

RAILEX 2021

Virtual Exhibition



Kyle of Lochalsh,
photo by Chris Nevard

Risborough & District Model Railway Club

Welcome to Railex 2021

It is disappointing that for the second year in a row, we are not able to hold Railex in the flesh so to speak. However, we hope this virtual show goes some way to compensate. In the best traditions of Railex past, we believe we have brought you a fine selection of layouts to view online. We feature many of the layouts that were booked for 2020 and 2021. Please see these as an appetiser as we intend to invite as many of these layouts as possible to the next couple of live Railex shows. In addition, this year we are featuring several home layouts of club members that never go on the exhibition circuit.

As well as the usual list of Traders who traditionally attend our show, we have expanded the line-up to include other quality outlets for whom we don't normally have room. Please enjoy browsing amongst them.

This year, as a first for us, we are hosting some demonstrations - some are prerecorded and can be viewed at any time and 4 will be live today with an opportunity for questions and answers afterwards - see the timetable on the Railex Show front page.

Lockdown has reputedly attracted a large number of new followers to the hobby. If this is you, we hope you enjoy the section devoted to expanding your horizons and see what modern technology can do to enhance your pleasure.

Finally, I hope you enjoy the show and we really look forward to welcoming you in person at Stoke Mandeville in 2022.

Tim Peacock
Virtual Railex Exhibition Manager
Risborough & District Model Railway Club
Registered Charity No. 1173659
www.rdmrc.org.uk / www.railex.org.uk

In Memory of Anthony Mead.

You may not have known Anthony 'Ant' Mead, however, you'll almost certainly be aware of his contribution to Railex. Ant was exhibition manager in the last years that Railex was held at Aylesbury Civic Centre and became part of the core management team for the new format exhibition at Stoke Mandeville Stadium. He led the advertising, ran the website and prepared the programme, among a great many other jobs. Sadly, Ant passed away in January 2020, aged 46, after a long illness. His commitment was an inspiration to the members of Risborough & District Model Railway Club and many others in the hobby. We thank him for everything he did and will remember him fondly.

Live Sessions

We have a series of live sessions for Railex:

- 11.00 Peter Grindley Brook
Peter Storey of the Grindley Brook team shares their experience of building their ambitious new O Gauge exhibition layout using many photos taken of the construction process.
- 12.30 Tim Track laying
Tim Peacock shares the tracklaying and ballasting techniques used on the High Wycombe and Padfracombe layouts. This method ensures laying and ballasting happens together, saving time and giving a realistic result. Both mainline and ash ballasting will be covered.
- 13.30 Gary Model bus and EMU for Romford
Gary Day shares the methods he used to upgrade an EFE RT London bus and the scratchbuilding efforts needed to create a Class 307 EMU for his developing P4 Romford layout.



- 14.30 Chris New member
Chris Morrill discusses what he has learnt as a new member of the club returning to the hobby and how his skills have developed by sharing experiences with other members of the Risborough Club. The benefits of joining a club are explored.

After each session, there will be time for questions and answers.
These sessions will be recorded.

Demos

Members of R&DMRC have produced a range of videos and slide shows demonstrating some techniques and step by step guides that will hopefully be useful in your modelling challenges.

- **An Overview of "New Technologies" in our hobby**, 3D printing, laser cutting and PCB design. This is a brief introduction to some of the newer technologies that exist within our hobby. Specifically it touches on 3D printing and the different types available, laser cutting and PCB design. The latter, whilst not really new, is certainly more accessible to many more modellers due to the modern computer tools and access to low cost PCB suppliers. Please see other demos below that provide more detailed information on these technologies.
- **An introduction into 3D printing**. Mark Riddoch takes us through a step by step introduction into the use and possibilities of 3D printing.
- **A practical introduction to Laser Cutting**. Roger Noble takes us through, step by step, designing, laying out and cutting a project for a laser cutter. Identifying a number of the very practical barriers along the way.
- **Creating a laser cut building in N Scale, 1:160**. Paul Wright provides an overview of how he created a small Dutch building, based on an original prototype, using layers cut on a laser cutter.
- **A beginners guide to PCB design and production**. Roger Noble covers the basics of PCB design using the freely available "Fritzing" software, from schematic design to board layout to using commercial PCB manufacturers very cost effectively.
- **An introduction to resin casting**. Paul Wright takes you through the stages in resin casting model scenic parts.
- **Using Decoder Pro to program a DCC chip in a loco**. James Aitken demonstrates how to use JMRI DecoderPro to program a DCC chip for your locomotive. This detailed video was originally produced by James for the Gauge O Guild.
- **Scratch-building a small Dutch lift bridge in N scale, 1:160**. Paul Wright goes through some key steps toward creating a replica of a Dutch footbridge, with working hinges.
- **An easy way to ballast track with Tim Peacock**. Tim takes us through the stages of ballasting and laying track at the same time, with clean ballast and ash ballast described.

In addition, there is a wide range of articles and guides produced by club members which we hope you will find both interesting and informative.

Disclaimer

Risborough & District Model Railway Club reserves the right to alter exhibits and stands listed here and in its advertising; however, every effort is made to ensure that the information contained here is accurate and up to date.

Layouts

Aylesbury LNWR

EM gauge

This is the model is of Aylesbury LNWR, and is the first station in Aylesbury running in from Cheddington - and located where B&Q now is. It is to EM gauge and was built by Geoff Williams and his sons. Originally a loft layout, this is the second attempt by Geoff and was modelled in the early 70s'. The layout depicts the whole of the station complex with engine shed, goods yard and gas works. The railway is set amongst the back drop of the town and has been created with meticulous attention to detail and research. The scenic side features cunning use of decreasing perspective modelling to achieve a greater sense of depth. The Risborough & District Model Rail Club acquired the layout from Geoff's son and have worked to restore it to running order.

The layout has been rewired with DCC components but work still remains to get the signalling to work and some track. The original wiring was ingenious and complex using some electro-mechanical interlocking. We have deemed it too difficult to restore this and maintain reliability in addition to which there were some safety concerns with the original kit. To this end we aim to restore the layout to a running model using DCC. Bedding in building and scenery also requires some remedial action that will bring the townscape to life. Aylesbury LNWR appeared in its entirety at our Railex 2016 exhibition on the 28th/29th May. A slightly shorter version appeared at our Risex 2015 exhibition. The video is courtesy of BRM and is featured on the Risborough & District Model Railway Club's YouTube channel.



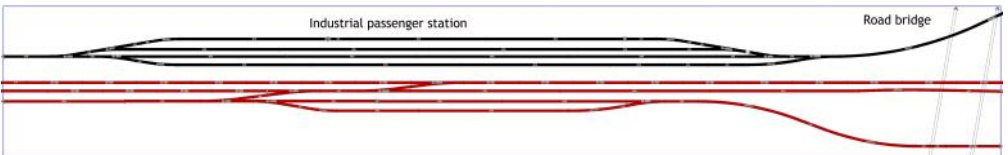
Photo by Paul Wright

Let us take you back just a few years to a time when you could still see large steam engines in everyday use – come back with us to China in 2004! At that time Western railfans, like me and my friends, flocked to China to photograph the very last of world steam; and this layout recreates our experiences.

We can all be seen on the layout – me, Al, Martin and Gordon – can you recognise us? We're waiting outside the hotel for a cab to take us up the line. There are many other railway photographers in town and they always seem to appear when a steam train is due. So, if you see photographers suddenly pop up as if by magic, you'll know a steam train is coming – keep a look out for them!

In the background you can see industrial steam, but it's not like we know it in the UK. Large 2-8-2's arrive from nearby coal mines with just eleven loaded coal cars, but they need to have two banking locos added in order to tackle the 1 in 30 grade up to the steelworks located on the outskirts of the city.

A China Rail main line runs through the centre of the layout, but that was dieselised long ago and we didn't go to China to photograph diesels! Therefore, our attention moves to the foreground and the world's last steam main line. Built in the mid-1990's, this line was financed by local government to serve isolated communities not on the

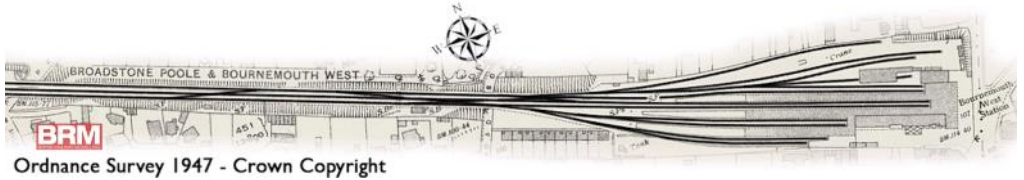


China Rail network. Second-hand China Rail 2-10-2's were used initially as they were plentiful and cheap to buy at the time, but now, in 2004, the first second hand diesels are beginning to appear – time is running out for steam!



Photo by Andrew Burnham

Our model is an accurate portrayal of Bournemouth West in the period 1959- 1962. The only place where there has been compromise is where the tracks disappear off scene to the storage yard behind. Here we have included a model of the Beechey Road bridge which does exist but is just outside Bournemouth Central. The large dwelling houses on the embankment along the back of the layout are educated guesses as we have no pictorial record of what they were like and they were demolished when the station closed to make way for a road.



Baseboard construction uses 9mm plywood on a plywood framework. In order to get the correct track plan we originally divided the boards up to suit but, in hindsight, this was a mistake as we have a number of mismatched sizes which make transport harder and two very large boards covering the station area which are very heavy. The storage yard boards are of equal size and easier to transport. The yard itself consists of 11 holding tracks each capable of holding a 12-coach train and a 12ft long traverser enabling dispatch and acceptance of trains from the layout and into/out of the holding sidings. In all there are 16 baseboards.

We couldn't use standard geometry track if we wanted it to be accurate so C&L code 75 bullhead track was used for the plain areas. All the points were individually made to Templot templates to meet size and location. These were built using bullhead rail soldered to copper-clad sleepers.



Brighton East

EM gauge

Brighton East is 4mm/ft using EM gauge track and depicts a Southern Region Rail terminus in the period loosely around 1998 to 2003 where 3rd Rail EMU's prevail on passenger services. My son Matthew was a medical student in Brighton and came up with the old Kemp Town branch as a possible setting for a layout. What if it had retained some passenger service (this actually ceased in the 1933) and had never been shut (it closed to goods traffic in 1971), been electrified and then had a second tunnel bored to allow direct access to Lewes?



This is not a prototypical rendition, the space was not available to do that, but it hopefully gives a flavour of the small space restricted terminus that was Kemp Town. Control is by NCE DCC, with point control using radio control servos. Couplings are Kadee using electromagnet uncouplers. The buildings are all scratch built and based on prototypes near to the old Kemp Town station site with the main structure being based on the Barry Building at Sussex General Hospital.



Photo by Andy York, Courtesy of BRM

Charwelton into the 80s

OO gauge

The layout was originally built by the Wolverhampton Model Railway Club and exhibited as '50/60s steam but we run it as a warm summer Saturday in the '80s . The real station in Northamptonshire closed in the '60s after the decision was taken to abolish the line; one that is seen by many to have been short-sighted. If it had stayed open, it would be the ideal route for freight today with its larger loading gauge.

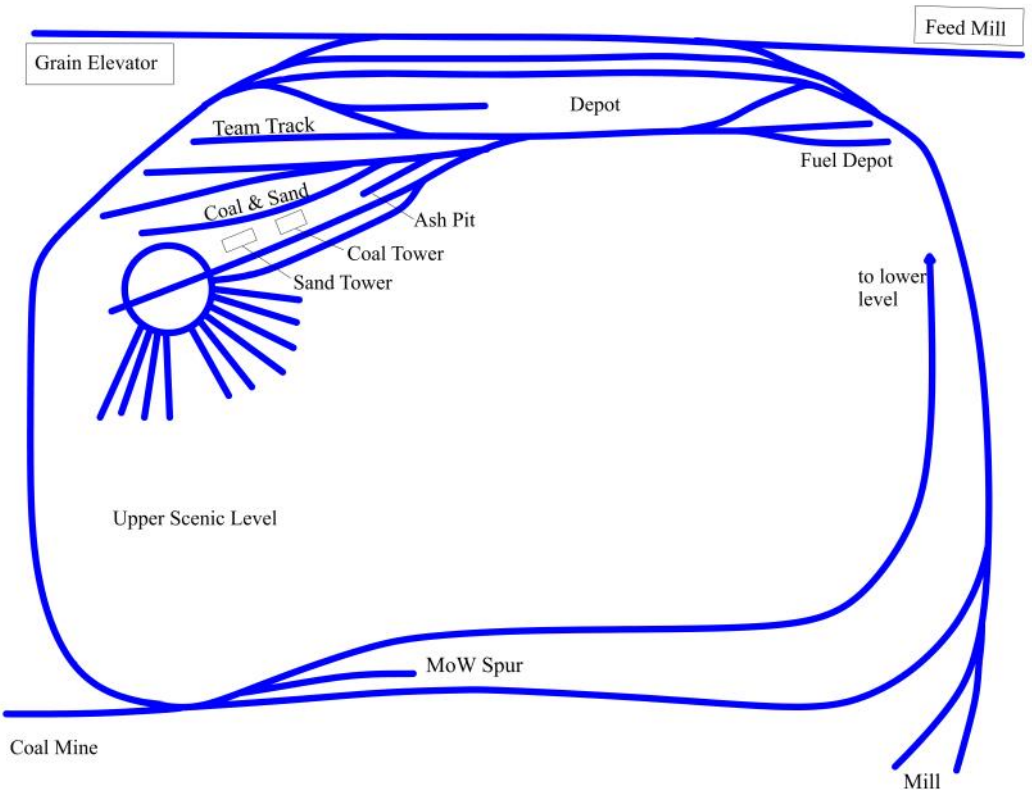
Point control is via toggle switches at the time of writing this article, but will be changed to the Megapoints system which will enable us to have a main control panel with all the point switches and indicators on it to show which way the points are set. There'll be a secondary smaller panel for the Up line drivers at the tunnel end that will have all the point LED indicators on it, but only the switches needed for the Up line layout and for the crossovers.

All the stock on the layout is detailed and weathered using reference photos to provide a natural look. Nothing weathers the same in real life, so why would it be the same on a model railway layout?



Mick Moignard's Denver & Rio Grande Western recalls the 3-foot narrow gauge lines in south-western Colorado in and around 1951. 1951 was the last year the San Juan Express ran from Alamosa to Durango over Cumbres pass, and the last year that the connecting Rio Grande Southern line operated. Still entirely steam operated, D&RGW 3-foot gauge served the mining areas of south west Colorado and handled agricultural produce, as well as handling local oil and coal traffic. While the layout is of no specific prototype area, it captures the scenery and architecture of the area.

It's HO Scale, and runs on exact gauge 10.5mm track, called HOn3. It's DCC operated, all locomotives and some rolling stock items being fitted with sound. The locos themselves are all tender engines and apart from one 4-6-0, they're all 8-coupled. The larger 2-8-2 locomotive are outside framed - these may be 3-foot gauge, but they are big and beefy locomotives, working at high altitude - up to 10,000 feet - and on grades up to 4% (1 in 25). Occupying a converted single garage, it's a two-level storage yard to town setup with a branch line continuous run. It has long and steep grades - which make the locomotives bark - wood trestles and a long steel bridge across the room doorway. As is often the case, it's unfinished. The town area has not yet been scened. But it's fun and relaxing just to watch the trains go by, or to spend an hour or so with the gentle cadences of properly fettled steam locomotives shuffling cars around the yard making up the next train.

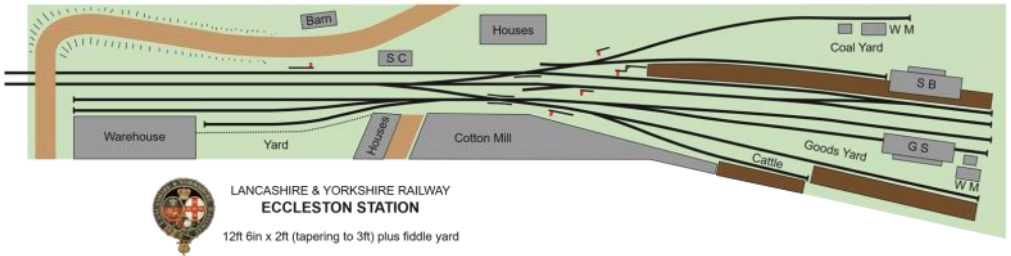


Ecclestone

P4 gauge

Ecclestone is a village in West Lancashire which never had a railway. It did, however, have two cotton mills and was surrounded by rich arable land, so there would have been sufficient traffic to justify one. I have therefore imagined that the local mill owners, supported by Lord Ecclestone of nearby Ecclestone Hall, prevailed upon the Directors of The East Lancashire Railway, later part of The Lancashire and Yorkshire Railway (L&YR), to build a branch line from Croston on the Preston – Liverpool line.

Following the opening of the line, the village would have expanded to become a small town and the railway would have been busy with frequent passenger services to Preston and Blackburn, through goods workings to Lostock Hall and Pilot Goods workings to Croston for Liverpool traffic. The period modelled is around 1910.



Work on the layout started in the early 1980s and many of the techniques used date from that era. The baseboards, for example, are softwood frames and chipboard surfaces which have warped over the years. The track is all hand-built to P4 standards using the Brook Smith technique of soldering rail to rivets inserted into plywood sleepers. Some of the best years of my life were spent sticking plastic cosmetic chairs on.

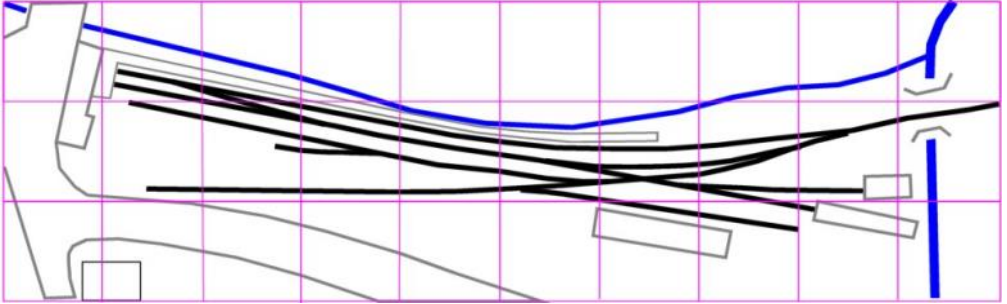
The electrics are as simple as possible, with two controllers and eight electrical sections. All the points and signals are mechanically operated using a fully interlocked lever frame which makes operating the layout not only more realistic, but also more enjoyable. The buildings are all scratchbuilt: the railway ones are based on L&YR



prototypes while the non-railway ones are based on real buildings in West Lancashire. The locos and stock are all built from kits.

Authentic operation is the aspect of the hobby that I most enjoy and therefore Ecclestone is operated to a working timetable using block instruments and bells. I would like to thank my many railway friends for all their help in making this happen.

Freshwater was the western terminus of the 12 mile long Freshwater, Yarmouth and Newport Railway on the Isle of Wight. Opened in 1888, the Southern Railway lengthened the platform, removed the loco shed and carriage shed, and modified the track layout slightly in 1927, but the line was never very successful, and closed as early as 1953.



The model is built to 1:152 scale, using components and standards of the 2mm Scale Association. Train control uses DCC, and the layout uses servos to operate points, uncouplers and signals, controlled using MERG CBUS components. The layout plan was based on large scale Ordnance Survey maps, with no compression required. Buildings and scenery are based on all the contemporary photographs so far collected, although some areas are still something of a mystery. Several buildings have been 3D printed by Shapeways from 3D computer models I have created. Suitable stock will be built, but initially, almost anything may appear on the tracks.



Photo by Ian Morgan

Grindley Brook

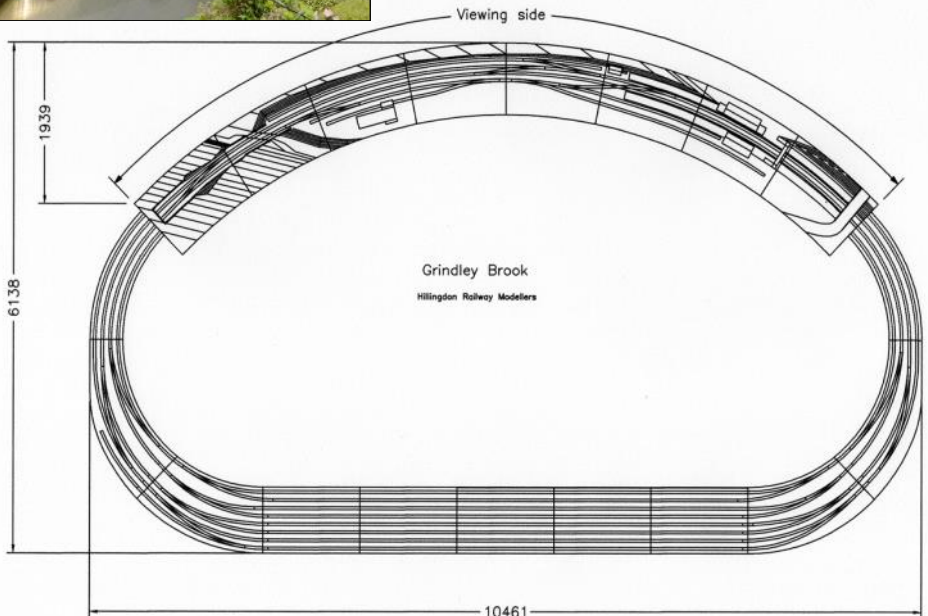
O gauge

Our O gauge Finescale layout is based on a fictional station set on the now closed ex-LNWR line between Whitchurch and Chester in Shropshire in the period 1954 - 1964. Although there was never a large station with a yard at Grindley Brook, but just a wooden halt, the location was chosen as the point at which the railway crossed the Llangollen Canal.



The whole of the scenic area is scratch built from photos and plans of actual LNWR buildings, signals and infrastructure, which together creates a typical LNWR station of the early 1870s, updated by the LMS and, ultimately, passing into the ownership of BR. Being on the boundaries of the London Midland and Western Regions, the trains are predominantly LM but with a sprinkling of WR workings.

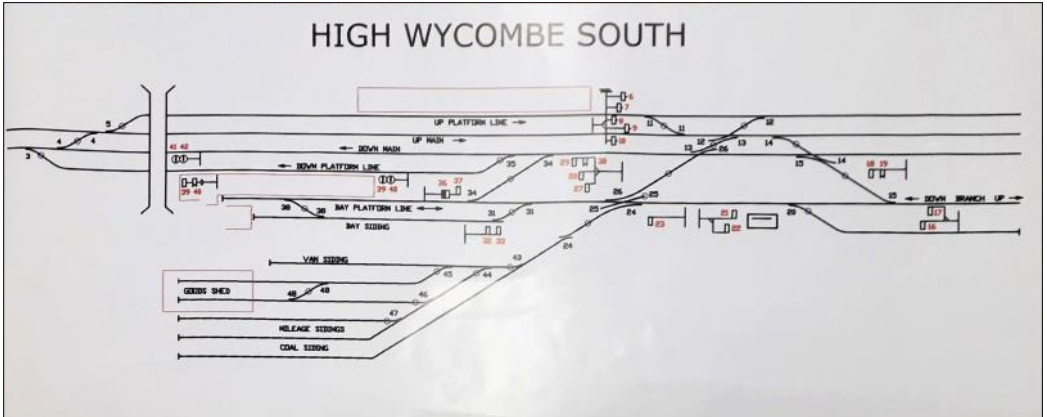
The scenic track is all hand-built from C&L components to the finer standards of 31.5mm gauge (0-MF), with the track layout being determined by the overall curve of the layout, which allows it to fit in place of one side of our Club's test track. Control is exercised by the signalman, using a miniature lever frame with full mechanical interlocking, requiring the drivers to follow the signal indications, as per the prototype.



High Wycombe

EM gauge

High Wycombe is an EM gauge layout trying to capture the atmosphere of the station in the early 50s. The town is about 40 miles northwest of London and lay on the old GW & GC Joint line opened in 1906. By the 50s it came under the auspices of the Western and Eastern regions and as such featured a wide variety of traffic and motive power from both parents. Heavy mineral trains were woven between expresses from Paddington and Marylebone with an intensive suburban service from the latter. Other suburban services came up the branch from Paddington via Maidenhead and Bourne End. The goods yard was busy with additional trip workings further up the line to North yard. Apart from coal and general goods, timber in and furniture out were big users of the railway.



The layout is far from finished but steady progress is being made and various lockdowns have helped push the project forward!



Photo by Tim Peacock

Addison Road is nowadays known as Kensington Olympia, on the busy West London route between Willesden and Clapham Junction. Because this was a joint line, formerly involving the L&NWR, GWR, LB&SCR and L&SWR, it has proved to be a good choice for a club project. Our O gauge fine scale model shows the station as it was around 1925, enabling us to run trains in both pre- and postgrouping liveries. As you face the layout you are standing on the site of the Olympia exhibition halls, with Willesden Junction and the north off to your left; at the right-hand end of the layout the tracks disappear southwards under Hammersmith Road bridge towards Earl's Court and Clapham Junction. The terraced houses of Russell Road form a natural backdrop to the station.



Track Plan courtesy BRM magazine.

Most of the trains running through the station at this period were general goods, coal or milk trains and our operating schedule is designed to provide a balanced representation of these services. For passengers, a frequent local service ran from the bay platform to Clapham Junction. The main lines were electrified in 1914 (3rd and 4th rail 630 volts DC), and the layout features models of the distinctive ex-LNWR 3-car electric sets which ran an intensive service from Willesden to Earl's Court.

Look out for the 'Sunny South Special', a through train which linked the northern cities of Liverpool and Manchester with the southern resorts of Brighton and Eastbourne. A Southern loco took over the southbound train at Willesden and our model shows the distinctive D213 carriages still in L&NWR livery; these had to be built from scratch. Amongst other items of interest on the layout are servo-operated scratch-built models of the original LNWR signals and the use of the MERG CBUS system to operate the layout from a representation of the lever frame in Kensington South Main signal box without the use of section switches. Both the signal box and the platform canopies were constructed from laser-cut ply and MDF to our own drawings.

The layout has been constructed by members of the Twickenham & District Model Railway Club and is our largest and most ambitious project to date. You can find further information on our club website <http://www.tdmrc.org.uk/> and on the Addison Road page there is a link to the forum on RMweb which has featured progress updates during the construction of the layout. The layout was featured in BRM magazine in July and August 2018.

Kyle of Lochalsh was originally built in Barcelona, Spain as a micro layout capable of being transported via box-files. It was first exhibited in 2010 at the Burgess Hill Model Railway Club annual exhibition having been flown in by hand luggage the day before. The layout has since had two refurbishments and is now formed of two separate sections, a scenic one measuring approximately 680mm and a storage one measuring approximately 780mm giving an overall length of 1460mm.

The trackwork was built using the (at the time) newly introduced 2mm Association Easitrac components with the storage sidings using the more conventional code 40 rail soldered to pcb sleepers. Turnouts are operated using simple wire in tube fed by radius to a small dpdt switch with DG couplings operated using simple bar magnets which can be inserted or retracted in pre formed slots beneath as required. The intention was to try and capture an extract of Kyle of Lochalsh through the inclusion of the bridge, ramp, station and quayside. The backscene is formed by use of a panoramic photo stitch of the location which has been printed onto vinyl and applied to a thin Perspex sheet.

The layout era begins late 70's to capture the overlap between class 24's and class 26's with the gradual replacement by class 37/4's. The rolling stock modelled, all being visitors to Kyle, are primarily ready to run models, which have been detailed and the wheels reprofiled to 2mmFS standards. Over time, chassis are gradually being replaced with 2mmFS etches. Originally a DC layout, it has now been converted to DCC and uses the Uhlenbrock Daisy II system. Currently there are plans to extend the layout by modelling an extract of Thurso which will connect to the opposite end of the Fiddle Yard traverser. The layout has appeared in both the 2mm FS magazine and Model Rail in December 2015.



Photo Chris Nevard,

Lighterman's Yard

2mm Finescale

The layout represents a small fictitious goods yard, somewhere in South East London. Timescale is the late 1950's early 1960s, near the end of steam, with an occasional diesel to be seen.

It is still a work-in-progress, construction having occupied members of the 2mm Association Kent & Essex Area Group for many years during which time it has been rewired from DC to DCC.

The track is hand built, using code 40 rail soldered to PCB sleepers, with etched chairs. Stock is supplied by various group members and is a mixture of RTR n gauge stock converted to 2FS and kit or scratchbuilt 2mm Finescale models. The buildings are a mixture of heavily modified proprietary kits and scratch built.

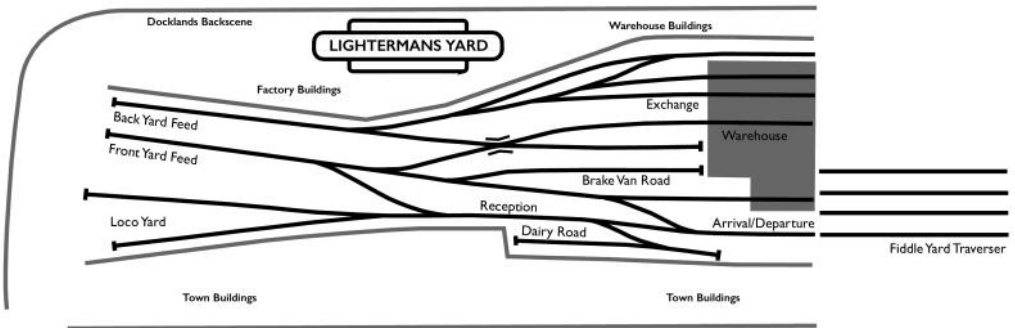


Photo by Pete King

Love Lane is a fictitious location some near Chigwell in North West London set in the period around 1958. It's on the Great Eastern railway coming out of Liverpool Street and continues through Love Lane onto Ongar and Dunmow and then into East Anglia. During operation quite a variety of trains will be seen ranging from a Quint-Art operating in and out of London, a Push-Pull going into the country together with various goods trains and through passenger services.

The layout has been built by members of the East Anglian Scale Seven Group over the past few years. Its inspiration came from a member of the group who passed away and left the embryo layout to us. This gift gave us the impetus to start building something and without being too big headed we're quite pleased with the result. We've used a variety of techniques in its construction including etching, 3 D printing and laser cutting. Careful focus has been given to achieving an overall natural colour to the scene.

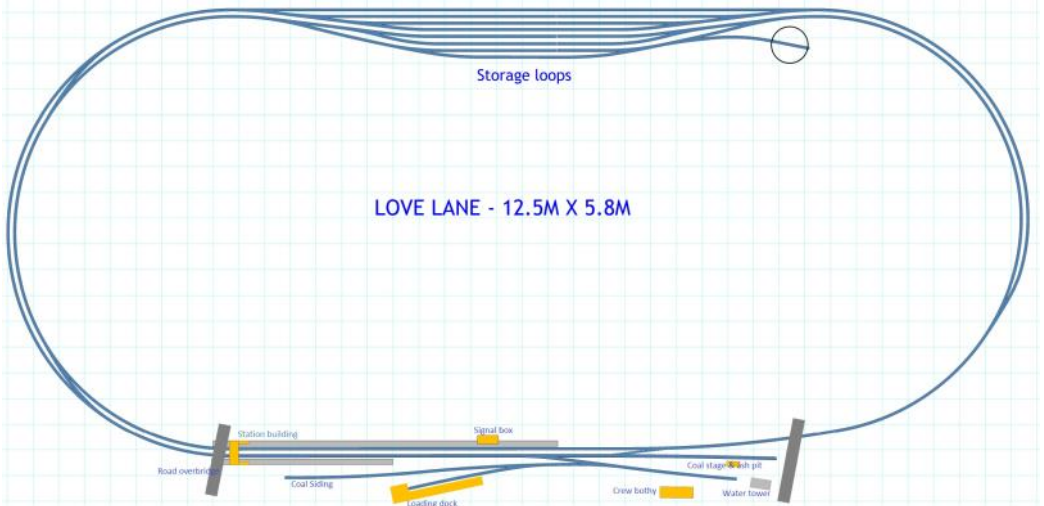
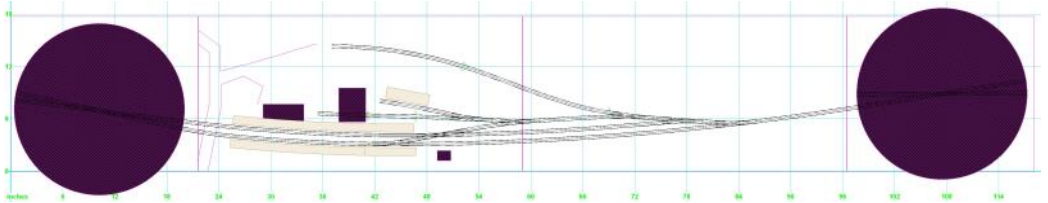


Photo by John Birch



Modbury is a 2mm Finescale layout representing a Great Western “might have been” through station as it might have appeared c.1906. The layout has a small turntable type fiddle yard at each end of a scenic section. The stock is all either kit or scratchbuilt, portraying the Edwardian period. Presently, because of the limited amount of stock available, trains typical of the period shuttle back and forth across the scene, stopping, crossing and shunting within the station environs. Eventually I hope to have constructed enough stock to operate a variety of trains to a proper schedule. The track is built to represent Brunel’s Baulk Road (something I have never seen in 2mm Finescale before). It has been scratchbuilt using HO PCB sleeper strip and rail and gauges from the 2mm Association.



The signals are built from MSE etches mounted on home milled posts, and are driven by servos. The turnouts are all memory wire operated. The electrification of the sections of the layout are all controlled by the signals, meaning that trains can only move if the relevant route and signals have been set. Each signal uses 2 relays - one to provide power to the section in rear and one for the section in advance of the relevant signal. The relay wiring allows the signal to be restored to danger but power is still provided to the section in advance of the signal. Buildings are scratchbuilt from plasticard, and are principally based on South Devon prototypes on the Moretonhampstead branch. The exception being the Signal Box which comes from Bodmin General. The locomotives are all either completely scratchbuilt or converted from N gauge models utilizing 2mm Association etched chassis. Coaching and goods stock are also either kit or scratchbuilt.

Modbury made its first appearance (in bare board form) in 2015 at the 2mm Association’s Expo exhibition in Chelford. Progress on the layout can be followed on my RMWeb thread within the 2mm Finescale section or on my own website www.modbury2fs.co.uk.

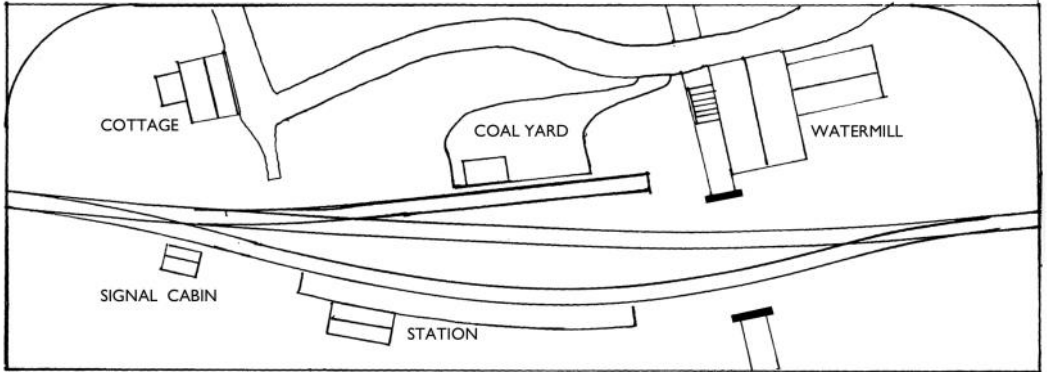
Photo by Ian Smith



Old Parrock

OO gauge

Old Parrock is a small halt and coal yard on a fictitious line at the northern edge of Ashdown Forest in East Sussex. The name is derived from a small settlement in the vicinity. It is assumed that the line was originally built as a light railway and traffic is sparse, requiring short passenger trains and minimal freight trains. The layout was built as an entrant in the MRJ Cameo competition and is designed to fit a shed space of 7'4".



A particular interest was to build models of the watermill and mill cottage. The original buildings were at Tablehurst Farm in Forest Row (near East Grinstead). The mill was demolished in 1933 but the cottage still exists. The coal office is a typical LBSCR goods lock-up and the station building is a reduced version of those found on the Kent and East Sussex Railway. The railway runs in two periods; Southern Railway in the early 1930s and the pre-grouping era when trains from both the LBSCR and SECR may be seen.

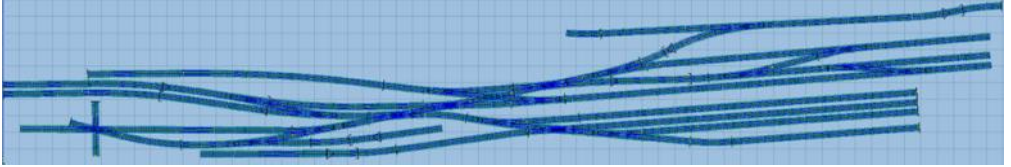


Padfracombe

O gauge

My own layout has been thought about for a few years, and has changed location a few times as well. Always being an ex LSWR location, I have dithered between Plymouth Friary, Lydford, Padstow and Ilfracombe.

In the end, I considered what I wanted from a layout. It had to be a reasonably busy location with significant freight, as I'm primarily interested in wagons and their loads. I also make models of planes and military vehicles. I looked at various potential locations near army bases, or fighter bases, but couldn't find anywhere which had everything I wanted.



Eventually I decided that a freelance location would be the solution, so looked for existing places I could use parts of. Padstow had the dock and the 70' turntable for the Bullied Pacifics. Ilfracombe had the extensive sidings, so perhaps an invented place with elements of the two would do. It was Pete Joels who coined the name of Padfracombe!

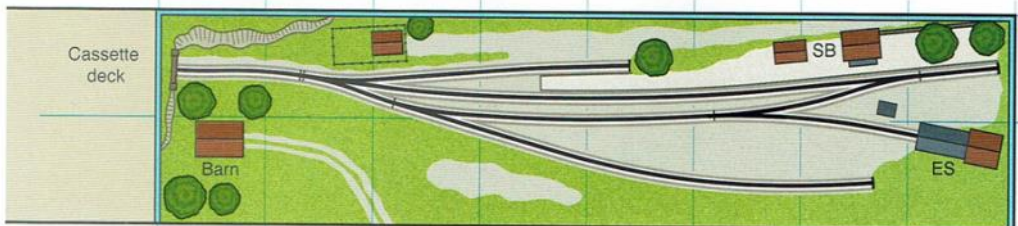


Pottendorf

H0 gauge

Pottendorf is a small branch terminus station in Oberfranken at the end of a long hot summer in the 1950's. Old operating practices remain in place, with passenger services either in the hands of a railbus or larger loco hauled trains that feed direct from the branch to either Nuremberg or Wützburg. The branch line still retains a number of sources of goods traffic that mean that freight services remain in operation and hopefully local industries will allow the line to survive the cuts that will soon hit many other rural branch lines.

Scenic area: 8' 0" x 2' 0". Overall area: 11' 0" x 2' 0". Grid squares represent 1ft x 1ft.



Originally built by Tim Hale, the layout is of simple construction, with DCC operation, that shows that a realistic railway can be built in a small space and allows interesting operations!



Photo by Chris Nevard

Romford resides on the Great Eastern Main Line, some twelve miles east of Liverpool Street. The layout is four years in the making and at present only represented on a 4ft by 2ft baseboard diorama of the main station area. Eventually, the diorama will be incorporated into 30ft by 10ft oval layout, once the loft is converted. Further details of the ongoing construction can be found on RMWeb and Risborough & District Model Railway Club's Facebook and YouTube pages.

Railway modelling for many of us is about recreating childhood memories. For me it was the Great Eastern Main Line. Despite the lure of the LMS with their magnificent Pacifics, it wasn't until I moved away from Essex that I realised how much I loved the Great Eastern with its varied EMUs and the resplendent diesels allocated to Stratford depot.

So why Romford? I wanted a location which offered an interesting mix of railway operations and also a busy street scene. Romford offered all of this; an atmospheric coal yard with a siding to the brewery and a branch line to Upminster with its red brick LT&S station building unusually situated in GER territory and a busy four track suburban and main line.

The layout is P4 scale and based in the 1970's as I remembered it. I will, however, adopt some artistic licence by including the branch to the brewery and some time-travel back to the steam era (as the architecture had changed very little).



Sovereign Colliery Junction

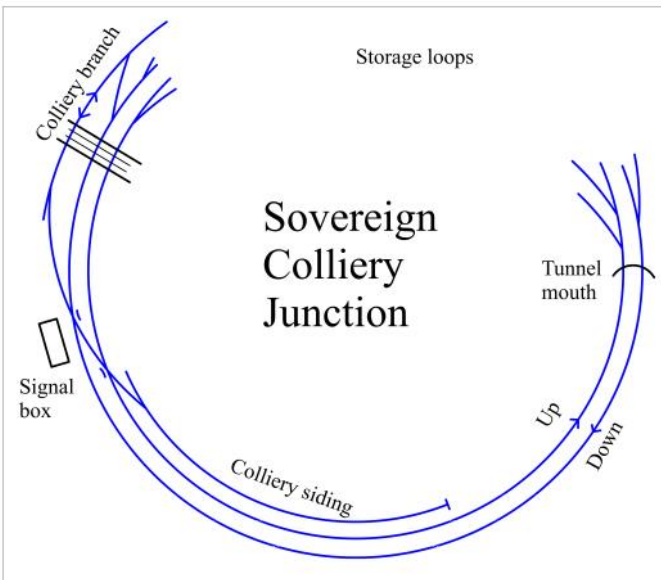
2mm Finescale

Another Manchester Sheffield & Wath model? Yes and why not!? The Woodhead system holds an enduring fascination for many of us. This direct descendant of the builder's 'Mini-MSW' once again focusses on the Wath arm of the system, the freight route which ran from the junction at Penistone to the huge coal concentration yard at Wath. And once again, the period is the 1970s, with the whole route into its final few years of operation before closure in 1981.

As with Mini-MSW, a circular format has been chosen to allow the longest possible trains in the smallest possible footprint. But this time, a colliery branch line and associated siding have been added to introduce a few diesels. Down the years the real route had around half a dozen of these short lines, opened and closed as the collieries they served sprang up and were worked out, with the final one disappearing in 1978. There were both Old and New Sovereign Collieries, but there never was a Sovereign Colliery Junction.

But, although fictional, an attempt has been made to capture the feel of the real railway. The track layout was taken from Worsborough Dale, about three miles down the line and used because of its compact nature. But the scenery takes its inspiration from further up the line, where the real climbing began on the way to Penistone and the main line across the Pennines. The tunnel exit echoes the real line at Silkstone No 1 Tunnel. The signal cabin and hut are replicas of those at Wentworth Junction. The twin bridges are a figment of the imagination!

The layout is built to 2mm Finescale standards using 2mm Scale Association components including Easitrac for the plain line. Points and signals are servo controlled from a DCC handset, eliminating the need for a control panel. The Class 76 electric locomotives are all kit built, running on heavily modified Brawa chassis. The diesel locos are all off-the-shelf, but rewheeled with the 2mm Scale Association's 'drop-in' wheelsets. Stock is a mixture of rewheeled RTR and kitbuilt, again all running on 2FS wheelsets.



The layout does not run to a timetable but aims instead to present a selection of typical trains taken from the working timetables of the period. MGR trains predominate, but all the others have been assembled with the aid of photographs and other information. The exception is the colliery branch train. To be accurate it really should be another set of MGR wagons. A bit of variety won the day!

Wendover

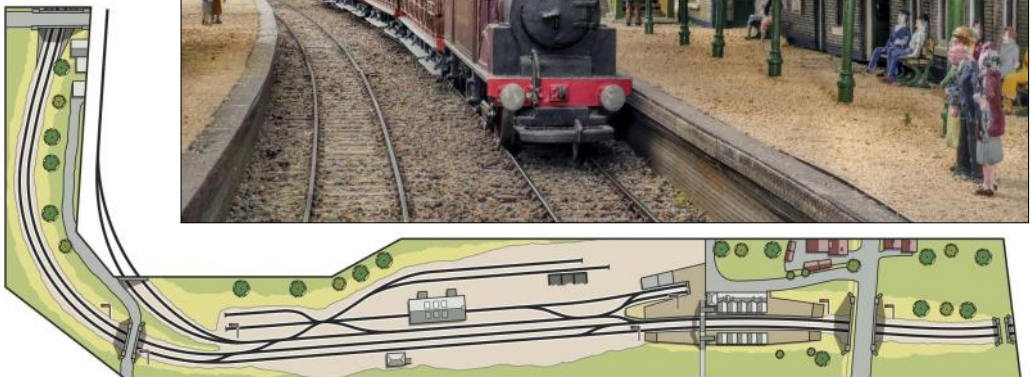
OO gauge

This layout was originally conceived in the 1980s when I was living in Hertfordshire. As a Great Central Railway (GCR) enthusiast, I was looking for somewhere on the old main line into Marylebone. Due to work commitments and the need for a suitable room I was unable to start building the layout until about five years ago. It was very fortunate that I had the original set of photographs as apart from the Up station building and the Shoulder of Mutton public house little of the original now remains.

As this is a model of a prototype, the seven main boards differ in length considerably to keep points and buildings away from joints. The one exception to this is the Shoulder of Mutton public house which falls across a joint and is, of necessity, removable. To avoid an unsightly line under the building it is fixed to a larger baseplate which includes the outbuildings and divides at fence lines or surface changes. The standard baseboard depth is 2ft 6in. The centre four boards have a dropped front to allow the appropriate contour.

The track plan follows the prototype with only two exceptions. The farthest siding in the yard is essentially parallel to the adjacent coal siding whereas it should diverge from it and also be rather longer. Regrettably, to have made it correct would have resulted in the baseboard being too deep. The other divergence is that the main line to the north of the station should continue straight. Unfortunately, whilst my railway room is quite large, it is not infinite and so the model curves round towards the storage yard at the rear. This required a change to the topography to provide the necessary separation between the main line and the Halton branch.

Photo by
Trevor Jones.
Courtesy of
Hornby
Magazine.



Traders

247 DEVELOPMENTS

1 Pen-Y-Banc, Seven Sisters, Neath, SA10 9AB

Tel: 01639 701583

Email: info@247developments.co.uk

www.247developments.co.uk

ALAN GIBSON

PO Box 597, Oldham, OL1 9FQ

Tel: 0161 678 1607

Fax: 0161 785 8208

Email: sales@alangibsonworkshop.com

www.alangibsonworkshop.com

ALL COMPONENTS

Upper Owlbury House, Upper Owlbury, Montgomery, Powys, SY15 6SZ

Tel: 01588 638678

Email: allcomponents@btinternet.com

www.allcomponentsltd.co.uk

AMBIS ENGINEERING

80 Westgate Street, Shouldham, Norfolk, PE33 0BH

Email: ajaustin27@gmail.com

www.ambisengineering.co.uk

BILL HUDSON TRANSPORT BOOKS

Station Yard, Matlock, Derbyshire, DE4 3NA

Tel: 01629 580797

Email: bill@billhudsontransportbooks.co.uk

www.billhudsontransportbooks.co.uk

BRANCHLINES

PO Box 4293, Westbury, Wiltshire BA13 9AA

Tel: 01373 822231

BRASSMASTERS

Email: sales@brassmasters.co.uk

www.brassmasters.co.uk

C&L FINESCALE TRACK BUILDING SYSTEMS LTD

125 Reaver House, 12 East Street, Epsom, Surrey, KT17 1HX

Tel: 01372 748490

Email: sales@finescale.org.uk

www.finescale.org.uk

CHELTENHAM MODEL CENTRE

39 High Street, Cheltenham, Gloucestershire, GL50 1DX

Tel: 01242 523117

Email: sales@cheltenhammodelcentre.co.uk

www.cheltenhammodelcentre.com

Connoisseur Models

Email: james.mcgeown2@btinternet.com

www.jimmcgeown.com

CSP Models

Email: cspmodels@outlook.com

www.cspmodels.com

CWRailways

www.cwrailways.com

D&E VIDEOS - REALTRACK MODELS - DC KITS

111 Norwood Crescent, Leeds, West Yorkshire, LS28 6NG

Tel: 0113 2563415

Email: charlie@dckits.co.uk

www.dckits-devideos.co.uk / www.realtrackmodels.co.uk

DART CASTINGS

17 Hurst Close, Staplehurst, Tonbridge, Kent, TN12 0BX

Tel: 01580 892917 (Evenings and Weekends)

Email: enquiries@dartcastings.co.uk

www.dartcastings.co.uk

E.B. Models

www.mjwsjw.co.uk

EILEEN'S EMPORIUM

Unit 19.12 Highnam Business Centre, Newent Road, Gloucester, GL2 8DN

Tel: 01531 828009

Email: sales@eileensemporium.com

www.eileensemporium.com

Five79

Email: sales@five79.co.uk

www.five79.co.uk

GOLDEN ARROW

392 Harold Road, Hastings, East Sussex, TN35 5HG

Tel: 01424 445334 (Mon-Fri 10.30am-7pm)

Email: christopher@bruciethethefish.plus.com

www.goldenarrow.me.uk

GRAMODELS

18 Lower Tail, Carpenders Park, Watford, WD19 5DD

Tel: 07833 364272 (Mon-Fri 9am-5pm)

Email: alygra@btinternet.com

www.gramodels.co.uk

GREEN SCENE

60 Hollymount, Worcester, WR4 9SF

Tel: 01905 24298

Email: johns.lloyd@sky.com

www.green-scenes.co.uk

HIGH LEVEL KITS

14 Tudor Road, Chester-le-Street, Co. Durham, DH3 3RY

Tel: 0191 388 2112 (9am – 5pm)

Email: enquiries@highlevelkits.co.uk

www.highlevelkits.co.uk

HOBBY HOLIDAYS

The Spinney, Low Street, Beckingham, Doncaster, DN10 4PW

Tel: 01427 848979

Email: phil@hobbyholidays.co.uk

www.hobbyholidays.co.uk

IAN'S TRAINS

Email: iancarter2010@live.co.uk

ISINGLASS MODELS

27 Grange Road, Toddington, Dunstable, LU5 6BZ

Email: isinglass@edgson.net

www.isinglass-models.co.uk

JUDITH EDGE KITS

5 Chapel Lane, Carlton, Barnsley, South Yorkshire, S71 3LE

Tel: 01226 722309

Email: edgemd@aol.com

www.ukmodelshops.co.uk/catalogue/judithedge.html

Lanarkshire Models

Email: LMSModel@aol.com

www.lanarkshiremodels.com

LEGOMANBIFFO - SUPERIOR SOUNDS

111 Norwood Crescent, Leeds, West Yorkshire, LS28 6NG

Tel: 0113 2563415

Email: charlie@dckits.co.uk

www.dckits-devideos.co.uk

LONDON ROAD MODELS

PO Box 643, Watford, Hertfordshire, WD2 5ZJ

traders.scalefour.org/LondonRoadModels

MEGAPOINTS CONTROLLERS

Waverley, Warrington Road, Cuddington, Northwich, Cheshire, CW8 2LW

Tel: 07846 409320

Email: info@megapointscontrollers.com

megapointscontrollers.co.uk

Mick Moignard custom DCC/Sound installation services

Email: mick@mickmoignard.com

MINERVA MODEL RAILWAYS

PO Box 244, Penarth, CF64 9FJ

Tel: 02920 531246

Email: sales@minervamodelrailways.co.uk

www.minervamodelrailways.co.uk

MODEL RAILWAY DEVELOPMENTS

87 Copthorne Road, Leatherhead, Surrey, KT22 7EE

Tel: 01372 817504

Email: hubertcarr@gmail.com

www.emardee.org.uk

MODELU

Abbots House Courtyard, Butcher Row, Shrewsbury, SY1 1UW

Tel: 07887 803 737

Email: info@modelu3d.co.uk

www.modelu3d.co.uk

N BRASS LOCOS

32 Crendon Road, Rowley Regis, West Midlands, B65 8LE

Tel: 01384 250478

Email: nblocos@gmail.com

www.nbrasslocos.co.uk

N-DRIVE

www.n-driveproductions.com

Nigel Lawton 009

Email: Nigel@NigelLawton009.com

www.nigellawton009.com

Osborns Models

Email: info@osbornsmodels.com

www.osbornsmodels.com

PENBITS MODEL RAILWAYS

12 Fieldside, Long Wittenham, Abingdon, Oxon., OX14 4QB

Email: sales1@penbits.co.uk

www.penbits.co.uk

PETITE PROPERTIES LTD

Bumble Bee Cottages, 52 - 54 Drury Street, Metheringham, Lincolnshire, LN4 3EZ
Tel: 01526 328 738 (Office Hours Only, Mon-Fri 9am - 5pm)
Email: info@petitepropertiesltd.com
www.petite-properties.com

PLUS DAUGHTERS

8 Britannia Court, Burnt Mills Industrial Estate, Basildon, Essex, SS13 1EU
Tel: 01268 726211
Email: sales@plusdaughters.co.uk
www.plusdaughters.co.uk

ROGER CARPENTER PHOTOGRAPHS

407 Highters Heath Lane, Hollywood, Birmingham, B14 4TR
Tel: 0121 4308769

ROXEY MOULDINGS

58 Dudley Road, Walton-on-Thames, Surrey, KT12 2JU
Tel: 01932 245439 (Mon-Fri 10.30am-4.30pm)
Email: dave@roxeymouldings.co.uk
www.roxeymouldings.co.uk

RT Models

Email: info@rtmodels.co.uk
www.rtmodels.co.uk

RUMNEY MODELS

3 Warren Terrace, Trellech, Monmouthshire, NP25 4PH
Email: justinnewitt@gmail.com
website.rumneymodels.co.uk

SEVERN MODELS

P.O. Box 785, Broseley, Shropshire, TF7 9FT
Email: andy@severnmodels.com
severnmodels.com

SHAWPLAN MODEL PRODUCTS

2 Upper Dunstead Road, Langley Mill, Nottingham, HG16 4GR
Tel: 01773 718648
Email: brian@shawplan.com
www.shawplan.com

SLATERS PLASTICARD

Email: slaters@slatersplastikard.com
slatersplastikard.com

SOUTH EASTERN FINECAST

Glenn House, Hartfield Road, Forest Row, East Sussex, RH18 5DZ
Tel: 01342 824711, Fax: 01342 822270
Email: dave@sefinecast.co.uk
www.sefinecast.co.uk

SUNNINGWELL COMMAND CONTROL LTD

P.O. Box 381, Abingdon, Oxon, OX13 6YB

Tel: 01865 730455

Email: info@scc4dcc.co.uk

www.scc4dcc.co.uk

SUTTONS LOCOMOTIVE WORKSHOP

Email: slw@railexclusive.com

sulzertype2.com

TAFF VALE MODELS

20 Slade Close, Sully, Penarth, Vale of Glamorgan, CF64 5UU

Tel: 02920 026122 (Mon-Fri 9am-6pm, Sat 9am-5pm, Sun 9am-12pm)

Email: taffvalemmodels@gmail.com

www.taffvale.wales

TIM HORN LASERCUT BASEBOARDS

9c Millers Close, Fakenham Industrial Estate, Fakenham, Norfolk, NR21 8NW

Tel: 07920 510 890

Email: tim@timhorn.co.uk

www.timhorn.co.uk

TRAMFABRIEK

tramfabriek.nl

TOOLS 2000

www.expotools.com

WILD SWAN BOOKS LTD

3A Upper Lambridge Street, Larkhall, Bath, BA1 6RY

Tel: 01225 462332

Email: simon@wildswanbooks.co.uk

wildswanbooks.co.uk

WIZARD MODELS LIMITED

P.O. Box 70, Barton upon Humber, DN18 5XY

Tel: 01652 635885

Email: andrew@modelsignals.com

www.wizardmodels.ltd

WORSLEY WORKS

Email: allendoherty@worsleyworks.co.uk

www.worsleyworks.co.uk

Societies

2mm SCALE ASSOCIATION

Ian Collins, Membership Secretary, 14 Fernbank Drive, Baildon, Shipley,
West Yorkshire, BD17 5HZ
Email: info-2@2mm.org.uk
www.2mm.org.uk

3mm SOCIETY

Email: 3mmweb@gmail.com
websitehome.co.uk

7mm Narrow gauge Association

<https://www.7mmnga.org.uk/>

EM Gauge Society

Email: info@emgs.org
www.emgs.org/

GAUGE O GUILD

Tel: 0845 603 6213
Email: gog@artype.co.uk
www.gauge0guild.com

MISSENDEN ABBEY RAILWAY MODELLERS' RESIDENTIAL COURSES

www.missendenrailwaymodellers.org.uk

MODEL ELECTRONIC RAILWAY GROUP

www.merg.org.uk

N GAUGE SOCIETY

Email: membership-secretary@ngaugesociety.com
ngaugesociety.org

OO9 Society

<https://009society.com>

PENDON MUSEUM

Long Wittenham, Abingdon, Oxfordshire, OX14 4QD
Tel: 01865 407365
Email: info@pendonmuseum.com
www.pendonmuseum.com

The National Model Railroad Association

www.nmra.org & www.nmrabr.org.uk

SCALEFOUR SOCIETY

Steve Carter, Membership Secretary, Brownsmyths, Main Street,
Beckley, Rye, TN31 6RG

Email: memsec@scalefour.org

www.scalefour.org

THE SCALESEVEN GROUP

Rob Thompson, Membership Secretary, Kwinchens, High Road,
Brightwell-cum-Sotwell, Wallingford, Oxon OX10 0QF

Tel: 01491 835648

Email: membership@scaleseven.org.uk

www.scaleseven.org.uk

The Slim Gauge Circle

www.slimgaugecircle.com

Local Railway Attractions

Bekonscot

www.bekonscot.co.uk

Buckinghamshire Railway Centre

Station Road, Quainton, Aylesbury, Bucks HP22 4BY

Tel: 01296 655720

www.bucksrailcentre.org

Chinnor & Princes Risborough Railway

Station Road, Chinnor, Oxfordshire, OX39 4ER

Tel: 07979 055366 (10:00 to 16:00)

www.chinnorrailway.co.uk

Cholsey & Wallingford Railway

Wallingford Station, 5 Hithercroft Road, Wallingford, Oxfordshire, OX10 9GQ

Tel: 01491 835067

<https://www.cholsey-wallingford-railway.com/>

Didcot Railway Centre

Didcot Railway Centre, DIDCOT, Oxfordshire, England OX11 7NJ

TEL: +44 (0) 1235-817200

www.didcotrailwaycentre.org.uk

Leighton Buzzard Railway

Page's Park Station, Billington Road, Leighton Buzzard, Bedfordshire LU7 4TG

<http://www.buzzrail.uk/>

Risborough & District Model Railway Club

Who are we? What do we do?

Are you interested in railway modelling, or just railways in general, and keen to share your interests with others? We welcome new members of all abilities, from newcomers and novices to master modelmakers. All members have the opportunity to work on a variety of Club projects in various scales, gauges and eras, or can develop their own models and layouts within the Club. We have a clubroom within the Community Centre in Princes Risborough equipped with a workbench and a wide range of tools to support our railway modelling activities.

We meet every Friday evening from 19.00 to 22.00 (7pm to 10pm) and one Saturday every month, where we have the use of the adjoining Carrington Room at the Community Centre in Princes Risborough, postcode HP27 9AX.

The Club has a number of layout projects underway, these include: Okehampton ('O' gauge) set in 1947 just after the installation of the 70ft turntable and Aylesbury Town ('P4' gauge) set in the 1950/60s where a range of locomotives from various regions can be run. We also have a test track which can be set up in minutes, and includes one track of 'O' gauge, one of 'Scale7', two of 'OO/HO', two of 'P4/EM' and one of 'N' gauge. Control is switchable independently for each track between DC and DCC.

We also have our own laser cutter which will cut wood, plastic, card, paper etc and we run workshops on a wide range of modelmaking subjects. This has included: 2D CAD, 3D CAD, weathering, resin casting, tree making, etc.

The Club holds two exhibitions a year, Risex in February at the Community Centre in Princes Risborough and Railex in May at Stoke Mandeville Stadium in Aylesbury. We also hold an informal Open Day in the autumn to promote the club and the hobby.

Benefits of membership include free entrance to the club on Friday evenings, organised exhibitions, visits, workshops, talks and a quarterly newsletter "Footplate" which contains news, features and articles plus details of forthcoming events, competitions and exhibitions.

For more information about the club, visit our website www.rdmrc.org.uk or scan the QR code.

Happy Modelling
Paul Wright
Hon. Chairman
Risborough & District Model Railway Club
Registered Charity No. 1173659

