



Annual Model Competition 2026

Freight Stock

The following pages show the entries in the Freight stock category of the 2026 model competition. Voting takes place online, and all members will be emailed voting instructions and a unique voting ID.

To make your choice, look through the pages, and select your choice of best entry, note its number (eg. W3) and select that choice on the online voting form.

Photograph copyright is held by the individual entrants to the competition.

W1 – GWR Micas

The GWR carried meat in some very distinctive wagons, painted white if they were refrigerated. The N Gauge Society kit makes a good starting point for a conversion for many of them, and the member decided to see how many variants they could build. X8 was the simplest conversion, with X5 and X7 similar but with DC brakes. X1, X2 and X4 all had coach-type chassis with 3'6" wheels and clasp brakes. Unlike the earlier versions, X9 and X10 used dry ice and had different hatches and ends, X9 needing to be scratch built as it was longer than the others. X3 was a completely different wagon, originally built by the South Wales Railway with diagonal timbers. The member built theirs from scratch and has depicted it in its 1903 guise. The missing number, X6, was a short-lived wartime conversion of a V16 van which has not been included.



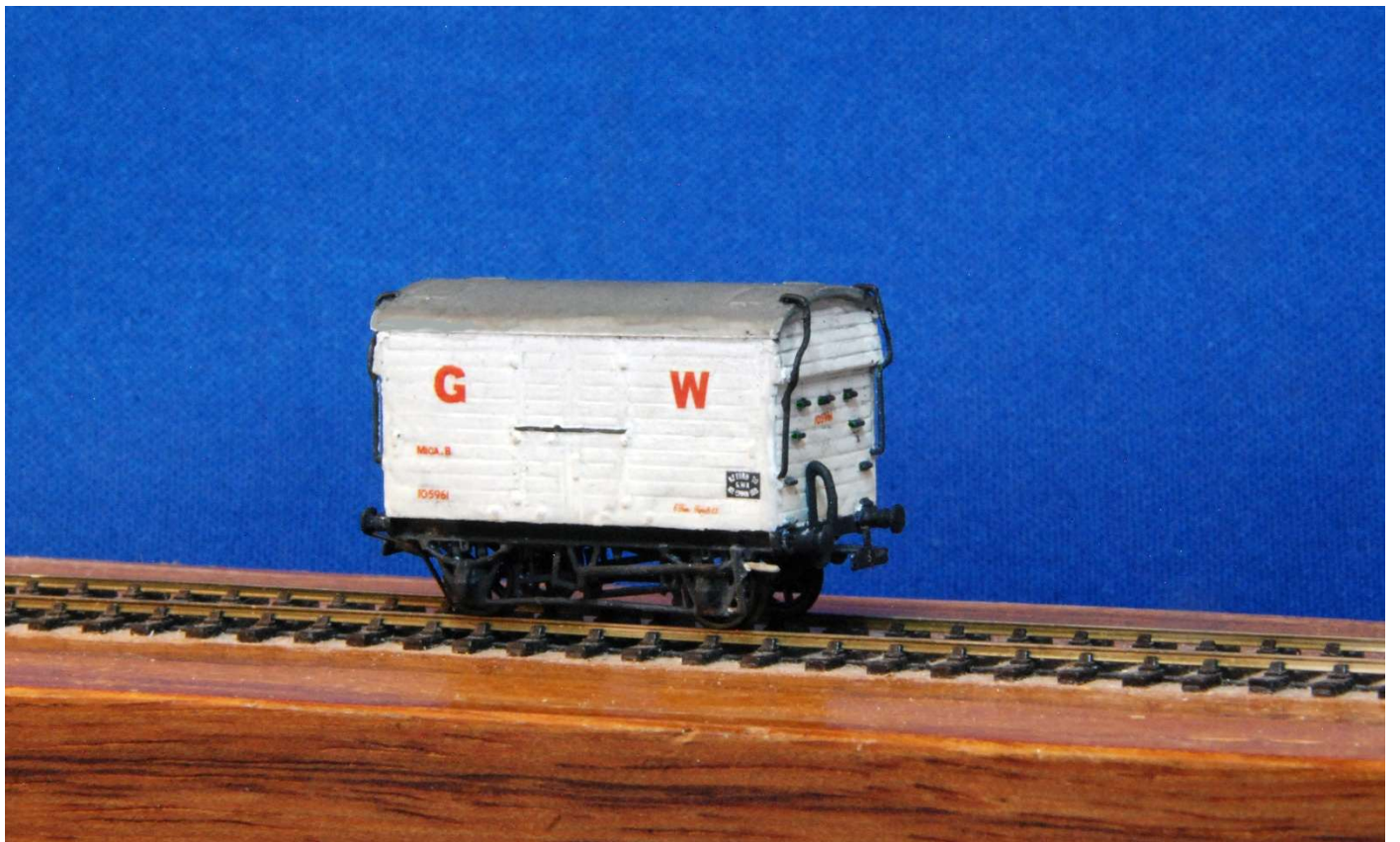
Left to right – X1, X2, X3 and X4



Left to right – X5, X7, X8, X9 and X10



Complete train



W2 – Shark Ballast Plough

A British Rail Shark ballast plough made from the N Gauge Society plastic body kit upon the 2mm Scale Association etched chassis. Painted in acrylic and weathered with artists oils.



W3 – LBSCR Wagons

Wagon bodies printed at home using files by Ian Morgan. Two were further modified in CAD to add the rounded ends and sheet rails before printing. Etched chassis from 2mm Scale Association. Hand painted. Tarpaulins are from laser printed transfers varnished and laminated to a substrate of either thin metal or tissue paper for additional strength before being cut out and carefully attached with dots of cyanoacrylate adhesive little by little with photographs for reference.



W4 – All-Steel High merchandise wagons

A collection of four LNER and BR All-Steel High merchandise wagons, showing (from right to left in the first photo) the development of the type between 1947 and 1953.

All were built from Stephen Harris kits, which have alternate parts for the variations in body styles and brake gear. Cast brass buffers, 3DP springs/axleboxes, wheels and bearings from the Association, along with home-made vacuum pipes and Electra couplings were fitted as appropriate to complete each wagon.

The main body colours of the wagons was airbrushed with Precision enamels. The rest of the livery and weathering was brush-painted in a mixture of enamels and acrylics. Transfers are a mixture of Modelmaster and Woodhead.

Wagon 1: LNER D.190 unfitted wagon in original condition, with wooden doors and 2-shoe Morton brakes and cast axleboxes.

Wagon 2: LNER D.194 fitted wagon with clasp brakes, welded axleboxes, and body-side "dimples".

Wagon 3: BR 1/041 fitted wagon (identical to the LNER design), with clasp brakes and LNER axleboxes. Fitted with split-spoke wheels, as photos show some were when new, along with tall vacuum standpipes.

Wagon 4: BR 1/047 fitted wagon with RCH 4-shoe Morton brake gear and tie bars, along with split axleboxes. This wagon features the revised body style with shorter side panels exposing the floor planks, additional door and side strengthening, channel end stanchions and end plates in lieu of high top-rib buffers.

The final photo shows the wagon interiors, with a representation of the wood planked floors.

I have attempted to portray the wagons at an early stage in their lives, before modifications and general decrepitude set in. It is conceivable that all four could be seen together in the conditions and liveries portrayed in 1953.









W5 – BR Lamprey Ballast Wagon B991016

This is a comprehensive rebuild of a rather poor Shapeways 3d print of a “Crab” rebuild, backdated using lots of styrene strip to the earlier Lamprey design. Painting was with acrylics, using a wet technique to apply the dark body colour over an underlying layer of reddish brown. Decals are mostly Railtec and NGS products, with the numbering from Fox Transfers. Some restrained dry brushing and a little work with oil paints has hopefully helped give the weather-stained appearance of an unloved spoil wagon, well into its third decade of service. The member worked from a picture of the prototype wagon but did in the end simplify the lettering slightly to avoid the sides appearing overcrowded!



W6 - BR Medium Goods Wagon DB453376

This one is a reworked NGS kit body on a Farish chassis. The member reworked the body ends, replaced the buffers with Association products and added brass angle section tiebars. The painting and weathering is again based on a photo of a prototype wagon with the replacement top plank, heavy patching out, electrification warnings, and weathering patterns all copied from the picture. Paint was Mig Ammo RailCenter and Tamiya acrylics, with the internal wooden planking done in a variety of light greys and beige / browns and then worked over with some washes to unify the effect. Decals for 1970s style metric tare weights only seem to come in the boxed-out variety so most of the boxing was cut very carefully from a set of NGS decals at the L&Y Workshop group one night (tea, cakes and banter help) and the remainder of the white lines were painted out at the weathering stage. Again, final weathering was done in oils, and the glossy oil and grease stains on the brake gear pivot points and below the axle boxes were created by spotting on a little Mig "Fresh Engine Oil" from one of their oilbrusher products. This stays glossy and wet looking so was done after the final matt varnishing.





W7 – LNWR stock

Examples of D13, D15, D16, D33 and D43 all from the late David Eveleigh's etches. Transfers have come from a variety of sources. Painting done using a home brew mix of white and black, approximately 50:50 as per the LNWR paint specifications.





W8 – Pair of LMS Tube Wagons

These have been built from the Chivers Finelines kits and placed on chassis from the 2mm Shop. They have been built to FineN standards and hence run on N gauge wheels, also obtained from the 2mm Shop. They were airbrushed using Precision Paints LMS Grey and transfers are from the NGS.



W9 – Shell BP Tankers

Peco wagons converted using the replacement chassis from the shops.

