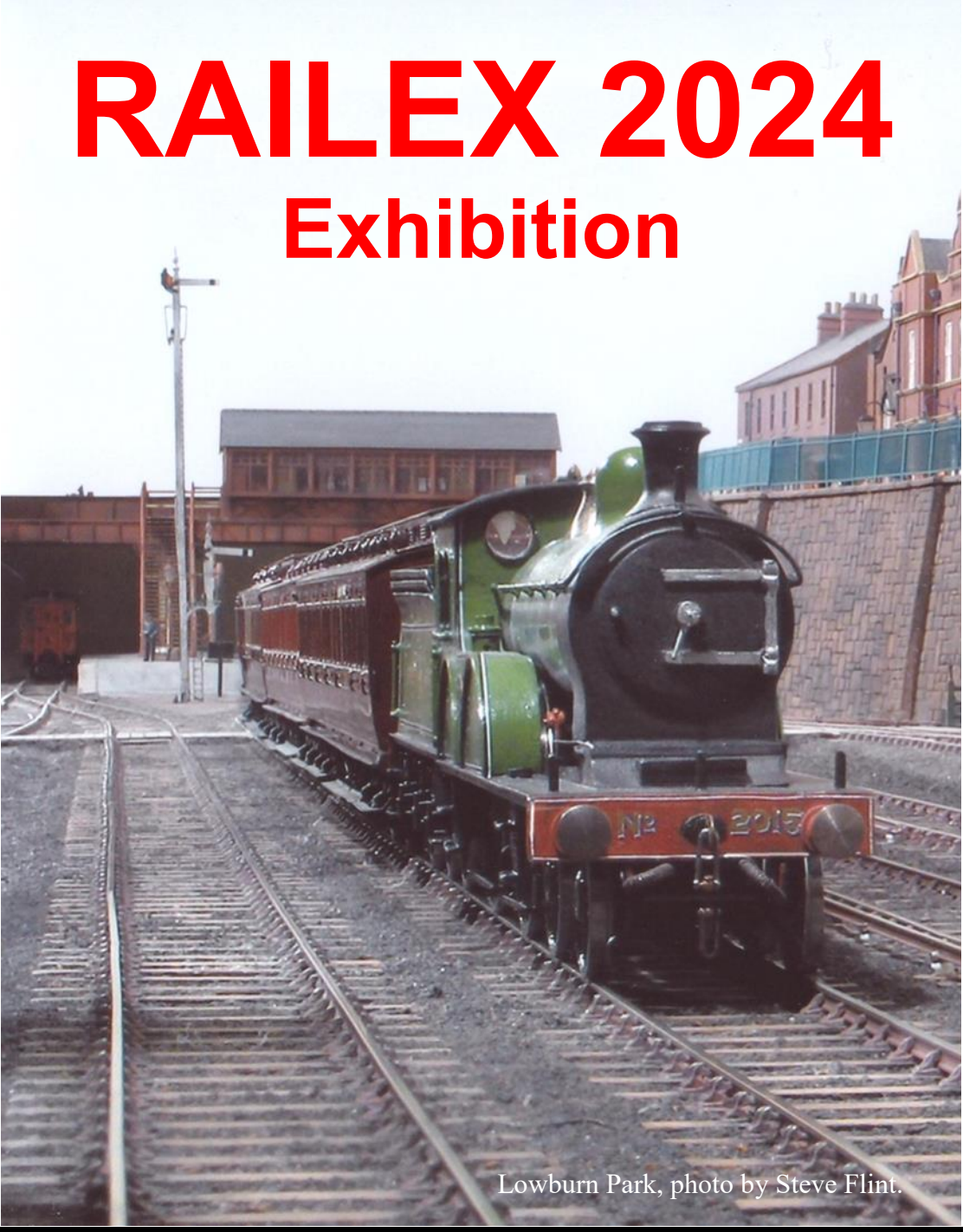
RAILEX 2024

Exhibition



Lowburn Park, photo by Steve Flint.

Risborough & District Model Railway Club

Welcome to Railex 2024

Hello All

Welcome to Railex 2024. Here we are again, better than ever with fantastic layouts for your enjoyment. The ethos of the show remains the same as ever – to bring you an enjoyable day out with high quality layouts for you to admire and inspire you.

Likewise we have many Traders who offer quality products to aid your modelling projects – please support them! Our Trader profile continues to evolve as Traders come and go and we have some new ones this year to tempt your wallets. We believe there is nothing better than being able to browse products first hand and see what you are purchasing so please use our Traders and make it worth their while to attend shows such as ours. They won't come if they don't make any money!!

Regrettably, James Street has had to withdraw from this years show owing to personal circumstances beyond their control. We hope to have the layout at Railex 2025.

Many of you familiar with the show over the years will notice we are still not in our usual home. This change was forced on us by the stadium management last year with a short notice renewal of the floor. The stadium management are now concerned about damage to this new floor hence we are back in the Bowls Hall. We are aware that things are a little more cramped than before though many have positively commented on the more cosy atmosphere and for those with hearing difficulties – it is definitely less 'boomy'. We are working with the stadium to overcome this problem and think we have a solution for next year.

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 2025 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 and thank you, the visitor, for coming and showing your appreciation.

Tim Peacock
Railex manager
Risborough & District Model Railway Club

Layouts

O Gauge **Alexandra Sidings** **Stand 13**

Alexandra Sidings is a 7mm scale layout which represents a small fictional station and parcels depot in North West England. The layout is 'split level', with the lower level comprising a station and a separate upper level with an urban parcels concentration depot.

The layout depicts a representation of a small urban station, Oldham King Street. This takes its inspiration from locations such as Clegg Street, Oldham Central and Guide Bridge. Access to the platform is from a passenger walkway and staircase via the station entrance located on the upper level. The station building is modelled on Guide Bridge station. The station has been poorly maintained under BR operation, and is under threat of closure.



On the upper level, is a Parcels Concentration Depot, named Alexandra Sidings. This is based upon the parcels depot at Oldham Clegg Street. Traffic into the parcels depot includes newspapers and parcels for the local catalogue warehouses. A loco refueling point serves the depot, providing fuel to the large variety of diesel classes seen in the depot.

The period set is the BR blue era in the mid to late 1970s. Passenger services are provided through a range of DMU classes, together with a class 504 Bury EMU. Engineers trains are frequent visitors, with a fully working 76 ton crane occasionally to be seen. The layout is equipped with Lenz Digital Command Control (DCC). The points and operating semaphore signals are servo controlled, and can be operated either with a DCC handset, or by using a laptop for route setting. Many of the locos are equipped with sound chips from ESU, with each class having a distinctive engine noise. Much of the stock also contains lighting and/or exhaust smoke generators.

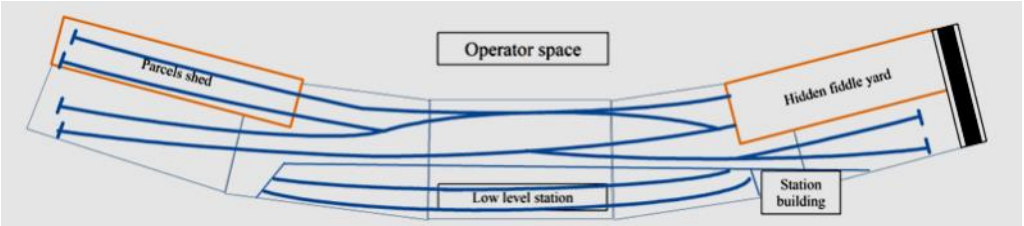
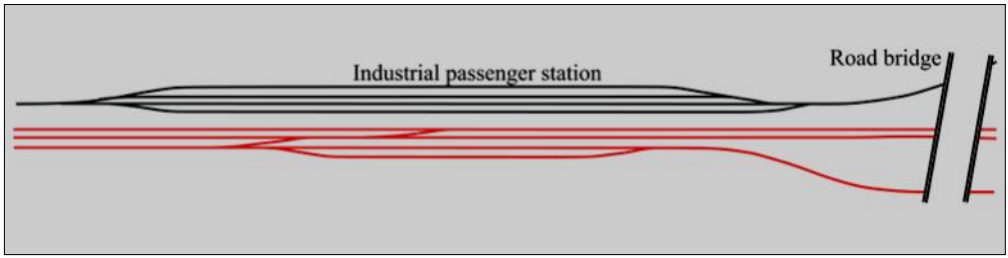


Photo by Phil Parker/BRM.

HO gauge **Beijiao- REAL WORKING STEAM IN 2004!** **Stand 20**

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

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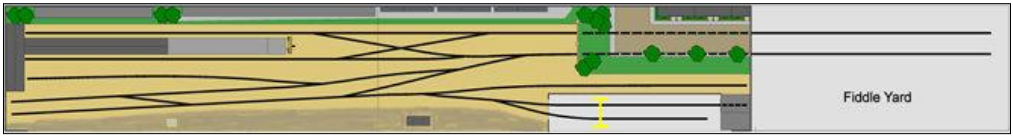

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EM gauge **Brighton East** **Stand 11**

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 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.

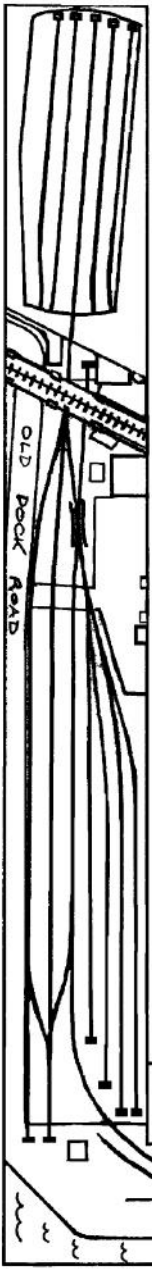


Photo by Andy York, Courtesy of BRM

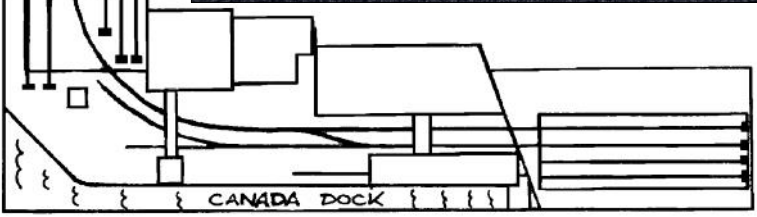
EM Gauge **Canada Street** **Stand 28**

‘Canada Street’ aims to re-create a little of the working environment of the numerous small diesel shunting engines once operated by British Railways. Many of these engines spent their working lives on hidden-away freight-only branch lines and sidings left from the pre-WW2 heyday of rail traffic. As road transport and container boxes gradually took over the distribution of more and more loads in the late-1960s or 1970s, these branch lines faded into neglect, and most of the engines that worked them had gone for scrap by the late 1970s. The exchange sidings behind the Canada Street dock wall are visited by a variety of mixed traffic locomotives, working short mixed freight trains to and from the nearby large marshalling yard.

Operation of the layout portrays various locations around Britain between 1960 and 1979. The engines and wagons in use seek to accurately model the rolling stock from whichever year and area are being displayed. Many of the shunting engines modelled were found in only a few local areas, so the scenery aims to provide an industrial backdrop typical of many waterside regions. The buildings modelled are based on real prototypes from a variety of different dockside locations including Ipswich, Gloucester and Liverpool.







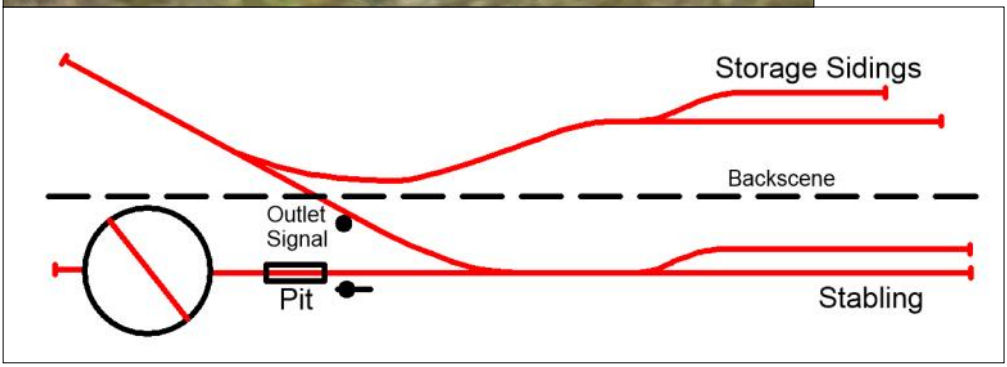
2mm Finescale **Exchange Sidings** **Stand 23**

When the Manchester, Sheffield and Wath electrification scheme was being planned it was obvious that the locomotive exchanges at each end of the overhead line would be from steam to electric or vice versa. So at several locations new turntables were installed along with water columns and pits to allow steam locomotives to be serviced and turned before returning home.

Exchange Sidings is a fictional set of loco exchange sidings with a couple of stabling lines and a turntable road. Steam locomotives arrive, go onto the pit and turntable and then either lay over or return to the main line. The stabling lines are wired to allow the EM1 locomotives, unique to the Woodhead system, to be stabled between turns too. It is not often that steam and electric locomotives rubbed shoulders in this way.



The model was built using a laser cut plywood baseboard kit. Trackwork is 2mm Scale Association Easitrac with Finetrax point kits. The steam loco stock is a lifetime collection of hand built or models modified to 2mm Finescale standards, all



modelled on locomotives based at either Barnsley or Mexborough shed in the 1950s. The EM1 electrics are a mix of cast resin and 3D printed bodies running on heavily modified Brawa chassis. The unique EB1 is another hand built example.

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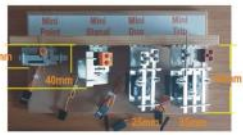






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2mm Finescale **Lightermans Yard** **Stand 24**

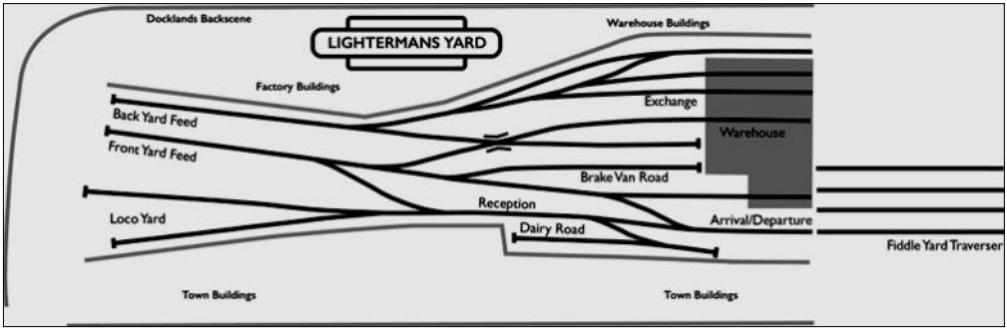
The layout represents a small fictitious goods yard, somewhere in South East London in the late 1950's / early 1960s around the last days of steam, with the occasional diesel making an appearance. The scene would suggest the Surrey Docks, Rotherhithe area.

It is still a work-in-progress, construction having occupied members of the 2mm Association Kent & Essex Area Group for many years.



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.

Lightermans Yard originated some 25 years ago, the track layout based on an Ian Rice design for a cameo layout 'Cannonsgate Goods Depot'. Originally DC controlled employing a complex cascade running system devised by Andrew Cox, the decision was taken in 2015 to convert the wiring to DCC.



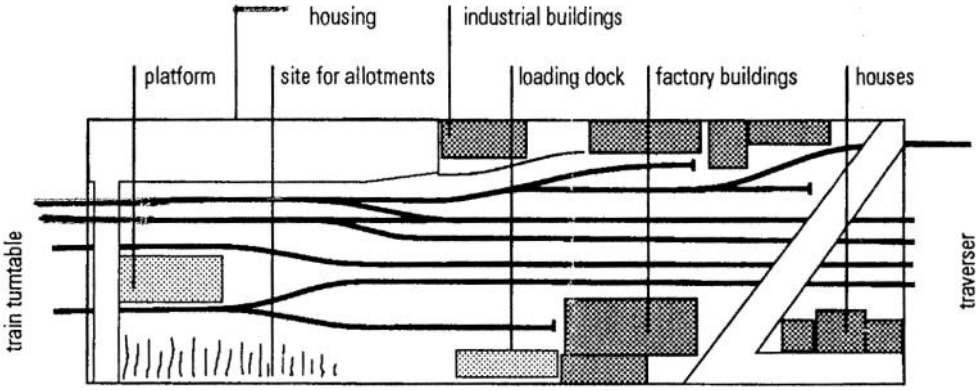
P4 **Lowburn Park** **Stand 10**

In 1904 the North Eastern Railway began operation of its electric multiple unit stock from Newcastle Central Station to the coast using third rail DC system. Alongside this ran the goods branch from the East coast main line at Trafalgar yard to the quayside, which ran mostly in a tunnel. This was also electrified, opening a year later in 1905. Two 0-4-4-0 steeple cab locomotives, numbers 1 and 2, were built by British Thomson- Houston Co Ltd to operate this branch. One survives to this day and is part of the national collection.

That is the real history but, in my imaginary Newcastle, it was decided to continue the third rail through Central Station and Forth goods yard then lay a separate goods line parallel to the North Tyne route of the NER. That line actually existed and ran from Newcastle Central station westward before joining the Newcastle and Carlisle at West Wylam. The electric locos could then have served all the many industries that that were at that time operating on the north bank of the Tyne including of course Armstrong's famous works at Elswick. Also I have imagined that there was another shipyard located in this vicinity even though in reality they were mostly sited a lot further west nearer the mouth of the river.

So here you see Lowburn Park, an imaginary station on an actual route. I have decided to keep the exact location of the place a little vague, as I don't want to get into too much trouble with those that are familiar with West Newcastle! On the layout the non-electrified main lines run at the front and see local and semi-fast passenger trains plus ordinary goods workings. Also, on the main lines can be seen the mineral trains that were such a feature of the North Eastern. On the goods lines the electric locos bring in and take out freight or empty wagons to be taken, steam hauled, down the branch to the shipyard and other industries. (Tight clearances and an off stage zig- zag being my reason for the change of traction here).

The period modelled is 1905-10 which gives me a good excuse to run several different types of NER locos and stock in various different liveries. The layout is built on plywood girder baseboards and all track is Brook-Smith with cosmetic chairs. Buildings are all scratch built following prototypes from the North East. Signals are a mixture of D&S, MSE or scratch builds. Locos and stock are all kits adapted where necessary. See front cover photo.



P4 **Market Bosworth** **Stand 12**

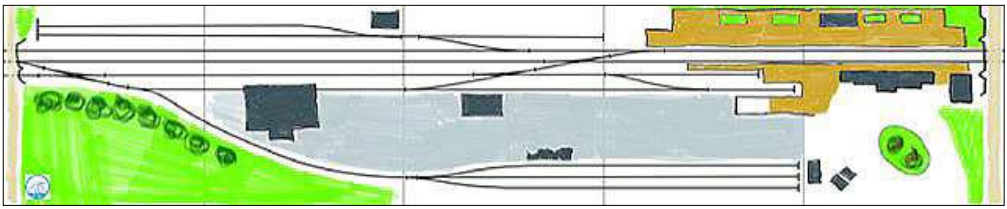
Market Bosworth railway station was a former stop on the London and North Western Railway and the Midland Railway, who jointly owned and operated the line between Moira West Junction and Nuneaton as the Ashby and Nuneaton Joint Railway. A branch line also existed from Shackerstone to Coalville.

Note that Ashby-de-la-Zouch was not actually on the line but was a stop on the Midland line from Leicester to Burton. The station was to the west of the town and served all the local farms for both outgoing cattle and incoming provisions and equipment. The substantial goods shed was the centre for the majority of incoming/ outgoing goods traffic for the whole area.



There was a small gas works on the opposite side of Station Road which was served by rail. Market Bosworth down sidings were used for exchange of gas works traffic. Coal from local collieries was also marshalled at the station for onward shipment to Birmingham (Via Midland) and London (Via LNWR). The model is a representation of the station and goods yard in the late summer/early autumn of 1908.

All the facilities at the station are represented on the layout including station, station master's house, coal marshalling sidings, cattle dock, carriage landing, goods shed and up and down sidings. Operation of the layout is by a sequence of moves that bring together all the traffic that would have been seen at the station over a period of days.



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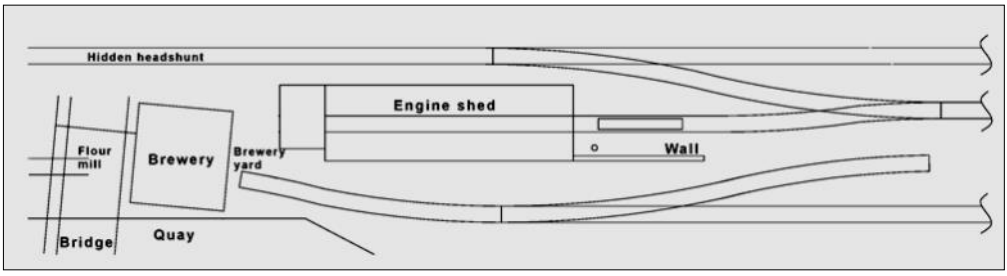
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It's broadly based on and inspired by the little engine shed and line that carried further on down to the quay, weaving through various warehouses, maltings and other extremely photogenic buildings to be found on Google images. Here is a sketch plan - my first thoughts are that there is too much track but as it's supposed to look cramped I think it will be ok, I'm just not convinced this is the final plan yet. And visually there's not enough narrow 'weaving' of cobbled track going on through the warehouses.





P4 **Mostyn** **Stand 27**

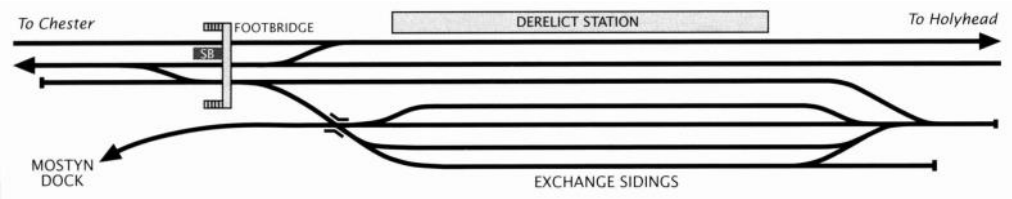
Welcome to our re-creation of the North Wales Coast main line in the Silver Jubilee year of 1977. BR Corporate Blue rules the rails and the route is being worked 'block-to-block' with regular passenger and freight traffic augmented by additional excursions taking the bucket-and-spade brigade to the delights of resorts like Prestatyn, Rhyl, Colwyn Bay and Llandudno. Locomotive classes 24, 25, 40 and 47 dominate the locomotive action whilst first-generation DMUs in varying formations will bring back happy memories (for some!).

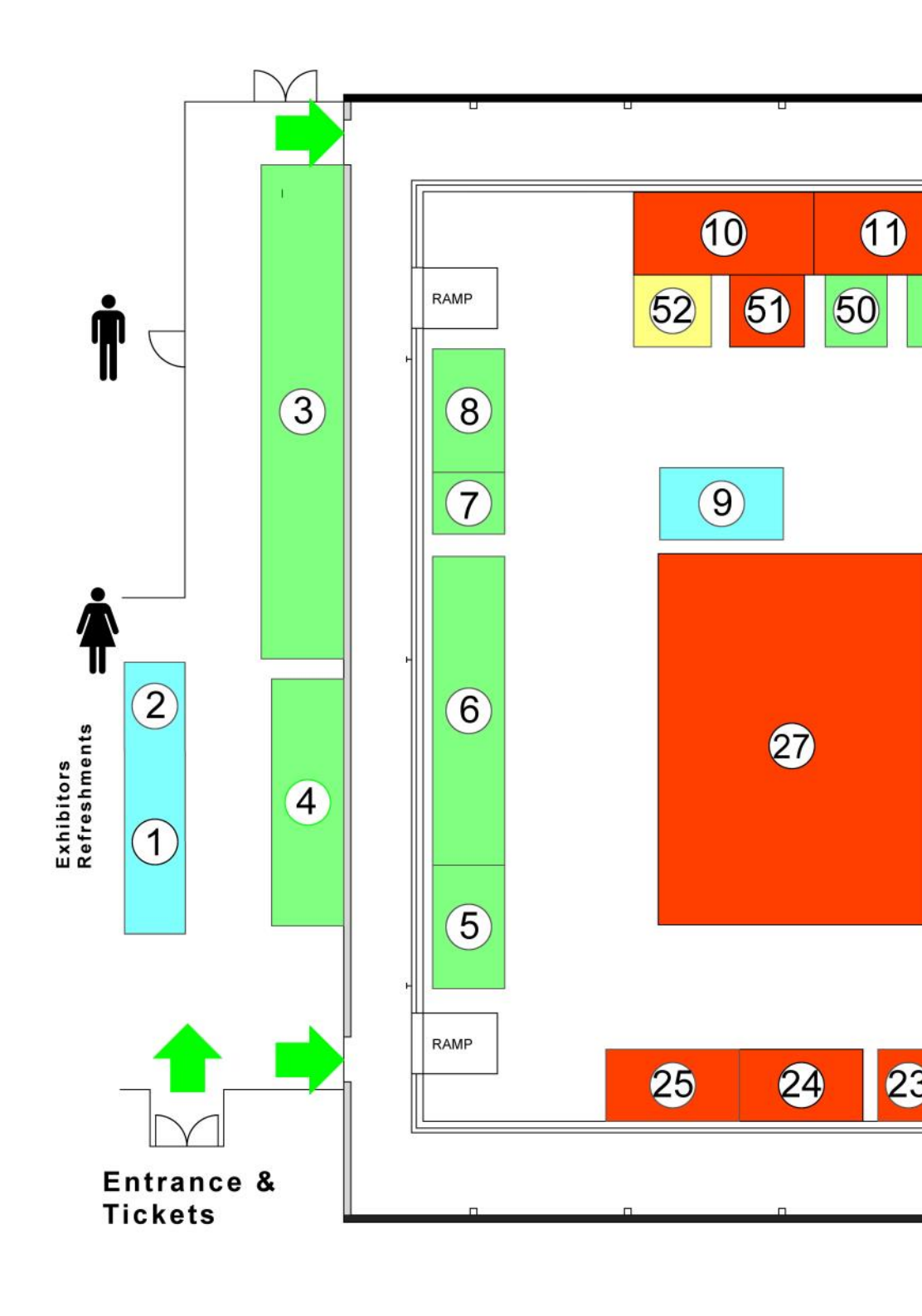
We operate in accordance with the BR rule book and that means everything from the humble unfitted trip freight trundling along at 25mph right the way through to principal expresses hammering along at line speed.

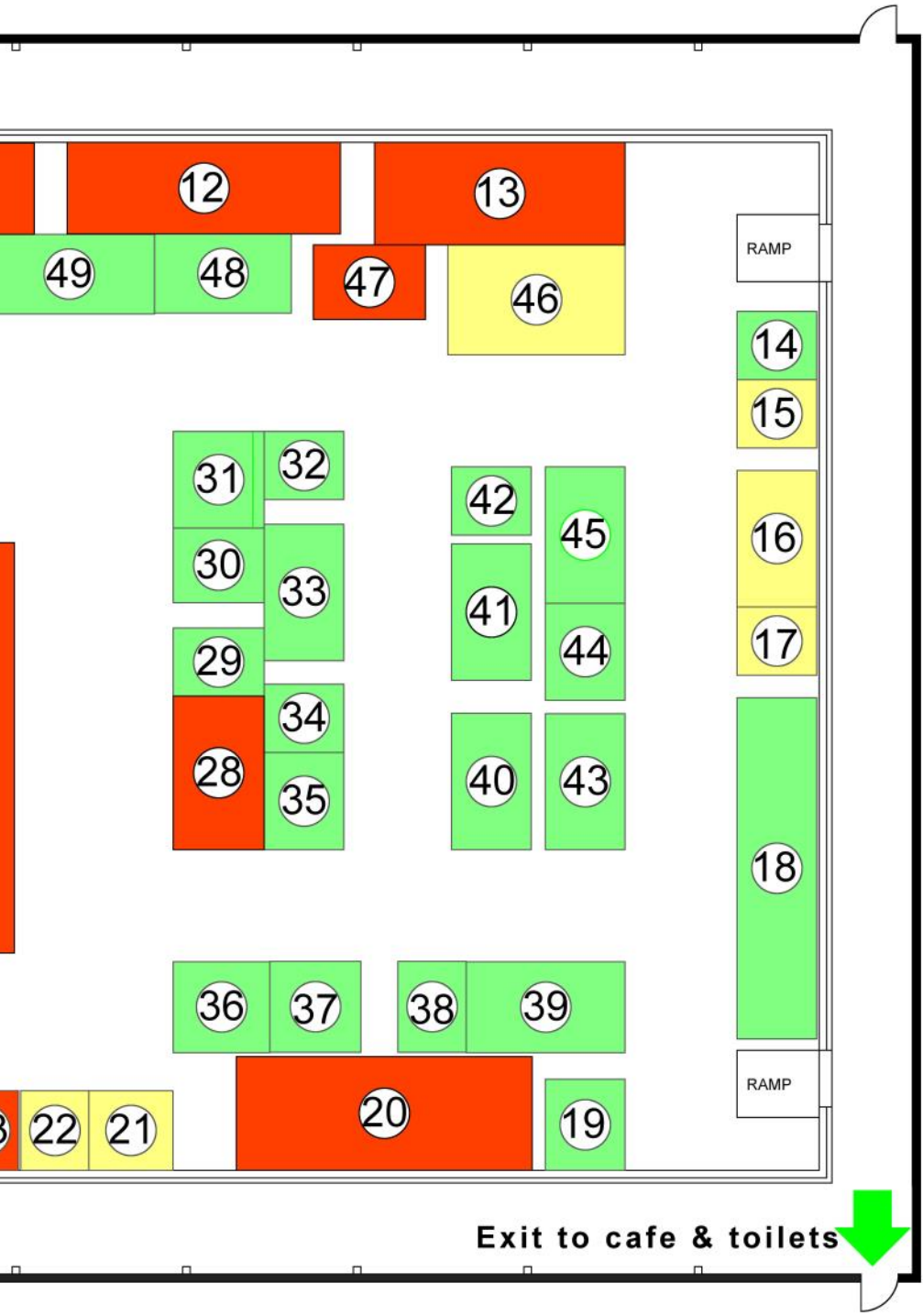


Mostyn has a very large collection of P4 finescale rolling stock and, as always, new items will be making their debuts here at Railex 2024. Keeping this big fleet of over eight hundred vehicles running well is a challenge and you can see us dealing with the latest casualties on our repairs and maintenance demonstration table.
You are welcome to have a closer look at our unusual twin fiddle yards, baseboard construction methods, DCC installation and CCTV usage – and how we bring this all together to present a main line P4 layout.

Please do not hesitate to ask questions, stop for a chat on all matters relating to the BR blue period or simply take a lineside viewing point and let yourself drift into a world of 1977 railway nostalgia….




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Exit to cafe & toilets

List of stands in number order

1	**R&DMRC Info Point**	27	Mostyn
2	**R&DMRC Secondhand Sales**	28	Canada Street
3	Squires Model & Craft Tools, South Eastern Finescale & Greenscene	29	CSP / Sanspareil
		30	Model Railway Developments
4	DC Kits / Legomanbiffo DCC	31	London Road Models
5	Sunningwell Command Control	32	Severn Models
6	Bill Hudson Transport Books	33	Dart Castings
7	Brushes4Models / Artmaster	34	Judith Edge Kits
8	Alan Gibson	35	Roger Carpenter Photographs
9	**R&DMRC Club Stand**	36	Stonybridge Structures & Model Sounds
10	Lowburn Park		
11	Brighton East	37	247 Developments
12	Market Bosworth	38	Golden Arrow
13	Alexandra Sidings	39	Primo Models
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15	ScaleSeven Group	41	Cambrian Models
16	Gauge O Guild	42	Prickley Pear Products
17	Missenden Abbey Railway Modellers	43	Petite Properties
		44	Branchlines
18	Cheltenham Model Centre	45	C&L Finescale
19	Isinglass Models	46	Paul Bambrick
20	Beijiao	47	Midland in Tewkesbury
21	Pendon Museum	48	Roxey Mouldings
22	2mm Scale Association	49	Tim Horn Laser Cutting
23	Exchange Sidings	50	Penbits Model Railways
24	Lightermans Yard	51	Trerice
25	Pottendorf	52	Scalefour Society

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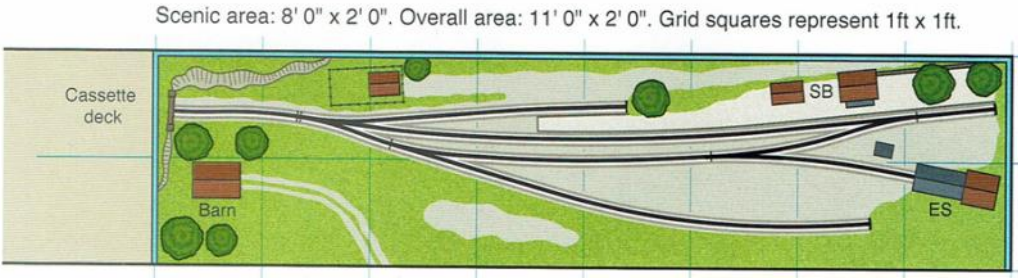


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H0 gauge **Pottendorf** **Stand 25**

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.



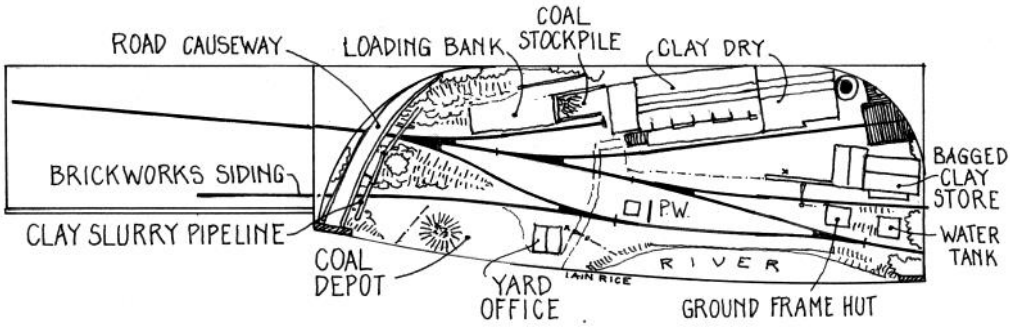
Originally built by Tim Hale, the layout is of simple construction, with DCC operation, that shows that a realistic railway can be built in a small space and allows interesting operations!



Photo by Chris Nevard

P4 **Trerice** **Stand 51**

This tiny P4 (4mm scale/18.83 mm track gauge) layout depicts a typical set of Cornish 'pan' china clay dries and their associated railway facilities as they would have been around 1960. The buildings are all models of originals in the Goss Moor area of Cornwall, and the railway is based on the Wenford Bridge branch near Bodmin.



The layout features the two locomotive types most often associated with the Wenford Bridge line, the ex-LSW Beattie 2-4-0WT and the GW '1366' class dock tanks. Both these models are largely scratchbuilt - as are all the structures, which feature hand-scribed and painted stonework. The Scenic work incorporates fragments of genuine Delabole slate waste. The china-clay (Kaolin) is also the real thing.



Demo Stand 46 - Paul Bambrick

This diorama was done as a dedicated scenics/landscape demo for some of the 2023/4 exhibitions. It was made to encourage layout builders to leave enough space for a backscene, and to show the railway being engineered through the natural land contours. Enough space allowance behind the lines will enable a forced, or artificial, perspective to be gradually introduced, The two arch viaduct in the foreground is engineered over a valley, with cuttings at either side providing naturally appearing scenic breaks. The engineering of the trackbed is actually depicted in two stages of evolution, as you sometimes see, with the older structure from the early days of railway building having been spoilt with later Edwardian additions in simple blue brick to effectively double the original single line. The later wing walls and parapets are noticeably different to the early neo classical stone viaduct that survives in the foreground.



The water surface is 2mm clear acrylic, with a modelled riverbed below and Woodland Scenics ripple effect gel on the top surface. The reduced scale buildings on the higher ground to the right are modified card kits with the nearest building arranged to resemble a Victorian school. Trees are made from copper wire armatures using 500 amp multi strand caravan/speed boat flexible cable. These are twisted into shape with the natural variety of tree structures in mind.

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www.finescale.org.uk

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Email: cmr@cambrianmodelrail.co.uk
www.cambrianmodelrail.co.uk

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Tel: 01242 523117
Email: sales@cheltenhammodelcentre.co.uk
www.cheltenhammodelcentre.com

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Tel: 01228 810767
Email: cspmodels@outlook.com
www.cspmodels.com

DART CASTINGS **(Stand 33)**
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Tel: 01580 892917 (Evenings and Weekends)
Email: enquiries@dartcastings.co.uk
www.dartcastings.co.uk

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111 Norwood Crescent, Leeds, West Yorkshire, LS28 6NG
Tel: 0113 2563415
Email: charlie@dckits.co.uk
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GOLDEN ARROW **(Stand 38)**
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Tel: 01424 445334 (Mon-Fri 10.30am-7pm)
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www.goldenarrow.me.uk

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www.intentio.co.uk

ISINGLASS MODELS **(Stand 19)**
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www.ukmodelshops.co.uk/catalogue/judithedge.html

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Email: tim@timhorn.co.uk
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Societies

2mm SCALE ASSOCIATION **(Stand 22)**
Membership Secretary, 14 Fernbank Drive, Baildon, Shipley,
West Yorkshire, BD17 5HZ
Email: info-2@2mm.org.uk
www.2mm.org.uk

GAUGE O GUILD **(Stand 16)**
Tel: 01594 841856
Email: enquiries@gaugeoguild.com
www.gaugeoguild.com

MISSENDEN ABBEY RAILWAY MODELLERS **(Stand 17)**
www.missendenrailwaymodellers.org.uk

PENDON MUSEUM **(Stand 21)**
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Tel: 01865 407365
Email: info@pendonmuseum.com
www.pendonmuseum.com

SCALEFOUR SOCIETY **(Stand 52)**
Steve Carter, Membership Secretary, Brownsmyths, Main Street,
Beckley, Rye, TN31 6RG
Email: memsec@scalefour.org
www.scalefour.org

THE SCALESEVEN GROUP **(Stand 15)**
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

Local Railway Attractions

Bekonscot
Warwick Road, Beaconsfield, Buckinghamshire, HP9 2PL
Tel: 01494 672919
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
www.buzzrail.uk/

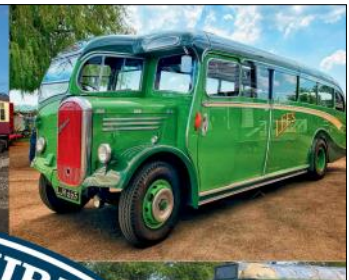
Pendon Museum
Long Wittenham, Abingdon, Oxfordshire, OX14 4QD
www.pendonmuseum.com

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.







BUCKINGHAMSHIRE RAILWAY CENTRE









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Pre-1988 Vehicle Show:	26th August
SHOWBUS:	29th September



Station Road
Quainton
Nr Aylesbury
HP22 4BY



For more details and booking visit:

www.bucksrailcentre.org

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 three exhibitions a year, Risex in February at the Community Centre in Princes Risborough, Railex in May at Stoke Mandeville Stadium in Aylesbury and Haddenham in September. 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.

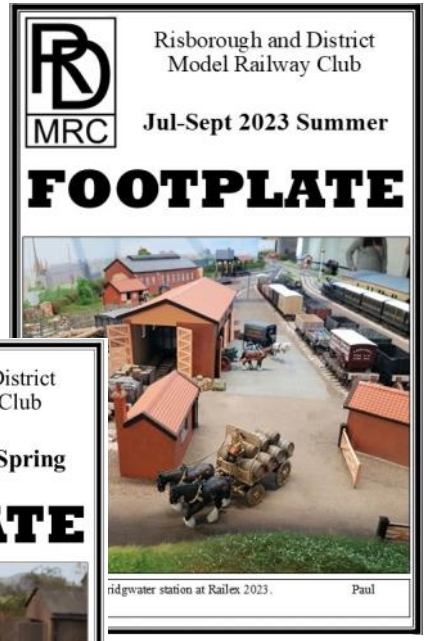
For more information about the club, visit our website www.rdmrc.org.uk or scan the QR code.

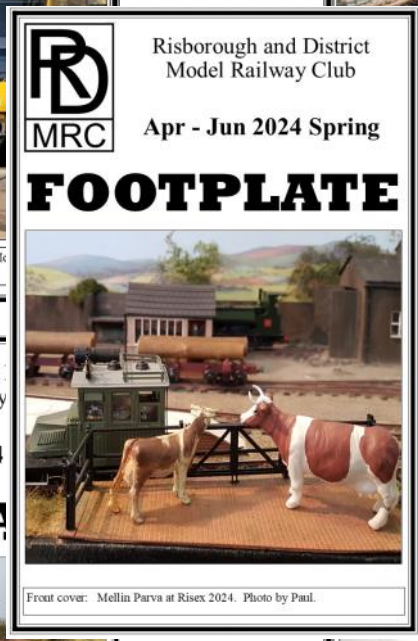
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Footplate

Our Club Magazine, 4 issues per year.











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