RAILEX 2023
Exhibition



Kyle of Lochalsh,
photo by Chris Nevard

Risborough & District Model Railway Club

Welcome to Railex 2023

Hello All

Welcome to Railex 2023. Risborough & District MRC are pleased to be back after a 4 year gap and delighted to be hosting our popular Finescale show for you. We have gathered together 14 layouts with many having been cancelled in the intervening years. The ethos of the show remains the same as ever – to bring you an enjoyable day out with high quality layouts to inspire you.

Likewise we have many Traders who offer quality products to aid your modelling projects – please support them! You will notice our Trader profile has changed since our last show before Covid. Some have retired from the circuit on grounds of age; others having noticed that web sales are adequate without the expense of attending shows. We believe there is nothing better than being able to browse products first hand and see what you are purchasing. However, there is a 'use it or lose it' element to this and Traders will only continue to attend shows if it is worth their while so do please splash some cash in their direction.

Many of you familiar with the show over the years will notice we are not in our usual home. This change was forced on us by the stadium management in mid April when they informed us the sports hall would be unavailable owing to work on replacing the floor. This bowls hall is a bit smaller and considerable ingenuity has been required to squeeze in as much as possible. The show will appear more crowded as we have reduced the aisles as much as we dare to give you as much of the intended line up as feasible. Unfortunately, there have been casualties and we are grateful to Ian's Trains, Beijiao and James Street layouts for their grace at being omitted. If you have specifically come to see those layouts or trader we sincerely apologise.

This show takes a lot of effort to stage and has been over a year in the planning with work already in hand for the 2024 show. This is a big team effort by the club both in the planning and executing over the weekend with nearly 50 volunteers required to make it happen. Thank you all for your sterling efforts.

Tim Peacock
Railex manager
Risborough & District Model railway Club

Layouts

2mm Scale **Bath Engine Shed** **Stand 51**

A 2mm finescale layout built by Jerry and Kim Clifford.

Bath sheds forms a small part of my much larger home layout of Bath Queensquare and incorporates both the upper two road Midland shed and the lower, four road, Somerset and Dorset shed. The working shed scene, along with a selection of kit and scratchbuilt MR and SDJR 2FS locos form part of a demonstration on 2mm loco building. Work on the shed area has been steadily progressing over the last couple of years and Railex is likely to be the scenes final public appearance before it is permanently built into the home layout.

It is built to the finescale standards of the 2mm Scale Association. If you have any questions about the prototype, model or 2mm modelling in general then please don't hesitate to ask.



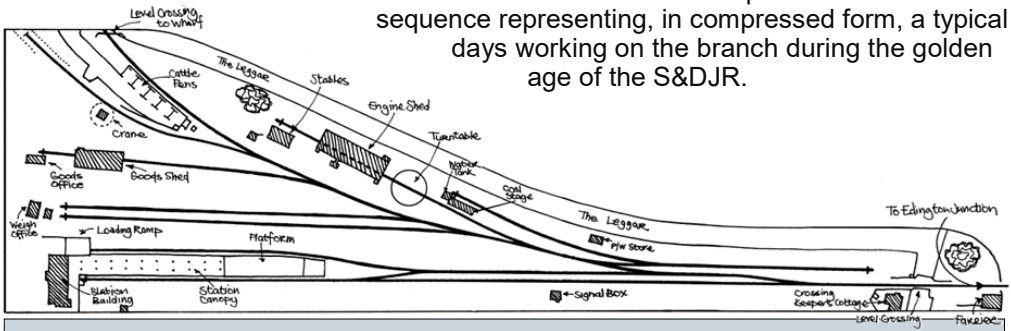
Disclaimer
Risborough & District Model Railway Club reserves the right to alter exhibits and stands listed here and in its advertising; however, every effort is made to ensure that the information contained here is accurate and up to date.

O Gauge **Bridgwater (S&DJR)** **Stand 13**

The line from Bridgwater to Edington was opened on 21 July 1890, being built by an independent company, the Bridgwater Railway Co. The station building was built of local brick and had the appearance of an LSWR design. It stood at right angles to the two-bay island platform, upon which a canopy was built covering half its length. The goods yard, complete with shed, had ample facilities to handle many commodities including coal, bricks, tiles and livestock. A single road engine shed of brick construction was also built, together with a 50ft turntable in front of its entrance. The shed, although extended in 1898 to accommodate two locomotives, was not used to stable locomotives overnight and was subsequently leased to the Co-op in 1928 for use as a store.

When the line to Edington was finally closed in 1954 a new spur was laid from the S&D yard to connect it to the GWR docks branch. The goods yard remained in use until 7 July 1962 and the docks branch finally closed on 2 January 1967.

The layout is set in the Edwardian period of 1904 with all the stock being modified kit or scratchbuilt items representative of the glorious Prussian Blue days of the Somerset and Dorset Joint Railway. The buildings and structures are accurate models of the prototypes, built from drawings and photographs and are scratchbuilt from laser cut MDF and Plasticard. Operations are to a sequence representing, in compressed form, a typical days working on the branch during the golden age of the S&DJR.





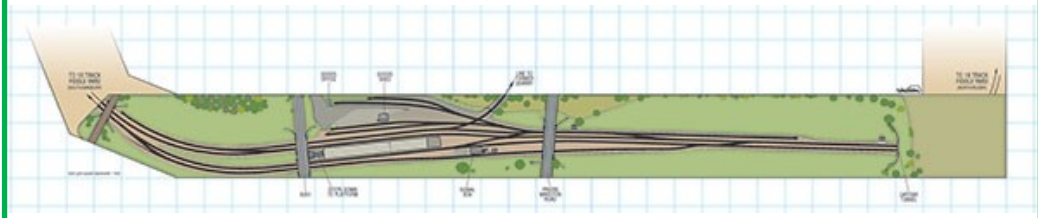
00 Gauge **Charwelton into the 80's** **Stand 8**

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.



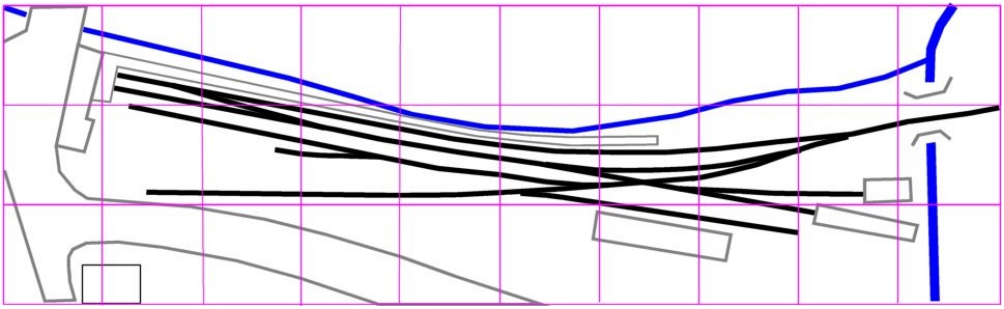
Point control is via toggle switches at the time of writing this article, but will be changed to the Megapoints system which will enable us to have a main control panel with all the point switches and indicators on it to show which way the points are set. There'll be a secondary smaller panel for the 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 loop 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?



2mm Finescale **Freshwater** **Stand 52**

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.

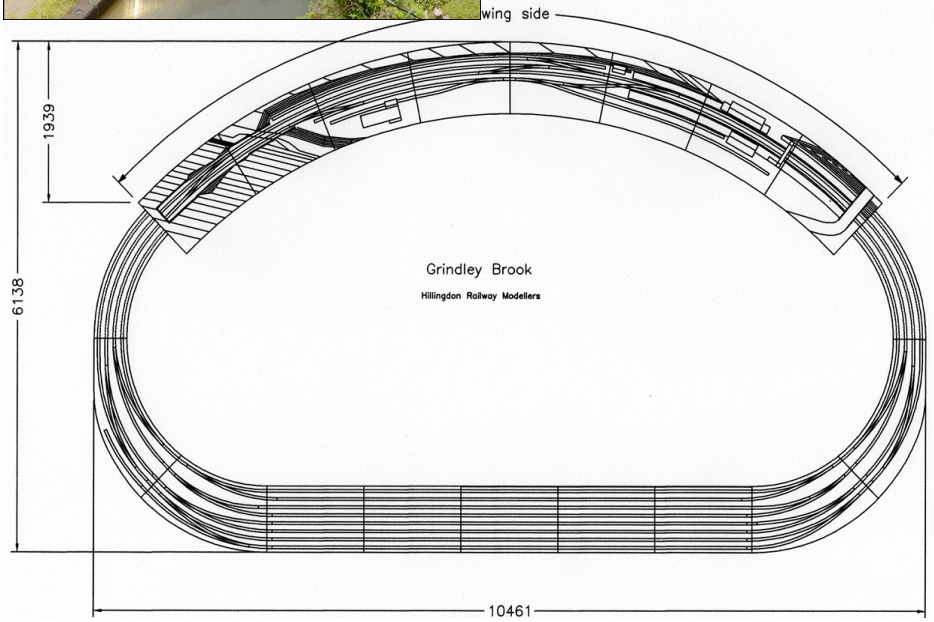
O gauge **Grindley Brook** **Stand 7**

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.



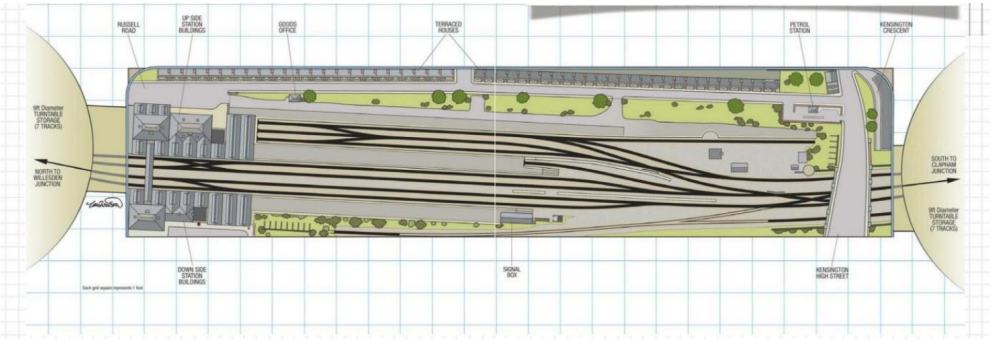
The whole of the scenic area is scratch built from photos and plans of actual LNWR buildings, signals and infrastructure, which together creates a typical LNWR station of the early 1870s, updated by the LMS and, ultimately, passing into the ownership of BR. Being on the boundaries of the London Midland 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



O gauge **Kensington Addison Road** **Stand 19**

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.

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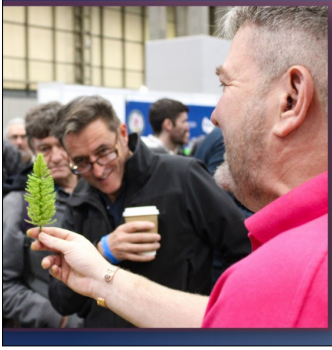
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EM Gauge **Hope Under Dinmore** **Stand 9**

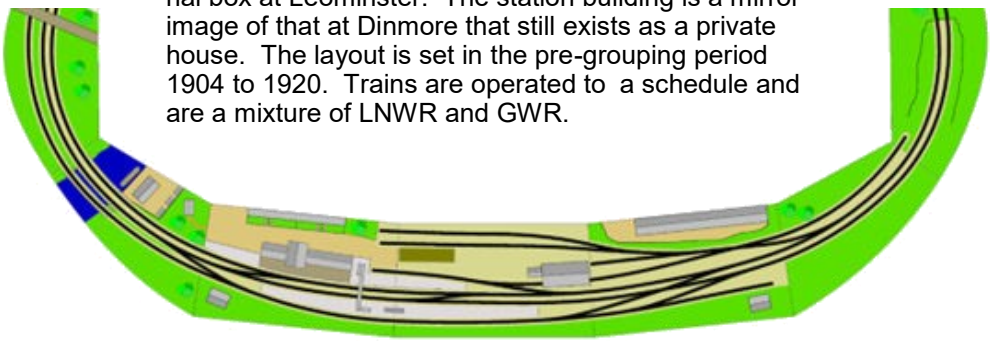
A layout of the South Hants Model Railway Club. The Shrewsbury & Hereford Railway Company obtained an Act of Parliament in 1846 to build a narrow gauge (4' 8½" gauge) railway from Shrewsbury to Hereford. The line covered a distance of 50.5 miles and work commenced in 1850. The line opened from Shrewsbury to Ludlow on the 21st April 1852. The Hereford section of the line opened on the 30th July 1853 for goods traffic and for passengers on December.



In 1862 the Shrewsbury and Hereford Railway was jointly leased by the London & North Western Railway (LNWR), the Great Western Railway (GWR) and the West Midland Railway (WMR). By 1871 the WMR had amalgamated with the GWR, so the LNWR and the GWR jointly acquired the Shrewsbury & Hereford line.

In 1887 the traffic levels on the line were increased by the opening of the Severn Tunnel and in May 1892, the conversion of the broad gauge lines to standard gauge to the west of Exeter meant even longer distance through services on the line.
A station was built to the south of Dinmore tunnel, Dinmore, which was closed in 1958. The layout is based on a fictitious station that is assumed to be at the north end of the tunnel, close to the village of Hope-under-Dinmore.

There are two signal boxes that are based on the signal box at Leominster. The station building is a mirror image of that at Dinmore that still exists as a private house. The layout is set in the pre-grouping period 1904 to 1920. Trains are operated to a schedule and are a mixture of LNWR and GWR.



2mm Finescale **Kyle of Lochalsh** **Stand 50**

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 being 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.

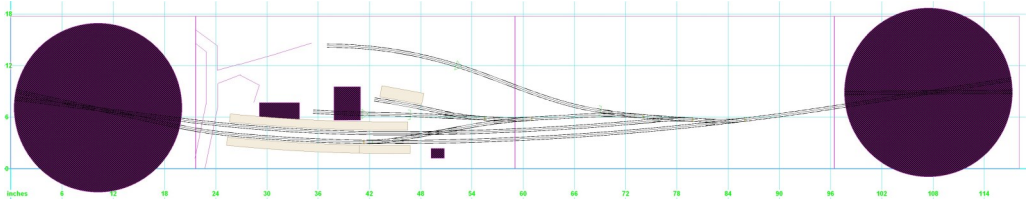
The layout era begins late 70's to capture the overlap between class 24's and class 26's with the gradual replacement by class 37/4's. The rolling stock modelled, all being visitors to Kyle, are primarily ready to run models, which have been detailed and the wheels reprofiled to 2mmFS standards. Over 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,

2mm Finescale **Modbury** **Stand 56**

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.

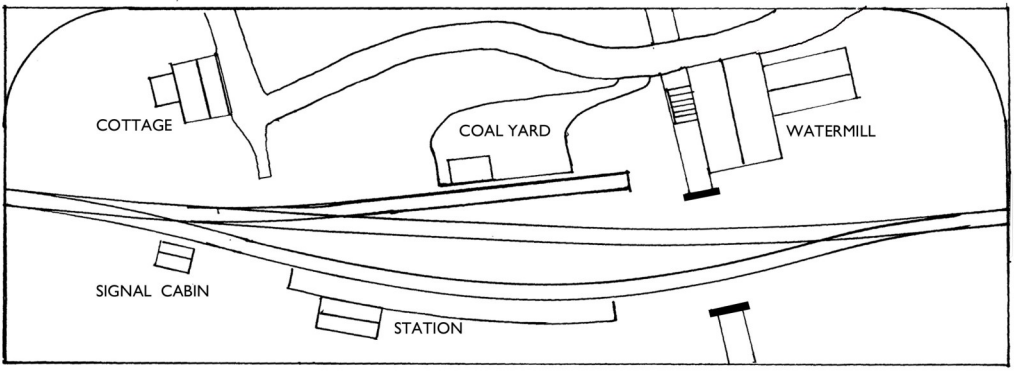


www.modbury2fs.co.uk.

Photo by Ian Smith

OO gauge **Old Parrock** **Stand 17**

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".



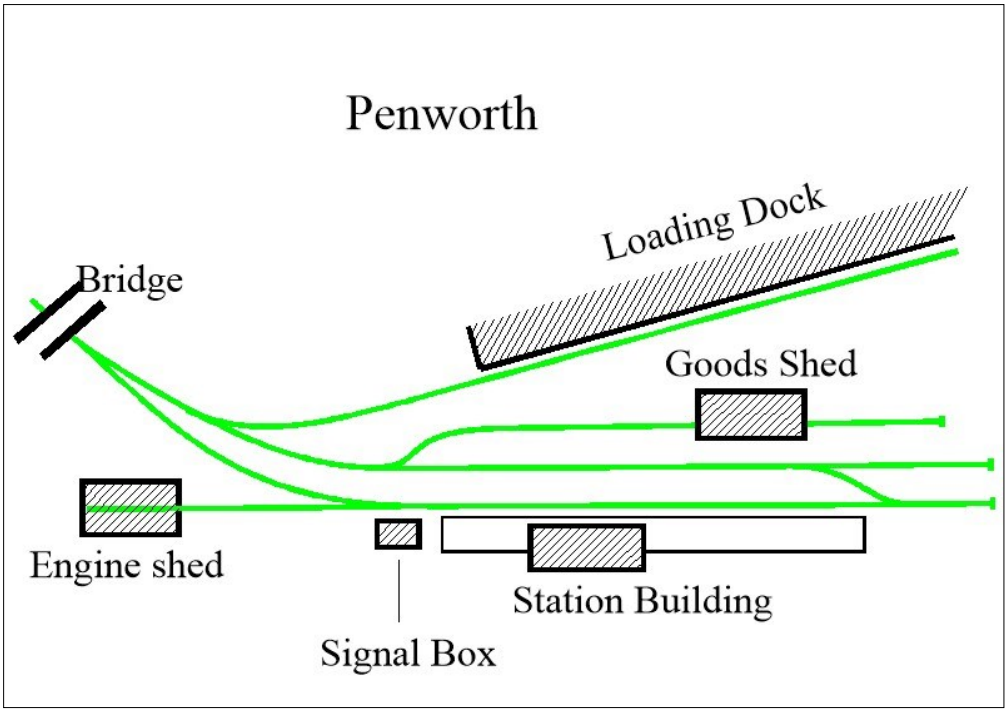
A particular interest was to build models of the watermill and mill cottage. The original buildings were at Tablehurst Farm in Forest Row (near East Grinstead). The mill was demolished in 1933 but the cottage still exists. The coal office is a typical LBSCR goods lock-up and the station building is a 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.



N Gauge **Penworth** **Stand 55**

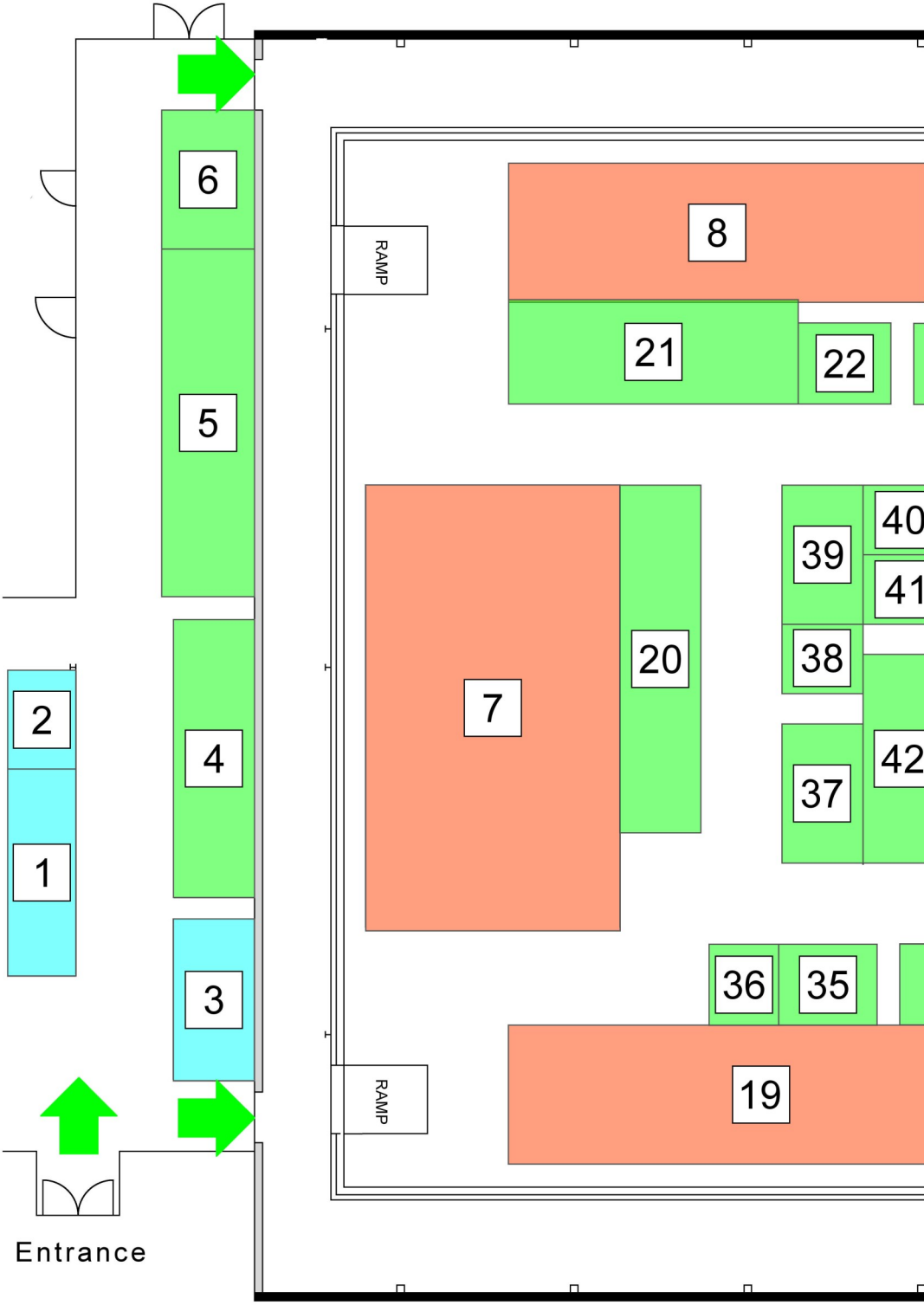
Penworth is a Pendonesque GWR terminus in N gauge. The layout has been built to show that similar standards as those to be seen at Pendon Museum could be achieved in 2mm. The buildings are scratch built copies of buildings on Pendon's Vale Scene but scaled down to 2mm. Penworth also features hands free shunting for added realism.

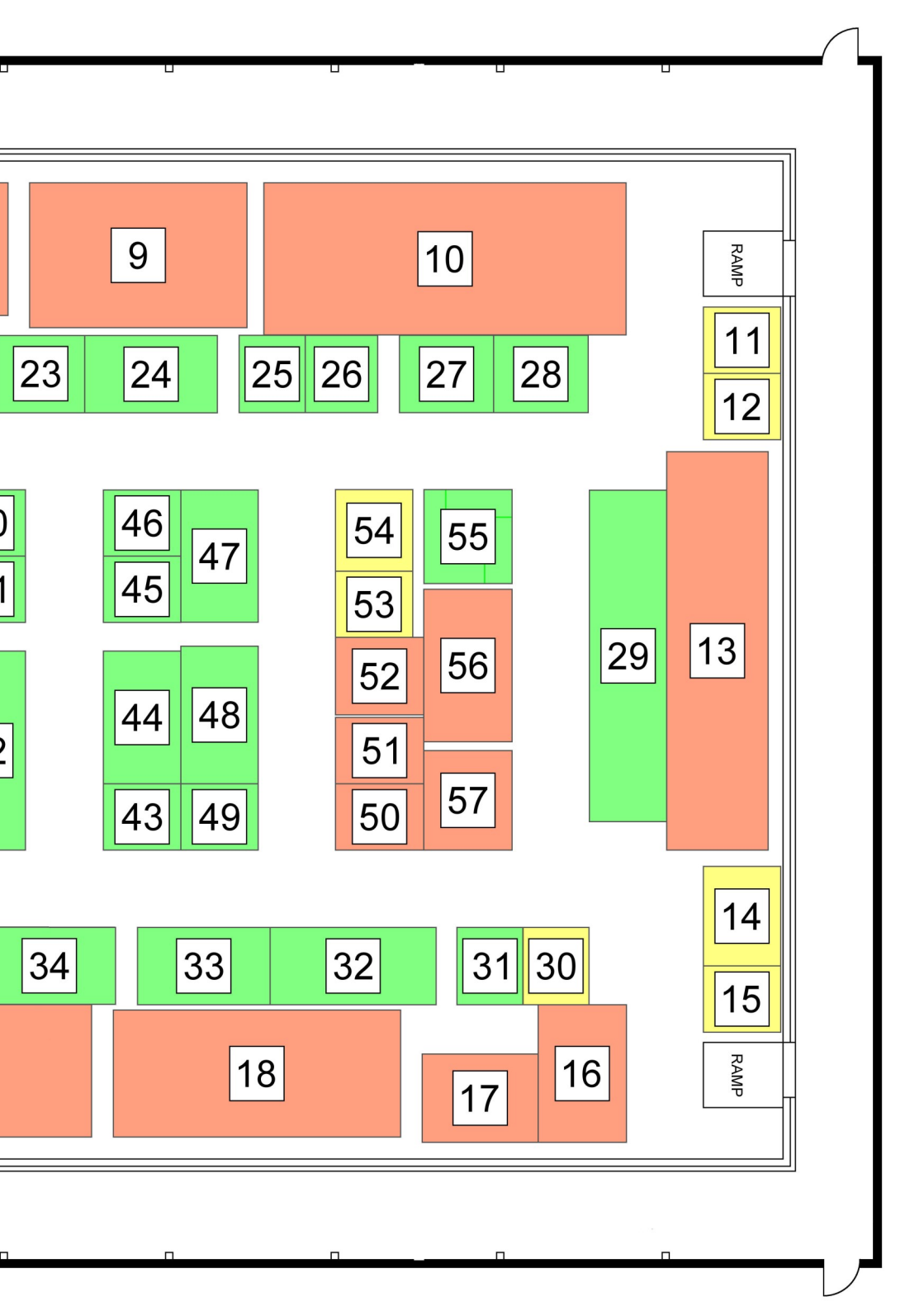




List of stands in number order

1	R&DMRC Info Point
2	R&DMRC Secondhand Sales
3	R&DMRC Club Display
4	DC Kits / Legomanbiffo DCC
5	Squires Model & Craft Tools
6	South Eastern Finescale & Greenscene
7	Grindley Brook
8	Charwelton into the 80s
9	Hope Under Dinmore
10	Purgatory Peak
11	Scale 7 Society
12	Gauge O Guild
13	Bridgwater
14	Paul Bambrick
15	Missenden Abbey
16	Wantage
17	Old Parrock
18	Wendover
19	Kensington Addison Road
20	Bill Hudson Transport Books
21	WW Scenics
22	247 Developments
23	Isinglass Models
24	Minerva Model Railways
25	Ambis Engineering
26	Model Railway Developments
27	Branchlines
28	Roger Carpenter Photographs
29	Cheltenham Model Centre
30	Scalefour Society
31	Penbits Model Railways
32	Tim Horn Lasercut Baseboards
33	Sunningwell Command Control
34	Roxey Mouldings
35	London Road Models
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38	High Level Kits
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50	Kyle of Lochalsh
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53	2mm Scale Association
54	Pendon
55	Stoneybridge Structures
56	Modbury
57	Penworth

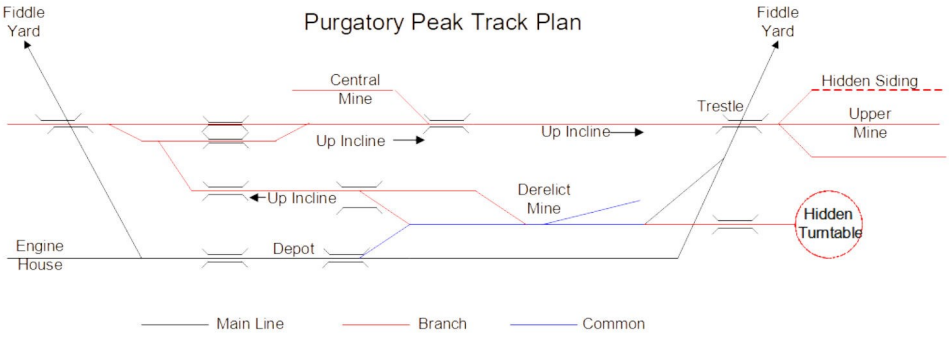

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On30 Gauge **Purgatory Peak** **Stand 10**

The railroads around Purgatory Peak were conceived in the euphoria of the mining boom of the late 19thcentury when deposits of several heavy metals, including gold and silver, had been discovered. The booming American economy created ever-increasing demands and pack horses were simply not quick enough to deliver. And so the Denver and Colorado Western was born. It's now the late 1930's and times are hard. As for the railroad–it just keeps plodding on. Nothing much changes in this part of the world ... unless it has to! Purgatory Peak was selected for the area to model, not for its scenic beauty (it has none), nor for its significance as a milestone in railway history (as if!). It was simply chosen because getting to this point (the highest) not only on the original railway but also on the model, had been sheer purgatory! The upper level was the original "Denver and Colorado Western" line but has long since been by-passed by subsequent improvements to the system following acquisition by the "D&RGW". The mines served by the improbable zigzag are struggling following the Great Depression but, despite their best efforts, the "D&RGW" have not been able to dispense with the branch (under the mine) to Oblivion.





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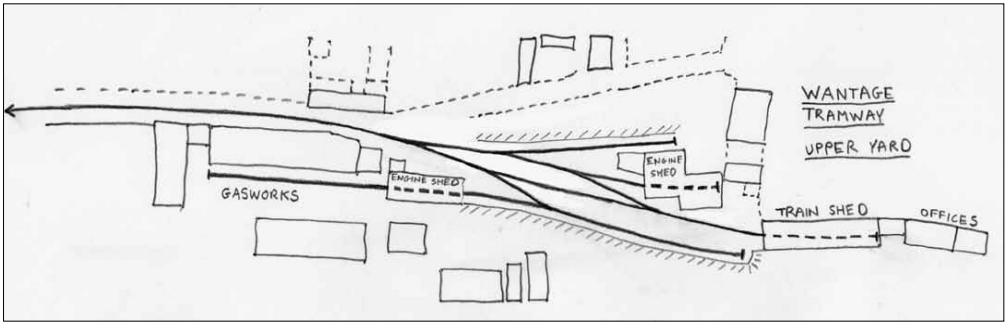
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P4 **Wantage Tramway** **Stand 16**

The layout is a 4mm (P4) model of the Wantage Tramway as it appeared in the 1920s. At this period there was a regular passenger tram service between Wantage town and Wantage Rd GWR station. The WT also had a freight carrying contract with the GWR to deliver and pick up all goods around the town and district. This resulted in there being at least 3 return goods trains each day along the tramway. On market days there would be extra trams ran and even cattle trains. I have therefore decided to portray on market day for the extra interest. I started this layout about 10 years ago, there has been so many buildings that needed to be researched measured and built (some of which were demolished 50 to 70 years ago) it has taken me this long to get to this stage. Though still not quite finished but I hope you enjoy my efforts.



Photo by Martin Goodall.



OO gauge **Wendover** **Stand 18**

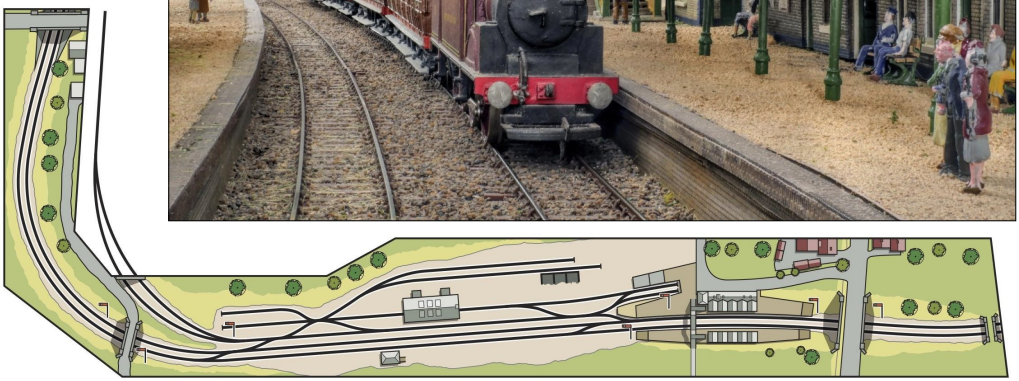
This layout was originally conceived in the 1980s when I was living in Hertfordshire. As a Great Central Railway (GCR) enthusiast, I was looking for somewhere on the old main line into Marylebone. Due to work commitments and the need for a suitable room I was unable to start building the layout until 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.



Demo - PJ Bambrick

I've been invited to do a backscene demo for the benefit of scenic modellers at Railex 2023, so do please stop by and have a chat.

It's about creating a convincing surrounding area for your model, so it all comes across as realistically as possible. This can be done by graduating from the layout scale into a 2D image, adding a perceived distance to the landscape. It should go progressively in diminishing visual layers from a model at the front, to an image at the back. We can look at influences, landscape study, and other illusions like panoramas, before moving on to horizon lines, artificial perspective, digital contouring, map plotting, and reference. It always helps to do an initial pencil sketch or two, which can be easily adjusted to suit, and then do a card mock-up. Here is an example of a 3D backscene.....



A layout with a 3D backscene, done by graduating from scale to distance. Most of this area has changed in appearance considerably, so it can't be photographed, but it can be reproduced again from reference. it's part of the process that can be undertaken if the job is to represent a real location. Nigel Smith.

I'll bring a few samples with me, and some tree armatures to see which methods and materials work for scale to 2D blending, as well as a computer screen to show other resources, such as side by side mapping, panoramas and Lidar.

For more info, please visit http://bambrickstudio.co.uk/

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A new appeal has been set up by Quainton Railway Society executive committee to raise £70,000 to complete the overhaul of our flagship locomotive Metropolitan No.1.

The intention of the Society is, as work is completed on other on-going projects, to have Met 1 enter the workshops at Quainton sometime this year. Meanwhile, tube removal and other less weather-sensitive elements are continuing as and when skilled labour or financial resources permit.



To this end, Quainton Railway Society is looking to raise a total of £70,000 with the aim of getting the locomotive back on the rails for its 125th Birthday, sometime in 2023.

Any donation will be gratefully received to help get this graceful old lady back on her wheels for her next significant birthday. “Met-1 has been our flagship locomotive for the best part of 55-years,” says Quainton Railway Society’s Vice Chairman, Colin Ashman, “She is a firm favourite among the members of Quainton Railway Society and the visitors to Buckinghamshire Railway Centre. Our ambition is to see her steam again in her 125th year.”

Buckinghamshire Railway Centre, Station Road, Quainton,
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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 currently meet in St Mary's Church Hall in Princes Risborough every Friday evening but are planning our own building at Quainton.

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, Aylesbury Town ('P4' gauge) set in the 1950/60s where a range of locomotives from various regions can be run and Aylesbury LNWR set pre WW1.

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 recently also acquired Mellin Parva which is a small O 16.5 narrow gauge layout.

We 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 Summer as part of the Risborough Festival to promote the club and the hobby.

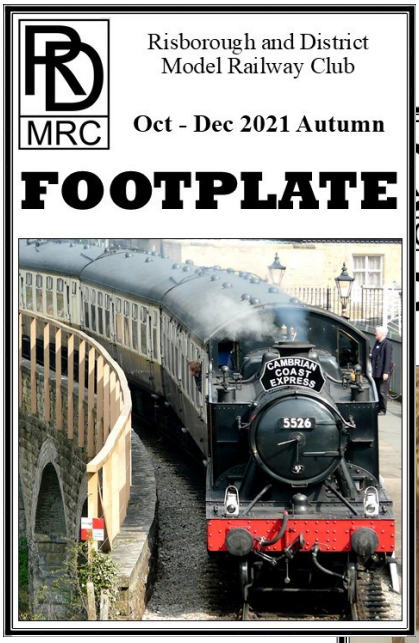
Benefits of membership include free entrance to the club on Friday evenings, organised exhibitions, visits, workshops, talks and a quarterly newsletter "Footplate" which contains news, features and articles plus details of forthcoming events, competitions and exhibitions.

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

Happy Modelling
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Footplate

Our Club Magazine, 4 issues per year.











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A scene from the Forest of Dean Central Railway, beautifully modelled in P4 by Andrew Jones.

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