



Risborough and District Model
Railway Club

Jan-Mar 2009 Winter

FOOTPLATE



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Committee meeting 10th October 2008

We discussed a new trophy for Wheeltapper which will allow beginners a chance to win and this was approved. New premises progress was discussed and a presentation will be made at the AGM. The AGM date was changed to allow all officers of the club to be present. A Railex update was given by David Lane, all is going to plan. The Christmas meal was discussed, this was organised by Pete Joels due to Ant's poor health at present. Layout progress was discussed, the O gauge project making particularly good progress. DL requested that committee meetings occur more frequently, at two monthly intervals, Water had been found in the bottom of the fridge on several occasions and it may need to be replaced soon. It was suggested it could be replaced with a glass fronted type, as used behind pub bars. It was suggested a fault book for reporting layout or clubroom equipment needing repair would be useful.

WELCOME

Welcome to the first Footplate of 2009. A report on the AGM can be found on page 15.

You may be interested in this bit of news from the Netherlands. "Trains on the Amsterdam-Utrecht-Eindhoven route will run without set departure times from 2010 onwards and this principle will be phased in on other busy routes (currently planned to be Amsterdam-Haarlem-Rotterdam, Utrecht-Arnhem and Schipol-Amsterdam-Almeer-Lelystad). As well as the end of fixed departure times, trains will also (unlike now) not have fixed arrival/departure platforms: through a dynamic train information system travellers will be able to see which platform trains will be leaving from. In this way it will be possible to run more trains on the already busy Dutch network." What this actually means is that your train can arrive on any platform at any time but, and here is the important bit, it will NEVER be LATE! Lets hope this sort of sloppy thinking does not make it over here.

Talking of the Netherlands we once again visited the Eurospoor exhibition in Utrecht in October. If you are travelling from Risborough to St Pancras then you can get a Euro Return ticket for £20.20 which is valid for a month and it allows travel at peak times. Eurospoor is an excellent show for the European modeller with plenty of models to buy and a few real bargains as well. As before we travelled via Eurostar but this time from St Pancras. Due to the fire in the tunnel the journey took 30 minutes longer but with the high speed line making the scheduled journey shorter it was no longer than going from Waterloo. The train from Brussels into the Netherlands was late. Not unusual with the old Belgian class 11 locos (see front cover photo) but interestingly they had to run the loco round to haul the train. I also noticed that it had a driving coach on each end! These trains are due to be replaced shortly with a rather odd looking high speed train. This year we were able to get a room on the 15th floor of the hotel overlooking the station. The view is like looking at a model with its intensive operation. Despite the opening of the Betuwe route some freight still comes through Utrecht so there was a good range of locos hauling coal and container trains.

We also visited the Stuttgart exhibition for the first time this year where there is an International N Gauge Convention as well as a number of specialist N gauge traders. This is a more general show having boats, cars and planes. Further halls contained: electronics, hobbies & crafts and toys. Stuttgart station is being rebuilt from its current terminus form to a through station with the new tracks at 90 degrees to the existing ones. This will speed up trains going through the city and give a faster airport link but is going to cause a lot of disruption during building work. There is an exhibition of the work in the tower at the station.

Our next club event is Risex in February and Ian has organised a good selection of layouts including the return of live steam.

Better Late than Never. **David Powell rides the 1T57.**

At 09.10 on Sunday 11th August, 8F 48151 pulled out from Liverpool Lime Street's Platform 8 with West Coast Railways' recreation of the legendary 1968 1T57, "The 15 Guinea Special", the last passenger working to be hauled by BR owned steam locomotives. The train comprised 9 smart West Coast maroon coaches plus a support coach. This time Seat 13F Coach C was mine, and ahead was an enjoyable and memorable day filled with 4 different locomotives and 300 miles of steam.

In the summer of 1968 I had been working in New York and so missed the last months of BR steam. When West Coast Railways announced that they were recreating 1T57, it was time to head for Liverpool.

To ensure a no stress day, I not only booked into a cheap and cheerful hotel, "The Feathers", a short distance from the station for both the Saturday and Sunday nights, but also travelled up from Princes Risborough by train. Furthermore, by booking in advance over the internet, coupled with my senior's railcard, the return ticket from Buckinghamshire was mine for £29.50; a significant saving over the current cost of petrol for the same journey by car!

The Saturday evening journey started at Princes Risborough with a surprise sighting of a Virgin Voyager hurtling past London-bound, until I remembered reading about such workings being introduced to avoid engineering work at Rugby. My 165 Turbo left on time at 17.01 and arrived at Leamington on time at 17.54. Like clockwork the crowded connecting Cross Country service arrived complete with my 'free' reserved seat. We departed, still on time at 18.12 and I settled down for the swift 34 minute run up through Coventry to Birmingham New Street and the connecting service to Liverpool.

Then reality arrived. No sooner had we left Leamington, than the Voyager ground to a halt for "Signalling Problems". Furthermore, as we sat there, abandoned in the evening drizzle, I discovered that although my computer generated itinerary had kindly allocated me a seat in a "quiet" area of the train: no mobiles, no irritating boom chucka boom leaking personal headphones, "Quiet" did not exclude screaming babies! Eventually, New Street Station did arrive – five minutes after my planned Virgin connection had departed. So it was a lightly loaded London Midland City Class 350 set which took me to Liverpool. In fact the run on the very smooth electric unit only took about 10 minutes longer and I arrived only 15 minutes later than the intended service, with the added benefit of the company of the crowd of young ladies who joined the train at Runcorn, presumably off for an evening of poetry reading.

For the run, I treated myself to 1st class with dining and this seemed to be the choice of most of my fellow travellers. Not only was the on-train service well worth the extra, but with my VW Golf locked 185 miles away, the day could include a half bottle of a very decent Chilean red.

For accuracy, ideally it should have been a Black 5 to recreate 45110's Liverpool –

Manchester leg, but the reality of the availability of preserved mainline steam locomotives meant that the honour fell to David Smith's 8F, now carrying *Gauge O Guild* name plates. In a way this was appropriate given that 8Fs were in action on BR's last weekend of scheduled steam workings on the 3 August 1968, and the Crew built 2-8-0 turned in a very acceptable performance. Our early arrival at Manchester, some 15 minutes up at Ordsall Lane Junction, was greeted noisily by the Manchester Museum's 1830 Planet replica.

Then history really did repeat itself. Fresh from its major overhaul, a gleaming Britannia 70013 *Oliver Cromwell* and its support coach backed on to our train to reverse our direction and recreate the Manchester Victoria - Carlisle leg of the 1T57, the challenging north-bound run over the S&C. A small detail point for modellers of the current preserved railway scene – 70013 was running without nameplate but with a painted 'name' and 8 bolt holes where each nameplate should have been. Transfers and a fine drill anyone?

Despite the ever present threatening squalls of rain, our passage across the Pennines was marked out across the hills by an almost continuous honour guard of photographers. Something I picked up from the BBC in the background while I was drafting these notes on the glorious 12th (but not particularly 'glorious' for grouse) was that all you would ever see on the bleak Pennine moors were the "grice" and railway photographers: hence "gricers".



They were rewarded with the sight and sound of 70013 making a competent climb to

the summit, taking 20 minutes for the climb from Settle Junction to Ribbleshead, some 5 minutes down on the planned schedule. Once Ais Gill had been cleared, there followed a very high spirited free wheeling descent. By Kirby Stephen we were back on schedule and we came to a stand at Carlisle some 17 minutes early.

Up until Carlisle the timings had been close to those of 1968. However, for the return run, accommodating water stops and fitting in with service trains on the S&C meant a departure from 1968's 1T57. Instead of a return run via Manchester, we returned direct from Blackburn via Lostock Hall and the West Coast Mainline as far as Golborne Junction, before picking up the original route back to Liverpool at Newton-le-Willows. For the return, playing the parts premiered by 44871 and 44781, Bert Hitchen's Black 5



45231, was paired with Ian Riley's 45407 *The Lancashire Fusilier* -as far as Blackburn. 45407 then returned to Carnforth, and 45231 took the special back to Liverpool reprising the part played by 45110. In deference to the occasion, 45231, on a weekend pass from the 2008 Jacobite roster, was running without *The Sherwood Forester* nameplates which were only acquired in 1997.

Chatting to one of the few 1968 passengers on the run, water troughs had enabled the original 1T57 to make the Ais Gill summit from Carlisle in the hour. However, in 2008 a prolonged stop at Appleby to set back to let a following Dalesman service train overtake before our train could re-enter the platform road to water the two locomotives

meant that we took nearly 2 hours 24 minutes to reach Blea Moor. On the other hand this generated an exciting climb. I am looking forward to seeing a detailed log, but just by my wrist watch I had the Black 5s passing the Ais Gill summit within 21 minutes from the standing start at Appleby.

A nice touch came at Ribbleshead viaduct. It was now 7.30pm and still the supporters were out in force. In much the same way that the returning Jacobites sometimes stop on the Glenfinnan viaduct, the special was brought to a stand on the viaduct to give the linesiders the sight and sound of the train starting.

A spirited descent brought the 1T57 into Settle Junction some 22 minutes up on the planned timings. But from then on we were repeatedly forced back to the bigger picture leaving Hellfield on time at 20.23 we were 5 minutes up at Clitheroe. Although the northbound run had taken the special storming through Blackburn station, for the extended stop we were held away from the platforms over in the up goods loop.

This routing was not appreciated by one of the passengers who, seduced by a pint in the pub at Appleby, had missed the departure from there. He had then been given a lift by a linesiding mate to Blackburn, but only to get as far as the mainline platforms!

However, the tight schedule after the extended planned stop at Blackburn meant that an exciting burst along the WCML behind 45231 was in complete darkness. The good news was that, unlike some rail tours I have been on where we appear to have been lost by the evening shift, on this occasion we arrived back at Liverpool Lime Street only a couple of minutes down on the planned 11.00 pm arrival.

From conversations with fellow passengers, it would seem that the later than anticipated return time did lead to quite a number of potential passengers pulling out once the timings were published. Amongst the passengers, I met a couple of guys who claimed that they had only identified a total of 4 passengers who had been on the original 1968 special.

One obvious difference to 1968 was the amount of lineside digital filming that was continuing well past sunset. Another photography inspired difference was the arrival at Lime Street. Apparently, in 1968 the footplate crew had been besieged with well wishers. In 2008, a large respectful semicircle formed around 45321 for the scores of video and still photographers completing their record of a very memorable day.

Will there be a 50th commemorative 1T57? Possibly a repeat of the Manchester – Carlisle legs but, I suggest, the challenge of integrating the whole of the 1968 route with extended water stops and service trains and still offer start and finish timings which are commercially acceptable to a wider market than just the most dedicated enthusiasts, makes this unlikely.

Monday's return south was uneventful starting with the planned London Midland 350 service at 9.40 am to Birmingham New Street. Then a short walk round to the impressive refurbished Moor Street station. Here the computer wanted me to get the Chiltern Trains Clubman service at 11.55 to Bicester where I was supposed to change to await the following Clubman. When it arrived at Moor Street it was heaving with standing-room passengers, so I chose to soak up the GW atmosphere for another 15

minutes and catch the following almost empty train for a pleasant direct run through to Princes Risborough, where I arrived at in time to watch a North Bound pair of silver 67s top and tailing a 3-coach Wrexham service.



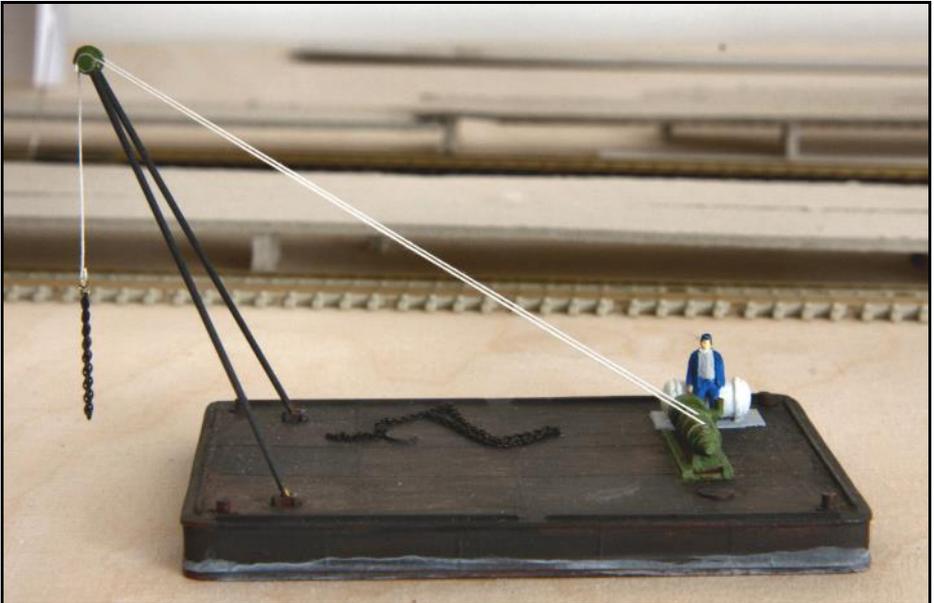
Morris Collection Slide Evening

Tim will be showing a selection of the Morris collection slides on Friday Jan 23rd. These will be from all railway companies but there are more Great Western and Southern pictures. We will start at 8pm, with refreshments.

Ropework

Ropes are often represented by cotton thread as it is thin and textured, however it also has a tendency to hang wherever it wants to and be kinky. The thread I am using is rigging cord made for model boats. It seems to be a cotton thread but has less tendency to be hairy and is available in black or shades of brown. I have now used this thread on two model cranes with great success.

On the floating crane the thread is first glued into a small hole in the winding drum.

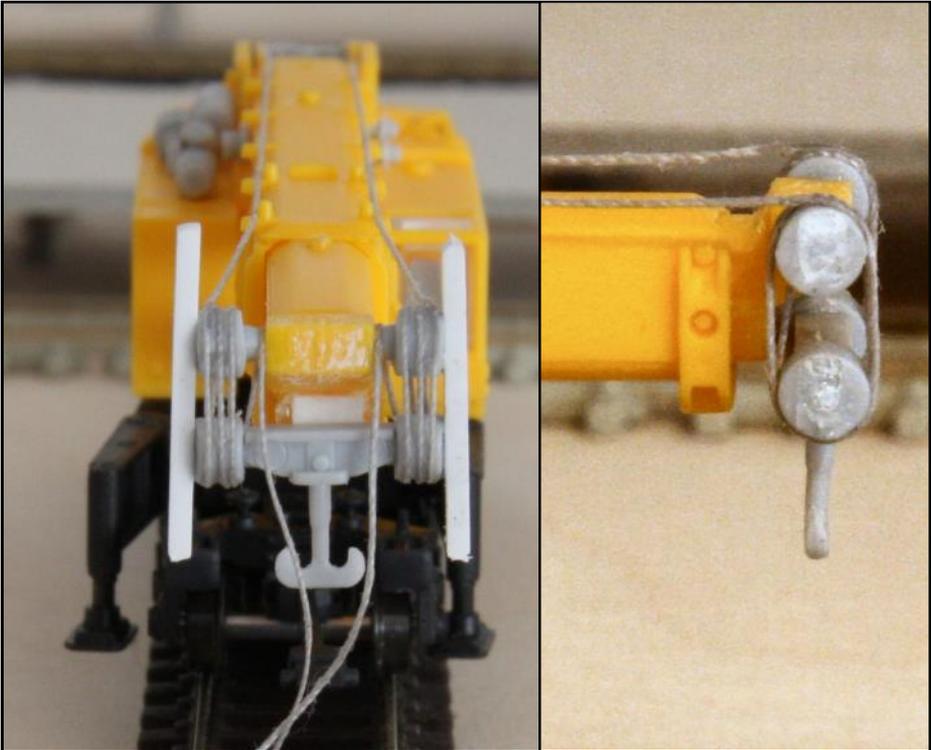


Then, when set, it is wound around the drum enough times to get the right effect and secured with a very small drop of superglue. Once this is fixed the thread is coated in a small amount of PVA glue and taken over the A frame wheel and down to the underside of the boat where it is fixed with masking tape. Once completely dry the tape is removed, the thread cut to length and a small length of chain (40 links per inch) added to keep the thread vertical. Sometime after this I found out that boat modellers use wax to achieve the same result.

The second crane is the Gotwald 100t Rail Crane. This is a kit made by Kibri and can be built in any pose required as the boom slides out, as does the balance weight on the rear and the outriggers can be moved. The model makes up very well and required an additional flat wagon to complete. This had the added problem in that the hooks were a separate piece to the main arm of the crane. The two parts had to be temporarily



fixed together with three small strips of styrene. Now the PVA coated thread could be attached to the correct place. When everything was completely set the styrene strips were removed, leaving the ropes to hold up the hook.



Notes on building track

what we've learnt from track building so far

General

Use 8' 6" sleepers 10" wide for plain track, 12" wide for points. 3mm thick for main line trackwork where ballast is neat and deep, and 1.6mm thick for sidings where ballast is mainly ash or muck.

Use narrow double sided tape otherwise it is difficult to separate the track from the tape.

Use dark brown suede dye to stain sleepers. Soak for 5 min, then drain for 15 min.

Use butanone (also known as methyl ethyl ketone, MEK) to stick chairs to sleepers. Get a big drop on a brush and place the brush alongside the chair, thus drawing the liquid between the chair and the sleeper. Touch both ends of the chair.

Take care to make sure that the track is centred on the sleepers by looking on the track from above. It is a good idea to fix every tenth sleeper with glue first checking for centring and alignment, and then do the rest later.

Curving

If making curved rail, bend the rail gently between the fingers until it will lie on the template with the right amount of curvature. If this is done, the track will not be under any pressure to try to straighten itself. Also bend the last inch of rail using a pair of pliers gently. You'll never bend the last bit with your fingers and if not curved properly the track will not line up properly where it joins to the next panel.

You will find that curving the rail also causes it to bend in a vertical plane. This bend needs to be taken out using a vice and gentle persuasion, otherwise we'll have track looking like bananas with bumps where the rails join.

Plain track

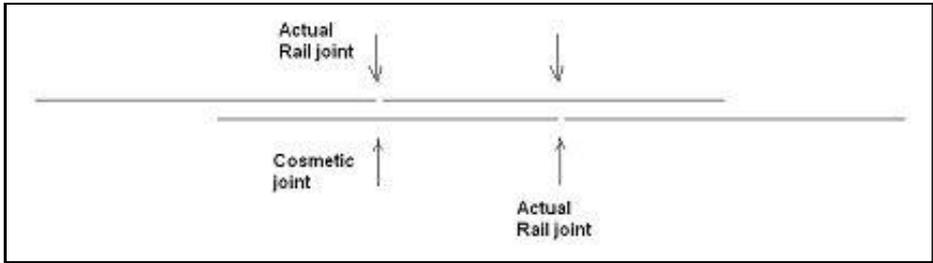
One yard of rail does one side of two 60 foot panels with a bit of spare. The remaining spare bit of rail can be used for buffers, parts in pointwork and short sections of track and will not be wasted.

Ends of the rail should match a fishplate position. The intermediate 60 foot joint is cut using a saw or cutting disc just through the head leaving the fishplate as cosmetic. Fishplates can be stuck on with superglue or Evostik – don't use much or the fishplate will melt.

Stagger the rail ends as follows:

This will allow a piece of rail to be lifted off the template without falling apart. If the actual rails joints are opposite each other, the sections will come apart at that joint and be weaker. Also a curved section of track will tend to flow better as one rail supports

the joint on the other side.



Try to make track which goes past a board joint, as in fitting, the track will cross the joint and then be cut when it is aligned and stuck down.

Pointwork

Keep at least one rail connected to the crossing vee long. Cut cosmetic joints as above, by cutting just through the head.

Stagger joints where possible as for plain track. This will help the integrity of the point and associated trackwork.

Chairs

You need normal 3 bolt chairs for most of the running rail, slide chairs under the blade and some 4 bolt square chairs known as L1 chairs and 4 bolt Midland chairs where you need 2 bolts on each side. These generally occur round the vee and the check rails.

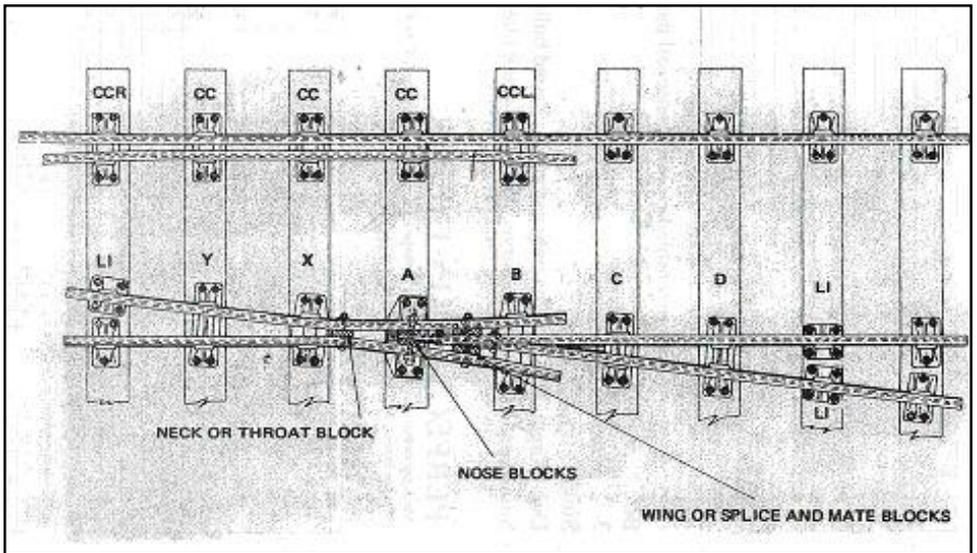
Position as in the diagrams right:

L1 chairs – the square ones – are used where the rails get close together - too close for standard 3 bolt chairs, but not close enough for a special cast chair. 4 bolt Midland chairs are only used for checkrails, where we use a whole one and a cut half to make a pretend special chair. Sometimes, they used an L1 on one rail and a standard 3 bolt chair on the adjacent rail. You need to judge it depending on fit.

Check rails

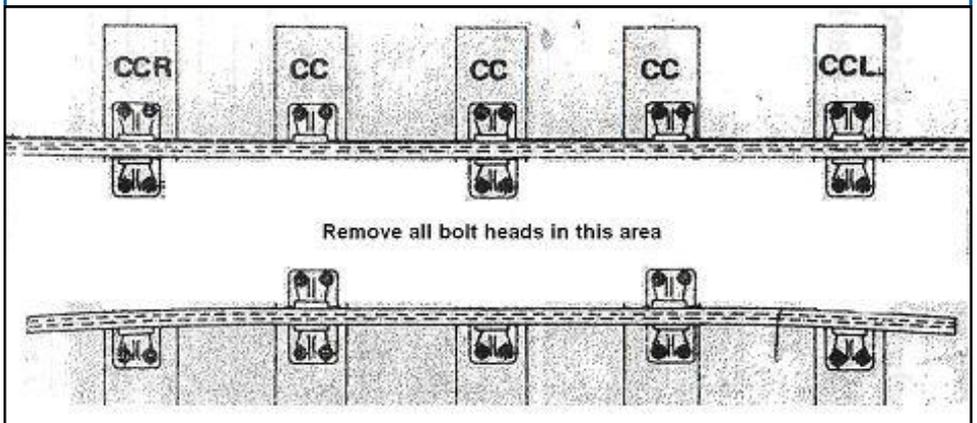
Check rails need 4 or 5 chairs, so put 2 or 3 full 4 bolt chairs on the running rail (at each end and the middle) and 2 full ones on the check rail at the sleeper positions where the running chairs aren't. Remove the bolt heads where the other rail lies and the rail will sit on the chair base giving a bit of extra support.

Then cut dummy halves and glue them into the 5 remaining positions. If you line up the dummy halves with the full chairs, with care the chairs will look like 5 solid ones. The keys on the end chairs on the check rail always were knocked into position outwards from the middle of the check rail, thus tending to prevent the check rail from sliding out of its chairs. In other words, the keys stick out towards the centre of the check rail.



Tie bars

The Waterman tie bar looks suitable. However, for extra strength assemble as below:
 The single sided copper clad is set vertically. It is 4mm wide. Solder one half of the tie bar to the copper clad with the tortoise motor hole central.
 Gap the copper clad at the end of this part of the tie bar.

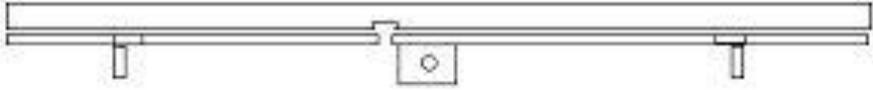


Solder the second half of the tie bar to the other end. Both parts of the tie bar need the bracket upright and bent to fit against the blade. Put solder into each bend in the tie bar to increase rigidity and prevent failure in use.

Electrical

Connect two wire links per length of rail. This allows one to fail in use but the other

should remain ok. Solder to the rail before assembling track to the base boards. The wire should be 5mm long against the bottom of the rail, and 20mm long through the board. This leaves 10mm available under the board to solder a connection to. Solder to



the underside of the rail, not the sides.

Solder a brass link across the vee and adjacent checkrails. Solder a brass link between the blade and adjacent stock rail. Solder a brass link between the stock rail and the rail that links the blade and crossing vee assembly. The vee assembly and blade assembly must be electrically isolated from each other, as the polarity of the vee assembly is switched by the point motor.

End of boards

The last sleeper at the board end needs to be reinforced. We have purchased lots of brass chairs which are assembled onto 6mm wide brass sleepers cut in half and soldered to 6mm wide copper clad bases as follows:

Gap the copper clad where the brass gap is. Fill the gap with araldite or filler.

The assembly is screwed to the board using small countersunk brass screws. You may need to put thin timber under the copper clad to make the whole thing solid and bring the rail to the right level.

Where the board end is at a funny angle, put the two halves of the sleeper at different sleeper positions and make up the remaining sleeper with wooden ones.

James



AGM report

We have re-elected the same committee as last year, see page 2 for contact details. The committee runs the club on your behalf so do let them know of any issues or ideas you may have regarding the club.

The membership were thanked for all the work they put in, especially at exhibitions which could not function with you. Some of the jobs are not very glamorous but all are essential.

Our finances are in good shape although we now have to pay tax on trading income. Money moving between club members and the club is not taxable. Profit from exhibitions and trade with non-members is taxable. I understand the government will be introducing a tax on breathing shortly!

There was a presentation on the New Clubroom project which is likely to cost in the region of £250,000+. In the present climate we are unlikely to get any money from the council but will still see if the lottery is an option. A new clubroom is likely to require the restructuring of membership fees with the standard membership being £75 or even £100 per year which would be more in line with other clubs. We may then have a senior rate as well as junior and associate and possibly a life membership. The cost of fitting out a new clubroom is also considerable, with the need for tables, chairs, screen for presentations, kettles, urns, mugs, etc.

The cost of membership needs to be increased. The membership fee needs to cover at least the minimum cost of running the club, i.e. rent, insurance and electrical testing. As the hall rent is going to be increased by £250 this year and again next year the current subscription will not be sufficient. The standard membership will be increased to £42 next year (2009/10) and £44 the year after (2010/11). This will be monitored and adjusted in line with our costs for future years.

Layouts: Chiltern Parkway is to be sold or dismantled to make more room in the clubroom. It was booked to attend an exhibition in Moulton (Northampton) but this has now been cancelled as the new school head wants to charge lots of money for the use of the Hall. Saffron Street will have its last exhibition at Railex 2009 and will then find a new home, most likely David's loft rather than being sold. The O gauge project is progressing very well with noticeable progress every week. The EM/P4 project is being postponed but a new smaller P4 project has been proposed. This is of Aylesbury, well half of it, as it is built as if you are on the platform looking towards the old engine shed. It is hoped to have this layout built in 1-2 years and then to get it onto the exhibition circuit.

The Pendennis Trophy for member of the year was awarded to James Aitken for his organisation of the Okehampton project and being able to get so many members to get

involved even if they were not previously O gauge modellers.

A new trophy was announced for Wheeltapper in response from members who would like a chance for the less experienced to be able to win something. It is difficult when you are up against some of the best modellers in the country! Richard also had an idea for a 7mm wagon challenge for Wheeltapper 2010. Full details to follow. James being presented with the Pendennis Trophy for member of the year.



Wheeltapper Competition

Friday 6th February

This year's Wheeltapper competition sees a new trophy - "The Chairman's Cup" which is awarded to the best model from any category but taking into account the skill and experience of the modeller. This means it is in effect a handicap competition which beginners will find easier to win than the experts. Of course, to be able to win you need to enter the competition!

With each model you should give a brief description of the item (railway company, period etc) plus details of construction: scratch built, kit, modified RTR, type of paint

used and the scale/gauge you are working to. The model may be displayed on a simple stand, e.g. piece of ballasted track mounted on a board. The base should not distract from the model placed on it. If the base becomes too detailed then the model becomes a diorama and can be entered in category 11.

The Wheeltapper Trophy is awarded to the best model from category 1-8
The Chairman's Cup is awarded to the best model from category 1-11

The categories for Wheeltapper are:

- | | | |
|----|---|---------------------------|
| 1 | Steam - UK | |
| 2 | Steam - non-UK | |
| 3 | Diesel & Electric - UK | |
| 4 | Diesel & Electric - non-UK | |
| 5 | Coaching stock and NPCS - UK | |
| 6 | Coaching stock and NPCS - non-UK | |
| 7 | Freight and engineers stock - UK | |
| 8 | Freight and engineers stock - non-UK | |
| 9 | Road vehicles, boats, people and animals etc. | The Robbie Robinson Award |
| 10 | Structures, buildings etc. | The Jack Kine Award |
| 11 | Dioramas and figurines | |

Each entry is normally a single vehicle except where the prototype would normally be a fixed rake, e.g. breakdown crane and runner wagon, cargo twin sets, articulated vehicles, DMU, EMU, etc.

Rail only vehicles that are self propelled at normal line speeds (e.g. DMU/EMU) would be in categories 1-4. If they can move themselves while on site but are not fast enough for normal line movement (e.g. rail crane) then categories 7 & 8 would be most appropriate. Road/rail vehicles should be in category 9.

Entries for categories 9 & 10 should be to a recognised model railway scale and be intended for installation on a layout. If you are not sure of the category your model falls into let us know.

We will have a table for models under construction. These are not in the competition but do form an interesting display and give you a chance to see construction methods and discuss them with the modeller concerned.

Even if you are not entering do come along and take a look at the models on display. We are also thinking of another category for 2010 details of which will be announced on the night.

Free tea/coffee will be available.

Risex

21st February

Our first exhibition of the year is fast approaching. Ian has organised the exhibitors and traders. The club stands are as follows and we need your help to man them:

Members sales table: as usual this will be a table (or two) for you to sell your surplus stock. We need a team to run this and of course something to sell so get sorting out your cupboards...

Club stand/modelling display: the demonstrators actually do more talking than modelling as it is important to engage the attention of the public and promote our hobby and specifically our club. The small display case will have a selection of N gauge models and I would like the large display case for all the larger scales we work in. If you are able to provide models for display let us know. I would like to see models from all our club projects. Display panels will also be available if you have photos, plans etc. These can be laminated for display if required but please plan ahead as there will not be time on the day for laminating.

Refreshments: these will be provided from the main hall kitchen as before. Hot meals are available but only if ordered beforehand. We will also need a large team of caterers for serving. If you know someone who can help on the day or who can provide a cake or two that would be very helpful. Even a couple of hours would be useful particularly 11.00 to 13.30.

The layouts that are due to appear this year are:

Oxford Victoria - '00' - 4mm/ft
West London Parcels - '00' - 4mm/ft
Bulverhythe - 3mm/ft
Rannoch Junction - '00' - 4mm/ft
St Gennys V - '0'-16.5 7mm/ft
Mellin Parva - '0'-16.5 7mm/ft
The Brewery - '0' 7mm/ft
LegoRail - 8mm/ft
Wood Street - '0' - 7mm/ft.

Ian/Paul

Derek Turner

30th November 1932 – 9th November 2008, Membership No 89

A Personal Appreciation

Derek was a member of the R&DMRC for over 31 years, he joined on 20th April 1977. Last month, along with many other Club members, we said goodbye to a fellow railway enthusiast and a modeller and for Sue and me, a friend for the 25 years we have lived in Princes Risborough. By profession Derek was an architect. For many years he worked for the Council at Aylesbury, and in 1982 left to set up his own practice. When we moved from Stratton Road to our current home in Bledlow Road with ideas for some serious extensions, it was to Derek we turned to make our vague aspirations real. As many have commented – you can't see the joins.

His creative talents were not restricted to the drawing board. Derek was one of the key players behind the reinvigoration of our club in the early 1980s. He was probably the best Chairman we never had. Plan A was for Derek to stand as Chairman, but because of pressure of work he asked young Francis Gomme to put himself forward instead, the rest, as they say, is history. For many years Derek served on our committee as a members' representative, which highlighted another of his qualities, that of fairness, with an wonderful ability in his quiet way of finding the balance between what was good for the members and good for the Club. I have happy memories of Committee meetings in the 1980s when they were held in the railway enthusiast's dream house he shared with Nigel and Margaret in Picts Lane, surrounded by models, nameplates and railway memorabilia. And the clocks of which Derek was also a serious collector. Living quite close to Derek, one always knew when it was a Formula 1 weekend, as Derek's large Ferrari flag would be flying proudly at the gate, whatever the result. And, in the garage he kept some serious machinery in the shape of a Cosworth powered Sierra.

But to return to trains and our model railway club. For many years, Derek was to be found running the 2nd hand stall at RAILEX and RISEX where his knowledge as a serious collector established his reputation for being able set prices which were fair to the seller and to the buyer. In particular Derek enjoyed 7mm models, and there must be several members, including myself, whose interest in 0 gauge was reinforced through seeing some of Derek's collection in action. For recent members who never knew Derek, you have missed one of life's true gentlemen. Quietly spoken, courteous, and always a pleasure to be with. It was just so sad that having nursed Margaret through her terminal illness, the happiness he subsequently found with Barbara was to be cut short so cruelly by his own illness. God speed Derek, we will miss you.

David Powell

High Wycombe Railway Official Opening

On November 2nd a number of club members attended the official opening of Tim's layout "High Wycombe" (built to EM gauge), along with friends and neighbours of Tim's.

When we arrived there was a small technical problem, a short circuit somewhere in the fiddle yard area. This was quickly traced and found to be caused by a small thread of copper from the copper clad sleepers used for the points. By the time this was fixed everyone had arrived.

The layout is housed in a large shed with the station scene down one side and the storage yard down the other, which will have 12 lines when complete. The curves are outside the shed but covered to protect them from the weather. Large windows allowed a good view for those still outside in the open air.

Once the fault was fixed the first train ran from the yard, consisting of a pannier tank and guards van, see below, through the station and back around into the yard completing a full circuit. The train was driven by young Charlie Wakeford. His dad Martin is an old chum of Tim's and fellow GP in the town. DCC presented him with no problems at all!





Having successfully completed the run, we marked the occasion with Champagne and home made cake.

Obituary - Oliver Postgate 1925-2008

Oliver Postgate, who lived in Kent, created some of the best-loved children's TV series including *Ivor the Engine*, the *Clangers* and *Noggin the Nog*. His work, screened on the BBC and ITV from the 1950s to the present day, was often in collaboration with the artist and puppeteer Peter Firmin.

They started in 1959 with *Ivor the Engine*, a series for ITV about a little Welsh steam engine who wanted to sing in a choir (it was remade in colour for the BBC in the 1970s). They were simple stories and simple animations, no more than cardboard cut-outs. Firmin did the artwork, Postgate wrote the scripts, did the filming and many of the voices, in rather dodgy Welsh accents. They produced two minutes of film a day, ten times as much as a conventional animation studio, with Postgate moving the cardboard pieces himself, and working his 16mm camera frame-by-frame with a home-made clicker. Early films like *Ivor the Engine* relied on cardboard cut outs. *Ivor* was followed in the early 1960s by the sagas of *Noggin the Nog* for the BBC. Oliver Postgate made his last film in 1987, complaining that children's television commissioners were no longer interested in what he had to offer.

Club workshops.

Constructing buildings from plastic & wood kits and scratch building techniques. This will lead on to constructing small buildings for Okehampton. Planning for this workshop is now in progress.

Ballasting trackwork

Static grass

Would anyone be interested in revisiting some of the topics already covered such as kit construction and weathering?



Useful internet addresses:

www.smallfilms.co.uk/ivor

Ivor the Engine

www.rvr.org.uk

Rother Valley Railway

www.railwaygazette.com

The Railway Gazette

www.airfix.com/humbrol-paints-and-accessories/paints/

Humbrol paints

www.lzul60.net

European N gauge site for news etc.

www.northcornwallrailway.co.uk

North Cornwall Railway



Club Diary

January	10-11 th 23 rd	CMRA Exhibition, St Albans Morris Collection slide show
February	6 th 20 th 21 st	Wheeltapper Competition Risex Setup RISEX Exhibition
March	7 th	CMRA Delegates Meeting
April	Footplate published	
May	9 th 22 nd 23 rd -24 th	CMRA Delegates Meeting Railex Set Up Railex 2009 Exhibition, Stoke Mandeville
Stadium		

Test track



Evenings

January	9 th	June	5 th
January	30 th	July	3 rd
March	13 th	July	31 st
April	3 rd		
May	1 st		

Additional evenings if space is available.

Modelling Saturdays

The following Saturdays have been booked for the morning and afternoon:

January 31st, March 7th, April 11th, May 2nd and June 6th.

Note: we may be short of tables in June.



Two views of class 67s at Marylebone being used on the Shropshire & Wrexham services. Photos by Pete Miller.

