Haddenham Model Railway Exhibition

Presented By

Risborough & District Model Railway Club

Welcome to the Haddenham Model Railway Exhibition. Like all other railway clubs we have had our shows cancelled other the last couple of years. So we thought it was about time to get started again with a small family show. Do ask the operators question as you go around the show. We have 2 demo tables for DCC and kit building along with our shunting puzzle visitors can operate.

Catering: we have a selection of light refreshments in the foyer. Please note the food is prepared in home kitchens so it is difficult to be sure of allergens and cross contamination.

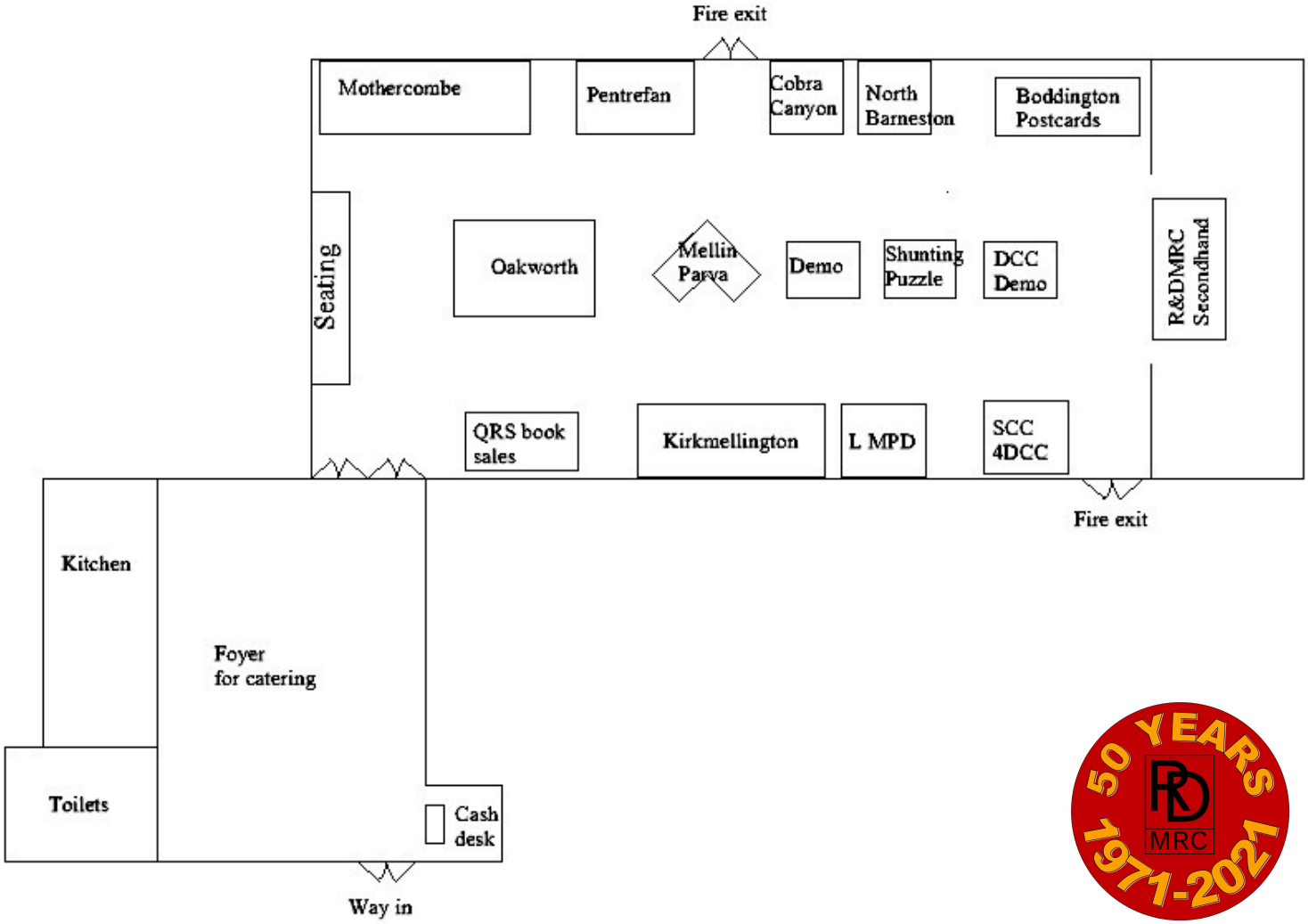
Our trade today is:

Quainton Railway Society with a selection of books.

Boddington Postcards.

Sunningwell Command Control for everything DCC related.

R&DMRC second hand stall with a selection of rolling stock, books and other miscellaneous items.



Layouts

Oakworth to Maidbridge was built by Ottilie Hicks and her Dad - starting at her 6th birthday and developing in stages each year until she was 12, initially with just an oval of track on plain wooden baseboards. The track layout is designed to involve two operators (one on each side, with one shunting while the other drives) and maximise the number of trains available to run, without needing a fiddleyard.

It folds down the middle and then divides into two halves to allow for easier storage, with folding 'gatelegs' around three sides, and two crossbar supports, so Ottilie's bed can go under it, when up. We set it loosely in Yorkshire as a rural branchline, named after the two stations that feature in 'The Railway Children'. The country side is Oakworth and the town side is Maidbridge. Rolling-stock is all LNER appropriate for 1940's. Oakworth to Maidbridge featured in the June 2017, Anniversary Edition, of Railway Modeller. Much of our rolling-stock was made by the late Ron Alcock and features Spratt & Winkle couplings

Mellin Parva: This is a small O16.5 layout originally built by David Simmonite but now owned by R&DMRC. We have done a little refurbishment due to the time it has spent in storage. We have been running this in the museum at Quainton where we hope to move our clubroom next year.

Mothercombe by High Wycombe & District Model Railway Society, Junior Section.
Mothercombe is a quiet through station on a rural line somewhere in south Devon, close to the coast and Plymouth, and is operated in both GWR/SR or BR periods. At either end, two fiddle yards feed trains through the layout. A bay platform is provided for the local push-pull service and a small yard serves the local community. Occasional diversions from the main line add interest during the day.

Pre-covid, the construction of this layout served as a training ground for our younger modellers and we sincerely hope that our Junior section can re-establish itself in 2022. Further details from francisgomme@aol.com

Pentrefan By Mike Morley. Bringing an Edwardian theme to the show. An EM Gauge layout set in the 1920's based on mid Wales light railway lines.

Cobra Canyon: By Riley Barnes. Cobra Canyon is an American N gauge layout built by John Parkinson of Wales but was given to the current owner Riley Barnes with the hope to inspire him to build his own layouts. It is a highly detailed model of a stereotypical Wild West scene, it was seen on the tv program "Hornby: A model world" in November of 2021.

North Barneston: By Riley Barnes. North Barneston is a fictional maintenance depot built by Riley Barnes for the tv program "Hornby: a model world". It uses techniques learnt by studying his other layout "Cobra Canyon". The TMD and running lines are fictitious but is based on an area in the Leeds and Manchester area in the late 2010s

Kirkmellington. By Graham & Tony Bucknell 4mm:1Ft, EM Gauge. A desire for a new challenge and to raise my level of modelling led to an idea for a small end to end layout of a Scottish Colliery set in the early 1970's. The layout has been sized to fit in a normal family car, which has restricted the size of the boards to 3ft by 2ft and the track plan is the best compromise between realism and operational interest in the available space. Kirkmellington represents a small colliery in the NCB Ayrshire Area of Scotland. It is assumed to be on a small single track branch line off the main G&SWR main line from Carlisle to Kilmarnock that winds its way up from the east into the Ayrshire hills near Patna and Dalmellington. The branchline was once a through route towards Ayr but under the line closures of the 1960s it has been cut back to the next town to enable the area's colliery traffic to still be moved. This means that all traffic from Kirkmellington has to run east to the G&SWR mainline before then continuing south for Carlisle or running round to head north for Ayr and Kilmarnock. This gives the layout a mix of Scottish region and London Midland region based locos. The colliery comprises exchange sidings onto the BR network, storage sidings and the washery screens where the mineral wagons are loaded. A through track connects the colliery with the tip, further up to the west. All main buildings are scratch built using embossed plastic sheet. The colliery head frame is temporarily a Bachmann Scenecraft product. It is set in the period 1969 to 1973 – pre-TOPS green and blue diesels with full and half yellow panels working 16t unfitted mineral wagons. The private Colliery rail network has a mix of ex-BR and Industrial engines and a motley collection of wagons. Locos are mainly R-T-R from Hornby, Heljan, Bachmann and Dapol with the occasional kit built example. Rolling stock is a mix of R-T-R and Parkside kits. Control is normally DCC with a mix of Zimo and Loksound chips.

Loughborough Road Engine Shed is an 00 gauge, pre-grouping layout and thus time scales are from about 1875 to about 1930. The layout is operated to show a transition of loco types over time periods or over loco types. The layout depicts a small engine shed with limited engineering facilities and turntable, which would have supported a small suburban terminus. Primarily stock comes from the Midland Railway and London North Western Railway companies to use the facilities and, because we can, other railway companies and the LMS also turn up.