



Risborough and District Model
Railway Club

Summer 2006

FOOTPLATE



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At the last committee meeting, held on 6th February 2006, the following items were discussed:



Railex, the final figures are 2100 visitors, almost the same as last year and a £3000 surplus. This is lower than last year due to the cost of hall hire increasing. Well done everyone!

We are now also discussing details of the new O gauge layout. This is a major project which all club members can join in with. We will use it as the basis of a number of projects and workshops as modelling techniques are not restricted to any one scale.

The clubroom is once again tidy after Railex, please try to keep it this way so we can use the bench for modelling.

WELCOME

May saw us back at the Stoke Mandeville Stadium for our second 2 day Railex and very successful it was too. It takes a lot of work to create this show but all our club members pull together and help out over the weekend. This years show was every bit as good as last year, proving we can maintain the quality. Read all about it in two reports in this edition.

Why do you want to join a club? Andrew David tells us his interests and what he would like to gain from joining us. It is to help modellers like Andrew that we have started a series of workshops and the Saturday modelling sessions are also proving very enlightening with regards to different models and construction. I am confident that we have all the knowledge and skills to get this project going.

Pete Joels starts to write about his railway modelling project at home, a large BR steam layout with plenty of operating potential.

Have you ever thought of taking a railway holiday? Read John Coles' report on his recent trip to Switzerland.

Also all the usual club info and dates for your diary.

Obituaries

Sadly I have to report that Bernard Tilney died in May this year. Bernard was a club member for many years and audited our accounts.

Also it is with great sadness that I am writing to tell you that Bernard Lamb died on Thursday 15th June. He had been ill for a very short time with liver cancer but his death was unexpectedly quick and mercifully pain free.

Front page: John's Swiss holiday, looks like he could have taken his bike!

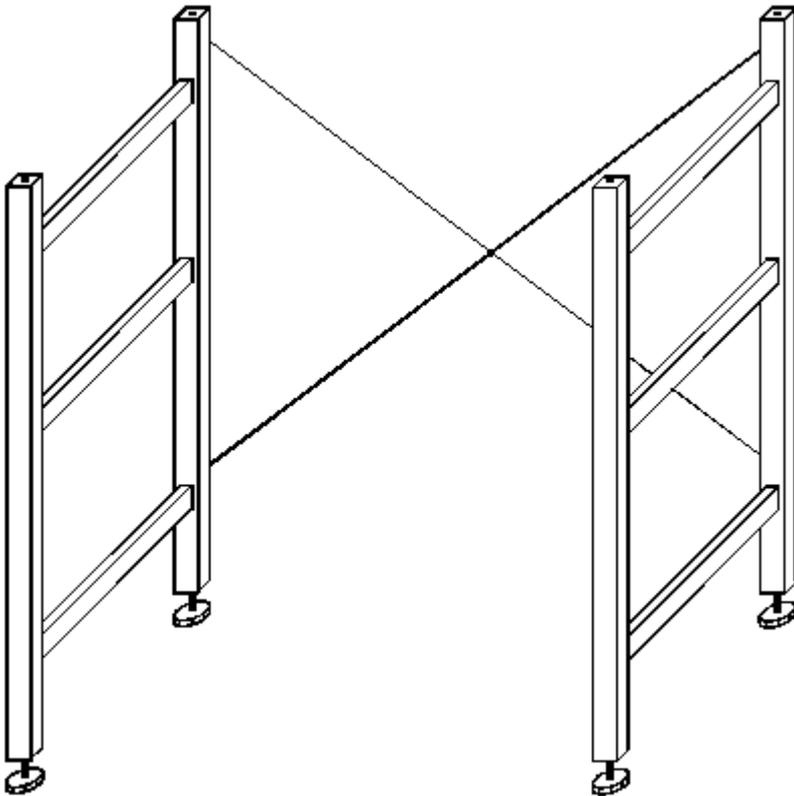
Sexy Swedish Legs

Now that I have your attention, did you know that Ikea make layout legs? Well read on!

Most of our layouts (e.g. Chiltern Parkway, test track, etc) use trestles as support. These have the advantage of being simple to make and use and have some degree of adjustment in use. Another method, is to use built in legs which fold into the baseboard as being used on the boards built for the new OO project, or removable legs as used on Saffron Street.

There is another method and that is to use a sub frame, which is assembled as a self-supporting structure onto which the layout is placed. This is the method I will be using on my home project and will describe here.

The legs are from the IVAR range by Ikea which provide cheap and well finished legs with a ladder type construction, either 30cm (£4) or 50cm (£6) wide and metal cross bracing (£2) to provide the correct spacing of the legs, in this case 900mm centres.



The range also includes shelves and cupboards which may be useful for storage as well. I used a shelf as a cheap source of timber and cut it to size to hold my Digitrax controller and power supply.

Adjustable feet (Page Components) are fitted to allow levelling on uneven floors when exhibiting. On the top of the leg is a pattern makers dowel (German Railway Society) which locates into a socket on the underside of the baseboard to prevent the boards from sliding. Not all legs require the dowels, the end leg units have 2 dowels while all intermediate legs have only 1 at the front. The base frame is constructed with as many modules as required for the layout. The cross bracing is fitted to the back so that wheeled cupboards (again Ikea but from their office range) containing stock and tools can be placed underneath. At the prices Ikea charge it would be difficult to get the timber any cheaper and its certainly easier.

The sub frame is a bit wobbly on its own but once the layout boards are added and clipped in place everything becomes more rigid. If I was going to use the layout at a lot of exhibitions then I think it may be better to add an extra wooden batten along the top just to hold the legs more securely during setup and breakdown.

Paul



Railex 2006 - 1

With Railex now behind us, a big thanks to all those who made the weekend happen, the biggest thanks must go to all those who got very wet on car park duties in the rain on the Saturday and had to put up with the abuse of a minority of people trying to park. There was also positive feedback that the car parking was good and stewards very helpful. The Spanish property show did not help the situation with its constant adverts on the telly and radio the week before, causing more traffic at the stadium than we really needed!

Pete Miller and Richard Neil did sterling work on the finances dealing

with some very serious amounts of cash over the weekend. We have not looked at the final figures although numbers through the door were similar to the previous year and profit probably a little less. This was less to do with the number through the door but rather hall hire increase of nearly £1000 on last year, plus room and breakfast cost increases too. There is a fine line between loss and a profit, but we must continue investing in quality visiting layouts and the logistics of the show itself, which does not come cheap, hopefully we will get the balance right and the club will continue to reap the benefits.

I have received a number of emails and looked at the 30 or so visitor feedback forms that were returned. Without a single exception there is not a bad comment, all state that the quality of the show and layouts in particular were excellent. I think this reflects the investment and commitment the club is able to muster in order to stage a show the size and quality of Railex. The reputation in staging both Railex and the output of layouts we have shown around the country over the past few years has definitely put the Risborough club on the map, and well on par with some very big city club/exhibitions. Not bad for a small provincial town, and a result that we can all be proud of.

With Railex 2006 out of the way I have started to work on Railex 2007 and 2008. I have already confirmed a good number of layouts for next year. Many star layouts only do a couple of outings a year and I need to book well in advance to make sure we are able to get them, it now seems that to obtain some layouts it is a matter of who you know that opens the locked doors! In fact many of the exhibitors who have come in the last two years are now offering me new layouts they are working on for future years, as they enjoyed both the show itself and warm welcome they get with us over the weekend.

Getting good layouts is not easy, as exhibition manager I have to travel to most of the major shows during the year such as Nottingham, York, and Warley, I also try to get to Scaleforum Leatherhead, Wells, and Scalefour

North, Epsom and a whole host of other shows. I do this not only to book layouts but also distribute flyers and posters. If you are visiting a show please take flyers along and spend a few minutes putting posters on walls. If you see a layout or trade stand that you think would be good at Railex ask for details and pass them to me. Please don't promise that we can accommodate them, there have been instances when I have had a call from a layout or trader who thinks they are coming, that either I do not know about or has not been invited due to other reasons.

Anyway thanks again to all those who helped, and maybe I can get some modelling done now before the work of next years show starts to kick in again. I am happy to continue to be exhibition manager for a few more years. It's the smaller jobs that do take most of my time, stuffing the envelopes, booking tables, and generally a whole host of simple but very important things, so if you are interested in doing something however small let me know. Of course if you would like to become more involved with the general running of the show again let me know.

David Lane
Railex Manager

Missenden Abbey

Due to popular demand Missenden Abbey are running more railway modelling courses:

Locomotive kit construction, 27-29 October 2006

Electronics for railway modellers, 26-28 January 2007

The railway modellers' weekend, 16-18 March 2007

All courses are £99 tuition only and £211 residential.

Details from www.adultlearningbcc.ac.uk
www.arca.uk.net/missendenabbey
or phone 0845 045 40 40

Great Central Railway Society

The **Great Central Railway Society** exists to promote interest in and knowledge about the former GCR, and may be of interest to RDMRC members, as the line is local (running through Princes Risborough and Aylesbury), and some members already have an interest in or a connection with the line.

The Society will be present with our stall at the Uxbridge Model Railway show on September 30 and October 1, and no doubt we will need volunteers to 'person' the stall. This is an interesting way to meet other GCR enthusiasts and to chat to like minded people – and there will be free entry to the show! If we get enough people, then it would only be necessary for each person to cover a couple of hours each. If any RDMRC members are interested in helping out, please contact me

(andrewtdavid@hotmail.com).

For more information about, and how to join, the **Great Central Railway Society**, contact the **Membership Secretary, Eric Latusek, 41 Spire Hollin, Glossop, SK13 7BJ** (elatusek@dialstart.net).

FAVERFORD **a never ending story,** **(chapter 1)**

Twenty-odd years ago, I moved to Princes Risborough and discovered the loft space had some rudimentary baseboards for a layout left by the previous owner. Thus I set to work extending these to accommodate a plan for a layout called Chatonhurst - a double track roundy-roundy with half a dozen fiddle yard roads round the back, two island platforms (up and down), each long enough for seven or eight coach trains with the down island incorporating a bay for three coaches plus a small engine at either end without fouling the platform ends. Chatonhurst was loosely based (with hindsight, perhaps too loosely based to effectively visualise) on atypical big Kentish stations with Tonbridge/Paddock Wood overtones, allowing running in-out from a branch line and with two centre through tracks (up and down). It had a three-road engine shed, each road accommodating three or four average or small engines and a turntable (which never got motorized!). All this was crammed into a space of about 11ft. by 9. This set-up would not only suit me, it would also do for Caroline & Russ to run trains on too.

I moved away in '94 with the layout not finished, but fully operational (except for the non-motorized turntable). Upon my return to this area six years ago, and with an attic room just over 13ft x 12, I have been slowly (very slowly) bringing about Chatonhurst's successor - Faverford.

Essentially Faverford features a three way junction of two main lines and a branch at the country end of the station and the combined main line and another branch at the London end. The plan is for all *five(!)* lines to disappear into tunnels, six single bore ones and one double track bore. It was tempting to name the layout seven tunnel junction but I've so far resisted that. Also, at the country end, just after the junction but before the tunnels dive into the North Downs hillside, there is an 18" baseboard break to accommodate a small river (creek?) winding its way under the three diverged routes on separate bridges for each route. Again, it was tempting to call the layout Three Bridges but of course with the real Three Bridges being on the London & Brighton line, I couldn't really call it that.

Faverford is based on Faversham in Kent at the junction of the Ramsgate and Dover lines, on the London, Chatham & Dover route BUT with the addition of two through lines between the island

South Eastern route at Ashford (or Tonbridge or Paddock Wood etc) which Faversham never had. I've incorporated through lines for two reasons: Firstly, when viewing two island platforms accommodating ten coach trains with appropriate lengths of canopy, the view between platforms in model form would appear too canopy dominated. Placing two through roads in the middle to separate the islands further offers much more to see by way of trains slowing to a standstill. Also, and more importantly from an operational point of view, the through roads will enable me to run full length boat trains (12 coaches plus two baggage vans) non-stop whilst holding 'ordinary' expresses or freight trains in the platform loops (which is the way Faversham should have been built - and probably would have, had the LC&DR not been such an impoverished outfit from its pre 1899 (SE&CR) days)

Whereas Chatonhurst was virtually a spontaneous project, a lot more thought and planning has gone into Faverford - I just happen to enjoy the research and discovery of feasibility aspects of layout development immensely - some might say to the point of obsession.

Many books have been written on the subject of layout building and I've read a few. None I can recall

give the most essential and pertinent advice to potential layout builders which I believe is:

Consider what you want *your* model railway to give you to achieve full enjoyment/fulfilment and discover if you have room to incorporate it physically. Don't compromise too much expectation to fit what space you have because if you do, you may never be satisfied with what you end up with. *If necessary, move to somewhere that gives you space you need or join a M.R.C with active big projects that could save the expense of moving house!*

Without doubt I wanted a home layout that maximised train activity; a branch line would bore me rigid in an operating session lasting anything more than half an hour. Also, recalling my (probably) mis-spent childhood/youth watching trains for hours on end, the most interesting hours (with the possible exception of bunking sheds) were undoubtedly those spent at the ends of platforms at such places as Sevenoaks, Clapham Junction, Reading and Nunhead (my local station). For my model railway, I need to recapture the fascination of trains passing through and diverging/converging through a busy junction layout. Ideally too, full length trains must feature to include expresses with ten or more coaches and sizeable freight trains too.

Freights with over thirty wagons enables the train watcher to differentiate between 'local' pick-up goods of between five and ten wagons pottering along from station yard to station yard and the more significant goods trains clattering along between the further-flung marshalling yards, transfer sidings, freight terminals, factories and coal mines, of which Kent had a few.

Round the back', to aid a decent variation of train types I have shoehorned in thirteen train storage roads (or twelve and a loco run-round for the superstitious). In addition to this there are loco stabling areas at both up and down ends able to accommodate around thirty locomotives. The idea is to minimise stock handling but at a cost (worthwhile) in terms of more pointwork.

Incidentally,... Why Kent? - Quite simply, it's the destination of

trains that captured my earliest railway memories, such as at age two or three whilst waiting with dad to catch a local e.m.u. to visit my Gran' a few stops down the line and seeing an unrebuilt Merchant Navy or light Pacific heading the Golden Arrow storming up the mile long 1 in 64 bank towards us at the summit on Nunhead station; hiding in terror behind dad as the engine thundered past, then emerging bravely to watch the Pullmans gliding by. I reckon its moments like that that conspired to hook my interest in railways. Perhaps you were similarly hooked, consciously or otherwise?

So much for the background rationale, bringing it about. Chapter 2 etc. (the never ending story bit) should be coming together for subsequent issues of Footplate, Editor permitting.

Pete.

Useful internet addresses:

4D models/Graham Avis	www.modelshop.co.uk
Contikits (European/American RTR)	www.contikits.com
Marlow Donkey Railways	www.mdr2shop.com
MRE online magazine	www.mremag.demon.co.uk
Diesel & Electric Modellers United	www.demu.co.uk
The Double O Gauge Association	www.doubleogauge.com
N Brass Locos (2, 4 & 7mm kits)	www.nbrasslocos.co.uk

Converting an existing layout to DCC

Converting an existing DC layout to DCC can be as simple as wiring the DCC system to one of the cabs (controllers), and then switching all the sections to that cab. You must then do the 10p test over all of the track, to ensure that there is not too much resistance in the existing wiring to run DCC properly and safely. Then run trains. And for quite a number of layouts, that will be all that you need do. *(This is the way the test track and drive-a-train have been done—Ed)*

But you may well not get the best from your DCC system or your layout if you leave it at that. Particularly, one cab may not be able to reach all of the layout, and you may feel that you need to wire the DCC system in place of more than one cab. Again, mostly that won't be a problem, but you may run into the odd place where you have sections adjacent to each other that have different polarity, and you'll get shorts from this that will be very hard to find. So in the end, you could well end up finding that some rewiring will be necessary, and then you'll quickly find that you are unwiring more than rewiring. You'll be removing all the wires back to the control panels, and merely wiring the track droppers back to the new DCC bus that you'll have installed. You'll probably also find that you need to add more gaps behind point frogs and extra droppers to wire in some sidings. But in the end, you'll end up with less wire than you started with and a lot less switches.

In the end, wiring a layout for DCC is common sense, and is simpler than for DC. No cabs, no control panels, no block wiring. You do need to add a power breaker or two (my HOn3 room-sized layout has just two power districts), and you do need to ensure that all track is positively powered, with enough feeds of sufficient wire thickness to enable all the track to pass the 10p test, but that's all.

Now some of you will be asking what the 10p test is. Those of you who know what the "Quarter Test" is will understand. Otherwise, next time.

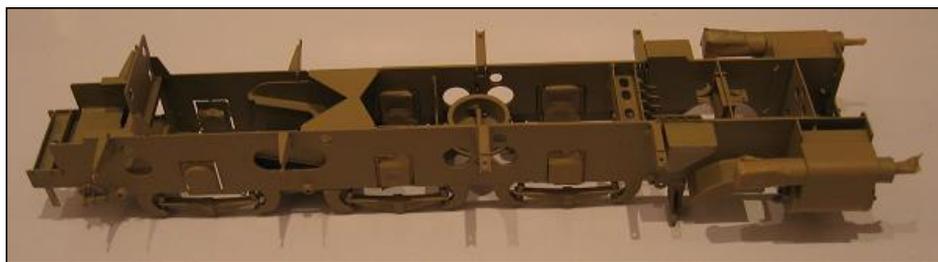
Mick.

A Lord Nelson class loco in 7mm.

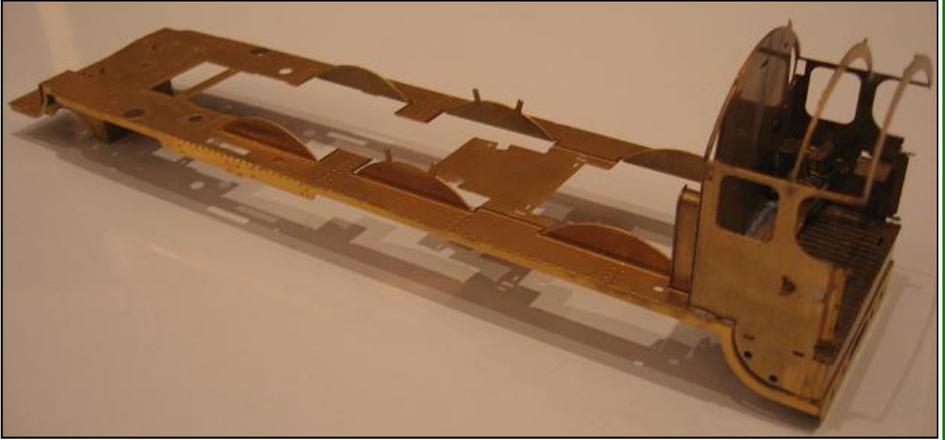
I'd never particularly wanted to build a model of the Southern Lord Nelson, but having built a couple of easier engines first to develop my soldering skills, I wanted something with a tender and valve gear. At the time there really was nothing else available in 7mm in etched brass to a good quality. The Nelson would give me a complicated engine and an express one to boot, moving me up the experience ladder as it were.

The Sanspareil kit is very well designed, with fantastic illustrated instructions - quite the best I have ever seen. The etching is of a high quality, the parts fit together well, and there is a host of detail. However, now I have completed the etched assembly, I found there is no detail about where the castings go. I discovered this when trying to add some parts onto the chassis. Where did these various castings go, how should I fit them, where did the pipes run etc? Books are very useful, but it is often hard to see the detail we are after under the running plate.

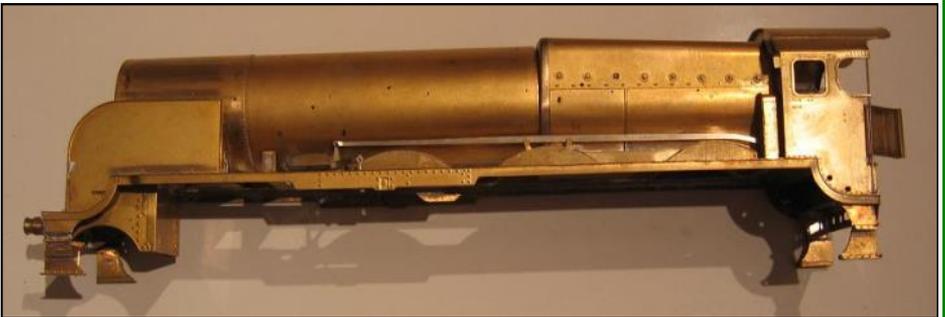
Fortunately, I bumped into another Nelson builder at the Reading Trade Show one December. He gave me some photos of his engine, and that has helped me identify parts and positions.

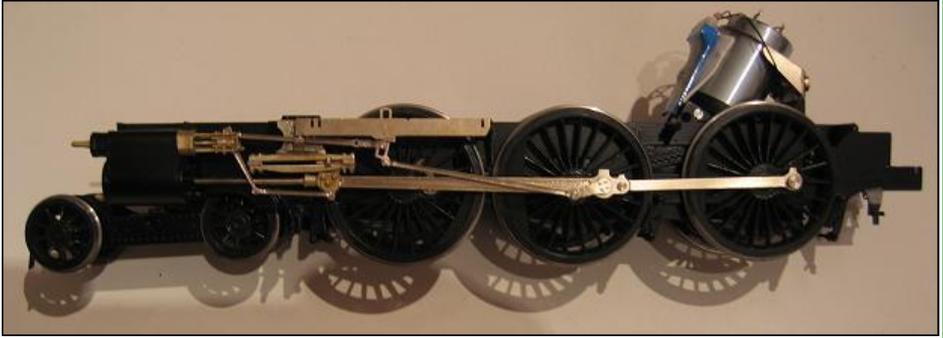


The chassis uses slot and tab construction, with many prototypical spacers between the frames. This makes up into a very rigid structure which looks great. The valve gear is complicated and took me a long while to work out how to put it together. I turned my own pivot pins, soldered onto one side of the rods. The crank pins are from Derek Mundy and I'd recommend them wholeheartedly. Throw away the Slaters screws which come with their wheels. They really do not look good.



The boiler comes pre-rolled, but needs some further rolling. I borrowed Tim's roller to do this and it helped a lot. Other aspects of the body construction are fairly standard, except for the clever way the cab is assembled. There is a basic frame you assemble first, fitting the roof bars onto it. Then two half etched cab side overlays are resistance soldered over it, including the curved roof. Over these two halves, the final roof is fitted. Thus we have a strong cab with all the window surround and rivets already in place.





The chassis has now been painted, motor fitted and wired using plunger pickups. I am experimenting with cellulose paints for the first time. I had some advice from Chris Wesson who painted my T9 and M7, and there is no doubt that cellulose gives a better finish and the paint is harder meaning that knocks won't affect it. I intend to paint the tender next and see if I can manage lining.

If I were starting today, would I choose this kit again? Probably not – since then Northstar have brought out a Schools, an S15 and a King Arthur. David Andrews has the U and the N and also the Schools. Martin Finney has the un-





Photos: Three views of Mick Moignard's American narrow gauge lay-



A trip on the Glacier Express

Wow. What a decision! It was quite simple really...all I did was respond to a chance advert, liked what I saw and was lucky enough to take the last place with a group of 38 other brave and eclectic souls in April this year. One thing bound us inexorably together. We all wanted to cross the 'roof of the alps' on the GLACIER EXPRESS.

The organisers, Great Rail Journeys, promised much. Good hotels, tour management, rail travel every day, trips out, including the Matterhorn from Zermatt and to Lake Locarno on a free day down Italy way.

So there I was, Waterloo, 8 am at the start of a 10-day dream. We would be passing through France, Switzerland, Italy, Germany, Belgium and back through France to Blighty. Transport included Eurostar, TGV and ICE. And with a Swiss rail pass, the whole of that network was available. A chance to sample their selection of rolling stock, tunnels, views and cleanliness! Wonderful!

At 9.10am sharp we pulled out of Waterloo and after the usual slow haul through the London suburbs we were soon hurtling through the Kent countryside towards the tunnel. No problems so far, then.

Er...except my allocated companion for the day. She was a loudly spoken, opinionated, small, rather rotund, 40 year old divorcee. The whole carriage

listened as she told me her life story. She was unaware of the groans from others, many of whom just wanted a bit of peace and quiet. Terry across the table from me disappeared for about half an hour. He later told me he had sought out the bar and downed two whiskies to escape her noise, adding he never normally drinks lunchtimes. Back in the carriage a few hours on, she remarked how flat the Kent countryside was. I said we were close to Paris. She said "Oh, I hadn't even realised we had gone through the tunnel". Someone close by said rather abruptly and very loudly "No wonder...you didn't pause for breath the whole journey". Most tried to avoid her for the rest of the holiday. Someone nicknamed her Gladys and it stuck.

In Paris we transferred to a TGV and we were away to Dijon at over 180mph and our first hotel. Introductions had started on the train but it was at our first supper that night we all started to really get to know each other. There were three single travellers, the rest were married couples/partners, including a couple of real train buffs. I later gathered their wives were there on sufferance!

Next day we headed to Lausanne and up the Rhone Valley, to Brig, our base for the next four days. A complicated through station is Brig and the entrance to the amazing Simplon tunnel. Cars were continually being lined up for their scary ride on open-sided 'low-loaders' through the mountains. Little 'health and safety' here!

From Brig we took the early morning scenic ride to Zermatt. This town is a pedestrian's haven as cars are banned.

Electric buggies are allowed which preserves the clean atmosphere but are difficult to hear! And then on the narrow gauge mountain railway up the Gornergrat to view the Matterhorn. Unfortunately the weather had closed in and it was cloudy with severely reduced visibility! But we consoled ourselves with apple strudel and hot chocolate in the mountain top café.

Another early start the next day and we were off to Thun via the Lotschberg tunnel and a lake cruise on the Thunersee, across to Interlaken. This captivating capital of Switzerland's beautiful Bernese Oberland, Interlaken is the gateway to the mountain regions of the Jungfrau. We wandered through the attractive streets, beneath the trees. This is THE place for cuckoo clocks.

Then it was Day 6 and the highlight of the holiday. Bags packed, we left Brig on the famous Glacier Express narrow gauge train, labelled the slowest 'express' in the world. The excellent commentary on board explained that until 1982, when the Furka tunnel was complete, the Glacier Express didn't run in winter. Now it runs all year round. The train climbed through glorious views initially up the Rhone Valley to Andermatt. Then it snaked and spiralled (often *within* the rock!) its way towards the Oberalp Pass up to 6,670 feet before descending through snowy fields and woodland to the Rhine. We continued along the broad valley to the historic town of Chur (pronounced Koore) in southeast Switzerland for a three-night stay.

The next day was, I thought, equal in splendour to the Glacier Express. After

an early start we joined the Rhaetian Railway across viaducts and deep ravines and over the Bernina Pass to Poschiavo in the Italian-speaking region. We'd left dull weather at Chur to find hot sun. Here some of us whiled away the time eating pasta and drinking far too much local wine before joining the train on its return trip, where we called in at St Moritz. I had been there about 12 years ago. Little had changed. It is still a pretentious place, solely for the rich where they seem to enjoy the least stylish of houses. Absolutely no taste! And with the most appalling larger than life concrete structure being built actually on the lakeside their insanity was confirmed. It really is the most awful place!

Time was ebbing away and so, with heavy hearts and happy memories, we left Chur on Day 9 and travelled into Germany via Basel and Zurich for the scenic journey along the Rhine Gorge with its vineyards and fairy tale castles. We eventually pulled into Cologne on our ICE for the last overnight stay. Some of us had visited the front coach where we looked over the driver's shoulder and the view ahead. We could easily pretend we were in fact driving the express, we were that close. A super modern train (interior of light wood and chrome) it certainly put Eurostar (plastic) to shame. Next day we continued to Brussels where we caught the Eurostar to London.

Gladys (yes, back to her!) it seemed, despite pleading poverty bringing up her daughter, collected ceramic cows. These retailed around £60 each and systematically throughout the holiday she stuffed her already mega-sized

suitcase with them till it almost burst. Those that didn't fit, the shops agreed to post home. In one hotel she had laid them all out on the bed one evening and invited people up for a viewing wearing, I was told, a flimsy nightdress! Apparently only two brave couples went on sufferance!

Each day we had experienced different types of carriages, locos, varying train lengths; coaches being bolted on, others taken off. Locos were also often changed. It was essential we all got on the correct part of the train. In most cases, though, our seats were pre-booked, so no problem there. Don't recall losing anyone!

Then... Waterloo. And the goodbyes.

Some stayed, some had disappeared already. One of our party said to Gladys rather rudely "Whenever I see a cow, I will think of you!" Summed it all up really.

Addresses were exchanged by others, with promises to keep in touch. As a group we had gelled well, coming from all walks of life.

The holiday itself had been a total success. Good value and good fun. And no disappointments. As the advertisement goes...'It did exactly what it said on the tin'. Thoroughly recommended....a train spotter's haven!

John Coles



RAILEX 2006 - 2

It is always a challenge to write about a tremendously successful event and avoid becoming trite or patronising. Even more so when almost all of your readers saw more, did more and were far more involved than the author. So I will start by quoting the Editor of the Model Railway Journal, Tim Shackleton, who wrote in Issue No 167: "From modest beginnings, Railex is fast developing into one of the largest and most clearly finescale-orientated shows in the country." Too right!

Congratulations to David Lane for orchestrating the event and to you all for making it happen. First and foremost this was a team success. This was my 22nd Railex, and over the years we have shared Railex with a succession of Exhibition organisers - Francis, Ian, Paul, Ant and now David. Over the years, through our long apprenticeship at the Civic Centre we have evolved into a very experienced team. Over the weekend of the 27th and 28th of May the team filled the 20,000 sq ft of Stoke Mandeville Stadium with a marvellous smooth running display of representatives of the best layouts, traders, demonstrators and satisfied customers who together make up this hobby of ours. At the same time it was good to see our country members rejoining the team for the weekend as well as a chance to catch up with past club members whose interests have taken them in new directions.

One reason the team was good at Railex is that it has always been willing to learn and improve, and, ideas for further improvement continue to be collected. Although spacious and incredibly well lit, the Stadium is still far from perfect as a customer friendly venue. The Stadium's car parking is a nightmare way to receive our visitors, many of whom came from far and wide. Full marks to the stewards who stoically braved not only rain, but some serious differences of opinion from some of our visitors about parking procedures - compounded by the unexpected presence of the Spanish Inquisition, or what ever the other event at the Stadium was called.

As to the show itself, 19 top flight layouts, with a very strong and welcome presence from the S gauge modellers. It was fitting that one of these layouts, Trevor Nunn's East Lynn, was chosen as Best Layout. This year David Lane introduced the idea of the Best Layout competition being judged by the layout operators themselves. The quality of the layouts at Railex was born out by the votes with initially 6 or 7 layouts in contention until my favourite, David Taylor's 7mm/16.5mm narrow gauge Bridport Town, and Trevor's Great Eastern terminus edged ahead, with the final result only being settled by the final voting slip.

Tim Shackleton was dispatched to identify the best example of railway modelling. This competition was won by the 2mm finescale underground Olerkin set running on the Model Railway Club's Copenhagen Fields.

David Powell

Waddesdon Manor station (Met and GC)

I have recently joined R&D MRC and I am interested in modelling Waddesdon Manor station (Met and GC) in 4mm scale, EM gauge. I hope the layout will be not too large, as the station is quite simple. Probably L shaped with a fiddle yard being one arm of the L and the other arm (the station) maybe 12' to 16'? If it can be fitted into a smaller size, all the better, but it depends on the configuration of the trackwork. I would appreciate help with planning and deciding on the exact design of the trackwork etc. - someone with CAD software and knowledge and understanding of how to apply it to the design and layout of the station and trackwork etc. would be useful. Then I will need a lot of help with the actual construction of the trackwork (as I have never built trackwork in EM before) and then of course the construction of the buildings, scenery etc. Of course there are also the materials for the baseboard etc and the trackwork in the first instance. I have quite limited time for the hobby at present, and I would really appreciate being able to work with a few people (a 'team') if there are willing people in the club, so that it doesn't take for ever to get anything made! I am hoping to make a start on a loco and some rolling stock this summer. If any members would be interested to work on this with me, I would be delighted. I am not an experienced modeller and I would welcome working with (and learning from) other members. Also if any members have ideas on researching the prototype, these would be most welcome. I try to get down to the club room on Fridays but members are welcome to contact me at home.

If anyone already has any GC or Met stock in 4mm this would be a great help.

Andrew David

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For more photos and information on the line though Waddesdon Manor and the Tube system see:

www.pendar.pwp.blueyonder.co.uk/Tube/

Future

There is one issue which this year's Railex highlighted and which I suggest warrants some discussion. I am still not sure of my own position, but it was raised by several visitors. The issue is future generations. It is also a theme Robin Jones takes up in his latest Heritage Railway magazine. As Robin argues succinctly, Thomas the Tank Engine events are hated by many enthusiasts, but tolerated by those who recognise the important revenue they bring in. Robin's message is that these unwanted noisy, fiddling, kids are the source of future generations of enthusiasts and, tomorrow's vital heritage railway volunteers. Furthermore, with the demise of loco hauled traffic on the main line - what is there to be enthusiastic about on the network?

While Railex at the Civic Centre was inclusive, and the Risex format really is the ideal family model railway show, the new Railex is deliberately targeted at the fine scale modeller.

Generations

As a result there is little to catch the attention of the younger visitor. Indeed there was nothing much for the kids to relate to or buy. Furthermore, I would suggest much of the layout operation, apart from possibly Hungerford - where there was always eye-catching movement, while fascinating to the serious enthusiast, lacked the vibrant clatter and excitement of say New Mills or even our own multi gauge test track. So, how can Railex remain true to its new direction, and its clearly appreciative finescale audience, and yet offer something to catch the attention of the younger visitors who may never come to Risex but who we need to become the Exhibition organisers for Railex 2036 and beyond? I don't know the answer, but Railex 2006 got me thinking.

David Powell

Saturday Modelling

Our Saturday modelling days are proving very popular. These meetings are quieter than our Friday evenings so more modelling is getting done. It is also an opportunity to see a range of kits being built and learn a few new skills. Future dates are: August 12th, October 14th (Open Day), with more to be booked shortly.



Epochs and Eras

Continental modellers have used the epoch/era system to describe the time period for models for many years. These are:

- I up to 1925 Era of railroad construction to a continuous network.
- II 1925-1945 Formation of large national state railroads.
- III 1945-1968 Reconstruction post war.
- IV 1968-1990 Electric and diesel operation, standard number system.
- V 1990 to the present High speed networks, formation of DBAG.

Bachmann have now introduced this system for British modellers as follows:

Era	Category
1	1804-1875 Pioneering
2	1875-1922 Pregrouping
3	1923-1947 The big four
4	1948-1956 BR steam (early crest)
5	1957-1966 BR steam (late crest)
6	1967-1971 BR corporate blue pre-TOPS
7	1971-1982 BR corporate blue post-TOPS
8	1982-1994 BR sectorisation
9	1982 on Post privatisation

This does not mean that Bachmann will be producing models in all these periods but should make it easier to put together complete trains for a given time period. Let's hope the other manufacturers take up the system.

Notes



from the sofa

You may have noticed we had the Railway Channel filming at Railex. This is a download programme viewable on the Internet. I hope to obtain a DVD for the club at some point. The production, lasts for over 20 minutes, it is well put together and gives a good insight into the size and quality of the show. A link is available at:

<http://www.therailwaychannel.com/site/index.php>

Type in "Railway" as username and "tunnel" as password and you get to see it all for free.

Test track evenings

July 14th
August 4th
August 25th
September 15th
November 3rd
December 15th



Club Diary



Modelling day	Aug 12 th
Membership due	Sept 1 st
Scaleforum	Sept 23-24 th
Beaconsfield Ex	Oct 7 th
Openday	Oct 14 th
AGM	Nov 10 th
Hornby day	Nov 4 th

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Top: Waddesdon Manor station with former Great Eastern 2-4-2 tank no. 8307 and 6 axle coach.
Bottom: Waddesdon Manor station today.

Club workshops.



Friday July 28th will be a soldering and brass modelling evening by James Aitken. This will cover basic soldering techniques and resistance soldering.

We have also invited Jonathon Hall to present a resin workshop. He would be happy to visit us but is fully booked for this year so that will have to wait for next year.

Making models from plastic strip and sheet has also been suggested along with scenics.

Have you logged on?



rdmrc.nildram.co.uk

There's all you need to know about the club.

Details of future exhibitions and other events, the full club diary and photos of previous events.

There is also a good list of links but if you have any more do contact Anthony our webmaster.

WADDESDON MANOR STATION - THEN AND NOW.



RK Blencowe/Lens of Sutton

