the kit to produce an inner chassis for the wheels. I then had to scratch-build a footplate, valances, bufferbeams and outer chassis parts.

The sides and rear in the etches were much too big for this tender, but it was possible to cut them down in size. However, I had to scratch-build the tender top and front, and the coal space.

The last jobs were the tender flare and coal rails. The flares in the donated etches were adapted for use by curving them using a press tool. This was

Online construction videos

Videos of the build are available on the Gauge O Guild YouTube channel – go to www.youtube.com/thegaugeoguild and search for Nick Dunhill, to find:

• Smokebox construction

An Evening With Nick Dunhill, June 2021

• Boiler rolling and soldering

Virtual Show presentation, November 2021

• Footplate construction

An Evening With Nick Dunhill, June 2022

• Chassis assembly

An Evening With Nick Dunhill, November 2023

• Axlebox installation

Virtual Show presentation (two parts), February 2024

• Chassis completion

An Evening With Nick Dunhill, February 2025

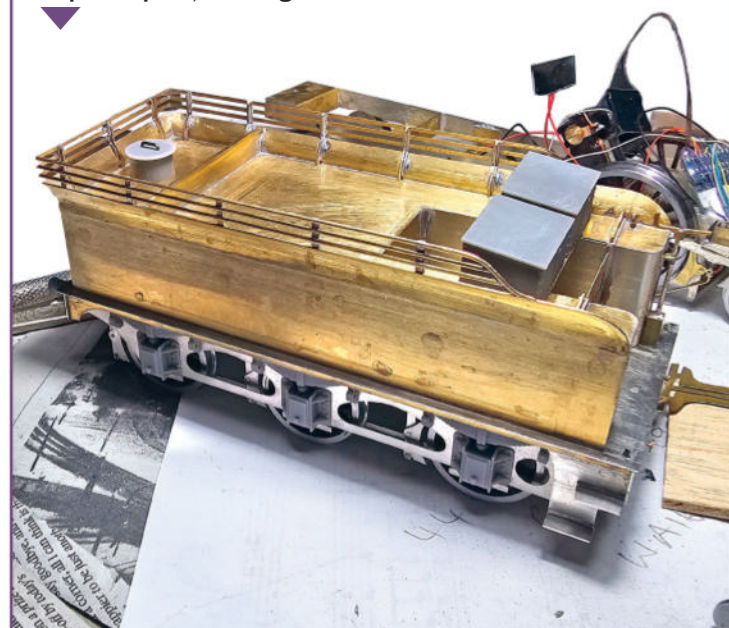
• Crank axle and inside motion

Virtual Show presentation (two parts), February 2025

• Final assembly

Virtual Show presentation, February 2026

▲ The completed tender after the fitting of coal rails and various 3D-printed parts, including the water filler and toolboxes.





▲ The finished model, which was fitted with an ABC motor and gearbox, together with an ESU Loksound V5 decoder and appropriate sound project.

achieved by first taping the etch to a length of 8mm diameter steel rod and then pressing it into a square of hard rubberised material. The flare was formed around the rod to achieve the desired radius.

The upstands for the coal rails were adapted from parts in the etches, whilst the actual coal rails were made from half-round brass section. The front of the tender was embellished with coal planks and a shovel hole.

The tender was finished in late 2025 and the model was



Project supporters

The following suppliers kindly donated parts:

Laurie Griffin Miniatures – Inside motion casting set,
Diane Carney Nameplates – etched works plates,
Mick Davies (MD Modelling) – various 3D-printed parts,
Mike Hopkins (Scale Factor) – backhead castings, **Bryan Robertson (Modelyard)** – DCC decoder and sound project, **Russell Burridge** – tender etches,
Phil Atkinson (Hobby Holidays) – tender wheels,
Warren Haywood – painting and lining,
Ellis Clark Trains – storage box.

stripped, cleaned and packed, and taken to a professional painter.

Painting and finishing

The painter's research revealed that H&BR locos were painted in a very dark green colour, referred to as Invisible Green, with blue ultramarine lining edged with vermilion. Custom transfers had to be printed. The painting was finished in early

February 2026, just in time for that month's Gauge O Guild Virtual Show. I began rebuilding the model in a presentation during the show itself.

Coal was added to the tender (using ground-up real coal) and held in place with acrylic matt varnish (diluted 1:1 with water) applied with an eye dropper.

The finished model was exhibited at the Gauge O Guild Spring Show at Kettering in

early March 2026, where it was presented to its new owner.

▲ The author (left) presents the finished model to Simon Bolton.
 Photo: Chris Lamb

The Gauge O Guild

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

In support of Village Water

Simon's chosen charity for this project was Village Water, which aims to improve access to safe water, sanitation and hygiene education in schools, villages and health centres across Zambia and Mozambique. For further information, or to make a donation, scan the QR code (right).



A Talylyn tribute in 009

Nant Gwernol

Modelling, words & photography: **GEORGE WILLIAMSON**



At the end of the line, deep in the wooded valley above Abergynolwyn, lies one of the most atmospheric locations on the Talylyn Railway. Nant Gwernol is not a grand terminus, nor a bustling interchange, but rather a quiet, almost hidden destination where trains arrive beneath a canopy of trees before retreating the way they came, leaving the woodland to return to a timeless state of tranquillity...

▲ Deep in the woods of Nant Gwernol ('Ravine of the alder trees'), No.1 Talylyn enters the station with modern bogie stock.

It was this unique atmosphere – more than anything else – that inspired my latest 009 project. The resultant layout is an interpretation of the present-day station, omitting the clichés that are sometimes seen when autumn is modelled. Wales doesn't often leave picture perfect 'Central Park'



▲ Forestry and footpath signage at the foot of the former incline path has been made using photographic images backed with plastic card.

scenes with crisp bright oranges and yellows, but rather cold, misty, muddy days that leave you longing for a hot chocolate by a fire.

Prototype and inspiration

Unlike many layouts based on narrow gauge lines, the intention here was to depict the preservation era. The Talylyn Railway retains much of its historic charm, but its current form includes subtle contemporary elements – maintained infrastructure,

◀ Kerr Stuart No.4 Edward Thomas, left, in its current lined works grey, meets Corris Railway new-build No.7 with a carriage and van.



Pictured during the TR event marking 75 years of preservation, No.2 Dolgoch sports the headboard carried in May 1976 when the Nant Gwernol extension opened. Photo: Adam Ashford

curated scenery, and a well-kept yet natural appearance. And after all, why do we actually model particular scenes or railways? My reason is to replicate memories of visiting the line over the years.

When planning layouts, the first thing I consider is where the fiddle yard(s) would be. Nant Gwernol itself is particularly appealing from a modelling perspective. The line terminates in a confined space surrounded by steep, wooded slopes, with the station emerging almost unexpectedly from the landscape. This not only gives a sense of enclosure (which became a defining feature of the model), but also the ability to have a single fiddle yard to the right of the scenic section.

To enhance the visual interest, the layout is set in autumn, which isn't commonly seen on model railways. This provides a broader tonal range than summer, allowing the use of muted greens alongside browns, ochres and faded foliage tones.

Layout design

The scenic section extends to approximately 200cm in length, providing sufficient room to represent both the approach to the station and the terminus itself in a convincing manner. Not that I'm a true 'rivet counter', but I love to replicate the prototype where possible, and 200cm was long enough to model the entirety of Nant Gwernol without compressing the scene. This gave the ability to run full-length trains, should I want to, even though a late autumn passenger train would only have three bogie coaches. Trackwork is deliberately simple, reflecting the prototype arrangement. A 90cm fiddle yard is situated at the right-hand end, allowing for straightforward operation.

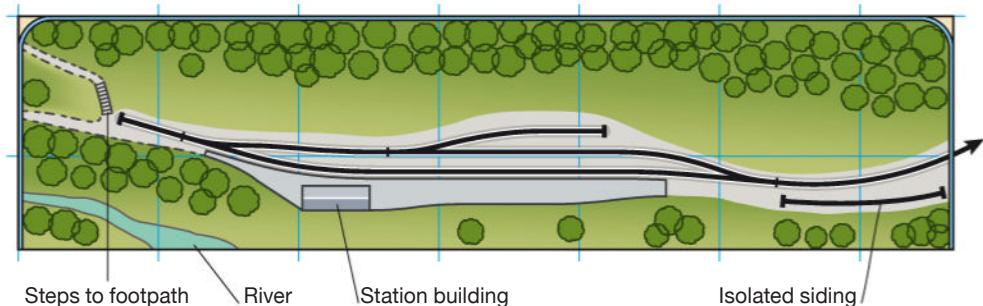
Particular attention was given to ensuring that the railway sits naturally within its surroundings. Curvature is gentle and



NANT GWERNOL

Overall scenic dimensions: 200cm x 50cm.

Each grid square = 30cm x 30cm.



continuous, avoiding abrupt transitions which would detract from the overall realism. The emphasis throughout has been on achieving a sense of flow. Flexible track played an important role here.

One issue I came across whilst planning this layout was how little information I could

find online for the track plan. Even Google Maps isn't useful as trees hide the station from above. My solution was to make a site

The station's sylvan setting is clear as No.1 Talylyn, right, in current blue livery, shunts wagons while No.2 Dolgoch, in standard TR lined green, waits with the 1860s coaches.





Also seen during the TR75 weekend, 1940 Ruston & Hornsby diesel No.5 Midlander shunts tipper trucks to evoke the days of building the extension. Photo: Adam Ashford

common modern passenger in the longest, then a heritage train, and the remaining two for goods and special, shorter trains. I also ended up modelling realistic takes on the Skarloey Railway rolling stock (as these are based on the TR) and these now make a common appearance on the layout, so a new version of the fiddle yard with extra roads would be useful. The points in the fiddle yard are thrown manually.

Scenic treatment

All scenery on the layout has been produced by hand. This approach allows greater



Original 1860s TR veterans No.1 Talylyn and No.2 Dolgoch double heading the original four-wheelers. The point levers are from Westcliff Workshops.

together with Peco rail joiners. With OO9 layouts such as this, trackwork is limited, and OO9 locos are also commonly 0-4-0 or 0-4-2 arrangement, and don't take much to develop gremlins – so a greater level of care is needed to make a layout run smoothly. Digital Command Control fitting and stay-alive capacitors are seen more commonly now – however, I enjoy dc control so opted to keep everything analogue. This also meant that wiring could be shared between the rails and SEEP point motors – which are controlled via toggle switches located in the fiddle yard. These are wired to switch the polarity of the Electrofrog points to aid the slow-speed operation of locomotives.

The fiddle yard consists of four roads, with the largest long enough to hold the longest train the TR would run to Nant Gwernol. The roads were planned with a

control over texture, colour and variation, which is particularly important when modelling a specific location.

The landforms were built up gradually to represent the valley setting. Rather than dramatic features, the emphasis is on subtle contours and transitions, reflecting the understated nature of the prototype.

Ground cover was applied in multiple layers, using a range of materials and tones to avoid uniformity. This staged approach

The ferns typical of Welsh woodland have been created using natural moss soaked in glycerine.

visit and carry out an extensive photographic survey.

Baseboards and track

The baseboards were constructed to provide a rigid yet transportable structure, as this was always planned with exhibitions in mind. Woodwork is my Achilles heel, so the boards are a simple design: 9mm plywood tops with a 2" x 1" frame beneath each one. I'm not that concerned with warping, as I build up large layers of foam on the boards from which to cut the topography. Whilst on *Corrish* (my previous OO9 build – see RM January 2024) the track was glued directly to the foam layer, I opted for a wooden trackbed on *Nant Gwernol* so I had something solid in which to install the point motors. Accurate alignment between sections was critical, particularly where track passes across baseboard joints, so a mix of alignment dowels and adjustable latches connect the separate boards.

Tracklaying followed conventional methods, using Peco OO9 Mainline large radius points and plain flexible track held

No.1 Talylyn, hauling slate wagons and four-wheeled carriages, rounds the sharp curve marking the approach to the terminus.



helps to create depth and a more natural appearance, particularly when viewed across the full length of the layout.

Woodland is a dominant feature of the scene and required considerable time to develop. Each tree has been constructed individually, allowing variations in height, structure and colouring. These are a mix of smaller seamoss branches, and seamoss/natural blackthorn branches – both of which have been airbrushed and finished with Microleaves over a net of polyfibre. As Larch can be seen in large groups in the area, I made these from kebab skewers. These had many holes drilled up the stick, and wire branches added and bent to a natural shape. Instead of leaves, I coated these in a number of layers of static grass, which were then airbrushed with suitable colours.

Modelling an autumn setting presented particular challenges. It is easy to overstate seasonal colours, resulting in an unrealistic appearance. This is where adjusting your palette tones comes into its own. I keep the palette very restricted over the entire build to bring the scene together. When the scenics were complete, the entire layout was dusted lightly with a spray of Earth Brown to dull it all down.

Trees are fairly straightforward to create as there is an extensive library of knowledge to call upon from many experienced modellers. However, one plant species that is often omitted on models is ferns. These are common all over the UK, but in particular around areas such as Welsh railways, so a bit of experimenting was in order. After trying plastic, brass and even paper offerings from commercial sources, I ended up using a natural moss, soaked with glycerine and cut into its single fronds.



▲ Four-wheel diesel No.8 *Merseysider* (in reality now sold by the TR) enters the station with a unique train of open coaches, one in the blue & cream of the Reverend Awdry's Skarloey Railway.



▲ In a view emphasising the station's siting on a shelf on a wooded hillside, 1991-built No.7 *Tom Rolt* and bogie coaches prepare to depart.



▲ Visitors watch from the platform as a train disappears towards Abergynolwyn, while No.5 *Midlander* shunts a mixed train in the run-round loop.

These were then planted individually in fern formations, and finally airbrushed as an entire plant.

The station area

The station at Nant Gwernol is relatively simple in structural terms, but rich in character. The model reflects its present-day condition, with attention given to proportions, positioning and finish. The building itself is a product by MS Models, whilst the finer details such as point levers are from Westcliff Workshops. Just about everything else is scratch-built from plasticard.

Construction of the platform is common practice, with Wills slate walling and ballast topping. After hand-painting, stonework was weathered *in situ*. The platform has a complex fence set-up, which ranges from classic farm-style sheep wire, to vintage slate, to picket fencing, to a modern metal scaffold type, so all these needed their own techniques to model them. The only one that was a commercial product was the picket style, which came from Scale Model Scenery.

The final details were the station's notice boards, which show the history of the railway, as well as wildlife in the forest – these were made from plasticard with the posters printed from photos of the real examples.

Weathering has been applied in a restrained manner. Subtle effects such as faded surfaces and light discolouration help to convey a well-maintained but naturally aged appearance. The roof of the station building also has its own mossy weathering to help suggest the damp conditions from the ravine below. Final weathering details to support the autumn feel were leaves along the line, platform and station roof.

To finish the scene, Modelu 3D-printed figures were painted and planted. I keep these to a very restricted style – if the person/animal could hold the pose for 10 seconds, then it is allowed on the layout! That means no walking, running, cycling or action of any kind.

The backscene was also debated for a good while. I made a second visit to Nant Gwernol and used a drone to take multiple photos of



▲ Open cab 0-4-0 diesel No.9 Alf rescues No.2 Dolgoch and train after an air brake pump failure.

the hillside and valley to the right. These were then stitched into a panoramic piece, and printed at a local printers at 10' long. This has been effective as the valley below is easily viewable from the platform, whilst the railway curves around and off scene.

Operation

Operation of the layout is straightforward, mirroring the prototype. Trains enter from the fiddle yard and arrive at the station, the locomotive runs around its set and subsequently departs in the opposite direction. One may see this as 'boring' compared to complex track layouts, but this is the reality of narrow gauge. The only adjustment I have compromised on is that I don't wait two hours before sending the next train into the station!

Trains are mostly passenger rakes, with goods or heritage workings and specials dropped in at random. While limited in scope, this form of operation is entirely appropriate and allows the layout to be appreciated as a complete scene. The movement of trains through the wooded approach and into the terminus provides sufficient visual interest without the need for complex shunting sequences.

Rolling stock

OO9 as a modelling genre has evolved at an impressive rate over the past few years, and more ready-to-run items can be found. However, to model the Tallylyn I needed to build from kits. The stock has come from a small number of cottage industry businesses: Fourdees, Westcliff Workshops, Minibuilds, Brooks3D, Miniature Modellers Hub and Dundas Models, all of which have given me such amazing support. As this is a preserved railway with no uniform livery, I will not comment on every single paint job – there is further information about this on my YouTube channel (GWilliamsonModels). The main technique that receives comment is the lining on the deep bronze green locomotives. This was completed using Fox Transfers 'yellow-black-yellow' lining, with the second yellow line painted over in black when the lining was dry. All stock is also weathered to various levels to mimic working stock.

Simple but scenic

Although modest in operational terms, Nant Gwernol offered considerable scenic potential. By focusing on landscaping, atmosphere and careful detailing, it has been possible to capture the distinctive character of this unique location.

The layout demonstrates that a relatively simple track plan, when combined with thoughtful scenic treatment, can produce an engaging and realistic model. In this case, the emphasis on place rather than operation has proved both effective and rewarding.

See it at Chatham

Nant Gwernol is booked to attend the Chatham Show on 18 & 19 July 2026 (see below, and also Societies & Clubs for more details). The layout is also booked to appear at the Fareham model railway exhibition on 3 & 4 October.
www.chatham-mrc.co.uk



▲ The site's fencing has been replicated, as shown here with No.3 Sir Haydn in the station.



RAILWAY MODELLING *Explored*



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

THIS MONTH • Modelling shop fronts in card • A junior modeller's competition layout

Adding further realism to card shop fronts

Photography by the author



Previously in these pages, **ADRIAN COOK** has revealed the methods he uses to create 4mm scale building frontages from card and other everyday materials. Here, he explains how layering techniques and the use of photos can add even greater realism.

Last year, I came across an impressive three-storey Edwardian building whilst driving through Chesterfield, and decided to build a model of it in 4mm scale.

As regular readers will know from my previous articles (see end panel), my OO gauge exhibition layout *Rockport* features a continuous high street measuring more than

11' in length. This features a large array of my scratch-built low-relief Victorian buildings, and I felt that this Edwardian example would make a nice addition.

Therefore, I began a four-week build, recording many of the key stages involved along the way. A little research revealed that the structure had always belonged to the

▲ The author's low-relief model of a row of shops, based on an Edwardian three-storey building in Chesterfield, is an outstanding example of what can be achieved with card.

Co-op, so I decided to model a supermarket and use the remaining frontage for independent shops.

Scratch-building in card

1

This photo of the real building provided me with the essentials from which I could draw a scaled outline, showing the basic shape and the position of the windows, together with the brick pilasters between them. This was drawn in the free software Inkscape. I'm no expert in using this software, and frequently revisit the YouTube tutorials on Alan's Trains, which expertly taught me all I needed to know for card structure modelling.



2



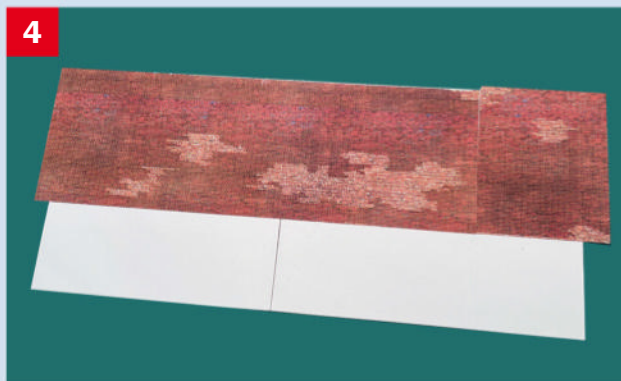
3



A close-up photograph allowed me to later cut out features that were too fine to model, as well as calculate the overall size of the building. I did this by triangulating between my own height stood against the building, counting the number of bricks and assuming door heights to be 6' 6". Somewhere between these, I got an idea of how large the model would be.

A simple drawing was made, then printed on photo-quality matt sticky label paper which was peeled and stuck over 1.2mm mounting card before being cut out.

4



After examining the original building to choose an appropriate brickpaper, I noticed that there was partial weathering to some of the bricks. Therefore, I customised my own brickpaper from Scalescenes brown brick (ref.TX02) and aged brown brick (ref.TX07) products. This was done by making a layer of each in Photoshop and using the lasso select tool to select and remove areas of brown brick at random, to reveal aged brick beneath. However, the contrast between the two was a little too much, so I gave it an additional wash with diluted burnt sienna watercolour paint once it was on the model.

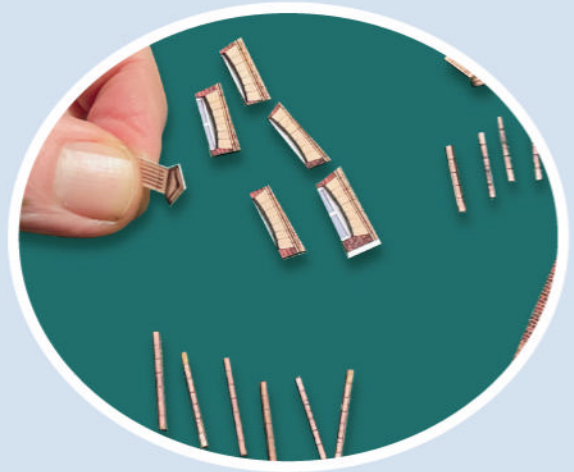
5



The fascia was flipped over and cuts were made in the window openings (inset) so the brickpaper could be folded round to show brick vertical edges. I learned this from making Scalescenes kits, and prefer it to cutting an 'X'. The lintels and sills are solid stone, so the exposed card edge was simply painted to match the colour of the lintel and sill.

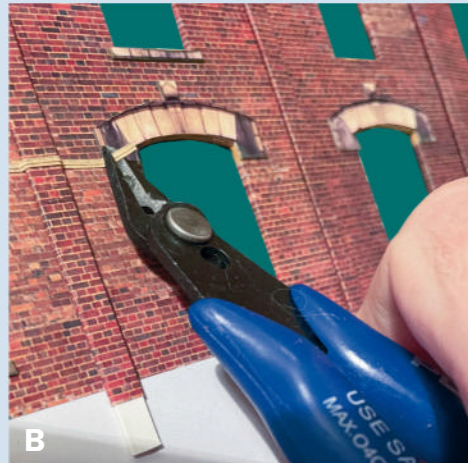
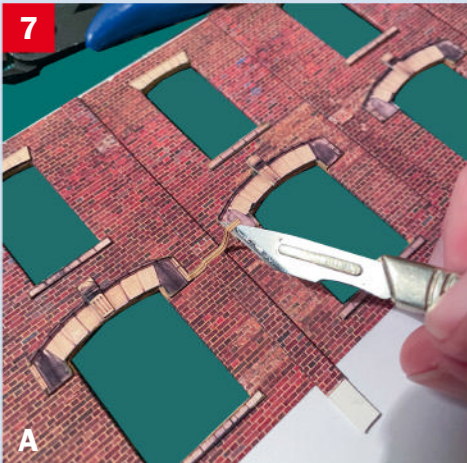


6



The ornate carved stone lintels and other carved features would prove too challenging to model, so a compromise was necessary. I thought that if I printed and mounted them to very thin card, I could make up layers of these features from actual photographs (inset). The carved stone trim under the eaves was done by mounting two very thin strips of the photo each side of a central strip. The window frames had the centre stone and side stones mounted over a base layer. I then painted all exposed edges with watercolours before assembling them. I use a variety of glues on any building, and this stage was completed using clear-drying wood glue and later matt varnish to eliminate any visible glue.

7



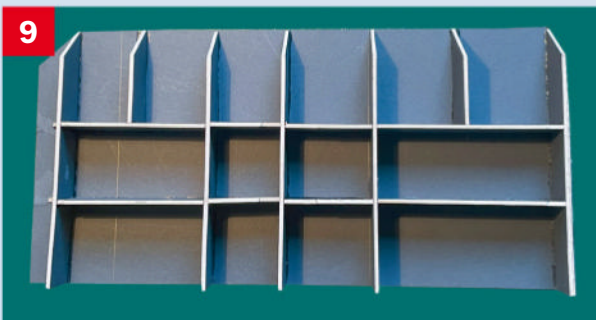
8



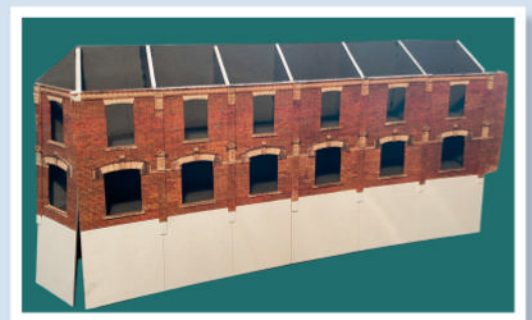
Stone beading was made by overlapping two strips of sticky label paper painted to the same stone colour as the other features. This was stuck to the model (A) and then trimmed with wire snips (B).

I continued to use washes of watercolours to ensure there were no exposed white paper edges visible anywhere else on the model.

9

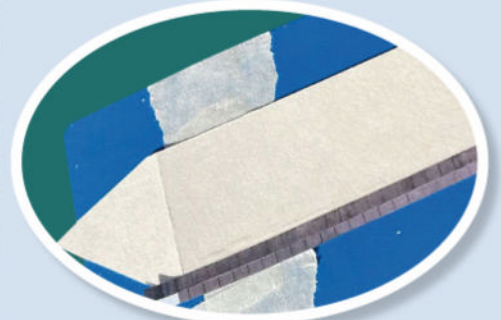
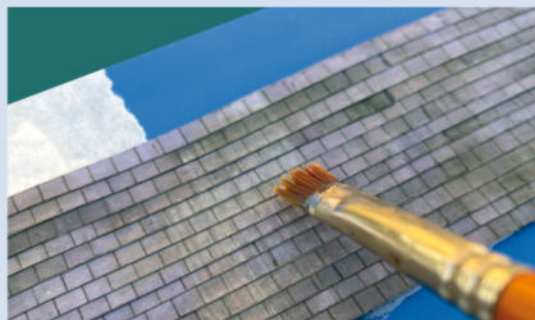


The body of the building behind the façade was made using dark grey mounting card to separate the floors and shop units. This keeps the interior dark and makes it impossible to see from one floor to another, so it isn't simply a hollow shell. The whole process frequently requires a few dry fits to ensure everything is on track (right) and give me a boost by showing how it might all look at the end!



10

For the roof, I used Scalesscenes slate roofing sheets (ref.TX18a). Like all my work, these were printed onto high quality matt photo paper using only OEM ink (I use an Epson Eco printer, though any quality Inkjet would do the job). The sheet was cut into strips and one cut edge painted with grey watercolour. The tiles were stuck in strips using PVA, with a slight overlap on the painted edge (inset). Once this was complete, I weathered the roof very subtly with dry-brushed white paint prior to varnishing.



11



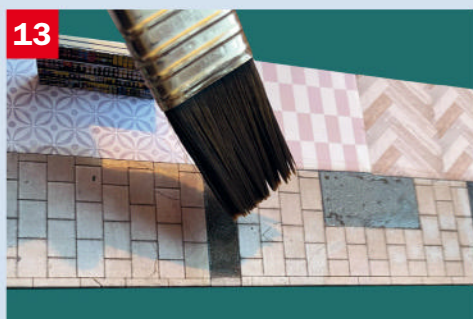
All my buildings are stuck down to a base with the adjoining pavement, to avoid unsightly gaps. This is further improved by having the printed pavement sections cut to meet the edge of the building, rather than go under it.

12

For the pavement, I used a mixture of paving flags (mostly Scalessenes ref.T034) together with strips of tarmac effect, this giving a little more interest to an easily overlooked feature. The tarmac strips serve two other purposes; firstly, I can stick manhole or drain covers to them, rather than having pavement edges pass unrealistically beneath them; and secondly, I put them at the ends of all my low-relief buildings, so they line up with other models, avoiding misaligned flagstones at any point along the street.

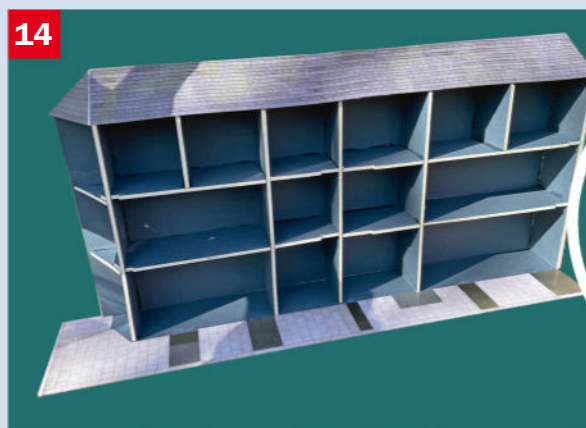


13



In my recent builds, I have taken to the extreme measure of cutting along every pavement crack with a scalpel. The finished paving is then brush-varnished with Perma Protect (Inkjet varnish) followed by AK Ultra-mat (which otherwise doesn't like Inkjet Ink). Finally, the pavement is dusted with dirty ground-up chalk pastels. I have also added shop floor tiles where they would be visible through the shop windows.

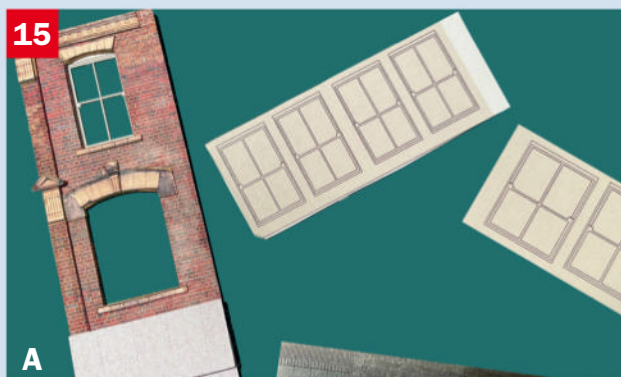
14



In the continuing dry-fit process, I can cut away parts of the body to accommodate strips of card that were added to the rear of the fascia for support. Also note that, at this stage, the shop fronts remain as blank card on the fascia (inset), which will later be cut away to accommodate the shop fronts, these being built separately.



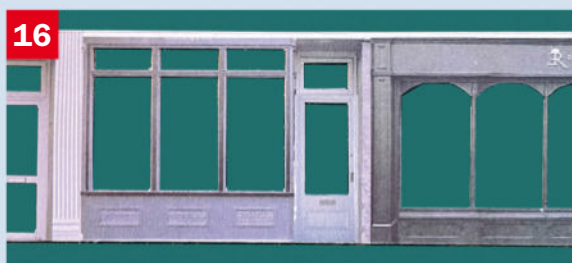
15



I used the sticky label method to make all my window frames. I have drawn several different styles of sash windows in Inkscape, of which I can later change the width and height to fit the window apertures of whatever I am modelling. Here, I took the appropriate four-pane version and printed it on sticky label paper. This was stuck to acetate (A) and a cut made through just the paper, which was then peeled from each pane (B), leaving the window frames intact. These were washed with a dirty white colour to tone them down a little.

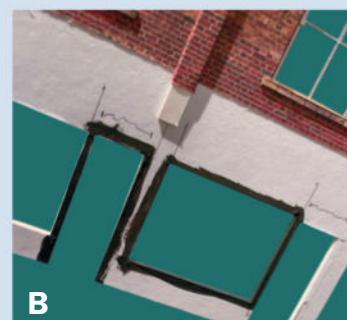


16



The sticky label window method is also applied to shop fronts – the difference being that I find real photographs of shop fronts, resize them to 4mm scale, and then cut out the window panes. I can choose any real shop as I will be creating my own shop sign, and the shop contents seen in the photo will be discarded when the window pane is cut away.

17



Apertures are cut from the main fascia (A), with the inside edges of these then painted to blend with the window frames (B). Also, at this point, additional card features are added to the shop front, such as small sills, panels or pilasters, giving further depth to the frontage.

18



The interiors of most of my shop builds consist of suitable photographs of shop interiors. These are resized in Inkscape, printed and then attached in a curve from the inside walls and across the back of the shop. From most angles, these provide strikingly realistic-looking interiors when illuminated by the light entering the model.

Previous articles by the author

Using everyday items for building details
RM August 2025

More everyday items for creating building details
RM October 2025

A good idea on reflection?
RM April 2026

A tribute to Superquick
RM 2026 Special

19



My favourite part of building any shop is adding the signs and trim above and below the shop windows, as it is here that they take on their own personality. For the Co-op, I downloaded free granite textures from architectural site Archtextures, and sought a Co-op sign of suitable vintage (circa 1987). The independent shops had logos created using eye-catching typefaces sourced online.

20



My layout *Rockport* deliberately uses the names of musical artists, singles and albums for its businesses, and these are no exception: they have been incorporated into the bookshop and exchange shop. The hairdresser's shop name, like so many real ones, is of course a pun, yet mine is also a Pink Floyd album using the same typeface and colour scheme.

I struggled to find suitable posters to put into the window of the Co-op, so I ended up making my own, based on correct period black & white images and adverts found online. Once the entire fascia was complete from the outside, curtains were added by sticking in vertically-creased photographs of real curtain linings (some quite filthy!). The creases in the curtains pick up the shadows cast by the window frames and help to create a much more realistic effect. The fascia was stuck to the low-relief body of the building using UHU glue. Once this had dried, the building was stuck down on its pavement.

21



JUNIOR MODELLER

Showcasing projects by the hobby's younger generation

Symonds Park

For his entry in the Peco RAIL200 Model Layout Competition, **HARRY SYMONDS** built a small OO9 circuit, inspired by his local miniature railway.

Photos by Craig Tiley unless stated

Back in April 2025, in an airport bookshop, I picked up the May 2025 issue of RAILWAY MODELLER to read whilst on holiday. When I saw the RAIL200 challenge, I just knew I had to enter. Why not? I had already done a bit of work on my home layout (with my mum's help, I'll admit), and thought I had as good a chance as any to win. After I nagged my parents, they bought the baseboard kit.

Assembly, track and setting

As soon as the kit arrived, I set to work. Assembly of the board was simple: I put glue in all the necessary places and slotted it together.

I'd thought about a setting, and had decided to base the layout loosely on my local (mainly 7¼" gauge railway, Prospect Park, as it's a lovely place which holds yearly events and birthday parties. However, all my track and stock were OO gauge at the time, and I wanted to make a continuous loop.

I decided to go with OO9, as I could reuse figures and scenic bits from my main layout. I found a starter track set and an engine, and set to work. Although the track is only a



▲ A view of the whole layout, with a circuit of track on the baseboard supplied for the competition. Photo by the author

simple circuit with a loop for a platform, I believe every simple layout has a certain charm to it.

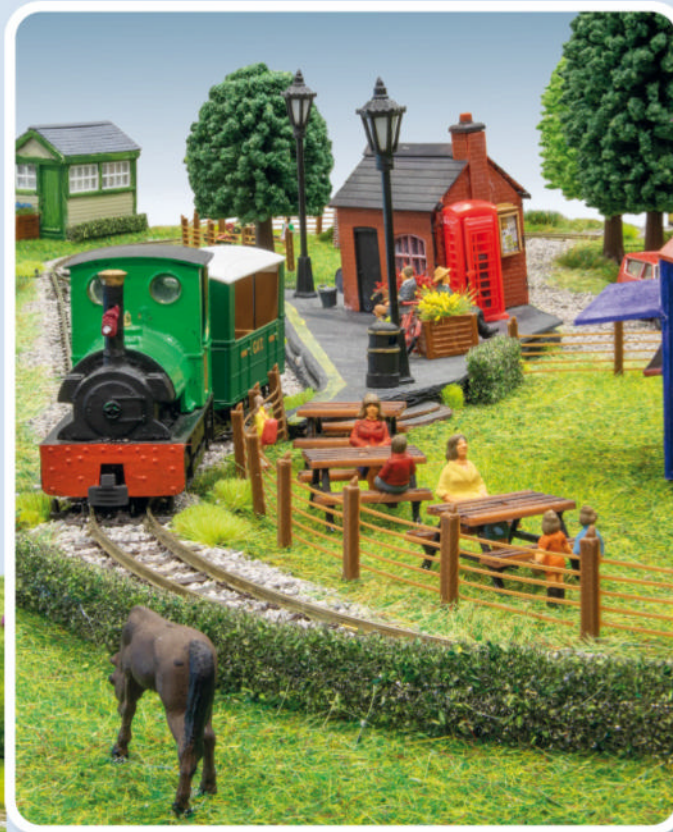
Scenics

Once I had pinned down the track and built up some small hills with cork, I decided to paint the baseboard green, adding in other shades later, hoping this would add some depth to the layout as well as making it look like a bumpy, hilly park. I then added the ballast onto the track, making sure to take extra care with the points when glueing.

13-year-old Harry Symonds with his layout at the NEC, where he was one of the finalists in the Peco RAIL200 Model Layout Competition.



▶ The Peckett locomotive departs from the station past the picnic area.



In August, we went on holiday to Devon and went to Pecorama for supplies. I got some building kits and a small coach, as well as some platform furniture, such as a phone box and seats. I applied static grass to most of the board, and made a simple platform out of cork, tape, brick card and grey paint. I then added a yellow line on the platform, like those you see at real stations, and assembled a small Ratio yard office kit that I thought would work as a station building.

The signal box is a Wills kit, while the building opposite was a card kit given free with RAILWAY MODELLER.

Next, I made a signal box and a food van. By now, the layout was coming together, and I added decorations like fences, bushes, seats, signage and flowers to the board. The Christmas prior, my nan and granddad had given me street lamps, two of which my dad had blown out hooking them up to the controller. Since they no longer worked, I cut off the wires and glued them to the platform.

After placing some smaller decorations, I decided to put a park next to the line across from the signal box. I had a pre-built play area set, and a card building that could work as a playhouse, so I moved their orientations around until I found an arrangement I was happy with, and glued them all down. I then made a small picnic spot, and added a horse grazing in a corner of the layout.

Sheep's Hill

I knew the whole board couldn't be exposed, as I'd need a place to hide the controller and (rather simple) wiring, so I set out to build a hill. As the competition called for a maximum height of 14cm, I couldn't make as large a mountain as on my home layout. I cut a thick piece of cardboard into the size and shape I wanted, and formed the basic shape with two pieces of leftover foamboard and papier mâché. After some more layers, and waiting for the papier mâché to dry, I applied some more green paint over the hill before covering it in static grass. I cut out some stone wall card to cover the tunnel portals and glued them on.

After glueing the hill down, checking it was within the required height limit and making sure the engine ran well under it, I covered the small gap, where the papier mâché had pulled the foam up, with leftover bushes, and put small rocks near the tunnel portal. I placed small bits of shrubbery down, and added a sheep on top of the hill. After



making some trees and a gravel road, I took some photos and sent them in, and to my surprise, I was accepted as a finalist.

The competition and final notes

On 23 November, with my immediate family, my grandparents and one of my friends, Alfie, I went to the NEC for the competition. Sadly, I didn't win, but I had a great time meeting people, and have learnt a lot for my modelling projects in the future.

▲ The laser-cut baseboard measures just 750mm x 305mm.

If there is one downside, it's probably the fact that I have nowhere to store the board! Thanks to Peco for inviting me to the NEC and featuring my layout in this issue of RAILWAY MODELLER.



▲ A Wills refreshment kiosk is provided for visitors to the park.

◀ The Peckett saddle tank is a kit by Narrow Minded Railworks, on a Kato chassis, while the Glyn Valley Tramway coach is by Peco.

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.

On the trail of the *Heatherfield Light Railway*

RAILWAY MODELLER

For the average enthusiast August '76 35p



August this year marks 50 years since the *Heatherfield Light Railway* was the subject of the August 1976 *Railway of the Month*.

Therefore, I thought it would be apposite to mark the occasion for those who remember the line, and also introduce it to those who may not have heard of this railway from the pioneering days of modelling in the garden.

The modeller, William B Stocks, was a lifelong railway enthusiast, travelling extensively and capturing on film all aspects of transport, architecture and industry seen at the time. These memories were used to create drawings, paintings and models for the garden railway, the construction of which commenced in 1950. However, some of the locomotives pre-date the laying of the railway – locomotive No.1 *Llwynon*, for example, was built in 1938 around the works of a Bowman live steam tank locomotive.

The essence of Bill's garden line was that scale was not to play a large part;

the railway was more painting than blueprint. Another important aspect was the evolution of the railway in its setting over the years. This included changes to the route, after which remnants of old routes were allowed to remain, together with further details such as a clockwork turntable, new station buildings, and the felling of the forest area when it became too dense!

I visited the garden railway on a couple of occasions around the time of the aforementioned article. It sparked a strong interest in garden railways and what would be described as an obsession with the *Heatherfield Light Railway* in particular. In a time before the commercial support that is available today, models were built with materials that were to hand, and used live steam, battery electric and clockwork mechanisms. The railway's Garratt locomotive employed all three power sources!

The railway display included all manner of rail, road and marine models. Stationary steam engines were repre-

sented with a beam engine, whilst horizontal steam winding engines were used for rope haulage on sections of the line. I also recall an aerial ropeway, cable car and a short working funicular railway.

I am convinced that the line remains relevant today, with its successful balancing of a railway within its environment, not too much track, careful consideration of types of rocks and strata in cuttings, and use of smaller items such as water tanks and cranes. There are other notable details too, such as the derelict engine parked at the end of a siding with a 'Not to be Moved' sign, and stonecrop growing through the frames. Bill Stocks wrote in his HLR 1977 diary that this locomotive had disappeared, picked up by a nocturnal visitor, but was returned, left noticeable on the garden wall, perhaps after a guilty conscience set in.

I also wish to acknowledge the skill of the late Brian Monaghan – the prolific model railway photographer whose art-

▲ The cover and *Railway of the Month* pages from the August 1976 issue of *RAILWAY MODELLER*, which is available for subscribers to read in full on the RM Digital Archive.

istry superbly captured the unique character of the line in the 1976 article (and who later returned to photograph the line and stock for further articles).

Friends and colleagues of Bill Stocks have been exceptionally generous, providing me with various details and anecdotes of the HLR.

Some of Bill's models are today on display in the railway museum at Betws-y-Coed.

I would like to appeal on this anniversary for further information about the HLR. It would be good to hear from anyone who has photos, memories of the line or even some of the stock and other models.

JOHN ARMSTRONG

Email: jga101168@hotmail.com

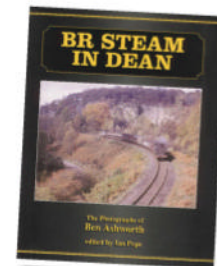
Forest of Dean inspiration

Living, as I do, near the Forest of Dean, I was interested to see *Lydbrook Dean*, which was featured as *Railway of the Month* in the July issue.

The photo on p507 showing a Vauxhall Cresta parked near the closed station building looked familiar, and I found one like it in my copy of the book *BR Steam in Dean*, published by Lightmoor Press. This is a collection of wonderful photographs taken by Ben Ashworth in the first half of the 1960s, and I suspect that Alexander Warren may have a copy too... In it you will find the crossing keeper's house, The George pub and lots of pannier tank locomotives.

Perhaps Alexander could add a bicycle near the young man with a camera in the picture on p505, which I notice also includes some Forest sheep.

CHESTER WILLEY



◀ The photo of *Lydbrook Dean* with the Vauxhall Cresta referred to by Chester Willey and (inset) the cover of the book *BR Steam in Dean* published by Lightmoor Press. Photo: Craig Tiley

Farewell Penny Lane

After two successful years on the exhibition circuit, *Penny Lane* (RM June 2025), will later this year be retiring to the Sirius Model Railway Centre in Weymouth.

The layout's last booked exhibition appearance is at the New Forest Model Railway Society open day on 29 November, where it will be joining *Ipleigh Castle* (RM June 2024) and other layouts at Brockenhurst Village Hall (SO42 7RY).

Prior to that final appearance, *Penny Lane* can also be seen at the Marchwood Modellers exhibition on 5 September and Christchurch Model Railway Exhibition on 10 October.

PHIL KEMPSEY



Photo: Phil Kempsey

From Pacer to Playmobil: a railway inspiring learning at The Dales School

At The Dales School in Blyth, Northumberland, trains have become much more than a hobby. They have become a way of inspiring learning, communication and enjoyment for our pupils.

Many readers may have seen our school featured on the TV programme *George Clarke's Amazing Spaces*, where one of our most unusual resources is a preserved Pacer unit. The train has been transformed into a learning space, with one carriage used as a library and STEM (Science, Technology, Engineering, and Mathematics) area and another featuring a driving simulator.

Our pupils love trains, and we have found that building activities around their interests helps them engage with learning and enjoy coming to school.

Recently, we extended this railway theme into our outdoor area by creating a Playmobil garden railway. What started as a simple idea grew quickly thanks to the generosity of others.

The Playmobil track now sits on real railway sleepers donated by Network Rail, giving the railway an authentic appearance. When we purchased the railway through Facebook Marketplace, the seller learned that it was for a special school and generously donated



additional Playmobil items. These will be used to create scenes and activities around the railway, encouraging imaginative play and storytelling.

The railway has become a popular feature of the school garden. Pupils enjoy watching the trains run, helping with the layout, creating stories and linking railway activities to classroom learning.

At present we operate a battery-powered Playmobil train. While it works well, the cost of replacement batteries is becoming increasingly expensive due to regular use. We would love to find a rechargeable Playmobil RC train so that the railway can continue to grow and remain affordable for the school.

If any readers have a rechargeable Playmobil train, spare parts, advice, or equipment that could help, we would be delighted to hear from them. We would also be interested in discussing possible swaps involving G scale railway equipment.

Our railway may be small, but it has already brought together railway enthusiasts, local organisations and our school community. Most importantly, it continues to bring smiles to the faces of our pupils every day.

JAMES GROUNDWATER

admin@thedailes.northumberland.sch.uk



In memory of Raymond Reed



Those who knew Raymond Reed will be saddened to know that he passed away on 30 April 2026 after a battle with cancer. In more recent times he had moved to a new life in Portugal with his wife, Carolyn, where the climate was more beneficial to his health.

Before his retirement, Ray worked for many years at a senior management level with Balfour Beatty in its railway division. His job involved not only being on site with trackwork replacement for Railtrack and London Underground, but also in the procurement of railway-related track maintenance vehicles and railway operating plant for the Balfour Beatty organisation.

Ray was principally an O gauge modeller. When he lived in the United Kingdom, he had close links with model railway clubs in Devon, the Wirral and North Wales. When living abroad, he also involved himself with the local railway modelling groups.

I first met Ray around seven years ago, when I joined one of the model railway clubs of which he was a member. We both had retired from our respective professional lives, and we hit it off from the start. This was a time when I also met Graham Heald and Chris Manners, with the four of us becoming the principal modellers of the 4mm Scottish-based layout *Barrihandie*. It is fortunate that Ray was around to see the success of *Barrihandie* when it won the 2025 RAILWAY MODELLER Cup.

▲ 37 408 *Loch Rannoch* accelerates away from the terminus station at *Barrihandie* with a passenger service.
Photo: Karl Crowther/RM Archive

For those who knew him, Ray was very much the go-to man if you had modelling problems with DCC and all the electrical aspects of model railways. Whatever the electrical problem, Ray could always be relied upon to find a workable solution.

Ray also assisted a number of heritage railways – in a *pro bono* capacity – in matters relating to their constitutions, and away from model railways he ran helpful courses for those who lacked understanding in the operation of personal computers and tablets.

Graham Heald and myself will miss the curry evenings we had with Ray on the occasions that he returned to the UK from Portugal, and we both hold a special memory for those evenings enjoyed after a day of running trains at an exhibition. At those times the three of us could be found in the hotel bar talking the rubbish that only old friends can talk, and reflecting on the day's events over a pint – and for Ray, a glass of red wine.

Thank you, dear friend – it was good to know you.

ALISDAIR MACDONALD

[Ed. Our condolences to Alisdair and Raymond's widow Carolyn, together with other members of Raymond's family and his friends.]

A custom lock-up – from New Zealand!

I purchase RAILWAY MODELLER regularly. When it comes to the Metcalfe Models card kits that are sometimes given free with the magazine, like the small commercial lock-up that was included with the December 2025 issue, I can't help but personalise these kits to try and give them some additional character.

To customise my lock-up, I took some photos of a food bar in a local shopping mall here in New Zealand, and created some suitable signage by sourcing text and

graphics from online advertising. The result is illustrated here.

ALAN NICHOLSON



NEW PRODUCT REVIEWS

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

London Underground 1938 tube stock

New from Revolution Trains in N



It was announced in our November 2021 issue that Revolution Trains was to develop the first ready-to-run models of Underground trains to be made available for the N gauge market – depicting the 1938 Stock built for London Underground by Metro-Cammell and Birmingham Railway Carriage & Wagon Co.

Officially licensed by Transport for London (TfL), seven versions form the initial release, covering three- and four-car London Underground sets in a choice of original Rail Red with gold London Transport lettering or 1970s Bus Red with white roundels, as well as examples later acquired by BR Network SouthEast for operation on the Isle of Wight – these two-car sets being available in a choice of NSE white, red & blue; maroon with Island Line white branding; and debranded Island Line maroon.

Our samples in detail

For review, we received a pair of samples, the first of which depicts a four-car Northern Line set in original Rail Red with London Transport lettering

(ref.RT-N-LU1938-MAR401A), comprising DM (Driving Motor) 'A' No.10170, T (Trailer) No.012400, NDM (Non-Driving Motor) No.12141 and DM 'D' No.11170. The second model reflects a two-car IoW set in Network SouthEast livery (ref.RT-N-LU1938-NSE201A), presented as unit number 483 001 (the first unit to arrive on the island on 5 July 1989) – comprising DMSO-A (Driving Motor Second Open) No.121 and DMSO-B No.221.

Supplied in compact lidded card boxes, the first aspect of the models to strike you is the quality of their finish and fidelity to the prototypes. This is made all the more impressive by the small size of the vehicles in this scale, standing approximately 19.5mm from the rail head, which is an almost exact scale match to the 9' 5½" of the full-size cars. The application of the liveries is second to none, with the rich red of the London Transport colour scheme and its gold leaf lettering particularly worthy of mention.

The narrow bodysells – designed by a team led by William Graff-Baker, the Underground Chief Mechanical Engineer



▲ The unpowered cars feature interior detail and LED lighting.

– have been moulded beautifully, capturing the distinctive rounded riveted roofs of the prototypes; the majority of details, such as handrails, ventilators and doors, are formed crisply as part of this moulding. Injection moulding also accounts for the bogie frames and underframe equipment, with the bogie collector beams produced as separate fittings.

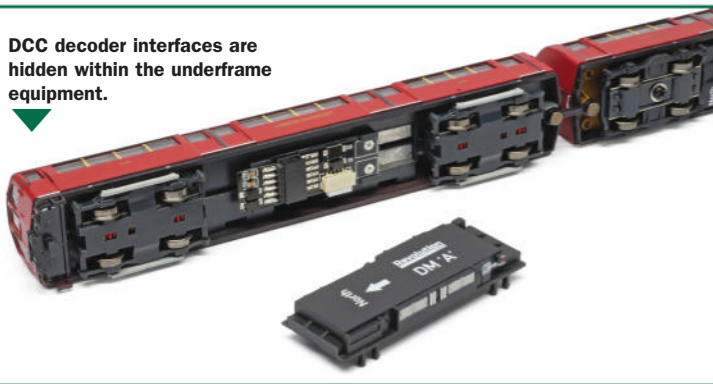
Hopper ventilators and driving compartment windscreen wipers are formed as part of the glazing, with the former moulded in the open position. These pieces afford clear views of the

car interiors, with the passenger saloons of the T, NDM and DM 'D' cars suitably furnished with renditions of the seating arrangements where possible – though the floor height has been raised to help accommodate the bogies and associated electronics.

These interiors are illuminated by track power, with an LED light bar fitted within each car roof, which can be switched on and off by using the supplied magnetic wand tool. Current is collected from all wheelsets through brass bearings, with current transferred to the light bar by means of four



DCC decoder interfaces are hidden within the underframe equipment.



plunger contacts. Due to the constraints of such small models, the interiors of the powered DM 'A' vehicles (and in turn the interior lighting) have been compromised to accommodate the mechanism, with a substantial metal casting (housing the motor and drivetrain) occupying this space.

The cars are connected by means of clip-fit drawbars. Two lengths are provided, allowing the trains to negotiate tight curves, similar to those found in places on the Underground network: equipped with the longer bars, the models are capable of rounding curves with a radius as low as 150mm. Printed arrows are present on the underside of each vehicle denoting the correct orientation, with a graphic illustrating the formation of the vehicles included as part of the covering literature enclosed with each model.

As supplied, the leading/cab ends of the Driving Motor cars are equipped with renditions of the 'Wedglock' couplers. These details can be swapped for the aforementioned drawbars, allowing for multiple sets (such as a three- and four-car set) to be marshalled to form a prototypical seven-car train.

Mechanism and performance

The mechanism housed within the DM 'A' car consists of a centrally mounted, twin-flywheel-fitted coreless motor that provides power to both bogies. All axles are driven, with power collected from all

wheels. With this vehicle tipping the scales at 65g, we found this arrangement to be more than capable of moving our four-car set. Performance was smooth and quiet, with only the occasional flicker of the interior lighting – not too dissimilar to that of the prototypes!

Two decoders are required for Digital Command Control operation, with six-pin interfaces situated within the underframe equipment on both the Driving Motor cars – these providing digital control of the directional marker and tail lights, in addition to motor functions (DM 'A' only). Equipment mouldings are a snug clip-fit, with adequate space within for a suitable six-pin micro decoder. No provisions for sound are specified.

Going Underground

It can be argued that the 1938 Stock is as synonymous with the London scene as red Routemaster buses, Big Ben or even Buckingham Palace, with its distinctive design recognised across the globe. For this alone, Revolution Trains is to be commended for bringing these iconic trains to market, pushing the boundaries of what can be achieved in this scale.

Revolution has delivered its allocation of these models to customers who placed pre-orders. Although at the time of writing only limited stocks remain at Revolution stockists, the manufacturer is already considering a second run.

PROTOTYPE VIEW 1938 Stock/BR Class 483



Unit 483 001 calls at Sandown with a Shanklin service in 1990, the year after it arrived on the Isle of Wight. Photo: Colour-Rail

Prototype information

Named after the year in which they entered service, the 1938 Stock represented a major technological turning point in tube stock design, being the first London Underground trains to feature all the electrical equipment mounted on the underside of the floor – obviating the need for large equipment compartments behind the driving cabs in motor cars, thus increasing overall passenger capacity by about a third.

A total of 1,121 cars were built for the Northern, Bakerloo, Piccadilly, Central and East London lines by Metro-Cammell and Birmingham RC&W, with these being bolstered by an additional 173 cars by the end of 1953, comprising 91 new builds, 76 conversions from 1935 and pre-1938 Stock, and six unconverted cars of 1935 Stock. Trains consisted of Driving Motor (DM), Trailer (T), and Non-Driving Motor (NDM) cars, usually operating in seven-car sets.

Withdrawals began during the early 1970s with the introduction of more modern units – such as 1972 Stock – on selected routes, with the last examples retired from traffic on the Northern Line on 19 May 1988. However, 20 DM cars would find a new lease of life on the Isle of Wight, having been purchased and refurbished by Network SouthEast for operation on the Island Line: these were formed into 10 two-car sets and given the Total Operations Processing System (TOPS) Class 483. When finally withdrawn in 2021, these were the oldest trains operating on the national network, having provided steadfast service for more than 80 years.

Several examples have been preserved, including a fully restored four-car set operated by the London Transport Museum and used occasionally for heritage outings over the London Underground network.



The size restrictions of N gauge mean that the interiors of the powered driving cars have to house the motor and mechanism.

The models are supplied with a magnetic wand tool for turning the interior lights on or off.



Our four-car sample depicts a unit in original London Transport Rail Red with gold lettering.

Samples loaned by

REVOLUTION TRAINS
www.revolutiontrains.com

PRICES
Two-car – £189.95
Three-car – £239.95
Four-car – £289.95



00 Bachmann NER E/LNER J71 0-6-0T

The latest steam-outline model in 00 to be released by Bachmann Europe plc covers the standard shunting engines designed by T W Worsdell – the North Eastern Railway E Class (later London & North Eastern Railway J71 Class) 0-6-0Ts, of which 120 were constructed between 1886 and 1895.

Never before produced in ready-to-run form in any scale, the class was the forerunner to the arguably more familiar NER E1 (subsequently LNER J72), with the latter having been a staple of the Bachmann range (and that of its predecessor Mainline Railways) for the best part of 50 years – the most recent iteration of this model having been reviewed in the pages of our November 2019 issue. Whilst initial impressions may draw many similarities, the NER E/LNER J71 is indeed a very different machine, and the tooling is suitably tailored to cater for notable differences – such as the larger 4' 6" wheels (and large splashers to accommodate them), and smaller cylinders and bunkers – as well as several detail permutations seen over the course of their careers.

Supplied Digital Command Control ready or DCC sound-fitted, three versions have been produced and join the manufacturer's Branchline range. These comprise: No.495 in NER lined Saxony green (ref.31-065); No.317 in LNER lined black (ref.31-066) – this locomotive having taken part in the 100th anniversary celebrations of the opening of the Stockton & Darlington Railway in 1925, with the model accordingly released in the firm's Railway Celebrations range; and No.68260 in BR unlined black with early emblem (ref.31-069).

Our sample in detail

For review, Bachmann provided us with a sample of its model of No.68260. This locomotive was completed at Darlington Works in July 1890, entering service as NER No.400 – a number which it retained under LNER ownership following the Grouping in 1923, later

receiving the number 8260 under the Thompson renumbering scheme in December 1946. One of 81 J71s to pass into British Railways ownership at Nationalisation in 1948, it became No.68260 in February 1949, and remained in BR service until withdrawn in March 1960 and scrapped.

Features specific to this steam brake-only example include Group Standard buffers with square mounts, coal bunker with coal rails and rear cab window bars, Ross 'pop' safety valves with cover, boiler clack valves removed, and pipe whistle. The smokebox sports a Middlesbrough 51D shedcode – the locomotive (according to BR Database) being allocated to this shed at the time



of Nationalisation, remaining there until June 1958, when it moved to Thornaby 51L.

Upon releasing the locomotive from its packing, the first aspect to strike one is the weight: despite its compact size, our sample tipped the scales at an impressive 168g. Metal castings account for the running plate (including the front of the cylinder block), bufferbeams, wheels and chassis block, with the cavities inside the water tank mouldings filled with substantial cast weights. Other metal fittings include fine wire handrails, etched lamp irons (with the exception of the bracket atop the smokebox) and turned metal buffers, which are sprung. Etched cab doors are supplied separately, along with three decorative oil lamps, allowing the modeller to configure their own headcodes.

Despite being largely enclosed, the cab has been suitably furnished, with the majority of the backhead details present, including controls, gauges and pipework. These have been picked out in appropriate colours, with some

fittings – such as the regulator handle and reversing lever – having been produced as separate fittings. This is complemented by a firebox glow feature, comprising two LEDs (one red and one yellow). Under 12V dc operation, only the red LED will illuminate with a constant glow when power is applied, while DCC users benefit from the addition of a simulated flicker, with each LED capable of independent control following the installation of a suitable Next18 DCC decoder.

Mechanism and performance

Mechanically, the model features a similar arrangement to the J72, being equipped with a coreless motor which provides 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 Next18 decoder interface is located next to the worm drive within the firebox area; this is complemented by a factory-fitted 15mm x 11mm 'sugar cube' speaker with resonance chamber sited directly below the printed circuit board.

Access to the mechanism and decoder is achieved by removing two screws – the first located between the frames directly behind the front bufferbeam (access to which requires the removal of the front NEM coupling pocket), with the second sited just behind the rear axle. Once these are disengaged, the body can be lifted carefully away from the chassis.

On test, the J71 proved a smooth and quiet runner through the speed ranges. In haulage tests, it managed an impressive 11 Pullman cars around the Pecorama loft layout, with its 1 in 48 gradients and 3' radius curves.

'T'Awd Coffeepot'

Though arguably less famous than their J72 successors, the J71s hold many accolades of their own. One in particular which may be of modelling interest is the Easingwold Railway – a privately owned light railway which was known as 'England's shortest standard gauge passenger railway' and affectionately nicknamed 'T'Awd Coffeepot'. Members of the class worked the branch in its later years, including hauling a number of enthusiast specials consisting of open wagons – trains that are worthy of modelling in their own right!

Sample supplied by

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

PRICES

£159.95/£169.95 DCC ready
£269.95/£279.95 DCC
sound-fitted



▲ The model has a coreless motor, and a Next18 decoder interface.

00 Peco two-way curved bullhead points

Peco has further expanded its range of 00 gauge Streamline code 75 bullhead trackwork, with the delivery of its new right-hand (ref.SLU1186) and left-hand (ref.SLU1187) curved two-way points.

Assembled by hand in Devon, the points incorporate hingeless switch blades (true to their full-size counterparts), while sleeper spacing matches that of the previous bullhead items. Measuring 258mm in length, the radii of the curved routes are 762mm for the inner with an angle of 20.5°, and 1,524mm (9.5°) for the outer. Unlike previous points in the range, the geometry is a match to code 100 refs.SL86 and SL87. Note that the geometry for the existing code 75 flat-bottom versions (refs.SLE186 and SLE187) differs slightly at the frog end.

The points are supplied in Unifrog format, so modellers can choose at the time of installation whether to use the items as supplied with insulated frogs, or power the frogs and employ a means of switching their polarity (see RAILWAY MODELLER November 2017 for further details about Unifrog). Each frog comes pre-fitted with an integral wire, which can be connected to an auxiliary switch – such as the Peco PL1005 TwistLock turnout microswitch – to change the frog polarity in tandem with the setting

of the route; these can be used in conjunction with the ref.PL1000 TwistLock point motor. (Further details of how to install the TwistLock system can be found in the February 2020 RAILWAY MODELLER.)

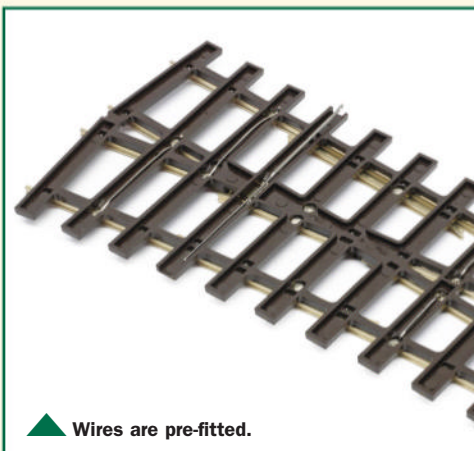
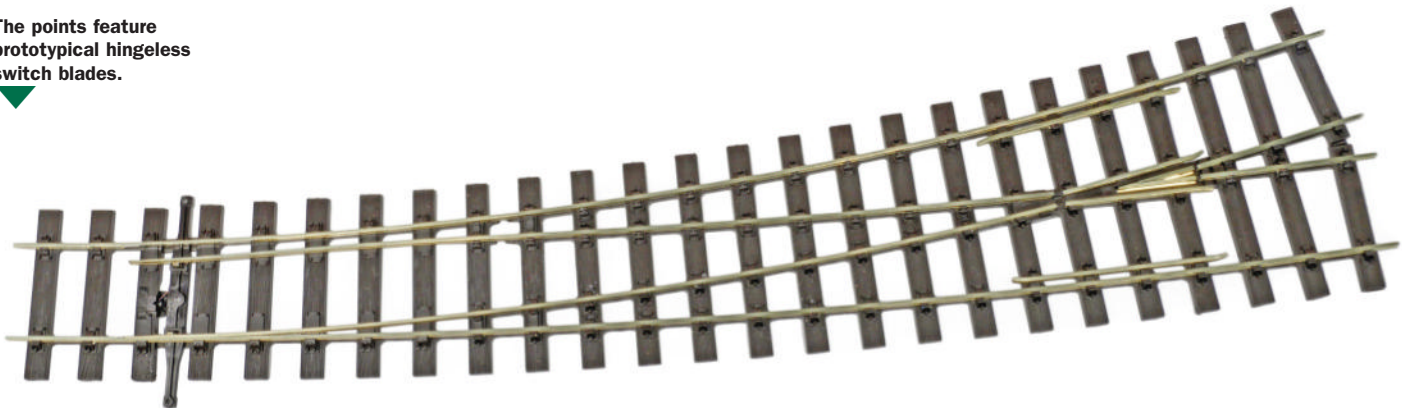


▲ The left-hand curved point (ref.SLU1187)...

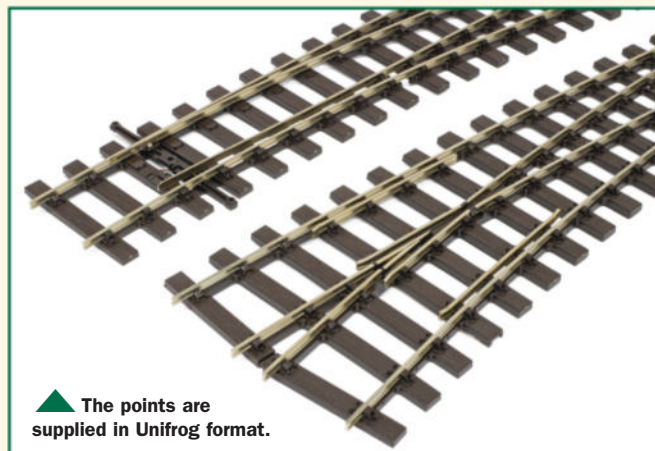


▲ ...and its right-hand counterpart (ref.SLU1186).

The points feature prototypical hingeless switch blades.



▲ Wires are pre-fitted.



▲ The points are supplied in Unifrog format.

Samples supplied by

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

PRICE
£54.50 each

00 Accurascale British Rail Class 37/9

Accurascale has received stocks of its latest suite of English Electric Type 3/ British Rail Class 37 diesel locomotives in 00, this time breaking new ground with examples of the Class 37/9 variants which had their original English Electric engines replaced in 1986-87 with Mirrlees Blackstone MB275T units from Hawker Siddeley.

Four members of this small sub-class of six locomotives were fitted with this new power unit, each paired with a Brush BA1005A alternator. These engines, complete with silencers, were longer and taller than the units they replaced, resulting in the converted locomotives (37 901 to 37 904, formerly 37 150/148/249/124 respectively) featuring heavily modified central roof sections with a peaked appearance – comprising flat panels rather than the curved sheets of the originals. Although the Mirrlees engines provided impressive haulage capabilities and a good level of reliability, they were found to respond more slowly than the original engines, resulting in the Class 37/9s being nicknamed ‘Slugs’.



The two remaining class members, 37 905 and 37 906 (formerly 37 136/206), differed in that they were fitted with Ruston RK270T engines from GEC Transportation, and GEC G546AZ electrical equipment; the

fitting of this engine also necessitated some revision to the roof to accommodate a new silencer layout, though not to such a great extent.

The first releases from Accurascale cover three of the Mirrlees examples, with the tooling catering for the various detail permutations to accurately model the full life of the sub-class – from original conversion, through Sectorisation, to present-day operation. Available either Digital Command Control ready, DCC fitted or DCC sound-fitted, these comprise: 37 903 in Railfreight grey (ref.ACC3166); 37 902 *British Steel Llanwern* in Railfreight Metals triple grey (ref.ACC3165); and Accurascale Exclusive 37 901 *Mirrlees Pioneer* in Europhoenix grey (ref.ACC3159-EXL).

Our sample in detail

For review, we received a sample of 37 903 presented in Railfreight grey. The real locomotive – one of the machines built at Vulcan Foundry – was

originally numbered D6949 when new in December 1964, being renumbered in February 1974 as 37 249 under the BR Total Operations Processing System. Outshopped from BREL Crewe as 37 903 following refurbishment in February 1987, the locomotive spent much of its subsequent career dedicated to Railfreight Metals duties in South Wales, gaining its Railfreight triple grey with Metals sector branding in August 1988 – a livery which it retained right up until it was scrapped in April 2005, having been withdrawn by EWS in December 1998.

The Accurascale model reflects 37 903 as introduced into traffic following its refurbishment. Details appropriate to the locomotive during this period include, but are not limited to: fabricated bogies; twin fuel tanks (with ex-water tank gauges plated over); plated central bodyside windows; welded boiler compartment roof; and plated-over boiler port. The nose ends sport plated indicator boxes with



0 Minerva GWR Dia.W8 cattle wagon

Minerva Model Railways has delivered its latest ready-to-run O gauge wagon releases, these covering the Great Western Railway Diagram W8 cattle and ale vans, plans for which were announced in the news pages of our September 2025 issue.

Four versions/liveries have been produced, each available with a choice of two different running numbers: 1903 GW grey with 25" lettering; 1923 GW grey with 16" lettering; GW grey circa 1936, lettered for ale traffic; and British Railways bauxite. For review, we received a sample in 1923 GW livery, finished as No.103034.

The model consists of a plastic injection-moulded body and chassis, with metal-tired wheels on shouldered axles fitted in compensated axleboxes, together with sprung buffers (turned



metal), and hook drawgear with three-link couplings. Overall weight is 125g.

The tooling caters for both early and late style central doors, with these supplied as separate fittings to give purchasers a greater level of customisation, whilst allowing specific vehicles to be modelled accurately during a set period. We found these parts to be a snug push-fit, with the later style having been fitted here for photography.

A magnetic roof provides access to the interior, allowing for the van to be populated with livestock, or, in the case of the ale van, wooden casks. In addition to the aforementioned doors, a compartment partition is provided, which, true to the prototypes, can be adjusted for small, medium or large hires. Note the individually fitted

sealed beam marker lights, high-intensity headlights, cutaway bufferbeam cowlings and oval buffers.

Separate details are supplied for the purchaser to fit: those included with our sample comprised screw-link couplings, bufferbeam pipes (yellow air pipes, red air brake pipes, vacuum pipes, and engine control air pipes), multiple working cables, bogie frame infills and guard irons. Optional three-piece snowploughs are also provided, with two versions supplied – one as a single moulding and the other in three parts. Photographic evidence suggests that these were not fitted during the period depicted, but the locomotive did have the brackets for them (also supplied).

The peaked central roof section – a distinctive feature of the Mirrlees examples – has certainly not been overlooked, with the cut-and-shut nature of this area portrayed beautifully, particularly where the new

flat panel sections meet the original curved roofline. This entire section (along with a portion of the roof at the No.2 end) is removable, providing access to the 21-pin decoder interface and held in place snugly by six strong magnets.

The 37/9s also benefit from a number of body tooling refinements being rolled out across the entire Accurascale 37 range, including revised bonnet-top doors and see-through radiator shutters with radiator detail behind, to name but a few.

Our factory sound-fitted model is equipped with an ESU LokSound V5 sound decoder, incorporating no fewer than 29 control, light and sound functions, with sounds emitted through a dual-speaker system, which combines a 15 x 11mm 'sugar cube' and bass reflex speaker with dimensions of 55 x 24 x 8mm. (The latter is only fitted to factory sound-fitted examples.) As with the firm's other Class 37 projects, this



▶ The model sports a working fan, powered by its own motor and synchronised with the sound.

powerful set-up makes for a very impressive combination, capturing the distinctive rhythmic notes of the in-line

eight-cylinder MB275T power unit – a notably different soundtrack to the English Electric 12-cylinder 12CSVT units so synonymous with the class.

In all major respects, the mechanism remains largely identical to previous releases (see reviews, July 2023), with the exception of a new operating cooling fan, powered by its own individual coreless motor and synchronised with the sound project; this feature also comes fitted as standard to DCC ready models, with the fan functioning under 12V dc operation when power is applied.

These Mirrlees machines are welcome additions to the growing Accurascale 37 range. Time will tell if the second chapter in this small sub-class's story is told, with models of the two Ruston examples.

Sample supplied by

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

PRICE
Ref.ACC3166-DCC – £289.96

▶ A removable roof panel, held in place by magnets, provides access to the 21-pin DCC decoder interface.



▶ The roof is detachable, and a movable interior compartment partition is also provided.



▶ Early (left) and later style doors.

application of the white lettering, numbers and ornate tare markings.

All versions are priced £72.00 each (plus P&P per order), and are available direct from Minerva via mail and telephone order, the manufacturer's website, and its trade stand at selected model railway shows.

lashing rings atop the side walls of the van body.

Below the solebar, the Dean/Churchward DCIII brake gear exhibits a commendable level of delicacy, with fine depictions of the pull rods and ratchet. Tiebars between the W-irons are produced from fine metal wire.

As with previous releases from the manufacturer, the GW grey livery is finished to a high standard, with crisp

Sample loaned by

MINERVA MODEL RAILWAYS LTD,
9 Kingsley Close, Sully, Penarth
CF64 5UV
www.minervamodelrailways.co.uk

PRICE
See text

00 New wagons from Revolution Trains



Revolution Trains has received a flurry of its post-steam era wagon projects in OO, which include the BR Borail EB/EC fishbelly flat wagons, and air-braked YLA Mullet, YQA Parr and YQA Super Tench derivatives, KSA Rover 'Cube' wagons and their timber carrier conversions, plus Cartic-4 car carriers.

BR Borail BRV and EWS YQA

A total of 165 Borail flat wagons were constructed by British Railways from 1959 for carrying concrete beams, girders, lengths of rail and other heavy loads. The wagons had 8' plate-frame bogies and vacuum brakes, and solid fishbelly underframes, rather than traditional trusses, for strength.

Examples fitted with bolsters were classified as Borail EB and MB, whilst those without were classified Borail EC.

In 1981, most of the fleet was rebuilt with air brakes, new Y25 bogies and revised decks with tensioning ratchets, and recoded BRA under the Total Operations Processing System. After a short period on steel traffic in the Speedlink network, most were transferred to the civil engineers' fleet and given new TOPS codes and names: YLA Mullet (with bolsters) and YQA Parr (with longitudinal baulks for sleepers).

Further changes came in 2010, when some YQA Parr wagons were

refurbished and fitted with ISO modules with drop-down side mesh doors. These vehicles retained the YQA TOPS code, but were given the fish-kind name Super Tench.

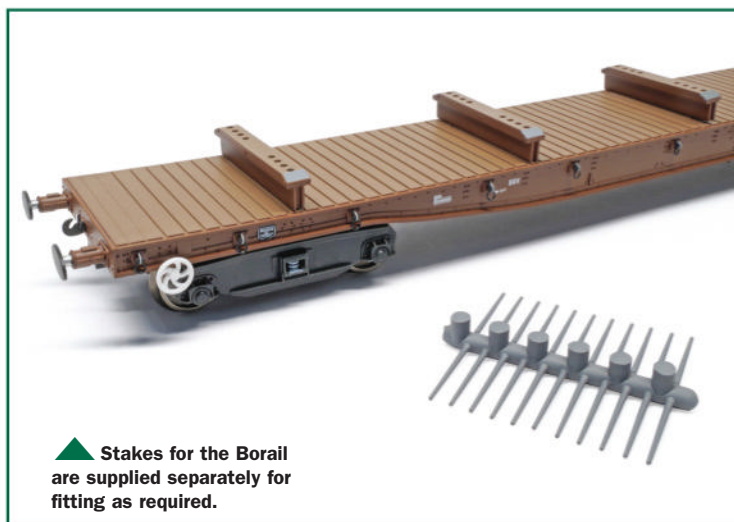
Supplied as twin packs, the Revolution models cover all of the aforementioned variants, with examples of the BRV Borail MB and EWS YQA Super Tench received for review. The models are very free-running, on metal wheelsets with pin-point axles. Construction takes the form of die-cast metal and injection-moulded plastic, with the former utilised for the wagon underframes – the BRV tipping the scales at 97g, with the YQA coming in at 108g. When placed against a metal ruler, it was observed that the decks of the BRVs were bowed slightly; this was less evident on the YQAs, no doubt due to the additional rigidity provided by the ISO modules.

The models are adorned with many fine separate plastic and etched metal

▲ Borail MB (nearest the camera) and YQA Super Tench wagons.



▲ KSA 'Cube' wagons, with the timber carrier conversion nearest the camera.



▲ **Stakes for the Borail**
are supplied separately for
fitting as required.

components, including lamp irons, brake wheels, steps (YQA only) and buffers (of which there are two types) – the latter being plastic, but sprung. Most impressive are the etched tie-down eyelets, with those on the BRVs featuring individually fitted lashing rings for securing loads. Bolsters atop the BRVs' decks are pre-fitted, with stakes supplied on a separate sprue – allowing the purchaser to arrange the latter to their own preference – while the profiles of the ISO modules on the YQA have been well captured, with detailed depictions of the chequered deck surface and mesh dropside doors; the latter are etched.

NEM pockets, housing slimline tension-lock couplings, are formed as integral parts of the bogie assemblies. Upon comparing the models to images of the real vehicles on Paul Bartlett's website of wagon photography, it was observed that the bogies lack some notable rivet detail, with B946096 featuring a different style of brake wheel – this having four straight spokes, as opposed to the design with

five curved spokes depicted on the model.

Decorative coupling hooks with screw-link couplings are supplied with both wagon variants; the installation of these details requires the removal of the tension-lock couplings and pre-fitted renditions of the coupling hooks. (However, BRVs in reality were equipped with instantan couplings.) No vacuum (BRV) or air brake (YQA) hoses are provided, but renditions of the two different braking systems are modelled on the underside of each vehicle.

KSA 'Cube' and timber carrier

100 of these impressive vehicles were built for Rover Cars by Rautaruukki of Finland in 1995. Coded KSA-A under TOPS, and nicknamed 'Cubes', they were used primarily between Swindon and Longbridge, carrying parts and sub-assemblies between plants. Measuring 71' 2" over the headstocks, the wagons featured sliding corrugated covers, with a hydraulic centre section in the deck which could be lowered to maximise the available interior space.

Following the collapse of Rover in the early-mid 2000s, most of the wagons were placed into storage, with some trialled on other traffic, but largely without success. In 2012, several redundant KSAs were acquired by the wagon leasing company NACCO and converted to timber carriers – the work involving the removal of the sliding covers and the hydraulic floor mechanism, with the installation of 14 pairs of heavy-duty stanchions and a redesign of the end panels.

Models in 'as built' form are being offered in original maroon & grey, with the later timber conversions presented in NACCO red with white stanchions. For each variant, four twin packs have been produced, each providing a variety of individual running numbers. Revolution is also offering a stand-alone twin pack comprising a pair of KSA 'Cube' wagons in Malcolm Group blue & red as a retailer exclusive, available through its growing retail network.

The model consists largely of plastic mouldings, decorated with numerous separately fitted plastic and etched metal parts. Buffer heads are plastic, but sprung. Livery application and printing is first class, right down to the numerous small inscriptions and data panels; particularly worthy of note are the yellow & black warning strips which border the decks of the timber carriers.

The corrugated sliding covers have been captured well, with the moulding replicating the ribbed material convincingly, complete with rows of rivets. Levers and linkages for the end locking mechanisms, for the most part, have been produced as separate plastic fittings. Mouldings of the stanchions capture their box frame construction, with individually fitted renditions of the associated load securing ratchets running along each side, just below the deck.

The Y25 fabricated bogies are equipped with free-rolling metal wheelsets on pin-point axles; the manufacturer specifies that these can be swapped for P4 or EM versions using 26mm axles. Sprung self-centring NEM pockets are mounted on the underside of the chassis, with slimline tension-lock couplings fitted as standard. Optional air pipes are provided for the modeller to fit if required.

Cartic-4 car carrier

Following our review of the N gauge version in the June 2025 issue, Revolution Trains has received stocks of its all-new Cartic-4 car carriers in OO, plans for which were announced in our December 2021 issue.

No fewer than 14 examples form the initial batch, with running numbers and detail variations mirroring those of the N releases: BR Rail blue with original handrails and Motorail placards; MAT blue with MAT Transauto/MAT branding; unbranded Silcock & Collings orange; Silcock & Collings orange & cream with fibreglass panels (with or without roofs); MAT blue with 'expamet' mesh side screens; and STVA grey with mesh screens. For review, we received samples of ref.RT-OO-CAR4-401A in BR Rail blue with original railings and Motorail placards.

Construction of each vehicle in the four-vehicle formation centres on a die-cast lower deck, with injection-moulded plastic utilised for the bogies and main superstructure, decorated with numerous separately fitted plastic and etched metal parts – the latter used for details and fittings such as the mesh upper road deck, connector plates and railings. Buffers are plastic and not sprung.

Like the N gauge model, pegs on the underside of each wagon clip into floating connector plates on the articulated bogies. Two different spacing options are provided, catering for those with generous curvature, whilst allowing the model to negotiate second radius curves. Each vehicle is handed, with A, B, C & D lettering printed on the underside to aid with marshalling.

Slimline tension-lock couplings are fitted as standard to the ends of the outer wagons, housed within dovetail NEM pockets attached directly to the bogies. Optional details supplied for the modeller to fit include two decorative screw-link couplings, a pair of brake hoses, and a cosmetic tail lamp. All that are missing are some suitable period motor vehicles!

Revolution Trains has delivered its allocation of these models to customers who placed pre-orders. However, remaining stocks are available from selected retailers (see the firm's website for further details).

Samples loaned by

REVOLUTION TRAINS
www.revolutiontrains.com

PRICES

BRV/YQA – £109.95 each
KSA 'Cube'/timber carrier –
£124.95 each
Cartic-4 – £159.95 each

▲ **The Cartic-4 car carrier in**
original BR Motorail livery.

00 GNR and LNWR wagons from Rapido



▲ 8-ton vans in GNR brown and BR (ex-LNER) bauxite.

Rapido Trains UK has taken delivery of its latest suites of pre-Grouping goods vehicles in 00 – the Great Northern Railway 8-ton van and London & North Western Railway Diagram 84 and 90 four-plank open wagons.

The first of these new models depicts examples of the family of 8-ton vans designed and constructed by the GNR during the early 1900s. Conceived as multi-purpose express covered goods vehicles, the prototypes were produced in four body styles: non-vented; with end and roof vents; end vents only; and roof vents only. With a length of 22' 5" over the buffers, and 19' 0" over the headstocks, they were quite large, making them ideal for transporting greater quantities of perishables and goods quickly over the railway's network.

26 of the wagons were converted between 1914 and 1916 for carrying explosives and gunpowder, and following the First World War, a further 49 were altered into insulated meat vans. Versions were also produced to carry fruit, which included fitting shelves on the inside, and side steps for easier access.

Such was their versatility, 1,739 of these vans were still registered in service with the London & North Eastern Railway by 1941, with many surviving into the Nationalised era; one was earmarked for preservation by the National Railway Museum, but was subsequently scrapped.

15 versions form the initial release, with the tooling covering the four aforementioned body styles, including examples with or without side steps. Liveries include several GNR guises, including those marked for fruit, meat and explosives; LNER bauxite (pre- and post-1936); and BR bauxite colour schemes – including Tool Van E432764 (the final example to be scrapped). A model representing a near-identical 10T covered goods van of the Cheshire Lines Committee has been produced exclusively for the model rolling stock retailer, The Wagon Yard.

Illustrated here are examples of No.21000 in GNR freight brown (ref.930002) and E420542 in BR (ex-LNER) bauxite (ref.930013); both models feature roof and sliding end vents, with the former fitted with side steps. A small poly bag containing four label clips is provided with each model for the purchaser to fit; the position of these varies between vehicles, with the manufacturer recommending that modellers refer to contemporary photographs of the prototypes for accuracy.

The second of the new releases covers examples of the ubiquitous LNWR Dia.84 general merchandise and Dia.90 locomotive coal four-plank open wagons. The former were designed in 1904 by the then new LNWR Wagon Superintendent H D Earl to replace the shorter Dia.9 open wagons, with the success of the new 18' long vehicles

leading to the construction of near-identical wagons (later classified Dia.90), featuring additional bottom doors, to replace the company's ageing loco coal wagon fleet. It is thought that approximately 2,500 Dia.90 loco coal wagons were built, and that just over 15,000 Dia.84 open wagons passed to the London Midland & Scottish Railway at the 1923 Grouping, with further examples of the latter constructed after the Grouping, incorporating standard LMS features – these being classified Dia.84A.

Towards the end of the Second World War, prompted by the British government, the LMS provided 2,000 Dia.84s to Belgian Railways (SNCB), which were sent to Zeebrugge laden with coal, to help with re-equipping its war-ravaged network. Some ended their service on the Continent. In Britain, both types of wagon survived through to Nationalisation, and several examples passed to Royal Naval Armaments Depots (RNAD) and the Port of London Authority (PLA).

17 versions covering both diagrams have been produced, with tooling catering for notable detail variations, including: flush or overlapping side strapping; incurved and square headstocks; three buffer types (one-rib, two-rib and three-bolt); bulbous and flat-fronted axleboxes; long and short brake handles; and side doors with or without additional strips. All the models feature split-spoked wheels seated in brass

bearings, and NEM coupling pockets – the wheels featuring a painted finish.

The Dia.84 variants comprise: Nos.34049 & 33550 in LNWR grey with white diamonds; Nos.17882 & 30582 in LNWR grey; Nos.275209 & 244157 in LMS grey (pre-1936); Nos.224433 & 211173 in LMS bauxite (post-1936); M230481 in BR grey (illustrated here); No.021439 in BR Departmental grey; No.281 in RNAD light grey; and C55 in PLA red-brown. Dia.90 variants comprise: Nos.48166 & 54343 in LNWR loco coal grey (the latter also illustrated); No.248000 in LMS grey (pre-1936); No.256069 in LMS bauxite (post-1936); and M257236 in BR grey. Exclusive numbered variants of both diagrams in LNWR grey have also been produced for the London & North Western Railway Society: Dia.84 No.45107 and Dia.90 No.57433.

Samples supplied by

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

PRICES

GNR 8-ton vans – £34.95 each
LNWR Dia.84 and Dia.90 open wagons – £32.95 each



▲ Diagram 84 wagon in BR grey and Diagram 90 loco coal wagon in LNWR grey.

00 Bagnall Locomotive Group wagon

The Bagnall Locomotive Group has received its latest limited edition wagon commission in OO from Dapol, all the proceeds from which will go towards the continued operation of the group's Bagnall Austerity O-6-OST Works No.2746 *The Duke*, based at the Ecclesbourne Valley Railway.

The model depicts a 10' wheelbase nine-plank lime wagon with ridge roof, and bears the grey livery of Imperial Chemical Industries Ltd, Buxton Lime Firms Co. Ltd, numbered L23. The ornate return marking in the lower right corner reads 'Empty to Harper Hill LMS'.

Equipped with metal spoked wheelsets and slimline tension-lock



couplings mounted in NEM pockets, the model is limited to just 200 examples – priced £17.00 each (P&P £4.50 for

up to four wagons). Orders can be placed via email (sleepermonster@yahoo.com) with payment by PayPal, or

by post with cheques made payable to 'T J Oaks' and sent to the address below.

Sample loaned by

BAGNALL LOCOMOTIVE GROUP
13 Trenchard Drive,
Buxton,
Derbyshire SK17 9JY

PRICES
See text

00 Mid-Hants Wagon Group commissions

The Mid-Hants Railway Wagon Group, which restores and maintains a large collection of preserved non-passenger vehicles on the Hampshire heritage line, has commissioned a pair of eight-plank open coal wagons in OO from Chirk-based manufacturer Dapol.

Both of the wagons are presented in the dark green Private Owner livery of A. Curtis & Son Coal Merchants Ltd of Alresford, Hampshire, with white lettering and black ironwork, numbered 1 and 2.



Both are 10' wheelbase wagons and are equipped with metal spoked wheelsets, removable coal loads and slimline tension-lock couplings,



mounted in detachable NEM pockets. Proceeds from the sales of the models will go towards the group's current and future wagon restoration projects.

To purchase the models by mail order, in the first instance contact Keith Ottley (see panel for details).

Samples loaned by

MID-HANTS WAGON GROUP
Tel: 007580 25793
Email: James.ottley@yahoo.co.uk

PRICES
£19.00 each, two for £37.00.
UK P&P £5.25 for up to two wagons

TT:120 Ballast and wagon loads

Specialist Aggregates Limited has developed a range of tailored ballast and wagon loads for TT:120 scale under its growing True to Scale model railway scenics portfolio.

Supplied in resealable pouches allowing for safe storage, in quantities of 100g (priced £8.99), 250g (£9.99) and 500g (£12.49), the TT:120 ballast range comprises: light grey granite – comparable to that sourced from the South West of England, the north coast

of Wales and southern Scotland; standard grey granite – imitating sources found in Leicestershire, supplied extensively to London and the South; dark grey limestone – historically sourced from Pennine quarries from Matlock to Teesdale; pink grey granite – comparable with rail ballast from the Charnwood Forest area of Leicestershire or limestone ballast from the Mendip area of Somerset; brown grey granite – representative of

brown hornfels railway ballast obtained from the former London & South Western Railway quarry at Meldon, near Okehampton in North Devon; and red granite – prototypical to rail ballast from the Scottish Colburn quarries of southern Lanarkshire.

Similarly weighed and priced, wagon loads include: limestone – comparable to products originating from Pennine and South Wales quarries; sand & gravel – natural coloured sand and

gravel found in East Anglia and the South East of England; Cleveland iron ore – dark brown Cleveland ironstone used to feed the furnaces of Redcar and Middlesbrough; and main line coal – black anthracite steam coal cobbles, representative of coal often reserved for tender locomotives.

All materials featured are also available in scales suited for OO and N. For further details and to browse the full range, see the firm's website.



Samples supplied by

SPECIALIST AGGREGATES LTD
Redial House,
Colton Road,
Rugeley WS15 3HF
Tel: +44(0) 1889 580 660
Web: www.truetoscale.co.uk

PRICES
See text

00 Hornby J52 and Class 37 in new liveries



BR early J52 0-6-0ST No.68873

Now available from Hornby stockists is the latest variant of the firm's London & North Eastern Railway J52 Class 0-6-0STs, which we initially reviewed in our September 2025 issue.

The new model (ref.R30367) depicts No.68873 – one of the fifth batch of 10 locomotives constructed at Doncaster Works in October 1905 – carrying BR black with early emblems. The locomotive was one of five examples noted to have been fitted with shorter 2' 5" chimneys (taken from withdrawn LNER Class C12 4-4-2Ts) by the time of its withdrawal by British Railways at Colwick (38A) in September 1955 – this non-standard chimney type being represented on the model. The smokebox door bears the 34B plate of Hornsey, with the locomotive being allocated to this shed for a little over eight months – from December 1951 until July 1952 when it was transferred to Colwick.

Other features specific to the locomotive during the period depicted

include Great Northern Railway parallel buffer shanks, Ross 'pop' safety valves, four stanchions on the tank side handrails, extended/flared bunker with closed coal rails, and rearranged forward sand pipes (crossing over the brake hangers to apply sand closer to the front wheels). The plain black livery is set off with crisply printed renditions of the BR early emblems, with 'GREAT NORTHERN RAILWAY, DONCASTER, NO.1090, MAKERS 1905' clearly legible on the works plates, located on the centre wheel splashers.

RailRoad celebrity Class 37

New to the Hornby RailRoad range of budget models is another example of the popular English Electric Type 3/ British Rail Class 37 in 00. This latest model depicts Class 37/6 37 601, operated by Rail Operations Group, in its current heritage British Steel pale blue colour scheme with Rail Operations Group branding, Thornaby kingfisher motif and British Steel logos, bearing the name *Teesside Steelmaster*.



This livery was previously applied to the locomotive in 1987, with its current 37/6 number (37 601) changed back to 37 501 to best reflect this guise.

As with previous RailRoad releases (see reviews, RM June 2026) the model features an enhanced level of decoration (including printed metal plates where appropriate), and is available either Digital Command Control ready, or 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. The latter is fitted to our sample (ref.R30545TXS).

Whilst the model represents the locomotive in its present-day form, the former Lima tooling more closely reflects 37 501 in its original British Steel condition – the former split headcode nose ends with plated doors having since been modified under Direct Rail Services ownership to incorporate DRS multiple-working

sockets, with its red tail lights having been revised with larger LED markers.

Despite a few shortcomings of the tooling, we can see this retro livery being a popular one – with this sound-fitted model representing excellent value for money for those looking to bolster their present-day main line fleet. No doubt, with a bit of work, this model has much potential.

Samples supplied by

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

PRICES

Ref.R30367 – £174.99 DCC ready
Ref.R30545TXS – £149.99 DCC sound-fitted

009 Fourdees Simplex 'Tin Turtle' kit

Fourdees has recently released new body kits representing two types of 40hp Simplex 60cm gauge tractor, the so-called 'Tin Turtles'.

These were built in quantity during the First World War by the Motor Rail & Tramcar Company for use by the War Department Light Railways on supply lines to the trenches, instead of steam locomotives which would have been spotted easily by the enemy. Many were later sold as war surplus and employed in industries and agriculture, especially where very light rail was used. Several have survived into preservation.

The Protected type has an armoured body and doors, and a canopy cab roof with visors (ref.41-431K). The Armoured variant has full body plating and doors, plus an armoured top with slits for the driver to see through (ref.41-432K).

The kits feature a highly detailed one-piece 3D-printed body with a finish comparable to injection-moulded plastic, a static chassis (with fixed 5.9mm diameter wheels on a 15.8mm wheelbase), two coupler pockets, and

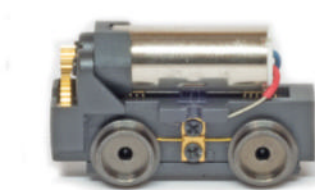


The Protected Simplex kit.

two standard 009 buffers/couplers (without loops). Such little assembly as is required should pose no problems, and then it is only a matter of painting, adding lettering and plates as required, and weathering to taste.

The models are designed to use a Toma Model Works ref.6531 mechanism, simply secured with two self-tapping screws (supplied with the chassis). Fourdees can supply the mechanism if required.

The Toma unit has wheels of 6mm diameter on a 14mm wheelbase. It does not fit exactly centrally under the body, but this hardly matters as it is concealed.



The Toma mechanism.

It runs smoothly and quietly, and is controllable from walking pace to a sensible maximum. Other mechanisms might be accommodated, with some modification to the inside of the 3D-print. Whatever drive is used, more weight would be useful, both for adhesion and electrical contact. (The old Meridian Models whitmetal body kit had its advantages!)

With a little work, the static chassis could be adapted with proper wheelsets to make a rolling but unpowered model.

We illustrate an unmade kit for the Protected type, and an assembled and painted Armoured version on the Toma mechanism.



Sample supplied by

FOURDEES LIMITED
57 Wentworth Road, Blacker Hill,
Barnsley S74 0RP.
www.fourdees.co.uk

PRICES

Kit – £19.99 plus P&P
Toma mechanism – £69.99

TT:120 Peco LMS 12-ton van packs

Peco has delivered to retailers the first of its new ready-to-run London Midland & Scottish Railway 12-ton covered goods vans in TT:120, plans for which were first announced in our September 2025 issue.

Tooling for these new models focuses on examples of the Diagram 1676 fleet, built on RCH (Railway Clearing House) 1923 specification four-wheel 9' steel underframes (both unfitted and through-piped) with vertical-planked wooden bodies fitted with roof and end vents. Two box sets – each comprising six individually numbered wagons – form the initial release: ref.TTR61302 in BR unfitted grey, featuring running numbers M212681, M269460, M232487 and M212702 with three-hole disc wheelsets, and M20009 and M159114 with spoked wheels; and ref.TTR61303 in BR bauxite, comprising wagon numbers M186194, M204565, M186995, M191154 and M230943, all with disc wheels, and M116208 with spoked wheelsets.

Presented in a foam-lined card box, the models are predominantly injection-moulded assemblies, tipping the scales at 12g each. The vans utilise the same 9' frame tooling developed for the firm's RCH seven-plank open wagons, sharing common features such as buffers, axleboxes, W-irons and brake gear – all of which are formed as part of this tool, with the solebar detail being formed as part of the body tooling; the solebar is adorned with crisp renditions of the label clips, complemented by finely printed depictions of the cast maker/number plates.

The van bodies are moulded with clear representations of the vertical wooden planking and associated metalwork. The characteristic sliding doors (also formed as part of this moulding) feature fine depictions of the rollers and runners, with these details – along with the door grab handles – moulded in relief. Roofs, vacuum pipe stanchions (where appropriate) and

handbrake levers have all been produced as separate friction-fit parts; we found a few of the latter to be loose across our suite of samples, but they were easily reattached with a dab of glue.

It is worth noting that the BR bauxite examples do not feature renditions of the brake cylinders on the underframes, suggesting that these represent through-piped examples – though it is hard to ascertain from both historic photographs and documentation whether these running numbers are authentic for these vehicles or those equipped with vacuum brakes.

The vehicles are extremely free-rolling, each riding on pin-point metal axles with three-hole disc or eight-spoke wheels where appropriate; the former being all-metal, while the latter comprise plastic centres with metal

tyres. Scale standard couplings are fitted in NEM pockets attached to the underside of the chassis, each with a degree of sideways movement.

Printing of all lettering and markings is clean and sharp; note the differing styles and positioning of the running numbers and tare markings, with those on the unfitted grey examples featuring bespoke patchwork black backings.

These vans are welcome additions to the growing range of TT:120 rolling stock, and will make a perfect match with the recently announced Stanier 'Black Five' 4-6-0 from Hornby, which is currently in development (see News, June 2026).



▲ Six vans are supplied in each pack.

▲ The BR bauxite vans (vacuum-braked or through-piped).



Samples supplied by

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

PRICE
£149.50 per pack

▲ The unfitted BR grey vans.



Accurascale unveils new tooling Class 58 in OO

Accurascale has announced that its latest new tooling locomotive project is for the British Rail Class 58 Co-Co diesel-electric fleet, built in 1983-87 to handle 'Merry-Go-Round' trains between collieries and power stations.

Nicknamed 'Bones' due to their distinctive narrow-bodied design combined with full-width cabs, they were designed and built at BR Engineering Ltd in Doncaster.

The Accurascale model aims to capture the many variations found during the operational career of the class, with numerous tooling variations and era-specific details, such as three different exhaust silencer arrangements and bogie types along with cab variations, different cooler group configurations and roof details.

The models are equipped with a five-pole motor with twin flywheels, all-wheel drive and electrical pick-up, integrated stay-alive system, twin motorised working radiator fans and Hall sensors for automatic flange squeal activation.

There are also independently controlled running lights, cab lights and desk lights, and a removable roof panel for easy access to the decoder and lighting switches.

Other features include a detailed cab interior, separately fitted handrails and pipework, etched windscreen wipers and horn grilles, and detailed traction motors and bufferbeam equipment. Livery variations will comprise: 58 016

in Railfreight Coal sector triple grey with depot plaque; 58 017 *Eastleigh Depot* in Mainline Freight triple grey; 58 023 in preserved condition in Mainline Freight aircraft blue; 58 040 *Cottam Power Station* in Railfreight red stripe livery; 58 042 *Ironbridge Power Station* in Railfreight Coal guise; and 58 046 *Ashfordby Mine* in Mainline Freight aircraft blue. There will also be special editions depicting the first and last members of the class: 58 001 in original Railfreight red stripe livery, and 58 050 in EWS maroon & gold.

These models are due for delivery in the fourth quarter of 2027, and prices quoted are £169.99 for DCC ready versions and £259.99 for DCC sound-fitted.

ODA pipe wagons in OO

The manufacturer has also revealed that the latest new tooling additions to its rolling stock range in OO are the BR ODA/ZDV/SOV wagons, which were developed from a proven LNER design of pipe wagons used to carry steel lengths.

The air-braked ODAs were specifically adapted to operate on tight curves and in challenging depot environments. They were used for MoD traffic and Speedlink services, as well as on engineers' trains and Departmental duties, and appeared in a wide range of liveries.

Each of the models features a die-cast metal chassis, along with chemically blackened wheels with brass bearings, and separately fitted underframe details



▲ Class 58 tooling sample in OO.



▲ ODA decorated sample in OO.

including brake gear and suspension equipment. They will be available in either single packs, priced £29.99, or triple packs, with an RRP of £79.98.

Colour schemes include BR bauxite, engineers' dark grey, Railfreight grey & yellow, Satlink red & yellow, and EWS red & yellow. Delivery is expected in the first quarter of 2027.

Third run of Class 66s

Accurascale has also revealed liveries in its third production run of OO gauge Class 66s, as reviewed in the August 2024 RM issue.

The latest batch has a newly tooled exhaust silencer with improved profile and detailing, revised handbrake linkages

moulded in the off position, and an etched middle handrail bracket on some cab fronts.

As announced in the October 2025 RM issue, one variant depicts 66 091 in DB Cargo red livery and carrying the name *Accurascale*, as unveiled at the Midland Railway, Butterley, last year. A model of 66 017 appears in EWS maroon & gold, 66 501 *Spirit of '65* carries commemorative orange 'Freightliner 60' livery, whilst 66 601 *Hope Valley* is presented in another 'Freightliner 60' livery, this time green & yellow. Finally, 66 587 *As One, We Can* appears in eye-catching Ocean Network Express magenta.

RRPs are £179.95 for DCC ready versions and £279.95 for DCC sound-fitted. Delivery is expected in the third quarter of 2027. www.accurascale.com



▲ Class 66 decorated samples in OO.

Model railway club story of lows and highs brought to the stage

A play being premiered in Nottingham during July is inspired by the true story of a model railway club which suffered the blow of having its annual exhibition wrecked by vandals, but then, as the news went global, was inundated with donations and support – including from Sir Rod Stewart.

The Market Deeping Model Railway Club has been penned by playwright William Ivory, and blends drama with comedy celebrating community and British eccentricity. At the centre of the story is club chairman Graham (played by *Madness of King George* and *Gavin & Stacey* actor Adrian Scarborough) and his wife Linda (played by *Wolf Hall* and *The Other Bennet Sister* actress

Lucy Briers), who, along with an eclectic membership, must debate what it is about their lives that makes re-creating the past in miniature so appealing. While based on real events (see news, RM July 2019), characters and names have been fictionalised.

It runs at Nottingham Playhouse until Saturday 25 July. For further details visit:

www.nottinghamplayhouse.co.uk/events/the-market-deeping-model-railway-club/

Promotional artwork for the play. The writer and production company have both worked closely with Market Deeping MRC throughout its development.



Exclusive Wallace & Gromit models in OO9 from Peco



Peco has reached an exclusive agreement with the creators of Wallace & Gromit, Aardman Studios, to produce a range of licensed OO9 wagons celebrating 50 years of the world-famous Bristol-based animation studios.

As part of the landmark deal for the Devon-based model railway manufacturer, a collection of five Wallace & Gromit-themed four-wheel OO9 vans will be produced in a selection of colourful, branded liveries inspired by the duo's escapades in films including *The Wrong Trousers*, *A Close Shave*, and *A Matter of Loaf and Death*.

The quintet of wagons comprise ref.GRAA001 Preston's Dog Food van; ref.GRAA002 Bake-o-lite van; ref.GRAA003 Wash 'n' Go van; ref.GRAA004 Top Bun van; and ref.GRAA005 Aardman 50th van.

Available as part of a special commemorative box set (ref.GRAA050), the models are to be presented in

a sleeved magnetic presentation case – illustrated with official Wallace & Gromit artwork from Aardman, and supplied with a lavish 12-page booklet documenting the potted history of Wallace & Gromit, along with a set of six collector's postcards.

Four of the vans will also be available individually, with the exception of the Aardman 50 wagon, which will be exclusive to the set.

Due for delivery later in the year, details of prices and how to order are still to be confirmed.

Dual-channel digital sound decoders from Ellis Clark Trains

Ellis Clark Trains has revealed a brand new range of digital decoders that are engineered to produce independent dual-channel sounds and designed for use with locomotive models equipped with multiple speakers in OO and O.

Developed by the Yorkshire-based model railway company over the past three years, the dual-channel speaker outputs on the new Nexus decoders are independently controlled, meaning different sounds can be played through different speakers at different volumes. This differs from existing single-channel decoders (with mono sound output) that are currently available, whereby multiple speakers can only emit the same sounds at the same volumes.

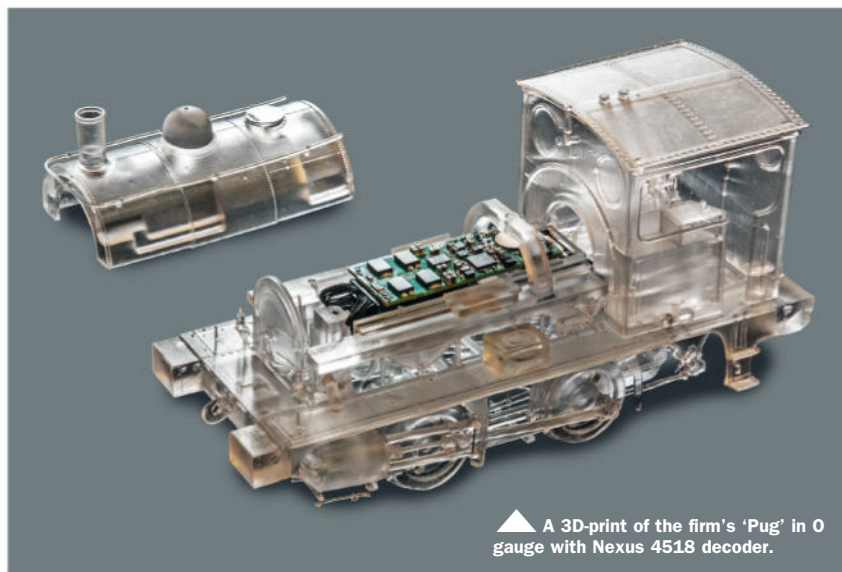
The new Nexus decoders are being manufactured in the UK by ECT and will feature first on DCC sound-fitted versions of the firm's forthcoming ready-to-run WD Austerity 2-10-0 in OO, which is due for delivery this autumn (priced £415.00). Following this, Nexus sound decoders will also feature on the firm's upcoming models of the Lancashire & Yorkshire 'Pug' 0-4-0ST in OO and O (priced £260.00 and £415.00 respectively).

Using sound projects specially recorded by ECT, Nexus decoders seek

to provide "an immersive 'spatial' listening experience – as in the real world – where sounds appear to originate from more than one point". Designed to have compatibility with all modern DCC systems, the decoders will also facilitate enhanced lighting features and motor control.

Initially, two sizes of decoder are being produced. There will be a Nexus 2112 Small decoder measuring 21mm x 12mm equipped with a Next18 socket (for use in smaller OO and TT:120 models), together with a Nexus 4518 Medium decoder measuring 45mm x 18mm with a Plux22 socket (for use in larger OO and most O gauge models). Each decoder has 256MBs of storage, which provides capacity for up to 12 minutes of detailed audio recordings at 16-bit 44kHz quality.

Aside from fitting Nexus decoders to its own models, from 2027 onwards Ellis Clark Trains is also looking to



▲ A 3D-print of the firm's 'Pug' in O gauge with Nexus 4518 decoder.

supply these decoders to other model manufacturers and trade partners. Sound projects can be loaded onto the decoders via a USB connection (meaning no additional hardware is required), with ECT offering support, advice and 'how

to' guides to industry customers. The eventual aim is that Nexus decoders will also be available to individual modellers.

To find out more about Nexus decoders, head to the dedicated website: www.nexusdecoders.com

KR Models ceases trading

KR Models, a producer of ready-to-run models for British OO and American HO, published a newsletter on 17 June 2026 to advise that the company had gone into liquidation. It also advised that the KR Models website and Facebook page had both been taken offline and that the company was no longer trading.

Established by Keith Revell in 2018, the firm's debut model was the unique English Electric 4-6-0 GT3 (see review, RM March 2021). Other British-outline models that

have been delivered during the past seven years include the BR Fell diesel prototype No.10100, Bulleid 4-DD Electric Multiple Unit, Bulleid Leader steam locomotive and 56-ton Consett iron ore bogie hoppers.

Still in development at the time of the company's cessation were models of the Haydock Foundry 0-6-0WT *Bellerophon* (see News, RM March 2021) and the Midland Railway 0-10-0 'Big Bertha' (see News, RM December 2022).

Two summer Pecorama gala events plus a talk on Rev. Wilbert Awdry

Peco will be holding two further Beer Heights Light Railway Gala Events in July and August at its Pecorama site in East Devon – with the August event also including a special talk (on Sunday only) on the life of Rev. Wilbert Awdry by Veronica Chambers, the daughter of the *Thomas the Tank Engine* author.

The Awdry family holds a special place in the history of the BHLR, as it was Wilbert Awdry who opened the 7¼" gauge line in 1975 and there were visits by his son Christopher – Veronica's brother – in 2005 and 2013, and by Christopher's son, Richard, to mark the line's 50th anniversary in 2025.

The July Gala Event, at Pecorama, Beer, Seaton, Devon EX12 3NA, will take place on Saturday 18 & Sunday 19 July and advance tickets, which can be booked online via the Pecorama website, are priced £27.50 for adults and £13.75 for children aged three-16, but children aged under three years 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, and a 10% discount on purchases in the model shop. (Note that this is a card payment only event.)

The August BHLR Gala Event will be held on Saturday 15 & 16 August, with the same admission charges and attractions applicable – except that at 14:00 on the afternoon of

Sunday 16 only, in the site's Lecture Theatre, Veronica Chambers will be presenting a talk with slides and memorabilia on Wilbert Awdry's life entitled *The Thomas The Tank Engine Man*. Attendance at the talk will be in return for a donation, which can be given in cash or by bank card at the Pecorama entrance gate, to the Veronica Awdry Charitable Trust, a charity which specifically benefits good causes, including making educational grants



Veronica Chambers, daughter of *Thomas the Tank Engine* author Rev. Wilbert Awdry.

Both gala events will feature intensive steam-hauled passenger operations on the mile-long 7¼" gauge Beer Heights Light Railway.

and funding heritage railway projects, in Devon. For details about the trust visit www.veronica-awdry-charitable-trust.org.uk

It is recommended that those wishing to attend the talk arrive early to be sure of a seat, and at the end of the presentation, Veronica and

her husband Richard will be happy to answer some questions from the audience.

For further details on these gala events, see the Societies & Clubs pages in this issue, call 01297 21542, see the Pecorama Facebook page or go to the Pecorama website:

www.pecorama.co.uk

Social media and marketing vacancy at Peco

Peco is seeking to recruit a social media/digital marketing intern, to be based at its office and factory site in the picturesque East Devon village of Beer on the Jurassic Coast, for a temporary period of 12 months from September 2026.

The successful candidate will be responsible for planning, creating and delivering high quality digital content on multiple channels that enhances the Peco brand, increases customer engagement, and supports key business objectives.

Skills required include strong copywriting and editing skills across different content styles; proficiency in video editing software; basic understanding of SEO and website content management systems; awareness of scheduling and analytics

tools; and a basic understanding of brand identity and digital storytelling.

For further details, visit the Peco website. To apply, email with your CV and covering letter to jobs@peco.co – the closing date for applications is Friday 24 July 2026.

New contemporary Ffestiniog Railway liveries in 009

Peco has delivered to retailers three further colour schemes for its range of ready-to-run Ffestiniog Railway rolling stock in 009, these releases depicting how the vehicles can be seen on the railway today.

The first of these new releases (ref.GR559) depicts FR 'Bug Box' Third class carriage No.5 in Victorian purple-brown livery with extra side

windows – as running from around 2005 to the present day. Priced £43.20, this model can be used in conjunction with other Peco models (ref.51-251D, ref.GR-570A, ref.GR550, ref.GR600B, and ref.GR620A) to create a contemporary FR heritage train formation.

Also joining the line-up are two new versions of the four-wheel quarrymen's coaches. Retailing at

£39.55 each, the models, which were first reviewed in our December 2022 issue, are now available in their current guises: ref.GR582A brake van (double balcony) No.7 in 1920s green – as running from circa 2016 to the present day; and ref.GR591A brake van (single balcony) No.6 in brown – this vehicle having been repainted from its previous green guise (available as ref.GR590A) in 2018.



'Bug Box' No.5 in Victorian purple-brown.



Brake van No.7 in 1920s green.



Brake van No.6 in brown.

Rapido Trains UK breaks new ground with 'Peaks' in TT:120

Rapido Trains UK has announced its first ready-to-run locomotive project in TT:120 scale, with models of the British Rail Class 45 and Class 46 'Peaks'.

Following the firm's successful release of these diesel-electric locomotives in N, tooling for these all-new models will cater for numerous detail and livery permutations received during the fleet's 30-year main line tenure, and the subsequent preservation of some examples.

The specification is set to include a Next18 decoder interface, which will be compatible with the range of Bluetooth-enabled HM7000 decoders from Hornby, together with an industry standard front and rear NEM coupling system as used by other manufacturers of TT:120 models. In addition, there will be directional and cab interior lighting, plus numerous separately fitted parts, including etched fan grilles, lamp irons and windscreen wipers.

Nine versions of the 45s and six 46s form the initial tranche of releases, each available either Digital Command Control ready or DCC sound-fitted (with ESU LokSound V5 decoders). Liveries and identities for the Class 45s comprise D120 in plain BR green (ref.823101); D99 *3rd Carabinier* in BR green with split headcode boxes and small yellow panels (ref.823102); D63 *Royal Inniskilling Fusilier* in BR 'economy' green with headcode blinds and small yellow panels (ref.823103); 45 123 *The Lancashire Fusilier* in BR blue with headcode blinds (ref.823104); 45 108 in



▲ Livery renders of Class 45s in BR blue.

BR blue with domino headcodes (ref.823105); 45 060 *Sherwood Forester* in BR blue with split headcode boxes and domino headcodes (ref.823106); 45 022 *Lytham St Annes* in BR blue with sealed beam headlights (ref.823107); 45 115 *Apollo* in BR blue with sealed beam and high intensity headlights (ref.823108); and 45 106 in heritage BR green with sealed beam and high intensity headlights (ref.823109).

As for the Class 46 identities, these include D140 in plain BR green with headcode blinds (ref.823201); D182 in BR green with headcode blinds and small yellow

panels (ref.823202); D138 in BR green with headcode blinds and full yellow ends (ref.823203); 46 037 in BR blue with domino headcodes (ref.823204); 46 010 in BR blue with sealed beam headlights (ref.823205); and 97 403 *Ixion* in RTC (Railway Technical Centre) blue & red with sealed beam headlights (ref.823206).

Expected RRP's for the models are £159.95 for DCC ready versions and £259.95 for DCC sound-fitted examples. For more information, visit the manufacturer's website:

www.rapidotrains.co.uk



▲ Class 46 D140 in BR green.



▲ 97 403 in RTC blue & red.

TMC commissions fish vans from Rapido Trains UK for TT:120



▲ 'Blue Spot' van in white.



▲ Departmental red livery.



▲ Ice blue livery.

The Model Centre (TMC) has announced it has commissioned new tooling TT:120 models of BR Diagram 1/801 vacuum-fitted fish and parcels vans from Rapido Trains UK.

The new range, which represents the first foray into TT:120 for Rapido, features 13 lines and offers 25 different van identities, split across both triple and single wagon packs.

During the 19th and early 20th centuries, expansion of the rail network in Britain transformed the transport of fresh fish, and railway companies developed specialised insulated vans for this purpose.

The BR Dia.1/801 design featured a 15' wheelbase and a body length of 21' 8", as well as roller bearings allowing speeds of up to 60mph, with the presence of this feature indicated by 'blue spot' markings. A total of 558 of these vans were built in three batches.

After the end of dedicated fish services in 1968, many of the vans were transferred to parcels traffic. Others entered Departmental service, were converted into barrier vehicles or were used to support breakdown cranes and engineering operations. The vans therefore appeared in a wide range of liveries and locations, in

eras from the 1960s to the late 1980s. A multitude of versions are being produced, which will be available singly (priced £32.95) and in triple packs (£95.95). Refer to the TMC website for further information, including details of the weathering upgrades that the retailer offers: www.themodelcentre.com



▲ Triple pack in Express Parcels livery.

Liverpool & Manchester *Planet* in OO leads latest Hornby announcements

In the Hornby summer OO gauge announcements, the stand-out item is a new model of 1830 Robert Stephenson 2-2-0 tender locomotive *Planet* – the ninth engine to be delivered to the Liverpool & Manchester Railway and the first to have inside cylinders. A further six locomotives of the type were built for the L&MR by Robert Stephenson & Co., plus another three supplied by Murray & Wood of Leeds.

So rapidly was locomotive design evolving that *Planet* was withdrawn as obsolete by 1841, but a working replica was built in 1992 for the Museum of Science & Industry in Manchester. The initial Hornby *Planet* model represents this replica, including wood grain printing on the boiler and with brass dome and boiler details.

The model has a die-cast loco chassis and tender body, a coreless motor, all-wheel pick-up and decorated crew figures. Separately fitted parts include buffers, steam pipes, control levers, strengthening truss rods and handrails, as well as there being a separate accessory bag.

The model has a Next18 DCC decoder socket and is supplied DCC ready (ref.R30511) priced £184.99. Delivery is expected in January 2027.

In the RailRoad range, Hornby is looking ahead to the future with a Class 800 IET in the proposed Great British Railways blue, red & white livery. A train pack comprises the two power cars (ref.R30561, £149.99) and the train can then be built up to a five-car rake by purchasing separate carriages 2, 3 and 4 (refs.R40570, R40571 & R40572 respectively), each priced £29.99.

Hogwarts-themed Playtrains

Hornby has announced new items for its Playtrains range, which aims to encourage youngsters into the hobby.

Special features include remote control and lighting, sound and steam effects and a Harry Potter theme for children aged five to eight.

The *Hogwarts Castle* steam loco (ref.R937155, £44.99) features a representation of a 4-6-0 locomotive in red with GWR features and accompanying tender. The loco has train sounds, a working front headlight and the ability to emit safe, water-based vapour from its chimney. Four AA batteries are required and operation is via an infra-red hand controller sold separately (ref.R7407, RRP £9.99). Delivery is planned for December 2026.

The *Hogwarts Express* Train Set (ref.R9370SSM, RRP £79.99) includes the loco, two coaches with magnetic couplings, an easy clip-together track designed to form a figure-of-8 plus siding, a King's Cross style 'Platform 9½', 'Hogsmeade' station buildings and a hand controller. This is due in October.

A *Hogwarts Express* Coach Pack (R9372, £16.99), due in November,

comprises two close-coupled four-wheeled carriages in BR maroon.

Other Playtrains items include: a *Blue Ranger* loco (ref.R9378SS, £35.99), with similar features to *Hogwarts Castle*; a *Steam Train Coach Pack* (ref.R9373, £14.99), with two coaches in BR crimson & cream; and an *Open Wagon and Tipper Wagon Pack* (ref.R9374, £14.99), with the former wagon in green, brown & grey and the other in blue & orange. Accessories

include a station and platform (R9375, £14.99), a signal box (R9376, £8.99) and a tunnel (R9377, £12.99), all due in December.

New TT:120 range catalogue

In addition to the above OO gauge items, Hornby has released its new *Small World, Big Ideas* TT:120 range catalogue (ref.TT700, price £4.99).

The publication, which highlights new releases, presents the full annual range of Hornby products in the smaller scale in full colour, complete with detailed specifications and photography. For further details visit:

www.hornby.com



▲ L&MR 2-2-0 *Planet*.



▲ *Hogwarts Express* Train Set.



▲ Class 800 IET in the planned new Great British Railways livery.

Michael Wood

RAILWAY MODELLER has received from Bill Northrop the following tribute to the late Michael (Mike) Wood, who was the Secretary of the Hoddesdon Railway Circle and who sadly passed away on 6 April. He was an RM correspondent and had letters published about his memories of the Gresley N2 0-6-2Ts – most recently a letter titled 'Tanks (N2) for the Memories' in the August 2025 issue:

It is with great sadness that the Hoddesdon Railway Circle has recently had to mark the passing of its Secretary, Mike Wood. Mike will be familiar to

many in the model railway world as the organiser of the annual Circle model railway exhibition held, in its later years, at the Broxbourne Civic Hall.

Mike was one of the early members of the Circle and had been Treasurer before becoming Secretary in 1981. He became the prime motivator behind the annual exhibition, and spent many hours scouring the country to find top-quality layouts in all scales, as well as a well-balanced mix of trade stands and exhibitors who would bring added non-model related interest to the event. The standard achieved ranked with the

best local exhibitions in any part of the country.

Mike spent his early life in North London and had fond memories of Garratts and the Fell diesel locomotive at Mill Hill. The Gresley N2s were particular favourites and he was looking forward to seeing the preserved example back in steam in the summer of 2026. One of his other great loves was the Somerset & Dorset Joint Railway, and he had a delightful small terminus layout based loosely on Burnham-on-Sea.

Mike spent most of his professional life in banking and, on his retirement,

spent some years working in the booking office at Southbury, thereby combining work with his hobby. He always managed to do a platform inspection when something interesting was due!

His other great love was his family, his wife Val, his sons Paul and Nick, and daughter-in-law Vicky. He was especially proud of his two granddaughters, Ellie and Georgie, who went from playing with Granddad's trains to starting careers in teaching and the police force.

Mike was a great character with a ready wit, which endeared him to all his friends and he is much missed by them.

The latest news from the **PECO** group of companies

First look at Peco TT:120 BR 16-ton mineral wagon

Peco has showcased progress on its forthcoming suite of ready-to-run BR 16-ton, 9' wheelbase steel-sided mineral wagons in TT:120.

Plans for the project were first revealed in our September 2025 issue, with tooling set to cater for unfitted examples with either single-sided two-shoe or independent double-sided two-shoe Morton brake gear, and vacuum-fitted vehicles with Morton vacuum brakes; a test shot of the latter (minus brake fittings) is illustrated here. (Note that this sample is not necessarily representative of the finished models.)



As per the firm's London Midland & Scottish Railway 12-ton covered goods vans (see review, page p649), these all-new models will be supplied initially in four box sets – each comprising six individually numbered diesel-era wagons: ref.TTR61000 in BR grey with COAL 16 markings; ref.TTR61001 in grey with MCO TOPS code; ref.TTR61020 in bauxite with COAL 16VB markings; and ref.TTR61021, also in bauxite, with MCV TOPS code.

Delivery dates and prices are still to be confirmed, with further steam-era guises also being planned.

Osborn's Models exclusive TT:120 coal wagon from Peco

Retailer Osborn's Models has announced the arrival from Peco of an exclusive TT:120 model of an open mineral wagon in the black livery with white lettering of well-known West Country coal merchants Renwick, Wilton & Co. Limited.

The company was a coal contractor and shipping and merchant firm based in South Devon at Torquay and Dartmouth. Founded in the 1930s, it operated both a fleet of coastal

collier vessels and Private Owner wagons used to distribute coal shipped in from South Wales to gasworks and other businesses across the region, one of them being wagon No.521 as modelled.

The exclusive Peco Renwick Wilton Mineral Wagon model produced for Osborn's (ref.TTC034) is priced £21.50. For further details visit:

www.osbornsmodels.com



Oxford Rail reveals new liveries for breakdown crane and rail gun in OO

Oxford Rail has announced a new livery version for its new tooling OO gauge model of the Cowans Sheldon 15-ton breakdown crane, which was announced in the March 2020 issue of RAILWAY MODELLER and is currently in development.

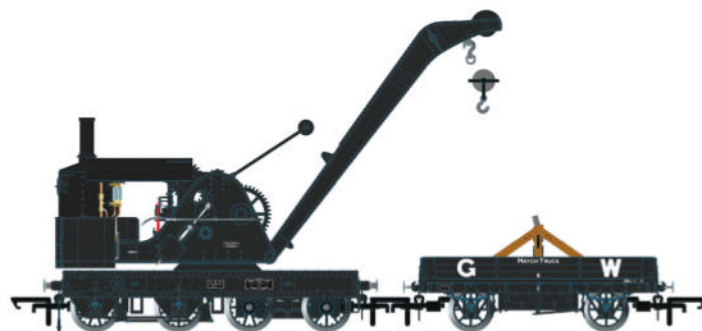
The model is based on a successful standard design of steam crane developed by Cowans Sheldon during the 1890s. Initially bought by a number of pre-Grouping railway companies, some of these cranes continued in use during not only the Big Four era, but also under BR, with some surviving into the late 1960s.

In the January 2024 RM it was revealed that a match truck would be included with the crane, as per operation under the Midland Railway, and an undecorated render appeared in the March 2025 RM. Liveries previously announced are: LMS Wellingborough crane No.243 (ref.076SCS1002);

LNER Sunderland crane No.901628 (ref.OR76SCS2002); BR Stoke MPD crane RS1023-15 (ref.OR76SCS1001); and BR Stewarts Lane crane DS316 (ref.OR76SCS2001).

The new version is GWR crane No.6 (ref.OR76SCS2003) in black with white 'GW' lettering, and the price of each of these crane models is £99.95.

Also announced is that the previously released WWII Boche Buster OO gauge rail gun will be returning, not only in its initial livery (ref.OR76BOOM03), but also in three later liveries, listed as: WWII Boche Buster post-1940



(ref.OR76BOOM05); WWII Scene-Shifter (ref.OR76BOOM06); and WWII Piece Maker (ref.OR76BOOM07). Each of these rail guns has an RRP of £79.95.

▲ 15-ton crane in GWR livery.

The manufacturer will also be producing, for what it states will be the final time, the double pack comprising a WWI Boche Buster rail gun in camouflage livery with the khaki-liveried 'Dean Goods' loco numbered ROD 2308 (ref.OR76BOOM04). The price of this pack is £195.95. For further details visit:

www.oxforddiecast.co.uk



▲ Boche Buster gun, post-1940.

Gaugemaster train set aims to help modellers get started in O gauge

Gaugemaster has announced the release of a new train set for modellers wanting to make a start in O gauge.

The Gaugemaster Station Pilot Premium Train Set aims to provide an all-in-one introduction to 7mm scale standard gauge ready-to-run, and comprises a Dapol BR Class 09 diesel shunter, 09 012 *Dick Hardy* in BR InterCity grey livery, together with sufficient Peco Setrack components to create a compact shunting layout.

Also included in the train set is a Gaugemaster Combi controller with UK power pack and the Peco publication *Your Guide to O Gauge Railway Modelling – Including the Larger Scales*. The dc train set (ref.GM7000104) is priced £399.95, and for details visit:

www.gaugemasterretail.com



EXHIBITION FOCUS

Last public outing for *Totnes* at Railwells 2026

Saturday 8 & Sunday 9 August will see the annual Railwells event taking place in Wells, Somerset, with this year's event promoting the 80th anniversary of the S Scale Society, 60th anniversary of the closure of the Somerset & Dorset Railway, and 50th anniversary of the Scalefour Society.

Organised by the Wells Railway Fraternity, in support of The Railway Children charity, the exhibition will be held in the Town Hall, Market Place, Wells, Somerset BA5 2RB – 'Railwells Parking' signage will direct those arriving by car to a site within easy walking distance of the venue.

The exhibition will be open from 10:30-17:00 on the Saturday and 10:30-16:00 on the Sunday, with admission priced £10.00 for adults and £5.00 for those aged 15-17 (free to children aged 14 and under and for wheelchair users). As for refreshments, the Wookey Hub will be serving food throughout the day.

In addition to the layouts and displays themed around the aforementioned milestones, the event will see the final public showing of *Totnes*, constructed by



▲ *Totnes* in N gauge by the late John Birkett-Smith. Photo: Craig Tiley

the late John Birkett-Smith, which is being exhibited by Jerry Clifford – as featured in this issue (see page 604).

The layouts will be supported by trade stands selling books, modelling materials and accessories. For further details, see Societies & Clubs or go to:

www.railwells.com

Kernow reveals exclusive CrossCountry 'Pride' Class 170 Turbostar for OO



Kernow Model Rail Centre (KMRC) has announced it has commissioned an exclusive OO gauge model from Bachmann of a Class 170 Turbostar three-car set in CrossCountry Trains 'Pride' livery.

CrossCountry operates 29 Class 170 Turbostars (seven two-car and 22 three-car sets) on services between Cardiff Central and Nottingham, and also between Birmingham, Leicester and Stansted Airport. In May 2024, unit 170 018 was unveiled in the Pride-themed livery with rainbow arrows on the cab sides to show the operator's continued support for the LGBT+ community.

The model features a low-profile drive unit in each driving vehicle to provide

invisible drive to the inner bogie via a die-cast metal gearbox. The primary driving vehicle also houses a Plux22 DCC decoder socket and various lighting functions. The model is available DCC ready (ref.35-627Z) at £429.99 and DCC sound fitted at £499.99 (ref.35-627ZSF). Delivery is expected in the first quarter of 2027.

Exclusive 7-plank wagon in OO...

KMRC has also announced an exclusive seven-plank wagon in OO that it has commissioned from Rapido Trains UK, representing wagon No.85 in the black livery with white lettering of coal, gravel and salt merchant Franks & Co., as running on the LSWR. Franks & Co. was

based near Guildford station and had a number of Private Owner wagons.

Detailing on the model includes side and end doors, double-sided brakes, smooth tapered buffers and split-spoke wheels in brass bearings. The model is priced £32.95 and delivery is expected in the third quarter of this year.

...and in both TT:120 and O

KMRC has also commissioned in two scales a 12-ton, seven-plank wagon in the red livery with white lettering of Moger & Co., as running on the London, Brighton & South Coast Railway. A TT:120 version is being produced by Peco while an O gauge one is being provided by Dapol. Joseph Moger and his sons were

▲ Livery render of the Class 170 Turbostar in 'Pride' livery.

coal merchants who operated from 1865 out of yards at Crystal Palace, Gipsy Hill, Norwood Junction and Penge in South London, and later had a presence at Tulse Hill, Peckham, Sydenham, Epsom, Ewell and Raynes Park.

The TT:120 wagon (ref.TTC031), representing wagon No.576, is priced £25.00, while the O gauge version, representing No.232, is priced £65.99.

All of these items can be ordered online or at the KMRC stores in Camborne, Cornwall, and Guildford, Surrey. For further details visit:

www.kernowmodelrailcentre.com



▲ Franks & Co. wagon in OO.



▲ Moger & Co. wagons in O and TT:120.

Preserved Ivatt 2MT 2-6-0s in OO amongst latest Bachmann releases

Preservation identities are the theme with three new liveries for the Ivatt 2MT 2-6-0 tooling in the Bachmann Branchline OO gauge range.

These are No.46521 in BR green with early emblem (ref.32-831), No.46464 in lined black with early emblem (ref.32-832) and No.46447 in lined black with late crest (ref.32-829B). All are available as DCC ready models only and are priced £179.95, with delivery expected in August or September.

Amongst other new livery versions of steam locomotives in OO is Peppercorn A2 Pacific No.60527 *Sun Chariot* in BR lined green with late crest (DCC ready ref.31-528B or sound fitted ref.31-528BSF). This model is expected in September or October, whilst due shortly afterwards is another release of new-build Peppercorn A1 No.60163 *Tornado* in lined BR apple green (refs.32-550E and 32-550ESF). The DCC ready models have an RRP of £214.95 and DCC sound fitted models £324.95.

New wagon liveries in OO

New liveries for the LNER 12-ton ventilated fruit van are LNER bauxite (ref.38-387A), early BR bauxite (ref.38-385B) and late bauxite (ref.38-386A), priced £28.95.

Also available is the BR 12-ton ventilated van with plywood sides in early bauxite (ref.38-170E, £26.95), BR TOPS-era bauxite (ref.38-172) and as ZRV BR Departmental vehicle ADB786510 in olive green with yellow chevrons (ref.38-174). All are priced £26.95.

Finally, PCA Metalair bulk powder wagons are being produced in Blue Circle Cement grey (ref.38-650B) and Freightliner Heavy Haul grey with a weathered finish (refs.38-653 & 38-653A), all priced £38.95.

New livery wagons in N

Announced for N are several new liveries for wagons, beginning with a Conflat in Great Western Railway grey, bearing an AF container in white with GWR roundels and lettering in black (ref.377-327B, RRP £24.95).

Showing the Conflat wagons in their later days are two models in BR bauxite and bearing Birds Eye



▲ 2MT 2-6-0 No.46447; the prototype is pictured on page 617.



▲ No.46521 in BR green.



▲ BR 12-ton van in Departmental green.

containers, in each case with different running numbers (refs.377-341C & 377-341D, £26.95 each).

BR 12-ton ventilated vans appear with plywood sides and in later bauxite livery (refs.373-751D & 373-752A), as well as in early BR bauxite and with 'Carrs biscuits' branding labels (ref.373-753), while another 12-ton van is reproduced with planked panelling but plywood doors and has 'BOCM Animal Feeds' branding (ref.377-628C). The RRP of each is £22.95.

An HTA bogie hopper wagon is being produced in pristine EWS maroon & gold (373-850D, £42.95), while two others, priced £44.95 each, are given a more weathered finish, one carrying DB Schenker branding (ref.373-851) while the other has all branding removed (ref.373-851A).

For further details about all the aforementioned items, as well as new additions to the Scenecraft range in N and OO, head to the manufacturer's website:

www.bachmann.co.uk

Dartmouth set to stage expanded Newcomen Steam Festival

On Saturday 25 July, Dartmouth in South Devon will be holding a Newcomen Steam Festival, celebrating its place in history as the birthplace of Thomas Newcomen (1664-1729), the man who invented the first successful atmospheric steam engine in 1712.

Without that invention, there would have been no Industrial Revolution or development of the world economy as we know it – and use of steam brought about the rise of the railways.

After a very successful event was held last year, the festival, involving a partnership of the Dartmouth & District Chamber of Commerce, Explore Dartmouth, and a model railway exhibition with raffle, is set to be even bigger this year.

As well as celebrating the presence in the town's visitor centre of a full-size Newcomen engine, and in Dartmouth

Museum the Hulse Models Collection of representations of early stationary steam engines, the event will include a model railway exhibition in the Guildhall.

Visitors will be encouraged to arrive on the Dartmouth Steam Railway running from Paignton to Kingswear on the opposite bank of the estuary, whilst a display of traction engines will fill the town's Coronation Park. On the water there will be both miniature steam boats and, at the pontoon, the restored full-size *Kingswear Castle*, the UK's last coal-fired paddle steamer.

As well as a self-guided tour of heritage sites and a street market, there will be a programme of talks including by James Greener on the life of Thomas Newcomen and by David Hulse, maker of the aforementioned stationary steam engine models. For more details visit:

<https://exploredartmouth.co.uk/festivals/>

Coming next month

Sept 2026 –
Out Thursday 13 Aug

Crook Street
A pre-Grouping terminus in O

Railway of the Month

Pettleworth Downs
Southern splendour in N

Mynydd y Ddraig
BR blue Rheidol steam in 009

plus all the regular features ...

SAVE £1 ON NEXT MONTH'S RM!
Use the coupon printed on p32a of this issue to save £1 on the cover price of the September 2026 RAILWAY MODELLER, when purchased from a Peco stockist.

Societies & Clubs

The following announcements are included in good faith from information provided by the organisers. As cancellations are sometimes inevitable, anyone travelling to a listed live event should contact the organiser first. The publishers cannot accept any responsibility for cancellations or errors. RAILWAY MODELLER is published on the second Thursday of the preceding month, and notifications sent via email to clubs@railwaymodeller.co.uk are required six weeks prior to publication date. Entries must include the organiser's email or website and/or a telephone number.

OCTOBER 2026 issue deadline: AUGUST 1st

LIVE EVENTS

Saturday 11 July

BETHERSDEN, Kent

Organiser: Ashford International Model Railway Education Centre.

Venue: Unit 2 Mill Farm Business Units, Fridd Lane, Bethersden, Kent TN26 3DB.

Open: 1030-1600

Admission: adults £10.00, under-14s £5.00, family (2+2 or more) £25.00. 20% discount for Gresley Society members.

Amenities: step-free access and accessible toilets. Shop and tea room.

Features: OO layout *The Gresley Beat* in operation to celebrate 150 years since the birth of Sir Nigel Gresley, with locomotives of his design carrying 'Gresley 150' headboards.

Website: www.aimrec.co.uk

Saturday 11 July

CONWY, North Wales

Organiser: The North Wales Small Scale Model Railway Club.

Venue: St Mary's Church Hall (also known as Neuadd Nij), Rose Hill St, Conwy LL32 8LD.

Open: 1000-1600

Admission: adults £5.00, acpd U16s free, family (2+2) £10.00.

Amenities: light refreshments available.

Features: exhibition of around 10 layouts.

Contact: 07796 640131.

Email: oakleygrange@hotmail.co.uk

Saturday 11 July

CRUMPSALL, Manchester

Organiser: Heywood Model Railway Group.

Venue: Crumpsall Labour Club, 98 Wilton Road, Crumpsall, Manchester M8 6PX.

Open: 1000-1600

Admission: £3.00 per adult, acpd children free. Donations welcome.

Amenities: parking on local streets should not be problematical, but unfortunately disabled access to the group's new premises is very limited. Refreshments available.

Features: although not quite fully open (see August 8 event later in these listings), the club will be pleased to welcome visitors at its new premises following a relocation from Heywood announced in the May RM Societies & Clubs pages. In addition to the club test tracks in N, OO, OO and O gauge, on which visitors can run their own locos, the club shop will be open.

Contact: Phil Evans by emailing:

phil.evans@sky.com

Website: <https://www.hmrg.net/>

Saturday 11 July

HILDENBOROUGH, Kent

Organisers: St John's Church, Hildenborough, Southwark & District MRC & Tonbridge MRC.

Venue: St John's Church & Centre, 194 Tonbridge Road, Hildenborough, Tonbridge TN11 9HR.

Open: 1000-1500

Admission: free entry.

Amenities: free off-site parking. Wheelchair access, refreshments.

Features: layouts including: *Sewage Works* (G); O gauge tinplate; *Grately, Solomon's Dock* (O-16.5); *Bulldog Quay* (EM); *Addleford Green* (OO); *Westhay* (OO); *Smarden Maltings* (N). Meccano, demonstration stand & trade stands.

Contact: Valerie Marsh, 07957 287866.

Email: valeriemarsh1947@gmail.com

Saturday 11 July

PRINCES RISBOROUGH, Buckinghamshire

Organiser: Risborough & District MRC.

Venue: St Mary's Hall, Church Street, Princes Risborough HP27 0AF.

Open: 1000-1600

Admission: free.

Amenities: disabled access. Light refreshments available.

Features: club layouts, trade support and demonstrations.

Email: secretary@rdmrc.org.uk

Website: www.rdmrc.org.uk

Facebook: www.facebook.com/profile.php?id=100068939964862

Saturday 11 & Sunday 12 July

EXETER, Devon

Organiser: Exe Model Railway Society.

Venue: Matford Livestock Centre, Matford Park Road, Marsh Barton, Exeter EX2 8FD.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £10.00, acpd children free.

Amenities: venue is close to Matford Park & Ride, which is well signposted from nearby roads. The Livestock Centre itself has free parking and is a level venue with disabled access. Restaurant and café.

Features: over 40 layouts, including: *Chard Junction*, *The John Pentney*, *Upton-Downton* (O); *Nancarrow Junction* (S); *Bristol Avon Bridge* (featured in November 2023 RM); *Coaley Junction*, *Ditchheat Junction*, *Kingdoms Junction*, *Otterford*, *Shobrooke Road* (June 2024 RM); *West Harkenback*, *Whitehall Halt* (OO); *Dartmoor 009 Group Layout*, *Tan y Bwlch Station* (October 2025 RM); *The Rocks* (OO); *Bahnbetriebswerk Dugelshausen*, *Bitterfeld*, *Port Dominic* & *Nucor Steel* (HO); *Klein Albulu* (HOM); *Wingrove Tramway* (HOe); *Great Western Brick Railway* (Lego). SWOONS display: *Bleat*, *Bowmoors Cider*, *Foxcombe Colliery*, *Tan-y-Bryn*, *Wild Goose* & *Riddon* (OO); *New Florence Mine Tramway*, *Shillingstone Light Railway* (7mm NG). Demonstrations including Exeter O Gauge Group, Exeter N Gauge and The Exmoor Weatherman, as well as up to 15 trade stands.

Contact: 07775 765716.

Email: train@exemrs.co.uk

Website: www.exemrs.co.uk

Facebook: www.facebook.com/exemrs

Saturday 11 & Sunday 12 July

PENARTH, Vale of Glamorgan

Organiser: Barry & Penarth Model Railway Club.

Venue: St Cyres School, Sully Road, Penarth, Vale of Glamorgan CF64 2TP.

Open: Saturday 1000-1630

Sunday 1000-1600

Admission: adults £8.00, acpd U16s free.

Amenities: ample free parking. Free heritage bus shuttle from Cogan railway station, served by Transport for Wales Cardiff to Barry trains. Venue has disabled access throughout. Refreshments available.

Features: 15-plus layouts in various scales, plus around 10 traders.

Email: exhibitions@bpmrc.club

Website: www.bpmrc.club

Facebook: www.facebook.com/BarryandPenarthModelRailwayClub/

Sunday 12 July

PETT, East Sussex

Organiser: East Sussex Gauge O Group.

Venue: Village Hall, Pett, near Hastings TN35 4HB.

Open: 1000-1600

Admission: adults £4.00, acpd children free.

Amenities: free parking, wheelchair access and refreshments.

Features: open day with around five layouts, a continuous running track, modelling demonstration and pre-used items sales stand.

Email: mikeh.reeves@tiscali.co.uk

Website: www.gaugeguild.com/clubs/clubDetails.aspx?id=1011

Sunday 12 July

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 12 July

WIMBORNE MINSTER, Merley, Dorset

Event: Model Rail Showcase.

Organiser: South Western Model Railway Club.

Venue: Cobham Sports and Social Club, Merley Park Road, Ashington, Wimborne, Dorset BH21 3DA.

Open: 1000-1600

Admission: adults £4.00, acpd U16 free.

Amenities: free parking. Step-free access to all show areas. Light refreshments & bar.

Features: 11 layouts in popular gauges plus trade support.

Contact: 07751 257666.

Email: swmrcsecretary@gmail.com

Facebook: www.facebook.com/southwesternmrc/

Thursday 16 July

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 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, 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. Watch track components being assembled, learn about the machines used and see products being packaged for shipping around the world.

Please book in advance via the website:

www.peco-uk.com

Email: tina.bishop@peco.co

Thursday 16 July

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 shop entrance. Visitors must be over the age of 10 and, as this is a working factory, must wear closed toed shoes. This 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. 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. A light lunch is served 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 OO9 wagon. Finally, they can visit the Peco model railway exhibition and shop, with a 10% discount.

Please book in advance via the website:

www.peco-uk.com

Email: tina.bishop@peco.co

Friday 17, Saturday 18 & Sunday 19 July

REV W AWDRY'S LITTLE ENGINES WEEKEND TYWYN, Gwynedd

Organiser: Tallyllyn Railway.

Venue: Wharf Station, Tywyn, Gwynedd, LL36 9EY & Magic Lantern Cinema, 6a Corbet Square, Tywyn LL36 9DF.

Open: check Tallyllyn Railway event web pages for details on timetables, event timings and how to book.

Admission: train ride rover tickets: adults £29.00, children £5.00, TR Preservation Society members free. Includes Fan Tent.

The Exhibition entry (booking by 25-min time slot): adults £10.00, children £7.50.

Evening Entertainment at Magic Lantern Cinema (Friday 17 & Saturday 18 July only): adults £25.00, children £15.00.

Special extra fares apply to 'Fred & Rusty's Special Train' (Friday 17 July only), 'The Sudrian' (two departures each on Saturday 18 & Sunday 19 July) and 'Rusty's Line Inspection' (one departure each on Saturday 18 & Sunday 19 July) – see event web page for details.

Amenities: Wharf Station is on the A493 from Machynlleth to Dolgellau and, if driving, car parking is available across the bridge over the main line railway (it is a council-owned car park so check charges). If travelling by train, Wharf station is approximately 300 yards' walk from Tywyn Cambrian Coast Line station, served by Transport for Wales trains from Shrewsbury via Machynlleth and Aberdyfi to Barmouth, Porthmadog and Pwllheli – leave the station via Platform 1 and car park, turn right and continue up the main road. For bus routes from Dolgellau, etc. see 'how to find us' on the Tallyllyn Railway website, which also has an accessibility section. Tywyn Wharf and Abergynolwyn TR stations both have cafés.

Features: event celebrating the life and legacy of Thomas the Tank Engine creator & Tallyllyn Railway volunteer the Reverend Wilbert Awdry. Though on a smaller scale than previous Awdry Extravaganza events, it will provide a community-focused meeting place offering various activities for young and old Railway Series fans to enjoy, including a Fan Tent at Tywyn Wharf station containing Awdry-themed model displays and a multi-gauge test track on which to exhibit and run model engines. Also at Wharf, with viewings by booked time slots, will be a Rev. Awdry Exhibition showcasing models, paperwork and artifacts relating to the long history of the author's works across the years. Awdry's own OO gauge *Ffarquhar Branch* layout will also be on display and in full operation. On Friday and Saturday only, there will also be an Evening Entertainment at the Magic Lantern Cinema in Tywyn, including the first in-person reading of the 'Narrow Gauge Rails in Sodor' lecture and remastered versions of Rev. Awdry's narrations of some stories, including '*Sir Handel* – in live action!' on the big screen. On Friday only, organisers will also reveal a 'special something' which has been teased in a video featuring some of Wilbert Awdry's surviving models and which can be viewed at: <https://www.youtube.com/watch?v=SQxWL-jmP6NE>

There will be an intensive service of trains including a special guided 'Sudrian' train hauled by *Sir Handel* and showcasing locations on the TR which inspired Railway Series stories. Also 'Rusty's Line Inspection', 'The Picnic' and 'Fred and Rusty's Special Train'.

Contact: 01654 710472.

Email: enquiries@tallyllyn.co.uk

Website: www.tallyllyn.co.uk/events/little-engines-weekend

Facebook: www.facebook.com/Tallyllyn

Saturday 18 July

BETHERSDEN, Kent

Organiser: Ashford International Model Railway Education Centre.

Venue: Unit 2 Mill Farm Business Units, Fridd Lane, Bethersden, Kent TN26 3DB.

Open: 1030-1600

Admission: adults £10.00, under-14s £5.00, family (2+2 or more) £25.00. 20% discount for Gresley Society members.

Amenities: step-free access and accessible toilets. Shop and tea room.

Features: OO layout *The Gresley Beat* in operation to celebrate 150 years since the birth of Sir Nigel Gresley, with locomotives of his design carrying 'Gresley 150' headboards.

Website: www.aimrec.co.uk

Saturday 18 July

FILEY, North Yorkshire

Organisers: Christopher Martin & Scarborough Area Model Trains.

Venue: St John's Parish Church, West Avenue, Filey YO14 9AU.

Open: 1000-1630

Admission: by donation (suggestion of £4.00 each – with Gift Aid if possible – as event is raising funds for the continued development of St John's Parish Centre). U14s can enter free of charge.

Amenities: limited parking. Refreshments.

Features: 10 layouts plus trade stands & model shop.

Contact: 01723 870166.

Website: www.fileyparish.org.uk/what-s-on

Saturday 18 July

NORTHAMPTON, Northamptonshire

Organiser: Northampton & District MRC.

Venue: Roade Village Hall, Bailey Brook Lane, Roade, Northampton NN7 2LS.

Open: 1000-1600

Admission: adults £6.00, acpd children free.

Amenities: venue has free parking and is on bus routes Nos.X6 & 33 from Northampton to Milton Keynes. Disabled access.

Features: model exhibition being held in a railway village location on the West Coast Main Line. Layouts in several gauges with all new to this particular show. Also trade support.

Contact: Secretary Richard Deacon on 01604 890275 or use contact form on website.

Website: <https://ndmrc.org>

Facebook: www.facebook.com/groups/165670697446426/

Saturday 18 & Sunday 19 July

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, children (ages 3-16) £13.75, 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 layouts in a variety of scales and gauges showing how model railways can be set up in home and garden settings. The event ticket also allows a 10% discount in 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 18 & Sunday 19 July

CHATHAM SHOW 2026

CHATHAM, Kent

Organiser: The Chatham & District Model Railways Club.

Venue: The Historic Dockyard Chatham, Slip 5 Car Park, Main Gate Road, Chatham, Kent ME4 4TZ.

Open: Saturday 1000-1700

Sunday 1000-1600

(Early entry at 0930 with advance tickets).

Admission: adult tickets – advance price £10.00, on the day price £11.00; acpd U16s free. Show tickets allow half-price entry to the Dockyard's other attractions.

Amenities: parking is available at the Historic Dockyard Chatham and also at the adjacent Dockside Outlet Centre (note all parking facilities have tariffs – see exhibition webpage for links with details). The nearest railway station is Chatham, served by Southeastern High Speed trains from St Pancras as well as regular services from London Victoria and London Charing Cross. The Dockyard is served by regular Arriva and Nu-Venture bus routes starting at Chatham Waterfront Bus Station – to reach the Dockyard, alight at the St George's Centre stop, walk towards Busy Bees Nursery and head through Brunel Way towards the Dockyard car park. Note it is important to enter the Dockyard through the main visitor entrance accessed via Western Avenue – the entrance at Main Gate (off Dock Road) is for tenants and residents only. Venue has on-site catering available.

Features: layouts including: Kent G Scale (G); *Blindheim*, *Conyer Creek Loco Depot*, *Conyer Creek Signals*, *Cromer*, *Hassell Harbour Bridge*, *Stodmarsh*, *Wordsley Wharf* (O); *Swillybegs* (O-21, Irish 3' gauge); *Johannesdorf Tirolerbahnen*, *Stoney Shaw* (O-16.5/NG7); *Gammar Silo Rotatory*, *Larger and Lime Works* (On30); *Abbey Light Railway*, *Gweithdy Dyffryn* (On14); *Bulldog Quay*, *Columbia Wharf*, *Sheepcroft* (EM); *Addleford Green*, *Ashgate*, *Bristol Harbour*, *Bumbleline Bridge*, *Cardiff Canton*, *Dagnall*, *Dinsdale 1830*, *Durham Road TMD*, *East Glasson Port Authority*, *Fareford*, *Five Mile House*, *Havergo Junction*, *Hengist Road*, *Marley Potts and Witherwack Sidings*, *Natford TMD*, *Oak Lane TMD*, *Ropley*, *St Paddy*, *Swanscombe Works* (OO); *Nant Gwernol* (featured in this RM issue), *Penhalig Quay* and *Blackrock Sands*, *Tan y Coed* (OO9); *Kamiack Falls Model Railroad* (HO); *Gresten*, *Kaninchenbau*, *Soelden* (HOe); *Llanwyddon* (TT:120); *Fillsur RhB* (Nn); *Benbridge*, *Hatchend*, *Japan in Bloom*, *Newvaddon Parkway*, *Scarlington* (N). Plus demonstrations and numerous trade and society stands. Show visitors also have half price entry to the Dockyard attractions such as viewing three historic warships to learn about warship construction, refit and repair and to examine important objects related to the Dockyard and the wider maritime world from the collections of Royal Museums Greenwich and Imperial War Museums. Separately ticketed, the Dockyard also runs regular *Call The Midwife* TV drama filming location tours across its site. See links on show website for further details.

Contact: use email address below or 'Contact' enquiry form on show website.

Email: info@chatham.show

Website: www.chatham.show

Facebook: https://www.facebook.com/chatham.mrc/?locale=en_GB

Saturday 18 & Sunday 19 July

GOATHLAND, North Yorkshire

Organiser: Whitby & District Model Railway Club.

Venue: Goathland Village Hall, The Common, Goathland, Whitby YO22 5JS.

Open: 1000-1600

Admission: adults £5.00, acpd U16s free.

Amenities: there is free parking at the venue. It is also a short walk from the Coastliner No.840 bus stop and the North Yorkshire Moors Railway station.

Features: six layouts, in O, EM, HO and N gauges. Plus a display of collectable toys and modelling demonstrations. See club Facebook page for full details.

Email: wdmrc@outlook.com

Facebook: www.facebook.com/WhitbyMRC/

Sunday 19 July

GAINSBOROUGH, Lincolnshire

Organiser: Gainsborough Model Rly Society.

Venue: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE.

Open: both days 1330-1730 (last admission 1630).

Admission: adults £5.00, children £4.00, family (2+2) £15.00.

Amenities: limited accessibility for disabled.

Features: open day for a society which is this year celebrating its 80th anniversary, with its O gauge East Coast Main Line layout in operation. This offers a nostalgic, historical and colourful opportunity to see how the LNER was run in the heyday of steam, with dozens of trains, formed from over 180 locomotives and over 400 items of rolling stock running on half a mile of track. Note there are also club nights open from 1930 on Mondays throughout the year.

Contact: B Hodgkinson, 07943 182520.

Email: gmrcontact@gmail.com

Website: www.gainsboroughmodelrailway.co.uk

Sunday 19 July

HEATH PARK, Cardiff

Organiser: Cardiff Model Engineering Society.

Venue: Heath Park Miniature Railway, King George V Drive East, Cardiff CF14 4AW.

Open: 1300-1700.

Admission: £2.80 (card payment only), children aged 3 & under free (must be accompanied on rides). No dogs except service dogs and no ball games allowed on site.

Amenities: refreshments, gift shop.

Features: miniature railways (steam and electric trams), model and garden railways.

Website: www.heathparkminiaturerailway.co.uk

Sunday 19 July

HOVETON, Norfolk

Organiser: 32A Model Railway Club.

Venue: Hoveton Village Hall, Stalham Road, Hoveton, Norfolk NR12 8DU.

Open: 1000-1600

Admission: adults £4.00, children 50p and family tickets £6.50.

Amenities: there is ample parking outside the hall, and a children's play area is adjacent. Refreshments are available.

Features: 32A summer club day, featuring an exhibition of 10 club members' and guests' layouts in O, OO and N, plus a club test track for visitors to take along their own locos or test a new purchase. Also modelling demonstrations and trade support.

Contact: Exhibition Manager Alan Ball, 07717 502597.

Website: www.32amrc.co.uk

Saturday 25 July

BARNSTAPLE, North Devon

Organiser: Barnstaple Model Railway Club.

Venue: Christ Church, Bear Street, Barnstaple, North Devon EX32 7BU.

Open: 1000-1600

Admission: adults £5.00, children £1.50 (but free with two paying adults), U5s free.

Amenities: Barnstaple's Seven Brethren and Fairview car parks are within easy walking distance and have a long stay fee of £2.50. Barnstaple railway station, less than 10 mins' walk from the venue (and also served by buses en route to Ilfracombe and Lynton, etc. via the town centre bus station), is served by regular Tarka Line services from Exeter and Crediton. Venue has full disabled access. Refreshments available.

Features: around 14 layouts including: *Savernake Wharf* (O); *Ditchat Junction*, *Rodgersfield*, *Yelverton* (OO); *Blackmoor*, *Parracombe Halt*, *Lynton & Lynmouth station* (OO9) – see updates on website. Plus demonstrations by Exmoor Weatherman and on kit/scratch-building, along with Exmoor Associates stand (purchasers of sections of Lynton & Barnstaple Railway trackbed) as well as several traders and book stalls.

Contact: Barnstaple MRC, 07974 785840.

Email: hayesclass50@gmail.com

Website: www.barnstaplemrc.weebly.com/exhibitions.html

Facebook: [www.facebook.com/p/Barnstaple-Model-Railway-club-](https://www.facebook.com/p/Barnstaple-Model-Railway-club-100090722705677/)

[100090722705677/](https://www.facebook.com/p/Barnstaple-Model-Railway-club-100090722705677/)

Saturday 25 July

BETHERSDEN, Kent

Organiser: Ashford International Model Railway Education Centre.

Venue: Unit 2 Mill Farm Business Units, Fridd Lane, Bethersden, Kent TN26 3DB.

Open: 1030-1600

Admission: adults £10.00, under-14s £5.00, family (2+2 or more) £25.00. 20% discount for Gresley Society members.

Amenities: step-free access and accessible toilets. Shop and tea room.

Features: OO layout *The Gresley Beat* in operation to celebrate 150 years since the birth of Sir Nigel Gresley, with locomotives of his design carrying 'Gresley 150' headboards.

Website: www.aimrec.co.uk

Saturday 25 July

NEWCOMEN STEAM FESTIVAL

DARTMOUTH, South Hams, Devon

Organisers: Dartmouth and District Chamber of Commerce and Explore Dartmouth.

Venue: The Guildhall, Victoria Road, Dartmouth TQ6 9RY; Dartmouth Museum, The Butterwalk, Duke St, Dartmouth TQ6 9PZ; and Dartmouth Visitor Centre, Mayor's Avenue, Dartmouth TQ6 9YY.

Open: The Guildhall 1000-1600; Dartmouth Museum 1100-1600; Visitor Centre 1000-1600.

Admission: check at event venues.

Amenities: Dartmouth town centre has some car parks and on-street parking but these fill quickly in summer. Dartmouth Park & Ride buses run at 20-min intervals from the car park at the top of the hill just outside Dartmouth on the A3122 from Totnes and Kingsbridge, where it joins with the A379 by the Lidl and Sainsbury's supermarkets. The bus takes passengers into the town centre and to the passenger boat pontoon (see www.southhams.gov.uk/parking/dartmouth-park-and-ride-bus-service). Festival visitors will be encouraged to arrive on the steam-hauled trains of the Dartmouth Steam Railway from Paignton (with main line connections to Newton Abbot and Exeter) to Kingswear station (www.dartmouthrailriver.co.uk), then cross the estuary on the passenger ferry to Dartmouth pontoon or on the Lower Ferry to the vehicles slipway near Bayards Cove. The Guildhall venue for the model railway exhibition has lift access to its upper rooms. Refreshments available in the Guildhall as well as numerous town eateries and cafés.

Features: event celebrating the historic town's place in history as the birthplace of Thomas Newcomen (1664-1729), the man who invented the first successful atmospheric steam engine in 1712, making possible the Industrial Revolution and later the railway age. As well as celebrating the presence in the town's visitor centre of a full-size Newcomen engine, and in Dartmouth Museum the Hulse Models collection of representations of early stationary steam engines of the 18th and start of the 19th centuries, this year's expanded event will again include a model railway exhibition staged in the Guildhall, where there will also be stands representing heritage railways including the South Devon Railway and Lynton & Barnstaple Railway, as well as main line operators GWR and Network Rail. In addition, a display of traction engines will fill the town's Coronation Park and on the water there will be miniature steamboats and, at the town pontoon, the restored full-size *Kingswear Castle*, built in Dartmouth in 1924 and the UK's last coal-fired paddle steamer, will be on view having returned to the River Dart from Kent in 2012 and to service after a rebuild in 2023. Also available will be a self-guided tour of town heritage sites and a street market, plus a programme of talks including by James Greener on the life of Thomas Newcomen and by David Hulse, maker of the stationary steam engine models. Plus children's activities will be available in both the Library and Guildhall, including a children's storyteller.

Contact: Dartmouth Visitor Centre, 01803 834224.

Email: visitorcentre@exploredartmouth.co.uk
Website: www.exploredartmouth.co.uk/
event/newcomen-steam-festival/
Facebook: www.facebook.com/
dartmouthmuseumuk/

Saturday 25 July

HITCHIN, Hertfordshire

Organiser: Letchworth Model Railway Society.
Venue: The Priory School, Bedford Road, Hitchin SG5 2UR.
Open: 1000-1630

Admission: adults £5.00, acpd U16s free with 2 paying adults.

Amenities: free parking. Refreshments.

Features: over 18 layouts, including: *Cwm Bach*, *Docklands*, *French's Mill* (O); *North Level Railway* (O-16.5/NG7); *Top Yard* (EM); *Fenwick*, *Giffard Lane*, *Little Colne*, *Reddingham*, *Sandside Quarry* (OO); *Tidley Light Railway*, layout with name yet to be confirmed (OO9); *Rock Ridge* (HO); *Donnersbachkogel* (HO & HOe); *Fanniston*, *Foxvale* (N); plus Battle of Britain Society second-hand stall, Model Bus Federation demonstration, Tallylyn Railway souvenirs and trade support.

Contact: use contact form on website.

Website: www.leitchworthmrs.org.uk

Facebook: www.facebook.com/

LetchworthMRS/

Saturday 25 July

HOUNSLOW, West London

Organiser: Twickenham & District MRC.

Venue: Kerswell Hall, 125 Wills Crescent, Hounslow TW3 2JF.

Open: 1000-1600

Admission: free but donations welcome.

Amenities: on-site parking. Wheelchair-friendly venue. Refreshments available.

Features: club open day with 11 layouts on show in scales from G to N – nine working and two under construction. Large selection of second-hand items for sale.

Email: secretary.tdmrc@gmail.com

Website: www.tdmrc.icu

Facebook: www.facebook.com/

TwickenhamMRC

Saturday 25 & Sunday 26 July

NEW MILTON, Hampshire

Organiser: South Coast Model Railway Club.

Venue: The Arnewood School, Gore Road, New Milton, Hants BH25 6RS.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £8.00, acpd U16s free. Both card & cash payments will be accepted at the door and throughout the exhibition.

Amenities: venue has plenty of free parking and is within walking distance from New Milton railway station. Disabled access. Cafeteria.

Features: 17 layouts plus a number of traders.
Contact: use email address below or contact form on website.

Email: info@southcoastmodelrailwayclub.co.uk

Website: www.southcoastmodelrailwayclub.co.uk

Saturday 25 & Sunday 26 July

NORTH SHIELDS, Tyne and Wear

Organiser: Blyth & Tyne Model Railway Society.

Venue: Parks Sports Centre, Howdon Road, North Shields NE29 6TL.

Open: Saturday 1000-1700

Sunday 1000-1600

(Early entry at 0930 for those buying advance tickets).

Admission: adults £10.00, children (aged 5-16) £5.00, U5s free, family (2+2) £22.00. Card payments accepted. Tickets can be booked in advance at www.railexne.co.uk

Amenities: a free shuttle bus service will operate from North Shields Town Centre to RailEx NE & onwards to the Stephenson Railway Museum departing from Railway Terrace – check show website for updates on the timetable.

Features: layouts including: *Pick Purse Halt*, *Queen Street*, *Scotch Mist*, *Selby Station* and *Rotating Rail Bridge*, *St Georges Wharf*, *Wendy's Halt*, *Whitburn Bay* (O); *Penrhyn Quarries* (10mm scale/1:32 narrow gauge); *West Pinfold* (P4); *Ravensworth Road*, *Walker Marine* (EM); *Allington*, *Doncaster York Road*,

Green Booth, *Hamsterley Mill*, *Hazlebury Yard*, *Providence Colliery*, *Scalby* (OO); *Causey Arch* (4mm scale approx, set in 1750s); *Oxforth East* (OO & OO9); *Cheviot Line*, *Closehouse Cocksands Level*, *Holbrook Creek* (OO9); *River Kwai* (HO); *Bedeside Lane*, *Corsham*, *Haltwhistle*, *Hangman's Reach*, *Mugga Ghyll Junction*, *Nazareth Portland Cement*, *Newvaddon Parkway*, *Richmond*, *Rosie's Railway*, *St Andrews and Guardbridge*, *Urban Sprawl* (N). Plus demonstrators and traders.

Contact: use Contact Us form on websites.

Websites: www.railexne.co.uk

www.btmrs.co.uk

Facebook: www.facebook.com/RailexNE

Saturday 25 July – Sunday 9 August

MAKING TRACKS AT THE BEACH

ABERYSTWYTH, Ceredigion

Organiser: Vale of Rheidol Railway & Pete Waterman's Making Tracks team.

Venue: Vale of Rheidol Railway, Park Avenue, Aberystwyth, Ceredigion SY23 1PG.

Open: daily 1000-1600 (last admission time).

Admission: adults £8.00, children £5.00.

Visitors travelling on a Vale of Rheidol Railway train service during the exhibition period will receive free admission to the exhibition. Booking in advance recommended.

Amenities: the VORR station is in the centre of Aberystwyth, near the Cambrian Coast Line station and with a dedicated steam railway car park off Park Avenue/Boulevard St Briec – sat-nav SY23 1PG. A gravelled path short-cut links the main line railway and bus station, served by Transport for Wales trains from Shrewsbury via Welshpool and Machynlleth, and TrawsCymru and local buses, to the VORR station, or visitors may prefer to use the slightly longer pavement route along intervening streets. There is level access from the car park to the booking office & gift shop, and a level foot crossing from the station platform to the Engine Shed Museum exhibition venue. For train passengers, a wheelchair accessible 'summer carriage' (with access via a ramp) is scheduled to run on every train – space can be booked on the VORR booking website. Aberystwyth station has a café offering light refreshments and hot & cold drinks.

Features: following the success of last year's World Record Model Railway visit to Aberystwyth, Pete Waterman and his team from Making Tracks are returning to the 1' 11½" gauge Vale of Rheidol Railway Engine Shed Museum, located in the former GWR locomotive shed, with their 72' long *Watford Junction* model railway layout. Visitors will have the opportunity to drive the trains themselves. Aimed particularly at families, there will be a beach-themed treasure hunt involving visitors searching the layout for cleverly hidden seaside-inspired items tucked in among the layout tracks, buildings and scenery.

Contact: 01970 625819.

Email: info@vor.wales

Website: www.vor.wales/blog/peter-waterman-

and-making-tracks-return-to-the-seaside/

Facebook: www.facebook.com/

rheidolrailway/

Sunday 26 July

MODELS IN THE MUSEUM

ALDRIDGE, Walsall, West Midlands

Organiser: Aldridge Transport Museum.

Venue: Aldridge Transport Museum, Shenstone Drive, Northgate, Aldridge, Walsall WS9 8TP.

Open: 1000-1600

Admission: adults £6.00, children £2.00, family £15.00, U5s free entry. Includes entry to the museum.

Amenities: free parking on site and at Park & Ride facilities. The nearest rail station is Walsall. Free bus service every half hour to and from the event departing Walsall (Hatherton Road) and Aldridge Community Centre (for Park & Ride) – see website for details. Alternatively, from the rail station you can take bus services Nos.7 or 35A to the junction of Northgate and Leighswood Avenue, from where it is a short walk north along Northgate to the museum.

Features: model show with 20 layouts plus trade stands and museum shop.

Contact: 01922 454761.

Email: amrtm1@aol.co.uk

Website: www.amrtm.org

Facebook: www.facebook.com/

AldridgeTransportMuseum/

Sunday 26 July

TELFORD, Shropshire

Event: Model Railway & Collectables Exhibition.

Organiser: Telford Steam Railway sponsored by Dave Angell Trains.

Venue: Horsehay Village Hall & Spring Village Station, Bridge Road, Horsehay, Telford TF4 2NF.

Open: 1000-1600

Admission: adults £15.00, children £10.00, family (2+2) £42.00.

Amenities: free car parking is available at Spring Village Station, where there are also accessible toilets and baby changing facilities as well as souvenirs on sale. Food and refreshments are available from Horsehay & Dawley station.

Features: a variety of layouts in different scales and gauges plus trade support. There are also three permanent model railway exhibitions across the site: Railway House holds an OO gauge layout based on Stafford station before modernisation, and an N gauge re-creation of Horsehay Works, while Spring Village station is home to an O gauge outdoor layout. Next to Horsehay Pool there is also a Railwayana Museum. For details of train rides on the mile-long standard gauge Telford Steam Railway and on the 2' gauge Telford Town Tramway, see the railway's website.

Contact: 07968 975867.

Email: enquiries@telfordsteamrailway.co.uk

Website: www.telfordsteamrailway.co.uk/

events-2026.html

Facebook: www.facebook.com/

telfordsteamrailway/

Sunday 26 July

THIRSK, North Yorkshire

Organiser: Thirsk Model Railway Show Committee.

Venue: Thirsk and Sowerby Town Hall, Westgate, Thirsk YO7 1QR.

Open: 1000-1600

Admission: adults £5.00, acpd children free, payable cash only on the door. Event is raising funds for the Yorkshire Air Ambulance.

Amenities: venue has free parking, although space is limited. Alternative parking in near-by Market Place and local car parks, where parking is also free of charge. Unfortunately, part of the exhibition will be on the first floor and there is currently no wheelchair access to that part of the building. Refreshments.

Features: 15 layouts, incl: *Americana*, *Amwell Basin*, *Back o't' shed*, *Corrieshalloch*, *Culthwaite*, *Doon Road*, *Harrachov cz*, *Izal Factory*, *Matlock Road*, *Project New Street*, *Ravensworth Road*, *St Agur*, *Sans Pareil*, *The Warren*, *Two Goods*, *West End Drift*. Plus demonstrations on such topics as brass wagon building and weathering rolling stock. New this year will be a display by members of Thirsk Model Railway Group of a new modular approach to layout building. Five traders.

Contact: 07779 436652 or use contact form on show website.

Website: www.expo-thirsk.co.uk

Sunday 26 July

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

Wednesday 29 July

BISHOPS LYDEARD, Taunton, Somerset

Event: Club Layouts Open Day.

Organiser: Taunton Model Railway Group.

Venue: Bishops Lydeard Station, Platform 1,

West Somerset Railway, Taunton TA4 3BX.

Open: 1000-1600

Admission: now free but a donation by visitors would be greatly appreciated. Note children must be accompanied.

Amenities: free parking. Refreshments are available to purchase within the club building on Platform 1 of the WSR station.

Features: two finescale OO layouts, *Bath Green Park* and *Tamerig New*.

Email: secretary.tmrgh@hotmail.com

Website: www.tauntonmodelrailwaygroup.co.uk

Facebook: www.facebook.com/

tauntonmodelrailwaygroup

Thursday 30 July

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 shop entrance. Visitors must be over the age of 10 and must wear closed toed shoes. Tour involves walking around the site, flights of stairs and standing for long periods.

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. Watch track components being assembled, learn about the machines used and see products being packaged, ready for shipping around the world.

Please book in advance via the website:

www.peco-uk.com

Email: tina.bishop@peco.co

Thursday 30 July

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 shop entrance. Visitors must be over the age of 10 and wear closed toed shoes. Tour involves walking around the site, 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. A light lunch is served 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 OO9 wagon. Finally, they can visit the Peco model railway exhibition and shop, with a 10% discount.

Please book in advance via the website:

www.peco-uk.com

Email: tina.bishop@peco.co

Saturday 1 August

BRIDPORT, Dorset

Organiser: Bridport & District Model Railway Club.

Venue: The Sir John Colfox Academy, Ridgeway, Bridport, Dorset DT6 3DT.

Open: 1000-1600

Admission: adults £8.00, U16s free. Card payments accepted.

Amenities: free parking and full disabled access. Light refreshments all day.

Features: 40 layouts plus demonstrations and trade stands.

Contact: Ken Banks, 07484 213267.

Email: kbbnewhaven@hotmail.com

Facebook: www.facebook.com/

groups/1926159614193211/

Saturday 1 August

SUMMER MODEL RAILWAY EXHIBITION CAMBORNE, Cornwall

Organiser: Camborne Railway Modelling Group.
Venue: Camborne Community Centre, 9 South Terrace, Camborne TR14 8SU.

Open: 1000-1600

Admission: adults £4.00, acpd U5s free (note children aged under 16 must be accompanied by an adult).

Amenities: venue has on-site parking and is 2 minutes' walk from Camborne railway station and 5 minutes' walk from the bus station. Refreshments available.

Features: a number of interesting layouts covering a variety of scales and eras plus local trade support.

Contact: Wayne Sharrocks, 07469 944847.

Email:

cambornerrailwaymodellinggroup@gmail.com

Facebook: www.facebook.com/p/Camborne-Railway-Modelling-Group-61577796642111/

Saturday 1 August

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 is 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 1 & Sunday 2 August

REDCAR, Cleveland, North Yorkshire

Organiser: Cleveland Model Railway Club.

Venue: Redcar and Cleveland College, Corporation Road, Redcar TS10 1EZ.

Open: both days 1000-1600

Admission: adults £6.00, children £4.00, family (2+2) £18.00.

Amenities: venue has ample free parking on site and is close to the railway station and local bus routes. Refreshments available.

Features: annual show with 16 layouts plus modelling demonstrations, club sales stand and trade stands.

Email: clevelandmrc.publicity@gmail.com

Website: www.clevelandmrc.co.uk/exhibition.html

Facebook: www.facebook.com/groups/clevelandmrc

Wednesday 5 August

BISHOPS LYDEARD, Taunton, Somerset

Event: Club Layouts Open Day.

Organiser: Taunton Model Railway Group.

Venue: Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX.

Open: 1000-1600

Admission: now free but a donation by visitors would be greatly appreciated. Note children must be accompanied.

Amenities: free parking. Refreshments are available to purchase within the club building on Platform 1 of the WSR station.

Features: two finescale OO layouts, *Bath Green Park* and *Tamerig New*.

Email: secretary.tmrgr@hotmail.com

Website: www.tauntonmodelrailwaygroup.co.uk

Facebook: www.facebook.com/tauntonmodelrailwaygroup

Saturday 8 August

BEXHILL-ON-SEA, East Sussex

Organiser: Bexhill Model Railway Club.

Venue: St Richard's Catholic College, Ashdown Road, Bexhill-on-Sea TN40 1SE.

Open: 1000-1700

Admission: adults £6.00, U16s £2.00, family (2+2 or more) £14.00.

Amenities: step-free access, free on-site parking, refreshments.

Features: 18 layouts plus demonstrations and trade & society stands.

Email: bexhillmrc@gmail.com

Website: www.bexhillmrc.com

Saturday 8 August

CRUMPSALL, Manchester

Organiser: Heywood Model Railway Group.

Venue: Crumpsall Labour Club, 98 Wilton Road, Crumpsall, Manchester M8 6PX.

Open: 1000-1600

Admission: £3.00 per adult, acpd children free. Donations welcome.

Amenities: parking on local streets should not be problematical, but unfortunately disabled access to the group's new premises is very limited. Refreshments available.

Features: official 'Grand Open Day Reboot' for the club at its new premises following a relocation from Heywood announced in the May RM Societies & Clubs pages. In addition to the club test tracks in N, OO9, OO and O gauge, on which visitors can run their own locos, there are plans to invite guest layouts to complement members' own. Club shop will also be open.

Contact: Phil Evans by emailing:

phil.evans@sky.com

Website: https://www.hmrg.net/

Saturday 8 August

OKEHAMPTON, West Devon

Organiser: Okehampton Model Railway Club.

Venue: Parklands Leisure Centre, Simmons Park, Okehampton EX20 1EP.

Open: 1000-1600

Admission: adults £7.00, children (5-15) £1.00, U5s free, family (2+3) £15.00.

Amenities: limited free parking on site and also in the park after 1200. Venue is close to Okehampton railway station (on the hill above the park, with street and footpath access), served by GWR trains from Exeter and Crediton. Town is also served by buses from Exeter, Crediton, Tavistock, Bideford, Bude and Launceston. Venue has level access throughout. Refreshments available.

Features: layouts in several scales, gauges and eras plus local trade support – as well as a few other surprises new to this year's show including a 'club village'.

Contact: 07703 310436 or use contact form on website.

Email: showtime@okemodelrailclub.com

Website: www.okemodelrailclub.com

Facebook: www.facebook.com/okemodelrailclub/

Saturday 8 & Sunday 9 August

LIVE STEAM IN LYMINGTON

LYMINGTON, Hampshire

Organiser: Lymington Community Centre and John Sutton Models.

Venue: Lymington Community Centre, New Street, Lymington SO41 9BQ.

Open: both days 1000-1600

Admission: adults £8.00, U16s free.

Amenities: there are several town car parks near the community centre, which is around 10 minutes' walk from Lymington Town railway station, served by South Western Railway. Venue has disabled access. Refreshments available.

Features: live steam layouts in SM32 plus G scale locos and rolling stock from LGB and other layouts in O, 7mm scale narrow gauge and OO9, plus Playmobil and Lego railways. Also static displays and trade support for most gauges.

Email: marketing@lymingtoncommunity.com or johnsutton3@sky.com

Website: www.johnsuttonmodels.co.uk

Facebook: www.facebook.com/thelymingtoncentre/

www.facebook.com/p/John-Sutton-Books-and-Models-100057512527284/

Saturday 8 & Sunday 9 August

RAILWELLS 2026

WELLS, Somerset

Organiser: Wells Railway Fraternity.

Venue: The Town Hall, Market Place, Wells,

Somerset BA5 2RB.

Open: Saturday 1030-1700

Sunday 1030-1600

Admission: adults £10.00, students aged 15-17 £5.00, acpd U15s free & visitors in wheelchairs free.

Amenities: parking on both days will be available in Palace Fields, with a charge of £5.00 all day – to find this location just follow the Railwells parking signs. For details of buses from Bath and Bristol, etc. (including new Mendip Xplorer No.376 from Bristol) see www.firstbus.co.uk Refreshments at The Wokey Hub, with food served all day.

Features: layouts including: *Port de Crozon* (1:50, 18.2mm gauge based on French Réseau Breton metre gauge); *The Bridge* (O); *Arcadia, Emwell* (S scale); *GWR Marlborough* (4mm scale broad gauge, 1865-75 era); *Cheddar S&DJR, Flintcombe S&DJR, Ventnor Town, Allt y Graban Road* (P4); *Chewton Mendip* (EM); *Roundabout, The North Circular Mountain Railway* (OO); *Churnbury, Evercreech Junction Somerset & Dorset Joint Railway, Totnes* (this is due to be its last show appearance – layout is featured in this RM issue) (N). Plus demonstrations, displays and 18 traders. Event aims to mark the 80th anniversary of the S Scale Society, the 60th anniversary of the closure of the Somerset & Dorset route and the 50th anniversary of the Scalefour Society, with selections of layouts related to those themes.

Contact: Chris Challis, 01308 897539.

Email: cgchallis@yahoo.co.uk

Website: www.railwells.com

Saturday 8 & Sunday 9 August

WIMBORNE, Dorset

Organiser: Wessex Association of Model Railway Clubs.

Venue: The Hamworthy Club, Magna Road, Wimborne BH21 3AL.

Open: Saturday 1000-1630

Sunday 1000-1600

Admission: adults £7.00, acpd children free.

Amenities: free parking. Disabled access but the squash courts area downstairs is only accessible by stairs. Café.

Features: numerous layouts including *Little Ashton* (N – featured in this RM issue) plus demonstrations and trade and society stands. Also children's area.

Email: socials@wamrc.com

Website: www.wamrc.com

Facebook: www.facebook.com/WAOMRC/

Sunday 9 August

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 9 August

WELLINGBOROUGH, Northamptonshire

Organiser: Kingsway Model Railway Society (KMRS) with support from the Kingsway Centre and Wellingborough Trains & Models.

Venue: Kingsway Centre, 130 Kingsway, Wellingborough NN8 2HF.

Open: 1000-1600

Admission: adults £5.00, children £1.00.

Amenities: venue has free parking and level access. Refreshments available.

Features: layouts including the KMRS fixed OO gauge layout, plus trade stalls and members' sales stand.

Email: exhibition@kmrs.org.uk

Website: www.kmrs.org.uk

Facebook: www.facebook.com/p/Kingsway-Model-Railway-Society-100089599261594/

Wednesday 12 August

BISHOPS LYDEARD, Taunton, Somerset

Event: Club Layouts Open Day.

Organiser: Taunton Model Railway Group.

Venue: Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX.

Open: 1000-1600

Admission: now free but a donation by visitors would be greatly appreciated. Note children must be accompanied.

Amenities: free parking. Refreshments are available to purchase within the club building on Platform 1 of the WSR station.

Features: two finescale OO layouts, *Bath Green Park* and *Tamerig New*.

Email: secretary.tmrgr@hotmail.com

Website: www.tauntonmodelrailwaygroup.co.uk

Facebook: www.facebook.com/tauntonmodelrailwaygroup

Thursday 13 August

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 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, 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. Watch track components being assembled, learn about the machines used and see products being packaged for shipping around the world.

Please book in advance via the website:

www.peco-uk.com

Email: tina.bishop@peco.co

Thursday 13 August

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 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, 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. 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. A light lunch is served 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 OO9 wagon. Finally, they can visit the Peco model railway exhibition and shop, with a 10% discount.

Please book in advance via the website:

www.peco-uk.com

Email: tina.bishop@peco.co

Saturday 15 August

MILTON KEYNES, Buckinghamshire

Organiser: Silverfox DCC MRC.

Venue: Oakgrove Secondary School, Venturer Gate, Milton Keynes MK10 9JQ.

Open: 1000-1600

Admission: adults £10.00, up to two U16s free with each paying adult.

Amenities: free parking. Disabled access. Refreshments available.

Features: 28 layouts in various scales including: *Trockel Quarry* (G); *Barley End, Coldharbour Lane, Caroline Concrete, Docklands, Tetbury* (featured in RM November 2021) (O); *Batts Corner, Brief Encounter* (featured in Talking Points, RM November 2024), *Daisy Lane TMD, Middle Ashby, Porlock, Reddingham, Shepherdswell, Stonethwaite & Banbrigg, Southdale, Whitham* (OO); *Watkin Quarry* (OO9); *River Kwai* (HO); *Ollierstadt* (HOe); *Bear Creek, Cynon Valley, Foxvale, Foxborough, Hells Glen Power Station, Kyle of Lochalsh, Liddletown, Ousford, Ridgmont, Tumli St James* (N); plus 15 traders & N Gauge Society stand.

Contact: Gareth Homersley, 07974310197.
Email: ghomersley@aol.com

Website: www.silverfoxdcc.co.uk

Facebook: www.facebook.com/SilverfoxDCC/

Saturday 15 & Sunday 16 August 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, children (aged 3-16) £13.75, U3s free, dogs welcome at £2.00 per pet. Card payments only – book via www.pecorama.co.uk

Attendance at a special talk given on Sunday afternoon only by Veronica Chambers on the life of her father, 'The Thomas the Tank Engine Man' the Reverend Wilbert Awdry, will be by donation to her registered charity, the Veronica Awdry Charitable Trust – see details below.

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 7½" 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 home and garden settings. The event ticket also allows a 10% discount on purchases from the well-stocked on-site model shop.

Sunday 16 August only: special VIP guest Veronica Chambers, daughter of the late Reverend Wilbert Awdry, will give an illustrated talk in the on-site Lecture Theatre on her father's life entitled 'The Thomas the Tank Engine Man', beginning at 1400, with donations requested from those attending in aid of her Veronica Awdry Charitable Trust, a registered UK charity based in Devon that provides grants to charitable organisations and individuals, including heritage railways (see www.veronica-awdry-charitable-trust.org.uk). Items of Awdry family memorabilia will be on display and Veronica will answer some questions from the audience at the end of the talk.

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 15 & Sunday 16 August MODEL TRAM & RAILWAY EXHIBITION CRICH, Derbyshire

Organiser: National Tramway Museum.

Venue: The National Tramway Museum, Crich Tramway Village, Crich, Derbyshire DE4 5DP.

Open: both days 1000-1730

Admission: normal museum admission charges apply, if booked more than 24 hours in advance via www.tramway.co.uk/visit/tick-

ets/: adults £24.00, children aged 4-15 £15.00, family (2 adults and up to 3 children, or 1 adult and up to 4 children) £55.00; or on the day tickets: adults £26.00, children aged 4-15 £16.00 and family (as above) £58.00.

Amenities: by road, the museum at Crich is situated just 8 miles from junction 28 of the M1 and can also be easily accessed using the A38, A6, A61 and A52 (use sat-nav DE4 5DP). There is ample free on-site parking. The nearest railway station is Whatstandwell, on East Midland Railway Derby to Matlock branch, from which it is a steep uphill walk of about 1 mile to Crich. Alternatively alight at Belper, Matlock or Alfreton stations and catch bus No.140 (now does not run on Sunday) from Matlock or Alfreton and No.142 from Belper. Other buses serving Crich are No.141 from Ripley and No.143a from Alfreton – see museum website 'How to find us' page for bus timetable links. There are access ramps or lifts to all the museum's visitor facilities and wheelchairs are available from 1000-1600 for a £10.00 deposit – see museum accessibility web page for details. There are various refreshment outlets on site.

Features: 12 layouts including *Manchester Square* (a Blackpool trams layout in 4mm scale), *Rainy City* (depicting an Edwardian street scene in Manchester in 4mm scale) and *Zell* (portraying a German city with trams and trolleybuses in HO). Also *Ashover Butts, Burychester, Barden, Falcon Travel, Grand Central, Gwynedd, Hornby Perfect Table Railway, Norman Colliery and Ormonde East* plus model building demonstration area and trade, society and museum sales stands. Tickets also include the museum tram rides, historic buildings and shops, exhibition hall, tram depot, workshop viewing gallery, Discovery and Learning Centre, George Stephenson exhibition, children's play areas, etc.

Contact: 01773 854321.

Email: enquiry@tramway.co.uk

Website: www.tramway.co.uk

Facebook: www.facebook.com/NationalTramwayMuseum/

Saturday 15 & Sunday 16 August ST ANDREWS, Fife

Event: St Andrews Model Railway Exhibition.

Organiser: East Neuk Model Railway Club.

Venue: St Andrews Town Hall, Queens Gardens, St Andrews, Fife KY16 9TA.

Open: Saturday 1000-1730
Sunday 1030-1630

Admission: adults £6.00, children £3.00, family £15.00.

Amenities: the town hall has limited disabled-only parking on site so visitors are encouraged to use nearby municipal car parks. The venue is fully disabled accessible. The central bus station, located just a short walk from the Town Hall, serves as the main hub for various local and regional routes, including Stagecoach bus No.99 which runs to Dundee via Leuchars railway station, the nearest to St Andrews.

Features: around nine layouts in a variety of scales and subjects, plus society demonstrations and traders.

Contact: 07552122484.

Email: contact@eastneukmrc.co.uk

Website: www.eastneukmrc.co.uk/2.html

Facebook: www.facebook.com/eastneukmrc

Wednesday 19 August

BISHOPS LYDEARD, Taunton, Somerset

Event: Club Layouts Open Day.

Organiser: Taunton Model Railway Group.

Venue: Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX.

Open: 1000-1600

Admission: now free but a donation by visitors would be greatly appreciated. Note children must be accompanied.

Amenities: free parking. Refreshments are available to purchase within the club building on Platform 1 of the WSR station.

Features: two finescale OO layouts, *Bath Green Park* and *Tamerig New*.

Email: secretary.tmrgh@hotmail.com

Website: www.tauntonmodelrailwaygroup.co.uk

Facebook: www.facebook.com/tauntonmodelrailwaygroup

Thursday 20 August

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 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, 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. Watch track components being assembled, learn about the machines used and see products being packaged for shipping around the world.

Please book in advance via the website:

www.peco-uk.com

Email: tina.bishop@peco.co

Thursday 20 August

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 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, 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. 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. A light lunch is served 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 OO9 wagon. Finally, they can visit the Peco model railway exhibition and shop, with a 10% discount.

Please book in advance via the website:

www.peco-uk.com

Email: tina.bishop@peco.co

Saturday 22 August

BUDE, Cornwall

Organiser: Launceston Model Rail Group.

Venue: The Parkhouse Centre, Ergue-Gaberic Way, Bude, Cornwall EX23 8LD.

Open: 1000-1600

Admission: adults £5.00, acpd U14s free.

Amenities: venue has paid parking nearby.

Features: layouts including club ones in O, OO & N gauges plus guest layouts *Thomas the Tank* (OO); *Ashwater, Holdsworth* (N).

Contact: Alan Barriball, 07974 893172.

Email: Alan and Sally Barriball via address furzepark@hotmail.com

Saturday 22 August

PORTHMADOG, Gwynedd

Organiser: Cynan Hughes.

Venue: Welsh Highland Heritage Railway, Tremadog Road, Porthmadog, Gwynedd LL49 9DY.

Admission: train fare – adults £14.80, children £6.50.

Amenities: toilets, disabled access.

Features: exhibition at Gelert's Farm station with 10 layouts of all gauges.

Saturday 22 August

**KENT & EAST SUSSEX RAILWAY EXHIBITION
TENTERDEN, Kent**

Organiser: City of Canterbury MRS and Kent & East Sussex Railway.

Venue: Tenterden Town Station, Station Road, Tenterden TN30 6HE.

Open: 1000-1700

Admission: for exhibition only: adults £5.00, children £1.00; but with K&ESR train ticket, exhibition entry is free.

Amenities: parking at Tenterden Town Station is available immediately by the station on Station Road. It is free for railway visitors and features designated disabled spaces. Alternatively, several council-run car parks are located within a short walk of the station. The nearest bus stop is 'The Vine' on the High Street, which is a 4–5 minute walk from the K&ESR station, served by Arriva bus No.12 from Maidstone and Headcorn; Nos.2 & 2A from Ashford International; No.312 from Rye; and No.329 from Hastings. Many of the station buildings are accessible to disabled people, with step-free access. Refreshments available on the station.

Features: the exhibition will be held in the station yard, with layouts including: *Gaddhill* (SM32); *Willow Halt* (O); *Imperial Wharf, London Road Sidings, Narrowden* (OO); *Caravanserai, Lemanis Light Railway* (OO9); *Stevens Point* (HO); *BLS Sudrampe, Exe Halt* (N); plus Tonbridge MRC Drive-it-yourself. Trade stands will include David Wills Pre-Owned, AIMREC, and the 4SUB Association, plus 4253 Preservation Group, and the Colonel Stephens Museum shop.

Contact: Jeremy Kennett, 07443 658102.

Email: cmrs.shows@gmail.com

Website: https://kesr.org.uk/model-railway-exhibition-22nd-aug/

www.cmrs.co.uk

Facebook: www.facebook.com/KentandEastSussexRailway/

Saturday 22 August

WALWORTH, Southwark, London

Event: Walworth Model Railway Exhibition and Summer Fete 2026.

Organiser: Southwark & District MRC and St Peter's Church.

Venue: St Peter's Church, Liverpool Grove, Walworth Road, London SE17 2HH.

Open: 1000-1700

Admission: adults £5.00, children & concessions £2.00.

Amenities: unfortunately there is no parking in the churchyard, but there are no parking restrictions in local side streets on Saturdays. By public transport, travel to Elephant and Castle Rail and Tube Station, then take bus Nos.12, 35, 40, 45, 68, 171, 176 or 468 along the Walworth Road. Note this event will be held over 3 levels within the church – with wheelchair access to the ground floor church and lower-level crypt hall only, but not to the gallery. Some refreshments will be available.

Features: layouts including: *Soloman's Dock* (O-16.5/NG7); *Crystal Palace High Level, St Mellion* (OO); *Scallywag Corner, Westhay* (OO9); *Bahnweg* (HO); *Tirano* (Nn); also Warhammer 40,000 demo and sales stand, and OO Gauge Association, Harrison Brown, Invicta Models and Southwark MRC sales stands. Plus the summer fete will be taking place in the church grounds with stands by St Peter's Church members.

Contact: Richard Marley, 07798 557505 or Steve Rogers, 07774 201681.

Email: r_marley_uk@yahoo.co.uk

Website: www.southwarkmrc.wordpress.com

Facebook: www.facebook.com/groups/486621639035825/

Saturday 22 & Sunday 23 August INVERNESS, Highlands

Organiser: Inverness and District Model Railway Club.

Venue: Leonardo Hotel (formerly Jurys Inn), Millburn Road, Inverness IV2 3TR.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £6.00, accompanied children £2.00, family (2+2) £12.00.

Amenities: the venue is close to the A9,

and within easy reach of the rail station by bus. Plenty of parking which is free. Disabled access. Refreshments available at the hotel and nearby.

Features: 8 layouts in O, OO & N plus three trade stands.

Contact: Inverness MRC, 07506 166688.

Email: idmrceyman@gmail.com

Facebook: www.facebook.com/invernessmrc

Saturday 22 & Sunday 23 August LOUGHBOROUGH, Leicestershire

Organiser: Soar Valley Model Railway Club.

Venue: Loughborough Grammar School, Burton Walks, off Leicester Road, Loughborough LE11 2AQ.

Open: Saturday 1000-1700
Sunday 1000-1600

Admission: adults £12.00, children £5.00, family (2+3) £25.00. Cash or card accepted and free exhibition guide is included with entry, whilst stocks last.

Amenities: venue has plenty of free parking and is disabled-friendly. Hot & cold refreshments will be available, including hot savouries, filled cobs and cake.

Features: event spread over four halls and with around 30 layouts, plus demonstrators and trade & society stands.

Contact: use contact form on website below.

Website: www.svmrc.co.uk

Saturday 22 & Sunday 23 August PICKERING, North Yorkshire

Organiser: Scarborough & District Railway Modellers.

Venue: Memorial Hall, Potter Hill, Pickering YO18 8AA.

Open: Saturday 1000-1700
Sunday 1000-1530

Admission: adults £7.00, acpd children free.

Amenities: venue is just around the corner from the North Yorkshire Moors Railway station. There is no on-site parking but nearby town car parks include Ropery (short stay up to two hours), Vivis Lane (longer stay) and Eastgate (open 24 hours). Coastliner bus No.840 runs to Pickering from York railway station and, in the case of most services, starts its journey at Leeds City Bus Station. Venue has lift access to all floors. Light refreshments available.

Features: around 10 layouts in various scales and gauges plus two demonstrators and five trade stands. There will also be a raffle and 'Pick a Square' competition.

Email: Roland@sdrmw.co.uk

Website: www.sdrmw.co.uk

Facebook: www.facebook.com/p/Scarborough-and-District-Railway-Modellers-100068266645527/?locale=en_GB

Saturday 22 & Sunday 23 August ROSS-ON-WYE, Herefordshire

Organiser: Rotary Ross-on-Wye.

Venue: John Kyrle High School Sports Hall, Ledbury Road, Ross-on-Wye HR9 7ET.

Open: Saturday 1000-1700
Sunday 1000-1600

Admission: adults £6.00, children £5.00, family (2+2) £15.00.

Amenities: free parking. Venue has disabled parking and level access, plus all-day hot and cold catering.

Features: 20 layouts plus demonstrations and trade stands.

Contact: Brian Cole, 01594 543330.

Email: brian.sylvia@me.com

Website: www.rossct-herefordshire.gov.uk/event/model-railway-exhibition/

Facebook: www.facebook.com/RossOnWyeRotary/

Saturday 22 & Sunday 23 August expoEM Summer 2026

SANDAL, Wakefield, West Yorkshire

Organiser: EM Gauge Society.

Venue: Kettlethorpe High School, Standbridge Lane, Sandal, Wakefield WF2 7EL.

Open: Saturday 1030-1700
Sunday 1000-1600

Admission: two-day visitor ticket £11.00,

EM Gauge Society members £9.00.

Amenities: nearest railway station is Sandal & Agbrigg (Northern Rail) followed by a short walk to Barnsley Road, then take bus service 106 to Kettlethorpe. The venue is within easy reach of the M1 – leave at Junction 39, then take the A636 and A6186. There should be adequate parking on the sports centre site opposite the school. The venue has no stairs. Note that only assistance dogs are permitted on site. Hot and cold meals, snacks and drinks.

Features: *Bardsea Quay* (EM/009), *Fryers Lane* (P4), *Glenuig* (EM), *Grimesthorpe* (EM), *High Peak Stone* (EM), *Market Bosworth* (P4), *Offerston Quay* (O – guest layout), *Ravensworth Road* (EM), *Shwt* (EM), *Skeetsmere* (EM), *Wharfside* (EM), EMGS test track (EM & P4) and OO test facility, demonstrations, trade and society stands.

Email: exponorth@emgs.org

Website: www.emgs.org

Sunday 23 August 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

Wednesday 26 August

BISHOPS LYDEARD, Taunton, Somerset

Event: Club Layouts Open Day.

Organiser: Taunton Model Railway Group.

Venue: Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX.

Open: 1000-1600

Admission: now free but a donation by visitors would be greatly appreciated. Note children must be accompanied.

Amenities: free parking. Refreshments are available to purchase within the club building on Platform 1 of the WSR station.

Features: two finescale OO layouts, *Bath Green Park* and *Tamerig New*.

Email: secretary.tmrgr@hotmail.com

Website: www.tauntonmodelrailwaygroup.co.uk

Facebook: www.facebook.com/tauntonmodelrailwaygroup

Thursday 27 August

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 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, 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. Watch track components being assembled, learn about the machines used and see products being packaged for shipping around the world.

Please book in advance via the website: www.peco-uk.com

Email: tina.bishop@peco.co

Thursday 27 August

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 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, 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. 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. A light lunch is served 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 OO9 wagon. Finally, they can visit the Peco model railway exhibition and shop, with a 10% discount.

Please book in advance via the website: www.peco-uk.com

Email: tina.bishop@peco.co

Thursday 27 August CHARITY TOY & TRAIN FAIR WELLING, Bexley, Kent

Organiser: Association of Bexley Charities supported by Erith Model Railway Society CIC.

Venue: Falconwood Community Centre, The Green, Welling, Kent DA16 2PG.

Open: 1700-2130

Admission: adults £1.50, acpd children free.

Amenities: free parking on-site and nearby. Transport for London bus No.B16 runs to a nearby stop from Welling and Falconwood railway stations. Venue is fully accessible. Light refreshments will be on sale.

Features: a variety of stalls will be attending selling railway, transport, toys and collectibles.

Contact: 020 8310 5018.

Email: david.boneafcw1@gmail.com

Saturday 29 August LONGBRIDGE, Birmingham

Organiser: Bourville Model Railway Club.

Venue: The Austin Sports and Social Club, 30 Tessall Lane, Longbridge, Birmingham B31 2SF.

Open: 1000-1630

Admission: adults £6.00, acpd children free. Card payments accepted.

Amenities: venue offers ample, free parking on site, including dedicated disabled parking bays close to the entrance. There is local public transport within easy walking distance. Venue is disabled friendly with step-free access. Hot & cold food and drinks will be available until 1400 and a licenced bar will be open from 1200.

Features: layouts including: *Henley in Arden* (O); *Half Way* (O-16.5/NG7); *Barnwell, Hill Street Yard, Moonbase Alpha, Morton Road, Sodor* (OO); *Glan Yr Afon* (OO9); *Upson Down Tram Museum* (3mm scale); *Le Club 143, Levisham Station* (N); plus *Pine Ridge* and *Brampton Airport* 4mm scale working diorama raising funds for the West Midland Air Ambulance. Demonstrators include Mike Wilson (modelling buses in 4mm scale), Roy Finney (on flashing lights in model vehicles), IN-Cab (on DCC with NCE Powercab) and Stuart Brasier (on N gauge wagons). Also several trade and society stands, including OO9 Society West Midlands and Talylyn Railway.

Email:

BournvilleModelRailwayExhibs@gmail.com

Website: www.bournvillemrc.co.uk.

websitebuilder.prositehosting.co.uk

Facebook: www.facebook.com/groups/bournvillemrc/

Saturday 29 & Sunday 30 August GAINSBOROUGH, Lincolnshire

Organiser: Gainsborough Model Rly Society.

Venue: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE.

Open: both days 1330-1730 (last admission 1630).

Admission: adults £5.00, children £4.00, family (2+2) £15.00.

Amenities: limited accessibility for disabled.

Features: open day for a society which is this year celebrating its 80th anniversary, with its O gauge East Coast Main Line layout in operation. This offers a nostalgic, historical and colourful opportunity to see how the LNER was run in the heyday of steam, with dozens of trains, formed from over 180 locomotives and over 400 items of rolling stock running on half a mile of track. Note there are also club nights open from 1930 on Mondays throughout the year.

Contact: B Hodgkinson, 07943 182520.

Email: gmrscontact@gmail.com

Website: www.gainsboroughmodelrailway.co.uk

Saturday 29 & Saturday 30 August SEDEGEMOOR RAIL 2026

HIGHBRIDGE, Somerset

Organiser: Burnham & District Model Railway Club.

Venue: The King Alfred School, Highbridge Somerset TA9 3EE.

Open: both days 1000-1600

Admission: adults £6.00, acpd children free.

Amenities: ample free car parking, step-free access. Refreshments provided by Country Bumpkins Catering.

Features: 21 layouts including: *Dinas NWNGR* (8mm scale/1:38 narrow gauge); *Chard Junction, Charlton Road West, Skye Lane* (O); *Cheffley, Chinehurst, Dib's Yard, Hagbourne Road, Homhurst, Rocket (Heritage), Tinsley Coil Sidings, West Harkenback* (OO); *Launceston Steam Railway, Tan y Bryn, Trinity Dock Bridge Street* (OO9); *Ellison Yard, New Mexico* (HO); *Aberware* (TT:120); *Binegar, Calderbridge, Sans Souci* (N). Plus 10 traders.

Contact: Exhibition Manager Mark Savage using the email address below.

Email: burnhammrcshow@gmail.com

Website: www.bdmrc.co.uk/august-2026-exhibition/

Facebook: www.facebook.com/p/Burnham-Model-Railway-Club-100086744415846/

Saturday 29 & Saturday 30 August CORRIS RAILWAY SOCIETY MODEL

RAILWAY EXHIBITION

MACHYNLLETH, Powys

Organiser: Corris Railway Society.

Venue: Y Plas, Plas Grounds, Penrterhedyn Street, Machynlleth SY20 8ER.

Open: both days 1000-1630

Admission: adults £6.00, children £3.00, family discount available at checkout when booking online at www.corris.co.uk/tickets/?mc_id=1324.

Amenities: there is car parking nearby and venue is around half a mile south of Machynlleth railway station, served by Transport for Wales Cambrian Coast Line services from Birmingham, Shrewsbury and Welshpool to Aberystwyth, Tywyn, Barmouth, Porthmadog and Pwllheli. Refreshments and light snacks available.

Features: model railway layouts and displays in various gauges plus railway related items and books on sale, as well as trade and craft stands. Train services will also be running on the Corris Railway itself, located about four and a half miles' drive, or a TrawsCymru No.T2 bus ride, away along the A487 in the Dulas Valley, with trains running from Corris village in Gwynedd to the historic loco sheds at Maespoeth.

Contact: Corris Railway, 01654 761701.

Email: enquiries@corris.co.uk

Website: www.corris.co.uk/tickets/?mc_id=1324

Facebook: www.facebook.com/thecorrisrailwayofficial/

Saturday 29, Sunday 30 & Bank Holiday Monday 31 August

BISHOPS LYDEARD, Taunton, Somerset

Event: Club Layouts Open Days.

Organiser: Taunton Model Railway Group.

Venue: Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX.

Open: 1000-1600

Admission: now free but a donation by visitors would be greatly appreciated. Note children must be accompanied.

Amenities: free parking. Refreshments are

available to purchase within the club building on Platform 1 of the WSR station.

Features: two finescale OO layouts, *Bath Green Park* and *Tamerig New*.

Email: secretary.tmrng@hotmail.com

Website: www.tauntonmodelrailwaygroup.co.uk

Facebook: www.facebook.com/tauntonmodelrailwaygroup

Saturday 29, Sunday 30 & Bank Holiday Monday 31 August PRESTON, Lancashire

Organiser: Ribble Steam Railway & Museum.
Venue: Preston Riverside Station, Chain Caul Road, Preston, Lancashire PR2 2PD.

Open: all three days 1000-1600

Admission: adults £17.50, children (3-15) £12.50, concess £10.00, family ticket (2+2) £32.00. Admission includes entry to the model railway exhibition, the museum and unlimited travel on steam trains throughout the day.

Amenities: free car park. Site is fully wheelchair accessible and has a café, shop and children's playground. On-train dining on Monday only for additional charge – see below.

Features: several OO gauge layouts and an O gauge tinsplate layout. As well as steam trains running throughout the day, also running on Bank Holiday Monday 31 August will be the Great Eastern Railway Royal Saloon offering on-train dining. Separate charges apply – see website for full details.

Contact: 01772 728800.

Email: enquiries@ribblesteam.co.uk

Website: www.ribblesteam.org.uk

Facebook: www.facebook.com/Ribblesteam/?locale=en_GB

Sunday 30 August

BROXBORNE, Hertfordshire

Organiser: Hoddesdon Model & Railway Club.
Venue: Hoddesdon Model and Railway Club, Broxbourne Meadows, Mill Lane, Broxbourne, Herts EN10 7AX.

Open: 1030-1600

Admission: £5.00 (children free).

Amenities: parking normally free on Sundays at EN10 6QS – short walk to venue. Light refreshments available.

Features: layouts in 32mm, 45mm and N, OO, O standard and narrow gauge, and 5" gauge ride-on railway, trader, HM&RC second-hand sales.

Contact: Paul Clayden by email at: gadget110hill@gmail.com

Website: www.hoddesdonmrc.org.uk

Sunday 30 & Bank Holiday Monday 31 August

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

Bank Holiday Monday 31 August KNARESBOROUGH, North Yorkshire

Organiser: Harrogate Model Railway Group.

Venue: Gracious Street Methodist Church, Chapel Street, Knareborough, North Yorkshire HG5 8AN.

Open: 1000-1600

Admission: adults £7.00, children £2.00, family £15.00.

Amenities: venue has public car parks and bus and rail transport nearby, as well as being accessible to disabled visitors. Refreshments available.

Features: layouts, displays, demonstrations and trade stands.

Email: contact-us@harrogate-modelrailwaygroup.org.uk

Website:

www.harrogate-modelrailwaygroup.org.uk

Facebook: www.facebook.com/groups/106781309718829/

MEETINGS

Thursday 16 July – 1930

Marlow & District Railway Society

'That Was The Year That Was – 1972' by Geoff Plumb.

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 16 July – 1500

South East Essex Railway Society

Visit to member's house and garden railway with models in gauges O, On30, P4, OO and HO.

Details from: www.seers-rail.org/programme.html or seers.rail@gmail.com

Monday 3 August – 1930

Peak Rail Association (Sheffield Branch)

'That was the Year that was – 1962' by Geoff Plumb.

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 davidsharpssheffield@gmail.com

Website: www.peakrail.co.uk/sheffieldbranch

Thursday 13 August – 1400

South East Essex Railway Society

Club visit to the Braxted Bakery Railway (2" gauge) at Little Braxted, Witham, Essex.

Details from: www.seers-rail.org/programme.html or seers.rail@gmail.com

Thursday 20 August – 1930

Marlow & District Railway Society

'Celebrating 200 Years of Railways' by Mike Lampert.

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 27 August – 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

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 bilton-grangemodelclub@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 bosveneghmrg@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 the website 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 Sharrocks 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 Pembrokehire 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 Fridays from 1900-2200. Club welcomes new members. For details visit www.ndmrc.org

New members are wanted by the new **North Wales Small Scale Model Railway Club**. If anyone is interested in modelling in the smaller scales from OO to T gauge, then go along to its meetings which take place in the Sea Scouts Hall, All Saints Avenue, Deganwy, Conwy LL31 9DZ on the first and third Monday of each month, 1900-2100, or telephone chairman Gareth Minords on 01248 6980547.

Poole and District Model Railway Society has opened a larger clubroom off Poole High Street. Includes OO gauge *Sterte Bay* (under construction), British/American N gauge layout and OO & N test track. Bring locomotives and/or stock to try out. Workshop and refreshment area. Tuesdays 1900-2200. See www.pdmrs.com

Romiley Methodist Railway Modellers meet from 1400 onwards every Wednesday in clubroom behind Romiley Methodist Church. Wide range of layouts in N to O gauge. See mrmclub.com or contact mrmhonsec@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.beth-east8.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/O9 plus 4mm scale. Find club@TonbridgeMRC or email tonbridgemrc@yahoo.co.uk

West Midlands N Gauge Club is in its 30th year and is seeking new members. The club meets on the 1st and 3rd Saturdays in the month at Tipton Green Methodist Church, Park Lane West, Tipton DY4 8LD, 1400-1700, including coffee and cake. There are four working layouts and two new projects are under way. For photos and further details visit www.wmngc.co.uk

Wisbech Model Railway Club, formed in 2005 by Brian Baylis, meets on Thursdays at 1900-2100, now on the ground floor of Wisbech Social Club and Institute, 15 Hill Street, Wisbech PE13 1BA (through the front door to the left). New and returning members of all skill levels welcome; U16s must be acpd by a parent or guardian. Two N gauge club layouts and OO gauge layout, all in dc. Contact chairman Jack Daniels by email at jack.daniel5@icloud.com or layout manager Richard on 07702 644066.

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(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.

July 2026

26 July (Sun) 10am-2pm

POTTERS BAR TOY & TRAIN FAIR, Elm Court Youth and Community Centre, Mutton Lane, EN6 3BP.
Telephone Colin on 01279 301 407 or Joe 07866 641 215.

26 July (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-jwebbttoyfairs.com
jandjairs@gmail.com

August 2026

6 August (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.

11 August (Tues) from 6pm

HOOK – Community Centre, Ravenscroft. Hook. RG27 9NN. The only monthly fair in the South for a good old fashion mix of railway and diecast. Free parking. Excellent cafe.
stevedevizes@aol.com 07732 330 305.

16 August (Sun) 10.30am-2.30pm

HULME HALL, 23 Bolton Rd, Port Sunlight CH62 5DH.
For bookings contact DAVID on 07967 681 080
jacko17356@icloud.com

16 August (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.

23 August (Sun) 10.30am-3pm

STAFFORD – MORE THAN 300 STALLS. The Prestwood Centre, Stafford County Showground, Weston Road, Stafford, ST18 0BD. Adults £5, Seniors £4.50, Children £1. There are many stalls selling OO and O gauge trains.

Tel: 01604 846 688 www.bpfairs.com

30 August (Sun) 10.30am-3pm

BUXTON – 150 STALLS, The Pavilion Gardens, St Johns Road, Buxton, Derbyshire, SK17 6XN. Adults £3.50, Senior Citizens £3, Children £1. Many stalls full of OO and O gauge trains.

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Opportunity Yours

RM Classified Advertisement Order Form — last date for receiving copy for November 2026 issue is 14th August.
Please insert the following advertisement under the section headed:

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Advertisements without a box number must include your name, address or telephone number. Standard abbreviations (LMS, META, 0-6-0), normal hyphenations (O-gauge, 2-rail, pre-war) and prices count as one word. Telephone numbers, whether exchange or all figure, count as two words.

CONDITIONS OF ACCEPTANCE

All copy is subject to our approval. We reserve the right to request amendments.
Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone number at which the organiser can be contacted.
Advertisers are expected to acknowledge all enquiries that enclose an SAE (even if the item has already been sold).
Advertisers are reminded of the Trade Descriptions Act and must avoid misrepresentation of goods offered. The Business Advertisements (Disclosure) Order 1977 requires all who sell goods in the course of a business to indicate this clearly in the advertisement.

Please email your advert to: classifieds@peco.co
Alternatively send this completed form with your contact details for payment to: **Classifieds Department, Peco Publications, Beer, Seaton, Devon, EX12 3NA**

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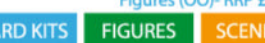
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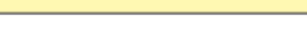
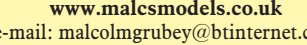
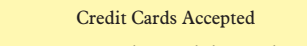
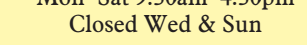
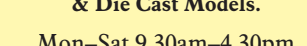
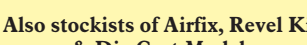
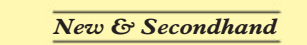
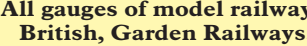
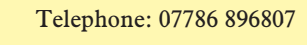
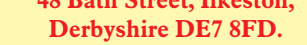
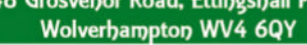
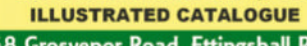
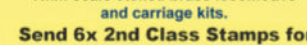
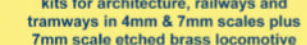
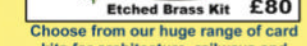
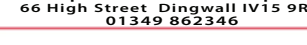
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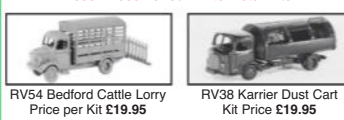


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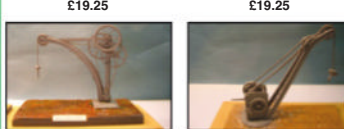
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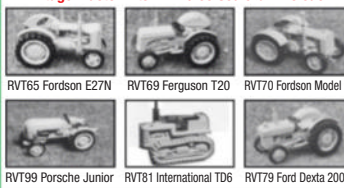
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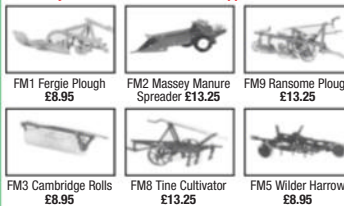
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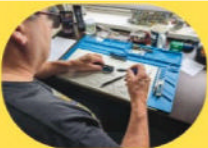
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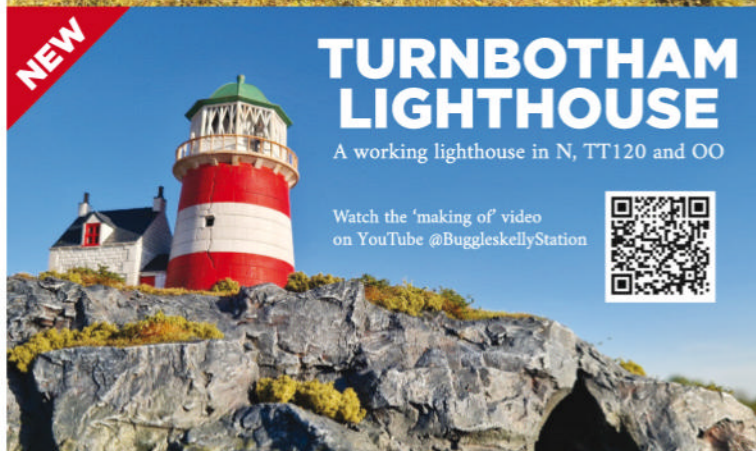


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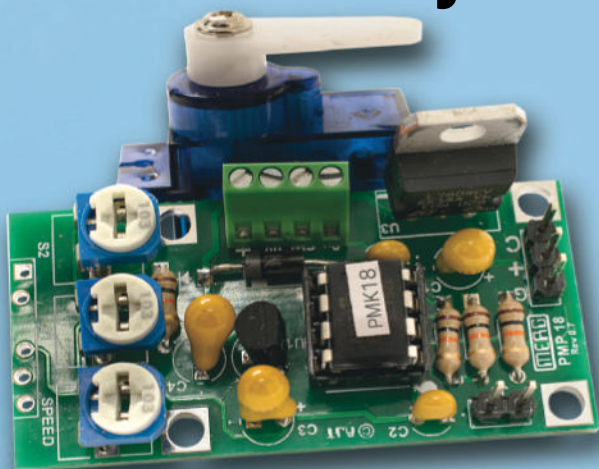
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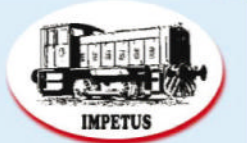


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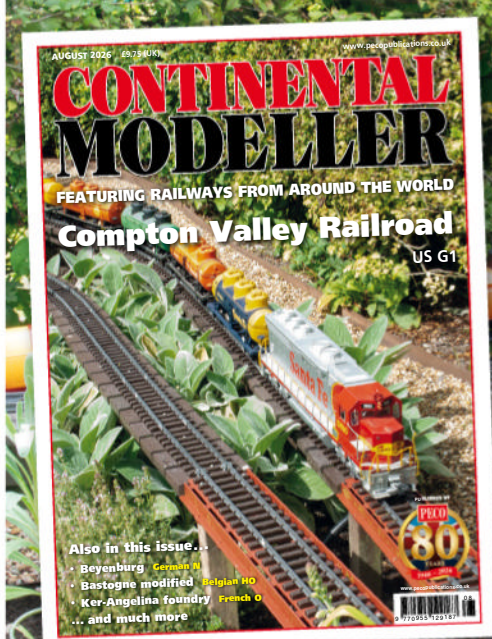
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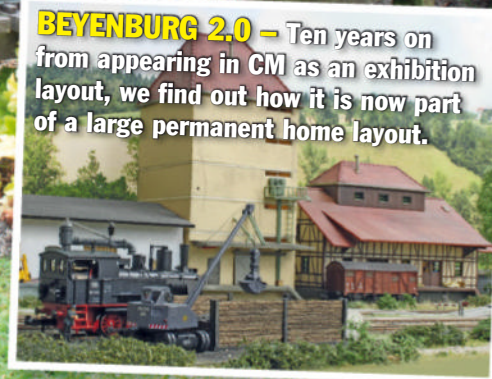
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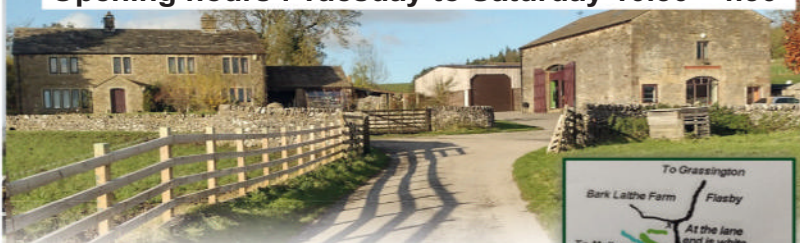
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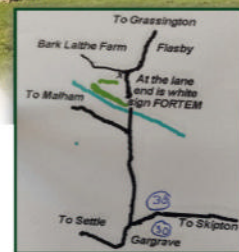
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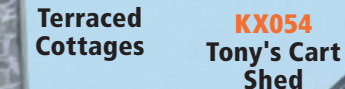
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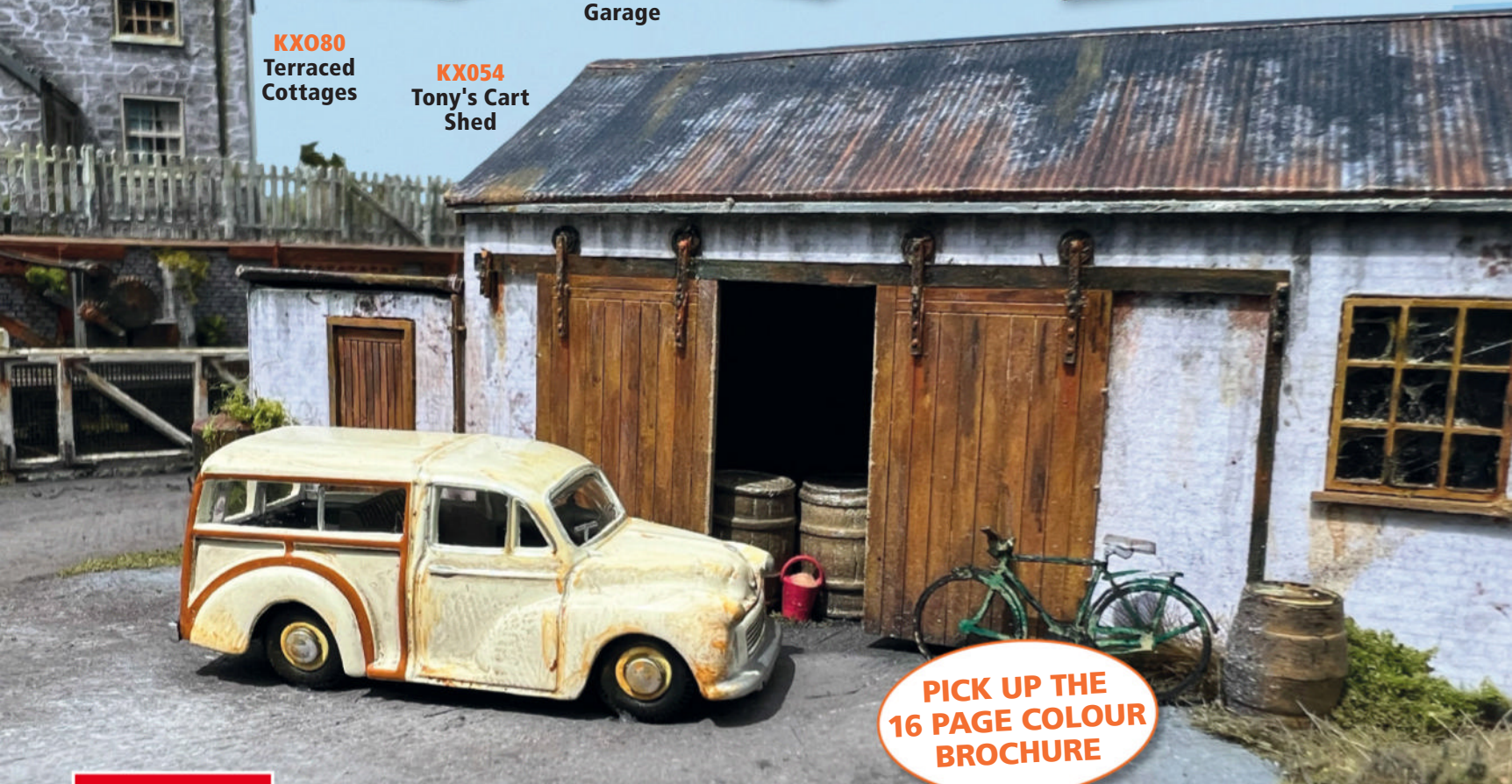
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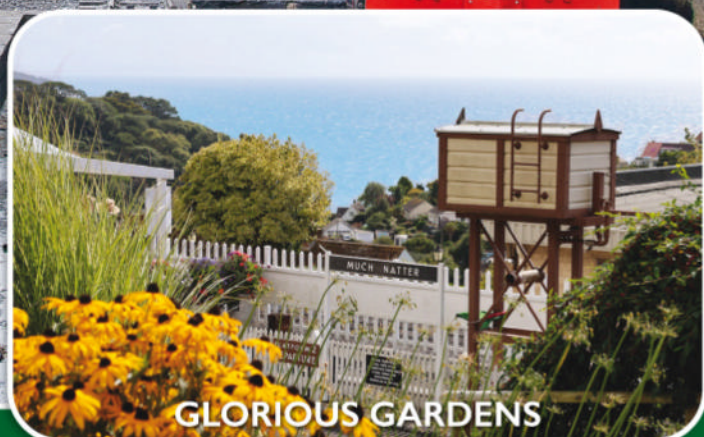
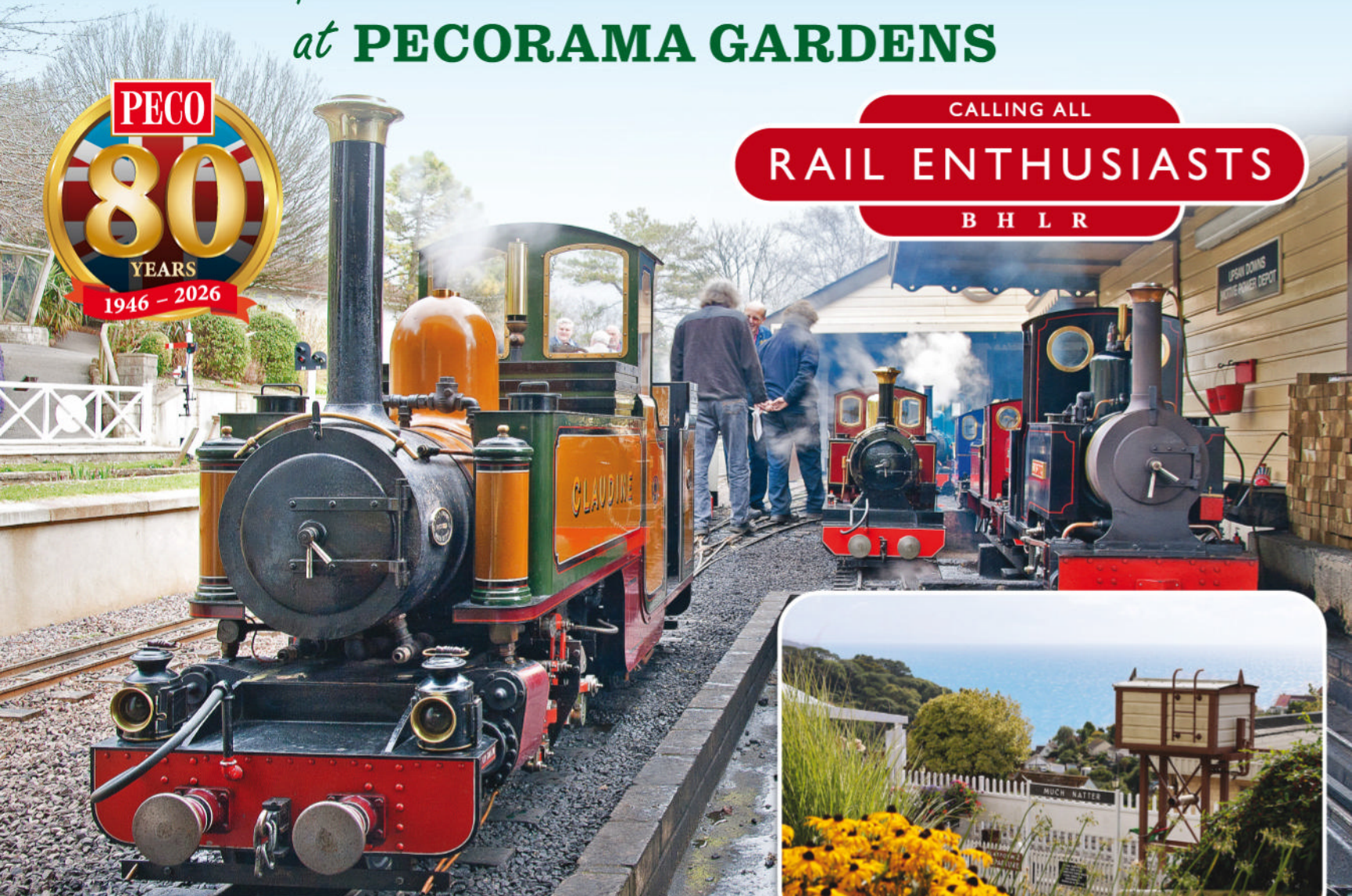
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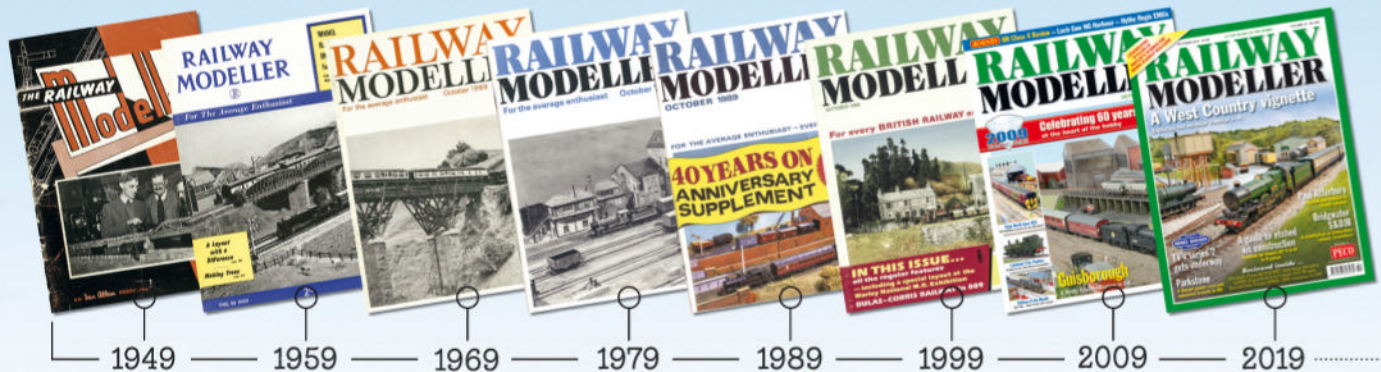
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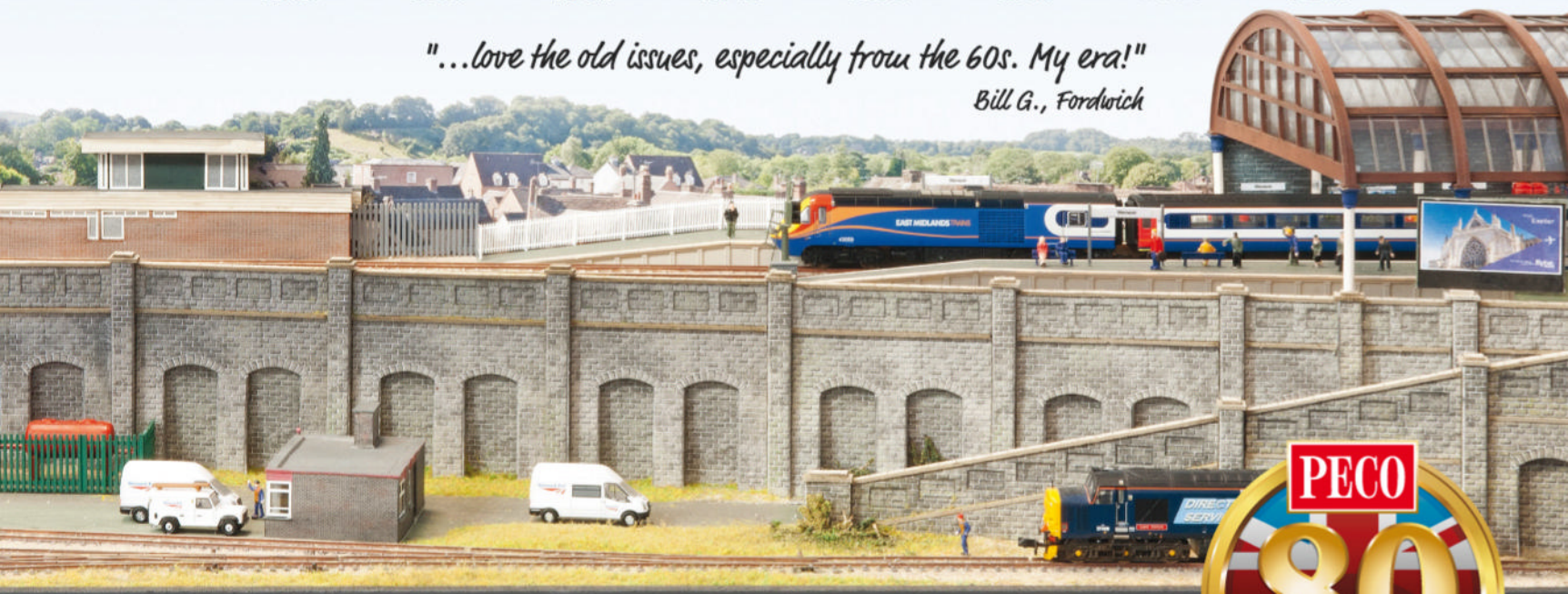
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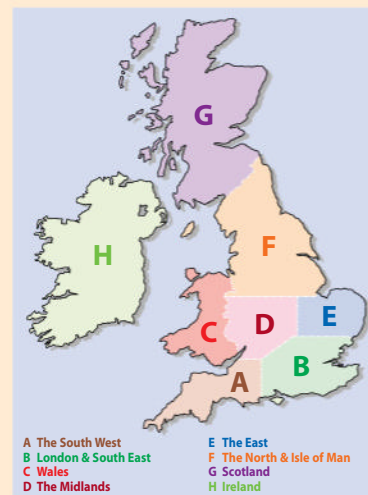
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