

BRITAIN'S No.1
MODEL RAILWAY MAGAZINE

OCTOBER 2026 £6.95

AT THE HEART OF THE HOBBY

VOLUME 77 No 912

RAILWAY MODELLER



Born in the USA

USATC S160 in OO

Reviewed inside...



Running a railway

Timetabled operation in OO

The Haunted Hollows

A Gothic horror-inspired cameo



Also inside...

Fairwood Junction - the Privatisation era in OO
Penrhyn Quarries - narrow gauge in the snow
Sprat & Winkle - using autocouplings in TT:120

PUBLISHED BY PECO
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RAILWAY MODELLER

Contents

October 2026 vol 77 No.912

750 **Fairwood Junction**

Railway of the Month

Inspired by a local prototype, Steve Jones created a 4mm scale exhibition layout, which he subsequently extended to improve its appearance and better reflect the real location.

760 **A turntable for Leominster**

In the April 2025 issue, Peter Dennis described the ambitious project being undertaken by members of the Marches Model Railway Group to construct a layout based on Leominster station in the steam era. Here, he explains how he set about creating a working model of the 45' turntable.

764 **Oldbury (Pearsall Street)**

Nigel Gosling describes this fictional suburban terminus set in the West Midlands, which has been constructed over the past nine years by the O Gauge Group members of Warley Model Railway Club. The layout is set to make its exhibition debut at this year's Warley at Statfold event on 10 & 11 October.

771 **Hunslet Engine Co. workshops reborn – part 7**

Ahead of its appearance at the Warley at Statfold show this October, Andy Ross provides a taster of what visitors will be able to see, now that this ambitious 7mm scale project is nearing completion.

772 **Mileposts: Warley Model Railway Club – 60 years on**

The 2026 Warley at Statfold Model Railway Show, to be held at Statfold Country Park near Tamworth on 10 & 11 October, will mark 60 years of Warley Model Railway Club. Life President Paul Jones looks back over its history.

774 **Running a railway**

Plan of the Month

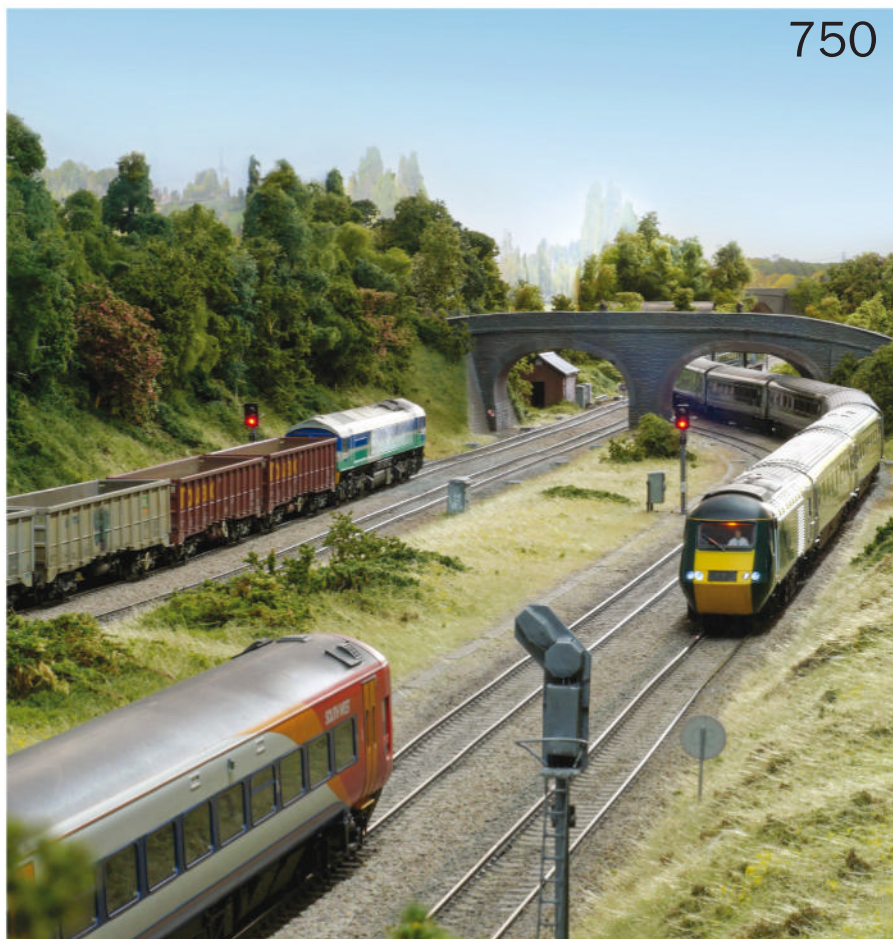
Graham Nicholas details the operational aspects of a home-based OO gauge system built by his late father, Roger Nicholas, which evoked the atmosphere of the Scottish rail scene around Aberdeen during the BR steam era.

782 **Compass Point**

Chris O'Donoghue describes this coastal narrow gauge vignette, which will be in action on 17 & 18 October at the 41st Uckfield Model Railway Exhibition.

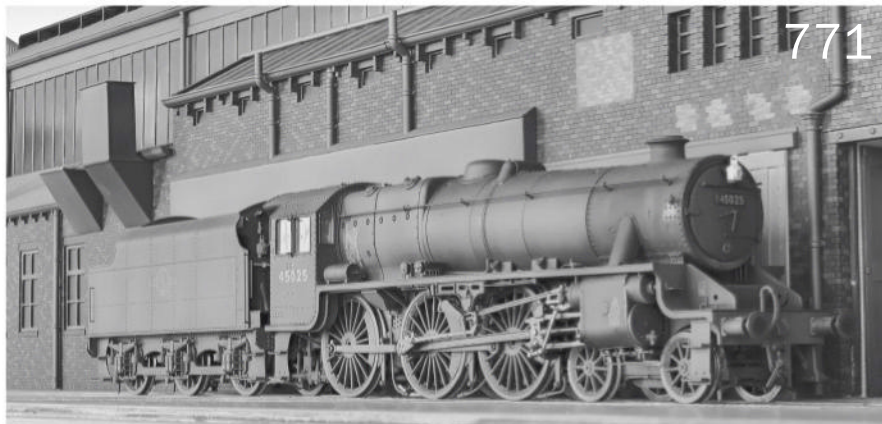
784 **Modelling a Class 66 in 3mm**

Supplied with a single-piece bodyshell and a motorised chassis, the 3mm Society kit for a Class 66 diesel locomotive provides an ideal Privatisation-era entry point for modellers working in this scale. Dave Bates tells how he painted, lettered and weathered his example to depict a member of the Direct Rail Services fleet.





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RAILWAY MODELLING *Explored*

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

799 **Sprat & Winkle autocouplings in TT:120**

Callum Willcox describes how to fit proprietary TT:120 stock with Sprat & Winkle autocouplings to assist with hands-free operation.

802 **Haunted Hollows**

Natalie Rudd presents the highly unusual horror-themed OO gauge diorama that she created as an entry for the Peco RAIL200 Model Layout Competition, which was held last year.



799

WHAT'S ON THE COVER



Cover photo: The new OO gauge US Army Transportation Corps S160 2-8-0 from Rapido Trains UK, reviewed on page 806.

787 **Penrhyn Quarries**

In seeking to design a model railway that could be exhibited easily, and which would demonstrate his skills at making realistic terrain while also standing out from the crowd, Bill Ferguson turned to his long-held passion for the Welsh narrow gauge to find a solution.

792 **Horncastle**

Simon Stewart explains how he took a real Lincolnshire branch terminus and changed its history, imagining how it may have appeared had it remained open into the 1980s.

804 **Readers' Letters**

806 **New Product Reviews**

Arriving this month is the US Army Transportation Corps S160 2-8-0 in OO gauge from Rapido Trains UK, together with London, Brighton & South Coast Railway and Great Eastern Railway wagons in the same scale from the same manufacturer. We also review the Great Western Railway Hall and Modified Hall 4-6-0s in N gauge from Graham Farish/Bachmann, Córas Iompair Éireann Park Royal coaches in OO from Irish Railway Models, and lineside accessories in O from Mudmagnet Models.

814 **Book Reviews**

815 **News**

Rapido Trains UK reveals Sentinel shunters in OO and a Fowler diesel in 009; Rails of Sheffield commissions Great Central Railway Class 1 4-6-0 from Rapido Trains UK in OO; Bachmann announces new tooling Class 37/7s with sound in N gauge; Revolution Trains 1938 tube stock in N appears in 1960s maroon for London Transport Museum; new laser-cut bridge kits in TT:120, and Wallace & Gromit 009 wagons go into production, at Peco; October half-term opening for Pecorama; limited edition wagon for Severn Valley Railway O Gauge Get Together; Scalefour and 2mm Scale Association showcases at Uckfield exhibition; and Clark Railworks makes its first foray into Great Western Railway modelling with a Mink G wagon in OO.

820 **Coming next month**

821 **Societies & Clubs**

The biggest and best guide to the exhibition scene up and down the land.

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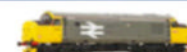
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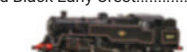
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SL90 - Double Slip.....	£57.05
SL91 - Small Radius Right Hand Point.....	£16.90
SL92 - Small Radius Left Hand Point.....	£16.90
SL93 - Short Crossing.....	£15.00
SL94 - Long Crossing.....	£17.85
SL95 - Medium Radius Right Hand Point.....	£18.45
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SL99 - 3 Way Point.....	£45.80

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SLE86 - Curved Right Hand Point.....	£22.00
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SLE88 - Large Radius Right Hand Point.....	£21.25
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SLE188 - Large Radius Right Hand Point.....	£22.20
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SLE192 - Small Radius Left Hand Point.....	£18.75
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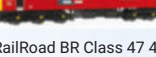
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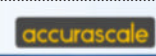


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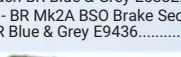


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Open Coach BR Blue & Grey E5382.....

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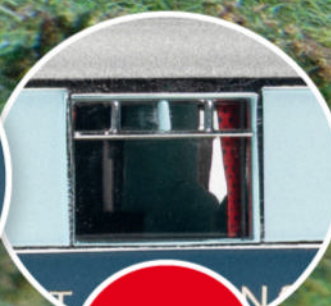
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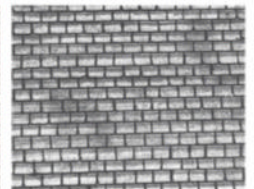
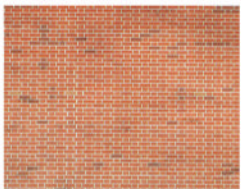
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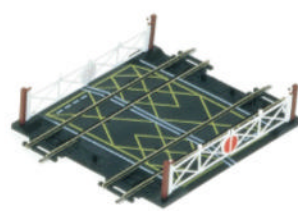
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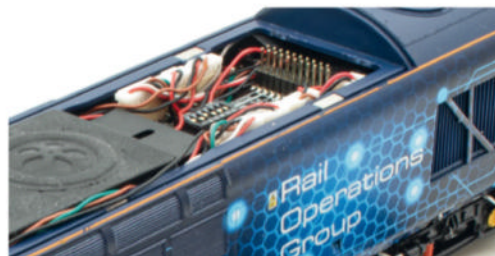
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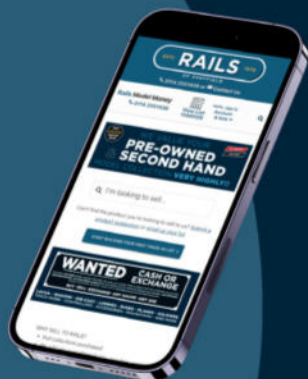
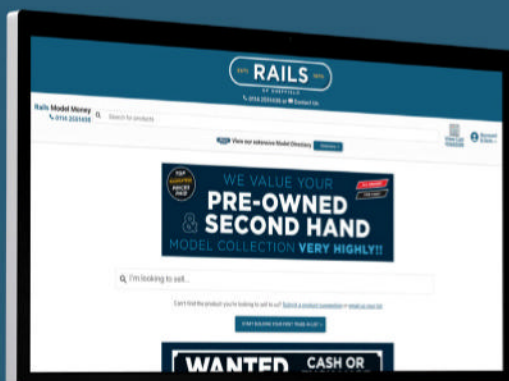
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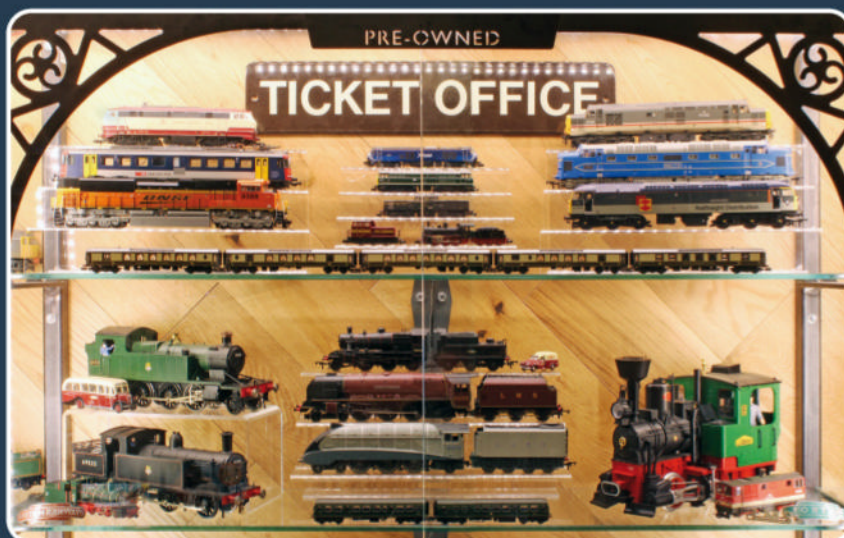
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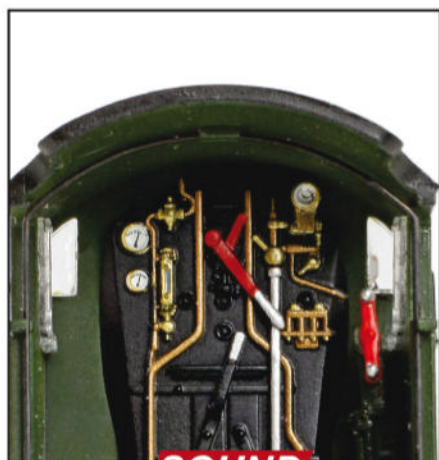
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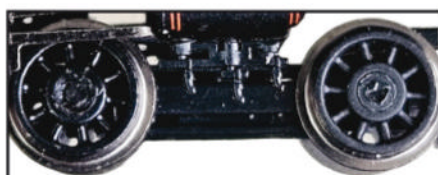




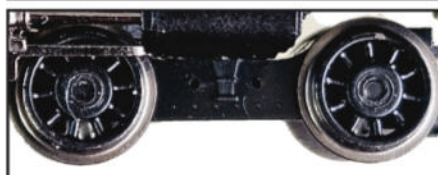
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The beauty is in our customisation. Coinciding with the Gauge O Guild's 50th anniversary in 2006, 31601 was re-named *Gauge O Guild 1956-2006*. An FM Rail (Fragonset/Merlin) white vinyl was applied to the sides but partially peeled off to leave 'Rail'. 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

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

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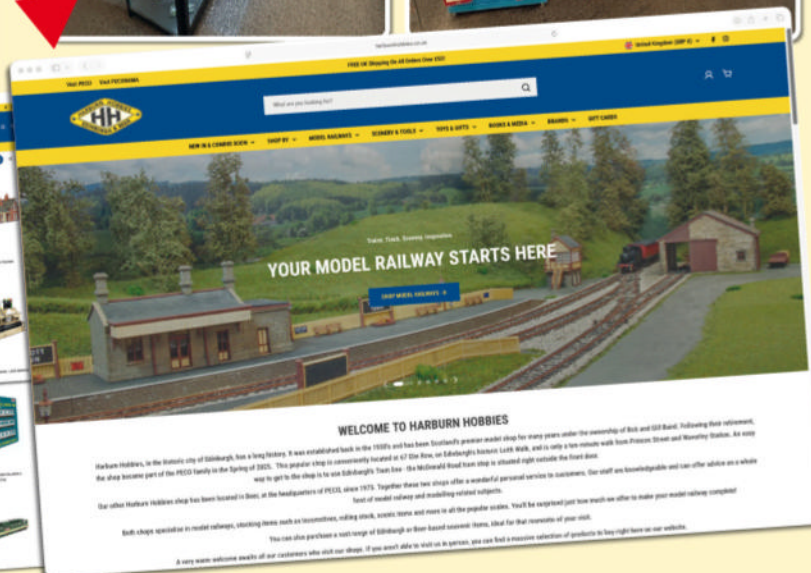
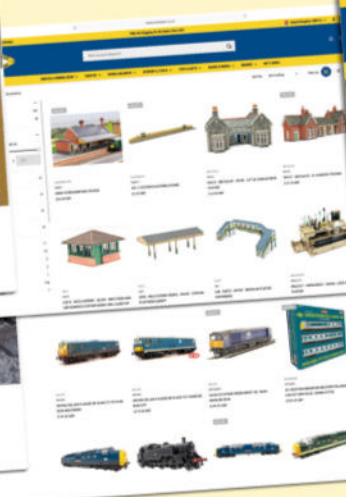
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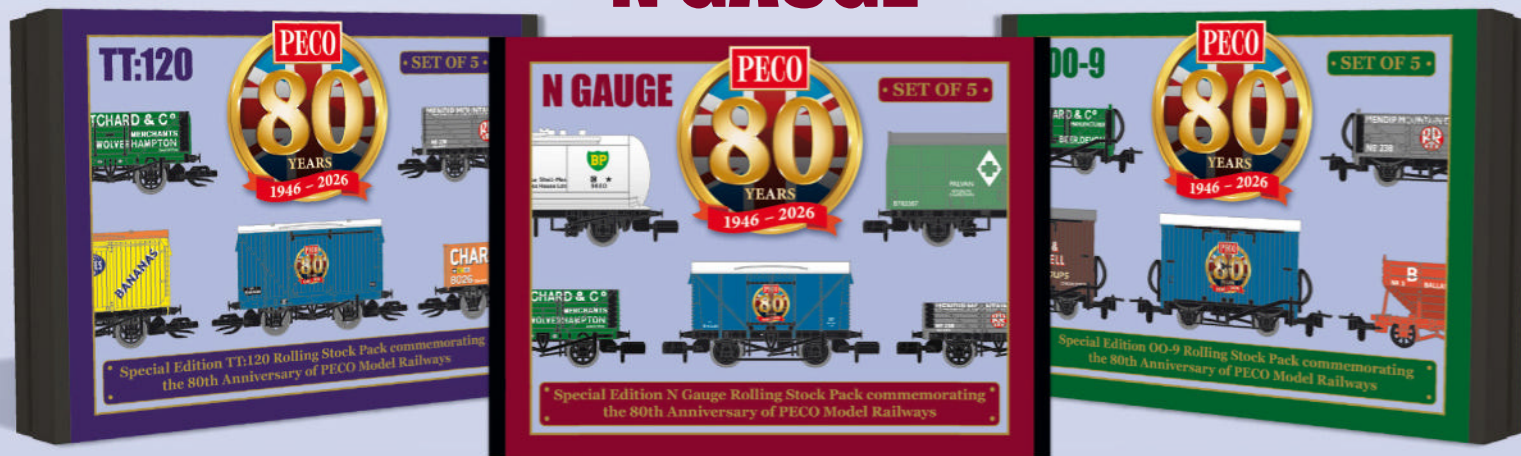


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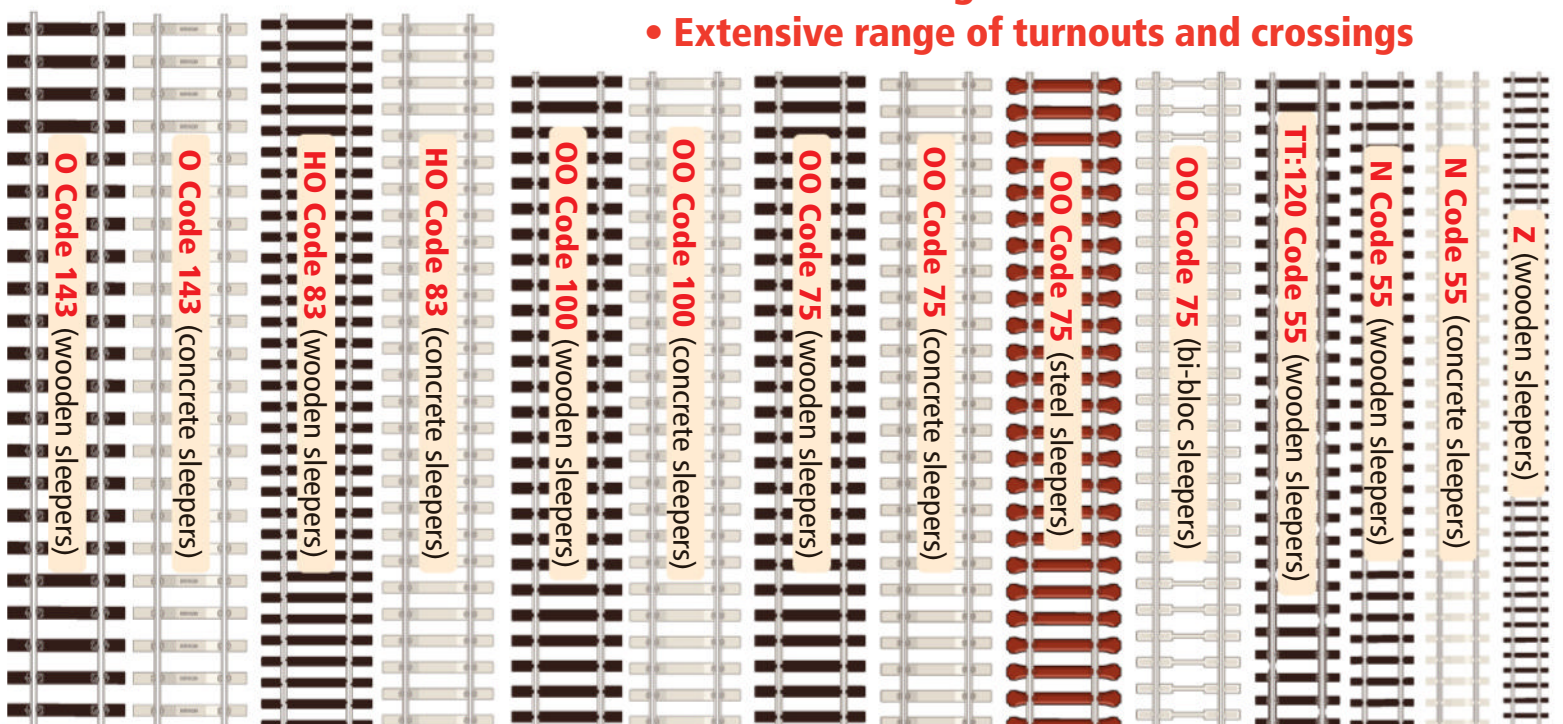


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www.pecopublications.co.uk

**Published on the second Thursday
of the preceding month.**

ISSN 0033-8931

Annual subscription (12 issues):
United Kingdom – from £65.00 post free.
Overseas including Eire –
£110.00, Air Saver Post.

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

**Peco Publications & Publicity,
Beer, Seaton, Devon,
EX12 3NA, England.
Telephone: 01297 21542
Website: www.peco-uk.com**

Email: editorial@railwaymodeller.co.uk

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Contributing to RAILWAY MODELLER

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

In both cases, please remember to include your full name, address and contact details with your correspondence.

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Welcome

See your modelling in a new light?

The multiple heat waves that the UK has experienced in recent months have not provided the ideal conditions for working on indoor modelling projects – particularly those housed in lofts or garden sheds. The dry weather and long summer evenings have, however, given opportunities to take models outdoors and display them in natural light, either just as an enjoyable exercise in its own right, or to take photos that, with real sunlight and shadows, can often look very convincing.

This is the approach we used once again to create this month's cover photo, which features the lead review item in this issue – the new Rapido Trains UK S160 in OO. Armed with just a short embankment diorama and a sheet of glass (to create a reflection), the 2-8-0 model was taken outside and photographed against a natural sunset.

Of course, it's not possible to do similar with large or permanent layouts, but it's ideal for small dioramas or individual models. Taking a model out of its traditional indoor setting and viewing it under completely different lighting can also be a useful way of renewing your impetus to work on a project, or to evaluate progress with a fresh eye. Before the nights draw in too much and temperatures drop, why not give it a go?

The RAILWAY MODELLER Podcast

The publication of this issue coincides with the release of our third RAILWAY MODELLER Podcast. With informal conversations between members of the magazine's editorial team, alongside other Peco personalities and special guests, this recently launched audio series takes listeners behind the scenes of each new edition of RM. Free to stream and subscribe to via online platforms (including Amazon Music, Apple Podcasts, Audible, Pocket Casts and Spotify), to listen to the latest episode, go to: www.peco-uk.com/pages/peco-podcasts

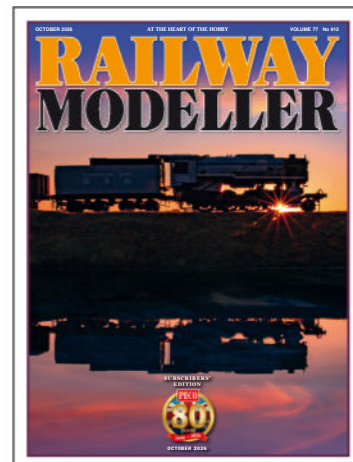
RAILWAY MODELLER – new subscriptions and renewals

We would like to apologise to any subscribers who may have recently experienced a delayed response regarding new subscriptions and renewals, or lost access to the RM Digital Archive. Unfortunately, the provider of the software we used to manage our subscriptions went into liquidation without warning on 7 August. Whilst the team at Peco worked extremely hard to get a new system up and running very quickly, we are aware that a small proportion of our subscribers have experienced issues. We are extremely sorry if this change of system impacted you, and thank you for your understanding while we continue to get everything back up and running smoothly. Further information for those affected can be found on the Peco website: www.peco-uk.com/pages/peco-publications-magazine-subscriptions-update



Craig Tiley Editor

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



The subscribers' cover for this issue.
See p806 for our full review of the
Rapido Trains UK S160 2-8-0 in OO.

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

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

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

And for all enthusiasts modelling overseas railways.

CONTINENTAL MODELLER

Published on the third Thursday of the preceding month.

Railway of the Month

Photography by Callum Willcox



A busy Wiltshire junction in OO gauge

Fairwood Junction

Inspired by a local prototype, **STEVE JONES** created a 4mm scale exhibition layout, which he subsequently extended to improve its appearance and better reflect the real location.

This is a 4mm scale, OO gauge layout depicting the real location of Fairwood Junction, on the Wiltshire/Somerset border in the South West of England. Living in West Wiltshire and being a rail enthusiast, it was only natural that I would be drawn to the important and busy rail hub of Westbury before too long. Four routes converge at the station: lines to the south coast via Salisbury, to the West Country via Exeter, to London via Newbury and Reading, and to Bristol and beyond via Bath. Freight traffic in the area is also intense, with the Mendip stone quarries supplying endless aggregate workings to and from the Up and Down yards. Colas Rail has sidings and maintenance facilities at Westbury, so daily engineering workings add

colour and variety to the scene. In 1933, the Great Western Railway built a new avoiding line to bypass Westbury station, leaving the Berks & Hants route at Heywood Road Junction to the east of Westbury and rejoining the West of England main line to the west of the station, at Fairwood Junction.

I'm a keen cyclist, and many of my routes would take me out and about around the lanes, and after some exploration I identified the unmade road which led to Fairwood Junction. It is a fantastic location, overlooked by the famous White Horse of Westbury. Prior to 11 May 1984, the junction was protected by a signal box, until control was passed to Westbury Power Box. Railway infrastructure is now housed in a plain, bland,

Left

A GB Railfreight Class 66 is held at the signal with a Network Rail ballast train from Westbury, while passenger and freight trains cross the junction.

Right

A Great Western Railway Class 158 Diesel Multiple Unit passes under one of the bridges that form the scenic break at the left-hand end of the layout, representing the lines to the east.





characterless red brick 'shed' on the opposite side of the tracks to where the signal box once stood. In steam days, water troughs were situated along the long straight section of track – it must have been spectacular back in the day.

Whilst standing on the bridge, enjoying the surroundings, I formulated a plan of how I could create a 4mm version. There were two natural scenic breaks (bridges) in the east but, as the rails disappeared into the distance with no obvious scenic break, I would have to manufacture the exit from the scene in the west.

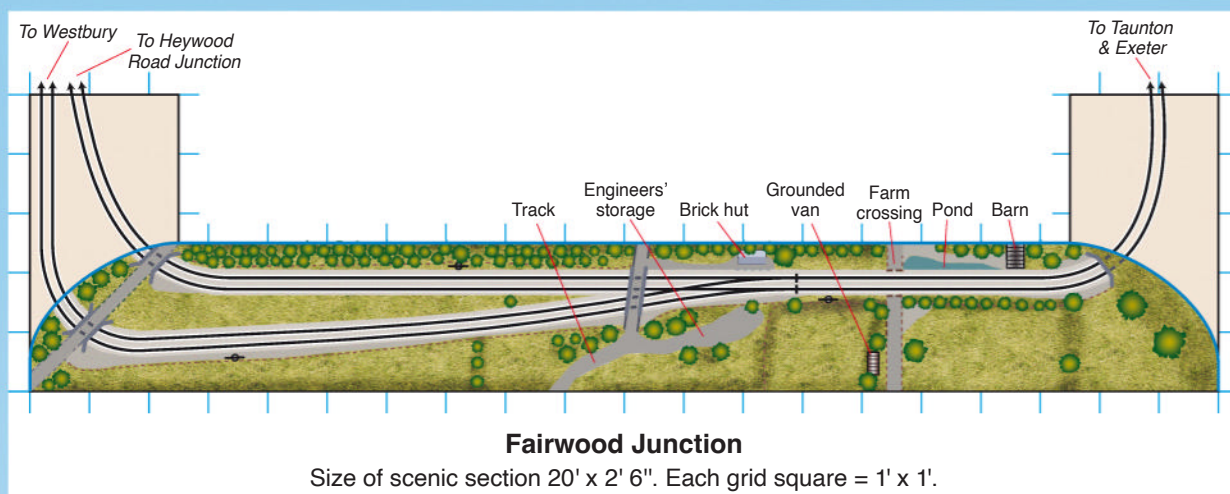
There were many videos on YouTube for inspiration – one in particular by a friend, Nigel Crow, who had made a special effort to film the final days of High Speed Train workings on the Great Western Main Line in 2019. Passenger services, interspersed with stone workings pulled by Class 59s & 66s, helped to add to the enthusiasm to start building!

Research and development

I'm a serial layout builder and I enjoy the whole process of researching a project, and find it easier to take inspiration from real locations. There are fewer 'what shall I fill that corner with?' scenarios. There are natural parameters with locomotives and rolling stock, for example, with which to focus the attention (and funds).

Site visits were made and many photographs were taken – a few with the help of a gang of friendly track workers, who were happy to take my phone and obtain some trackside images of one of the bridges, along with my friend Peter and his measuring stick (he used to be a surveyor and there's probably a more technical term). The new layout would be built with the intention of exhibiting, and ease of assembly would be a priority after learning the hard way with previous layouts that





Left

The layout has recently received an extension, on which the main scenic feature is this farm crossing, pictured with a pair of DC Rail Class 56s.

Below

A First Great Western Class 150 DMU approaches the junction from Westbury, while a West Coast Railways Class 47 heads west with a railtour on the avoiding line from Heywood Road Junction.

had evolved over time, and ended up much like 'Trigger's broom' by the time we had retired them!

The first piece of timber was cut in the autumn of 2022. I am fortunate to have a converted double garage to call my train room/workshop, but the footprint for the entire layout would be limited to 15' x 10'. The boards are 2½' x 5'. If they were much wider or bigger, they would be difficult to manage, carry, transport and store.

FWJ was my first layout to be built with Digital Command Control from the outset, and as I had been introduced to DCC Concepts Cobalt point motors, they would be my chosen means of point operation and route setting. To protect the equipment under the boards, 3" x 1" timber was used, topped with 9mm ply. Each board was clad in 6mm ply (including the backscene for the scenic boards). Brass pattern maker's dowels would ensure rail alignment.

I puzzled for a good while over how to support the layout. I've used trestles and H-frame legs bolted to baseboards before now, but they have proved unreliable, or have been time-consuming to erect at shows. I settled on kitchen worktop legs from Wickes. They come with a base plate and a captive bolt that the leg can be screwed into or out of in a few seconds. Screw-in feet offer height adjustment for uneven floors.

Over the following months, eight boards were built – four scenic and four fiddle yard boards, which created a large oval with a central operating well. I used Peco code 75 concrete sleepered track throughout. I debated tinkering with the sleeper spacing on the scenic section, but decided it would look odd as I couldn't alter the spacing on the points. The purchase of an ESU ECoS command station resulted in more YouTube time to learn how to program point motors and set routes.





Left
A Network Rail track gang prepares to start work, as a Hanson Class 59 passes with heavily graffitied HOA aggregate hoppers.

Rolling stock

A prototypical collection of stock gradually grew, and I sold the small number of O gauge models I had gathered over a few years (I know I'll go back to that at some point). My 1960s era steam and diesel locomotives, now redundant from the sale of a previous layout, were also sold. I couldn't foresee any future layout for them in the short to medium term either.

We are blessed with plenty of modern freight stock from manufacturers such as Dapol and Cavalex. The loco fleet is drawn from the Cavalex, Bachmann, Hornby, Dapol and Accurascale ranges. I enjoy weathering and, whilst you must be brave to take the airbrush to a valuable and long-awaited model, it will bring it to life. My skills have been honed over time from relatively crude methods to what now (I hope) gives a representation of reality in miniature. Nothing is straight out of the box: crew are added where possible and locos are sound-fitted. Loads are added to wagons, and the inevitable graffiti of the modern rail scene is evident.

The extension

A handful of shows over the last couple of years have been hugely enjoyable and have prompted some really encouraging comments and observations. One of the frustrations I had with the layout had been the curve immediately after the junction. This was neither



Right

The busy junction is a magnet for local railway enthusiasts, with the bridges providing good vantage points for photography.

Below

A Great Western Railway Class 800 bi-mode multiple unit and a Cappagh Class 60 meet on the avoiding line.

prototypical nor aesthetically pleasing, but a necessity of compromise with the available footprint. One of the louder voices was from another friend, Mike Buick of *Oak Road* fame, who advocated an extension to the right of the junction. After debating the pros and cons of such an endeavour (predominantly the expense), I bit the bullet.

Two further 5' boards were built over a couple of months during the autumn of 2025 – one to slot into the scenic section immediately after the junction, which would extend the straight before the inevitable curve under the bridge, and a matching 5' extension to the fiddle yard. There is a gated farm crossing visible from the junction, which became the scenic focal point for the new board. The extension also allowed the resiting of the signal, which was virtually impossible to see from the original viewpoint. The footprint of 'FWJ XL' is now 20' x 10'.

Scenery

There is a little modeller's licence: the pond and barn are figments of my imagination, but in keeping with the



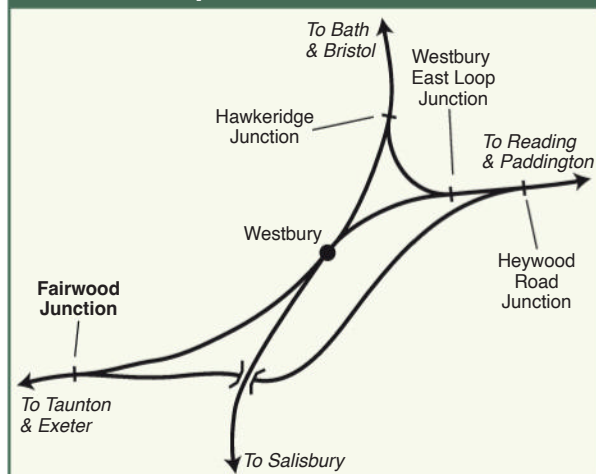


Left
With the White Horse of Westbury prominent in the background, Freightliner 59 104 approaches Fairwood Junction with an Appleford to Whatley Quarry working on 24 October 2025.
Photo by the author



Left
English Welsh & Scottish Railway 37 717 takes the Westbury line at Fairwood Junction on 10 November 1997, with a Whatley-Minehead train carrying rocks to strengthen the sea defences at Minehead. These workings used the preserved West Somerset Railway to reach their destination.
*Photo: John Chalcraft/
Rail Photoprints*

Location map



farm that is there in reality. More site visits and photographs helped to provide the inspiration to capture the atmosphere of the real location.

Ground cover is provided by Green Scene static grasses (available through Squires), with the many trees on the layout created from either seafoam or Woodland Scenics tree armatures. Blossom and wildflowers are also from the Green Scene range.

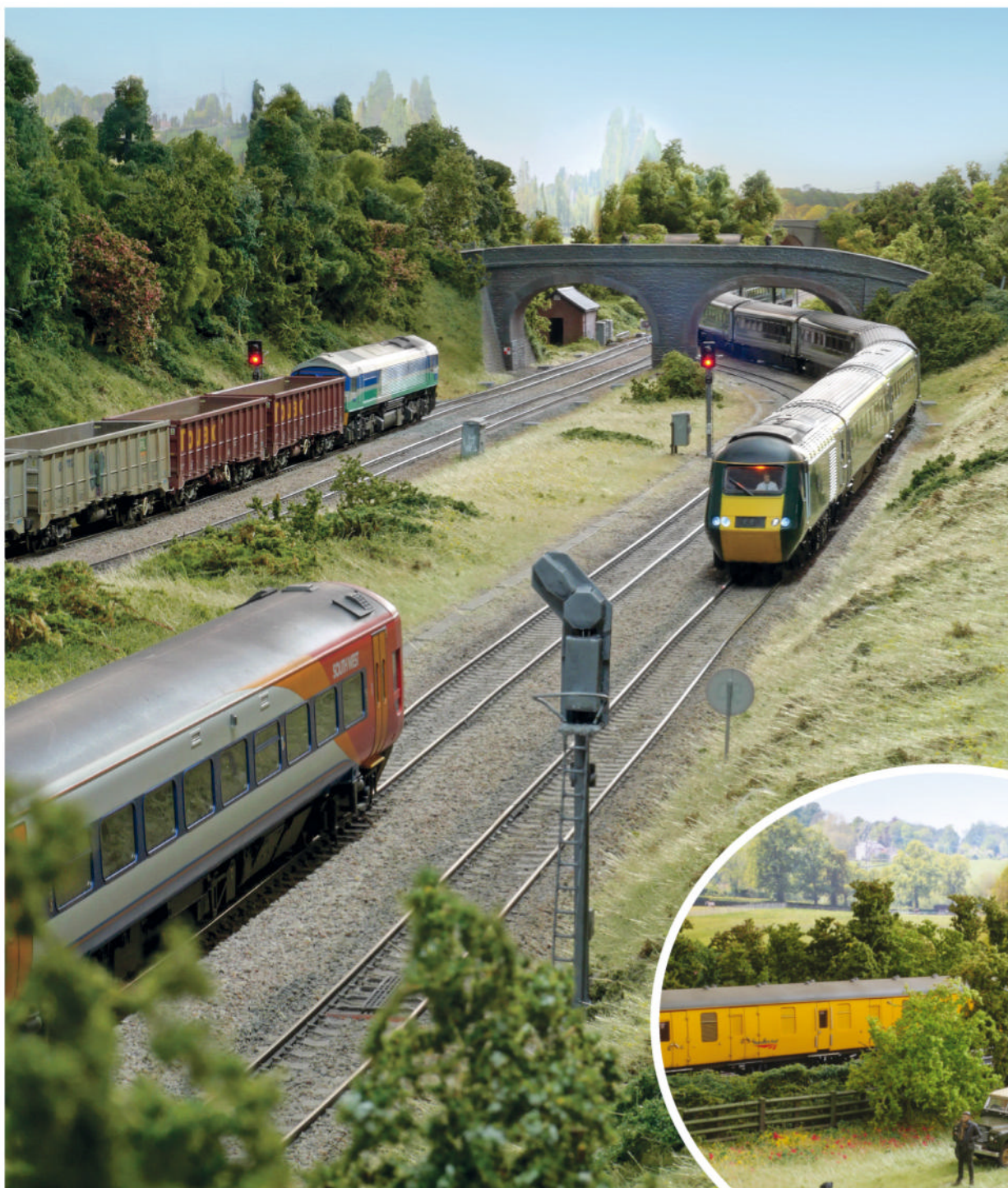
The backscene often attracts comments; it was created with photographs of the real location, taken from the bridge over the junction. I painted the sky, predominantly in white emulsion with a hint of blue watercolour dragged through it whilst it was still wet. It is much easier to 'match' the sky in the images if you choose a bright day with a predominantly white sky – try to avoid bright sun with bright blue sky. The landscape was cut out and mounted onto the pre-painted sky with spray adhesive.

Right
The extension at the right-hand end of the layout has improved its appearance, with a longer straight section towards the west rather than the previous sharp curve immediately after the junction.



“ – We try to have something moving as frequently as possible at shows – ”

Steve Jones



Left
A Class 59 has just restarted its train of empty aggregate wagons from a signal check, while a Great Western High Speed Train heads for Westbury, and a South West Trains Class 158 approaches the junction.

Below
A local farmer trains his sheepdogs, while a Network Rail inspection train passes over the foot crossing.

Bottom
The only railway building on the layout is this brick structure, on the opposite side of the junction from where the signal box stood until 1984.



Operation and exhibitions

The fiddle yard has 13 roads with long block freight trains, full-length HSTs, and local services provided by Class 158s and 150s. I have to admit that there is a disproportionate number of freights, but rule 1 ('it's my train set') is applied, and I think they look great. We try to have something moving as frequently as possible at shows, and requests are not unheard of. It's great to see younger enthusiasts really enjoying watching the trains go by, as they are (to a large extent) what can be seen on the network today; there is a future for the hobby.

It is now a minor frustration that I can't set the layout up at home since the extension – my plan to be able to run in a 'home' configuration as well as an exhibition mode has only been partially successful. The local village hall provided a suitable location to iron out any snags before its first show in 'XL' form (Basingstoke last March). The layout will next be exhibited at Spalding and the NEC (see panel), so if you are visiting, please come over and say hello. Looking to the future, an



Below

You almost feel as if you're walking down this farm track, just in time to see Colas Rail 37 116 rumble over the crossing.

invitation to Model Rail Scotland (26-28 February) will be, by far, the furthest distance we are ever likely to travel with the layout from Wiltshire!

My thanks go to my regular operating team of Dave Simpson, Pete Smith, Nick Richardson, Richard Simmons and Peter Clucas, who help me lug the layout to and from exhibitions, operate (some more than others), and share good times playing trains.

See it at Spalding

Fairwood Junction will make its next exhibition appearances at Spalding (31 October & 1 November) and the NEC (21 & 22 November). For details, see Societies & Clubs or visit: www.spaldingmodelrailwayclub.org.uk



A construction project in N

A turntable for Leominster

In the April 2025 issue, **PETER DENNIS** described the ambitious project being undertaken by members of the Marches Model Railway Group to construct a layout based on Leominster station in the steam era. Here, he explains how he set about creating a working model of the 45' turntable.

Model photography by Ian Slater



▲ Ex-Great Western Railway '4500' 2-6-2T No.4571, being turned at Leominster on 26 April 1958. Photo: Colour-Rail

My starting point for the model of the turntable was an archive photo taken in 1958 (see photo 1) and the Peco N gauge turntable kit (ref.NB55).

However, with a deck length of 151mm, the Peco kit is far too big for a 45' well-type turntable (equivalent to 92.7mm in N), so I prepared a drawing (Fig.1) to determine the approach I thought I could take and how to adapt the plastic moulded parts.

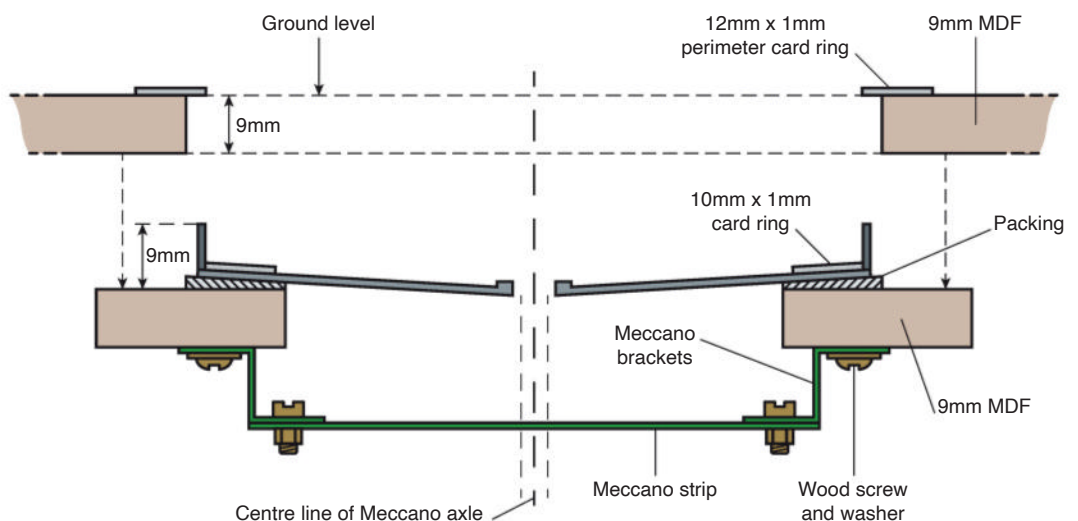
Starting with the kit platform, I marked the centre point and drilled a tiny hole to keep the bow-spring compass point from moving. This enabled me to draw two arcs on the platform

▲ A Graham Farish GWR '6400' 0-6-0 pannier tank using the Peco turntable modified for Leominster.

Fig.1

Cross-section through turntable and well

Note: not to scale



2



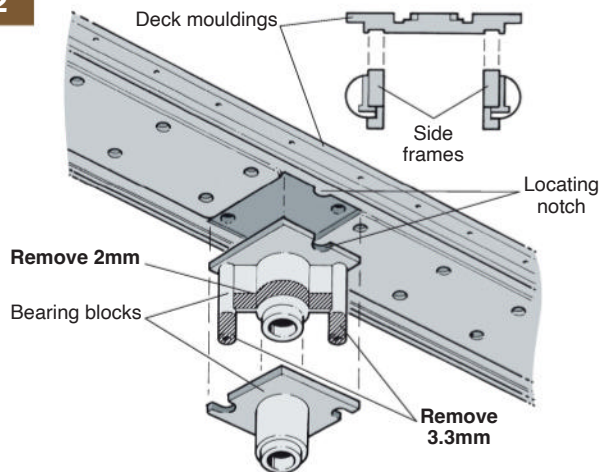
▲ Arcs for a 45' platform were marked onto the supplied Peco platform.

to give the required 45' turntable deck (photo 2) and the ends were duly cut off with a razor saw and tidied up with a fine file.

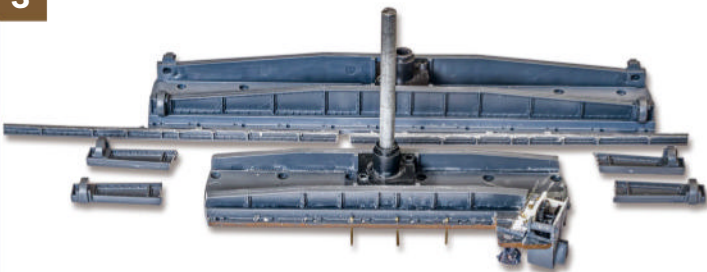
I next dry-fitted the two components that make up the bearing block to the underside of the platform. The two side frames were then cut to length and also dry-fitted in place. However, when placed into the turntable well, the whole thing didn't look right. The side frames looked too deep compared to the diameter of the turntable platform, so I cut 3mm off the top of each side frame and dry-fitted them again, which looked much better (photo 3). The bearing block assembly was also reduced slightly (Fig.2).

However, in doing so I created two issues. Firstly, the guiding collar, designed to keep the two parts of the bearing block in true alignment, was now cut off. Thankfully, this turned out not to be a problem, as the Meccano axle I was using was a very tight fit and kept both parts lined up perfectly (photo 4). Secondly, the electrical contact pins were too long and dropped straight through the location points, as I had removed the retaining ridge. I shortened the two pins (photo 5) and will explain later in the article how they are retained. The platform, side frames and bearing block assembly were now all glued together, and it all looked fine when placed within the well.

Fig.2



3



▲ This shows the parts cut from the main frames and the resultant difference in size between the 45' turntable (front) and the supplied version (back).

4

▲ A view showing where the bearing block assembly was reduced in size.



5



▲ The components for the contact pins. From left to right: rail contact, spring, contact pin and a reduced-length pin.

The turntable well

Turning now to the well itself, I first fitted the electrical contacts, all as per the instructions, and soldered red and black cables to the appropriate protruding contacts. Next, placing the turntable platform assembly in position and holding a pencil upright against one end of the platform, I scribed a circle. Cutting this out was a slow process, using a Stanley knife (photo 6).

I then cut a 'ring' from 1mm card to give a ridge, against which I could attach the thin moulded plastic well perimeter wall (photo 7). From this, I knew how big to cut the hole through the 9mm MDF layout board top, allowing roughly a 1mm gap all

6

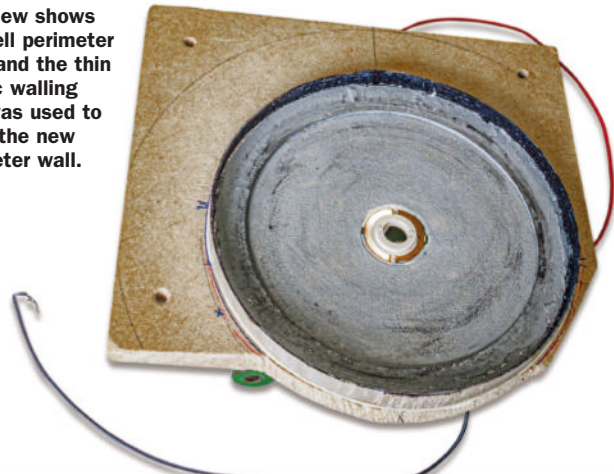


▲ The circle scribed on the full-size turntable well highlights the smaller size of the 45' turntable.

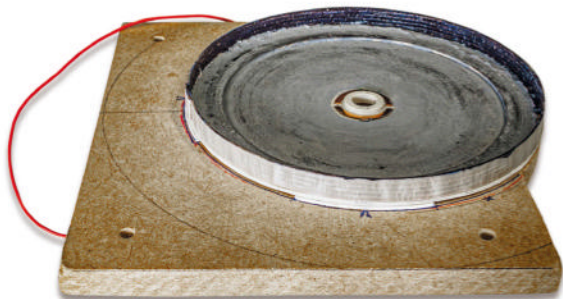
round the wall. Using a further piece of 9mm MDF, roughly 140mm square, I cut an 80mm diameter hole to take the well.

7

▲ This view shows the well perimeter 'ring' and the thin plastic walling that was used to make the new perimeter wall.



8



▲ In this picture, you can see some of the 1mm card packing that was used in four places around the underside of the well.

Because the well is slightly dished, I needed some 1mm packing pieces on the underside when I fixed it in place on the MDF (photo 8).

A Meccano mechanism

The Meccano parts came next, including the large 60mm diameter gear wheel, and provision for the worm gear and axle (photos 9 and 10). It should be noted that, for the time being, the turntable is operated manually from the rear of the layout, but a motor will be fitted

eventually. A 1mm thick card ring was cut and stuck down to the top of the baseboard around the well opening, to represent the perimeter stones, and this just masks the top of the turntable perimeter wall.

Track to the turntable was laid and a buffer stop put in place on the far side. (In reality, the turntable had only one entry/exit point, and was only used to turn locomotives through 180°.)

With everything looking satisfactory, I then removed the

assembly from the layout, separated the turntable from the well, and then painted these parts. The next stage was to look at a winding unit, with an engineman figure operating it.

A moving figure

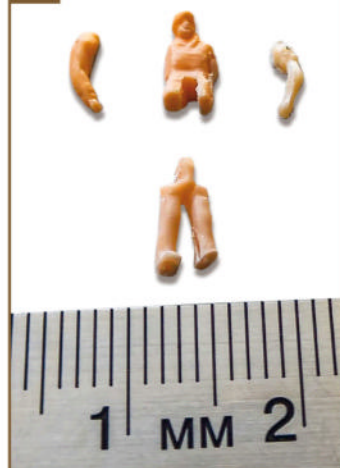
I determined that, if I could make a small unit to hold a tower of gear wheels, where the lowest gear rubbed on the perimeter ring in the turntable well, this would then turn the other gears and thus the winding handle to which a moving figure could be attached. To achieve this, the figure would need to have arms that came together in front of them, and be hinged at the shoulders and waist. I also reckoned that it would not be possible to create such a figure from just one model, so I hand-picked four suitable figures that I hoped could be adapted and combined to work.

Photo 11 shows how, from one figure, the legs were cut off high enough up the body to allow for a tenon to be left at the top of them. I then used a second figure for the torso, this being cut low enough to include the tops of the legs. I cut the mortice slot in the torso to take the tenon, making sure there was enough play for the legs to rock. I drilled a 0.4mm diameter hole through the torso waist and a 0.45mm diameter hole through the tenon at the top of his legs. The torso and legs were then joined using a length of 0.4mm diameter wire. Left and right arms were cut from the other two figures.

In a similar fashion, I then drilled the torso at shoulder level with the 0.45mm bit, with the 0.4mm bit used to drill through the tops of the arms. The arms were then attached with a single piece of the 0.4mm wire, making sure they both swivelled at shoulder level.

The hands were joined with a small 14BA washer that would slide over the handle of the winding unit. I judged the optimum height to the centre of the handle to be 6mm above ground level. When fixed in place, the figure would then be slightly 'leaning in' to the task of winding (photo 12). I made a card mock-up on which to test the figure, and found that I needed the legs to be able to rock back and forth just a little,

11



▲ Here, you can see the four component parts of the moving figure, together with the mortice and tenon arrangement used to attach the legs to the torso. The steel rule gives an indication of the figure's small size.

so they couldn't be fixed rigidly to the deck. I overcame this by drilling through his foot and up one of his legs, into which I could insert another piece of 0.4mm wire. This went through a slightly opened-out hole at the base, which kept him in position but allowed for the required rocking movement.

The winding unit

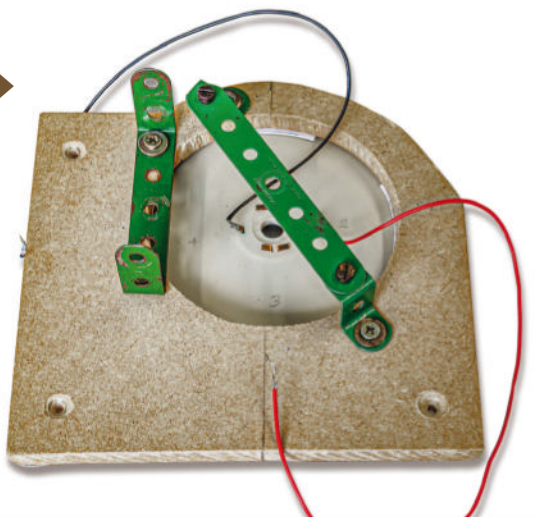
By now, I knew that I had a height of 9.5mm to work with from the well base to the top of the turntable, together with a desired distance of 6mm from the top of the deck to the centre line of the turning handle.

I used parts from a discarded diesel motor bogie to make a 'gear tower' of three gears, these being sandwiched between two pieces of black plastic that were part of the original bogie. These gear diameters were 8.2mm (bottom), 5.2mm (middle) and then 4mm (top). Allowing for the meshing of the gears, this gave me near enough the height I required.

I then enclosed this tower so that the gears were not visible, except for the lower part of the bottom gear (photos 13 and 14). The top gear was fitted onto a 12BA cheese head bolt for its axle, and the handle was glued into the groove in the bolt head. Part of the turntable platform

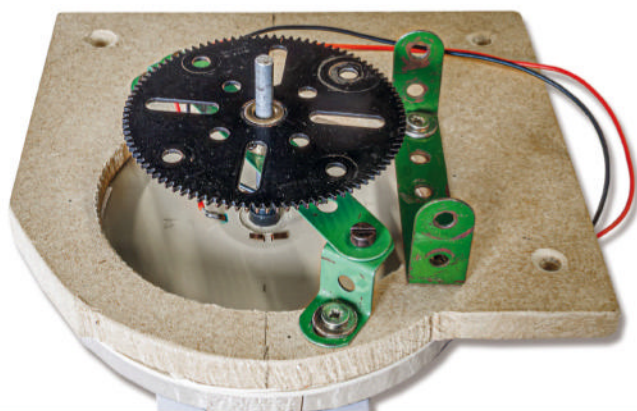
9

By using two double-angle Meccano brackets, I was able to get the Meccano seven-hole strip in exactly the right place to keep the axle at 90° to the deck.



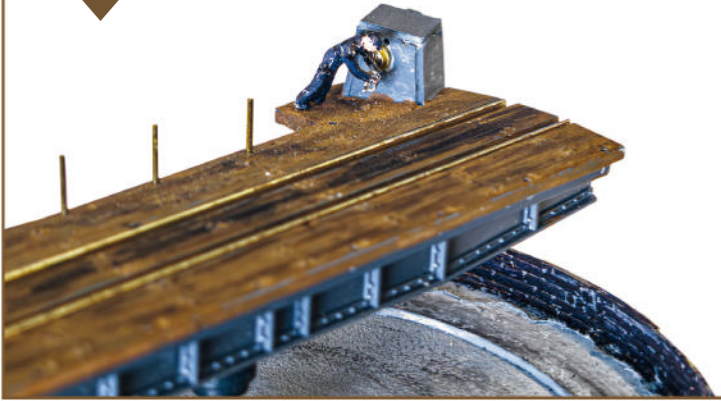
10

The main axle in place, with the 60mm diameter Meccano gear wheel fitted.



12

This view shows the 'leaning-in' posture of the figure referred to in the text.



was cut out to accommodate this unit, which was then glued in place. I drilled a 4.5mm diameter hole to take the wire protruding from the figure's leg. Below the platform, this wire was bent through 90° and taped in position, this being to allow for the small amount of back-and-forth rocking motion. The

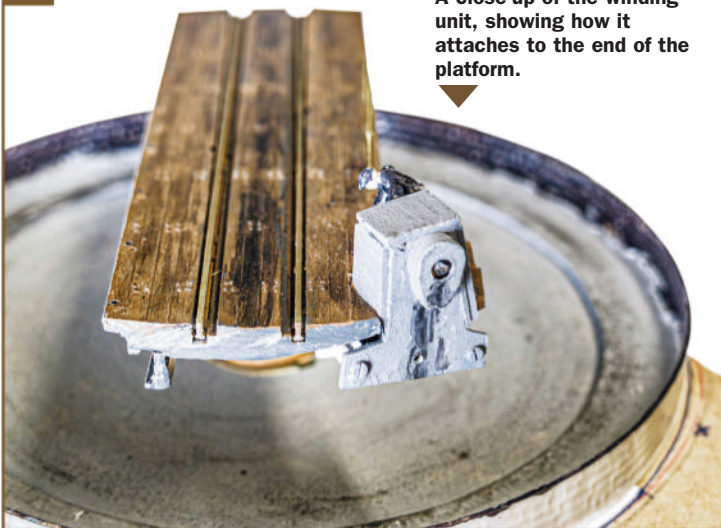
washer between the figure's hands was then slipped onto the winding handle and, by turning the lower gear with my finger, it worked!

Replacement handrails

I decided that the handrails as supplied with the turntable kit were a bit too 'chunky' for my

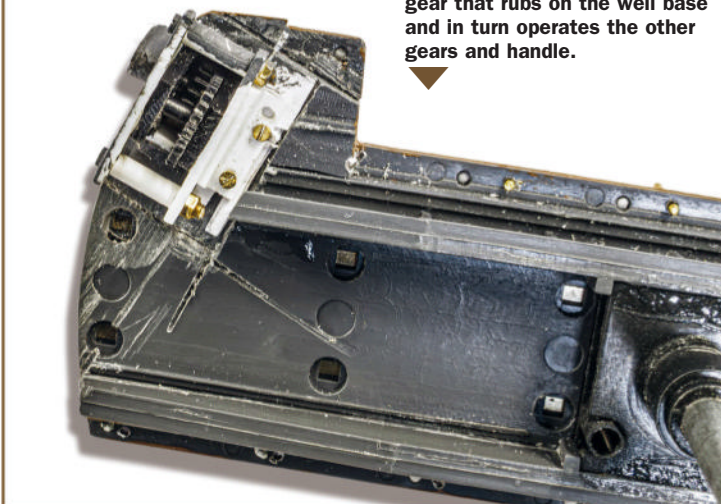
13

A close-up of the winding unit, showing how it attaches to the end of the platform.



14

The winding unit from underneath, showing the large gear that rubs on the well base and in turn operates the other gears and handle.



liking, so I found some 0.92mm and 0.5mm diameter wire from my stock of modelling materials.

Because the platform had been cut short, the holes for the supplied handrail were not where I needed them, and they were too big, so I filled them and drilled a new set of 0.9mm diameter holes. The uprights were cut from the 0.92mm wire and then, using a thin-bladed needle file, I created a slight 'dished slot' in the top of each one. This made it easier to glue the 0.5mm diameter handrail to the uprights. The handrail on the winding unit end needed a few bends to make it fit round the winding position. I then glued another figure standing next to the unit, to replicate what can be seen on the picture of the real thing at the beginning of this article.

Final assembly

I mentioned earlier how the contact pins were able to fall straight through the bearing block assembly. To overcome this, I had to assemble the table to the well upside down. Basically, holding the platform carefully, so as not to crush the handrails or the figures, I dropped the pieces that make contact with the rails in place, then the springs and then the contact pins. Next, keeping it upside down, I lowered the well assembly onto it and then, once

the large gear wheel was screwed tightly in place, the whole thing was held together. The Meccano bracket arrangement below the deck acted as a kind of tensioning spring. This effectively served to keep the lower gear wheel always in contact with the base of the well.

A quick check for electrical continuity from the rails to the wires below the turntable gave a positive result, so all that was now needed was to screw the assembly into place on the layout, and add the axle and worm gear.

A wheel was screwed onto the end of the axle to enable hand-turning from the rear of the board. I could now rotate the turntable through 360° with the figure turning the handle throughout (photo 15).

On show in Leominster

I am hoping that the turntable will prove to be a talking point at our group's exhibition later this year. This will be held in the foyer of Leominster Library during autumn half-term week, 29-31 October (see Societies & Clubs for more details).

Special thanks go to Ian Slater, one of our club members, for all the photography. Thanks also to Hereford Model Centre – the staff here are always ready to help, advise and get whatever I have needed.

15



The model in its setting. Whilst the turntable is finished, there remains much still to do to complete the engine shed area.

A group project in O

Oldbury (Pearsall Street)



NIGEL GOSLING describes this fictional suburban terminus set in the West Midlands, which has been constructed over the past nine years by the O Gauge Group members of **WARLEY MODEL RAILWAY CLUB**. The layout is set to make its exhibition debut at this year's Warley at Statfold event on 10 & 11 October.

Layout photography by Craig Tiley

It is imagined that Oldbury (Pearsall Street) was originally a station on a secondary main line built by the South Staffordshire Railway, this company's route running from Dudley (the station being alongside the Oxford, Worcester & Wolverhampton Railway station) to Walsall, Lichfield and beyond, to connect with the Midland Railway line to Burton upon Trent.

The aim of the SSR was to create a line to Birmingham that was separate from those of the London & North Western Railway and Great Western Railway. However, the route was later abandoned because of the agreements that were made to have the LNWR run the line, this therefore giving the SSR access to the connections that the LNWR already had in and around the West Midlands. As a result, the SSR line was truncated at Oldbury and the station became

▶ Ivatt 2MT 2-6-2T No.41206 pulls away from Oldbury (Pearsall Street) with a three-coach local passenger train.



◀ The station is set in a cutting with retaining walls, giving the appearance of a typical urban location. Maroon & cream paintwork places it in the London Midland Region of BR.

a terminus, with the London Midland & Scottish Railway later making alterations to the track layout and the signalling to accommodate the revised operational requirements (including an additional crossover to allow arrivals into both main platforms). The station at Oldbury (Pearsall Street) eventually became a bit of a backwater, seeing mainly commuter traffic, together with freight and parcels workings.

Layout design and overview

Oldbury (Pearsall Street) was conceived as a new exhibition layout project in 2017, to replace the retired *Broom Junction* (see RM October 1995 and November 2007), built by

the then members of the O Gauge Group of modellers of Warley Model Railway Club.

The track plan was inspired by the classic *Minories* concept, first proposed by Cyril J Freezer in the April 1957 *RAILWAY MODELLER*.

A working diagram was drawn up and laser-cut ply kits were purchased for the baseboards. The eight main boards were ordered as bespoke units to create a gently curving front, with two half-sized boards at each end, all supplied by Grainge & Hodder.

It was envisaged that the layout would be a basic terminus to fiddle yard operation, set in the 1950s to mid-1960s period, thereby allowing steam and early diesel traction to operate the trains.

The layout was designed to include a small goods yard, the final configuration for this evolving from that intended with the original layout scheme – it comprises a

goods arrival/departure line, run-round loop with separate headshunt, and three sidings. The goods yard also gives access to gated sidings serving an industrial facility. This was originally conceived as a creamery/dairy, but was changed as the project progressed to instead depict a brewery, in recognition of some team members' interests. The brewery is named after John Seward, one of the original members of the group that started the layout, who is sadly no longer with us.

Goods traffic includes coal, oil, tar, chemicals, steel, timber, crated and boxed goods and other manufactured goods. Traffic for the brewery is in the form of vans, open wagons and fuel oil for the boilers.

Trackwork and control

All track and points are from the Peco range. There are frog juicers on all points, whilst all





▲ Passengers make for the station exit, having just alighted from one of the Great Western Railway diesel railcars of 1940 – a common sight in the West Midlands area.

tiebars are operated by Colbalt slow-action motors.

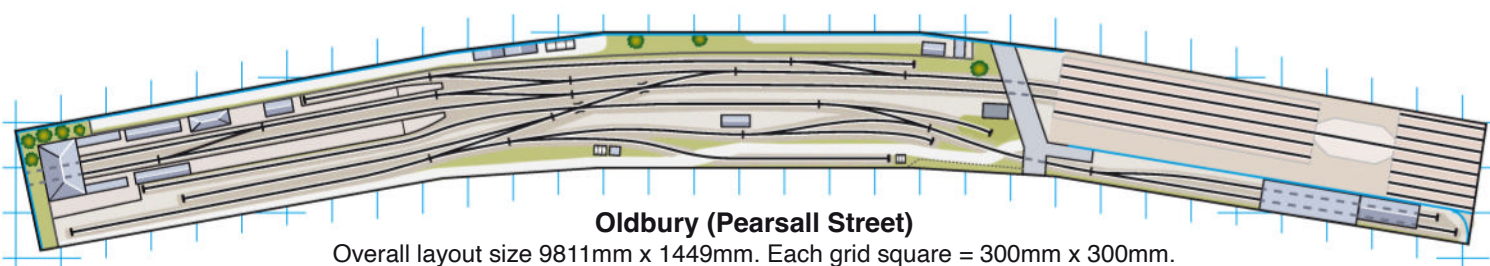
The layout is operated using Digital Command Control, but with a central analogue panel for changing points and signals – this having switches set out in the style of a signal box lever frame (the diagram was drawn up using CAD software

Left to right in the station are an '8750' pannier tank, large Prairie No.8101 on a parcels train, '8750' No.4687 on a local passenger train, and a '1400' with auto-coach.

by Dave Edwards). The actual point/signal control systems were designed and built by Alan Turner using MERG components.

There are three bus bars providing track power on the layout – these being split between the main lines, goods yard and fiddle yard. A Lenz digital control system is employed, with LH90 and LH100 hand





throttles provided in specific locations. The layout is usually run at shows with three operators, these taking responsibility for the fiddle yard/Up main line; station area/Down main line; and the goods area/brewery located at the front, with the operator of the latter also in charge of the signal box panel. There are extra control positions to enable us to have up to five operators and a separate signalman, should we wish.

Off stage, the fiddle yard arrangement has been developed from an idea used by one of

◀ **The main station building is an imposing structure situated on an overbridge. It was built by the late John Parry.**

the original team on their own exhibition layout. It consists of a five-road traverser with a separate traverser-cum-turntable for locomotives at one end, each of which can be moved independently. There is also a series of storage roads for additional locomotives (see plan). The industrial area/brewery masks the fiddle yard, so that almost the whole 9.8m length of the layout is scenic.

Signals have come from various sources over the years, being a combination of kit-built, hand-built and proprietary examples. At the time of writing, they are in the process of being fitted with servos, using MERG control units. (I have been carrying

out the refurbishment, construction and motorisation of the signals as and where required.)

Urban scenery

The station building, factory units and brewery were all built by John Parry, who sadly passed away in November 2023 and did so much work on this layout before his untimely death.

The rear retaining wall and the scenic areas above it have been created by Alan Searle, who also painted all the backscenes, representing urban areas around the Black Country in the period modelled: a town park, streets with terraced



◀ Coal from BR 16-ton mineral wagons is bagged, weighed and loaded into the local coal merchant's lorry for distribution to local homes and businesses.

houses, a scrapyard, a small chemical industry complex, a Midland Red bus depot, and other factories. Alan has also built other structures for the layout, including the water tower near the road bridge.

The station area was worked on by Paul Jones, Graham Allen, Simon Bennett and Pete Ashton.

Trains and operation

All stock used on the layout is owned by individual members. Steam locomotives cover various ex-GWR and ex-LMS designs, together with some BR Standards. The era modelled also allows us to run green diesels and early Diesel Multiple Units. Occasionally, there are visiting locomotives from other regions. All are fitted with digital sound, with most weathered to some degree, depending upon members' individual tastes.

Passenger services are dealt with primarily by single-car diesel railcars or auto trains, but there are also steam-hauled 'B' sets and other suburban workings. In addition, some locomotive-hauled cross-country trains from Worcester/Hereford or Shrewsbury, via the Severn Valley route, plus trains from Walsall and

◀ BR 3MT 2-6-2T No.82030 – a recent ready-to-run model by Dapol – passes the water tower and coasts towards the station with a local passenger train.

Another 3MT tank, No.82031, hauls an ex-GWR non-corridor coach and a Lowmac wagon carrying an Austin Cambridge.





Wolverhampton, reverse here to get to their destinations.

As there was still a vast diversity of industries around Birmingham during the period modelled, we have a broad range of wagons. Trip workings from the large goods yards can come into the station and reverse out, including inter-regional workings. Coal is the main commodity dealt with in the remaining sidings at Pearsall Street, so 16-ton mineral wagons predominate in the

yard, with trains bringing coal from the Staffordshire and Warwickshire coalfields for domestic use. Parcels are handled with passenger-rated stock or goods vans, with regular trains from Worcester conveying goods for that well-known catalogue sales company, Kays & Co. Parcels trains from other parts of the country, via remarshalling at other stations, also terminate here.

The layout is run to a sequence, with opportunities for shunting goods and

▲ The layout in diesel-era mode, with (from left to right) a BR Sulzer Type 2 (Class 25), two Pressed Steel (Class 121) railcars, and a Gloucester Railway Carriage & Wagon Co. (Class 122) railcar in the bay platform.

parcels trains in the yard and separate run-round loop.

Locomotives are exchanged periodically, most of these carrying numbers appropriate for local depots.





▲ GWR '1400' 0-4-2T No.1426 (another Dapol ready-to-run model) approaches the station with an auto train.

Acknowledgements

Other members of the O Gauge Group who have contributed to the development of the layout are Robert Andrews, Simon Stanley and Tony Jarvis. Four of the members are relatively new to the group, having been with us for less than a year, but have been quick to get involved in the continuing development of the layout.

We owe a debt of thanks to the two departed members of the original group – John Seward and John Parry.

There are still things to do on the layout, including making the ground signals operational, together with replacing the temporary signal box, adding point rodding, and the building up of more London Midland



▲ The brewery is named after its builder, the late John Seward.

Region stock – the latter to balance out the current over-representation of Western Region stock.

See it at Statfold

Oldbury (Pearsall Street) will have its first outing at our show, Warley at Statfold, on 10 & 11 October 2026. See Societies & Clubs for more details, or go to:

www.thewarleyshow.co.uk

We also have the benefit in the clubroom of a large 'folded figure of eight' permanent O gauge layout for general running-in and testing of locomotives. If anyone in the greater West Midlands area wants to come along and join us at the club, we meet on Tuesdays from 15:00–21:00 (see the website for further details), so why not come and see what it's all about...



▲ The layout and its builders: left to right are Paul Jones, Simon Bennett, Alan Turner, Nigel Gosling, Tony Jarvis, Alan Searle and Peter Talbot.

Why do we do it...?

Hunslet Engine Co. workshops reborn – part 7

Ahead of its appearance at the Warley at Statfold show this October, **ANDY ROSS** provides a taster of what visitors will be able to see, now that this ambitious 7mm scale project is nearing completion. *Layout photography by the author*

The development of this model was first outlined in the May 2019 RM, when plans were set out to re-create in 7mm scale a section of this Leeds-based locomotive builder's workshops – namely the erecting shop, wheel shop, boiler shop and multi-gauge test track.

Five instalments charting progress have been published during the intervening years, these covering the initial mock-ups and early construction (RM June 2019); the working cranes (May 2021); the trackwork and baseboards (December 2024); using 3D-printing and laser-cutting methods (January 2025); and, most recently, painting the structure (March 2026).

Throughout the construction of the model, it has been exhibited at various shows as a work in progress. However, at the end of the last instalment, it was explained that the layout was being taken off the circuit so that all efforts could be put into completing it ahead of this year's Warley at Statfold exhibition on 10 & 11 October. The accompanying photos show the most recent

work, which has focused on painting the exterior surfaces of the structures, including the vast expanses of brickwork!

The layout is also booked to appear at the Leeds Model Railway Exhibition on 24 & 25 October. (See Societies & Clubs for details of both of the aforementioned events.)

▶ **Stanier 5MT 4-6-0 No.45025 stands outside the erecting shop in 1969. It visited the works for repairs prior to going to the Keighley & Worth Valley Railway.**
Photo: Hunslet Engine Co.

▼ **The same scene re-created in 7mm scale, with an Ellis Clark Trains model weathered to match the original photo.**



▲ A Hunslet Class 05 diesel shunter stands alongside a 100hp mines locomotive, the latter on the multi-gauge test track that runs parallel to the boiler shop.



MILEPOSTS



▲ The Warley MRC logo.

A scene from one of the early exhibitions at the Harry Mitchell Centre, probably in the mid-1970s. Photo: Warley MRC collection



Warley Model Railway Club – 60 years on

The 2026 Warley at Statfold Model Railway Show, to be held at Statfold Country Park near Tamworth on 10 & 11 October, will mark 60 years of the Warley Model Railway Club. Life President PAUL JONES looks back over its history.

The 'golden age' for the formation of model railway clubs in the UK would seem to be the 1960s, and it was during this period that Warley Model Railway Club was formed in 1966. Originally known as Warley Model Railway Circle, the organisation changed its name to 'Club' in the early 1970s.

A group of like-minded individuals, who worked at the same engineering works in Smethwick in the West Midlands, formed the initial membership of the club. They met in the upstairs room of a pub in Smethwick, and the first club layout was built in the loft of one of the members' houses.

By April 1968, the club had grown in membership, and with the help of the local council, it moved into its first clubroom. This was at a former Territorial Army barracks in Smethwick, being two-thirds of a Nissen hut on the site, the other third being occupied by a slot car racing club. Despite the restrictions of a curved roof on such a building, this clubroom lasted several years, and several layouts were built there. After a few years, a larger, later



▲ Club members circa 1967 with part of their first layout. Founding member Bob Gumery is third from the right in the front row. Photo: Warley MRC collection

design of hut became available on the site, giving the club more space, and having vertical walls it was much more practical, lasting the club until the mid-1990s. Sadly, this site has recently closed and is to become a housing estate.

By now, and with the success of the Warley National Model Railway Exhibition at the NEC in Birmingham, membership had grown considerably and new clubrooms were sought. These were found in Oldbury (still within the former 'Warley' borough which gave the club its name), being the old Post Office sorting office in the town. This clubroom lasted until 2005, when the club moved to its current premises in Pearsall Street, Oldbury. It is fortunate in that it owns the freehold of the current clubrooms. In 2013, the club became a Charitable Incorporated Organisation.

Exhibition experiences

During this time, the club has built and exhibited many layouts in N, HO, OO, EM, O, S7 and G scales, most of which have featured in the pages of this magazine. The

One of the current club layouts is this impressive O gauge steam shed, Bristol Templecombe Road 82G, featured in RM October 2025. Photo: RM Archive





first layout built by those original members utilised Tri-ang Hornby Super 4 trackwork, perhaps unusual even for the mid-1960s. It was built on a Dexion frame, with Dexion legs, and was a difficult layout to take to shows. On one memorable occasion, the layout got to an exhibition, but the box of bolts and spanners were left behind! A frantic return to the clubroom was required before the layout could be erected! The club learnt a great deal from that initial layout experience, and over the years has devised systems to make taking its layouts to shows as trouble-free as possible.

The club's first exhibition was held in a Smethwick school in October 1967. In 1970, it moved to the Harry Mitchell Centre, the site of its then clubroom. A large drill hall formed part of the premises, which was an ideal venue for the club's annual show. Many readers will have visited the show in this hall, and hopefully have favourable memories of those exhibitions.

By the early 1990s, however, attendance had grown considerably, and organising the annual exhibition at this centre had, for several reasons, become problematic. Following an introduction to the National Exhibition Centre, the club members voted unanimously to move

The current clubrooms, complete with mezzanine floor. Photo by the author



▲ **Northbridge, inspired by Bridgnorth on the Severn Valley Railway, was our Railway of the Month in December 2018. Photo: RM Archive**

its annual show to the NEC from October 1993. The intention, from the start, was to showcase the hobby as a worthwhile, creative pastime, with the hope that it would represent the hobby in all its many facets. As is well known, the show was a great success. In the first year, 5,000 square metres of hall space were used, but by the last exhibition in 2023, it had grown to some 17,500 square metres. The club likes to think that the show achieved its

▲ **In N gauge, the club has modelled Hawes Junction, featured in RM December 2019. Photo: RM Archive**

initial objectives. It was also more of a financial success than was ever thought, which enabled the club to purchase its current clubrooms in Oldbury.

All good things come to an end, and after the 2023 show, the members decided that it could not continue, for reasons now well known. We were invited by the Statfold Narrow Gauge Trust to run an exhibition jointly with them in 2024. It was a rather different approach for the club, but the first show was a great success, and so the relationship continues to the benefit of both parties.

Past, present and future

None of this over the last 60 years would have been possible without the hard work of many members. None have been financially rewarded for their efforts – not even for organisation of the Warley National Model Railway Exhibition – the success of the club and the events organised has been reward enough. As the club is now 60 years old, unfortunately many of the stalwart 'workers' are no longer with us, but their efforts are not forgotten. All members have had a part to play in the development and success of the club.

For the future, the club finds itself in good heart. A young Chairman and Treasurer will take the club forward, and an influx of new members will hopefully enable the club to progress and move forward as some of us older members are forced to take a back seat.

Warley at Statfold 2026

Plans are well advanced for the 2026 show, to be held at Statfold Country Park near Tamworth on 10 & 11 October. Expect 30 or so layouts across all scales, and 30-plus traders, together with demonstrator and society stands. As well as the model railway elements, there is also the Statfold narrow gauge railway museum, with six or so locomotives in steam running trains on the 2' gauge and miniature railway lines, together with access to the National Fairground Museum. Certainly 'a show with a difference'! For further details, see Societies & Clubs, or go to the Warley MRC website: www.warleymrc.co.uk

Running a railway

GRAHAM NICHOLAS details the operational aspects of a home-based OO gauge system built by his late father, **ROGER NICHOLAS**, which evoked the atmosphere of the Scottish rail scene around Aberdeen during the BR steam era.

Photography by the author

Throughout childhood, there was always 'The Model Railway Room'. Inside lay a world of timetables, a 24-hour clock, locomotive rosters... On a rainy weekend day, a mammoth father and son operating session might start in the morning, continue unabated through lunch and tea time (delivered to the room), and eventually conclude mid-evening

as I went to bed, after eight or more hours of continuous, timetabled operation. We weren't playing with trains; we were running a railway.

Those with a long memory – or access to the RAILWAY MODELLER back catalogue – might recall a layout called *Hanbury*, in the March 1982 issue, by Roger Nicholas, my father. The 'eldest son, keen to join in at

any time' was me! As well as the usual layout description, there was a prolonged section regarding how it was operated. Fast forward 40-plus years, and *Aberdeen* was the final

incarnation of Dad's model railway operating philosophy.

Years of inspiration

Growing up in the 1950s, Dad might have seemed like just

Jubilee No.45715 *Invincible* makes final preparations at Platform 5 with the 09.30 'Saint Mungo' to Glasgow; A2 No.60527 *Sun Chariot* waits alongside in Platform 4 with the 09.50 East Coast service to Edinburgh. Ex-North British Railway D30 No.62426 *Cuddie Headrigg* and ex-Caledonian Railway 3F 0-6-0T station pilot No.56240 provide the pre-Grouping essence so typical of the 1950s steam era.





▲ C16 No.67496 (allocated to 61B Ferryhill) awaits departure from Stonehaven with the 16.15 (SX) all stations service to Aberdeen, arriving at 16.45.



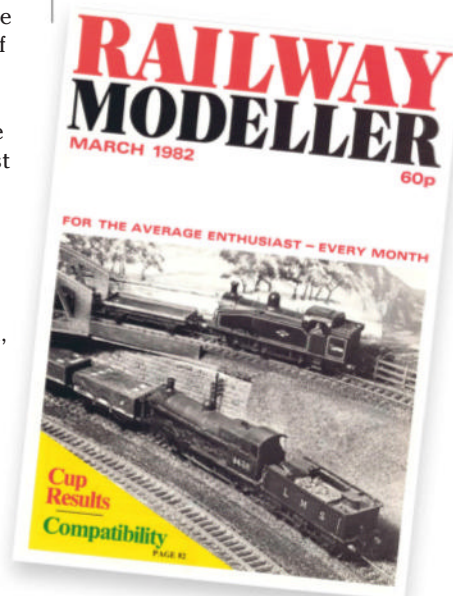
another trainspotter, but in truth, he was just as interested in how the railway was being operated, and his lineside observation logs carefully record not just the loco but the train it was hauling, and whether it was on time or not. As he was based in London's north-west suburbs, the West Coast Main Line heading out of Euston was the chief attraction, with its magnificent array of Stanier locomotives dominating the services, the peerless 'Duchess' Pacifics being the jewels in the crown. He often stayed out as the evening wore on to observe the first wave of sleeper trains leaving the city, confident of further 'Duchess' sightings. The 'cop' wasn't the important thing; he always just enjoyed seeing his favourite loco class in action.

He also, however, had a penchant for the Gresley Pacifics and would often take up position, notebook in hand,

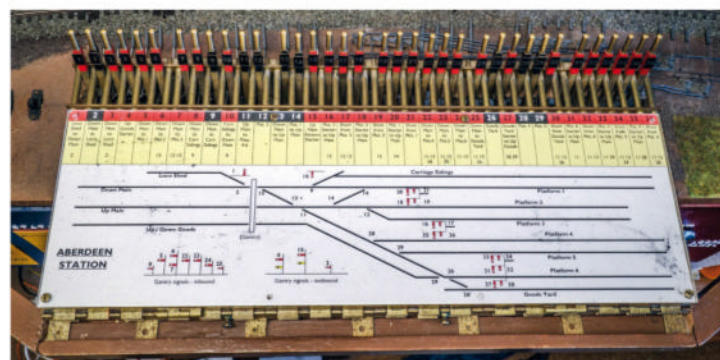
at Northwick Park, where the Great Central/Metropolitan lines crossed over the WCML, so he could equally observe the passage of the A3s then allocated to the express services out of Marylebone. Trips to the centre of London, meanwhile, would inevitably see a shift along Euston Road to the heady atmosphere of King's Cross platform ends.

For *Hanbury*, the timetable was largely fictional (although the 10:00 'Royal Scot' and 10:00 'Flying Scotsman' always left the

The March 1982 issue of **RAILWAY MODELLER**, in which Roger Nicholas's layout *Hanbury* was featured. Pictured on the cover are an LNWR 'Super D' 0-8-0 and an LNER J50 0-6-0T. Photo: Brian Monaghan/RM Archive



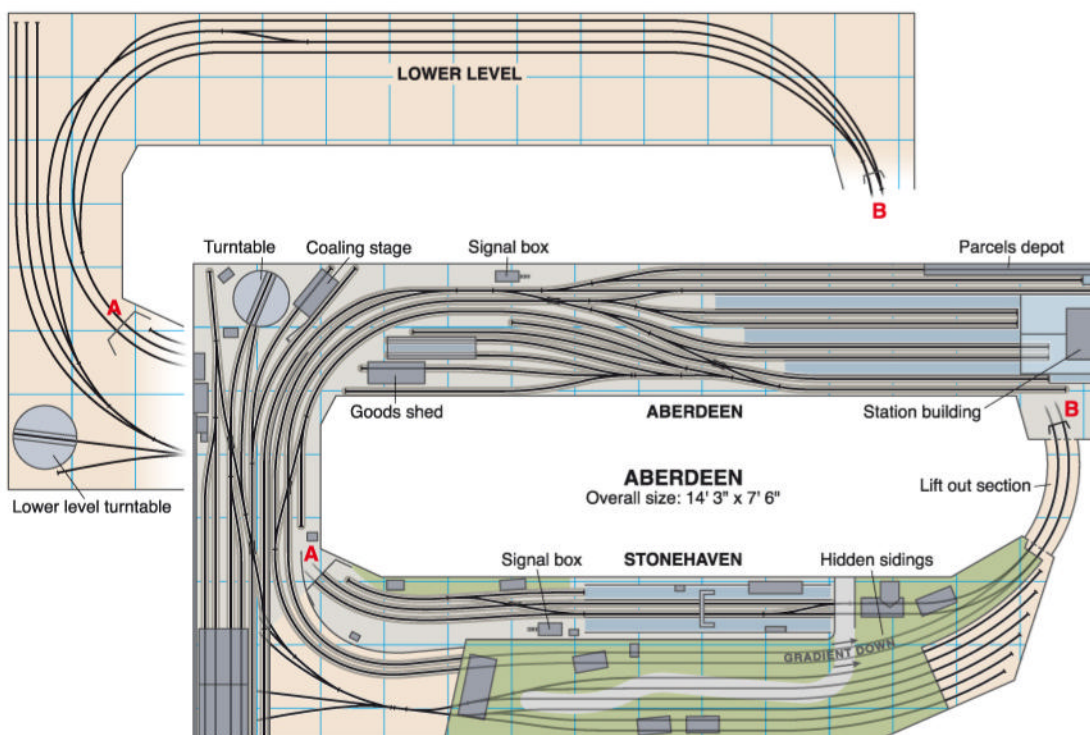
TIMETABLE FOR ABERDEEN ARRIVALS				
TIME	TYPE	PLAT	ORIGIN	RETURN WORKING
00:48 (FSO)	Parcels		Dundee	04:27
00:57 (MO)	XF		King's Cross Goods	
01:46 (MWO)	Parcels		Dundee	04:27
03:18 (MX)	Parcels	4	Glasgow Perth (Newspapers)	06:20 / 08:52
04:00 (SX)	XF (Meat)		King's Cross Goods	
05:02 (MX)	XF (Fish)		Birmingham Manchester	
05:42 (WFO)	XF (Fish)		King's Cross Goods	
06:38	XP	1	LONDON (King's Cross) THE ABERDONIAN	19:10
07:03	XP	4	LONDON (King's Cross) EDINBURGH	09:50
08:11	Postal	1	LONDON (Euston) T.C. from Glasgow	15:30
08:43	P	2	BALLATER	10:15
08:43	L	3	STONEHAVEN	13:22
09:11 (SX)	L	2	LAURENCEKIRK	10:48
09:57	F		Thornton Junction	
10:15	P	2	PERTH	16:00
11:15	XP	4	EDINBURGH R.C.	12:40
11:26	XP	5	GLASGOW	13:15
11:40	P	2	BALLATER	15:18
12:17 (SO)	XP	4	EDINBURGH	13:15
12:53	XF		Carlisle Perth	
13:32	XP	1	EDINBURGH R.C.	15:40
13:55	XP	4	GLASGOW R.C. THE GRANITE CITY	17:30
14:48 (SO)	F		Montrose	
15:02 (SO)	LE		Stonehaven	
15:08 (SX)	F (pick-up)		Ballater	
15:34 (SX)	F (pick-up)		Montrose	
15:37 (SO)	XP	4	GLASGOW	19:45
15:56 (SX)	XF (Fish)		Edinburgh	
16:12	Parcels	6	SX Edinburgh SO Crewe Carlisle	21:40
16:45 (SX)	L	2	STONEHAVEN	18:05
16:50 (SO)	XP	4	EDINBURGH R.C.	18:25
16:59	P		BALLATER	18:05
17:33	XP	5	GLASGOW R.C. THE BON ACCORD	06:20
17:53 (SX)	XP	1	EDINBURGH R.C.	19:35
18:01 (SO)	XP	1	EDINBURGH	19:35
19:02	P	2	BALLATER	08:11
19:08	P	3	PERTH	08:12
19:25 (SX)	LE		Stonehaven	
19:45 (SX)	XP	1	MANCHESTER	06:35 (SO 14:00)
19:56	XP	4	EDINBURGH	17:18 (SO 10:07)
20:21 (SX)	XF (Fish)		WFO Manchester MO Edinburgh	
20:52	XP	1	GLASGOW R.C. THE SAINT MUNGO	09:30 / 06:20
			SO T.C. from Blackpool	
21:21 (SO)	P	6	BALLATER	06:35
21:36	F		Forfar	
22:25	XP	4	EDINBURGH R.C.	05:47
23:42	F		Perth	



respective London Midland & Scottish and London & North Eastern Railway stations at the appointed hour!), to some extent based upon the stock available.

However, for subsequent layouts, interest shifted to

basing operations around a prototype timetable. The love of both Stanier and Gresley Pacifics led to a focus on Perth and Aberdeen, where both types routinely rubbed shoulders – despite being as far away from Dad's 1950s trainspotting haunts



▲ The 36-lever mechanical lever frame, controlling all movements in the Aberdeen station area.

as they possibly could be! Undoubtedly better known as being the last bastion of the A4 Pacifics in the 1960s, the now-lost Caledonian Railway Strathmore route via Forfar and Coupar Angus as far as Kinnaber Junction was operated by ex-LMS types in the 1950s – including the Stanier Pacifics, which had worked into Perth from Crewe on the overnight sleeper services. Whether officially frowned upon or not, Perth shed did use them on fill-in, daytime workings to Aberdeen. Meanwhile, the LNER Pacifics worked the continuation of the East Coast route into Aberdeen, running 'Over the Forth to the North' on former North British metals.



The timetable

The Aberdeen layout was a fiddle yard-to-terminus configuration, with a continuous run in between. The continuous run section featured a station depicting Stonehaven, south of the Granite City. However, the layout was configured such that trains could run straight into the fiddle yard without running through Stonehaven. This allowed trains serving the Ballater (Deeside) branch to be depicted, as well as any empty stock movements to and from the imaginary carriage sidings. Some local trains also terminated at Stonehaven, adding to the operational variety.

A copy of a Bradshaw’s summer 1955 timetable was used to itemise all the express and local passenger services running into Aberdeen from both routes. This included

A general view of the layout, with the all-important clock on the right-hand wall.

▲ **Peppercorn A2 No.60534 Irish Elegance calls at Stonehaven at 10.52 with the morning express from Edinburgh, due in Aberdeen at 11.15.**



TIMETABLE FOR ABERDEEN DEPARTURES

TIME	TYPE	PLAT	DESTINATION
00:35	F		Thornton Junction
02:55 (MO)	Milk		Edinburgh
04:27	Parcels		Dundee
05:47	XP	5	EDINBURGH R.C. T.C. for King's Cross
06:20	XP	1	GLASGOW R.C. THE BON ACCORD T.C. for Manchester
06:35 (SX)	L	2	LAURENCEKIRK
07:10	L.E.		Stonehaven
07:22	F (pick-up)		Forfar
08:11	P	3	BALLATER
08:12	P	2	FORFAR
08:52 (MX)	Parcels	6	SX Edinburgh Newcastle SO Perth Carlisle
09:23 (SX)	F (pick-up)		Ballater
09:30	XP	5	GLASGOW R.C. THE SAINT MUNGO
09:50	XP	4	EDINBURGH R.C. T.C. for King's Cross
10:07 (SO)	XP	6	YORK
10:15	P	3	BALLATER
10:45 (SX)	ECS	6	Perth
11:10	XF (Meat)		King's Cross Goods
12:40	XP	1	EDINBURGH R.C.
13:15	XP	6	GLASGOW
13:22	L	2	STONEHAVEN
13:43 (SX)	XF (Fish)		King's Cross Goods
14:00	P	3	BALLATER
14:11 (WFO)	XF (Fish)		Manchester Birmingham
14:22	F		Perth
15:18	P	3	BALLATER
15:30	Postal	4	LONDON (Euston) T.C. for Glasgow
15:40	XP	5	EDINBURGH R.C.
16:00	P	2	PERTH
17:18	XP	5 (2 SO)	EDINBURGH
17:30	XP	1	GLASGOW R.C. THE GRANITE CITY
18:05	P	3	BALLATER
18:05 (SX)	L	2	STONEHAVEN
18:25 (SO)	XP	5	EDINBURGH
19:10	XP	4	LONDON (King's Cross) S.C. THE ABERDONIAN
19:35	XP	5	LONDON (King's Cross)
19:45 (SO)	XP	6	Glasgow
19:50 (SX)	XF (Fish)		Manchester
20:15 (MO)	XF		King's Cross Goods
20:58	F		Thornton Junction
21:40	Parcels	6	Perth Carlisle Crewe
22:15 (SX)	XF		Perth Carlisle
22:50 (SX)	XF (Fish)		King's Cross Goods

well-known trains such as the ‘Granite City’ and ‘Saint Mungo’ daytime expresses, the ‘West Coast Postal’ (immortalised in the 1936 GPO film *Night Mail*), and the overnight ‘Aberdonian’ East Coast sleeper express.

Freight and parcels workings were a little more imaginary, such prototype information

being more difficult to come by. Aberdeen was, however, well-known for dispatching fish trains south along both the East Coast and West Coast routes, and the details of this were added to the schedule to provide a *raison d’etre* for a number of the fast mixed traffic classes on the roster. The

Layout technical details

Baseboards – Conventional half inch chipboard and 2" x 1" battening. Braced leg units were made up to ensure stability, especially down the fiddle yard/Stonehaven side, which was not adjacent to any walls.

Track – Peco code 75 for the scenic area and code 100 for the rest of the layout (recycled from previous layouts). Tracks were laid on painted cork sheet and then ballasted using Cascamite powdered glue.

Electrics – Traditional dc, using the cab control system, with rotary switches for each section, such that any controller could be 'dialled in' to control any section. H&M and SEEP point motors were driven by old Hornby Dublo passing contact switches, still giving reliable service after 60 years.

Signalling – Semaphore signals throughout, those at Aberdeen being built from former MSE (now Wizard Models) parts, with the gantry structure scratch-built to hopefully bear more than a passing resemblance to the well-known Aberdeen gantries. All were mechanically operated from a 36-lever Modratec lever frame, interlocked with the points.

Buildings – A mixture of card kits and resin items, weathered and adapted as necessary. Platform canopies were Wills kits, with four Peco overall roofs used for the main station concourse. The main station building was a scratch-built structure from a previous layout, representing a Scottish baronial style.

Scenery – Grass mats were used for basic coverage, with Dad's wife Lin creating the trees, using garden twigs and foliage mats.

remainder of the non-passenger workings were then fitted in around the known trains, ultimately constrained by the capacity of the layout.

To increase the variety, the timetable running followed a four-day sequence, Monday-Wednesday-Friday-Saturday, each day being different. Study had shown that certain services

ran as 'MX' or 'FO', with Saturday being a noticeably different day, with many additional weekend relief passenger services, and less freight traffic accordingly. As with the real railway, every last piece of passenger rolling stock was pressed into use for the Saturday service. That might even include a football special

or two, Portsmouth improbably playing Aberdeen, even more improbably bringing Dad's Hornby Dublo West Country Pacific into the station, with its matching rake of green-liveried Mk.1s!

The full timetable is reproduced on the previous pages. It shows how the expresses were flighted: almost



invariably, the Glasgow and Edinburgh expresses arrived at and departed from Aberdeen within 20-30 minutes of each other, famously using the same final miles to Aberdeen from Kinnaber Junction. There then followed a gap of several hours before the next such services – typical steam-age operation for long-distance expresses.

Certain trains included through portions – a notable example being the through Aberdeen portion that was included in the ‘Elizabethan’ non-stop service to London, attached to the early morning 05.47 train to Edinburgh. Meanwhile, the 06.20 Glasgow express, ‘The Bon Accord’, conveyed through coaches for

Manchester, whilst the ‘West Coast Postal’ included passenger accommodation to and from Glasgow.

Aside from the expresses, there was a regular service of local passenger trains (shown as either ‘L’ or ‘P’ in the timetable), together with the characteristic fish trains. The rest of the freight and parcels

services thus ran at times to suit – even if the full freight timetable had been known, it would almost certainly have

One of Dad’s favourite ‘Duchess’ Pacifics arrives with the overnight ‘West Coast Postal’ service, due in at 08.11, as ‘Black Five’ No.44796 starts away from Platform 2 with the 08.12 service to Forfar.





▲ **Locomotive diagram**
information above Ferryhill shed. Each card has a number to show which locomotive is currently allocated to that diagram.

been impractical to run them all. The destinations and timings were plausible, nonetheless.

Stock diagrams

Having established the 24-hour timetable, the next stage was to allocate rolling stock and locomotives to the services, the layout including a sizeable Motive Power Depot representing Aberdeen Ferryhill

(61B). The layout size dictated the use of standard five-coach rakes for the express trains, continuing to make use of Dad's much-loved Hornby Dublo 'super detail' Mk.I coaches, supplemented with more up-to-date rolling stock, such as Bachmann Thompsons and Hornby Gresleys for East Coast services.

The named trains became fixed sets, complete with name boards and therefore diagrammed for two workings per day – kick-back sidings were included in the fiddle yard to

allow for prolonged stabling as required, whilst the 'Aberdonian' spent the day in the carriage sidings alongside Aberdeen station. The rest of the vehicles, to some extent, fitted around the siding and platform space, with the local sets comprised of older, cascaded stock in representative two- and three-coach rakes.

Dad used a simple system of 'matchstick planning' when devising the timetable, each matchstick representing a set of coaches. This allowed the intended movements to be

tested on paper (literally!), being moved around on the intended track plan according to the timetable. This was an iterative process, allowing both the timetable and the layout plan to be tweaked before committing to the layout build.

This aspect of the planning can be seen on the 'Arrivals' side of the timetable, where the next working for the stock is shown. A corresponding set of instructions governed the use of the fiddle yard roads. Freight trains were a little more flexible, and there were several trays beneath the fiddle yard with different wagon types, whereby a complete train could be removed upon arrival in the fiddle yard and a new one made up subsequently.

Locos to the fore

Perhaps the greatest love of all was the utilisation of the locomotives – back to the 1950s trainspotting days!

A comprehensive series of 'diagrams' were devised as part of the working timetable, each showing a locomotive working a sequence of trains. Some of these were two-day diagrams,

Edinburgh Haymarket (64B) A3 No.60096 Papyrus in Platform 5 at Aberdeen with the 05.47 express to Edinburgh Waverley.





▲ A general view of Ferryhill (61B) Motive Power Depot. A B1, freshly arrived on shed, moves towards the ash disposal road. Surrounded by more modern types, ex-NBR D29 No.62411 *Lady of Avenel* clings on to gainful employment. One of a handful of locomotives to receive LNER Apple green livery in the post-war period, it survived long enough to receive its BR number. This was a father and son loco project, using a modified GEM kit on a scratch-built chassis.

requiring two locos. Each diagram was either for a 'home' loco – i.e. those allocated to 61B (Ferryhill) – or a 'foreign' loco, the latter running into Aberdeen on workings from other depots such as 64B (Haymarket), 62B (Thornton Junction)... and the all-important 5A (Crewe North) for the Stanier Pacifics.

Aberdeen shed thus had a roster sheet, marked up with all the diagrammed workings over the 24 hours ahead. Locos were allocated for their next turn of duty, according to the designated diagrams. Such a discipline ensured that there was always the 'right' loco available for the 'right' train, but also threw up variety at the same time. Whereas a 'home' loco would always be on the layout, based on Ferryhill shed (apart from periodic trips to 'Works!'), when a 'foreign' loco worked away from Aberdeen

into the fiddle yard it might be removed, to be replaced by another of the same class on the next day's equivalent working. Flip-top boxes were kept under the fiddle yard to store such locos in between their appearances on the layout. The 1955 Ian Allan abc was a much-thumbed reference work, and locos were numbered accordingly for Scottish Region or London Midland Region sheds such as Perth or Carlisle, as well as Ferryhill itself.

To supplement the inevitable ready-to-run locos, a targeted kit-building programme gradually filled the ranks with indigenous, pre-Grouping classes (mainly ex-North British Railway and Caledonian Railway), still very much in evidence on the Scottish Region in the early to mid 1950s. Such venerable 4-4-0s and 0-6-0s added greatly to the character and variety on the layout.

24 hours meant 24 hours!

Operation thus proceeded over a 24-hour time span: time was not speeded up in any way. Much of the fascination of the timetable operation centred on movements in and around the station and loco depot, requiring a certain amount of planning ahead. Stock would need to be in the required platform, and the relevant loco would need to

come off shed at least 10-15 minutes before departure to avoid late running (anathema to Dad!). Platforms would similarly need to be clear in advance of an impending arrival, which might often be three or four minutes early if it was a Pacific having a good run! All movements in the station area were fully signalled, and controlled by a mechanically interlocked lever frame.

The layout was illuminated for night-time running, with the main room lights dimmed accordingly. Night-time running was no less interesting than daytime from an operational point of view. There may not have been the prestigious express trains running about, but there was still plenty to occupy the wee small hours. This was when the steam-age railway prioritised long-distance freight and parcels workings, as part of the hub-and-spoke method of operation to serve the next day final deliveries – the Amazon of its day. As can be seen from the timetable, the night-time operations duly featured such workings, together with the sleeper trains and a few late night/early morning services for the bleary-eyed traveller. The loco depot was kept equally busy, both serving these trains and preparing the locomotives diagrammed for the first

morning departures as the new day dawned.

A battery-operated wall clock was modified so as to be capable of being started and stopped by a switch alongside the control panel. 'Start the clock!' would be the cry, and the operating session would commence, the clock duly being stopped whenever the session ended. All stock was thereby in position for the restart later that day, the next day, a few days later... whenever that may be. A visitor such as myself would thus arrive to find the timetable ready to start at 7.30 on a Wednesday evening one session – and 3 o'clock on a Saturday morning the next!

The layout's legacy

This article has, sadly, had to be written in the past tense, as Dad died on 22 May, aged 89, and the layout was dismantled immediately after the accompanying photographs were taken. Hopefully, the layout details and the emphasis on operation will be of interest, nonetheless.

'Train out of section' may have rung for one final time, but the father and son operating sessions imbibed an equal fascination with prototype layout operation, which I strive to emulate in my own layout modelling projects.

A work of fiction in OO9

Compass Point

CHRIS O'DONOGHUE

describes this coastal narrow gauge vignette, which will be in action on 17 & 18 October at the 41st Uckfield Model Railway Exhibition.

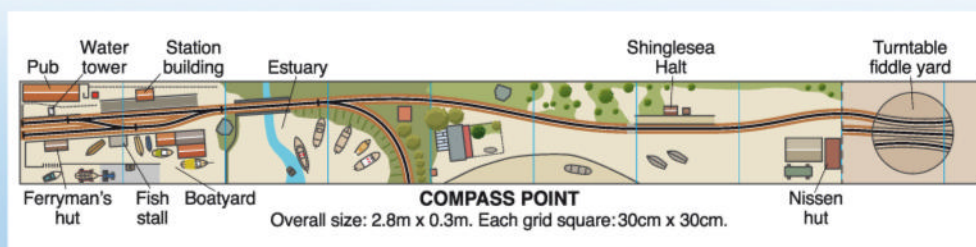
Photography by the author

I have long thought that many layouts suffer from too much trackwork and not enough scenery. I know it's tempting to put down lots of rails, but unless you are modelling Clapham Junction, it just doesn't look right. After all, most railways tend to run through the landscape, not dominate it.

Therefore, my idea for *Compass Point* was to have a simple track plan – just a run-round loop and a single siding (all track is from the Peco OO9 range), with a quayside inspired by Rye Harbour, this being a place close to where I live. There would be a boatyard and pub at the front of the baseboard, with glimpses of the railway behind. Still keeping it as simple as possible, I planned to have a rudimentary fiddle yard off to the right. But, like the best laid plans, things were bound to change...

The project grows

I had been looking at harbours, boatyards and places next to the sea for reference, and I came across Cockwood Harbour near Exeter in Devon. It has a wonderful, long, straight causeway along the side of the estuary. Trains (standard gauge) are regularly pictured running over this stretch



of photogenic track. I decided I would extend the length of the planned layout (to 2.4m) to re-create this, albeit on a much more modest scale.

My original plan was to have the causeway curving, in a sweeping arc, towards the right-hand end, so I could fit a 'fiddle stick' at a right angle to the layout. Then I would be able to play trains at home from the comfort of my swivel chair. At this stage, I had no intention of exhibiting *Compass Point*, but a fellow member of the Greenwich group, Richard Glover, offered to loan me a spare turntable fiddle yard. A new point was inserted so the track continued in a more or less straight line. I now had a terminus-to-fiddle yard layout, so was in a position to accept invitations to exhibitions.

A variety of influences

Although it is meant to represent Rye Harbour, influences for the structures on *Compass Point* have come from different locations.

As mentioned, the causeway is from Devon; the ferryman's hut is a copy of the one at Walberswick in Suffolk; the fish stall is influenced by those at Dungeness in Kent, and Hastings in Sussex; and the boat-builder's yard brings back memories of when I first learned to sail in Poole Harbour in Dorset. Finally, the water tower is a copy of the one at the terminus of the Fairbourne Railway in Wales, sadly now demolished.

An O-4-0 tank locomotive of Fletcher Jennings outline hauls a short train of sheep wagons across the causeway.



◀ The yacht on the scratch-built launching trolley was made from a cheap ornament.

The intermediate stop of Shinglesea Halt was inspired by Wingham Colliery Halt on the East Kent Light Railway.

The layout is meant to typify a coastal peninsula, so most of the ground cover is sand. As the tide is out, weed growth is a mixture of green and brown scatter material, suitably weathered. The ribbon of estuary, running out from under the causeway bridge, is a piece of clear plastic sheet painted with acrylic medium to give it a 'wet' look.

I was going to make my own backscene, using printed sheets, but it was difficult to conceal the joins. Then I discovered a company nearby that can print large-scale film posters. I supplied them with a panoramic photo I had taken on the beach near where I live, and they produced a beautiful sheet, printed on vinyl and backed with 3mm styrene, which looks fabulous – a moody sky that threatens a change in the weather.

Boats, cars and figures

The Russian company Zvezda produces a beautifully moulded medieval lifeboat, which was the basis for three of the craft in the bay. Cornwall Model Boats has a few lifeboats that can be used, so a number of those have found their way into the boatyard and the bay, suitably adapted. However, three of the craft started very differently. These are the two yachts – one covered in the yard, the other on the scratch-built launching trolley - and the cabin cruiser in the yard.

They began life as cheap ornaments that you find in gift shops – overscale fishing boats, festooned with too much rigging and thick mesh nets. What I did with these was strip off everything back to the hull, and re-shape them with files and sandpaper until they were more realistic. Then, I built up the superstructures with styrene sheet, cocktail sticks for spars and thread for rigging. Once I was happy, I painted them with Humbrol enamels. I have also produced four small rowing dinghies, from scratch, using styrene sheet.

The other thing that I think is really important is to have the boats moored and tied up correctly. So often I have seen a layout with a harbour, river or canal with very nice boats with no mooring lines – they would float away!

There are several vehicles dotted around the layout, some kit-built and others the remarkably good Oxford Diecast examples – all are weathered.

Figures are from a mixture of sources, but I have tried to group them in realistic cameos. Joan Spratt is talking to two fishermen about what she needs for her fish stall. Her husband, Jack Spratt, is being



▲ Joan Spratt runs a fresh fish stall adjacent to the station, and is seen talking to two local fishermen.

questioned by another pair, dressed in full oilskins and sou'westers – rather suspicious on a warm sunny day? Mr Forte, the ice cream seller, is supplying ices to a nanny and her two charges. Meanwhile, Fred Mitchell, the boat-builder, is in conversation with the owner of the boatyard and railway, Captain Salt, along with a couple of his workers and a motorcycle despatch rider. In the bay, Captain Valiant, Private Rankin and two workers are dealing with an unexploded bomb that has been found in the sand and mud. They are being photographed by the local newspaper reporter, Sam Scoop. Over on the bank, Ben Twitchett, the birdwatcher, is watching oystercatchers through his binoculars. (More about these characters anon.)

Locomotives and rolling stock

Although I had a number of locomotives and wagons from those that I had used on my previous exhibition layout, *Nottery Quay*, not all were suitable for *Compass Point*. Also, I had become interested in 3D-printing and found, on the now defunct Shapeways site, a designer called Tom Bell, who traded on there as Tebee. I started buying his locomotive bodies, which fit neatly on Kato chassis, as well as various carriages, including an exquisite open coach with beautifully detailed, individually slatted



▲ Dwellings made from grounded coach bodies are common in the Dungeness area, close to Rye Harbour which inspired the layout.

seats. In addition, I use various wagons, already in my stock box, including a bogie wagon carrying an unexploded mine.

Taking on a life of its own

I mentioned that I would say more about the figures. I had written about the development of the layout on a railway modelling internet forum (ngm-online.com). Then, as the characters I had invented began to take on a life of their own, I started writing *The Chronicles of Compass Point*. Very soon, this story developed beyond a mere record, and turned into a full-blown novel called *Blood on the Tide* (the first of seven crime mysteries so far).

So, that is the story of *Compass Point*: a bit of fun that was built for home operation, developed into a successful exhibition layout, then became the inspiration for a detective novel.

See it at Uckfield

Compass Point is one of the layouts that are booked to appear at this year's Uckfield Model Railway Exhibition, which will be taking place over the weekend of 17 & 18 October. For further details, see Societies & Clubs, or go to: www.uckfieldmrc.co.uk

‘Nearly Ready-to-Run’ in 1:101.6

Modelling a Class 66 in 3mm

Supplied with a single-piece bodyshell and a motorised chassis, the 3mm Society kit for a Class 66 diesel locomotive provides an ideal Privatisation-era entry point for modellers working in this scale.

DAVE BATES tells how he painted, lettered and weathered his example to depict a member of the Direct Rail Services fleet.

Model photography by the author



▲ The model finished as 66 108 in Direct Rail Services blue livery.

Modelling diesels and electrics is a niche interest in 3mm, with the majority of 1:101.6 scale modellers erring towards the steam and diesel transition era. Notwithstanding that, a small but growing number of 3mm modellers are looking to the BR blue era and, to a lesser extent, BR Sectorisation. However, very few have set foot into the realm of modelling the Privatisation period.

In recent years, the opportunity to model the post-steam era in 3mm has been enhanced greatly by the arrival of Lincoln Locos, this specialist first supplying resin cast bodyshells, then 3D-printed bodyshells and, more recently, 3D-printed motorised chassis and power bogies. Historically, many diesel classes exist in the scale as etched brass kits, which are fine for modellers who have the skills and inclination to embark on such builds, but the availability of single-piece bodyshell kits and motorised chassis has provided something of an accessibility revolution for 3mm.

The kit

As part of celebrations for the 3mm Society to mark its Diamond Jubilee in 2025, the organisation commissioned from Lincoln Locos a batch of 3D-printed ‘Nearly Ready-to-Run’ Class 66 locomotives. These were marketed and sold through the society to members.

To date, I have completed three of these models, with this article describing my most recent example, presented as



66 108 in Direct Rail Services blue livery.

The basic kit comprises a single-piece bodyshell, separate printed exhaust silencer, and a motorised chassis (12mm gauge), with a central motor

▲ The real 66 108, seen heading the 6E73 Shap Summit Quarry to Doncaster Decoy Yard on 6 March 2025. Photo: David Price

driving the outer wheelsets of each bogie (so in model form this Co-Co is in fact an A1A-A1A). Considered to be a ‘Nearly

Ready-to-Run’ model, it comes with all the key items supplied, with just the finishing to be completed by the modeller.

1



▲ The ‘Nearly Ready-to-Run’ Class 66 locomotive in its as-supplied state, with a single-piece unpainted bodyshell and motorised chassis.

The kit is also supplied with a pack of 3D-printed details, together with buffers, air pipes and printed clear glazing. Pilot holes are incorporated into the bodyside print to help the modeller make and fit wire handrails (not supplied) for the cab doors and front end.

The supplied parts also include options to fit cosmetic full bufferbeams or two-part bufferbeams, the latter having provision to mount Bachmann OO gauge small type tension-lock couplers (also supplied). The bufferbeams can be interchanged easily, so the exact configuration can be altered.

66 108 was one of five DB Cargo Class 66/0 original configuration locomotives that spent the early 2020s hired out to Direct Rail Services, and carried that company's distinctive dark blue livery and compass logo branding.

Since the society model is of the early 66/0 type, it presented an opportunity to model (correctly) one in the DRS livery, because the existing DRS home fleet of 66s are all of the low emission type, which have significant detail differences from the 66/0.

Painting

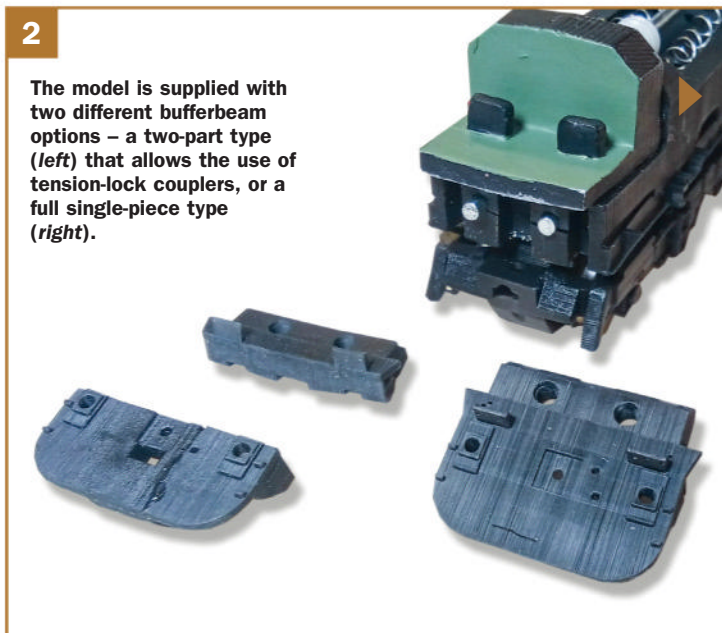
The finishing work comprised painting and decals, followed by making and fitting wire handrails. Weathering came next, followed by two coats of matt varnish from an aerosol. The final task was fitting the glazing, although it was my personal preference to make and fit my own flush-glazing in place of the supplied printed glazing.

My painting and weathering was completed by hand using acrylics. I started with two thin coats of primer: in this particular case, light grey primer. I then built up the main blue livery element with about eight thinned coats of Humbrol ref.104, which is a close match for DRS blue. By using thinned paint, although numerous passes were required to build up the colour depth, a pleasing finish was achieved that kept the details crisp.

With the base blue livery element applied, I masked off the front yellow warning panels and around the black main body grilles, and painted the blue along the tape edges to seal them to mitigate against paint

2

The model is supplied with two different bufferbeam options – a two-part type (left) that allows the use of tension-lock couplers, or a full single-piece type (right).



bleed underneath. Once these additional livery elements had been completed, I masked off the roof to add the black section.

When I paint black areas on locomotives, I start with a thinned coat of matt black, then finish with one or two thinned coats of Railmatch ref.2412 weathered black. Since I always weather my models, this forms a good base. The yellow warning panels were applied as many thinned coats of Humbrol ref.RC407 (although it should be noted that the RC – Rail Colour – range is now discontinued).

With the silencer supplied as a separate item, I painted and weathered it before fitting it in place, this not being done until the bodyside livery had been completed.

Details such as the light clusters, multiple working sockets and moulded handrails on the chassis were picked out using fine detail brushes.

Wire handrails from 0.33mm diameter nickel silver rod were

made and painted off the model, then fitted after the main livery was completed, and any touching in was carried out at the same time. Buffers and air pipes were also painted off the model before fitting.

Transfers

The areas where the decals were to be affixed had thinned gloss varnish patches brushed on, and in the case of the corrugated bodyside, two coats were applied. The corrugated bodysides of the Class 66 are challenging to say the least for decal application, so I added plenty of gloss varnish and let it harden off for at least a week before attempting to add the decals in this area.

Railtec Transfers produces 3mm scale waterslide decal packs that cover three of the five hired-in 66/0 locomotives, and also supplies 3mm scale orange cantrail overhead electrification warning lines.

Most of the transfers are very straightforward, but with the

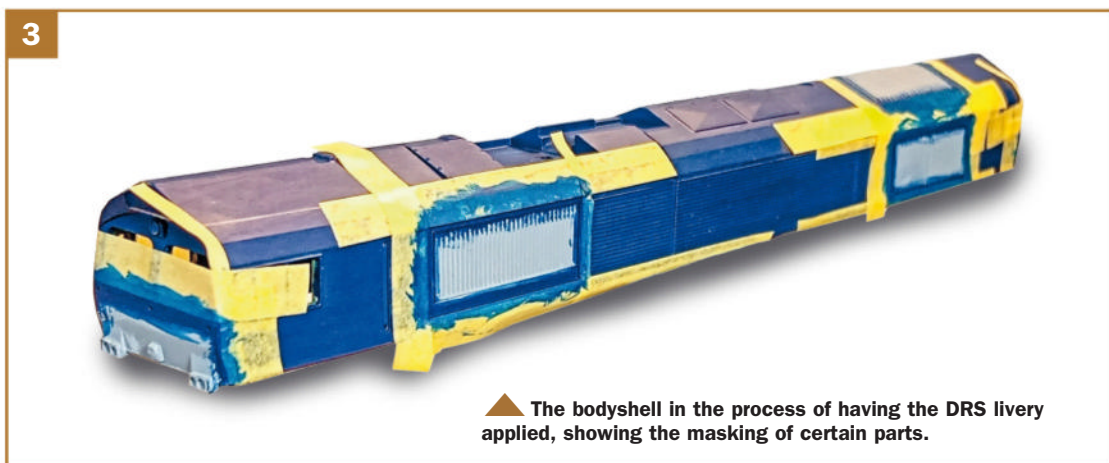
orange cantrail lines, I elected to cut them into smaller, more manageable lengths. Cocktail sticks, and small brushes loaded with water or Humbrol Decalfix, were useful for straightening lines that showed any tendency to become misaligned.

Next came the most difficult part: the DRS logo branding decals on the corrugated bodysides. The reason for a good protective layer of gloss varnish was that a lot of Decalfix was required, so it helped protect the livery underneath, as well as giving the recommended surface for waterslide decals.

First, the decal had all excess carrier film cut away with a sharp blade, to reduce the amount of clear carrier film. The transfer was then floated into position with a brush loaded with Decalfix, and was then adjusted into its optimum position, again with cocktail sticks being very useful. Then, a wetted cotton bud was rolled over the decal to bed it into the corrugations. (This rolling process can displace the decal from its desired position, in which case, more Decalfix can be introduced with a small brush to float it off again, with the process repeated until it's in the desired position.)

Once it was down correctly, I added more Decalfix with a small brush to provide maximum softening. The trouble was that, as it set, the transfer naturally wanted to flatten out, lifting gradually from the bottoms of the corrugations. Therefore, rather painstakingly, I used a sharpened cocktail stick to prod the decal back into the bottoms of the corrugations approximately every 20 to 30 minutes, sometimes also doing

3



▲ The bodyside in the process of having the DRS livery applied, showing the masking of certain parts.

4

A close-up of the transfer for the Direct Rail Services logo, which was applied to the corrugated bodyside.



the cotton bud rolling trick, over a period of a couple of hours as it set.

It was a process of diminishing returns, though, because more intervention meant a greater likelihood of damaging the decal. In the end, there was some silvering present on the carrier film, so it was a case of touching in with paint with a very fine detail brush to mitigate this. And some of the areas of the decal still lifted from the bottoms, so it was always going to be a compromise.

With the decals given 24 hours to harden, they were protected with another coat of gloss varnish, which was then left to harden for 48 hours.

Weathering

To begin the weathering, I brushed on slightly thinned

Windsor & Newton Artist's Acrylic Matt Varnish, as a weathering key, with another 48 hours to let it set.

Starting with the underframe and bogies, weathering was mainly about applying washes of frame dirt, starting weak and building it up gradually, giving it time to dry to assess the look, comparing it with photographs of the prototype. Additionally, a weak wash of weathered black was added around some of the details such as axleboxes, with stronger washes along the top of (and streaking down) the fuel tanks, to represent oil leaking from cracked engine sealing plates and also fuel spills around the filler valves.

On the bodyside, the panel lines, door shuts and other disrupters had a light grey wash run in from a very fine detail

5



A view of the finished locomotive, showing the end with split bufferbeam and tension-lock coupler fitted.

brush. I normally go for a weathered black or similar for this element of weathering, but as this was a very dark base livery, I used a lighter colour as a highlight.

Various strength washes of frame dirt were next let into the main grilles, then darker grey/black mixes, to add some tonal variation, with heavier weathering to the bottom third of the grilles, as per photographs of the real locomotives.

The dirt patinas on the roof and bodysides were added by using cut-up foam washing-up pads to dry-brush mixes of various dirty greys along the roof area, and weathered black around the diesel exhaust and roof fan grille outlet. Matt black was dry-brushed in the immediate vicinity of the

exhaust outlet, and blended back with more weathered black.

The silencer had the light corrosion added by dry-brushing before it was fitted, then the diesel sooting was added after fitting. Gunmetal paint was dry-brushed on the roof fan grille outlet, together with some of the raised detail on the bogies and underframe to enhance the detail.

After a few days for all the weathering to harden, the bodyside was given two coats of aerosol matt varnish, to blend everything together and tone it down.

Glazing

Instead of the supplied printed glazing, I used my own home-made variety, which I cut from 0.6mm clear plastic sheet. Each part was fettled individually so that it was a very slight push-fit into the aperture. The glazing was held in place by introducing thinned gloss varnish from the inside using a fine brush, this running around the edges by capillary action.

It is also worth noting that all window apertures were painted matt black, and that all cut glazing edges had a black permanent marker pen run around them before fitting. This reduces the perceived frame depth and mitigates the prismatic effect that can occur.

Further information

The 3mm Society kit for the 'Nearly Ready-to-Run' Class 66 is available via the 3mm Society website priced £180.00, whilst a wide range of resin-bodied diesel locomotive kits for 3mm scale (and TT:120) is obtainable from Lincoln Locos.

www.3mmsociety.org.uk
www.lincoln-loco.co.uk

6



The finished 66 108, pictured 'in the wild' on the author's 3mm scale micro layout.

10mm scale narrow gauge in the snow

Penrhyn Quarries

*In seeking to design a model railway that could be exhibited easily, and which would demonstrate his skills at making realistic terrain while also standing out from the crowd, **BILL FERGUSON** turned to his long-held passion for the Welsh narrow gauge to find a solution.*

Photography by Tim Croton



My passion has always been for narrow gauge railway lines, especially those in Wales, so I knew my next layout would have to reflect that interest. However, I then had to think about what scale to use.

Given my ageing eyesight, I realised that 10mm:ft or 1:32 scale would provide a decent option, as I would be able to see the rolling stock, trackwork and material I was working with much better than would be the case with OO9.

Also, there are not many narrow gauge layouts in this scale, so I thought that would make the project more interesting both for me to build and for people to look at, were my layout to be invited to model railway shows.

Choosing a prototype

I mulled over the idea of using a Welsh slate mine setting for my layout. I had already

▲ Two workmen warm their hands over a barrel brazier while a Hunslet Port Class 0-4-0ST with cab, dumb buffers and Dinorwic Quarry-style red paintwork stands outside an engine shed with snow on the roof and icicles hanging from the eaves.

acquired quite a few books for my library on such lines over the years, so I started to look through them to find a suitable prototype. The buildings at the Dinorwic Quarry in Llanberis were ideal, and these, combined with the locomotives and rolling stock from Penrhyn Quarry in the Ogwen Valley, near Bethesda, looked like they could be a good mix.

▲ A Bagnall 0-4-0ST makes its way through the snow and ice, its semi-open cab affording little warmth for the driver. Dinorwic Quarry had one such loco, *Sybil*, while Penrhyn Quarry had two, *Skinner* and *Sanford* – though the latter was converted into a brake van!





▲ A freelance 0-4-0ST with inclined cylinders similar to those of Penrhyn Hunslet Main Line locos *Charles*, *Blanche* and *Linda* – this unique design aspect being to allow enough clearance for the crankpins – takes water while conveying some quarrymen to the workings.

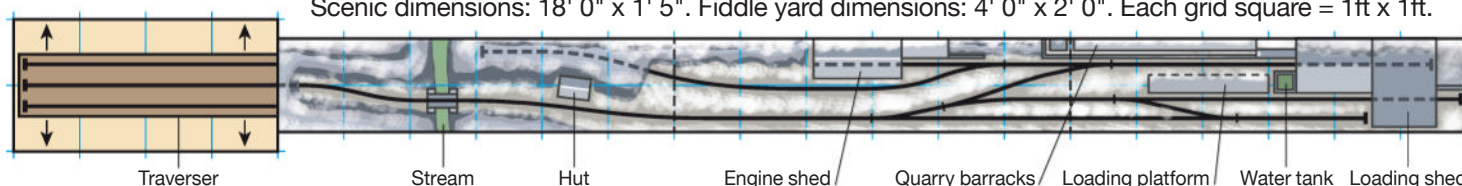
But then came the question: in what season should I set the model? I had pondered over the idea that either autumn or winter might prove an interesting challenge, and then my wife Jane, who accompanies me when going around exhibitions, said she thought winter would be best as there are not many layouts with snow on them.

The size of the layout was dictated by the size of my large shed. I went for three individual 6' x 1' 5" baseboards to provide the scenic area, and one 4' x 2' fiddle yard board, with a traverser-type arrangement.

◆ A freelance loco with similarities to the 1908 Thomas Green & Co. of Leeds 0-6-2ST *Barber* – built with a low enclosed cab for use at Harrogate Gasworks and now at the South Tynedale Railway – emerges from the mine tunnel with trucks full of rubble.

PENRHYN QUARRIES

Scenic dimensions: 18' 0" x 1' 5". Fiddle yard dimensions: 4' 0" x 2' 0". Each grid square = 1ft x 1ft.



Rock face modelling



▲ In forming his quarry rock faces, Bill first glued insulation blocks down on the baseboard to form hillsides.



▲ He next carved the blocks to resemble the jagged appearance of slate mine workings.



▲ Bill then painted his carved rock faces with grey emulsion as a base coat.



◀ When the base coat had dried, he next covered the model rock faces with a rinse of black poster paint to add depth, before dry-brushing them with a light grey acrylic to highlight and enhance the look of the rocks.

▶ After laying snow powder mixed with white glue and water to the consistency of icing in various thicknesses, Bill also sprinkled some loose white grains over the top to help achieve a powdery snow look. The waterfall was made by taking a hot glue gun and dragging the glue down the rockface to represent tumbling water.



▶ A layout scene capturing the atmosphere of groups of shivering quarrymen seeking a little shelter from the winter cold among the slate-built sheds and railway water tower, the latter speckled with patches of moss and lichen.

The baseboards were made from 18mm plywood with 10cm framing. I then added home-built table legs, with adjusters fitted to cater for uneven floors and which could be dismantled for ease of transport. I also fitted framing for the name board, with lights overhead, and cloth skirting was later added to hide the legs, storage boxes and so on for when the layout was being exhibited at shows.

Track and electrics

The track I used is Peco O-16.5 and this was laid down on 18mm plywood. PCB sleepers were then added at the edges of the baseboards, and the rails were soldered to these so that they would line up when the boards were taken apart and subsequently reconnected.

Wires were then passed through from board to board using multi-pin connectors, and each baseboard was provided with its own control panel. The wiring was designed in such a way that the layout could be run by one person. The controller is a Gaugemaster Walkabout unit, so both ends of the layout can be reached by the operator with the controller to hand. Peco points are used, and these are changed by piano wire running through a tube to a sliding switch.





▲ A Kerr Stuart Tattoo Class 0-4-2ST similar to the 1917 former contractor's loco *Stanhope* that ran at Penrhyn Quarry, as well as the 1921 Corris and Talylyn railways No.4, now named *Edward Thomas*, shunts a motley collection of slate slab wagons.

◀ A layout cameo scene of workmen beginning to load neatly cut and finished slates into a typical crate-type slate wagon. An adjacent wagon has already been tightly packed with roofing material in tried and tested fashion to help prevent breakages.

then added to the rocks in various thicknesses to mimic real snowfall. When I was happy with the result, I sprinkled some loose grains over the top to help achieve a powdery look. This was done whilst the base snow 'icing' was drying, so that the powder stuck and had a more realistic appearance. Representations of tree remnants were added using bits of real tree roots.

The waterfall was made by taking a hot glue gun and dragging the hot glue down the rock face to represent falling water. On top of this, I added Woodland Scenics E-Z Water and textured it by using the hot glue gun tip. The rest of the E-Z Water was then left to settle to represent the upper and lower levels of the river.

Hunslets *Cackler* and the Penrhyn Main Line-style loco double head a train of rubble trucks and a gunpowder van past the quarry barracks.



Shaping the landscape

In forming the landscape, Kingspan insulation blocks were glued down to the baseboards and then carved to look like slate mine workings. This was an idea I came across whilst looking at videos on YouTube themed specifically on how to build layouts.

The carved blocks were then painted with grey emulsion as a base coat and, when dry,

were next covered with a rinse of black poster paint to add depth. When this, too, had dried, I dry-brushed a light grey acrylic onto them to highlight and enhance the look of rocks while adding an appearance of depth.

The snow was made by mixing Woodland Scenics snow powder with white glue and water to the consistency of icing. This was





▲ A De Winton vertical boiler loco hauls a pair of coal wagons past an icy rockface. Built in Caernarfon, these engines were precursors of Quarry Hunslets at several North Wales sites.

Constructing the buildings

The carcasses of the various buildings were made with foamboard. Next, individual and differently sized blocks, representing slate, were cut from a foam sculpting block before being glued on one at a time using wood glue.

Once these had dried in place, grey emulsion paint was added all over as a base coat. Once this emulsion was dry, I painted some of the blocks different shades of grey for contrast and greater realism. 3D-printed windows and doors were then added to the buildings.

Dinorwic Quarry 1898 Tram/Mills Class Hunslet 0-4-0ST Cackler, its driver at least having the luxury of a larger enclosed cab, makes its way along a snow-covered embankment and over a short iron bridge with rubble wagons.



The roofing slates were made from artists' watercolour paper, which is a bit thicker than normal paper, and these were also glued on separately and painted grey. After these had dried, a black ink wash was applied to give shadow and depth. Finally, the illusion of moss and lichen was added using pinches of static grass.

Locomotives and stock

When it came to sourcing locomotives for the layout, I commissioned Mick Davies and Nick Dunhill to build my first two chassis, which were made from nickel silver etches. I then added 3D-printed boilers and cabs in plastic and resin to represent the two smaller Hunslets.

All the other locos were completed by me, either using further nickel silver chassis etches by Mick, or ready-to-run chassis from Fleischmann. These locomotives were again completed using resin and plastic boilers and cabs. Smoke units were added later for effect.

The wagons were all 3D-printed, some by myself in plastic and some in resin by the company 3D Factory Locoworks. When it came to running gear, brass bearings were pushed into the axleboxes, then the wheels were fitted.

For realism, a variety of wagon loads were then added. These comprise slates, slate blocks, rubble, spoil and coal. I also made a water bowser and a gunpowder wagon. All couplings are Kadees, and magnets were added between the tracks to uncouple at various points.

Acknowledgements

Mick Davies – *Nickel silver etching*
 Nick Dunhill – *Chassis construction*
 David Smith – *Lathe turning*
 Gordon Gravett – *Scenic input*
 Mark Holcroft – *3D-printing*
 3D Factory Locoworks – *Wagons*
 My wife Jane – *Artistic input*

Forthcoming exhibitions

Where to see Penrhyn Quarries

Saturday 26 & Sunday 27 September –
 Stafford Railway Circle show at Bingley Hall, Staffordshire County Showground, Weston Road, Stafford ST18 0BD.

Saturday 24 & Sunday 25 October –
 Rail-Ex Taunton 2026 at Taunton School, Staplegrove Road, Taunton TA2 6AD.

See *Societies & Clubs* pages in this issue for further details.

Horncastle

SIMON STEWART *explains how he took a real Lincolnshire branch terminus and changed its history, imagining how it may have appeared had it remained open into the 1980s.*

Layout photography by the author

The short branch line from Woodhall Junction to Horncastle opened on 17 August 1855. It was owned by the Horncastle Railway Company, but was operated by the Great Northern Railway until both companies were absorbed into the London & North Eastern Railway in 1923. The line was an instant success and made a profit during every year of the company's existence.

However, after World War II, the line started to struggle against growing competition from local bus services and car ownership, and as a result, passenger services were withdrawn in 1954. Freight traffic, generally oil, fertilisers, animal foodstuffs and coal, kept the branch open, but it finally succumbed in April 1971, when the GNR loop line from Lincoln to Boston

and Spalding, to which the branch connected via Woodhall Junction, also closed.

Just supposing...

What if the Horncastle branch and loop line had survived and were still operational into the 1980s? This would have allowed passengers good connections north via Lincoln, and south via Peterborough. From Boston, passengers could also head east to the coast, or west into the Midlands and beyond.

The main factor for the branch surviving would have been its freight traffic, predominantly with agricultural services, in

Class 25 diesel 25 309 arrives with a consignment for the UKF fertiliser depot.





▲ A Class 31 awaits departure with a rake of assorted vans. The station building was scratch-built by professional modeller Howard Leader.

A Class 114 DMU is essential for any BR-era layout set in Lincolnshire: these units spent most of their lives in 'Bomber County'. This model is by DC Kits. ►

the form of grain, fertiliser, sugar beet (seasonal) and other agricultural by-products. I have also surmised that there would be a limited Ministry of Defence service supplying Royal Air Force bases, of which Lincolnshire had its fair share.

Most of the freight would have been local trip workings from Lincoln or Peterborough, which would have originally come off one of the Speedlink network services.

Passenger services would generally be in the hands of LN (Lincoln) allocated Class 105 or 114 Diesel Multiple Units, although





▲ In this alternative history, agricultural freight traffic has kept the branch alive: 37 221 arrives with Polybulk bogie grain hoppers.

the odd Metropolitan-Cammell unit may make an appearance. With just one unit a day required to work the branch, this would connect with Lincoln to Boston services at Woodhall Junction.

Why Horncastle?

The idea to model Horncastle came from a picture found in *British Railway Goods*

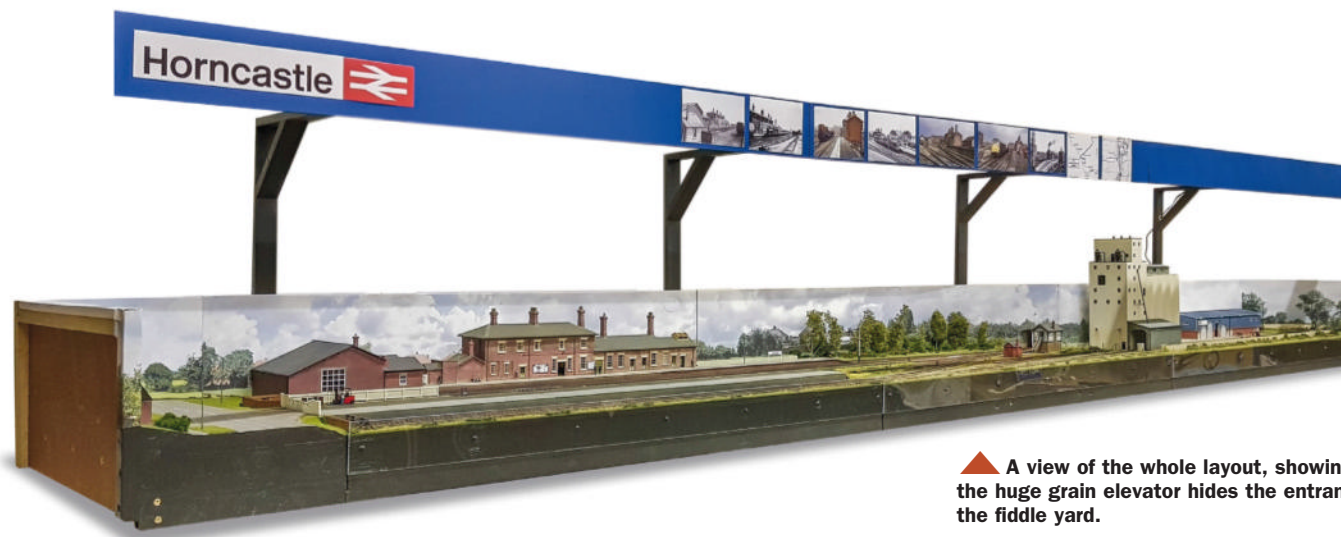
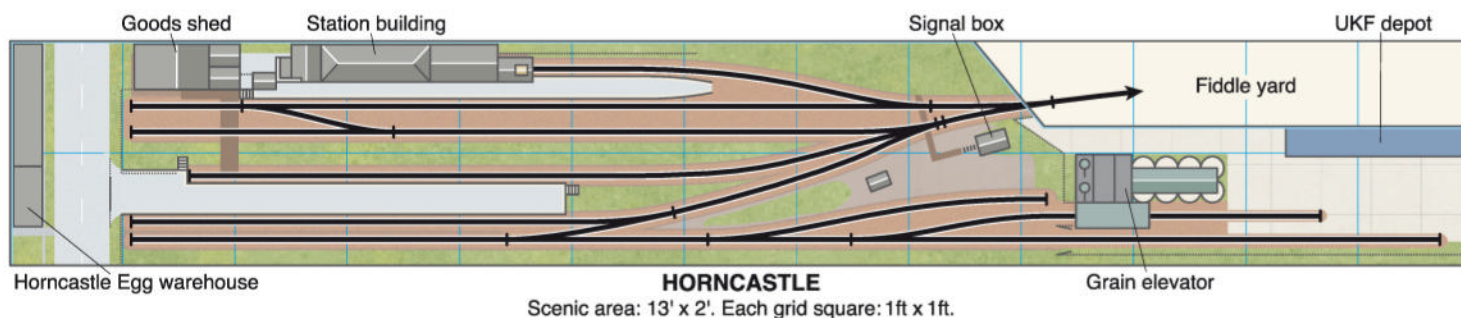
Wagons in Colour 1960-2003, which showed a Class 31, in BR blue but with pre-Total Operations Processing System numbers, on a short freight waiting to return to Lincoln. After doing a bit of digging and finding track plans, it soon became apparent that the station could be made to fit, with a little compression, into a 12' x 2' space, which happened to be the only space available to me at that time.

My idea was to use the general layout of the original track plan, with some track rationalisation as would have been the case

by the early 1980s, but also have some new track laid to two new buildings – a large grain silo and a UKF fertiliser depot. These would help conceal the fiddle yard area behind, which would use a cassette system.

Baseboards and trackwork

After drawing up a plan, three 4' x 2' boards were constructed from 12mm ply supported by 100mm x 15mm timbers. This was my first attempt at building baseboards, so they have no fancy woodwork, but have proved to be sturdy without being too heavy.



▲ A view of the whole layout, showing how the huge grain elevator hides the entrance to the fiddle yard.



▲ One of the UKF staff is about to start up the depot forklift truck to unload the shipment of fertiliser from the wagons.

Having decided that the trackwork should be as realistic as it could be, but not having the relevant skills or knowledge to build points at the time, I used Marcway Models points along with C&L bullhead flexible track. Droppers were soldered to the bottom of each rail before glueing into place, so as to ensure no wires would be showing once ballasting was completed. Points were originally operated by SEEP motors, using the switches on the motors to change the polarity of the frogs. But, after a while, these proved to be unreliable, so they were all replaced with Cobalt slow-speed motors, which have proved very reliable, so far.

Ballasting was carried out using the usual tried and tested methods, the ballast used being a mixture of different colours of Woodland Scenics fine grade. This was then weathered using an airbrush, whilst areas where locomotives or units stood for long periods of time were given a coat of oily grime via an airbrush and dry-brushing.

▲ The UKF fertiliser depot is a modified Hornby model, with one of the doors opened to display the interior detail.

The size of the grain elevator – made from a Walthers (American HO) kit – is apparent as it dwarfs a Class 08 diesel shunter.





▲ D4075, a Class 10 – the Blackstone-engined version of the Class 08 – at Horncastle on 19 February 1970. Photo: Colour-Rail

Structures

Buildings are a mixture of scratch-built, kits and proprietary. The UKF depot is a Hornby industrial unit, cut in half along the roof ridgeline and then placed side by side to produce a half-relief building. One of the shutter doors was cut out, with crates of fertiliser sacks on view through the opening. The grain elevator is one of the very recognisable Walthers kits, with lights and other small touches added. The signal box is another Hornby product, with interior detail and lighting added. A little work had to be

The Class 114 unit approaches the station with another shuttle service from the main line connection at Woodhall Junction.

carried out to change the door and stairs to the other end, to match the prototype.

The goods shed at Horncastle was slightly unusual, in that it was located alongside the station building, with access to it via a mini turntable on the run-round loop. Some time after the station closed to passengers, a local tyre distribution company took over the building, and proceeded to brick up and fit a large window where the entrance door once stood. It is in this condition that I decided to model it, seeing as most goods sheds had been put out of use by the 1980s. Construction was using foamboard overlaid with Slater's brick-embossed Plastikard.

The Horncastle Egg warehouse across the road from the station was constructed in a similar fashion to the goods shed. This building is located on an extra board that was constructed shortly before the layout





was finished, to help complete the scene of the station area, as most pictures seen of Horncastle usually have this building in the background.

With no available drawings, brick counting from photographs was the only option left to create a design for the station building. After

The distinctive Horncastle Egg warehouse, and the goods shed, were both scratch-built from foamboard and Plastikard.

▲ **The Class 08 shunts a former Southern Railway Covered Carriage Truck alongside the former goods shed.**

making a start on the main structure of the building, I wasn't happy with how progress was going, so decided to turn to professional model builder Howard Leader after seeing his excellent work on *Lincoln Central* [Ed. See *RAILWAY MODELLER* August 2019].





▲ As the Class 114 sets off back to Woodhall Junction, a Class 31 waits in the loop to follow with Polybulk grain hoppers.

Howard has made a wonderful job of the building, including detailing the interior of the entrance lobby, mess room and train crew booking-on point, with working lights so that all the added detail can be appreciated from the platform. *[Ed. An article describing the interior detailing on the station building model was published in the December 2020 issue.]*

Locomotives and rolling stock

Powered vehicles and items of rolling stock are generally ready-to-run, with a good handful of kit-built items, including a DC Kits Class 114 and several types of wagons. All

Great Central Class A5 4-6-2T No.69808 with a Boston train at Horncastle on 29 July 1952.
Photo: J P Wilson/Rail-Online

have at the very least been weathered, renumbered and detailed, with some having been resprayed after detailing.

From the age of 16 and helping out on our club layout, *Gowts Bridge*, my couplings of choice have been screw-link or three-link couplings. I totally understand that they can be incredibly frustrating and some people don't like the 'hand from the sky' effect at exhibitions, but for me they are the only option, even if I do now have to put on the reading glasses to see what I'm doing. And, to be honest, it's a great way to interact with your audience when struggling to hook up a Class 31 to a VEA van at an exhibition!

Learning new skills

Horncastle is my first completed layout after getting back into the hobby, and has taken 14 years to complete, due to many reasons, including a house move, a new career and bringing up a young family. I've learnt many new skills along the way, made plenty of

mistakes and learnt from them (hopefully), and wouldn't be where I am now without the help of people like Howard Leader and Paul Ransome, whose knowledge and help have been invaluable over the years. And, lastly, a big thanks to my wife, Suzie, who has had to put up with me disappearing to the shed in the evenings for too many years to remember.

See it at Spalding show

Horncastle is booked to appear at this year's Spalding Model Railway Exhibition, which will be taking place at Springfields Exhibition Centre, Spalding, Lincolnshire PE12 6ET on the weekend of 31 October & 1 November. See Societies & Clubs for more details, or go to: www.spaldingmodelrailwayclub.org.uk





RAILWAY MODELLING *Explored*



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

THIS MONTH • Hands-free couplings in TT:120 • A Halloween-inspired cameo in OO

Sprat & Winkle autocouplings in TT:120

CALLUM WILLCOX describes how to fit proprietary TT:120 stock with Sprat & Winkle autocouplings to assist with hands-free operation.

The 'Terrier' and coaches used in this article, posed with the Peco TT:120 Ventnor West station buildings.

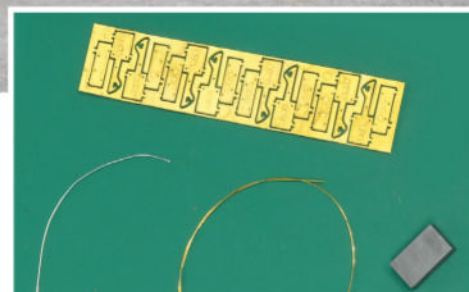


In contrast to the universal tension-lock or knuckle couplings fitted to ready-to-run models in OO and N, proprietary models in TT:120 from the likes of Hornby and Peco are equipped with European/Roco-style close couplings, which provide a sturdy connection between vehicles.

However, whilst these couplings are perfectly adequate for fixed rakes, operating on a continuous loop, their use on layouts which require shunting or running round (such as a marshalling yard or terminus) is somewhat limited. One alternative coupling method is Sprat & Winkle couplings, which operate using permanent magnets at strategic locations below the track – allowing all uncoupling operations to be carried out remotely.

To demonstrate what's involved, I've elected to equip the outer vehicles of a fixed rake of Stroudley-inspired four-wheel coaches from Hornby with this alternative hands-free coupling system, utilising a Sprat & Winkle

2mm scale trial pack (ref.T/ACN/3) from Wizard Models Limited. It contains everything you need to equip at least four items of rolling stock (if fitting couplings to both ends), along with a single magnet, ideal for installing as part of a terminus run-round loop. The work required only the minimum of modelling tools and materials, and was completed over the course of just a couple of evenings.



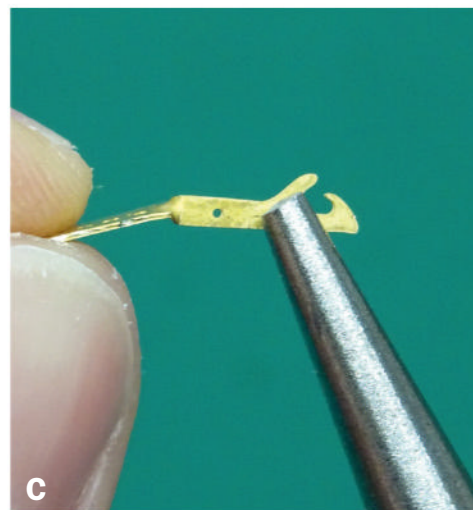
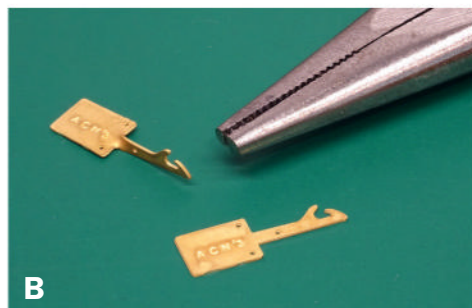
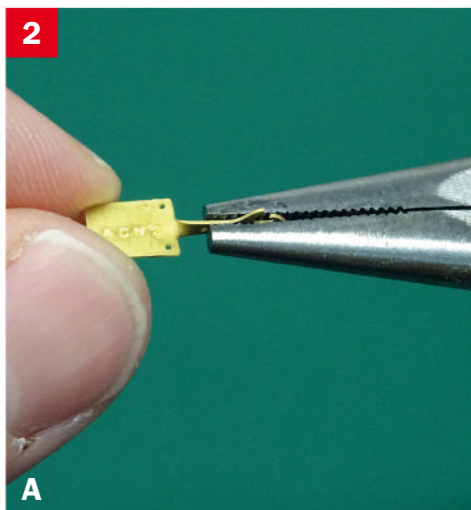
▲ The coupling hooks as supplied in an etched fret, along with wire and a magnet.

Preparing the rolling stock

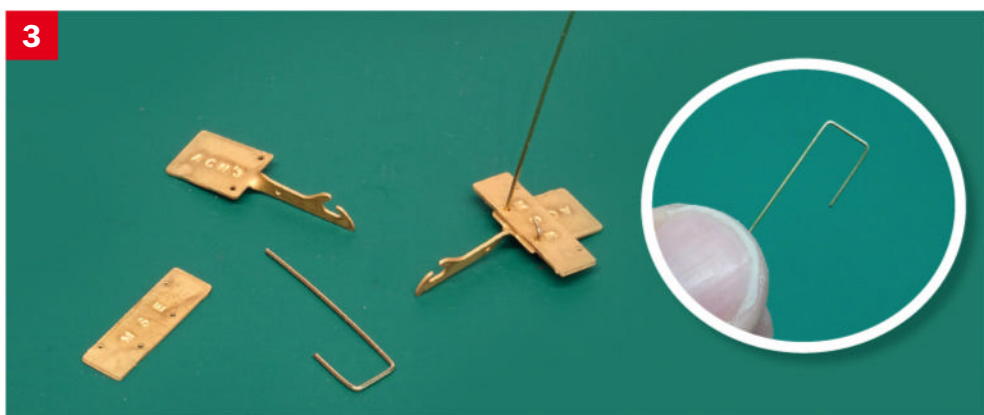
1 Removal of the original NEM coupling mounts is necessary to provide a clear, flat area for installation. On our example, these sprung assemblies were a simple screw and clip fit, requiring the removal of two screws (located just behind the headstock), followed by unclipping the mounting bracket – attached to the underside of the chassis behind the wheelset, with the latter having been removed to provide easier access. (Note – this process naturally varies depending on the model.)



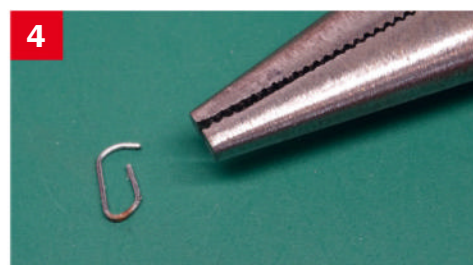
Assembling the couplings



Having removed the etched brass components from the fret on which they are supplied, and cleaned them, the coupling arms were twisted through 90° using a pair of pliers (A) until vertical (B). The latter was bent gently downwards at roughly a 20° angle from horizontal, to provide enough clearance with the carriage floor whilst disengaging (C).

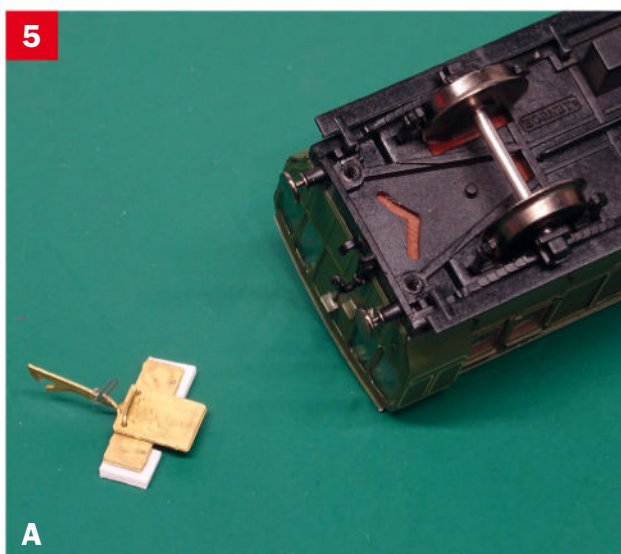


A staple shape was formed using the brass wire provided, with legs spaced approximately 4mm apart (inset). This was threaded through the coupling (from the underside), followed by the base plate using the openings provided, before carefully bending and trimming any excess to secure it in place – while ensuring the couplings sat level and pivoted freely in the vertical plane. (Alternatively, they can be soldered in place.)

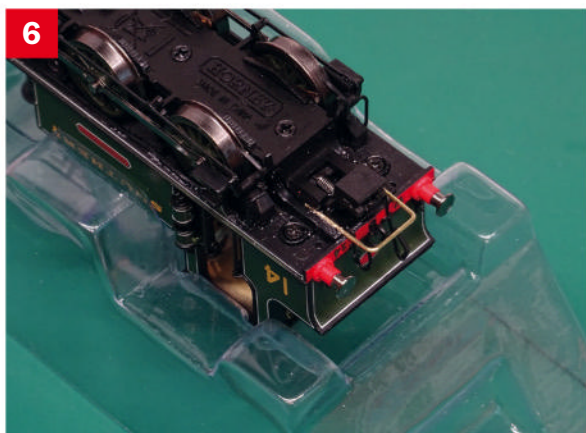


The couplings operate using a short length of soft iron wire, which pulls the coupling arm down when positioned over a track magnet – thus disengaging the coupling. Whilst a simple straight dropper (measuring approximately 5mm below the coupling) will suffice, I elected to fashion these in the appearance of a coupling chain link; once formed to shape, these were threaded onto the coupling arms using the locating holes provided, before crimping – allowing the loop to swing freely.

Fixing the couplings



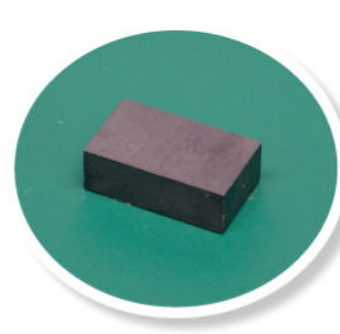
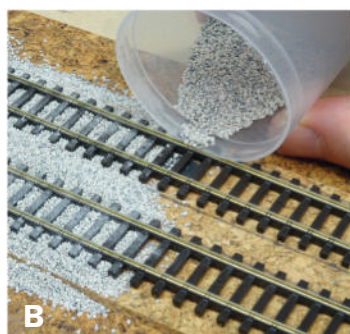
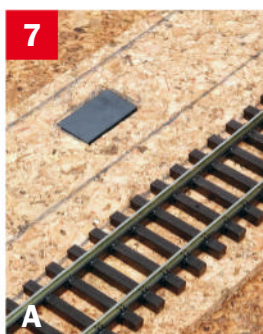
For reliable operation, Sprat & Winkle couplings must be mounted at a consistent height. These were attached to the undersides of the carriage chassis with the aid of mounts fashioned from plasticard (A), with the complete assemblies glued immediately behind and flush with the bottom of the headstocks using contact adhesive. Once in place, the couplings can be adjusted – ensuring the arms are balanced and match at the same operating height (B); a simple height gauge or nominated 'master' wagon/coach will help with this.



In my experience, modellers using Sprat & Winkles tend only to fit loops to their locomotives, with these in general being more discreet (allowing for details such as pipes and scale couplings to remain), and less modification being required for installation. Here, a simple loop formed from brass wire was fitted to the front and rear bufferbeams of a Hornby Stroudley A1X 'Terrier' 0-6-0T – these being formed using a similar method to that described in step 3, and attached to the underside of the chassis with contact adhesive. (I found the renditions of the locomotive frames – either side of the NEM pockets – to be good mounting points.)



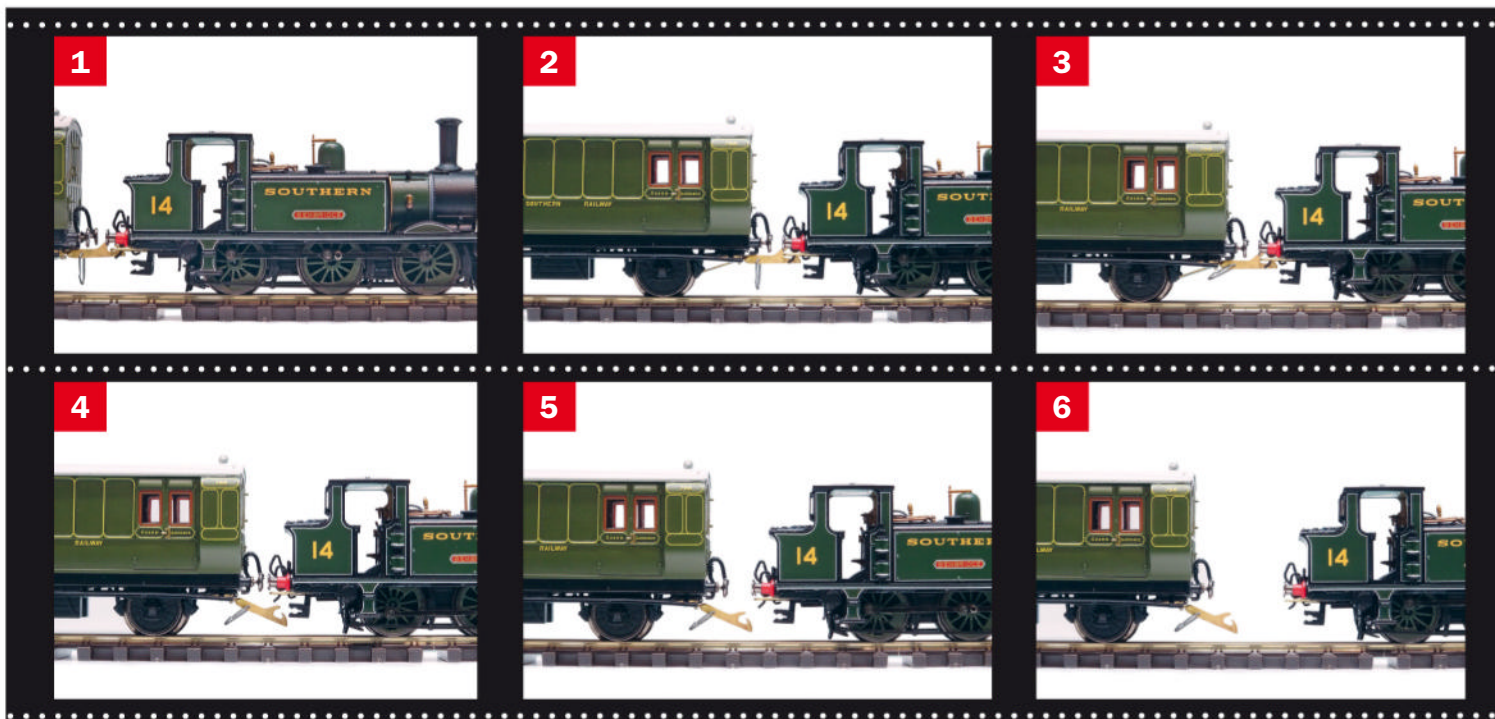
Track magnets



Magnets for operation should be placed at points where uncoupling is required – such as at the end of a run-round loop or in a siding. These should be fitted parallel to the rails – directly below the sleepers, with the pole facing upwards. Here, a magnet has been installed into a cork underlay (A), before being ballasted over with Peco fine ballast (B); the kit manufacturer specifies that the magnet's pole should be within 3-4mm of the end of the coupling dropper for optimum performance – with the combined sleeper and rail height usually giving the correct spacing. A trackside marker – such as a strategically placed figure, sleeper or static grass tuft – will come in handy to remind the operators where magnets are positioned (C).

The couplings in operation

A short scenario showing the couplings in operation: the locomotive draws the train over the magnet, before coming to a stop (images 1 & 2). The loco eases back (image 3), at which point the magnet engages, pulling the coupling down (image 4), detaching the locomotive from the train and allowing it to pull away (images 5 & 6). Alternatively, once the coupling has dropped, the locomotive can be used to propel the uncoupled stock (away from the magnet) into a siding, before pulling away, leaving the stock *in situ*.



Haunted Hollows

NATALIE RUDD presents the highly unusual horror-themed OO gauge diorama that she created as an entry for the Peco RAIL200 Model Layout Competition.



This OO gauge model formed my entry in the 'Standalone' category for the Peco RAIL200 Model Layout Competition, it being chosen as one of the finalists that were displayed at the NEC in November last year [Ed. See RM January 2026.]

The inspiration behind my model was my love of horror and all things weird and supernatural. I took a lot of inspiration from the film *Sleepy Hollow*, a 1999 Gothic horror film directed by Tim Burton and starring Johnny Depp. I wanted to tell a story of rot and decay, whilst tying it all together with the leading lady – the ghost train – running through the centre of the scene.

This was my first time creating a model of a railway subject and working in 1:76 scale. Most of my work has been completed in 1:12 scale (doll's houses), where there is a lot more emphasis on the interiors of structures, rather than outdoor spaces.

I have, in the past, undertaken many kit-builds. However, after completing a 1:12 scale project to construct a replica of my



▲ The wooden buildings were constructed using cut-down coffee stirrers. Photos by the author except where stated

“ – It was an honour to be part of such a special event – ”

Natalie Rudd

Natalie with her competition entry at the 2025 National Festival of Railway Modelling, which was held at the NEC in Birmingham. Photo: Craig Tiley



▲ All of the scenic details were created from scratch, including this well.





▲ The 'Ghost Train' is based around a Mainline OO Manor and Conflat.

Working lamps and illuminated buildings were essential to create an eerie nocturnal atmosphere.



dad's garage, where everything had to be scratch-built, I decided to take on the challenge of scratch-building this OO model.

One thing I found is that, when working in 1:12 scale, you can include a huge amount of detail. Although it's not possible to model the same level of detail in 1:76 scale, I felt that it was important to not lose too much detail, to ensure that I could do the theme justice.

All of the buildings were made with a card stock shell, then covered in cut-down coffee stirrers, which I found to be the perfect size for rotten wooden cladding. I used tea leaves to create the mud, this being used to cover

the entire board. I tried to use everyday materials to create a lot of the features, like UV-reactive nail acrylic glue, which was used to create the ghosts and the slime that covers the steam locomotive.

I wanted to include as many hidden features as possible on the model, the idea being that, the more you look, the more you see. The thinking behind this was to create a supernatural eeriness, so that around every corner, there is something lurking.

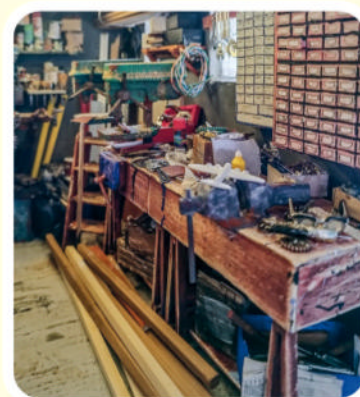
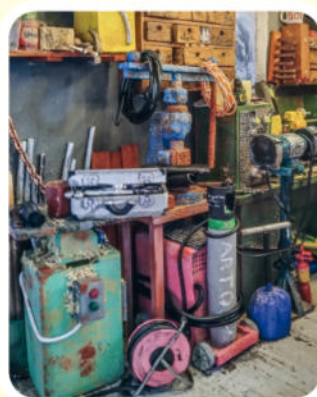
▲ Further atmosphere is created with fog (added to the scene whilst the photos were being taken and not ordinarily part of the model).

This project was a fantastic learning opportunity and a brilliant introduction to model railways. I really enjoyed the process of bringing all the elements together, and I will definitely be making more models soon!

Modelling in 1:12 scale



Natalie's modelmaking experience prior to entering the competition was primarily in 1:12 scale, as used by doll's house modellers. Pictured below is the detailed model she created of her dad's garage, whilst the main photo (left) shows it posed inside the real version.



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.

Small suppliers and big exhibitions – time for a re-think?

Once, you would save up all your money and create a long list of items you wanted to buy for your model railway, to be purchased at an exhibition. In my case, it was the old Warley show at the NEC, where you could buy anything from a new locomotive to a retaining nut. Every supplier in the hobby seemed to be there – some with large stands and some on the Small Suppliers Forum stands, supported by *Model Railway Journal*.

Looking back, I remember regular attendance from small companies such as Skytrex, Green Scenes, Model Signal Engineering, Severn Models, Eileen's Emporium and a whole host of traders whose names I have long forgotten, but who could be relied upon to be there, supplying our every need.

However, since the pandemic, there has been a quiet structural change in the trade support at the bigger shows. Quite often now, there are armies of second-hand 'box-shifters', fewer manufacturers and virtually none of the smaller suppliers – for those, you have to go to the specialist shows (ExpoEM, Guildex, etc.) or occasionally a local finescale show. I was delighted to see Dart Castings at Railwells recently – I always used to be rummaging through this firm's figures at the big shows.

So, why has this happened? Well, largely, I am led to believe, it is down to cost. A long-standing friend of mine, Dave Hammersley of Roxey Mouldings, summed it up: "By the time I've paid for diesel, accommodation, rental of the pitch plus living costs, it was costing me more to attend than I was making." Dave has his own van – he didn't need to rent one, which would have added to his outgoings too.

Now, while some of those costs have increased significantly in recent times, it seems that the taking over of a number of shows from model railway clubs by commercial operations

is driving costs up disproportionately. You can see why – for taking on the financial risk of a show, these commercial operators are looking for higher profit, whereas a club might only be looking for a small surplus.

At a recent large exhibition, I overheard a 'box-shifter' complaining that his pitch had cost £2,000. So, add to that the other costs listed above and probably a member of staff as well, who might need to be paid and certainly accommodated and fed, you can see how a weekend at that show was likely to cost them around £3,000. So, if their margin on second-hand goods was, say, 40%, that means they would need to sell £7,500 of goods to break even – and £10,000 to make it worthwhile. That's a lot of engines at, say, £100 a time. But probably feasible – well, it must be, as so many people are there doing it.

But it shows how a small manufacturer of bits, each retailing at maybe just a few pounds, would have to sell so much that it becomes economically unsustainable.

Now, of course, a small trader selling bits is unlikely to need a stand that costs £2,000, but even a few hundred pounds becomes unrealistic.

And then we know that some traders, as they get older, can't face the rigours of an exhibition with all that is involved. Some of them keep trading online, although many times you need to see something to know either that you want it at all or it is the right thing for you.

I have spent thousands of pounds at exhibitions, or on things I have seen at a show and then purchased later. I actually only got into O gauge at all because I saw the Lionheart stand at a past Warley show and fell for a pannier tank with sound. (That meant I had to move into DCC as well!) But I have bought spray guns, soldering irons, vast quantities of plasticard, paint and glue as well as occasional locomotives and coaches



– not to mention 300 barrels for my North Cornwall Brewery layout! [Ed. See RM December 2024.]

The other thing about buying from an exhibition is that you (nearly always) walk away with the goods. Now, some of our suppliers provide a fantastic online service – I've recently ordered from both Slater's Plastikard and Cornwall Model Boats, and in both cases, I had barely clicked 'purchase' before the postman was delivering the goods to my door. But that's not a universal experience I have had with all suppliers.

Therefore, I would rather buy from exhibition stands than online, but if these people don't go to shows, I cannot. Also, I may not find them on the internet, so don't know they even exist. Sometimes you can get lucky and the algorithms work to put you in contact but, at other times, it can be a needle in a haystack job.

So, what am I saying exactly? Well, I suppose I am putting a plea out to exhibition managers and show operators. Let small traders have space for a nominal sum, or even for free! I know this goes against the grain, but it is for the good of the hobby gener-

▲ **Malcolm Briggs's layout North Cornwall Brewery, featured in RM December 2024. Photo: Geoff Helliwell**

ally and to encourage footfall at your next show. What would it cost to allow them to access your bulk hotel room prices (i.e. asking them to pay the discounted price)? Could you really not provide them with free tea and coffee and maybe even a sandwich, as you do for layout operators? Why make them feel like second class citizens when they are the lifeblood of the hobby?

Perhaps we, as exhibition visitors, should make our views felt? Maybe we should 'score' exhibitions on the number of small suppliers they feature at their shows? So many people go to these shows and yet the small suppliers think it's not worth it. With the chronic lack of decent model shops in many areas, this is a prime way of doing business and improving the overall offering of an exhibition.

MALCOLM BRIGGS

[Ed. Whilst Malcolm's letter focuses on small suppliers at shows, it is also worth mentioning the importance of supporting local model shops.]

AI-generated images in RAILWAY MODELLER

When I picked up the August edition of *RAILWAY MODELLER*, I was very disappointed to find a number of AI-generated adverts in the publication. Now, none were with the articles, but that aside, seeing AI-generated slop in such a publication – that has always been about the skill of modelers and crafters – is actually quite shocking.

JASON HALL

[Ed. It is important to reaffirm our position in that we do not use AI to prepare any of the text or images published as part of the editorial pages of *RAILWAY MODELLER*. However, we are having to be increasingly careful to spot contributed material that has been prepared, even in part, using AI.]

With regards to the paid advertising that is carried in *RM*, the decision to use AI lies with the advertiser in question. We would only look to intervene where the content of an advert

could be deemed to be potentially offensive or inappropriate. On the subject of AI, we would like to reassure our readers that AI was NOT used to produce the cover image for this issue! As the accompanying photo shows, it was achieved by photographing the Rapido Trains UK S160 model outdoors on a small embankment diorama, set up against a natural sunset, with a piece of glass used to simulate a flooded field and provide the reflection. It should be noted that, given the sun position, the screen on the back of the camera – not the viewfinder – was used to compose the shot and focus the lens.]

How this month's cover image was taken. A full review of the Rapido Trains UK S160 2-8-0 model is published on p806. Photo: RAILWAY MODELLER



What makes for a good article?

I'd like to thank and congratulate George Williamson for what I consider a 'model' layout article about his 'Talylyn tribute' *Nant Gwernol* in the August 2026 RAILWAY MODELLER. It's not just that the modelling and photography are inspirational: as a piece of writing the article makes a very good read, with much food for thought that's relevant to fellow modellers, even if their modelling projects are quite different.

Articles about completed layouts make up the bulk of the content of RAILWAY MODELLER and its sister magazine CONTINENTAL MODELLER, so perhaps it's worth reflecting on the qualities that make for a good layout article, with George's piece as an example, in the hope of suggesting some tips for future authors to keep in mind?

First and foremost, George tells us what he was trying to achieve, how he went about it and to what extent he succeeded. Rather than describing a succession of tried-and-tested techniques and purchases that might be similar to those of many other layouts, he concentrates on the aspects that make this layout distinctive and reflect its unity of conception. For instance, he explains how the choice of proto-

type, with its compact, sloped and wooded site, allowed a visually effective 'sense of enclosure', but also required a big investment of time in modelling the prominent foliage.

In general, George focuses on the choices he made, the reasons for them and the results they produced. Almost all of these choices are different from the ones I have made myself – portability rather than permanence, a small scale and gauge, a modern rather than a historical setting, representing a real rather than an imaginary piece of railway, and a single location rather than a 'journey' – but reading about how other people do things leads me to share in the broader scope of the hobby, as well as to check whether my own choices are really right for me.

George admits his limitations and passes lightly over aspects of the layout that are less advanced or original, such as baseboard and track construction, which he describes as 'my Achilles heel' and 'conventional' respectively. This leaves room to go into more detail about the creative and experimental innovations, notably in modelling ferns and subtle autumnal shades, and adapting commercial lining transfers. He also acknowledges



▲ 0-4-2ST No.1 *Talylyn* rounds the final curve approaching the terminus of *Nant Gwernol* on the 009 layout featured in August. Photo: George Williamson/RM Archive

the limitations of the layout in terms of operational interest, but ends with a reminder that for him, the emphasis is on place and atmosphere, leaving us with a clear understanding of the layout's sense of purpose.

By generalising from George's article, I think there are some key points that could assist would-be authors of layout articles, even those who may feel less confident in writing for publi-

cation. Literary flair as well as advanced modelling skill is no doubt an advantage, but it's not a necessity. The main thing is to look at your writing from a reader's point of view, consider what will make your point clear and interesting to them, tell them not only what you did but why, and emphasise the things that make your layout different from most others.

ANDREW KILLICK

Going full circle in O – not modular?

I write with reference to the article in the September issue of RAILWAY MODELLER, describing the Gauge O Guild modular layout project (*Going full circle in O*).

While the original intention may have been to have a genuine modular layout, it seems that the two full-length 7.2m long modules (*Collinwood* and *Coulsdon Central*) have both been extended to go into the fiddle yard curves and do not have the standard modular baseboard joints on either end. I would argue that these are therefore not sections of a modular layout, but stand-alone layouts that share parts of a universal fiddle yard. A genuine modular layout section will have the standard baseboard joints at its ends, so that it can be joined to other modules. It would appear that the only modular scenic section so far is the 3.6m long *Okement Quarry*, and this is being converted to run as an independent

layout, as no other 3.6m modules are currently available for the modular layout.

MARTIN ELSON

[Ed. Whilst what defines a modular layout might be up for debate, there is no doubt that the initiative has fulfilled one of its main objectives, which is to encourage the creation of different scenic sections that can then each be exhibited as part of a large continuous run layout at the organisation's events around the country. Perhaps other groups and individuals will consider creating scenic modules that will enable the project to realise the true modular concept that was envisaged at the outset.]

Our feature in the September issue, detailing the Gauge O Guild modular – or circular? – layout. ▶



Bridport club reports on show success

Our club, Bridport & District MRC, held its Annual Summer Exhibition on Saturday 1 August 2026 at the Sir John Colfox Academy, Ridgeway, Bridport.

This was the sixth time that we had held the exhibition at this venue, but this year's event had been enlarged and with many more layouts and displays than ever before. The exhibition was very well supported by local people and visitors from many parts of Southern England and Wales, who were able to view exhibits that had come from as far afield as Gosport, Fareham, Witney, Bedford, Gloucester, Bristol, Plymouth, Taunton and Weymouth.

Those exhibited included layouts with British and Continental themes in all the popular scales and gauges from N to O. There were several trade stands, including Wessex Wagons from Yeovil Railway Centre; Rod Saunders selling model railway rolling stock; Dave Witcombe with lots of information about many preserved railways across the south of England and Wales; and Steve Haynes from Peco.

The visiting public were encouraged to scrutinise all the exhibits in the show in order for one to win the 'best in show' prize, which was presented by Graham Purse, our club Chairman. The prize was

won by the brilliant OO gauge layout called *Bristol Harbour* by Bob and Sue Edwards from Bristol, which featured working cranes (pictured).

We received many favourable remarks during the day from members of the public on the friendliness of the exhibition. Our club wishes to thank everyone who helped make the show so successful, and we look forward to our next exhibition, which will be taking place in Beaminster on Saturday 9 January 2027.

DOUGLAS BEAZER
PUBLICITY OFFICER
BRIDPORT & DISTRICT MODEL
RAILWAY CLUB



▲ The model of *Bristol Harbour*, which won 'best in show' at the Bridport exhibition. Photo: Douglas Beazer

Wargaming – what's the secret of its success?

My newspaper reading often includes a quick scan of the headlines of the financial pages. From time to time Games Workshop will appear in glowing terms. They are in the FTSE100. What is the wargaming hobby doing that the model railway hobby isn't? Perhaps there is scope for a deep analytical study on this subject?

JOHN NEILSON

NEW PRODUCT REVIEWS

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

USATC S160 2-8-0

New from Rapido Trains UK in OO



At the end of May 2024, immediately prior to the D-Day 80th anniversary celebration, Rapido Trains UK released previously classified information on one of its most ambitious projects to date – to produce models of the American-built Second World War heavy-duty locomotives, the United States Army Transportation Corps S160 2-8-0s, in OO. (Plans for the models were first trailed in a military document-style 'teaser' on the manufacturer's social media channels in August 2023.)

Of the 2,120 constructed by USA locomotive manufacturers – the American Locomotive Company (Alco), Baldwin and the Lima Locomotive Works – 402 ran in Britain from 1942 to 1944 before being shipped to Europe following the D-Day invasion. Examples could subsequently be found across Europe and in most other continents, and eight are now

preserved in the UK. (For further details about the history of the S160s, see our Scale Drawings feature in the January 2024 issue of *RAILWAY MODELLER*.)

Supplied Digital Command Control ready or DCC sound-fitted, five wartime and post-war military guises form the initial line-up: Alco-built No.1604, as allocated to the Great Western Railway, in black with 'U.S.A.' on the tender (ref.926001); Alco-built No.2415 as run by the London Midland & Scottish Railway from Crewe South shed in dark grey livery with 'U.S.A.' on the tender (ref.926002); Baldwin-built No.1712, as running on the London & North Eastern Railway from March shed in light matt grey with 'U.S.A.' on the tender (ref.926003); Southern Railway-allocated, Baldwin No.2356 in light grey with 'TRANSPORTATION CORPS U.S.A.' on the tender, based at Exmouth Junction shed (ref.926004); and Alco-

built Longmoor Military Railway blue No.700 *Major General Carl R. Gray Jr.* (ref.926005).

These are bolstered by five preserved locomotives: Lima Locomotive Works-built No.5820 'Big Jim', as preserved at the Keighley & Worth Valley Railway after service in Poland, in light grey 'TRANSPORTATION CORPS U.S.A.' livery (ref.926006); a second version of this locomotive in pseudo-British Railways black livery with early emblem, which it carried briefly in 2014 following overhaul (ref.926009); Baldwin-built No.2253 *Omaha* in lined maroon, with 'TRANSPORTATION CORPS U.S.A.' lettering on the tender (ref.926008); and Nos.5197 (ref.926010) and 6046 (ref.926007) in black with 'U.S.A.' on the tender, as preserved on the Churnet Valley Railway. In addition to the standard items, there are three exclusive

models: the first – produced for Clark Railworks – depicts No.2044 (one of five engines reassigned to the War Department at Sudbury) in WD drab green (ref.926011); while models of Baldwin-built No.3278 in Longmoor blue with the running number WD701 and named *Franklin D. Roosevelt* (ref.926012), as running at the Mid-Hants Railway in the late 1980s, and Lima No.2582 *Pvt. H. J. O'Brien* in embellished USATC black with 'TRANSPORTATION CORPS U.S.A.' on the tender (ref.926013), are both exclusive to the retailer Rails of Sheffield.

Our sample in detail

Our sample (ref.926006) represents USATC No.5820 (Works No.8758), a Lima Locomotive Works-built example outshopped in Ohio in 1945 and shipped directly from the United States for use in the liberation of Poland.

Our sample depicts No.5820 as preserved in US Army Transportation Corps grey.



Following the end of hostilities in Europe, the locomotive was taken into Polish State Railways (PKP) stock and renumbered Tr203-474, being allocated to Katowice shed in Silesia. In 1975, it received a replacement boiler from an Alco-built example, with the locomotive's original Lima builder's plate joining the Alco plate on the smokebox.

Upon withdrawal in 1976, it was transferred to the Polish Railway Museum in Warsaw, where an approach from a member of the Diplomatic Corps led to the engine being made available for purchase. Acquired by the Keighley & Worth Valley Railway from Polish State Railways in 1977, No.5820 arrived on the KWVR in November of that year, having been shipped from Szczecin in Poland to Hull. It entered traffic the following year, still carrying its Polish identity.

In June 1978, it was passed for main line working – allowing it to travel the short distance to Shipley, where it could be turned on the triangle for the shooting of the 1979 war film *Yanks*; it was also repainted USATC grey for the production. It was during these early preservation days that the locomotive gained its nickname of 'Big Jim'.

Following a period out of traffic from 1992, No.5820 returned to service in 2014 – briefly carrying a pseudo-BR black livery with the running number 95820 and 8F power classification, before being repainted into a more authentic light grey livery, though retaining many of the BR features, such as overhead warning signs and 65J shed code! The locomotive is currently awaiting overhaul, following the expiry of its most recent boiler ticket in early 2023.

The model depicts No.5820 from circa April 2014, sporting the aforementioned lighter rendition of the standard USATC grey with 'TRANSPORTATION CORPS U.S.A.' lettering on the tender. Tooling variations specific to this Lima-built locomotive, to name but a few, include: right-hand drive with screw reverser and smokebox-mounted ejector on the right-hand side; stepped running plate (right-hand side only); straight strap smokebox door; PKP air pump with short smokebox handrail; alternate piston valve covers; additional rear cab partitions; and original pattern

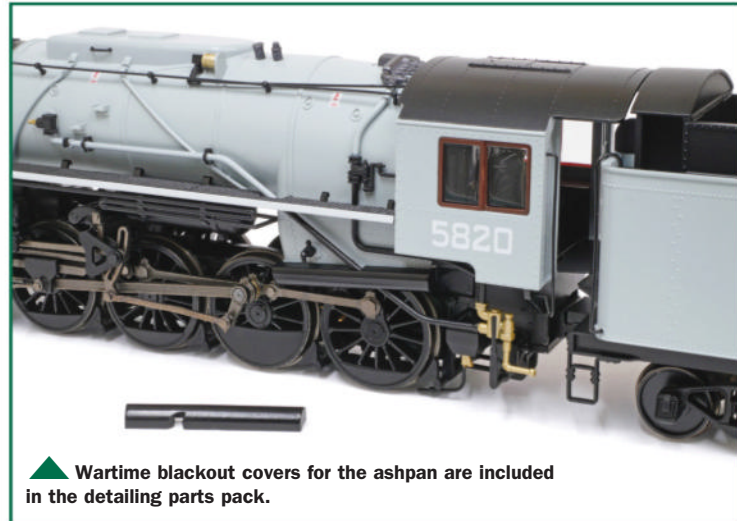
The cab is fully detailed; note also the fireman's shovel on the tender.



firehole door. The complete model has been given a smooth satin finish.

The model comes presented in a substantial card box, finished in a rendition of the locomotive's grey livery. Inside, the locomotive and tender are cradled in their own individual plastic 'ice cube' packs – which share the same clear plastic sleeve – within a foam insert, along with the usual operation and maintenance booklet, presented in the style of a military field manual.

Upon releasing the model from its packing, the first aspect to note is the weight: the locomotive and tender tipped the scales at an impressive 478g, with the locomotive alone accounting for 339g of this! Die-cast metal is utilised extensively throughout the model's construction, with the chassis (incorporating the cylinder block), lower portion of the boiler and smokebox, running plates and wheels making use of this weighty material. Injection-moulded plastic accounts for much of the upper works, including the majority of the boiler barrel and firebox, with this assembly also being lined with die-cast metal. Other metal fittings to



Wartime blackout covers for the ashpan are included in the detailing parts pack.

note include turned metal buffers (which are sprung) and a hinged etched fallplate, with handrails and grab handles formed from brass wire.

The distinctive silhouette of these imposing wartime machines has been captured beautifully, complete with the

characteristic 'daylight' between the boiler and frames. The boiler – as per the prototype – is adorned with a wealth of intricate pipework and fittings, including a detailed depiction of the smokebox-mounted PKP air pump, steam manifold – complete with



The 21-pin DCC decoder interface is located in the tender, along with one of the sound speakers.

spindles to the hand wheels in the cab – and distinctive chime whistle (mounted on the fireman's side of the boiler). Front steps, brake rigging and cylinder drain pipes are all pre-fitted, and the front bufferbeam is equipped with a decorative, yet functional screw-link coupling.

The cab – complete with timber-lined roof – is suitably furnished with renditions of the crew seats, screw reverser and pull-out regulator handle, whilst the firebox backhead displays a comprehensive array of copper pipes and control wheels. All of these have been picked out in the appropriate colours, extending to the printed dials on the gauges. Openings in the original-pattern firehole door afford a view of the firebox glow feature, which operates when power is applied under analogue control.

Rapido has also gone to great lengths to capture the appearance of the typically American bar frame design, with impressions of the framework, leaf springs and equalising beams – even giving the top of the chassis casting a hollow appearance. Another outstanding feature is the front pony truck assembly, which features representations of the springs and swing link side control.

The Walschaerts valve gear – with single slide bar and short combination lever – is portrayed faithfully; the castings for the rods incorporate very fine depictions of the oiling points, and the fluted connecting rods exhibit a convincing sense of weight. Worthy of note are the renditions of the mechanical lubricators atop the valve spindle crossheads. Though non-functional, the intricacy of these assemblies is exceptional, with depictions of the ratchet wheel, driving arm and flushing crank handle.

Whilst Rapido has made every effort to cover the numerous detail



▲ Details on the boiler include the steam manifold, chime whistle and maker's plates on the smokebox.

outlet on the fireman's side; the tender riding on different pattern bogies, equipped with roller bearings; and the front cab door, which has been removed from the real 'Big Jim' but is still present on the model. Understandably, the additional tooling costs to cater for these detail differences were prohibitive.

Bufferbeam pipework arrangements also vary greatly between locomotives, with these details being supplied as separate fittings – allowing the modeller to best represent their chosen prototype. For example, 'Big Jim' in its preserved state is equipped with a vacuum hose stanchion and steam heat pipe on its front bufferbeam – with these parts being fitted accordingly, along with the complete array of tender pipework, including screw-link coupling. Unfortunately, no front air pipes are provided. Further optional details

include a set of ashpan blackout covers (fitted to wartime locomotives to prevent sparks and embers being detected by enemy

aircraft), and etched versions of the trio of printed maker's plates on the smokebox, which include those of both the manufacturers Lima and Alco.

The tender is supplied with a slimline tension-lock coupling, housed within a sprung self-centring NEM pocket, mounted on the underside of the chassis and with a good degree of sideways movement. Should you wish to fit a front coupling, an additional short dovetail tension-lock coupling and mounting bracket are provided – the latter to be glued to the frames directly behind the bufferbeam.

Mechanism and performance

The model is equipped with a large dual-flywheel-fitted coreless motor, housed mid-ship within the boiler barrel, providing drive to the rear coupled axle; the drive train is concealed neatly within the firebox. Current is collected from all coupled wheels via plunger pick-ups (with all axles seated in brass bearings), and from the tender wheelsets through the pin-point axles via metal contact strips. The locomotive and tender are connected together with a sturdy eight-

pin push-fit coupling, which has been designed to provide a reduced gap on straight track, whilst allowing the model to negotiate second radius curves.

For those wishing to equip the model for digital operation, a 21-pin decoder interface is located within the tender. This is complemented by a dual factory-fitted speaker system, with a large resonance chamber housing a factory-fitted 15mm x 11mm 'sugar cube' speaker to the rear of the tender, with the second sited within the smokebox directly beneath the opening for the chimney. Access to the decoder interface is achieved by removing the tender body, which is held in place by four screws located at the outer corners. All models – including our DCC ready example – are also equipped with the MoPower stay-alive system, to smooth out any interruptions to the current collection when operating under digital control.

Performance under load compares favourably to the heavy freight credentials of the real machines, with the model managing an impressive 19 Pullman cars around the Pecorama loft layout, with 1 in 48 gradients and 3' radius curves. The mechanism is near silent, with only the rhythmic soundtrack of the motion audible, and running characteristics through the speed ranges comparable to a well-oiled sewing machine.

Worth the wait

Rapido has well and truly answered the growing calls for models of these celebrated war veterans suitable for the British 4mm scale market – delivering what could be argued to be one of its most complex ready-to-run projects to date. Whilst some liberties have been taken to represent certain prototypes – due to the sheer number and often bespoke nature of some of the detail permutations – the manufacturer has pulled out all the stops to produce an absolute blinder of a model, one which captures the decidedly brutal appearance of these imposing machines, and for this alone Rapido is to be commended.



◀ The box is decorated with a rendition of the locomotive's livery.

permutations, many locomotives received their own unique detail and part combinations due to the interchangeable nature of their design. This became particularly prevalent post-war, with locomotives modified to accommodate their owners' needs, extending to those subsequently preserved – with 'Big Jim' being no exception. There are a number of detail differences that can be observed on the real machine, which are not present on the model. These include: the modified front pilot deck with raised central area and box cover for the pony truck swing link; air pipes repositioned and fitted directly to the front bufferbeam on the driver's side; clad lower firebox, minus blowdown



▲ The last batch of Lima-built locomotives were distinguished by a stepped right-hand running plate.

Sample supplied by

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00 Rapido LB&SCR and GER wagons



▲ Diagram 17 wagons in post-1902 GER and post-1936 LNER grey liveries.



Rapido Trains UK has taken delivery of its latest pre-Grouping goods vehicles in 00 – the London, Brighton & South Coast Railway 8-ton covered van, and Great Eastern Railway Diagram 17 five-plank and Dia.48 seven-plank open wagons.

The first of these new models – the LB&SCR 8-ton (Dia.8) covered van – depicts examples of the family of over 400 standardised vans designed and constructed by the LB&SCR between 1878 and 1915. With a 9' 9" wheelbase, and a length of 18' 4" over headstocks, the vehicles were used primarily for general goods and perishables. They were designated as Diagram 1433 under Southern Railway ownership, and several were sent in 1927 to the Isle of Wight for use as passengers' luggage vans, as well as transporting fish from the local ports – some of these being equipped with air brakes, and others being through-piped. British Railways would go on to inherit several examples of Dia.1433 following Nationalisation in 1948, with most going into Departmental service, or being acquired by specialist users such as the Army and Navy. Three are preserved, with these residing at the Bluebell Railway, the Isle of Wight Steam Railway and Chatham Dockyard.

19 versions form the initial release, with tooling covering several detail permutations, including examples with single- or double-sided brakes, single or double V-hangers, with or without wooden door stops, LB&SCR or SR axleboxes, and eight-spoke, nine-spoke, or three-hole disc wheelsets, as well as loW modifications such as those fitted with Westinghouse through pipes and additional stepboards under the doors. Liveries include several LB&SCR guises; SR brown (pre- and post-1936) including those in Departmental use; BR colour schemes, including unfitted grey, a Motive Power stores van and loW faded bauxite; and a pair of Army and Navy internal users. In addition to the standard releases, a model in the striking yellow livery of the renowned Somerset brewer, Starkey, Knight & Ford Brewery, has been produced exclusively for the model rolling stock retailer, The Wagon Yard.

Illustrated here are examples of No.3820 in post-1903 LB&SCR grey (ref.979002) and S4680 in BR



▲ Dia.1433 van in BR grey and Dia.8 in LB&SCR grey.



unfitted grey (ref.979015); the former features single-sided brakes with single V-hanger, and rides on nine-spoke wheelsets, while the latter is equipped with double-sided brakes with double V-hangers and eight-spoke wheels, with the van body (either side of the double doors) sporting wooden door stops. Worthy of note are the separately fitted lamp irons adorning the stanchions at either end, the crisp renditions of the 'LB&SCR Ry' lettering on the axleboxes, and the blue cast number/maker's plate printed on the solebar of the LB&SCR sample.

The second of the new releases covers examples of the GER Dia.17 five-plank and Dia.48 seven-plank general merchandise open wagons. Of these, the most numerous were the Diagram 17 high-sided open wagons, used primarily to transport coal. These were steel-framed, five-plank wagons with a 9' wheelbase, a set of doors on either side and an improved 10-ton load capacity. In total, 12,050 were constructed between 1893 and 1903. Examples of the same design were built for the Lancashire, Derbyshire &

East Coast Railway, which was absorbed into the Great Central Railway.

On the GER, the capacity of these open wagons was increased with a new seven-plank design which became Diagram 48, with 1,300 being built up until summer 1913. In addition, 650 of the five-plank wagons were converted to Diagram 48 vehicles in 1904-11 – but retained differences apparent in the diagonal ironwork. Most of these wagons survived into London & North Eastern Railway ownership, and 400 lasted past Nationalisation.

No fewer than 27 versions covering both diagrams have been produced, with the tooling covering notable detail variations, including: single-sided two-shoe brakes or Morton three-shoe brakes, with either covered or open ratchet and J or U safety loops; GER E-type or LNER B1 axleboxes, with GER split-spoke wheelsets; two buffer types (plain and ribbed); and side doors with either double door springs or Monarch door mechanism; with Dia.48 body options including those with low or high diagonal braces.

The Dia.17 variants comprise: Nos.4014 & 24970 in GER grey (pre-1902); Nos.3175 (illustrated) & 29538 in GER grey (post-1902); Nos.682 & 913 in Lancashire, Derbyshire & East Coast Railway grey; Nos.32200 & 32017 in Great Central Railway grey; Nos.628495 & 606301 in LNER (pre-1936) grey; Nos.629814 (illustrated) & 628540 in LNER (post-1936) grey; No.0197 in LNER locomotive department green; No.600014 in LNER loco sand blue; E627001 and E630192 in BR grey; and No.28601 as preserved in GER (pre-1902) livery.

Dia.48 variants comprise: Nos.9853 & 8943 in GER grey (post-1902); Nos.609262 & 603475 in LNER (pre-1936) grey; Nos.603304 & 607029 in LNER (post-1936) grey; No.0344 in LNER loco department green; E603304 (illustrated) and E603457 in BR grey; and No.5043 as preserved in GER (post-1902) guise.

All the models feature the usual wealth of detail we have come to expect from the manufacturer, including NEM coupling pockets, and metal wheelsets on pin-point axles seated in brass bearings – with the wheels featuring a painted finish.



▲ Diagram 48 wagon in BR grey.

Samples supplied by

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

PRICES

LB&SCR vans – £34.95 each
GER open wagons – £32.95 each

N Graham Farish Hall & Modified Hall 4-6-0s



▲ Modified Hall in BR black and Hall in BR green.

Of all the 4-6-0 locomotives produced by the Great Western Railway, the most numerous and arguably most successful were the mixed traffic Hall Class designs – the Great Western Railway Collett ‘4900’ and the later Hawksworth ‘6959’ variant. Produced from all-new tooling, both classes form the subject of a ready-to-run project in N from Bachmann Europe plc, released under its Graham Farish brand.

Supplied Digital Command Control ready or DCC sound-fitted, the first production run comprises: ‘4900’ No.4962 *Ragley Hall* in BR lined green with early emblem (ref.372-010); ‘4900’ No.4936 *Kinlet Hall* in BR lined green with late crest (ref.372-011); ‘6959’ No.6960 *Raveningham Hall* in pseudo-Great Western green with crest (ref.372-450), as per its appearance during the Rail 150 cavalcade in 1975; and ‘6959’ No.7904 *Fountains Hall* in BR lined black with early emblem (ref.372-451).

A brief history

Following the adaptation of Saint Class *Saint Martin* with smaller coupled wheels and a Collett cab, successful trials led to GWR Chief Mechanical Engineer Charles Benjamin Collett ordering 80 such locomotives from Swindon Works. The first was delivered in 1928, and at the same time *Saint Martin* was renumbered as the class leader, No.4900. The new-builds were numbered 4901 onwards, and each was named after an English or Welsh country house. In all there were 259 class members, including *Saint Martin*, by 1943.

Frederick William Hawksworth, Collett’s successor as CME, saw cost

savings to be made in construction and maintenance, so along came the later Modified Halls. With these, metal plate was used for the frames which ran the entire length of the locomotive, replacing the plate and bar frames of the original design. In addition, the bogie was made solely from plate instead of bar, and superheating was increased to improve the locomotive’s performance.

While the Halls had their cylinders and smokebox saddle cast together in

two halves, the Modified Halls had two separate cylinders and a fabricated saddle. The first of the new locomotives was outshopped in 1944 and numbered 6959, and although initially they were coupled to Collett tenders, from 1947 a new type of tender similar to those on the County Class, with high, flat sides and welded construction, was brought in.

A total of 71 Modified Halls were built between 1944 and 1950, with just 22 built for the GWR and the

remaining 49 being built for British Railways. Classified 5MT by BR, many class members remained in service until the end of Western Region steam in 1965. There are 11 Halls and six Modified Halls surviving today.

Our samples in detail

We received a pair of sample models for review. The first (ref.372-011) is presented as ‘4900’ No.4936 *Kinlet Hall* – one of the initial batch of 80 locomotives constructed at Swindon Works between 1928 and 1930. Outshopped in June 1929, the locomotive was first allocated to Chester, spending time at Shrewsbury, Oxford and Old Oak Common (to name but a few), before being deployed to the West Country – working out of Truro, and later Plymouth. In 1941, it was severely damaged in an air raid (having fallen into a bomb crater), but was swiftly repaired and returned to wartime traffic. Withdrawn from Cardiff East Dock shed in January 1964, it was sent to Woodham Bros scrapyard in Barry, where it languished for over 15 years, before being saved for preservation – returning to steam in February 2000. The model portrays



▲ The main visual difference between the Hall and Modified Hall is the front running plate arrangement.



No.4936 in BR lined green with late crests, a colour scheme which it has carried during both its service and preservation careers; however, the presence of an 86C Cardiff Canton shed code seems to suggest that the model represents the latter – this code having been superseded by 88A by the time of its arrival in May 1962.

The second model (ref.372-451) depicts '6959' No.7904 *Fountains Hall* in BR lined black with early emblem. The real machine was one of the penultimate order of 29 locomotives built under the ownership of BR at Swindon. It started its working life based at Old Oak Common (81A), with subsequent allocations including Reading (81D) and Worcester (85A), before finally being withdrawn from Bristol Barrow Road (82E) in December 1965 and broken up at Cashmore's of Newport the following year. The smokebox carries an 81A Old Oak Common shed code, dating the model to circa 1953.

Both BR liveries have been replicated commendably: the paintwork exhibits a silky satin sheen (not too dissimilar to polished metal), with the green, in particular, probably the best rendition in this scale we've seen to date. Lining has been applied straight and even throughout, with no visible blemishes or fuzziness, while printed portrayals of the brass nameplates take the form of separately fitted mouldings. Most impressive are the characteristic GWR safety valve bonnets, which have been picked out with the firm's signature brass paint.

The model has been manufactured using a combination of different materials: injection-moulded plastic for the majority of the locomotive body and tender (including the boiler, cab, cylinders and tender body and frames); metal wire handrails and sand pipes; etched parts for the motion (including fluted connecting rods); and turned metal buffers (not sprung). This, combined with a die-cast chassis block, running plate (incorporating splashers and covers for the valve rocking shafts) and wheels, gives each model an overall weight of 67g.

▲ **Much like the real things, the first Modified Hall models have Collett tenders, but Hawksworth versions will follow on later releases.**

The main distinguishing feature between the Collett and Hawksworth variants is the profile of the front running plate below the smokebox, with each characteristic design portrayed faithfully as part of the aforementioned running plate casting – along with renditions of various pipe runs and a multitude of finely formed rivets. Lamp irons appear to be separate fittings, with the exception of the top bracket on the smokebox door and those on the tender; the former is produced as part of the smokebox door and ring moulding, along with the door dart and steam lance valve.

This tremendous attention to detail extends to the footplates. The backhead fittings are simply exquisite, all picked out in the appropriate colours – right down to the dials on the gauges (all the more impressive in this scale), with the floor featuring renditions of the wooden planks. Cab glazing is a flush fit and bordered neatly by depictions of the brass frames.

Cylinders are supplied complete with pre-fitted drain pipe detail. Naturally,

the front covers feature a notch along the lower inboard edge to provide clearance for the bogie: the model is rated for use around curves of no less than second radius (263.5mm). Particularly worthy of note are the commendably fine (in N gauge terms) wheel profiles, which further enhance the overall look of the model, whilst still functioning admirably.

Both models are supplied with decorative coupling hooks for the purchaser to fit, with models of the '6959' also including an infill for the class's distinctive plate frame bogie. The front coupling features a rendition of the screw-link, requiring the removal of the front NEM knuckle coupling (which simply unclips from the bogie); a short version of the latter is also provided.

Mechanism & DCC provision

The model is equipped with a coreless motor, housed within the boiler, providing drive to the centre coupled axle. Current is collected from all coupled and tender wheels, with the

loco and tender electrically connected via a non-adjustable drawbar. The rear coupled wheelset is factory-fitted with rubber traction tyres to increase adhesion; unlike the firm's recent Gresley V2 Class 2-6-2 (see Reviews, February 2026), no substitute plain wheelset is provided.

A Next18 decoder interface and factory-fitted 15mm x 11mm 'sugar cube' speaker are located within the tender, access to which is gained by removing the tender body – which is a snug friction fit.

Though no specific instructions are provided for doing so, the locomotive body is removed by undoing three screws: the first situated between the cylinders behind the front bogie, with the remaining two located under the footplate. Once these are disengaged, the body can be lifted away carefully, taking care not to handle the rods.

All the Hallmarks

Bachmann has done sterling work with these veritable workhorses of the GWR and BR Western Region. The fidelity of these models demonstrates just how far N gauge modelling has come in recent years – something we hope comes across in the accompanying images. Though not part of the initial release, it is also worth mentioning that the tooling covers the flat-sided Hawksworth 4,000-gallon tender – illustrated as part of our covering news story (see RM November 2025). No doubt we will see this tender variant paired with both locomotives as part of a future quarterly announcement, or indeed with the firm's '4073' Castles.

Samples supplied by

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

PRICES

DCC ready – £189.95
DCC sound-fitted – £299.95

▲ **The locomotive has a coreless motor, and the DCC socket and sound speaker are in the tender.**



00 Irish Railway Models CIÉ Park Royal coaches



▲ Our samples in CIÉ liveries of the 1984-94 period (left) and 1955-58.

Irish Railway Models has received stocks of its post-war Córas Iompair Éireann Park Royal coaches in OO.

Introduced in 1955, these distinctive prototypes were developed as part of a near-£1 million programme to replace the then recently nationalised Irish transport organisation's ageing fleet of coaching stock, under the direction of Oliver Bulleid, CIÉ Chief Mechanical Engineer.

Supplied in kit form, the coaches utilised prefabricated components by the British coach builder and bus manufacturer, Park Royal Vehicles. They were assembled at Inchicore Works in Dublin, upon all-welded triangulated 61' 6" underframes – also manufactured in the United Kingdom, by John Thompson Pressings Ltd of Wolverhampton – running on Commonwealth bogies.

Two types were produced, with the vehicles sharing the same bodysells, but with different interior layouts: the Diagram 176 for suburban traffic, seating 82 passengers in a 2+3 arrangement, with six seats in each vestibule area; and Dia.177 for main line use, seating 70 passengers in a similar 2+3 arrangement, but with toilet facilities at each vestibule end. They remained in service until well into the early 1990s, when they were barred from certain routes due to their construction, with the last of the Park Royals being withdrawn following the delivery of the first Japanese 2600 Class Diesel Multiple Units in 1994.

The IRM tooling caters for the aforementioned Dia.176 suburban variants, together with two of the Dia.177 vehicles converted to 'Snack Cars' in 1968, with these incorporating



▲ Interior lighting is provided by an LED bar collecting current from the bogies.



▲ The porthole windows were later plated over, as modelled on the black & orange coach.

a small counter and serving area. For review we received a pair of Dia.176 coaches: the first (ref.IRM1213) depicts No.1388 in as-built condition with inward-opening doors, presented in circa 1955-58 CIÉ mid-green; the second (ref.IRM1226) represents No.1401TL in circa 1984-94 condition, with train lighting and plated-over porthole windows, and finished in CIÉ black & orange with double white bands.

Each vehicle consists of a die-cast metal chassis with a plastic bodysell, detailed with separately fitted plastic and metal parts; the distinctive ribbed profile of the coach body has been commendably well captured. The ends are adorned with fine depictions of the lamp irons and passenger



▲ The Irish Commonwealth bogies feature full-relief spring detail.

communication gear – complete with tell-tales – all of which are separately fitted, with the suspended gangway connections accompanied by fine renditions of the supporting brackets. Buffer heads are metal and sprung, with decorative screw-link couplings and headstock pipework supplied as part of the covering accessory bag.

Fine depictions of the triangulated truss rodding, brake pipes and pull rods (all of which are separate fittings) are present below the solebars, with the characteristic angular design of the frames portrayed as part of the chassis casting. Note the different equipment arrangements on our samples – No.1388 appropriately featuring battery boxes and a dynamo, while No.1401TL (having been fitted with train lighting) has had these fittings removed.

The Irish Commonwealth bogies exhibit an impressive level of complexity, with the dual compensating beam design – complete with full-relief representations of the coil springs and yaw dampers – modelled faithfully. These assemblies include provision for regauging to 21mm gauge, accurately



▲ The triangulated truss rods are depicted in full, and detail differences on the underframes are modelled.

representing Irish 5' 3" gauge. The NEM pockets housing the slimline tension-lock couplings are independent of the bogies, mounted in sprung brackets attached to the underside of the floor.

Coach interiors are illuminated by track power, with an LED light bar fitted within the roof, which can be switched on/off by using the supplied magnetic wand tool. Current is collected from all wheelsets through strips formed within

the bogies, this being transferred to the light bar by means of four contact tabs (two at each end) housed within the end vestibules, while a built-in stay-alive system keeps the lights operational when power is interrupted.

Whilst the initial release is currently restricted to these two diagrams, the manufacturer plans in the fullness of time to add examples of the Dia.177 main line versions to the range, including those converted to Brake Standards (BSOs), in addition to the pair of suburban coaches that were converted to ambulance cars – AM14 and AM15 – to convey invalided pilgrims to Knock Shrine in County Mayo.

Samples supplied by

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

PRICE
£74.95 each

0 Mudmagnet lineside accessories



Richard Slate of Mudmagnet Models continues to expand his range of 3D-printed resin details and accessories in 4mm (00 gauge) and 7mm (0 gauge) scales.

Illustrated here is an example of the firm's new cement mixer permanent way set in 7mm/1:43.5 scale. Priced

£16.00, the set comprises: a cement mixer with drawbar extended; cement bags; two open-end oil drums for water (one example complete with dent detail); oil drum; wheelbarrow; hose pipe coil; and two spades. The cement mixer is supplied as an intricate single-piece print; an alternative version, with



drawbar folded under the drum, has also been produced, with stand-alone versions of both drawbar variants priced £10.00.

Also new are two lineside junk sets, priced £10.00 per pack. A sample of set one was received for review, comprising: four pallets, complete with

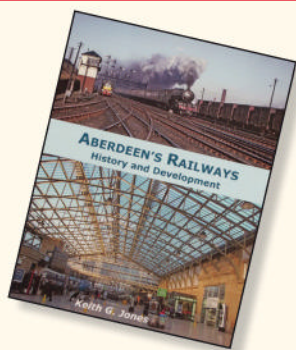
damaged/broken planks; dented/old oil drums; buckets; old springs; and two loose/flexible chains which can be positioned as required.

All accessories are supplied unpainted in a grey-coloured material and require painting, with all featured items also available in 4mm/1:76 scale (prices vary). For further details and to explore the full range, see the firm's website, with details of how to order.

Samples loaned by

MUDMAGNET MODELS
mudmagnetmodels@btinternet.com
mudmagnet-models.sumup.link

PRICES
See text



Aberdeen's Railways History and Development

Keith G Jones

Aberdeen probably isn't the first place you would think of when it comes to exciting railway histories, but here are 152 pages to put you right.

As you would expect, the book kicks off with a short historical background, before the main business of four chapters on the development of railways around the city. There are, of course, the usual grindings of arguments, protestations and legalities, but eventually the city's first station wobbled into opening in 1849 into 1850 – which gives you an immediate clue to the level of wobble involved! Other interested parties were hovering, though, and a chapter on rival schemes shows that the danger hadn't passed at this point, with more than a few flanking attacks from competing routes in and around the city – one from the delightfully monikered 'Circumbendibus Railway'. Really!

It would be easy for this whole development section to be quite dry and text-heavy, but it romps along without getting too deep into legalese, and is supported by some impressive period plate camera images and engravings. All these machinations were ultimately resolved in the construction of the Joint Station, which didn't get completed until World War I. This root history wraps up with sections on Nationalisation and Privatisation, taking us up to more recent developments.

Chapter five covers passenger train services – naturally including the Royal Train operations serving Balmoral – then it moves on to the huge freight operations which even now are still quite healthy, and all the various changes are detailed. Notable here are the lines serving the gas and electricity works, with a blinding array of motive power, from Aveling & Porter traction engine types through to battery-electrics.

More general locomotive services are covered with a sizeable chapter on the local sheds at Ferryhill and Kittybrewster, reflecting the ongoing splits from the early years. The book wraps up with sections on signalling and a surprising number of pages on the railway hotels. There is the expected brace of appendices, including an annoyingly short single page on the Strabathie Light Railway which served a brickworks and two golf courses.

For what is these days quite a reasonable cover price, you get a lot of book for your buck. The layout is very clear, and the photos – which are the expected period mix of monochrome and colour – are very well reproduced. These are all accompanied by fairly brief but informative captions. There are only a few maps, but these are well positioned within the book and although there are ticket and poster reproductions, these don't feel like padding as they often can.

CF

Published jointly by the Great North of Scotland Railway Association & Caledonian Railway Association
www.gnsra.org.uk
www.crassoc.org.uk

274mm x 215mm, 152pp
Softback, £18.00
ISBN 978 0902343 37 5

Diesels South West

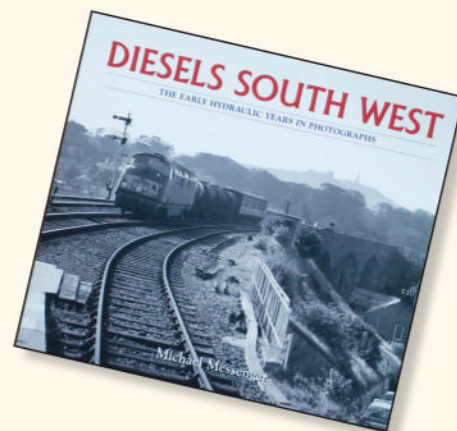
The early hydraulic years in photographs

Michael Messenger

You haven't got to be a railway modeller for long before the imprint of a 'chocolate box' Great Western Railway branch line with a Prairie and 'B' set in beautiful countryside becomes etched into your subconscious, but what if there was another way to do this?

Could you take that exact same scene with the 'B' set, but lay a Western Region diesel over it? You bet, and here is all the inspiration that you need to make that mental transition. Before the Beeching axe chopped too hard, the WR began to create a new railway, with diesel power that was, in many cases, the only change. This packed volume of monochrome photos documents this odd period when almost everything else stayed the same, save for some minor track lifting. The coaches, the infrastructure and the working practices were all still stuck in the 1940s. Yes, the auto trains have given way to Diesel Multiple Units, and pictured here are some hefty Swindon Cross Country units heading into St Ives, but there are some fairly chunky diesels pulling the classic two-coach 'B' sets.

There is some absolutely marvellous stuff here: the tiny AC railbuses at Bodmin, Westerns at Dawlish, single-car DMUs at Bridport and that bastion of the Great Western steam cliché, the Hemyock branch, with Class 03s working the milk trains. There really isn't a duff photo in here, and almost all could inspire the modeller to build a layout around the scene. The photo and print quality is excellent throughout, as you would expect from this publisher. Many of the shots are of the lineside type, and a few are opened up to a double spread to allow the full 'train in the landscape' effect.



A couple of small points would be: the subtitle, which suggests that this is all diesel-hydraulics, whereas they probably only make up around half of the total; and the almost complete lack of china clay traffic, which was a staple of the area. The explanation for this is that it is a very personal book, and perhaps the author simply did not get the opportunity to shoot these. This aside, this is a fantastic book offered at what is a pocket money price these days, packed with modelling possibilities.

CF

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

210mm x 230mm, 112pp
Softback, £16.95
ISBN 978 1 912038 76 3

Railways Remembered Lake District and North Lancashire

Martin Jenkins and Charles Roberts

Yet another great photo album in the series from Crécy, taking a specific geographical area during the period where colour film was just starting to become more prevalent. The book is presented in a square format, with either one or two images per page, accompanied by extended captions. These are not over-detailed, but give just enough information about the locomotive and the surroundings, and possibly a little history, without getting too bogged down in reams of detail.

The area covered is firmly within London Midland & Scottish Railway territory, and covers the lines south from Carlisle to Lancaster and the Lakes, and Lancaster to Preston, extending to Blackpool in the west and Colne in the east. There are no real surprises in the content chosen, just good solid coverage of the area, pushing beyond the usual transition period cut-off of 1968 and into the blue liveries of the 1970s. There's even an Advanced Passenger Train! LMS power dominates throughout, though there are a few Eastern Region interlopers, but in the main we are talking Royal Scots, 'Black Fives', a few DMUs, Class 47s, 25s, and a large number of Standard classes. Naturally, the line across Shap is covered, but there are less obvious subjects like the Morecambe electrics and lesser-known industrial concerns. Even though, in the main, it is passenger-driven, freight is always lurking in the background. In particular, the Cumbrian Coast line existed for freight, and there are some wonderfully atmospheric shots around this section.

With an eye on the modelling angle, in this respect the book does not disappoint. A favourite picture is a 'Black Five' entering Preston under a bridge, with a tunnel mouth in the background and the leading wheels over the Lancaster Canal bridge. The whole scene just screams out to be modelled,

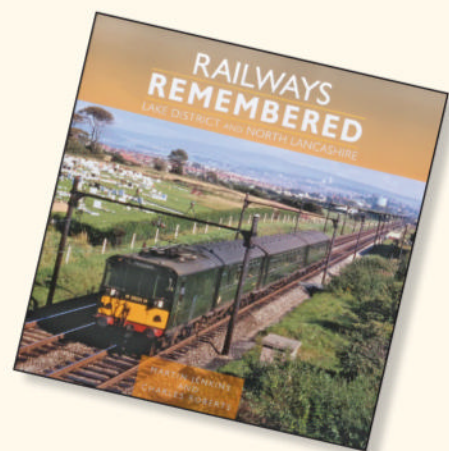
as it is a mass of detail. Likewise, a high-angled shot of Oxenholme, showing the fantastic interlaced pointwork, is another one of those images that will draw the modeller in.

All in all, this is a very inspiring volume that is packed with modelling detail and information, and will surely push a few into looking at this region and period as a modelling subject.

CF

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

255mm x 257mm, 160pp
Hardback, £22.50
ISBN 9781800353510



Rapido reveals new four-wheel shunters for OO and OO9



▲ Pre-war Sentinel in Fry's livery.



▲ The post-war Sentinel type.



▲ The OO9 Fowler diesel shunter.

Rapido Trains UK has announced that it is developing OO gauge models of steam Sentinel 0-4-0s, with 12 different versions available to pre-order.

Now in tooling, the models will cover the pre- and post-World War II BE (Balanced Engine) designs of these two-cylinder shunters, which featured vertical boilers, the post-war versions being distinguishable by additional metal casing around the tank and cylinders.

As well as industrial users, the London Midland & Scottish Railway was a notable customer. Its sole example, No.7164, was taken into LMS stock in 1932, renumbered as No.7184 in 1939 and passed into BR stock as No.47184, operating until 1955. Several former industrial examples are preserved.

Six pre-WWII versions are planned, together with six post-WWII examples. All will be available Digital Command Control ready with an E24 decoder socket (RRP £139.95), but only the post-WWII versions will be offered DCC sound-fitted (RRP £249.95). The presence of a stay-alive capacitor for slow-speed running precludes the fitting of speakers in the smaller pre-WWII versions, these instead being supplied DCC fitted only, without sound (RRP £179.95).

A Fowler diesel shunter in OO9

The four-wheel shunter format is being mirrored in OO9, but this time with a Fowler & Co. Resilient Class diesel-engined design.

10 different versions are available to pre-order, these being equipped with a stay-alive capacitor and E24 decoder, with DCC ready and DCC fitted (non-sound) options being offered – priced at RRP of £132.95 and £169.95 respectively.

Models will be supplied with various optional parts, including dumb buffers, vacuum brake gear, a grille cover, cab doors, front and rear headlights, and a suite of etched plates appropriate to the version depicted.

Other new items for OO9

Continuing the narrow gauge theme, further liveries are being produced for the firm's range of all-purpose OO9 wagons (see review of the first batch in the September RM), whilst new-tooling variants of the OO9 Peckett & Sons Cranmore Class 0-4-0ST have also been announced. Following on from the versions outlined in the news pages of our June issue, 'what if' large tank examples are being developed in conjunction with Light

Railway Stores. Green and black-liveried examples have been confirmed, plus a pseudo-Great Western green example that is exclusive to LRS. The pre-order book for these models was due to close on 31 August, but they should still be available from retailers.

New OO rolling stock additions

New to the firm's range of OO rolling stock is a London & South Western Railway/War Department 20-ton brake van, with 21 different versions available to pre-order covering pre-Grouping, post-Grouping, BR and WD guises. Currently in tooling, the models have an RRP of £44.95.

Continuing the OO rolling stock theme, a range of new Great Western Railway covered vans has been announced. Comprising different iterations of Mogo, Mica A and Tevan types, a total of 32 number and livery versions are being produced, these spanning pre- and post-Nationalisation eras.

For further details about all the models detailed here (all of which are illustrated with computer renders), visit:

www.rapidotrains.co.uk
www.lightrailwaystores.co.uk



▲ LSWR 20-ton brake van.



▲ GWR Mogo van.



▲ GWR Mica A van.



▲ GWR Tevan.

Rails commissions Great Central Class 1 4-6-0 in OO

Retailer Rails of Sheffield has announced that in collaboration with Rapido Trains UK, it has commissioned a new tooling model of the Great Central Railway Class 1 (later London & North Eastern Railway Class B2) 4-6-0 in OO.

Designed for express passenger services, a total of six members of the class were built in 1912-13, most being named after cities the GCR served. However, they became known as the 'Sam Fays' because the first of them to enter service in December 1912, GCR No.423, was named *Sir Sam Fay* in honour of the company's successful and innovative general manager after he was knighted by King George V that year.

Fittingly, No.423 is one of those being produced amongst the nine livery and number versions planned, these covering GCR green, together with LNER green and black colour schemes, each available DCC ready (£239.95) or DCC sound-fitted (£344.95).

All of the class had been withdrawn by 1947, but Rails has commissioned a 'what if' model version – fittingly given the fictional BR number 61494 and name *City of Sheffield* – in British Railways lined black with early emblem on the tender.

The models have been produced with tooling variations depicting different chimneys, domes, safety valves, etc. and DCC fitted models have firebox flicker



▲ Class 1 4-6-0 in GCR livery.

with dynamic fire draw effect. A 21-pin socket and twin speakers are factory-fitted, as well as a stay-alive capacitor. The retailer states that the design work is

complete (a computer render is illustrated here) and the final releases are expected later in 2027. For details visit:

www.railsofshffield.com

Bachmann announces new tooling Class 37/7s with sound in N gauge



▲ Class 37/7 in Railfreight livery.

The stand-out new tooling revealed in the Bachmann Autumn Announcements was in the Graham Farish range, with a series of Class 37/7s, a heavyweight locomotive type never before modelled ready-to-run in N and with DCC Sound also available.

The British Railways Type 3s, which became Class 37s under TOPS, were originally built between 1960 and 1965 in two distinct batches, Series 1 and Series 2. When in the 1980s 44 of the locomotives were selected for heavy freight haulage work as Class 37/7s, examples from both series were used, with not only side windows being plated over and extra ballast weights added, but Series 1 locos having their end doors plated flush and the centre indicator panels of the Series 2 locos being plated over – features replicated in the tooling suite for the new models.

The models will comprise, firstly, 37 894 as refurbished in 1985 in BR Railfreight grey with yellow cab ends and its headcode panel plated over (ref.372-110 for the standard analogue model and ref.372-110SF for the DCC Sound Fitted version).

37 714, meanwhile, is represented in BR Railfreight Metals Sector two-tone grey with blue & yellow bodyside logos and yellow ends (refs.372-111 & 372-111SF).

Ahead of Privatisation in the mid-1990s, BR created three regional freight companies which would later be sold to private buyers. 37 710 is therefore modelled in the black & orange colour scheme of North East England-based Loadhaul (refs.372-112 & 372-112SF). As the prototype continued to carry this livery even under English, Welsh & Scottish Railway (EWS) ownership until withdrawal in 2005, it is suitable for use by modellers of a variety of eras.

Finally, 37 717 is modelled in EWS maroon & gold livery – the real loco was one of the first to be painted in this scheme – and carries the name *Berwick Middle School* (refs.372-113 & 372-113SF).

The DCC ready models have an RRP of £179.95 while the DCC Sound Fitted versions are priced £294.95.

Return of BR 4MT 2-6-4T in N

As for other Graham Farish locomotives, making a return to the N gauge range is the British Railways Standard 4MT 2-6-4 tank locomotive in two guises. Model ref.372-535A represents No.80033 in

lined black with early BR emblem. The prototype was built at Brighton in 1952 and was allocated to that town from new before spending its 14-year career on the Southern Region. It is modelled with fluted coupling rods, water tank vents in the original position, screw locks on the water tank filler caps, lifting brackets on the cab roof and six lamp brackets at each end in accordance with Southern headcode practice.

Model ref.372-536A, meanwhile, represents No.80117 in BR lined black with late crest. Although also built at Brighton, albeit two years later than No.80033 in 1954, this loco was sent north and was initially based at Whitby in North Yorkshire before moving first to Leeds Neville Hill and then later to Scotland. It is modelled with plain coupling rods, water tank vents in the later, revised position, water tank filler caps with clamp toggle locks and the standard four lamp brackets at each end. Both models have an RRP of £164.95.

New 24½ ton minerals in N

Another new tooling announcement in the Graham Farish N gauge range is for models representing the 24½ ton mineral wagons – a type which Bachmann produced in OO some years ago as an exclusive for retailer TMC, but which now have been scaled down for general release to modellers in the smaller scale.

Various versions are being produced, available singly (£22.95-£24.95) or in triple packs of differently numbered wagons (ref.378-055, £61.95).

Model refs.378-050 & 378-050A represent these wagons in their early form in BR grey, while there are also two wagons of the Diagram 1/118 variety with markings for specific traffic flows – model ref.378-051 carries those for steel makers John Summers & Sons and ref.378-051A has those for coal to



▲ BR 4MT 2-6-4T with early emblem.



▲ BR 24½-ton mineral wagon.

Keadby Power station near Scunthorpe in Lincolnshire. Another pair – refs.378-052 & 378-052A – have a more weathered appearance and carry the TOPS code MEO.

New locomotives for OO9

In its Autumn Announcements video, Bachmann hints that it has big plans for the future of its OO9 range, but for now it has concentrated on supplementing its diminutive Quarry Hunslets.

Not only are there two Small Quarry Class locos returning to the range – *Alice* with open cab and in Dinorwic Quarry, Llanberis, red livery (ref.391-050, RRP £144.95); and *Britomart* with a cab and formerly of Pen-yr-Orsedd Quarry in the Nantlle Valley, near Caernarfon but now preserved in blue livery on the Ffestiniog Railway (ref.391-051, £154.95) – but two new versions are also being added to the range.

Model ref.391-055 (RRP £149.95) represents *Margaret*, which was built in 1894 for the Penrhyn Quarry at Bethesda, near Bangor, and appears in the early form of that concern's lined black, with the lining in red & yellow. This livery is the one now worn by the prototype, which is preserved at the Vale of Rheidol Railway in Aberystwyth, where it is currently in the line's museum awaiting overhaul.

The other new model (ref.391-056, £159.95), depicts the 1905 locomotive *Una*, which operated alongside *Britomart* at Pen-yr-Orsedd and was delivered with a cab as new. As with the prototype – which is in the collection of the National Museum of Wales but is being overhauled at the Ffestiniog Railway Boston Lodge Works while the National Slate Museum at Llanberis is undergoing refurbishment – the model carries lined green livery.

Other new items for the OO9 range comprise two Royal Naval Armament Depot (RNAD) vans in different liveries – model ref.393-120 is in Corris Railway light grey with 'CR' lettering, and ref.393-129 is in GWR-style dark grey but with 'SB' lettering, as preserved at the Statfold Barn Narrow Gauge Museum. These vans each have an RRP of £33.95.

Finally, in the Scenecraft range there is a new representation of a timber loco lift such as might be found outside a small narrow gauge railway works (ref.44-0104, £25.95). There was also a large number of new additions to the Scenecraft range for OO and N.

MLA wagons in OO

In the Autumn Announcements for OO, Bachmann Branchline has decided to concentrate on rolling stock,



▲ Quarry Hunslets Margaret...



▲ ...and Una with a cab.



▲ MLA wagon in EWS livery.

beginning with brand new MLA bogie open wagons, 90 of which were first introduced by GB Railfreight in 2006 for use in supply trains for infrastructure renewal work on the London Underground as part of its contract with Metronet.

Another 50 MLAs entered service with Network Rail soon after, while EWS ordered 105 from Greenbrier Europe in Poland in 2007, these differing from the others in having Axiom bogies instead of the earlier Y25 type. Both designs of bogie have been modelled in full relief, and the models also have underframe detailing and a die-cast chassis.

Model refs.57-001 & 57-001A carry Metronet/GBRf yellow livery with First, London Underground and Metronet logos plus the slogan 'Renewing the Tube' and, like the real-life GBRf MLAs, they have a door on the left of each side.

Model refs.57-002 & 57-002A are in Network Rail yellow without the many logos and with no side doors, while refs.57-003 & 57-003A are in EWS maroon & yellow and have the Axiom bogies.

Displaying the more work-worn and weathered appearance of the former EWS wagons now operated by DB Cargo is model ref.57-004, which is decorated with a semblance of peeling paint and of EWS logos long gone. By contrast, model ref.57-005 depicts an MLA which was specially repainted in pristine red livery to mark the rebranding of DB Schenker as DB Cargo.

All the MLA models have an RRP of £46.95.

Rolling stock additions in OO

Also new to the Bachmann Branchline range wagon fleet are British Railways Conflats, which are offered either in a twin pack of unloaded wagons in BR bauxite livery (ref.37-983A, £39.95), or as a loaded single wagon complete with an unvented BA alloy container finished in silver & yellow with Speedfreight branding (ref.37-990A, £29.95).

As regards coaching stock, returning to the range are a series of BR Mk.II vehicles in five different liveries:

British Rail blue & grey; BR Provincial livery with branding for Trans-Pennine; the original blue, red & white livery of Network South East; DRS Compass livery for operation as escort vehicles on nuclear flask trains; and the maroon livery of railtour operator West Coast Railways. All of these Mk.II carriages have an RRP of £74.95 each.

EFE Rail rolling stock in OO

Joining the EFE Rail range for the first time are models of YCV Turbot bogie ballast wagons, all in the BR engineers 'Dutch' livery of grey & yellow. However, while on model refs.E87119 and E87120 this livery is reproduced in pristine form, with each priced £37.95, a further two YCVs, model refs.E87121 & E87122, carry it in a very weathered condition and this pair have an RRP of £39.95 each.

Other wagons returning to the range are SPA open wagons in three liveries: model ref.E87116 is in Railfreight red (RRP £39.95); ref.E87041 is in weathered DB Schenker red (RRP £42.95); and ref.E87118 appears for the first time in the blue livery of construction and infrastructure group Balfour Beatty (RRP £39.95).

Woodland Scenics sound

Also highlighted in the Autumn Announcements is the soon to be launched Just Plug sound system from Woodland Scenics.

The system aims to enhance layouts by providing sounds ranging from birdsong and church bells to traffic noise and depot atmosphere. At the heart of the system is a sound hub, which serves as the main controller. Into this go four pre-recorded sound cards and power is provided by a mains supply, while speakers are also included which can be positioned where wanted on the layout.

Various sound triggers can also be purchased, and the user can even add their own sounds which can be downloaded onto a sound card from a phone or computer.

The Just Plug Sound System Starter Kit (ref.WJ56902, RRP £114.95) can be ordered from Bachmann retailers. For more details visit:

www.bachmann.co.uk



▲ Mk.II coach in DRS livery.

Revolution Trains 1938 tube stock in 1960s all-over maroon livery in N



▲ 1938 tube stock in 1960s livery.

Revolution Trains has teamed up with the London Transport Museum to offer an N gauge version of the operational 1938 London Underground stock preserved at Acton depot.

The unit, comprising driving motor 'A' car No.10012, trailer car No.012256, non-driving motor car No.12048 and driving motor 'D' car No.11012 (originally No.11178), is in the 1960s all-over maroon livery with gold 'LONDON TRANSPORT' lettering – a combination not previously offered by Revolution (see review, RM August).

These are limited edition sets and are only available from the museum shop, either in store or online, and are priced £300.00 for a complete four-car train, with every sale supporting the work of the museum in preserving London transport heritage.

Previously, the 1938 Stock models have been offered in four-car and three-car packs in original rail red & cream and revised bus red liveries, or as two-car packs depicting their later use on the Isle of Wight in Network SouthEast and Island Line colours. The manufacturer reports that these earlier packs are now largely sold out.

Third run of Class 66s

Revolution is also offering a third run of its Class 66 locomotives in N, with new tooling enabling previously unavailable variants to be offered.

The initial range of Class 66s was released in autumn 2025 and a second batch appeared in the spring of this year. With the latest models, for the first time in

N, DCC users are able to make use of fully prototypical lighting options including day and night running, shunt and park modes, plus operating cab lights which correctly turn off when the loco is moving to comply with railway regulations.

The tooling suite allows for such features as original EWS, BMAC three-part, two-part or bug-eye lights; original or low emission bodysHELLS; original or reinforced cab windows; low or high lashing loops; US and Canadian-built bodysHELLS; and different bogie types to both UK or imported European specifications. Also added is new tooling for updated two-aspect BMAC lights and plated-over NRN roof pods.

The main range livery versions in the latest run comprise: 66 301 in Drax gold; 66 050 *Yorkshire Rose* & 66 044 in DB red; 66 743 & 66 746 in GBRf maroon; 66 505 in Freightliner green; and 66 605 in G&W orange. The first two models listed will help fund a donation to Martin House Children's Hospice – last year Revolution was able to donate £26,000 to the charity through sales of its models.

There will also be four Class 66 models produced as exclusives for Rails of Sheffield: 66 501 *Spirit of '65* in G&W orange; 66 601 in Freightliner green; and 66 710 *Karen Harrison* & 66 719 *Michael Portillo* in GBRf Rail 200 red.

The Manufacturer's Suggested Retail Price (MSRP) is £159.95 for DCC ready models and £254.95 for DCC sound-fitted versions. Delivery is expected in early 2027.

www.revolutiontrains.com
www.railsofsheffield.com



▲ 66 301 in Drax livery.



▲ 66 501 in G&W orange.



▲ 66 505 in Freightliner green.

New laser-cut bridge kits for TT:120



▲ Single track brick bridge.



▲ Double track stone bridge.



▲ Stone bridge with steel span.



▲ Brick bridge with steel span.

To complement its new range of tunnel portal kits (see News, RM September 2026), Peco has developed a suite of all-new laser-cut wood bridge kits in TT:120.

The first of this new range focuses on two bridge types – a classic brick/stone arch or steel plate design. Available in single or double track

spans in a choice of brick or stone, each kit contains a set of wing walls and parapets allowing for the assembly of a complete structure, with a road deck wide enough to accommodate a double track.

The single span bridge kits (ref.LK12160 – brick arch; ref.LK12161 – stone arch; ref.LK12164 – steel plate

with brick parapets; and ref.LK12165 – steel plate with stone parapets) each have a Suggested Retail Price (SRP) of £17.50. SRPs for double track versions (ref.LK12162 – brick arch; ref.LK12163 – stone arch; ref.LK12166 – steel plate with brick parapets; and ref.LK12167 – steel plate with stone parapets) are £19.50.

Finally, it is worth mentioning that each kit has a modular design, allowing multiple kits to be joined to create a bridge with more than one span, or viaducts.

For further details of these and other models, visit the Peco website:

www.peco-uk.com

Wallace & Gromit 009 wagons now in production

The forthcoming Wallace & Gromit wagon models for 009, which are being manufactured exclusively by Peco, are now in production (see News, RM August & September).

Illustrated here are samples of the five liveries being produced, all of which will be available in a special box set priced £169.95. Four of the five van models will also be available

individually (priced £31.75 each), these comprising the Preston's Dog Food, Bake-o-lite, Wash 'n' Go and Top Bun livery versions. The Aardman 50th anniversary van, however, is only available in the box set.

Delivery to retailers is planned for late September. Look out for a full review of these exciting new models in the November issue.



Reverend Awdry's daughter gives talk at Pecorama

During the well-attended Beer Heights Light Railway Gala held over the weekend of Saturday 15 & Sunday 16 August, Pecorama at Beer, East Devon, hosted as special guest Veronica Chambers, daughter of Thomas the Tank Engine author, the late Reverend Wilbert Awdry.

On the Sunday nearly 70 people gathered to hear Veronica and her husband Richard give an illustrated talk on her father's life and writings in the on-site lecture theatre and gallery.

The Awdry family has a special place in the history of the BHLR, as Peco founder the late Sydney Pritchard invited Rev. Wilbert Awdry to open the first section of the 7¼" gauge line in 1975, and the event also saw Wilbert's wife Margaret planting a tree to mark the occasion. In subsequent years there

were visits by Wilbert and Margaret's son Christopher – Veronica's brother for whom the first Railway Series stories were written when he was a little boy – and a 50th anniversary visit by Christopher's son, Richard Awdry, in 2025.

Peco Chairman Michael Pritchard – company founder Sydney's son – and Chief Operations Officer Will Lane gave speeches at the event and Veronica was happy to sign books for, and chat to, those present. During the afternoon she and Richard were also able to enjoy a guided tour of the model railway exhibition and gardens and a ride on the BHLR.

Donations from the event to Veronica's charity, the Veronica Awdry Charitable Trust (VACT), which benefits good causes in Devon, including heritage railways, amounted to £265.00.



▲ Veronica Chambers giving her talk on her father Rev. Wilbert Awdry. Photo: Jessica Shackleford

October opening at Pecorama

After a successful summer season of Beer Heights Light Railway (BHLR) weekend galas in June, July and August, as well as general public opening on three days a week during August, it has been announced that Pecorama will be opening to the public during two school half-term weeks in October.

Following the same three-day pattern established for open days in August, the Beer, East Devon, attraction will be open for the first of these weeks on Tuesday 20, Wednesday 21 & Thursday 22 October, then during the second half-term week on Tuesday 27, Wednesday 28 & Thursday 29 October.

Tickets for these open dates can be booked now as they went on sale at the beginning of September.

On each day, the gates will be open from 10:00-16:00, with the last train on the 7¼" gauge BHLR

departing at 15:20 each day. Entry prices are: adults (over 16) £14.95, concessions (age 3-16) £9.95 and infants (U3s) admitted free, while entry for dogs is £2.00.

Tickets include one train ride, access to the Mediterranean-style gardens and the Model Railway Exhibition. Extra train rides can be purchased on the day for £4.00 each. Mini golf is also available – the price for four people is £10.00 and for one person £3.00.

Refreshments are available from the garden kiosk, including sandwiches, pasties, sausage rolls, cake, etc. There is also an on-site model shop run by the Peco-owned retailer Harburn Hobbies, which also has a model shop in the centre of Edinburgh. For details visit: www.pecorama.co.uk



▲ A scene from the Beer Heights Light Railway gala of July 2026. Photo: Matthew Nelson

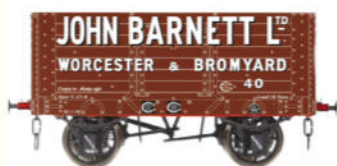
EXHIBITION FOCUS

Limited edition wagon for SVR O Gauge Get Together

Saturday 17 & Sunday 18 October will see the Engine House Visitor Centre at Highley station on the Severn Valley Railway once again hosting the SVR O Gauge Get Together.

This year's event, which will be open on each day from 10:45-16:30, will feature 10 layouts including *Blowers Green* (pictured – see RM September 2025). In addition there will be traders, the Gauge O Guild information stand, and demonstrations from the Model Electronics Railway Group (MERG) and SVR Warley Modellers. Several loco

restoration groups will also be present. The team has again commissioned a limited edition O gauge wagon based on a local prototype, the subject this time (illustrated below) being John Barnett



Ltd, a coal and general merchants based in Worcester and Bromyard, Herefordshire. The commission from Dapol is limited to 50 units and the price has yet to be announced.

There will also be a raffle, with proceeds going to the SVR appeal for adapting a canopy rescued from Wolverhampton Low Level for use at Kidderminster.

There is no parking at the Engine House, so travel should be by train,

▲ **Blowers Green in O gauge.**
Photo: Paul Bason/RM Archive

with entry included in the price of a travel ticket. Check the website for details of train times and ticket prices.

Members of the Gauge O Guild will be able to obtain a 20% discount on their tickets upon presentation of their membership card. For details visit:

www.svr.co.uk/event/o-gauge-get-together/

Scalefour and 2mm Scale showcases at Uckfield

The 41st annual Uckfield Model Railway Exhibition will be taking place over the weekend of Saturday 17 & Sunday 18 October at the Uckfield Civic Centre in Civic Approach, Uckfield, East Sussex TN22 1AE.

The event will be open from 10:00–17:00 on both days and admission for adults is £10.00 while accompanied children can enter free of charge.

The show will incorporate Scalefour Southeast, a Scalefour Society regional event, featuring the Society's Publicity Stand and the Scalefour Stores, along with associated P4 layouts and demonstration stands. Also the 2mm Scale Association Roadshow will be making an appearance with a couple

of 2mm finescale layouts and the Association information stand.

On display will be an eclectic mix of 20 layouts in 14 different scale and gauge combinations. John Smith will be exhibiting his new 1960s BR Southern Region 7mm scale terminus *Cranwood* for the first time. Also making its debut will be Chris Matthews' BR 4mm scale OO continuous run layout *A Dreary Tuesday...in the Dearne Valley*, portraying the South Yorkshire industrial scene in the early 1970s. Marking 80 years of the S Scale Model Railway Society is Maurice Hopper's layout *Nancarrow Junction*.

There will also be over 20 trade stands, including some from



▲ **A Dreary Tuesday...in the Dearne Valley.** Photo: Chris Matthews

specialist manufacturers as well as demonstrations for those wanting to hone their skills.

For further information, including a full layout list, see the Societies &

Clubs pages in this issue, contact the exhibition manager Adrian Colenutt by calling 01903 745759 and visit the group website:

www.uckfieldmrc.co.uk

Clark Railworks makes first journey onto GWR with Mink G

Clark Railworks has announced a first foray into Great Western Railway modelling with a new OO gauge range representing that company's 100 Mink G vans built in 1930-31 at Swindon Works.

At 30' long and with a capacity of 20 tons, they were among the largest four-wheel goods vans constructed and could carry almost twice the cargo of a standard box van. Moreover, as they were vacuum-braked they could do it at speed by inclusion in the formations of express goods trains.

The vans' roofs and bodysides were made from planked wood, with the former topped off by a lead-painted canvas sheet for waterproofing. They were originally painted in the dark grey GWR freight stock livery, then in bauxite from 1948, in line with British Railways practice for vacuum-braked vans. The Mink Gs were withdrawn from operational fleet duties during the 1960s, but some then took on Departmental duties and five have been preserved.

Given the fairly uniform appearance of the prototypes, the models are being produced in one batch but features will include a die-cast chassis, easy conversion to P4 or EM gauge for finescale modellers, sprung buffers, Ultraflex vacuum pipes, underside and separately fitted end details, disc and spoke-wheeled variants and brass axle bearings.

The range comprises: No.112809 in GWR dark grey (ref.C3060); W112873 in early BR bauxite (ref.C3061); W112814 in late BR bauxite (ref.C3062); W112843 in pre-TOPS BR bauxite (ref.C3063); No.042432 in Departmental bauxite (ref.C3064); No.112843 in GWR grey with white roof and 'NEWBURY/SLOUGH' markings, as preserved at Didcot Railway Centre in 1991-97



▲ **Engineering sample of the Clark Railworks Mink G wagon.**

(ref.C3065); No.112843 in GWR blue/grey with white roof and 'FISHGUARD' markings, as preserved at Didcot 2005-16 (ref.C3066); and No.112850 in GWR grey with white roof as preserved at the Gloucestershire Warwickshire Railway (ref.C3067).

The price per model is £47.50 and the manufacturer states that decorated samples are due in November of this year, with delivery slated for early 2027.

www.clarkrailworks.com

Coming next month

November 2026 On sale Thursday 8 October

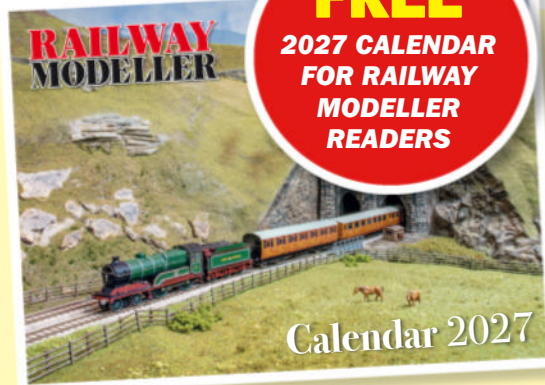
SAVE £1 ON NEXT MONTH'S RM!

Use the coupon printed on p34a of this issue to save £1 on the cover price of the November 2026 edition of RAILWAY MODELLER, when purchased from a Peco stockist.



The RAILWAY MODELLER PODCAST

Next episode available on websites including Spotify from early October



Included with printed copies of the November issue

4 ways to buy your copy of RAILWAY MODELLER:

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- 2 Subscribe & save: delivered to your door every month – plus access to the entire RM Digital Archive back to 1949 (see page 64a).
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- 4 At all major retailers: Tesco, Sainsburys, Asda, Morrisons, TG Jones and many more.

To subscribe, or to find your nearest RM stockist, head online to:
www.peco-uk.com/pages/railway-modeller

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.

DECEMBER 2026 issue deadline: OCTOBER 1st

LIVE EVENTS

Saturday 12 September

RAILEX EAST

CAMBRIDGE, Cambridgeshire

Organiser: 31A (Cambridge) Model Railway Club.
Venue: Cambridge Regional College, Kings Hedges Road, Cambridge CB4 2QT.

Open: 1000-1600 (last admission 1530).

Admission: adults £8.00, acpd children £3.00 (in cases of parties with 2 or more children and at least 1 adult, 1 child will be admitted free), U5s free.

Amenities: venue has free parking and full access for disabled visitors. Services on Busway route B and Arbury Citi buses stop at the college, while Busway route A has a stop 5-10 minutes' walk away at Orchard Park. Venue has refreshments available.

Features: over 20 working layouts in gauges 0 to N, plus trade, club & society stands.

Email: exhibition@cambridge31a-mrc.org.uk
Website: www.cambridge31a-mrc.org.uk/exhibition.htm

Facebook: www.facebook.com/groups/ChestertonBabble/posts/1902354540339027/

Saturday 12 September

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, 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, OO9, 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 12 September

HEADINGTON, Oxford, Oxfordshire

Event: Club 60th Anniversary Celebrations.

Organiser: Oxford & District Model Railway Club.

Venue: Collinwood Road United Reform Church, Risinghurst, Headington, Oxford OX3 8HW.

Open: 1030-1600

Admission: free.

Amenities: limited free parking. Frequent buses from Thornhill Park & Ride or Oxford station to Risinghurst Turn plus hourly service No.14 to Collinwood Road (both stops less than 100m away). Refreshments.

Features: layouts including two examples in OO which are both over 60 years old: *Bossington* and *Oldstead Gate* (one children can operate). Other layouts comprise: *Brymbo*, *Newstead Gate* (O); *Much Wittering*, *Forest Hill* (OO); *90p Layout* (children can operate), *Under the Bed*, *Witney* (N); plus other layouts, including in Z gauge, and club sales stand.

Contact: Kev & Jen Brett, 07743 177034.

Email: brett@swanox.co.uk

Website: www.oxfordmrc.org.uk

Facebook: www.facebook.com/oxfordMRC/

Saturday 12 September

ROMILEY, Stockport, Greater Manchester

Organiser: Romiley Methodist Railway Modellers.

Venue: Romiley Methodist Church, Hill Street, Romiley, Stockport SK6 3AH.

Open: 1030-1630

Admission: by donation in aid of the charity Action For Children.

Amenities: there is on-site parking for those of limited mobility only. Romiley railway station and bus stops are around 400m from the venue.

Features: several drive-it-yourself layouts, layouts for the young at heart of all ages alongside other more traditional layouts. Plus a trade stall and miniature train rides.

Contact: Exhibition Secretary Joe Graham using email address below.

Email: romileymethodistmodelrailway@gmail.com

Saturday 12 September

3RD SOUTH CROYDON CHARITY MODEL RAILWAY SHOW

SOUTH CROYDON, South London

Organiser: Christopher Dean & 7th/12th Croydon Scout Group.

Venue: St Paul's United Reformed Church, Croham Park Avenue, South Croydon CR2 7HF (Opposite Old Whitgiftian Rugby Ground).

Open: 1000-1600

Admission: adults £6.00, children (5-16) £3.00, U5s free, families (2+2) £15.00. Payment by cash or card. All proceeds will be shared between local charities.

Amenities: street parking is available in adjacent roads and there are excellent bus & tram services nearby. Disabled access. Hot & cold refreshments available.

Features: family-friendly exhibition comprising 20 layouts in various gauges, plus pre-owned stalls, society stands and trade support. There will also be Step-Ups for viewing layouts as well as railway activities for very young children.

Contact: 07956 520959.

Email: tinkerscorner@aol.com

Website: www.stpaulsurc.org.uk

Saturday 12 September

THORNBURY, South Gloucestershire

Event: Thornbury Community Association Open Day.

Organiser: Thornbury & South Glos Model Railway Club.

Venue: The Chantry, 52 Castle Street, Thornbury, Bristol BS35 1HB.

Open: 1030-1600

Admission: adults £3.00, acpd children free.

Amenities: there is a limited amount of parking at the venue. The town centre with car parking is a 10-minute walk away. Venue is fully accessible for the mobility impaired. Light refreshments available.

Features: T&SGMRC will have four of its layouts running and this club Open Day is being run as part of Thornbury Heritage Weekend.

Contact: 07454 345015.

Website: www.tsgmrc.co.uk

Facebook: www.facebook.com/TSGMRC/

Saturday 12 & Sunday 13 September

LITTLE BYG SHOW

BORTH Y GEST, Porthmadog, Gwynedd

Organiser: Paul Holmes & Gwynedd Model Railway Club.

Venue: St Cyngar's Church Hall (underneath the church), Church Road, Borth y Gest, Porthmadog LL49 9TU.

Open: both days 1000-1600

Admission: adults £4.00, acpd children free.

Amenities: there is a good-sized pay & display car park near the shore in Borth y Gest village. Plentiful cakes and refreshments available.

Features: new later date in September for this regular friendly event previously organised by the late pioneering OO9 modeller and RAILWAY MODELLER contributor Paul Towers. It is a small show with around eight layouts, mainly narrow gauge scales 0-16.5/NG7 and OO9, and mostly from the local Gwynedd Model Railway Club (who meet monthly in the Gweithdy at Minffordd station on the nearby Ffestiniog Railway). The club encourages the younger modeller and there will be several layouts on display from the young members. There will also be a second-hand book and sales stall.

Contact: Paul Holmes using email below.

Email: heatonwood@hotmail.com

Saturday 12 & Sunday 13 September

FAVERSHAM, Kent

Organiser: Faversham Model Railway Club.

Venue: The Abbey School, London Road, Faversham, Kent ME13 8RZ.

Open: Saturday 1000-1630

Sunday 1000-1600

Admission: adults (17-plus) £7.00, children (6-16) £3.00, U5s free.

Amenities: on-site free car parking, disabled access, toilets & light refreshments.

Features: 26 layouts including: *Conyer Creek*, *Queen Charlottes Dock* (O); *Hillston* (0-16.5/NG7); *Addleford Green*, *Albert Street Parcels*, *Bulldog Quay*, *East Highland Railway*, *Godinton* (first show outing), *Folly Lane*, *Foldham*, *Horton Common*, *London Road Sidings*, *Thomas Layout* & *Toeten Fleet Services* (OO); *Stillbarton*, *Whiz Bang Corner* (OO9); *Hiawatha Street*, *Rue CFF*, *Bahnweg* (HO); *Amadea Cat* (first show outing), *Aylesford Station*, *Barry Inspired Scrapyard*, *Braughing* & *Standon*, *Oakwood*, *Richborough Park*, *Souhcliffe* (N). Plus 14 traders and society stands.

Contact: Exhibition Manager Doug Attwood, 07904 078168.

Email: exhibition@favershammrc.org.uk

Website: www.favershammrc.org.uk/2026.html

Facebook: www.facebook.com/FavershamModelRailwayClub/

Saturday 12 & Sunday 13 September

INTERNATIONAL N GAUGE SHOW

LEAMINGTON SPA, Warwickshire

Organiser: Meridienne Exhibitions Ltd supported by The N Gauge Society.

Venue: Warwickshire Event Centre, on the junction of the A425/B4455, nr Leamington Spa, Visitor Car Park CV31 1FE.

Open: Saturday 1000-1700

Sunday 1000-1600

(Last admission 1 hour before closing).

Admission: adults £14.50, senior citizens (aged 65-plus) £13.00, children (5-14) £6.00. Tickets are valid for any one day and are available in advance via website www.ngaugeshow.co.uk or on the day from the venue ticket office.

Amenities: spacious indoor venue with easy road access and ample free parking. Also Saturday only Show Link Bus running every 30 minutes from Leamington Spa station to the Event Centre (for full timetable and prices see website). Coffee shop and restaurant available.

Features: the UK's only show focused exclusively on N gauge. Impressive line-up of over 25 layouts from UK, Europe and America. They include: *Steam Era* – *East Anstey*, *Foxvale*, *Hawes Junction*, *Hillside Park*, *Holgate Castle*, *Hollingswood Junction*, and *Kernow Consolidated*, *Metcalfe Meadows*, *Spion Kop*, *The Oast House*, *St Andrews and Guard Bridge*; *Modern Image* – *Beechwood*, *Clyde Viaduct*, *Gloucester*, *Grimley Moor*, *Long Hirston*, *Mereley Junction*, *Weargate Works*, *Two Locks*; *American* & *Continental* – *Mühlenfelder*, *N-Club International* e.v. *Layout*, *Tsuru no Michi*, *Verneuil-Les-Vignes*. Plus club stands from the 2mm Scale Association, DEMU, Leamington and Warwick Model Railway Society, The N Gauge Society & World Wide Group as well as many specialist traders.

Contact: Exhibition Manager Avril Spence, 01926 614101.

Email: info@meridienneexhibitions.co.uk

Website: www.ngaugeshow.co.uk

Facebook: www.facebook.com/MeridienneEx/

Saturday 12 & Sunday 13 September

LEIGH, Greater Manchester

Event: Leigh Festival of Model Railways & Transport Modelling 50th Anniversary Exhibition.

Organiser: Leigh Model Railway Society.

Venue: Leigh Sports Village, Leigh Leisure Centre, Sale Way, Greater Manchester WN7 4JY.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £8.00, U16s free.

Amenities: free parking plus free vintage bus service from bus station. Disabled access.

Features: 30-plus layouts, including: *Ballan Road*, *Arcadia Pennsylvania* (O); *Mostyn*, *Slattocks Junction* (P4); *Angelbank* (EM); *Alderford*, *Harpur Hill*, *Leigh MRS* new layout (name TBA), *Poulton-le-Fylde Junction*, *Queens Road TMD*, *Romiley* (*Thomas & Friends* layout children can drive), *SteelBank* (*Peco Rail200* competition finalist), *Trawsfynydd Branch*, *Weaver Hill* (OO); *Lancaster Yard*, *Mynydd Tatws Newydd* (OO9); *Bad Kissen* (Austrian, HO); *Ulvaryd Strand* (Swedish, HOe); *Flukeley Yard* (TT:120); *Burshaw Northwestern*, *Heatherley*, *Ballykeale* (Irish) (N); *Leighmoor Bois* (Hornby Dublo three-rail); *Legomas* (new bigger size) (L). Plus more than 20 traders.

Email: lmrs.secretary@gmail.com
Website: www.leighmodelrailwaysociety.wordpress.com/

Saturday 12 & Sunday 13 September

WARRINGTON, Cheshire

Organiser: Thelwall & Grappenhall Model Railway Club Open Day.

Venue: At the rear of Grappenhall Community Centre, Bellhouse Lane, Warrington WA4 2SG.

Open: both days 1200-1600

Admission: adults £2.00, children £1.00, U5s free.

Amenities: note the layouts are on the first floor with only staircase access.

Features: tramway & branch line layouts in OO9 & N and DCC and dc layouts in OO. New members welcome.

Contact: Chris Harrop on 07788 595611 or Peter Knight on 07535 983894, or use email or contact form on the club website.

Email: thethelwallgrappenhallrailwayclub@hotmail.co.uk

Website: www.tgmrc.org

Facebook: www.facebook.com/ThelwallGrappenhallModelRailwayClub/

Saturday 12 & Sunday 13 September

WOOLWELL, Plymouth

Venue: Woolwell Community Centre, Darklake Lane, Woolwell, Plymouth PL6 7TR.

Open: 1000-1600

Admission: adults £5.00, under 16s free.

Amenities: free parking with a few disabled spaces, disabled access, WC including disabled, café on site. Children's park and local shops a short walk away.

Features: model railway show with traders.

Email: modelstoysandrailways@gmail.com

Sunday 13 September

BLYTHBURGH, Suffolk

Organiser: Halesworth to Southwold Narrow Gauge Railway CIO.

Venue: Blythburgh Station & Village Hall, London Road, Blythburgh, Suffolk IP19 9LQ.

Open: 1030-1545

Admission: free.

Amenities: disabled access and parking at the hall & station site only, but free car parking behind the village church. Free refreshments.

Features: model railways in a variety of scales, including a 16mm scale live steam railway, plus society stand.

Contact: Richard Doe, 01502 471760.

Email: richarddother@yahoo.com

Website: www.halesworthtosouthwoldrailway.co.uk

Facebook: www.facebook.com/HalesworthtoSouthwoldNGR/

Sunday 13 September

TELFORD, Shropshire

Organiser: Telford Railway Modellers Group.
Venue: Sports Hall, Hadley Learning Community, Crescent Road, Hadley, Telford TF1 5JX (what3words torn.inspects.inner).
Open: 1000-1600
Admission: adults £8.00, acpd U16s free.
Amenities: parking and wheelchair access. Refreshments available.
Features: 20 layouts, including: *Gerdí Catrin* (Gn15); *Little Simonsby, Halesfield TMD* (O); *Grinhill Quarry, Dewstone* (O-16.5/NG7); *Ashford, Aberwyn, Bottom Hole, Bottom of the Barrel, Far T Middlin, Funville, Live Steam by Martyn Demers, Matts Farm Railway* (OO); *Chwarel y Mynydd Aur* (OO9); *Bewdley, Two Mill Depot Suitcase Layout* (N); plus Shropshire Scale Modellers and Jaguar Special Interests as well as trade stands.
Email: info.trmg@yahoo.com
Website: www.telfordrailwaymodellersgroup.co.uk
Facebook: www.facebook.com/TelfordRMG/

Sunday 13 September

UFFCULME, Devon

Organiser: Culm Valley Model Railway Club.
Venue: Old Well Garden Centre, Waterloo Cross, Uffculme, Cullumpton EX15 3ES.
Open: 1000-1600
Admission: free but donations welcome.
Amenities: garden centre with parking located close to Junction 27 of M5 just off A38. 'Railway Room' is adjacent to top car park.
Features: 60 years of steam and diesel traction on *Tiverton Junction* (30' long OO gauge model) plus *Soldor*, home to a little blue engine, driven by visitors. Club layouts.
Website: www.cvmrc.weebly.com/tiverton-junction.html

Saturday 19 September

47TH MID ESSEX MODEL RAILWAY EXHIBITION BRENTWOOD, Essex

Organiser: Mid Essex Model Railway Club.
Venue: Brentwood County High School, Seven Arches Road, Brentwood CM14 4JF.
Open: 1000-1700
Admission: adults £7.00, children £4.00, family (2+3 max) £20.00.
Amenities: there is a small car park on site as well as local street parking – note any restrictions. Nearest railway station is Brentwood. Refreshments available plus tombola.
Features: new venue for a long-established event. Layouts incl: *Daisy Lane TMD, Jaspers Green, Southwark Bridge* (O); *Pennard Road BR* (S); *Almeg Bay, Dawcot, Down Sidings, Jills Jersey, Pig Hill DSP, Stewarts Lane* (OO); *Cherry Orchard Lane, Uplands* (OO9); *Klein Schmalitz* (German HO); *Poisson Street* (HO); *PitzalBahn* (HOe); *Llanwyddn* (TT:120); *Corsham, Hayling Island Bridge, Leadenhall, Ryecroft Arena* (N). Plus modelling demonstration, club second-hand sales stall, trade stands and exhibits by the Railway Correspondence and Travel Society (RCTS) & EM Gauge Society.
Email: secretary@midsexmrc.co.uk
Website: http://offtherails.x10.mx/memrc/exhib.html#top
Facebook: www.facebook.com/p/Mid-Essex-Model-Railway-Club-100064434589780/?locale=en_GB

Saturday 19 September

GRENOSIDE, Sheffield, South Yorkshire

Organiser: Sheffield Model Railway Society.
Venue: Grenoside Community Centre, Main Street, Sheffield S35 6PR.
Open: 1000-1600
Admission: adults £5.00, U16s free.
Amenities: venue has a free car park adjacent & step-free disabled access. Stagecoach and First Bus No.86 runs to Grenoside from Sheffield city centre. Refreshments available.
Features: 20 layouts in various scales plus trade stands.
Contact: 07903 272049.
Email: sheffieldmrs@gmail.com
Website: www.sheffieldmrs.co.uk
Facebook: www.facebook.com/SheffieldModelRailwaySociety/

Saturday 19 September

LICHFIELD MODEL RAILWAY EXHIBITION LICHFIELD, Staffordshire

Organiser: Trent Valley Model Railway Society sponsored by Baz's Model Rail.
Venue: Life Church Lichfield, Netherstowe, Lichfield, Staffs WS13 6TS.
Open: 1000-1600
Admission: adults £6.00, children £2.00, family (2 adults plus max 4 children) £14.00. Children must be accompanied.
Amenities: parking and disabled access. (Note that unfortunately there will be no heritage bus service running this year.) Hot & cold refreshments available.
Features: 15 layouts, trade support, demos.
Contact: Andrew Huson, 07484 712395.
Email: LichfieldShow@gmail.com
Website: www.tvrms.org.uk
Facebook: www.facebook.com/tvrms/

Saturday 19 September

Note: not August 30 as originally listed MARCH, Cambridgeshire

Event: Late Summer Model Railway Show Joint Fundraising Day.
Organiser: March & District Model Railway Club and March St Mary's Church.
Venue: St Mary's Church & Hall, Wisbech Road, Westry, March, Cambs PE15 0BA.
Open: 1000-1600
Admission: adults £5.00 (cash only please), acpd U16s free.
Amenities: venue has free but limited parking and is served by Stagecoach bus No.33 between March town centre & Peterborough. Disabled facilities. Refreshments available, including bacon butties, tea & coffee.
Features: at least 10 layouts in various gauges & scales, including O, O-16.5/NG7, EM, OO, OO9 & N, displayed in the church and adjacent church hall. Plus three traders and a club stand with second-hand sales.
Email: manddmrc@gmail.com
Website: www.mdmrc.net
Facebook: www.facebook.com/groups/mdmrc/

Saturday 19 September

16TH ANNUAL MODEL RAILWAY EXHIBITION WILLAND, Devon

Organiser: Culm Valley Model Railway Club sponsored by Harveys Hobbies.
Venue: Willand Village Hall, Gables Road, Willand, Devon EX15 2LP (what3words longer.radiating.juicy).
Open: 1000-1600
Admission: adults £6.00, acpd children £1.00.
Amenities: free parking & disabled access. Hot & cold drinks and hot & cold food available.
Features: 14-plus layouts & exhibits along with trade support.
Email: cvmrc83c@gmail.com
Website: www.cvmrc.weebly.com
Facebook: www.facebook.com/people/Culm-Valley-Model-Railway-Club/61580904285482/

Saturday 19 September

WILTON RAILX 2026 WILTON, Salisbury, Wiltshire

Organiser: Salisbury & South Wilts Railway Society.
Venue: The Michael Herbert Hall, South Street, Wilton, Salisbury SP2 0JS.
Open: 1000-1630
Admission: adults £5.00, children (5-15) £2.00 (but one child can enter free if acpd by a fee-paying adult), acpd U5s free.
Amenities: free local parking. Full disabled access to all areas and toilets. Catering.
Features: around 12 layouts in a variety of scales and gauges plus trade stands. The society will also be opening up the garden railway, which is just an 8-minute walk from the main venue. Live steam and a small battery ride-on engine are just some of what the garden has to offer (see map on SSWRS website for route from hall to garden railway).
Contact: Exhibition Publicity Manager David Graney, 07768 448369.
Email: sswrs@drgsales.co.uk
Website: www.sandswrs.co.uk
Facebook: www.facebook.com/SSWRailSoc/

Saturday 19 & Sunday 20 September 43RD ANNUAL MODEL RAILWAY EXHIBITION BLACKPOOL, Lancashire

Organiser: Blackpool & North Fylde MRC.
Venue: Blackpool 6th Form, Blackpool Old Road, Blackpool, Lancs FY3 7LR.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £8.00, concessions £7.00, acpd U16s free.
Amenities: on-site parking. Easy access for disabled. Refreshments available.
Features: layouts in various gauges including: G – Wizz (G); *Gatenby* (On30); *West Street, Bred Albin, Eastgate Harbour, Calder Grange, Club Thomas, Crows Dale* (OO); *Aidans Mill, Square Foot Consortium* (OO9); *29th Street Wharf & Domino* (HO/3.5mm); *Por Ridge* (N); plus demos by Les Nehrlich on weathering rolling stock and Batterdale Scenics on Scenics & Soldering; along with a Poulton & Wyre Railway Society stand and club sales & trade stalls.
Contact: BNFMRc Secretary by email.
Email: ajolley@pobroadband.co.uk
Website: https://livelywre.wixsite.com/bnfmrc/annual-exhibition
Facebook: www.facebook.com/p/Blackpool-North-Fylde-Model-Railway-Club-100066398330690/

Saturday 19 & Sunday 20 September COVENTRY, West Midlands

Event: Spring Open Day.
Organiser: Coventry Model Railway Club.
Venue: Unit 3, Coventry Canal Basin Warehouse, Leicester Row, Coventry CV1 4LH.
Open: both days 1000-1600
Admission: free.
Amenities: this event is being run in conjunction with the local Coventry Heritage Open Days. Refreshments available.
Features: six layouts in OO, OO9 & N.
Email: secretary@coventrymodelrailwayclub.org.uk
Website: https://coventrymodelrailwayclub.org.uk
Facebook: www.facebook.com/coventrymrc/

Saturday 19 & Sunday 20 September SWANSEA MODEL RAILWAY EXHIBITION SWANSEA, South Wales

Organiser: Swansea Railway Modellers Group.
Venue: LC Swansea, Oystermouth Road, Maritime Quarter, Swansea SA1 3ST.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £10.00, acpd children £1.00, U3s free.
Amenities: there is a large new car park opposite the venue. The town centre bus and rail stations are a 10-15-min walk away. Venue is fully accessible for the mobility impaired. Refreshments provided by venue café. Please note that LC Swansea does not allow dogs.
Features: layouts incl: *Live Steam* (16mm scale); *Penfold Priory, The Running Shed* (O); *SGK-bahn* (S); *Avergavenny Blackbrook* (P4); *Abergain* (EM); *Abernethy Dock, Burton Wood, Gorton Lane, Iron Mould Lane, Lintor Town, Shed 79A, SRMG Junior Layout, Upper Bank, West Porton Trams* (OO); *Mynydd Tatws Newydd, Rheneas Tunnel, Tan y Bwlch* (OO9); *Abbey Heights, Copenhagen Fields, Ludgvan Quay, Swanshire Pass, Trewin* (N); plus trade & society stands.
Email: info@srmg.org.uk
Website: www.srmg.org.uk/2026-show
Facebook: www.facebook.com/SRMGTrains/

Saturday 19 & Sunday 20 September TROON, South Ayrshire

Organiser: Ayr Model Railway Group.
Venue: Walker and Concert Halls, South Beach, Troon KA10 6EF.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £7.00, children £5.00, U5s free, family ticket (2+2) £16.00.
Amenities: there is ample street parking in the vicinity (some metered). Troon station, served by Scotrail train services from Glasgow and Ayr, is within half a mile's walk. Bus services from Ayr stop outside the hall. Teas, coffees & food sold on site, supporting the local RNLI.

Features: 16 layouts in O, OO, OO9 & N, including layouts of special interest to children. Also demos and trade & society stands.
Email: secretary@ayrmodelrailwaygroup.org or j.mccall10@btopenworld.com
Website: www.ayrmrg.co.uk
Facebook: www.facebook.com/ayrmrgsandgate/?locale=en_GB

Saturday 19 & Sunday 20 September TUNBRIDGE WELLS, Kent

Organiser: Spa Valley Railway.
Venue: Tunbridge Wells West Station, Nevill Terrace, Tunbridge Wells TN2 5QY.
Open: 1000-1700
Admission: adults £16.00, concess £15.00, acpd children (2-15) free, family £32.00. (All the above include unlimited travel on the railway's steam and diesel-hauled trains).
Amenities: there are local pay & display car parks, and the heritage railway is served by bus No.281 from Tunbridge Wells main line station. Venue has full disabled access, all on the level. Light refreshments available.
Features: 30 layouts, including *Swanage Model Railway, Trinity Dock Street Bridge, Lighthouse Quay, Kreuzweg, Market End, Halden Lane, Ambledon Vale, Providence Colliery, Causey Arch, Little Sewage Works Railway, Broomfield Pond, Cedar Canyon Junction, Gravesend West, Windmill Hill, Fairfield Priory, Fleet Lane, Walmington, Spring Bank, Hillside Park, Cottenham Junction, Corcombe*, along with society and trade stands. On the Spa Valley Railway, steam and diesel hauled trains will be in operation plus locomotives and stock undergoing restoration. There will be additional support at Eridge by the Eridge & Tunbridge Wells Model Railway Club.
Contact: Exhibition Manager Richard Arding using email address below.
Email: richard.arding@spavalleyrailway.co.uk
Website: www.spavalleyrailway.co.uk
Facebook: www.facebook.com/spavalleyrailwaymodelrailwayweekend

Sunday 20 September

HEATH PARK, Cardiff

Organiser: Cardiff Model Engineering Society.
Venue: Heath Park Miniature Railway, King George V Drive East, Cardiff CF14 4AW.
Open: 1300-1700.
Admission: £2.80 (card payment only), children aged 3 & under free (must be accompanied on rides). No dogs except service dogs and no ball games allowed on site.
Amenities: refreshments, gift shop.
Features: miniature railways (steam and electric trams), model and garden railways.
Website: www.heathparkminiaturerailway.co.uk

Saturday 26 September

EARLEY, Reading, Berkshire

Organiser: Loddon Vale Model Railway Club.
Venue: St Peter's Church Hall, Church Lane, Earley, Reading RG6 1EY.
Open: 1000-1600
Admission: adults £6.00, children £2.00, family (2 adults + 2 children) £13.00. Funds from this year's event are in aid of The Prostate Cancer organisation.
Amenities: venue has limited parking, though there may be street parking nearby & there is unfortunately also limited disabled access (the show is over two floors and there is no disabled access to the upper floor). Refreshments available.
Features: 10 layouts plus three traders and two society stands.
Contact: Exhibition Manager Chris Marsh, 0972 115816.
Email: ex.man.lvmrc@gmail.com
Website: www.lvmrc.co.uk
Facebook: www.facebook.com/Loddonvalelvmrc/?locale=en_GB

Saturday 26 September

AGR 2026 OPEN DAY LEIGHTON BUZZARD, Bedfordshire

Organiser: AGR Model Railway Store.
Venue: Pulford Lower School, Pulford Road, Leighton Buzzard LU7 1AB & AGR Model Railway Store, 9 High Street Mews, Leighton Buzzard LU7 1EA.
Open: 1000-1600
Admission: free entry.

Amenities: note no visitor parking at either venue – the most convenient car park to use is the West Street Multi-Storey, 10 mins' walk away from the Pulford Low School venue via Waterborne Walk, High Street (passing near AGR Model Railway Store), Church Square and Pulford Road. Leighton Buzzard main line railway station is a 10-minute walk away via Leighton Road and Bridge Street or 5 minutes by bus. All buses stop in West Street. Note there will be no food or drinks available on the day.

Features: an open day with layouts, exhibits, manufacturers' displays, second-hand items and guest traders, with products on show and available to buy at both the Pulford Lower School venue and the AGR Model Railway Store.

Contact: 01525 854788.

Email: sales@agrmodelrailwaystore.co.uk

Website: www.agrmodelrailwaystore.co.uk

Facebook: www.facebook.com/agrmodelstore/

Saturday 26 September SHILLINGSTONE, Dorset

Organiser: North Dorset Railway.

Venue: Shillingstone Church Centre, Blandford Road, Shillingstone DT11 0SW, plus Shillingstone Station, St Patrick's Industrial Estate, Station Road, Shillingstone DT11 0SA.

Open: 1000-1600

Admission: adults £6.00, family groups £10.00, U16s free. Free admission to station. All proceeds will go to the maintenance and development of the North Dorset Railway, a heritage line laid on the trackbed of the former Somerset & Dorset Railway.

Amenities: to reach the free main car park, at the northern edge of Shillingstone village turn off the A347 towards Child Okeford, pass under the railway bridge and it is signposted on the right-hand side at postcode DT11 0QY. The station is a 5-min walk along the trailway. For those with limited mobility or for drop off and pick up, there is a small free station yard car park, postcode DT11 0SA, plus accessible parking at the Church Centre. Please note, the path between the two venues is unsuitable for wheelchairs or mobility scooters. Refreshments available at both locations.

Features: 12-plus layouts in various gauges, mostly at the Church Centre, with some at Shillingstone station.

Contact: use email, contact form on railway website or call 01258 860696.

Email: info@northdorsetrailway.co.uk

Website: www.northdorsetrailway.co.uk

Facebook: www.facebook.com/ShillingstoneStation/

Saturday 26 & Sunday 27 September FOLKESTONE, Kent

Organiser: Folkestone Hythe & District Model Railway Club.

Venue: Leas Cliff Hall, The Leas, Folkestone CT20 2DZ.

Open: 1000-1630

Admission: adults £9.00, children £4.00, family £24.00.

Amenities: there is direct access from an underground pay & display car park on Sandgate Road via a tunnel at the rear of the car park leading directly to the exhibition entrance. Venue has disabled access to all areas. On-site café, restaurant & bar.

Features: at least 18 English and Continental layouts including: *Holmeshurst, Oakley Lane, Tinker's Hill* (O); *Abbey Light Railway* (O-14); *Halden Lane* (00 finescale); *Addleford Green, Clayton West, Essex Brick, Fence Houses NCB, Five Mile House, Great Tay, Oakbourne, Rookery Lane, Staple & Ash, Tramlink* (OO); *Kaninchenbau* (HOe); *Königshafen, Lowdnes Road* (N). Also Loco Doctor, multi-gauge test track (drive/test your own locomotives) & children's self-drive *Thomas & Friends* layout, plus around 25 traders and society stands.

Contact: Exhibition Manager Chris Dorrell using email address below.

Email: cdeltic@aol.com

Website: www.folkestonemrc.wordpress.com/club2

Saturday 26 & Sunday 27 September STAFFORD, Staffordshire

Organiser: Stafford Railway Circle.

Venue: Bingley Hall, Staffordshire County Showground, Weston Road, Stafford ST18 0BD.

Open: Saturday 1000-1700
Sunday 1000-1630

Admission: advance tickets – adults £16.00, children (5-15) £5.00, U5s free, family ticket (2 + up to 3) £32.00; on the door tickets – adults £18.00, children (5-15) £5.00, U5s free, family ticket (2+3) £36.00.

Amenities: the County Showground is situated on the A518 Stafford to Uttoxeter road some 4 miles from Stafford. Drivers from either the North or South using the M6 should exit at Jct.14 and follow the signs for the showground. This year the show will continue to use the main Bingley Hall venue, which provides more space and much better facilities. The showground has extensive free parking and, in addition, a free bus service will run from Stafford railway station to the venue on both days (see website for timetable). Venue has good disabled access. Full catering facilities.

Features: the Stafford Model Railway Exhibition has a claim to be the largest independent exhibition in the country. More than 50 layouts including: *Croft Mill Wharf, Knype Bridge, Melton Park Crossing, Newfield, Queensbury Depot, Wedmore, Weekend Yard* (O); *Penrhyn Quarries, Seagone* (O-16.5/NG7); *Barfin Road, Brettel Road, Faringdon, Fryers Lane, Wantage Tramway* (P4); *Swaynton* (EM); *Albert Rd, Boomerang Lane, Branstow & Heighington, Bristol Avon Bridge, Corporation Road, Cottleston, Funville, Gara Bridge, Hardwick Grange, Lochgorm, Mewn Cof, North Cornwall Brewery, The Electric Tramway, Tidworth, Wardwood, Wellpark* (OO); *Devil's Bridge, High Stanley* (OO9); *Auswiss, Red Hook Bay, Zeedijk* (HO); *Jaeger Strassenbahn* (HOM); *Cherry Willingham, Uppingham* (3mm scale); *Richmond* (2mm Finescale); *Barton Road, Bradley, Burdock, Silvertown, Wath Road* (N). Plus miniature train rides, demonstrations, society displays and around 50 trade stands.

Contact: use contact form on website or email Terry Robinson using address below.

Email: tcr.robinson@icloud.com

Website: www.staffordrailwaycircle.org.uk/exhibitions

Facebook: www.facebook.com/groups/1203263073086027/posts/27043117148673932/

Saturday 26 & Sunday 27 September STICKNEY, Boston, Lincolnshire

Organiser: Boston Model Railway Society.

Venue: Stickney Village Hall, Hall Lane, Stickney, Boston PE22 8BG.

Open: Saturday 1000-1700
Sunday 1000-1600

Admission: adults £5.00, children £2.00 or free if acpd by an adult, family (2+3) £10.00.

Amenities: Stickney is roughly seven miles north of Boston on the A16, and the exhibition will be signposted. Venue has very good disabled access and is all on one floor. Refreshments available.

Features: layouts incl: *Salthaven Quay & Loco Sheds* (O-16.5); *Boston Frodsham* (P4); *Churchill, Deeping Road MPD, Ruston & Hornsby Sheaf Ironworks* (OO); *Manthorpe Sands, Porthllechen* (OO & OO9); *In a Circle, Rhinefield Junction* (N); plus stalls and trade stands.

Email: christopherellerby@hotmail.co.uk

Website: http://bostonmrs.50webs.org/Exhibitions.html

Facebook: www.facebook.com/BostonMRS/

Saturday 26 & Sunday 27 September TODDINGTON, Gloucestershire

Organiser: Gloucestershire Warwickshire Rly.

Venue: Toddington Station, New Town, Toddington, Cheltenham GL54 5DT.

Open: both days 1000-1545

Admission: two-day tickets – adults £40.00, children £14.00; one-day tickets – adults £28.00, children £9.00. Carers free but see terms and conditions. E-tickets bookable in advance via www.gwsr.vticket.co.uk/section.php/308/1/2026-special-events

Amenities: see www.gwsr.com website for directions from M5 Jct.9 (if travelling from North West), M5 Jct.11 (if travelling from South West)

or from the A40 or A46. Toddington station, the railway's main hub, has the largest free car park. Parking at Winchcombe is more limited, while at Cheltenham Racecourse station, the parking is accessed via the racecourse entrance. In Cheltenham, Stagecoach buses D and E provide a very frequent service between the Racecourse, Cheltenham town centre and Cheltenham Spa main line station but allow 15 mins for the walk from the bus stop to Racecourse station. Pulhams Coaches bus No.606, from Cheltenham to Willersey and Chipping Campden, stops near Broadway, Toddington and Winchcombe stations. On arrival at the heritage railway, tickets will be exchanged for a wristband which must be kept on throughout your visit, as it must be shown to access the exhibits. See accessibility section of www.gwsr.com website for details of facilities for those with limited mobility. Refreshments available at Toddington, Winchcombe, Broadway and Cheltenham Racecourse stations.

Features: a brand-new event with around 45 layouts across multiple locations on this heritage line from Cheltenham Racecourse station to Broadway through the Cotswolds. Layouts include: *Yellow Ridge Uranium Mine* (Gn15); Gauge 1 tinplate; *How it all began* (vintage Hornby clockwork); *Boskett Metals Recycling, Southwick, Wellington St* (O); *Tony's Forest* (O-14); *Ahmadpur Junction* (7mm scale Indian broad & narrow gauge); *Kalimpong DHR* (Indian O-16.5/NG7); *Fryupdale Brewery* (EM); *A Remote Depot, Barwick Green, Dukesbury, Gloucs MRC – Cheltenham South & Leckhampton, Little Rocks Quarry, Melton Park Crossing, Pancake Street, Ripple Sidings, The Miners Arms, Tetbury, Towcester* (OO); *Puffin Colliery* (OO & OO9); *Abbey Shed, OO9 Society – publicity & demonstration stand, Penryn* (DCC layout operated by the public), *Welsh Branch Line* (OO9); *A Tribute to Tunnel Two, Central Alonzo, Church End Tramway, Gleisbau Bitterfeld, Stoney Hill East, Two Forks Railroad* (HO); *Heybridge Wharf* (3mm finescale); *City Basin Goods, St Wick* (N); *Port West* (Cornish narrow gauge); *Westbrick Lego Railway* (L). Also demonstrations and trade stands. Locations for displays comprise: Toddington Diesel Shed – exhibition layouts and trade stands; Cotswold Halt Café – smaller compact layouts and displays; Tim Mitchell Building, Winchcombe Station – models and demonstrations; Carriage & Wagon Workshops, Winchcombe – exhibition layouts; Model Railway Coach on Platform 2, Winchcombe – a permanent feature open throughout the weekend. Travel between venues on steam and diesel services.

Contact: 01242 621405.

Email: info@gwsr.com

Website: www.gwsr.com/whats-on/model-railway-weekend/

Facebook: www.facebook.com/gloucestershirewarwickshirerailway/

Saturday 26 & Sunday 27 September WORTHING, West Sussex

Organiser: Worthing Model Railway Club.

Venue: St Andrews CE School, Sackville Road, Worthing, West Sussex BN14 8BQ.

Open: Saturday 1000-1700
Sunday 1000-1600

Admission: adults £10.00, acpd children free.

Amenities: venue has disabled-friendly access. Light refreshments available.

Features: 15 layouts, including: *Brilles End, Canute Road Quay, Cherrywoods, Cynon Valley, Largar and Lime Works, Luttrell, Redbridge Wharf, Small Dole, The Cruel Sea, Thredys Wharf, Tittesworth (MERG), Wandleford Junction, Wendover, Wickwar, West Sussex O Gauge* plus 11 traders & society stands.

Contact: Chris Sweeney, 07970 633908.

Email: exhibitions@worthingmrc.co.uk

Website: www.worthingmrc.co.uk

Facebook: www.facebook.com/p/Worthing-Model-Railway-Club-100078814309294/

Sunday 27 September UFFCULME, Devon

Organiser: Culm Valley Model Railway Club.

Venue: Old Well Garden Centre, Waterloo Cross, Uffculme, Cullompton EX15 3ES.

Open: 1000-1600

Admission: free but donations welcome.

Amenities: garden centre with parking located close to Junction 27 of M5 just off A38. 'Railway Room' is adjacent to top car park.

Features: 60 years of steam and diesel traction on *Tiverton Junction* (30' long OO gauge model) plus *Soldor*, home to a little blue engine, driven by visitors. Club layouts.

Website: www.cvmrc.weebly.com/tiverton-junction.html

Saturday 3 October DIDCOT, Oxfordshire

Organiser: Abingdon & District MRC.

Venue: Didcot Civic Hall, Britwell Road, Didcot, Oxfordshire OX11 7HN.

Open: 1030-1700

Admission: advance adult tickets £8.00, on the day adult tickets £10.00, U18s free. Tickets can be booked via www.ticketebo.co.uk/abingdon-district-model-railway-club/didcot-model-railway-show-2026

Amenities: limited parking is available at the Civic Hall, and the town car parks are all within a short walk.

Features: over 14 model railway layouts of various scales and themes. Plus trade & society stands, and everyone's favourite little blue engine will be present for visitors to drive.

Contact: use contact form on website.

Website: www.admrc.org.uk

Facebook: www.facebook.com/AbingdonMRC/

Saturday 3 October FAMILY FRIENDLY MODEL RAILWAY EXHIBITION

WATFORD, Hertfordshire

Organiser: The South-West Herts Model Railway Society.

Venue: St Peters Church Hall, Bushey Mill Lane, Watford WD24 7TF.

Open: 1000-1600

Admission: adults £4.00, up to two acpd U16s can enter free with each adult.

Amenities: venue is close to M1 Jct.5 (with A41) and has on-site parking. There is wheelchair access throughout. Refreshments.

Features: around seven club and members' layouts plus membership stand and second-hand stall.

Contact: Publicity Officer Michael Roualle, 07377188329.

Email: pc.SWHMRS41n@gmail.com

Website: www.southwesthertsmrs.org.uk

Facebook: www.facebook.com/SouthWestHertsMRS/

Saturday 3 & Sunday 4 October DUNBLANE, Central Scotland

Organiser: Scottish Modellers.

Venue: Victoria Hall, Stirling Road, Dunblane FK15 9EX.

Open: Saturday 1000-1700
Sunday 1000-1600

Admission: adults £7.00, children £3.00, family £17.00.

Amenities: venue next to Dunblane railway station. Limited parking outside, but plenty available around Dunblane. All rooms accessible. Refreshments available.

Features: 10 layouts, plus demonstrations and traders.

Website: www.scottishmodellers.co.uk

Saturday 3 & Sunday 4 October MICKLEOVER, Derby

Organiser: Mickleover Model Railway Group.

Venue: Community Centre, Uttoxeter Road, Mickleover, Derby DE3 5DA.

Open: Saturday 1000-1700
Sunday 1000-1600

Admission: adults £6.00, U16s free.

Amenities: venue has free parking and disabled access. Refreshments available.

Features: five club layouts comprising: *Warner Street* (O); *Duffield, Stoney Lane, Thomas and Friends* (OO); *Derwent Valley* (N). Plus approximately 10 members' and visiting layouts in various scales, including *Lockbourne Ohio* (S/1:64 scale from the USA), the Cornish layout *Penlee Harbour* (OO) and the Awdry story *Duke the Lost Engine*-inspired layout *Cas ny Hawin* (OO9). Also demonstrations & trade stands.

Email: mickleoverexhibition@gmail.com
Website: www.mmrg.org.uk
Facebook: www.facebook.com/
MickleoverModelRailwayGroup/

Saturday 3 & Sunday 4 October SHILDON, County Durham

Organiser: Shildon Model Railway Club.
Venue: Locomotion Railway Museum,
1 Dale Road, Shildon DL4 2RE.
Open: both days 1000-1700
Admission: free for all – ticket booking is
not required but is only advisable.
Amenities: venue has free parking, and is also
served by Northern Rail trains from Darlington
and Bishop Auckland, with direct access from
Shildon station to the museum. The museum is
also served by Arriva buses Nos.5 & 5A from
Darlington and Bishop Auckland. Venue is dis-
abled friendly. Café facilities available all day
Features: more than 20 layouts including:
*Clevedon, East Dock, Haldon Road, Winn
Street Engineers Sidings* (O); *A Bodge
Engineers, Bede Wharf, Doncaster York
Road, East Glasdon Port Authority, Hopkins
Choice, Pioneers Of the Track, Seagull Street
Station, Stapleton, Thomas, Town Square,
Weaver Hill, Woodbury Yard* (OO); *Westward
Ho!* (TT); *Blackpool's Golden Mile, Grange-
over-Sands, Morpeth, Mugga Ghyll Junction,
Leigh St George* (N); as well as further dis-
plays and more than 20 trade stands.
Email: smrcexhibitions@gmail.com
Website: www.shildonmodelrailwayclub.co.uk
Facebook: www.facebook.com/
LocomotionSHD/

Sunday 4 October EAST ANGLIAN O GAUGE CELEBRATION BURY ST EDMUNDS, Suffolk

Organisers: King's Lynn O Gauge Group,
Norfolk Mardlers, North East Essex O Gauge
Group, Waveney Valley Model Railway Group.
Venue: British Sugar Sports & Social Club,
Hollow Road, Bury St. Edmunds IP32 7AZ.
Open: 1000-1600
Admission: £4.00 per adult. Proceeds of
Show go to Cancer Research UK (CRUK) or
similar charity.
Amenities: the route to the venue will be
signposted from the A14 junction adjacent to
the sugar beet factory. Free parking and dis-
abled access. Refreshments available.
Features: several layouts incl: *Ashwell Moor,
Bishop's Lane Brewery, Blewbury, Croften
Maltings, Cromer Beach Engine Shed, GWR
Engine Shed, Willowbank Marsh*. Plus traders,
displays, demonstrations, Great Northern
Railway Society stand and bring & buy stall
(commission free-donation welcome).
Contact: 01553 810673.
Email: pearman.books@idnet.com
Website: www.gaugeguild.com/news/
news_details.aspx?id=2956

Sunday 4 October EXETER, Devon

Organiser: The Junction 72A Model Railway Club
& Exeter & District Model Engineering Society.
Venue: St Katherine's Priory, St Katherine's
Road, Exeter EX4 7JY.
Open: 1100-1500
Admission: free entry.
Amenities: light refreshments available.
Features: public open day running of model
railway club layouts upstairs in the Priory
building plus public running of the model
engineering society's Exeter Miniature
Railway in the grounds.
Contact: Dave Rockey, 07989 178741.
Email: thejunction72amrc@gmail.com
Website: www.thejunction72amrc.weebly.com
https://edmesuat.weebly.com
Facebook: www.facebook.com/thejunctionmrc/

Sunday 4 October GAINSBOROUGH, Lincolnshire

Organiser: Gainsborough MRS.
Venue: Florence Terrace, Gainsborough,
Lincolnshire DN21 1BE.
Open: 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

Friday 9 & Saturday 10 October SELBY ABBEY, North Yorkshire

Organiser: Renny Lord & Selby Civic Society.
Venue: Selby Abbey, The Crescent, Selby
YO8 4PU.
Open: 1000-1600
Admission: free but contributions to Abbey
funds are welcome.
Amenities: town car parks are nearby.
Coffee shop and toilets at the Abbey.
Features: display, staged under the auspices
of Selby Civic Society, of the 47' O gauge
layout *Selby Rotating Rail Bridge and Station*.
This features Selby station and its East
Coast Main Line rotating rail bridge during the
1920s-30s. There are full-length pas-
senger trains including 'Silver Jubilee' stock
as well as slow-moving coal trains and a full
range of local railcars and local stock, as
well as major expresses. The layout has
previously featured at the Guildex and York
exhibitions.
Email: rashgategcottage@doctors.org.uk
Website: https://scs2026.my.canva.site
Facebook: www.facebook.com/
selbycivicsociety/?locale=en_GB

Saturday 10 October ABBOTSKERSWELL, South Devon

Event: Model Railway Open Day.
Organiser: South Devon Model Railway Society.
Venue: The Church House, Abbotskerswell
TQ12 5NZ.
Open: 1030-1630
Admission: adults £2.50, children free. All
proceeds go to the Abbotskerswell Church
House Trustees.
Amenities: the venue is a restored medie-
val building with modern facilities on the
ground floor for community purposes,
including a kitchen. For details on accessi-
bility for disabled visitors, contact the club.
Features: on show will be the society's three
layouts from O to N gauge, and at least two
visiting layouts: *Salcombe* (OO) and *Corrour
Moor* (N).
Email: southdevonmrs@hotmail.com
Website: www.sdmrs.org.uk
Facebook: www.facebook.com/p/
South-Devon-Model-Railway-Society-
100077661234685/

Saturday 10 October ABERGELE, Conwy, North Wales

Event: A Grand Open Day.
Organiser: Colwyn Model Railway Club.
Venue: Silverthorn Hall, Groes Llywd, Abergele
LL22 7FA (What3Words:///forgiven.germinate.
hinderling).
Open: 1000-1600
Admission: free but donations appreciated.
Amenities: free parking in Water Street car
park or 3hrs free on Tesco car park. Venue has
disabled access, toilets and refreshments.
Features: members will be showing 11 club
layouts and there will be a club sales stand.
Contact: 07933 352823 or use contact
form on website below.
Website: www.colwynmodelrailwayclub.co.uk
Facebook: www.facebook.com/
Colwynmrc/?locale=en_GB

Saturday 10 October 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 dis-

abled access to the group's new premises
is very limited. Refreshments available.
Features: although not quite fully open, 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, O and O gauge,
on which visitors can run their own locos,
the club shop will be open.
Email: phil_evans@sky.com
Website: https://www.hmrg.net/

Saturday 10 October GUILDFORD, Surrey

Organiser: Astolat Model Railway Club.
Venue: The Barge Building, Dapdune Wharf,
Wharf Road, Guildford GU1 4RR.
Open: 1000-1700
Admission: free, but car park charge for
non-National Trust members.
Amenities: on-site car park with designated
Blue Badge bays. Site has step-level access
to the reception, gunpowder store, and
barge building shed; accessible toilets and
wheelchair loans available. Refreshments in
the site's tea room.
Features: open day with club layouts
Savernake (OO); *Foxenden Quarry* (OO9);
Regents Cross, Whitmore (N); plus test track
for gauges O to N and more. The Barge
Building also houses a visitor centre explor-
ing the history of the site and a tearoom.
Contact: Eric, 07927842596.
Email: astolatmrc@sky.com
Website: www.astolatmrc.co.uk
Facebook: www.facebook.com/astolatmrc/

Saturday 10 October ENGINE 26, NARROW GAUGE IN THE NORTH EAST, NORTH Ayr

WHICKHAM, Tyne & Wear
Organiser: Tyne-Tees 009 Area Group.
Venue: Whickham Community Centre, Front
Street, Whickham NE16 4JL.
Open: 1030-1600
Admission: free, but donations welcome.
Amenities: venue does not have on-site
parking facilities but has easy wheelchair
access. Light refreshments available.
Features: members' and guest layouts, in-
cluding Tyne Tees modular layout, *Cheviot Light
Railway, Crumack Valley Railway, Byr-A-Cylog,
Kinwardine Wharf, Melton Market, Bron* and
pizza layouts. Plus demos, specialist trade
stands and 009 Society sales stand.
Contact: Peter Hogarth, 07791 352752.
Email: peterhogarth846@gmail.com
Website: https://009society.com/event/
engine-26-tyne-tees-group-open-day-2026/
Facebook: www.facebook.com/009Society/

Saturday 10 & Sunday 11 October 63RD MODEL RAILWAY & TRANSPORT EXHIBITION

BARROW-IN-FURNESS, Cumbria
Organiser: Furness Model Railway Club.
Venue: Chetwynde School, Rating Lane,
Barrow-in-Furness LA13 0NY (What3Words
///nightfall.denote.spices).
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £8.00, children £4.00
(card payments accepted).
Amenities: venue can be reached from
Barrow-in-Furness railway station (served by
Northern Rail Cumbrian Coast Line trains
from Lancaster via Grange-over-Sands &
Ulverston, and Carlisle via Ravenglass &
Whitehaven) using local buses Nos.1, 6A &
X6, taking around 20-25 mins.
Features: at least 10 working layouts, plus
other exhibits and trade stands.
Contact: Exhibition Manager, 07764 273581
or use contact form on club website.
Website: www.furnessmrc.com

Saturday 10 & Sunday 11 October CHESTER, Cheshire

Organiser: Chester Model Railway Club.
Venue: Saltney Community Centre, Sandy
Lane, Saltney, Chester CH4 8UB.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £5.00, acpd U16s free

(cash or card accepted).
Amenities: free car parking, disabled access
to all areas. Refreshments available.
Features: 8 club layouts including: *Noonan
Junction* (16mm scale/SM32); *Senner Yard* (O);
*Denmark Road, Deeford, Thomas the Tank
Engine layout* (OO); *Brynmadog* (OO9); *Nannerch*
(N); plus trade stand and display about club
activity. There will be a Club Trader stand with a
range of model railway rolling stock and acces-
sories for sale plus a Club Stand covering the
group's history and facilities. There will also be
a free prize draw.
Contact: 07717 583660 or use website
contact form.
Website: www.chestermrc.weebly.com
Facebook: www.facebook.com/
chestermrc/

Saturday 10 & Sunday 11 October KIRKBY IN ASHFIELD, Nottinghamshire

Organiser: Elizabethan Railway Society.
Venue: The Summit Centre, Lowmoor Road,
Kirkby in Ashfield NG17 7LL.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £6.00 (cash only), acpd
U16s free.
Amenities: free parking, disabled access.
Refreshments available.
Features: 12 layouts plus trade stands.
Contact: 07904 422812.
Email: ers-showmanager@talktalk.net
Website: www.elizabethanrailwaysociety.com
Facebook: www.facebook.com/
groups/2103031423251526/

Saturday 10 & Sunday 11 October SOUTHBOURNE, Bournemouth, Dorset

Organiser: Christchurch & Kinson Model Railway
Group.
Venue: St Peter's Catholic School, St Catherine's
Road, Southbourne, Bournemouth BH6 4AH.
Open: both days 1000-1600
Admission: adults £8.00, acpd U16s free
(cash or cards accepted).
Amenities: venue has parking and is dis-
abled-friendly with level entry and accessible
toilets. There is on-site catering.
Features: layouts including: *Chard Junction,
Charlestown, Christchurch Between the Bridges,
Hillbay, Manor Yard, The Parlour Railway* (O);
Backan Ford Tramway (O-16.5); *Gamma Silo
Rotary* (O & On30); *Express Daisy Sidings* (EM);
*Buckleigh, Easton Station, Lower Ream, Mafeking
Town, Nickton 2K, Penny Lane* (Saturday only),
Rookery Lane, Taylor Town, Watershoot Bay (OO);
*Rheifford Wranium, Summit Else, Winter in
France 1914-18, Woody Lane* (OO9);
Falschczahne & Yellow Buses (HOe); *Sylvasprings
& Shillingstone Light Railway* (OO6.5); *Ridgeway*
(TT:120); *Barry Inspired Scrapyard, Beampton,
Charlestown, Glenfield, Small & Working, Taylor
Town, The Royal Albert Bridge, Two Seasons,
White Meadow Quarry* (N); plus *Little Eisenach*
and society and trade stands.
Contact: Tim Drew, 07711 891118.
Email: tdrew52@gmail.com
Facebook: www.facebook.com/people/
Christchurch-Kinson-Model-Railway-
Group/61573298797088/

Saturday 10 & Sunday 11 October WARLEY AT STATFOLD MODEL RAILWAY SHOW

TAMWORTH, Staffordshire
Organisers: Warley Model Railway Club & The
Statfold Narrow Gauge Museum Trust.
Venue: Statfold Country Park, off the
B5493, Tamworth, Staffordshire B79 0BU
(what3words:///marked.theme.unique).
Open: 1000-1700 both days.
(Pre-booked ticket holders have early-bird
entry from 0930 each day).
Admission: pre-booked ticket prices (book
via website www.statfold.com/warleymodel
railwayshow/ – adults £18.95, seniors
£12.95, essential companion (please bring
documentary evidence) £10.00, children
(5-15) £15.95, U5s free, family (2+2)
£65.00.
At the gate ticket prices (subject to availabil-
ity, with desk open from 1000) – adults
£20.95, seniors £14.95, essential compan-
ion (please bring documentary evidence)

£12.00, children (5-15) £17.95, U5s free, family (2+2) £65.00.

Amenities: venue can be reached from M42 Jct.11 and is off the B5493. Visitors are advised to type 'Stafford Country Park' into their sat nav rather than using the post-code. On the B5493, look out for the signs and the big red Cadbury locomotive which marks the entrance. Parking is free of charge. Venue has plenty of disabled parking facilities and is completely accessible for anyone using a wheelchair or walking aids (anyone needing assistance can just ask a member of the team). For visitors arriving by train and bus, Transport Museum Wythall will be running a free bus service between Tamworth and Stafford Country Park. Well-behaved dogs on leads are permitted on site. The venue has multiple catering outlets that provide a range of hot or cold food and drinks. For children there is a soft play area. On-site camping is available – to book a pitch contact the Stafford bookings team on 01827 830389. Pitches are from £25.00 per night with no electric hook up, but if one is required it is an additional £5.00 per night.

Features: around 30 layouts including: *Gare De Brindelle* (SM32/16mm scale); *Anatomy of a Layout, East Dean, Oldbury Pearsall Street, The Bridge, The Hunslet Engine Works* (O); *Johannesdorf Trierbanen* (O-16.5); *Fitzwilliam Basin* (O9); *Mount Woodville Works* (P4); *High Peak Stone* (EM); *Brief Encounter, East Quay, Hampton Lovett Heritage Railway, Illie Town, Measham, Rowington for Shrewley, Smallwood, Warley Junior Members' Layout* (OO); *Ashover Butts, Blackmoor Gate, Oakesbridge, Shovel Head* (OO9); *Bergeller Bahn* (HOM); *Bear Creek Junction* (HON3); *Aberware Layout* (TT:120); *Modbury* (2mm FS); *Bradles Works, Monument Lane, Todmorden Midland* (N). Demonstrations by O9 Society West Midlands AG; Soldering by Bob Bishop; Sutton Coldfield Model Makers; NARTM 1:76 Scale Road Vehicles; David White on Gauge 3 Wagons; Martin Wood on 7mm Wagons; and Mark Henshaw of Raillex Buxton. Also numerous trade & railway society stands. Tickets also give full access to the Narrow Gauge Museum, unlimited free steam train rides on the 2' gauge and 12¼" gauge railways and entry to the on-site National Fairground Museum.

Contact: Stafford Country Park 01827 830389.
Email: exhibitions@warleymrc.co.uk
info@staffold.com

Website: www.warleymrc.co.uk
Facebook: www.facebook.com/warleyatstaffold/

Sunday 11 October BILLINGHAM, Stockton

Organiser: Billingham Railway Modellers Club.
Venue: Unit 6, Grange Business Centre, Belasis Avenue, Billingham TS23 1LG.

Open: 1000-1600

Admission: adults £5.00, supervised U16s free.
Amenities: parking on the business park and in nearby streets is free. Refreshments.

Features: 14-plus club members' layouts in O, OO, O09, N & T, incl: *Malthouse Halt* (O); *Manninghurst, Manninghurst Bridge, Wingington* (OO); *Trimdon Basin* (O09); *Urban Sprawl Trams* (N); *How Small!* (T).

Contact: Club Secretary Graham Potter, 07808 842724.

Facebook: www.facebook.com/groups/1065934421018256

Sunday 11 October CLEVELAND, North Yorkshire

Event: Autumn Open Day.

Organiser: Cleveland Model Railway Club.
Venue: Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland TS12 2LQ.

Open: 1000-1600

Admission: adults £1.00, children 50p.

Amenities: free parking. Nearest bus stop is served by Arriva No.5 to 'Hollybush, Skelton'. Disabled access (except to mezzanine). Light refreshments available.

Features: an opportunity to see various club layouts in operation and under construction

in a relaxed atmosphere where visitors can chat with the group's friendly members. Plus a small selection of trade stands.

Email: Clevelandmrc.publicity@gmail.com

Website: www.clevelandmrc.co.uk

Facebook: www.facebook.com/groups/clevelandmrc

Sunday 11 October

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 11 October

UFFCULME, Devon

Organiser: Culm Valley Model Railway Club.

Venue: Old Well Garden Centre, Waterloo Cross, Uffculme, Cullompton EX15 3ES.

Open: 1000-1600

Admission: free but donations welcome.

Amenities: garden centre with parking located close to Junction 27 of M5 just off A38. 'Railway Room' is adjacent to top car park.

Features: 60 years of steam and diesel traction on *Tiverton Junction* (30' long OO gauge model) plus *Soldor*, home to a little blue engine, driven by visitors. Club layouts.

Website: www.cvmrc.weebly.com/tiverton-junction.html

Thursday 15 – Sunday 18 October

MIDLANDS MODEL ENGINEERING EXHIBITION

LEAMINGTON SPA, Warwickshire

Organiser: Meridienne Exhibitions Ltd.

Venue: Warwickshire Event Centre, A425 Southam Road, Leamington Spa CV31 1FE.

Open: Thursday-Saturday 1000-1630
Sunday 1000-1600

Admission: adults £14.00, seniors (65-plus) £13.00, children (5-14 years) £5.00, U5s free. Tickets are valid for any one day and can be purchased in advance via the exhibition's official website.

Amenities: venue offers free parking and restaurant & coffee shop. A shuttle bus service will operate from Leamington Spa railway station on Thursday only (charges apply).

Features: hundreds of exhibits across 32 competition and display classes, showcasing craftsmanship and a wide range of engineering disciplines. More than 30 clubs and societies will be in attendance, presenting their own displays and providing opportunities to connect with fellow enthusiasts.

There will also be a programme of live demonstrations, workshops and talks and nearly 40 leading specialist trade suppliers.

Contact: 01926 614101.

Email: info@meridienneexhibitions.co.uk

Website: www.midlandsmodeleengineering.co.uk

Facebook: www.facebook.com/MeridienneEx/

Saturday 17 October

BISHOP MIDDLEHAM, Co. Durham

Organiser: Rotary Club of Great Aycliffe & Shildon MRC.

Venue: Bishop Middleham Village Hall, Front Street, Bishop Middleham, Co. Durham DL17 9AJ.

Open: 1000-1700

Admission: adults £4.00, acpd children and wheelchair users free.

Amenities: level access to most areas. Refreshments available all day.

Features: 10 layouts plus three traders.

Contact: Dave Scott, 07773 275428.

Email: dave.scott107@gmail.com

Facebook: www.facebook.com/groups/211260291820036

Saturday 17 October

CHELMSFORD, Essex

Organiser: Chelmsford & District MRC.

Venue: St. John Payne School, Patching Hall Lane, Chelmsford, Essex CM1 4BS.

Open: 1000-1600

Admission: adults £8.00, juniors (aged 12-17) £2.00, U12s accompanied by a paying adult free.

Amenities: venue has on-site parking. Patching Hall Lane is served by bus routes Nos.C1 & 170 from Chelmsford bus station. Venue has disabled access. Refreshments available.

Features: event is an opportunity to exhibit some of the club and members' layouts as well as many invited layouts from enthusiasts outside the club. It also features a range of traders and organisations related to the railway scene.

Website: www.cdmrc.co.uk

Saturday 17 October

FOREST HILL, Beckenham, South East London

Organiser: Beckenham & West Wickham Model Railway Club sponsored by Invicta Model Rail, Heritage In Motion & Harrison Brown Models.

Venue: Forest Hill Boys School, Dacres Road, Forest Hill, London SE23 2XN.

Open: 1000-1630

Admission: adult advance tickets £8.00, on the day tickets £10.00, acpd U16s free (card payments accepted).

Amenities: venue is fully accessible to hand-powered wheelchairs. Refreshments available.

Features: around 20 layouts including: *Little Lechlade* (O); *Auchinraith, Bembridge, Cardiff Canton, Cassiobury, Church Ward, Fareford North, JP Rail, Loco Graveyard, Loftus Road, Odstock, Queens Road, Stone* (OO); *Crovans Junction* (OO & O09); *Dounreay* (HO); *Amberworth, Llwm, Westhey* (O09); *Penny Creek* (TT:120); *Modular, Neu-Iseheim Gbf* (N); plus demonstrations and trade & society stands.

Email: bwwmrc@me.com

Website: www.bwwmrc.co.uk

Facebook: www.facebook.com/Beckenham andwestwickhammrc/

Saturday 17 October

WOMBOURNE, South Staffordshire

Organiser: Midarc Promotions.

Venue: Wombourne Civic Centre, Gravel Hill, Wombourne WV5 9HA.

Open: 1000-1600

Admission: adults £8.00, acpd U16s free.

Amenities: free parking at venue, plus alternative free parking is located within 100m. Venue is on bus route Nos.15 & 16 from Wolverhampton, Stourbridge & Merry Hill. Disabled access and facilities. Light refreshments available.

Features: 20-plus layouts as well as trade stands, demonstrations & children's corner. Free show guide available.

Contact: 07927 059930.

Email: Midarc@hotmail.co.uk

Saturday 17 & Sunday 18 October

BROADSTONE, Poole, Dorset

Organiser: Poole & District Model Railway Society sponsored by Model Railway Solutions & Ray Heard Model Railways.

Venue: Corfe Hills School, Higher Blandford Road, Broadstone, Poole BH18 9BG.

Open: Saturday 1030-1700

Sunday 1000-1600

Admission: adults £8.00, acpd U16s free.

Amenities: venue has a free car park and is wheelchair friendly. Light refreshments will be available.

Features: over 20 layouts in various scales plus trade stands selling new and second-hand trains, tools & accessories.

Email: stephencope45@yahoo.co.uk

Website: www.pdmrs.com

Facebook: www.facebook.com/groups/1226435661311214/

Saturday 17 & Sunday 18 October

DUNDEE, Eastern Central Lowlands

Organiser: Dundee Model Railway Club.

Venue: Ardlar Community Centre, Turnberry Avenue, Dundee DD2 3TP.

Open: both days 1000-1630

Admission: adults £7.00, children/concessions £5.00, family (2+2) £15.00. U5s free when accompanied by an adult.

Amenities: free parking. Venue is 3.4 miles

from Dundee railway station, which is linked to Ardlar by buses Nos.1 & 57, with the nearest stop a 2-minute walk away at Ardlar Library. Venue has disabled access. Refreshments available, with Café Ardlar open.

Features: layouts, traders & demonstrations.

Contact: organiser Paul Smith, 07497 919817.

Email: dundeemrc@outlook.com

Website: www.dundeemrc.uk

Facebook: www.facebook.com/DundeeModelRailwayClub/

Saturday 17 & Sunday 18 October

GREENOCK 40TH ANNIVERSARY EXHIBITION GREENOCK, Inverclyde, Scotland

Organiser: Greenock & District Model Railway Club sponsored by CM3MODELS.

Venue: Lyle Kirk (Union Street Building), 31 Union Street, Greenock PA16 OTG.

Open: Saturday 1000-1700

Sunday 1200-1700

Admission: adult £7.00, child/conc £6.00, family (2+2) £20.00.

Amenities: buffet serving snacks plus teas & coffees.

Features: model railway layouts in various different sizes and scales.

Email: showman@greenockmrc.co.uk

Website: www.greenockmrc.co.uk

Facebook: www.facebook.com/profile.php?id=100064730287091

Saturday 17 & Sunday 18 October

41ST UCKFIELD MODEL RAILWAY EXHIBITION & SCALEFOUR SOUTHEAST UCKFIELD, East Sussex

Organiser: Uckfield Model Railway Club.

Venue: Uckfield Civic Centre, Civic Approach, Uckfield, East Sussex TN22 1AE.

Open: both days 1000-1700

Admission: adults £10.00, acpd children free.

Amenities: free car parking in the adjacent High Street car park and at the railway station car park courtesy of APCOA and Network Rail. The Uckfield Civic Centre is a 5-minute walk from the railway and bus stations and will be signposted from the bypass. The venue is disabled friendly with easy wheelchair access to the exhibition.

Periscopes will be available to borrow. Refreshments will be on sale all weekend from the licensed restaurant.

Features: 20 layouts portraying British, Continental & American prototypes including: *Cranwood* (O); *Nethercombe Quarry* (O-16.5); *Port de Crozon* (1:50 scale); *Nancarrow Jen* (S); *Abbeymouth, Kitedale, Wheal Elizabeth* (P4); *Hartburn, Surrey Arms* (EM); *Marlborough 1865* (OO-28); *A Dreary Tuesday... in the Dearne Valley, Littledene, Tellindalloch in Autumn* (OO); *Compass Point* (OO9); *Coalbridge Street* (HO); *Keindorf* (HOe); *Bluish Moor* (TT); *Corrieshalloch, Haverhill South* (2FS); *Gravelly Oak* (N); plus demonstration and society stands. Event incorporates Scalefour Southeast, a Scalefour Society regional event featuring the society's publicity stand and the Scalefour Stores, along with associated P4 layouts and demonstration stands. Also 2mm Association Roadshow with 2mm finescale layouts and demonstrations.

Contact: Adrian Colenutt, 01903 745759.

Email: enquiries@uckfieldmrc.co.uk

Website: www.uckfieldmrc.co.uk

Facebook: www.facebook.com/UckfieldModelRailwayClub

Saturday 17 & Sunday 18 October

WAKEFIELD, West Yorkshire

Organiser: Wakefield Railway Modellers' Society & Scalefour Society.

Venue: The Queen Elizabeth Grammar School, Northgate, Wakefield WF1 3QX.

Open: Saturday 1000-1700

Sunday 1000-1630

Admission: adults £10.00 with up to two juniors free with each adult ticket; juniors (unaccompanied young people aged 11-17) £2.00. Carer(s) free when accompanying a fee-paying person.

Amenities: Venue has wheelchair access. Refreshments available.

Features: layouts incl: *Eyemouth, Queensbury Depot* (O); *Fitzwilliam Basin* (O9); *Bardun,*

Brownstone Lane, Leeds Trams c.1950, Templecombe Lower, Drive Your Own Thomas (all proceeds donated to Wakefield Hospice) (OO); Angst-Lesspork (OO9); City Limits, Harrachov CZ, Tolson West Yard (HO); Great Burden (N); Eddingham (Lego layout). Plus numerous trade & society stands, including from the Scalefour Society.

Email: committee@wakefieldrms.org
Websites: www.wakefieldrms.org
www.scalefour.org
Facebook: www.facebook.com/wakefieldrms/

Saturday 24 October COOKHAM, Berkshire

Event: NMRA British Region's Annual Convention, the 'Berkshire Returns' Train Show.

Organiser: NMRA British Region, Thamesiders Model Railroad Group and Seaboard Southern.
Venue: CIM Business Centre, School Ln, Cookham, Maidenhead SL6 9QH.

Open: 1000-1600

Admission: adult non-members £8.00, adult members £6.00 and U16s free.

Amenities: venue is approx. 15 mins' walk from Cookham rail station, or 9 minutes by bus – currently Carousel No.37 from Cookham Railway Stop (RS) to Village Memorial (VM). Car parking available. Disabled access throughout the site. Refreshments available from the Mayflower Lounge on site.

Features: 8 confirmed layouts incl: *Geeksville*, *Thamesiders Modular* (HO); *L&B Blackmoor* (OO9); *Glenfield* (N) plus over 7 traders including Coastal DCC, Orwell Model Railways, and various second-hand sellers. The show is part of a larger NMRA event starting on Friday 23 October for members, where they can register for accommodation, event meals, modelling with the masters clinics & trips to local interest sites (both rail and non-rail), and finishing on the 25th.
Contact: please use form at www.convention.nmrabr.org.uk/contact
Email: info@nmrabr.org.uk
Website: www.convention.nmrabr.org.uk/train-show
Facebook: www.facebook.com/nmrabr/

Saturday 24 October HERNE BAY, Kent

Organiser: East Kent Model Railway Society.
Venue: The Herne Centre, School Lane, Herne, Herne Bay, Kent CT6 7AP.

Open: 1000-1600

Admission: adults £6.00, children (5-16) £1.00, families (2+3) £12.00, U5s free.

Amenities: a pay & display car park is situated in front of the venue and limited parking is also available in nearby roads – please park sensibly here. Herne Bay railway station is a two-mile taxi ride away and is served by twice-hourly trains from Margate, Ramsgate, Whitstable, Faversham and Medway stations. Stagecoach East Kent buses running from Canterbury and Herne Bay stop close to the venue. The hall and rooms are all on one level and there is easy access into the building for wheelchair users. Light refreshments on sale throughout the day.

Features: returning after two years, Whitstable-based EKMSR will host its second exhibition in Herne village, with the event filling the main hall, foyer and side rooms with up to 14 layouts in a variety of sizes and scales – plus 10 traders and a club sales table offering pre-loved items. The club expects to launch its latest Dapol OO gauge limited edition wagon, in the livery of local coal merchant Gann & Brown.
Email: ekmsrwhitstable@gmail.com
Facebook: www.facebook.com/EKMSRWhitstable/

Saturday 24 October WORKSHOPWISE 2026

STANNINGTON, Morpeth, Northumberland
Organiser: Northeast and Borders EMGS Area Group and 2mm Scale Association.

Venue: Stannington Village Hall, Stannington, Morpeth NE61 6EL.

Open: 1000-1600

Admission: adults £5.00, acpd U16s free.
Amenities: Free parking and free tea or coffee included. Level access throughout.

Hot food (cash preferred but can take card).

Features: 10 demonstrations as the main focus with 4 finescale layouts, slide show and society trade stands.

Contact: 07973 895644.

Email: allen@oakesa.co.uk

Saturday 24 & Sunday 25 October ABERDEEN, North East Scotland

Organiser: Aberdeen Model Railway Club.

Venue: Curl Aberdeen, Eday Walk, Aberdeen, Aberdeenshire AB15 6LN.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £8.00, children £4.00, family £20.00.

Amenities: free parking and regular buses operate to the venue, the main sport of curling centre for North East Scotland, along the Lang Stracht from the city centre.

Features: layouts in a variety of scales and gauges plus a selection of trade & society stands.

Contact: 07768 266444.

Email: info@aberdeenmrc.co.uk

Facebook: www.facebook.com/AberdeenModelRailwayClub/

Saturday 24 & Sunday 25 October CHELTENHAM, Gloucestershire

Organiser: Cheltenham Great Western Modellers Group.

Venue: St Margaret's Hall, Coniston Road, Off Windermere Road, Hatherley, Cheltenham, Glos GL51 3NU.

Open: Saturday 1000-1700

Sunday 1000-1630

Admission: adults £6.00, children £2.00, family (2+2 U14s) £12.00. Please note cash only – event is raising funds for Great Western Air Ambulance.

Amenities: venue can be reached by town bus route G running from the town centre and main line railway station to Windermere Road. Venue is disabled accessible. Refreshments.

Features: layouts including: *Chwarel Moch Daear* (16mm scale); *Cactus Creek Silver Mine* (On15); *Tony's Forest* (0-14); *Greenford Broadway*, *Old Parrock*, *Plank Lane*, *The Hardest Day*, *Thomas (drive yourself)* (OO); *Devil's Bridge* 1904, *Hillside Mine Heritage Railway*, *Morella Light Railway*, *Morella Light Railway Mk.2* (OO9); *Heybridge Wharf* (3mm finescale, 14.2mm gauge); *Foxbury* (TT); *Gloucester* (N); plus *Little Rocks Quarry*, dioramas, modelling display, model road vehicles and trade support.

Contact: 01242 517788.

Website: www.cheltmodrail.org.uk

Facebook: www.facebook.com/p/Cheltenham-Great-Western-Modellers-Group-100067525716491/

Saturday 24 & Sunday 25 October LEEDS, West Yorkshire

Organiser: Leeds Model Railway Society.

Venue: The Grammar School at Leeds, Alwoodley Gates, Harrogate Road, Leeds LS17 9NA.

Open: Saturday 1000-1700

Sunday 1000-1630

Admission: adults £10.00, acpd U16s free.

Amenities: ample free parking. Full lunches and refreshments available.

Features: 20-plus layouts incl: *Hunslet Works*, *Tremorfa*, *Queensbury Depot* (O); *Chapel-en-le-Frith*, *Bawdsey*, *Central Ammunition Depot*, *Trevago*, *Seagull Street Station* (OO); *Kamiack Falls*, *Auswiss*, *Altenburger*, *Harrachov* (HO); *Halifax King Cross*, *Kinleith* (P4); *Nicola Landing* (On2/On3); *Lane End*, *Bratton Fleming*, *Porthorlog* (OO9); *Tri-ang TT* (3mm scale); *Eli Wood*, *Culthwaite* (N).

Email: lmrsmembership@gmail.com

Website: www.leedsmrs.org

Facebook: www.facebook.com/Leedsmodelrailwaysociety

Saturday 24 & Sunday 25 October MARKET RASEN, Lincolnshire

Organiser: Caistorail Model Railway Club sponsored by Elaine's Trains.

Venue: Festival Hall, Caistor Road, Market Rasen LN8 3HT.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £6.00, U16s £3.00 (cash or card accepted).

Amenities: for parking use the adjacent municipal car park. Venue has level access & accessible toilets. Refreshments available.

Features: 11 layouts including: *Dawes Road* (O); *Gilbert American Flyer* (S); *Hornby Playtrains*, *Humberside TMD*, *Ruston and Hornsby Sheaf Works*, *Thelnerby* (OO); *Porthllechan* (OO9); *St Pankraz in Steiermark* (HO); *Coal Hill West*, *Longframlington*, *North Colton* (N); plus around 10 traders.

Contact: Club Chairman Graham Parkin, 07733 414866 or Secretary Mike Hill, 07503 321510.

Email: mikephill362@gmail.com

Facebook: www.facebook.com/groups/464928214440733/?locale=en_GB

Saturday 24 & Sunday 25 October SHEFFIELD, South Yorkshire

Organiser: Sheffield Model Railway Enthusiasts.

Venue: Birkdale School, Oakholme Road, Sheffield S10 2NS.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £10.00, acpd children free; £9.00 adult entry from 1300 on Sunday.

Amenities: refreshments available.

Features: 14-plus layouts as well as numerous traders and club sales stand.

Contact: Kevin Rayworth, 07768 513880.

Website:

www.sheffieldmodelrailwayenthusiasts.com

Facebook: www.facebook.com/sheffieldmodelrailwayenthusiasts

Saturday 24 & Sunday 25 October STOCKPORT, Greater Manchester

Organiser: Hazel Grove and District MRS.

Venue: Woodford Community Centre, Chester Road, Woodford, Stockport SK7 1PS (What 3words:///slap.recent.tilt).

Open: Saturday 1000-1700

Sunday 1000-1600

(With early Sunday opening at 0930 for those with disabilities or restricted mobility).

Admission: adult entry £9.00 on Saturday and £8.00 on Sunday. Child entry free on both days to a maximum of 2 per adult, otherwise £4.00.

Amenities: free parking. Courtesy bus from Hazel Grove station – for train services to Hazel Grove & bus services to Woodford (see: <https://tfgm.com>). Refreshments available.

Features: club & visitor layouts plus demos, club sales stand and full trade support.

Email: contact@hdmrs.org.uk

Website: www.hgdmsr.org.uk

Facebook: www.facebook.com/HazelGroveRailwayModellers/

Saturday 24 & Sunday 25 October RAIL-EX TAUNTON

TAUNTON, Somerset

Organiser: Somerset Railway Modellers Club.

Venue: Taunton School, Staplegrove Road, Taunton TA2 6AD.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £15.00, concessions £13.00, U16s free.

Amenities: parking on site. Taunton railway station approx 15-min walk. The No.28 bus passes the rear of the school. Restaurant on site (hot and cold food available).

Features: 35-plus layouts (all new to Taunton) including: *Penrhyn Quarries* (10mm:1ft on 16.5mm gauge – featured in this issue); *Snowdon NWNGR* (scale 1:38/8mm:1ft on 16mm gauge); *Elms Engineering*, *Ullapool*, *Wood Street* (O); *Caldershaw*, *Market Bosworth*, *Yard No. 2* (P4); *Westcliff* (EM); *Durston*, *Fornham Lane*, *Linton Town*, *Lochgorm*, *North Cornwall Brewery*, *Outwell Village*, *Providence Colliery*, *St Kenvince*, *Torreybridge*, *Welby Lane RTC*, *Whiteacres* (OO); *Tan y Bwlch Station* (OO9); *Obbekær* (P87 finescale HO Danish); *Kreuzweg* (H0m Swiss); *Burdock*, *Roxby Town*, *Smalldale Quarry* (N); as well as demonstrations and trade & society stands. Details of layouts, etc. can be viewed as they are added onto the show website.

Email: ingall@btinternet.com

Website: www.railextaunton.uk

Facebook: www.facebook.com/RAILEXTAUNTON/

Sunday 25 October

KIDDERMINSTER, Worcestershire

Event: Club Open Day.

Organiser: Wyre Forest MRC.

Venue: Club rooms, First Floor, 101 Comberton Hill, Kidderminster DY10 1QH.

Open: 1100-1600

Admission: free but donations appreciated.

Amenities: light refreshments available.

Features: club layouts both working and under construction, including a junior layout and a new O gauge layout. DCC and dc test tracks in N & OO available for visitors to use. Second-hand stall.

Contact: David Rook, 01902 843760.

Website: www.wyreforestmrc.com

Sunday 25 October 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 25 October WIMBORNE, Dorset

Organiser: Central Southern Gauge O Group.

Venue: Allendale Centre, Hanham Road, Wimborne Minster, Dorset BH21 1AS.

Open: 1000-1600

Admission: adults £8.00, acpd children free.

Amenities: ample pay and display parking. Wheelchair access. Restaurant for coffee, teas, lunches and bar.

Features: annual event with finescale O gauge and 7mm scale narrow gauge layouts, plus other 7mm scale displays, specialist traders and railway society stands. Also fine and coarse scale test tracks in dc & DCC and a bring and buy stall.

Contact: 01202 581631.

Email: csgog@outlook.com

Website: www.csgOg.org

Facebook: www.facebook.com/groups/917643307881243/

Thursday 29 October – Saturday 31 October

LEOMINSTER, Herefordshire

Organiser: Marches Model Railway Group.

Venue: Leominster Library, 8 The Buttercross, Leominster HR6 8BN.

Open: Thursday 0930-1845

Friday 0930-1645

Saturday 0930-1230

Admission: free but visitors can make a donation if they wish.

Amenities: there is a pay & display town centre car park approx. 20 yards from the venue. The library has level access, so is good for wheelchair users. While there are no refreshment facilities in the library, there are eateries in Leominster, including one next to the library.

Features: a second showing of the club's 7m-long N gauge model of Leominster station as it was in the first half of the 20th century (see Plan of the Month in RM April 2025), when it had five platforms and a goods yard covering more than four acres. The station also had marshalling sidings, a two-road engine shed and 45' turntable (see feature in this issue). While the layout is not yet finished, it is progressing and trains can be run. The hope is that it will eventually have a permanent home in Leominster as a tourist attraction and educational aid.

Saturday 31 October 16TH VINTAGE HORNBY TRAIN SHOW

HIGHBRIDGE, Somerset

Organiser: Bristol & Somerset Group, Hornby Railway Collectors' Association (HRCA).

Venue: The King Alfred School, Burnham Road, Highbridge, Somerset TA9 3EE.

Open: 1000-1600

Admission: adults £5.00 (note cash only),

accompanied children free.

Amenities: free car parking, level site and wheelchair-friendly access. Refreshments.

Features: Hornby Dublo three-rail & two-rail layouts, plus vintage O gauge tinplate clock-work and electric equipment from Hornby and other makes. Plus trade stands with new and pre-owned items.

Email: mikebarton918@btinternet.com

Website: www.somersetthra.org.uk

Facebook: www.facebook.com/p/The-Hornby-Railway-Collectors-Association-HRCA-100064472451391/

Saturday 31 October

NARROW GAUGE NOW

MANSFIELD, Nottinghamshire

Organiser: East Midlands NG Modellers Group.

Venue: Portland College, Nottingham Road, Mansfield NG18 4TJ.

Open: 1000-1600

Admission: adults £10.00, acpd children free.

Amenities: free parking. Disabled friendly venue. Refreshments.

Features: more than 45 narrow gauge layouts including: *Llantalog Valley Railway* (SM32); *Wedmore* (O & O-16.5/NG7); *Llareggub Wharf, Melinau'r Abaty, Roundhay Roundhay, The Basin, The Lindsey Joint Railway, Ynys Atgofion* (O-16.5/NG7); *Ahmadpur Junction, Karolina Falls* (On30); *Lambert Road, Odsock Corner* (O9); *Talylyn Fach* (5.5mm); *Bardsea Quay* (EM & O09); *Wood Brook* (OOn3); *Abergynolwyn, Alfriston, Area 51½, Ashgate, Beds & Bucks 009 Group Modular Layout, Brandeigh, Bratton Fleming, Bryn Coeden, Calf Of Node, Chestnut Farm, Dizzyworld, Dyffryn Hardd, Hid N Dip, Hollington Quarry, Isle Of Node, Knottmurch Lock, Little Schitt's Creek, Llafran Slate Quarry, Moel Goch, Oscar & The Balloon Factory, Pen Y Bryn Terraces, Porthllechen, Royd Barn, Selborne, Sliff Ffenestr* (O09); *Warport/Port Du Guerre/Kriegshafen* (O09 & NG7); *Aix en Paines, River Kwai* (H0m); *Schafbergalm* (H0n3z); *The Brickworks* (H0e & H0f); *A Postcard from Mallorca* (TT9); *Trifoulou* (Nm). Plus demonstrations, displays, O09 Society and 7mm NG Association sales stands plus more than 15 trade stands.

Email: narrowgaugenow@hotmail.com

Website: www.narrowgaugenow.uk

Facebook: www.facebook.com/groups/3052081245086394/

Saturday 31 October

WESTBURY, Wiltshire

Organiser: West Wiltshire Gauge O Group.

Venue: 4 Rosenheim Rise, Bratton, Westbury, Wiltshire BA13 4SU.

Open: 1000-1600

Admission: adults £6.00, concessions £5.00, children £2.00 and family tickets £12.00.

Amenities: note there is no parking next to the hall but there is currently one hour's free parking in the adjacent car park – a ticket must be displayed. There is a slope from the car park to the hall and also a 50mm step up into the hall. Refreshments.

Features: layouts including: *Keith's O Gauge Test Track, Wedmore S&DJR, WWGOG Engine Shed Layout Broughton MPD* (O); *Phantom Quarry* (O-16.5/NG7); *Fareford Depot, Jim Rainer's Hornby Dublo Table Top Railway, Richard Ingram's Hornby Dublo, WWGOG's layout to be operated by children visitors* (O0); *Mere Railway Club layout* (N). Ashley Jones Scalextric layout, demonstrators, club and book stands and bring & buy.

Contact: Rod Towler, 07938 060467.

Email: rodtowler@lineone.net

Website: www.wwgog.co.uk

Saturday 31 October

WHITE WALTHAM, Maidenhead, Berks

Organiser: Berkshire Area Group of the N Gauge Society.

Venue: Woodlands Park Village Hall, Manifold Way, White Waltham, Maidenhead SL6 3GW.

Open: 1000-1600

Admission: adults £7.00, children £4.00, family £12.00.

Amenities: the show will be held in the village centre, just off Waltham Road and opposite the airfield, with limited parking available nearby but with overflow areas if things get busy.

The centre is 4 miles from Maidenhead railway station (take bus route No.7). Refreshments including sandwiches, snacks and drinks.

Features: club and visiting layouts including: *City Basin Goods, Ichigo Ichie* (Japanese), *Hedges Hill Cutting, Leigh St George, Our Large Club Modular Layout, Rosehill, Staffordshire Potteries & Wokingham* plus trade support.

Contact: see contact form on club website.

Website: www.baggladdies.weebly.com/

2026-exhibition.html

Facebook: www.facebook.com/Bagladdies

Saturday 31 October & Sunday 1 November

BROADSTAIRS, Kent

Organiser: Crampton Tower Museum.

Venue: Crampton Tower Museum, The Broadway, Broadstairs CT10 2AB.

Open: both days 1000-1600

Admission: adults £5.00, children £3.00, family (2+2) £13.00. Includes entry to the museum.

Amenities: unfortunately there is no on-site parking but the town's St Peter's Park Road car park is free on Saturdays.

Features: 10 visiting layouts plus seven permanent layouts. Also children's ride-on railway (extra payment required), weather permitting.

Contact: 07870 864770 & 07827 622854.

Email: cramptonbookings@gmail.com

Website: www.cramptontower.co.uk

Facebook: www.facebook.com/cramptontowermuseum/

Saturday 31 October & Sunday 1 November

38TH CARDIFF MODEL RAILWAY EXHIBITION

CARDIFF, South Wales

Organiser: O0 Section of Cardiff Model Engineering Society (Heath Park Miniature Railway).

Venue: Sophia Gardens Cricket Ground, Sophia Walk, Pontcanna, Cardiff CF11 9XR.

Open: Saturday 1000-1700
Sunday 1000-1600

Admission: adults £10.00, U15s free. (Discounted advance tickets are available on the website).

Amenities: there are four Pay & Display Car Parks nearby (see website contact page for details). There is limited on-site parking at Gate 2 for blue badge holders with other places allocated on a first come, first served basis. Cardiff Bus services Nos.25, 62 & 63 run regularly between Cardiff Central station and Cathedral Road (adjacent to Sophia Gardens, Cardiff). Venue is 24-min walk from Cardiff Central railway station (via Taff Embankment footpath), or a 20-min walk from Cathays railway station (via Bute Park and Millennium Footbridge). Hot and cold refreshments available.

Features: layouts in various scales including: *Blackgang* (Gauge 3); *Peasevern Yard, Templeford* (3-rail), *The Hogwash and Baloney Railroad* (O); *Glanfa Newydd y Camlas, Tony's Forest* (O-14); *Splott* (P4); *Dinas Mawddwy, Pencader* (EM); *Bicsdale, Halden Lane* (O0); *Felallyn, Fidas Quay* (O09); *Montarola* (HO); *Alston, Morton Road, Royal Albert Bridge* (N); *Walnut Tree Viaduct* (Z); plus demonstrators and trade & society stands.

Contact: for general enquiries call 029 2025 5000 opt 4, 0900 to 1700 Monday to Saturday.

Email: enquiries@cardiffmodelrailwayshow.co.uk

Website: www.cardiffmodelrailwayshow.co.uk

Facebook: www.facebook.com/Cardiffmodelsow

Saturday 31 October & Sunday 1 November

SPALDING, Lincolnshire

Organiser: Spalding Model Railway Club.

Venue: 1st Floor, Pinchbeck Village Hall, Knight Street, Pinchbeck, Spalding, Lincolnshire PE11 3XA.

Open: Saturday 1000-1700
Sunday 1000-1630

(Opening time for advance ticket holders and disabled visitors on both days is 0930).

Admission: advance tickets – adults £12.00, children (aged 5-16 years) £1.00 (advance tickets are valid for either Saturday

or Sunday for a single entry – see club website). On the day ticket prices – adults £14.00, juniors (5-16) £2.00, U5s free.

Amenities: the venue features a stairlift for accessibility. Refreshments available.

Features: 30 layouts including: *Gants Hill* (1:35th scale); *Marshside* (O); *Roadwater* (EM); *Daisy Lane* (O0); *A Cold Front* (O0 & O09); *Mynydd Tatws Newydd* (O09); *Dettingen* (HO); *Edprom* (N). Plus demonstrators including Geoff Haynes on modelmaking, Fenland & Spalding Model Club on painting & weathering, Howard Leader on architectural building techniques, Tony Wright with his loco clinic, and Waveney O Gauge Group on etched brass and whitemetal kit building. Also numerous trade & society stands.

Email: exhibition@spaldingmrc.co.uk

Website: www.spaldingmodelrailwayclub.org.uk/2026-exhibition/

Facebook: www.facebook.com/p/Spalding-Model-Railway-Exhibition-Official-Page-61566582488660/

Saturday 31 October & Sunday 1 November

60TH ANNIVERSARY EXHIBITION

WARRINGTON, Cheshire

Organiser: Warrington Model Railway Club.

Venue: Padgate Academy, Insall Road, Padgate, Warrington WA2 0LN.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £7.00, U16s free if accompanied.

Amenities: free parking. Venue is a short walk from Padgate station. Bus No.17 runs to the area from Warrington bus station or Birchwood station. Venue has level access. Refreshments available.

Features: 15 layouts in a variety of scales, plus demonstrations and trade stands.

Contact: Exhibition Manager Peter Dibben, 01925 815092.

Website: www.warringtonmodelrail.co.uk

Facebook: www.facebook.com/WarringtonModelRailwayClub

Saturday 31 October & Sunday 1 November

WEYMOUTH, Dorset

Organiser: Weymouth Model Railway Association.

Venue: Coastland College Weymouth (formerly Weymouth College), Cranford Avenue, Weymouth, Dorset DT4 7LQ.

Open: Saturday 1000-1630

Sunday 1000-1600

Admission: adults £8.00, children (5-16) £1.00.

Amenities: venue has free parking, is a 20-min walk from Weymouth railway station and is served by Stagecoach, First Group and Daimory bus routes Nos.2, 4, 10, X12, X51 and X54. Venue is fully accessible, and there will be full catering throughout the event.

Features: layouts including: *Connaught Road* (O); *Upbech St Mary's* (EM); *Axford, Barton St David, Church Hope, Dibs Yard, Fleet Lane, Margate Road, Piddle Regis* (O0); *Ridway* (TT:120); *Bincombe Viaduct, Moor Boxes* (N). Plus trade support and 7 demos.

Contact: use contact form on website.

Website: www.weymouth-model-railways.org.uk

Facebook: www.facebook.com/WeymouthModelRailway/

MEETINGS

Thursday 10 September – 1930

LCGB (St Albans branch)

'British Steam in the first decade of the 21st Century: A Personal View' by Jeremy Harrison.

Venue: St Bartholomew's Church, 47 Vesta Avenue, St Albans, Hertfordshire AL1 2PE.

Details from: 01442 247083 or: murray.eckett@gmail.com

Thursday 10 September – 1930

South East Essex Railway Society

Test-Track night – N, TT, OO, O and 1 – help to set up from 1900 welcome as always.

Venue: Friends' Meeting House, 18 Dundonald Drive, Leigh on Sea, Essex SS9 1NB.

Details from: www.seers-rail.org/programme.html or seers.rail@gmail.com

Friday 11 September – 1400

South East Essex Railway Society

Club visit to Flair Light Railway at Burnham on Crouch, Essex.

Details from: www.seers-rail.org/programme.html or seers.rail@gmail.com

Friday 11 September – 1900

Stephenson Locomotive Society

'The Golden Years Of BR – The North West' by Martin Green.

Venue: The Conference Room, 1st floor (access via Black Swan Court Yard), Newcastle Arts Centre, 67 Westgate Road, Newcastle upon Tyne NE1 1SG.

Details from: www.slsnewcastle.org.uk

Saturday 12 September – 1400

Stephenson Locomotive Society

Members' presentations.

Venue: Kidderminster Railway Museum, adjoining SVR station, DY10 1QX.

Details from: 01597 824408.

Tuesday 15 September – 1400

Stephenson Locomotive Society

'J. W. Armstrong's Darlington' by David Dunn.

Venue: Langdon Square Community Centre, Coulby Newham, Middlesbrough TS8 0TF.

Details from: 01429 270591.

Website: www.stephensonloco.org.uk

Tuesday 15 September – 1930

The Leicester Railway Society

'A Doncaster Rail Rover' by Stephen Gay.

Venue: The Braunstone Civic Centre, 209 Kingsway, Leicester LE3 2PP.

Entry: £5.00.

Details from: Stephen Hewitt, 07980 008370.

Wednesday 16 September – 1930

The Grimsby & Cleethorpes Railway Group

'A Railway Miscellany' by Jason Cross.

Venue: The No.1, Station Approach, Cleethorpes DN35 8AX.

Entry: donation of £3.00 requested.

Details from: Stuart Blackburn 01472 505853 or sc.blackbourn@ntlworld.com

Thursday 17 September – 1930

Lutterworth Railway Society

'The Great Engineers' by David Hanger.

Venue: The Pavilion, Recreation Ground, Coventry Rd, Lutterworth, Leics LE17 4RB.

Entry: members £2.00, guests £5.00.

Details from: Phil Lindsey on 07554 192217 or email: philliplindsey@gmail.com

Facebook: www.facebook.com/groups/778316720688817/

Thursday 17 September – 1930

Marlow & District Railway Society

'Railways before the Great War Part 2' by Jeremy Harrison.

Venue: Bourne End Community Centre, Wakeman Rd, Bourne End SL8 5SX or on Zoom.

Entry: £3.00 non-members, free for members.

Details from: Martin Stoolman, 07954 849390.

Website: www.mdrs.org.uk

Monday 21 September – 1930

Plymouth Railway Circle

'The Privatisation Years Part 3: 1995-2010' by Steven Andrews.

Venue: St Edwards (RC) Church Hall, Home Park Avenue, Peverell, Plymouth PL3 4PG.

Entry: members £1.00, non-members £2.00.

Email: plymouthrailwaycircle@gmail.com

Website: www.plymouthrailwaycircle.weebly.com

Facebook: www.facebook.com/plymouthrailwaycirclePRC/

Thursday 24 September – 2000

South East Essex Railway Society

'A Modern Great Western Driver: 18 years with HSTs' by Michael Willmott-Setchell.

Venue: Friends' Meeting House, 18 Dundonald Drive, Leigh on Sea, Essex SS9 1NB.

Details from: www.seers-rail.org/programme.html or seers.rail@gmail.com

Thursday 1 October – 1930

Great Central Rly Society (Sheffield branch)
'King's Cross to York' by Stephen Gay.
Venue: The Farm Road Sports & Social Club, Farm Road, Sheffield S2 2TP.
Entry: £4.00 donation is requested.
Contact: Bob Gellatly 07519 011213 or gcrs@talktalk.net
Website: www.gcrsociety.co.uk

Thursday 1 October – 1930

Lutterworth Railway Society
'The Great Train Robbery' by Ian Boskett.
Venue: The Pavilion, Recreation Ground, Coventry Road, Lutterworth LE17 4RB.
Entry: £2.00 members, £5.00 non-members.
Contact: Phil Lindsey on 07554 192217 or email philliplindsey@gmail.com
Facebook: www.facebook.com/groups/778316720688817/

Monday 5 October – 1930

Peak Rail Association (Sheffield Branch)
'The Magic of the Settle-Carlisle Line' by Robert Falconer.
Venue: The Farm Road Sports & Social Club, Farm Road, Sheffield S2 2TP.
Entry: £5.00 donation is requested.
Details from: Dave Sharp 07487 685306 or davidsharpsheffield@gmail.com
Website: www.peakrail.co.uk/sheffieldbranch

Monday 5 October – 1930

Plymouth Railway Circle
'Steam hauled specials & signalling on the Looe branch' by John Fissler.
Venue: St Edwards (RC) Church Hall, Home Park Avenue, Peverell, Plymouth PL3 4PG.
Entry: members £1.00, non-members £2.00.
Email: plymouthrailwaycircle@gmail.com
Website: www.plymouthrailwaycircle.weebly.com
Facebook: www.facebook.com/plymouthrailwaycirclePRC/

Thursday 8 October – 1930

LCGB (St Albans branch)
'The Clan Project' by Ian Henderson.
Venue: St Bartholomew's Church, 47 Vesta Avenue, St Albans, Hertfordshire AL1 2PE.
Details from: 01442 247083 or: murray.eckett@gmail.com

Thursday 8 October – 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

Tuesday 13 October – 1930

Wells Railway Fraternity
'The Golden Age of Steam' by David Parker.
Venue: Wells Town Hall, Market Place, Wells BA5 2RB.
Entry: £4.00 non-members, free for members.
Details from: Andrew Tucker, 01749 830695.
Website: www.railwells.com

Thursday 15 October – 1930

Lutterworth Railway Society
'Harrington Viaduct: A Victorian Gem' by John Hillier.
Venue: The Pavilion, Recreation Ground, Coventry Road, Lutterworth LE17 4RB.
Entry: £2.00 members, £5.00 non-members.
Contact: Phil Lindsey on 07554 192217 or email philliplindsey@gmail.com
Facebook: www.facebook.com/groups/778316720688817/

Thursday 15 October – 1930

Marlow & District Railway Society
'Something American' by Don Woodworth.
Venue: Bourne End Community Centre, Wakeman Rd, Bourne End SL8 5SX or on Zoom.
Entry: £3.00 non-members, free for members.
Contact: Martin Stoolman, 07954 849390.
Website: www.mdrs.org.uk

Monday 19 October – 1930

Plymouth Railway Circle
'Railway Holidays in the West Country Part

2: Devon and Somerset' by Stuart Warr.
Venue: St Edwards (RC) Church Hall, Home Park Avenue, Peverell, Plymouth PL3 4PG.
Entry: members £1.00, non-members £2.00.
Email: plymouthrailwaycircle@gmail.com
Website: www.plymouthrailwaycircle.weebly.com
Facebook: www.facebook.com/plymouthrailwaycirclePRC/

Tuesday 20 October – 1930

The Leicester Railway Society
'South Wales' by J Brigstocke and M Chapman.
Venue: The Braunstone Civic Centre, 209 Kingsway, Leicester LE3 2PP.
Entry: £5.00.
Details from: Stephen Hewitt on 07980 008370.

Wednesday 21 October – 1930

The Grimsby & Cleethorpes Railway Group
'East German Railways 38 Years On' by Graham Lightfoot.
Venue: The No.1, Station Approach, Cleethorpes DN35 8AX.
Entry: donation of £3.00 requested.
Details from: Stuart Blackburn 01472 505853 or sc.blackburn@ntlworld.com

Thursday 22 October – 2000

South East Essex Railway Society
'The Railways of Maldon' by historian Stephen P Nunn.
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 biltongrangemodelclub@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 – email 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 cambornerrailwaymodellinggroup@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 mihel.reeves@tiscali.co.uk

Haverfordwest Model Railway Club, formerly Pembrokeshire Model Railway Club, meets on Wednesdays at 1915 at Haverfordwest Mosque, located at 1 Cherry Grove, Haverfordwest SA61 2NZ. For further details visit www.facebook.com/groups/1448793075977538/ or email: wordpress@pmrc.welshbrook.com

Kingsway Model Railway Society welcomes new members when it meets every Tuesday from 1900-2100 at the Kingsway Centre, 130 Kingsway, Wellingborough, Northants NN8 2HF. Visit website www.kmrs.org.uk, visit Facebook Kingsway Model Railway Society or email 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.

Lutterworth Railway Society meets at 1930 on the first and third Thursday of the month at The Pavilion, Coventry Road, Lutterworth LE17 4RB. A wide range of railway-related topics are covered by guest speakers. An active modelling section operates three N gauge layouts to exhibition standard and there is a junior's OO section. We are actively seeking new members and modellers. Contact Phil Lindsey on 07554 192217 or philliplindsey@gmail.com

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

N Gauge Society Launceston & North Cornwall area: N gauge enthusiasts wishing to attend Tamar Valley Model Railway Club meetings please contact Les Whaley, 07972 333202 or email les.whaley14@btinternet.com – meetings held at Bere Alston Bowling Club, Bere Alston PL20 7DZ, on 3rd Wednesday of month, Jan to Nov, and 2nd Wednesday in Dec, 1000-1600. N, OO, OO 3-rail and O layouts. Tea, coffee & home-made cakes and light lunches.

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 must be acpd by adult). See https://seatoncarewmrc.beth-ost8.com or email contact.scmr@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

The Junction 72A Model Railway Club, based upstairs at St Katherine's Priory, St Katherine's Road, Exeter EX4 7JY, holds club nights on Monday and Thursday evenings at 1900-2130, with new members and visitors welcome. Monday is the busiest night, while Thursday is usually quieter. For details, call Dave Rockey on 07989 178741 or email thejunction72amrc@gmail.com

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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Website: *www.wmcollectables.co.uk*

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please contact: *Technical Advice Bureau, PECO,*
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Wanted Private

(This column is reserved for readers who are private Model Railway enthusiasts or collectors and require items purely for their own personal use).

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O GAUGE WANTED - LOCOS, ROLLING STOCK, ACCESSORIES, TRACK/POINTS, SPARES AND BUILDINGS. Large or small collections purchased. *Tel 01302 481274, Mob. 07767 356 890. Email: pcull123@gmail.com*

Swapmeets • Sales • Fairs

The following announcements are included in good faith from information provided by the organisers. As cancellations are sometimes inevitable, anyone travelling a long distance should telephone before doing so. All advertisements include the organiser's town and telephone number. The publisher of RAILWAY MODELLER cannot accept any responsibility for cancellations or errors.

September 2026

20 September (Sun) 10am - 2pm
SPALDING, Springfields Events & Conference Centre, Camelgate, Spalding, PE12 6ET. Adults (16+) £3.50, accompanied children 15 and under free. Catering and Free Parking. J & J Fairs. *Tel: 01522 880 383 www.j-jwebbtoyfairs.com jandjairs@gmail.com*

26 September (Sat) 10am - 2pm
BRENTWOOD, The Brentwood Centre, Doddinghurst Road, Brentwood Essex CM15 9NN. Adults (16+) £4, accompanied children 15 and under free. J&J FAIRS. *Tel: 01522 880 383 www.j-jwebbtoyfairs.com jandjairs@gmail.com*

26 September (Sat) 10am - 2pm
DERBY (TRAINS ONLY) SWAPMEET, Our Lady of Lourdes Parish Centre, 36 Uttoxeter Road, Mickleover, Derby DE3 9GE. Admission £2, free car parking, refreshments available. *Contact: PETER STANTON. Tel: 07798 858 532 email: peterstanton1000@gmail.com*

27 September (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.*

October 2026

3 October (Sat) 9am - 2.30pm
MAIDSTONE, at Lockmeadow Market Hall, Barker Road, Maidstone, Kent ME16 8HR. Admission £4. *Tel: 01732 840 787 or 01622 298 159.*

4 October (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. *Tel: 01604 846 688 www.bpfairs.com*

4 October (Sun) 10am – 3pm

IVANHOE MODEL RAILWAY SOCIETY

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www.ivanhoe-mrs.co.uk

4 October (Sun) 10am – 2pm

NEEDHAM MARKET COMMUNITY CENTRE,

IP6 8BB. Trade Stands, Club Layouts, Information table. Refreshments available. Entrance £3.50 (accompanied under 12's free). STOWMARKET MODEL RAILWAY CLUB.

Email: toyfair@stowmarketmrc.org

4 October (Sun) 10am – 2.30pm

MERTHYR TYDFIL TOY AND TRAIN FAIR,

Merthyr Tydfil Leisure Centre, Merthyr Tydfil Leisure Village, Wales CF48 1UT. Loads of onsite parking, onsite food, wheelchair friendly.

Email: pauldean020658@gmail.com telephone: 07807 038 161.

8 October (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.

10 October (Sat) 10.30am – 2.30pm

OSWESTRY – The Pavilion,

Oswestry Showground, Park Hall, Whittington Rd SY11 4AS. JACKSON & JACKSON EVENTS.

For bookings contact DAVID on 07967 681 080 jacko17356@icloud.com

11 October (Sun) 10.30am – 3pm

DONCASTER RACECOURSE,

The Lazarus Exhibition Centre, Leger Way, Doncaster DN2 6BB. More than 350 stalls of toys, trains and models. Adults £6, Seniors £5.50, Children £2.

Tel: 01604 846 688 www.bpfairs.com

11 October (Sun) 10am – 2pm

IPSWICH,

Copdock Village Hall, London Road, Copdock, IP8 3JN. Light refreshments, good lighting.

Telephone: PHIL COOPER for bookings on: 01787

372 559 or BILL BOURNE on: 01787 280 452.

13 October (Tues) from 6pm

HOOK – Community Centre,

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18 October (Sun) 9.45am – 1.15pm

BROMLEY – Bromley High School,

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Tel: 07977 646 386 & 07889 901 729

18 October (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

18 October (Sun) 10.30am – 2.30pm

WINDSOR INTERNATIONAL TOY AND TRAIN

COLLECTORS FAIR – 57TH YEAR.

New Windsor Community Association Centre, Hanover Way, SL4 5NW.

Tel: 07462 226 837.

24 October (Sat) 10.30am to 3.00pm

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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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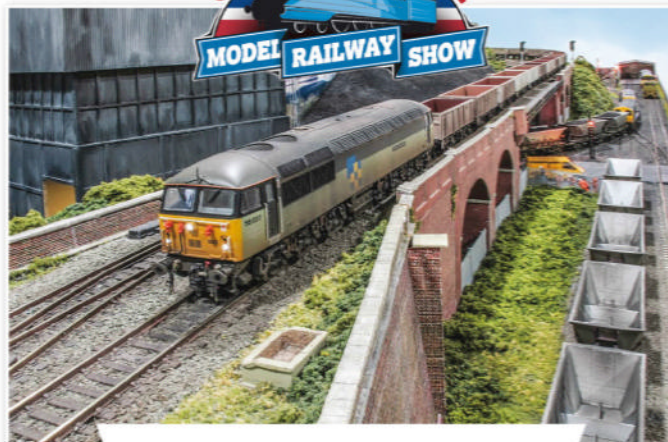
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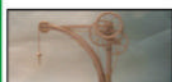
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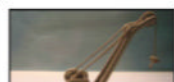
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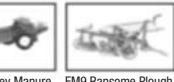


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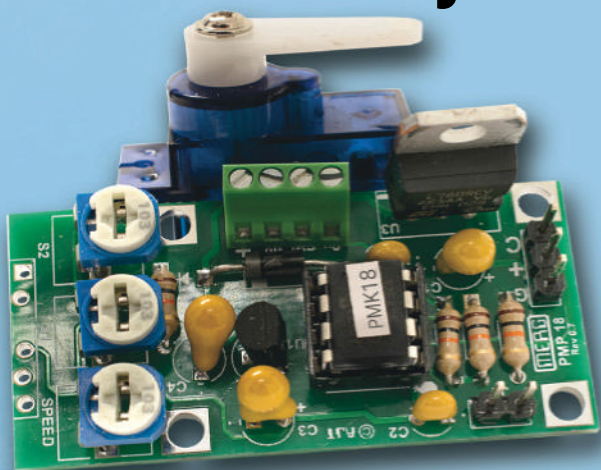
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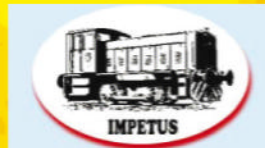
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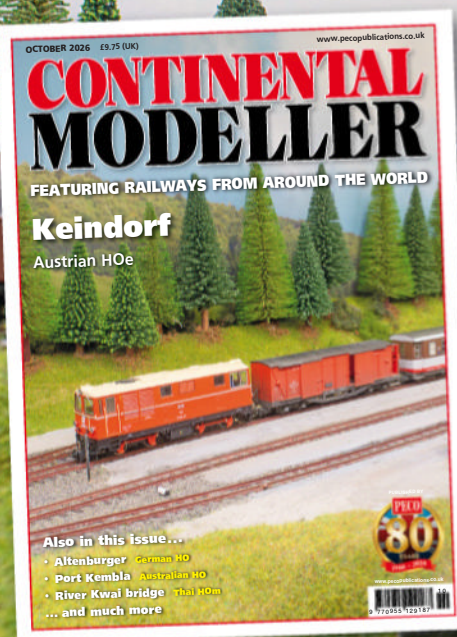
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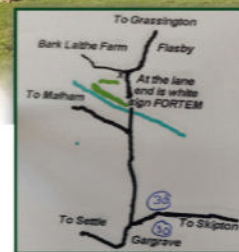
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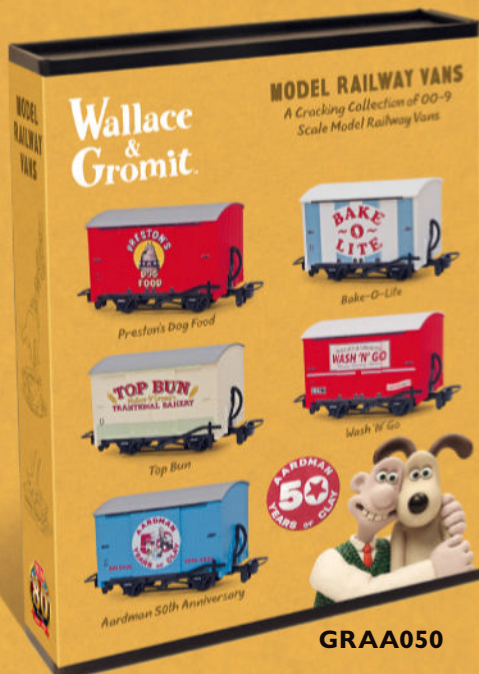
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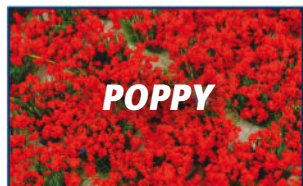


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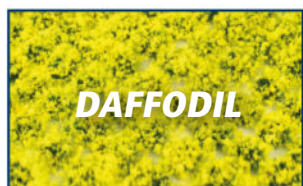
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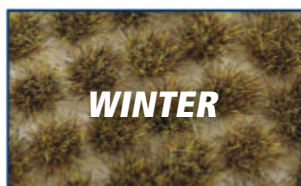
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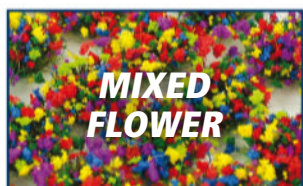
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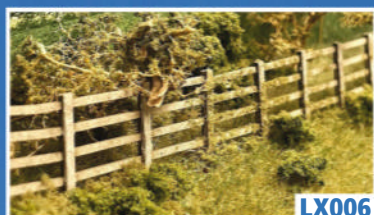




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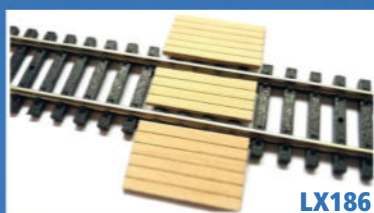
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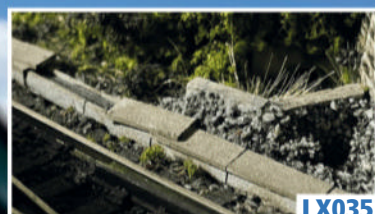
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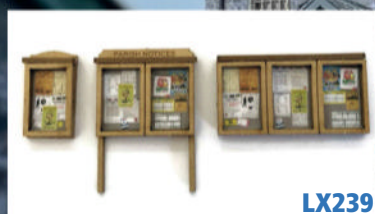
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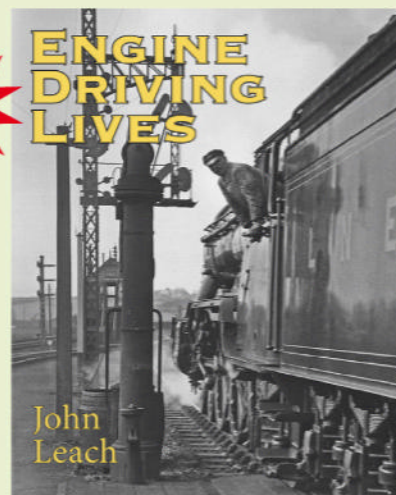
ENGINE DRIVING LIVES

John Leach

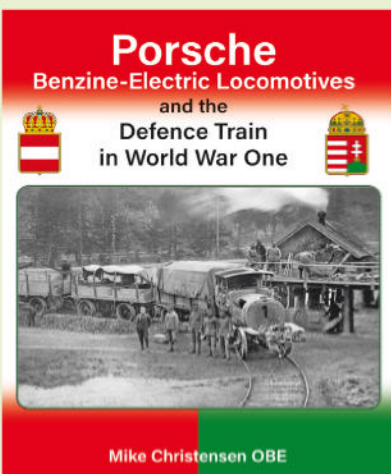


During the centenary celebrations of the *Flying Scotsman* locomotive in 2023, much was spoken about its fascinating history but almost nothing was said about the drivers and firemen, whose Herculean efforts enabled its amazing achievements. It was in this moment that the author, a driver himself, realised that there was significant gap in the history of locomotives and the working of trains. In 416 pages and around 400 illustrations, plus tables and ephemera, this book recounts the history of footplatemen in considerable detail. From William Richards, who drove the first train on the Penydaren Tramroad at 5mph in 1804, through to the men and women who are daily at the controls of trains running from St. Pancras to Brussels and Paris at up to 186mph, this is a very thorough account of a profession which has never been explained in full before. Many people have a stereotypical image of an engine driver but this book offers deeper insights into the joys and sorrows, the disciplines and dangers, and the complex shift patterns which so impact family lives. The author has researched over 1,400 named individuals and has explored, in seventy human vignettes, something of their achievements, career moves and glimpses of their lives away from the railway. This work not only fills a huge gap in our railway history but reveals fresh insights into the daily challenges of driving locomotives and running trains over the past 200 years.

416 pages, b&w/colour, 275mm x 215mm, gloss art paper, laminated board covers. ISBN: 9781915069 70 2. **Price £45.00 + £6.50p&p**



John Leach



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Porsche Benzine-Electric Locomotives and the Defence Train in World War One

Mike Christensen OBE



In the first decade of the 20th Century, Ferdinand Porsche designed a hybrid benzine (petrol)-electric drive for motor cars. In conjunction with an officer in the Austria-Hungary army, the concept was developed to produce a system in which a benzine-electric tractor hauled a 'road train' of carts which were also powered by electric motors. The Austria-Hungary army adopted the design to create a railway locomotive, with associated motorised wagons, which could operate on lightly laid track, tight radius curves and gradients as steep as 1 in 12 – the Landwehr Zug (Defence Train). This equipment was used in very challenging environments during the 1914-1918 war on two military railways in Eastern Europe – No. 1 from Dorný Völga to Borgó Tiha and No. 2 from Dutovlje-Skopje to Kostanjevica and Lipa. This book tells the story of the development of the benzine-electric system, the Landwehr Zug and the operation of those two military railways. It uses many photographs taken by the Army's official photographer, including some from the archives of Porsche AG. It also looks at the battles involving the armies of Austria-Hungary, Russia, Germany and Italy that required strategic and tactical military railways of a rare kind.

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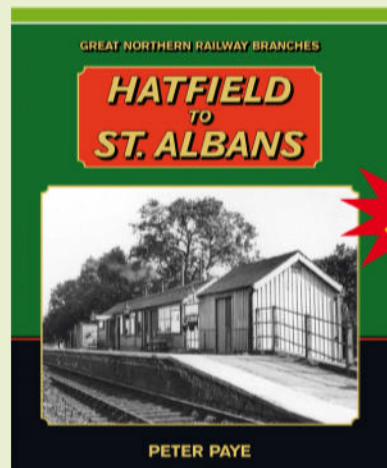
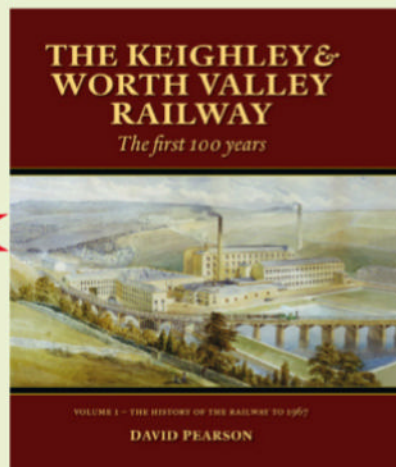
VOLUME 1 – THE HISTORY OF THE RAILWAY TO 1967

DAVID PEARSON



This is the first of David Pearson's two-volume history of the first hundred years of the Keighley & Worth Valley Railway. The author is deeply involved with the KWVR and has spent a lifetime researching the railway using primary sources including the K&WVR's archives. Volume 1 covers the history of the railway and its setting from earliest times, through its conception, financing and promotion, to building and development, concluding with its closure in 1962. Originally built as a private enterprise the five mile long railway was designed to link the mill villages along the Worth Valley with Keighley, eventually being operated by the Midland Railway. Coverage is also given to the Great Northern Railway's Keighley branch, which had a fundamental impact on the history of the K&WVR. It is hoped that these two volumes, whilst not answering all the questions that the line's complex history poses, must be as near a definitive version as is likely to be ever produced. Volume 2 will cover Infrastructure, Operations, Traffic and Equipment.

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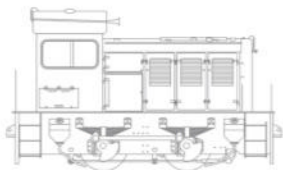
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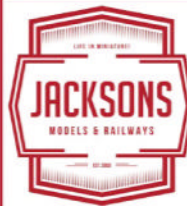
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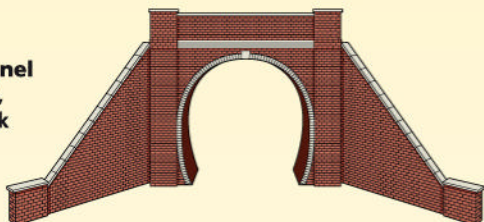
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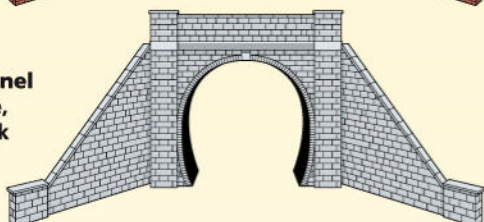
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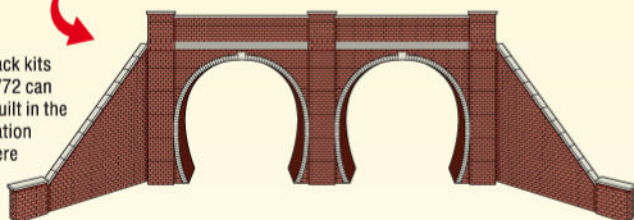
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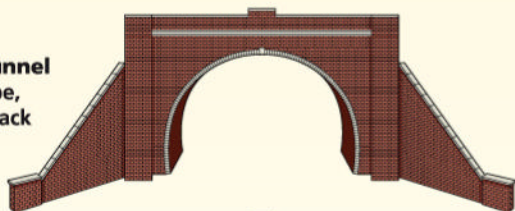
LK12172 Tunnel
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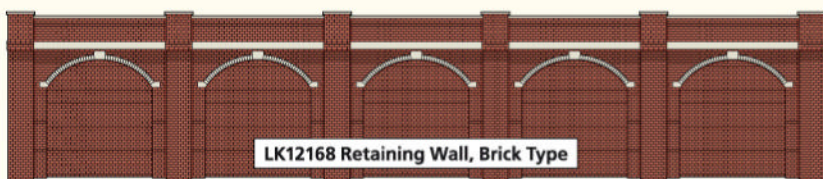
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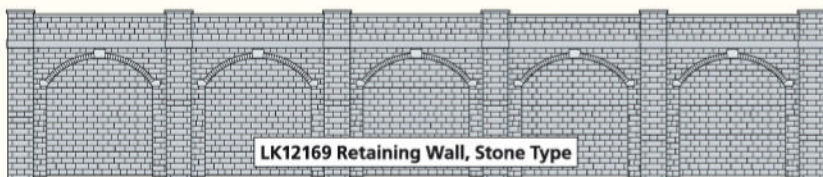
LK12173 Tunnel
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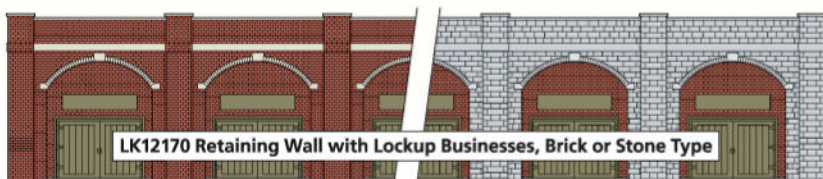
LK12174 Tunnel
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LK12168 Retaining Wall, Brick Type

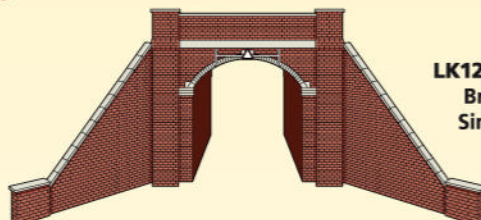


LK12169 Retaining Wall, Stone Type

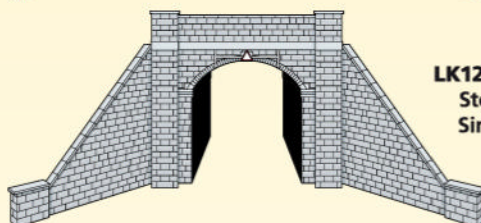


LK12170 Retaining Wall with Lockup Businesses, Brick or Stone Type

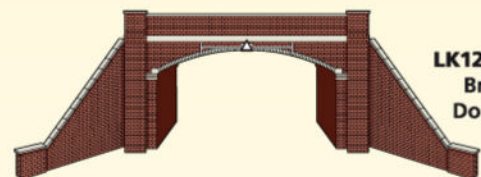
LK12160 Bridge
Brick Type,
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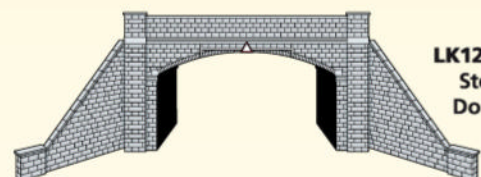
LK12161 Bridge
Stone Type,
Single Track



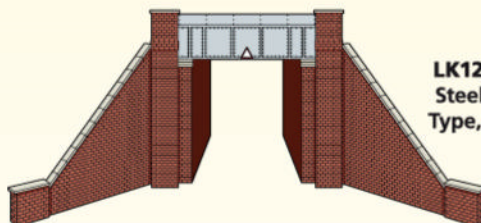
LK12162 Bridge
Brick Type,
Double Track



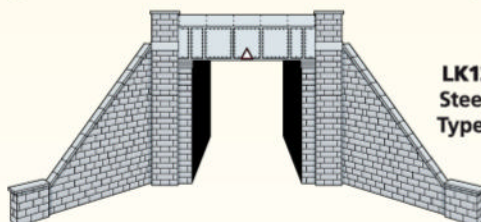
LK12163 Bridge
Stone Type,
Double Track



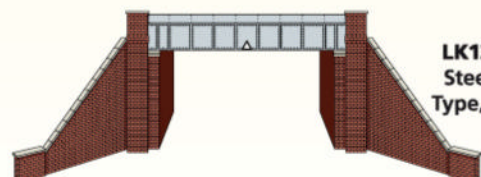
LK12164 Bridge
Steel Plate, Brick
Type, Single Track



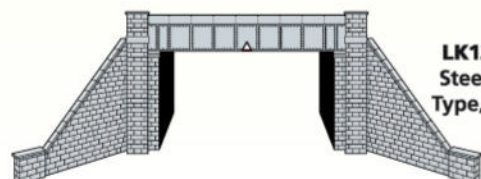
LK12165 Bridge
Steel Plate, Stone
Type, Single Track



LK12166 Bridge
Steel Plate, Brick
Type, Double Track



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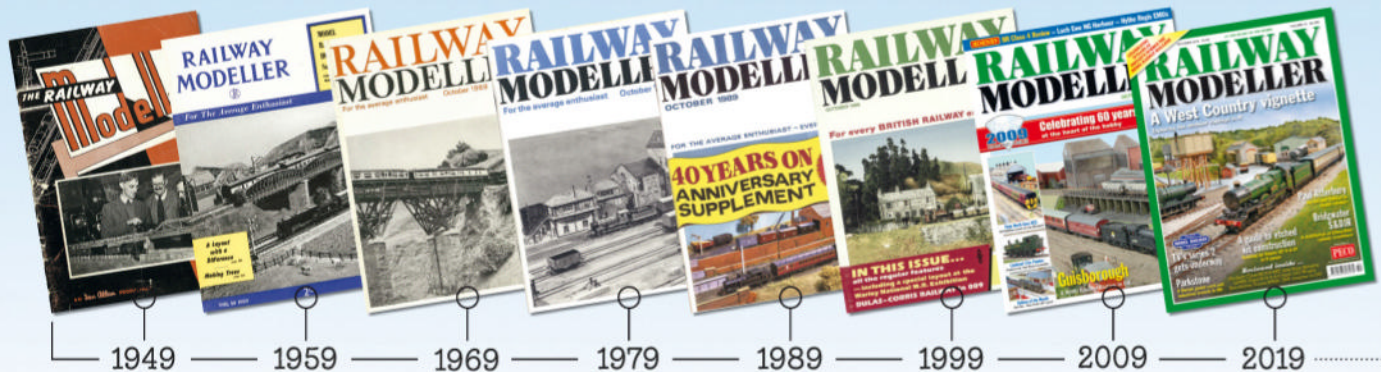
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