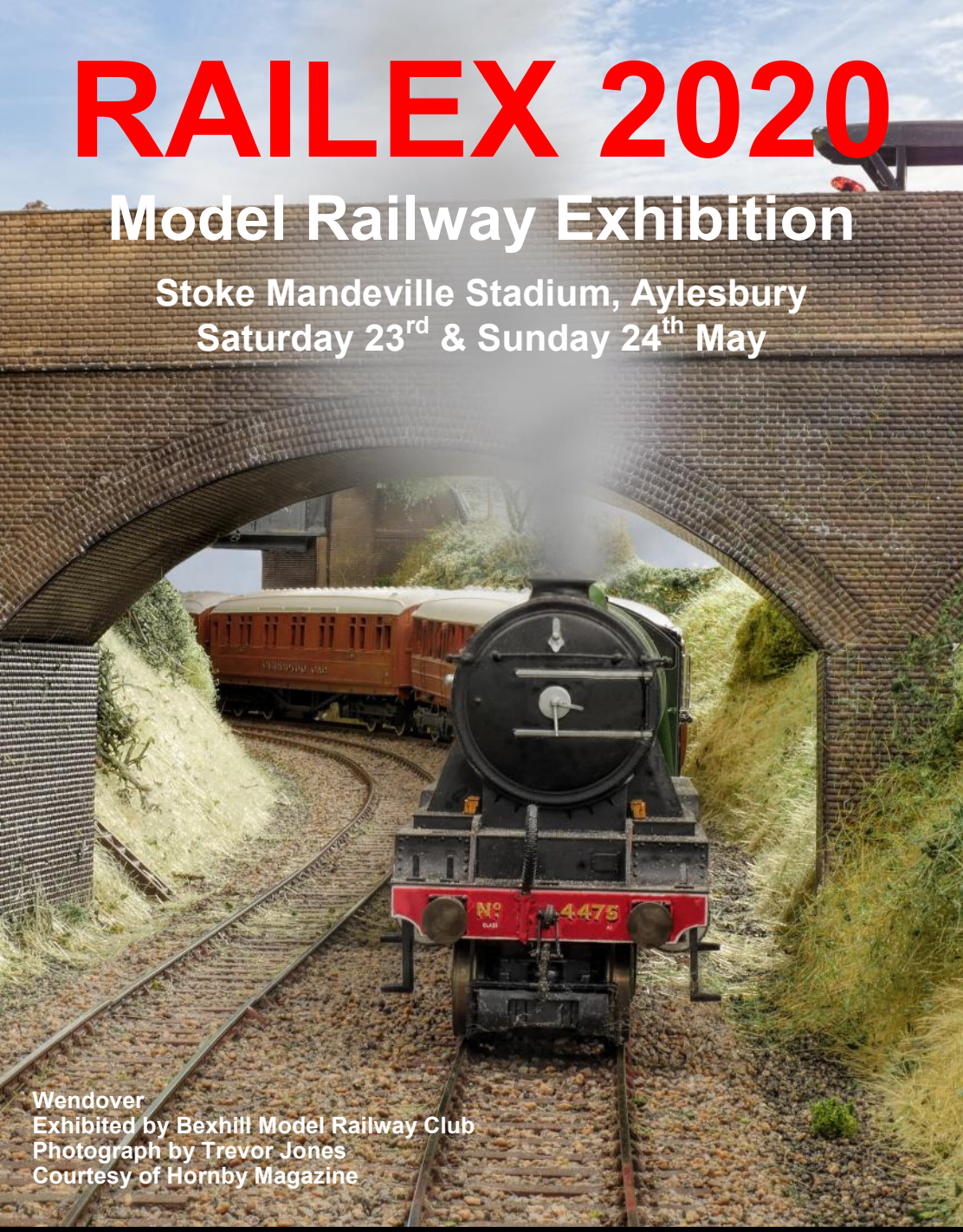
RAILEX 2020

Model Railway Exhibition

Stoke Mandeville Stadium, Aylesbury
Saturday 23rd & Sunday 24th May



Wendover
Exhibited by Bexhill Model Railway Club
Photograph by Trevor Jones
Courtesy of Hornby Magazine

Risborough & District Model Railway Club

Inside cover advert

Welcome to Railex 2020

Welcome to Railex 2020, our sixteenth show at Stoke Mandeville Stadium.

Railex is not just about the layouts the traders have always played an important part of the show and I must thank all those who have supported us over the years.

Railex is organised by Risborough & District Model Railway Club which is located around ten miles away. Aylesbury itself does not have a club and the District part of our name covers the area. We have run events in this town under the Railex name since the mid-1970s until the move to the Stoke Mandeville Stadium gave us the opportunity to expand to the show we have today.

The coming years are an exciting time for the Club as we plan to move to a larger clubroom that will allow us to have our layouts erected all the time and offer increased opening times for our members. We currently have over sixty members with not a month going by without someone applying for membership. So if you interested in discovering the advantages of learning or developing your modelling skills, do come along to our new members' evening on the Friday 5th June or any Friday night, from beginner to experience modeller, you will made most welcome.

David Lane
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.

We would like to dedicate this show to our good friend Ant who was part of our Railex team and helped to run our club for many years. Sadly he died in January after a long illness at the age of 46.

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.

RISBOROUGH & DISTRICT MODEL RAILWAY CLUB

Stand No 1 RAILEX INFORMATION & HELP POINT
For more information about Railex or any other questions you have about this weekend including bus information, first aid etc. Step stools & periscopes can be borrowed from here.

Stand No 2 R&DMRC CLUB STAND
For information about Risborough & District Model Railway Club, who run Railex, or any other modelling questions. Further information can also be found on our Club website at: www.rdmrc.org.uk

Stand No 3 R&DMRC SECOND-HAND SALES
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SCANNAPPEAL
Providing advanced medical equipment for local patients

As in previous years, we have obtained the use of a Stoke Mandeville Hospital staff car park for our visitors. In return for this we make a donation to the Scannappeal charity which raises funds to purchase life-saving equipment for local Hospitals. Every 10 minutes a patient in this local area is diagnosed or treated with equipment funded by Scannappeal in the past – please help them to continue their work for the future, by login on to www.scannappeal.org.uk

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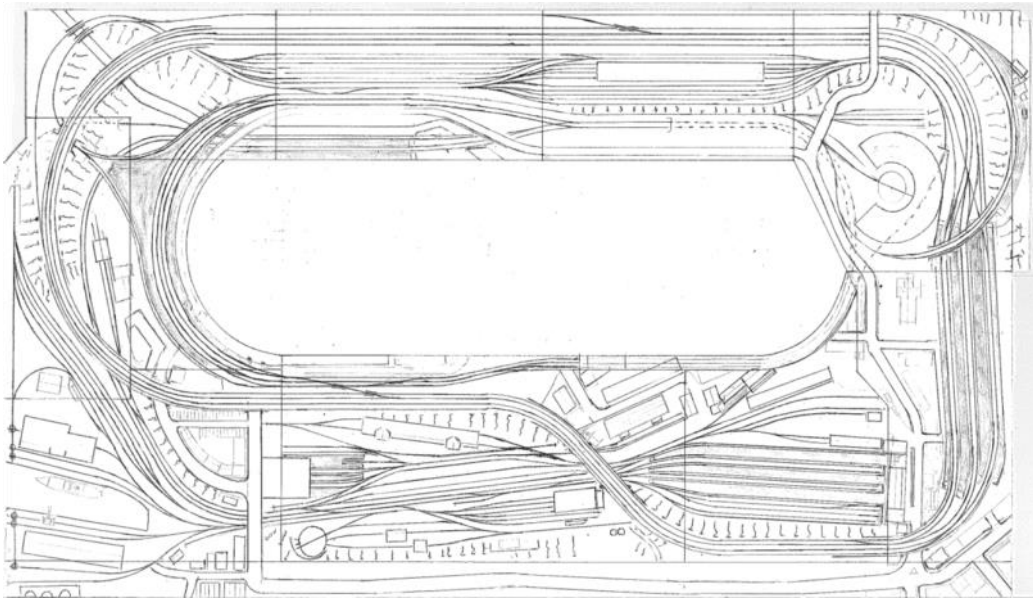
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Email: sales@alangibsonworkshop.com
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Stand No 30 JAMES STREET N
James Street is an N gauge exhibition layout on a grand scale, and is supposedly located somewhere in the Midlands, mainly served by Midland and Eastern trains but with Western and Southern Region specials at times, it's is set in early BR period It consists of a large terminus and dockyard, coupled to a mid-level two track main line and a high level four track main line, and a single track branch line (which is used to reverse trains) all these are continuous , between which are large yards for freight and passenger stock. There is no hidden fiddle yard, so all trains can be seen at all times . The layout can be best viewed on all four sides and could be compared to having four separate layouts ! There can be 8 to 12 trains running at any one time providing lots of entertainment for the viewing public .

All of this has been done with a ruling gradient of around 1:100, resulting in most currently available proprietary locos to be able to pull the 8-9 coaches or 30-40 wagons. Stock represents all that is best in N Gauge today, with a wide selection of RTR and kit built stock. B&B delayed action couplings are used to ensure fairly reliable uncoupling ' coupling on goods and passenger stock in all yards and terminus.

James Street terminus has six passenger platforms capable of taking 8 or 9 coach trains, plus three carriage sidings, and, on the opposite side of the platforms, a large coal and general traffic goods yard. A brewery which has two private sidings behind a brick boundary wall. Crossing the station throat is an impressive single span girder bridge which effectively separates the two sides of James Street. On the opposite side of the bridge from the platforms there is a large loco depot capable of holding 30 locos with a working turntable, and another large goods yard with four arrival and departure sidings, a bonded elevated warehouse, a large goods

warehouse with multiple tracks and platforms for van traffic, and a paved area for container traffic. As the lines curve to the right there is a large dockyard and industrial area, featuring four more arrival and departure sidings, warehouses for various traffic, an oil terminal and a dock where materials are transhipped. On the inside of the main line curve is a dairy, served by two private sidings from the end of the goods yard. The main lines pass under Lynford Junction's main platforms and arrive at Low Level



station, which also has a single line which is from the dockyard. The lines then join the mid-level two track main line and then disappears from view, continuing round behind the backscene before emerging to run parallel to the four track upper main line on the approach to Lynford Junction. This Y station has two main platforms looped off of the main lines, with two running lines between the loops. The outside platform has a triangular junction with the reversing loops and is a handover point between the middle level and four track main line operators.

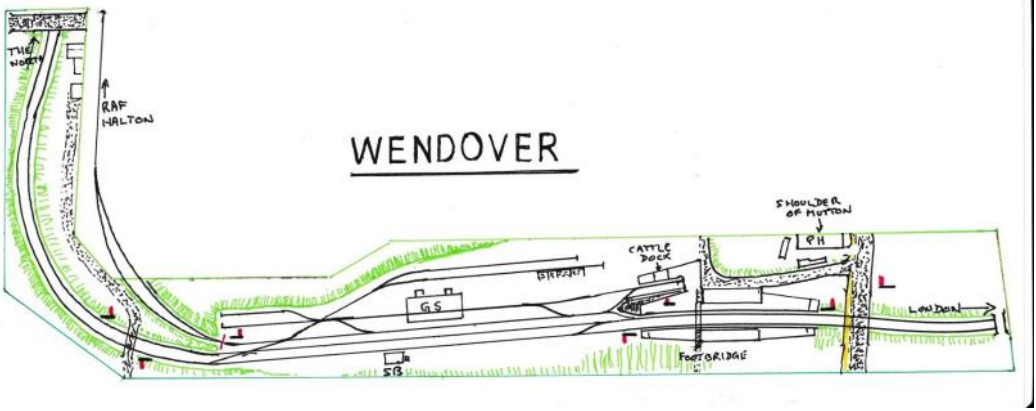
The reversing loop and marshalling yards are on the outside of the middle level running lines. There are 7 goods roads and 10 carriage sidings; four of which pass through a large carriage shed. Trains on the reversing loop continue up to the highest level of the layout to a small branch station, passing the upper loco depot (which has a four road diesel depot and a 20 road steam roundhouse), over the four track upper main line. The reversing loop now descend to join the connecting lines on the other side of the bridge to the marshalling yards.

The four track main line is 20 metres around (almost two scale miles), and is arranged with two parallel tracks in each direction, with the slow lines on the outside and fast lines on the inside. The main station on these lines is built partly on a viaduct across the end of the layout at 90 degrees to the James Street terminus and has six platforms, with the inner roads in both directions capable of access from both fast and slow lines, which can be used for storing trains if required. There is also a road that goes round the entire layout and on this can be seen working buses

Adverts

Stand No 31 **Wendover** **4mm, 16.5 finescale**

The layout is a model of Wendover in Buckinghamshire in around 1930. At that time, Wendover was served by the Metropolitan and Great Central Joint line between London and Aylesbury. This had provided the Great Central with their route into London. Although the station and other railway buildings are pure Metropolitan the responsibility for them was transferred to the Great Central (latterly LNER) in 1906, hence the GC signals and colour schemes. The main traffic on the line is LNER expresses to and from London Marylebone, suburban commuter trains operated by both the Met and LNER, through goods traffic from the LNER, particularly fish from Hull and Grimsby and local goods services operated primarily by the Metropolitan.



The gated branch line north of the goods yard is a light railway belonging to the Air Ministry and serving RAF Halton. The model follows the prototype track layout and surroundings as closely as possible.

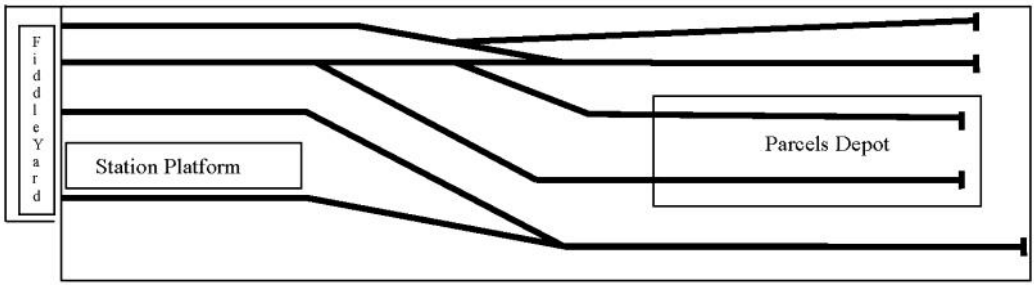
The main station building still exists also the footbridge although it is in a state of disrepair. The 'Shoulder of Mutton' public house is still going strong and, is externally little changed from 80 years ago. Fortunately, I was able to take my own photographs in the 1980's when more of the station still existed. This together with extensive historical research has allowed me to build what I hope is an accurate replica, which will be recognised by anyone familiar with the area in earlier times.

Stand No 32 **OLDHAM KING STREET PARCELS** **O GAUGE**

Oldham King Street Parcels is a 7mm scale layout which represents a small fictional station and parcels depot in North West England. The station platform is located at the ‘fiddle yard’ end of the layout, giving the impression of a much larger station beyond.

The layout depicts a possible representation of a small urban station located on a raised embankment, typical of North Manchester, taking inspiration from locations such as Miles Platting, Rochdale and Hollinwood. Access to the platform is from the staircase via the station entrance located in the road underbridge.

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.



Traffic into the parcels depot includes newspapers and parcels from the local catalogue warehouses. Engineer' trains are frequent visitors, with a 76 ton crane occasionally to be seen.

The layout is equipped with Lenz Digital Command Control (DCC). The points and signals 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, with each class having a distinctive engine noise. Much of the stock also contains lighting and/or exhaust smoke generators. The layout features operating semaphore signals.

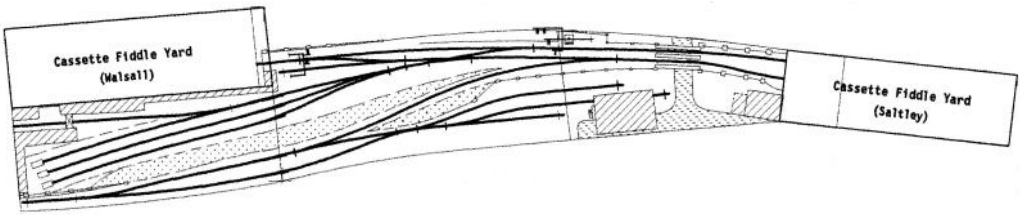
The track on the layout is PECO, and the majority of the buildings have been scratchbuilt

Stand No 33 Midland Sidings P4

The layout is 4 mm scale, 18.83 mm gauge, and represents a location on an imaginary Midland Railway line between Saltley and Walsall, on the north-east side of Birmingham in about 1920. There is a single main line; an associated goods line; a small goods yard; and a low-level canal interchange. There is assumed to be a connection with the LNWR on the Walsall side of the location. The marshalling yard is used to concentrate local goods traffic, canal interchange traffic and exchange traffic with the LNWR, as well as traffic for the adjacent brewery/maltings. As well as much goods working, there is a Midland Birmingham New St-Saltley-Walsall and a LNWR passenger service. The Signals work. Plan is attached.
Operation is being converted to DCC without sound

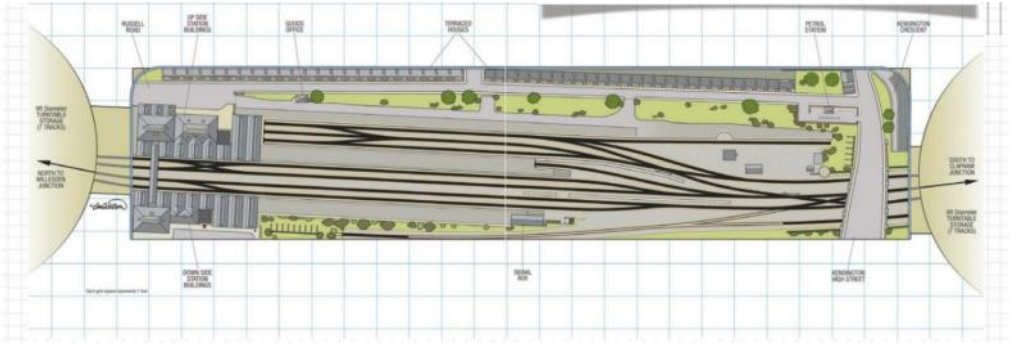
Stand No 34 Kensington Addison Road O

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.

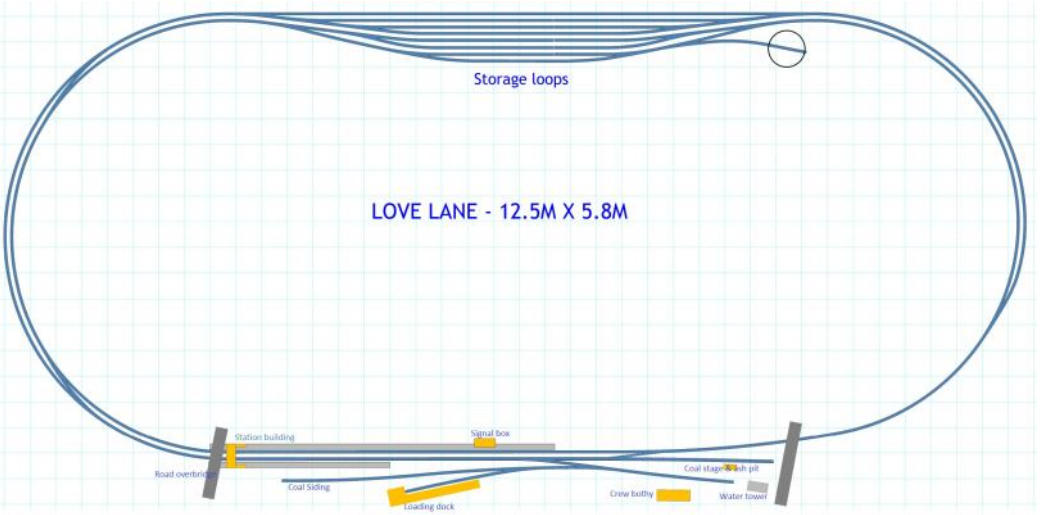
Amongst other items of interest on the layout are servo-operated scratch-built models of the original LNWR signals and the use of the MERG CBUS system to operate the layout from a representation of the lever frame in Kensington South Main signal box without the use of section switches. Both the signal 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.

Stand No 35 **Love Lane** **Scale 7**

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.

Adverts

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. Please feel free to speak to any of us, ask questions and even offer advice.



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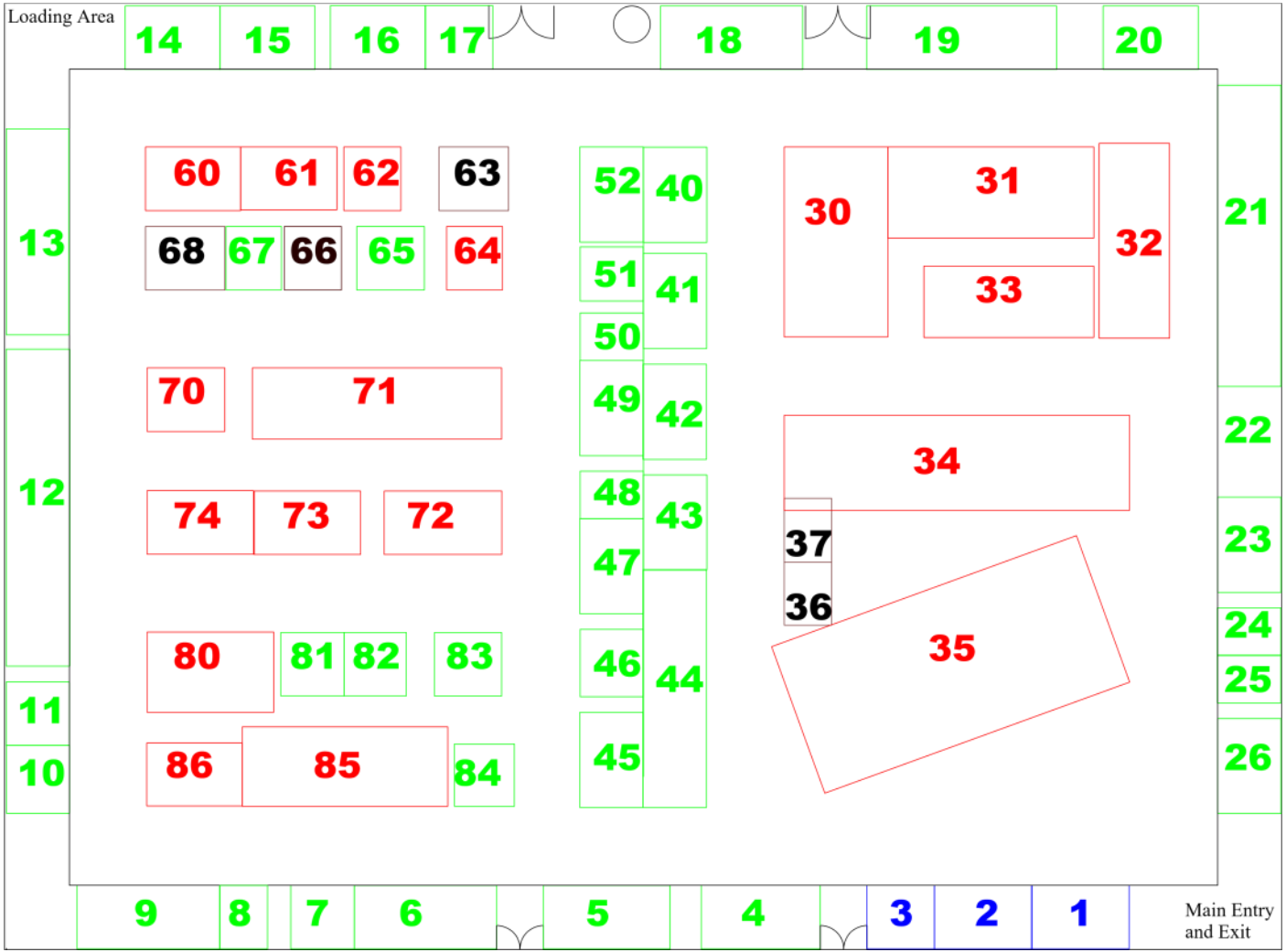
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R&DMRC Blue Layouts Red Societies Black
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5	Wizard Models limited	44	Bill Hudson Transport Books
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8	CSP Models	47	South Eastern Finecast
9	All Components	48	Judith Edge Kits
10	Roger Carpenter Photographs	49	Dart Castings
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-	DC Kits	52	Missenden Abbey Railway
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Main Entry and Exit

Floor Plan

Adverts

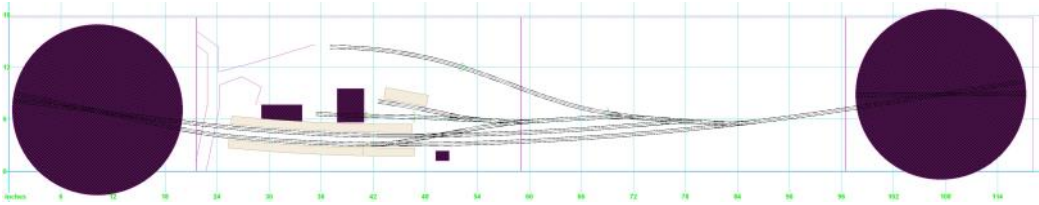
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Email: andy@severnmodels.com
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Stand No 52 **MISSENDEN ABBEY RAILWAY MODELLERS' RESIDENTIAL COURSES**
www.missendenrailwaymodellers.org.uk

Stand No 60 **MODBURY** **2mm Finescale**

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 traintable 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.

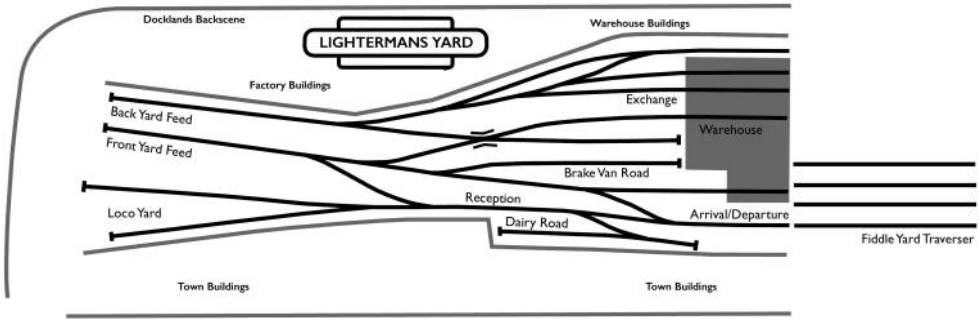
Modbury made its first appearance (in bare board form) in 2015 at the 2mm Association's Expo exhibition in Chelford. Progress on the layout can be followed on my RMWeb thread within the 2mm Finescale section or on my own website www.modbury2fs.co.uk.

Stand No 61 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.

Stand No 62 Kyle of Lochalsh 2mm finescale

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 1500mm.

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.

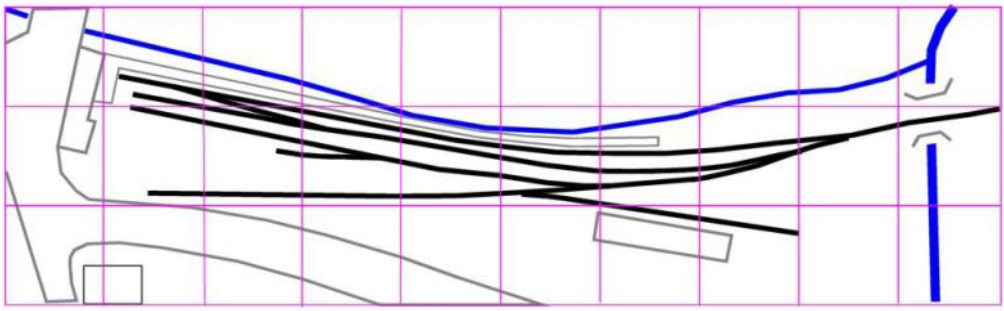
Currently there are plans to extend the layout by modelling an extract of Thurso which will connect to the opposite end of the Fiddle Yard traverser. The layout has appeared in both the 2mmFS magazine and Model Rail in December 2015

Stand No 63 THE 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

Stand No 64 Freshwater 2mm

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.

Stand No 65 **BRANCHLINES**
PO Box 4293, **Westbury**, Wiltshire BA13 9AA
Tel: 01373 822231

Stand No 66 **PENDON MUSEUM**
Long Wittenham, Abingdon, Oxfordshire, OX14 4QD
Tel: 01865 407365
Email: info@pendonmuseum.com
www.pendonmuseum.com

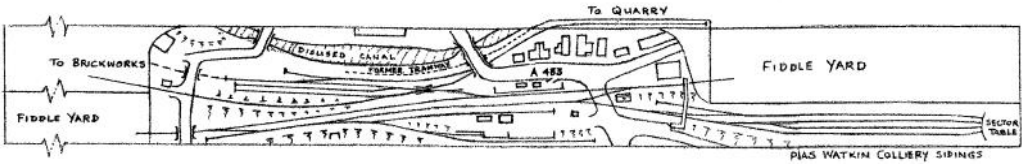
Stand No 67 **AMBIS ENGINEERING**
80 Westgate Street, Shouldham, Norfolk, PE33 0BH
Email: ajaustin27@gmail.com
www.ambisengineering.co.uk

Stand No 68 **SCALEFOUR SOCIETY**
Steve Carter, Membership Secretary, Brownsmyths, Main Street, Beckley, Rye, TN31 6RG
Email: memsec@scalefour.org
www.scalefour.org

Stand No 70 **CAMEO unknown layout**

Stand No 71 **Black Lion Crossing** **EM**

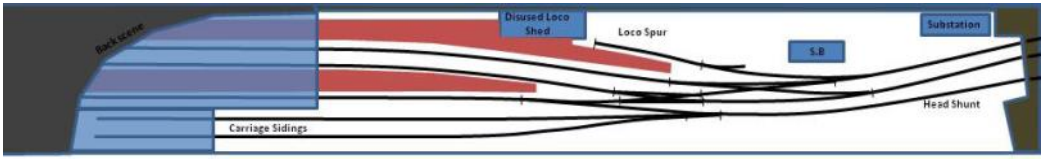
A hypothetical bit of the former LNER in NE Wales (i.e. ex Wrexham, Mold &



Connahs Quay/Great Central) in the 1050s.

Stand No 72 **Minories** **P4**

To a Londoner, 'Minories' is a parish East of the City, but to railway modellers, it is 1960s-design for a suburban terminus by Cyril Freezer. That design, adapted to exploit the advantages of P4, provides the inspiration for this layout, and in my version of history Minories is the terminus of a short branch off the East London Railway - an interesting but neglected stretch of railway burrowing under the Thames to link the main lines at New Cross with Liverpool Street.
I have imagined that the Minories branch was built by the LBSCR to access to the City, branching off the ELR at Wapping and running through tunnels to emerge north



of Fenchurch Street Station. In my world the LBSC electrified the line on the AC overhead system, which the Southern Railway subsequently converted to DC third rail.
By the late 1950s Minories provides an unspectacular EMU service to most of South London, enlivened by loco-hauled services to the non-electrified parts of Kent and East Sussex.
Minories is presented as a work in progress, having been started in 2011. In terms of its construction there is little about Minories which could in any sense be described as conventional – spot the working point-rodding for example! The layout is cab-control DC, signals being worked mechanically from a fully-interlocked lever frame. Stock is mostly converted RTR or kit-built – but look out for the 4 SUB – scratch built-by Colin Parks and described in detail on RMWeb.

Stand No 73 **Brighton East** **EM**

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.

The setting: Matt 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 Lewis? This is not a protypical 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.

Stand No 74 **Canada Street** **EM**

'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. The shunting engine stabled in the sidings then sorts the arriving train, before taking strings of wagons around the tight radius curve of the dock branch for delivery to the wharves or wagon repair workshop within the docks. Occasionally wagons may be checked on the weighbridge located within the yard. Return 'trip' trains emerge from amongst the dockside mills, before being shunted into the departing mixed trains for the onward journey towards their destination.

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.

The operating team will be happy to attempt to answer any questions you may have about the layout or rolling stock.

Stand No 80 **Thorne Yard** **4mm, 16.5mm gauge Finescale**

The layout is set in the 1980s, somewhere in the Midlands or central Scotland (depending on stock that is used) The layout purports to show and small but busy departmental yard, at the end of a spur from the main line that also acts as a run round facility for the local cements works. The Layout construction follows the regarded norm, with ply and softwood used in the base boards. Trackwork is built with C&L products, DCC control is via NCE Power cabs.

The key purpose of the layout is to display an ever growing, improving and developing mountain of stock. All stock on the layout is (or should be!) correct for the appropriate year with photographs and websites used for reference. Locos are all sound chipped with various sounds files as well as detailed and weathered. A list of the day's loco roster will be on display along with that day's timetable. The timetable being designed to utilize each loco a maximum of twice and if operated efficiently the 60 odd moves will last the whole day (we have been known to not actually complete it though on

more than one occasion!) But the main reason the layout was built and to exhibit it is to talk to people about modelling, railways, beers of the world or to answer any questions you may have, so please say hello.

Stand No 81 ISINGLASS MODELS
27 Grange Road, Toddington, Dunstable, LU5 6BZ
Email: isinglass@edgson.net
www.isinglass-models.co.uk

Stand No 82 GOLDEN ARROW
392 Harold Road, Hastings, East Sussex, TN35 5HG
Tel: 01424 445334 (Mon-Fri 10.30am-7pm)
Email: christopher@bruciethefish.plus.com
www.goldenarrow.me.uk

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18 Lower Tail, Carpenders Park, Watford, WD19 5DD
Tel: 07833 364272 (Mon-Fri 9am-5pm)
Email: alygra@btinternet.com
www.gramodels.co.uk

Stand No 85 BEIJIAO - REAL WORKING STEAM IN 2004!

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!

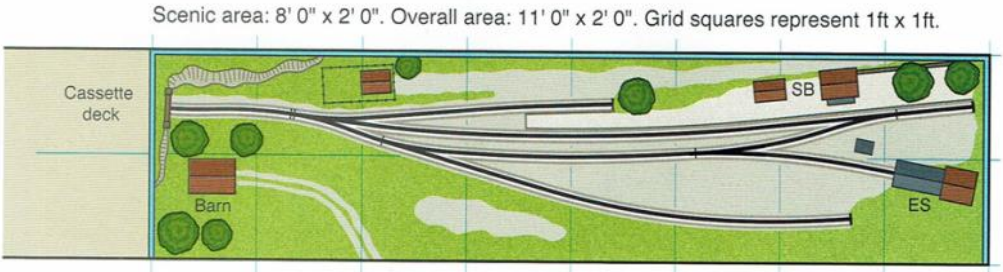
In the background you can see industrial steam, but it's not like we know it in the UK. Large 2-8-2's arrive from nearby coal mines with just eleven loaded coal cars, but they need to have two banking locos added in order to tackle the 1 in 30 grade up to the steelworks located on the outskirts of the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

Adverts

Stand No 86 **Pottendorf** **H0/3.5mm**

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!

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.

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 your diary we have a New Members Welcome Evening on the 5th June from 7.30pm to 10.00pm, and a Modelling Saturday on the 13th June from 09.00am to 4.00pm.

For more information about the club, speak to one of our Club members today on Stand 2, or visit our website www.rdmrc.org.uk or scan the QR code.

Happy Modelling
Paul Wright
Hon. Chairman
Risborough & District Model Railway Club
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