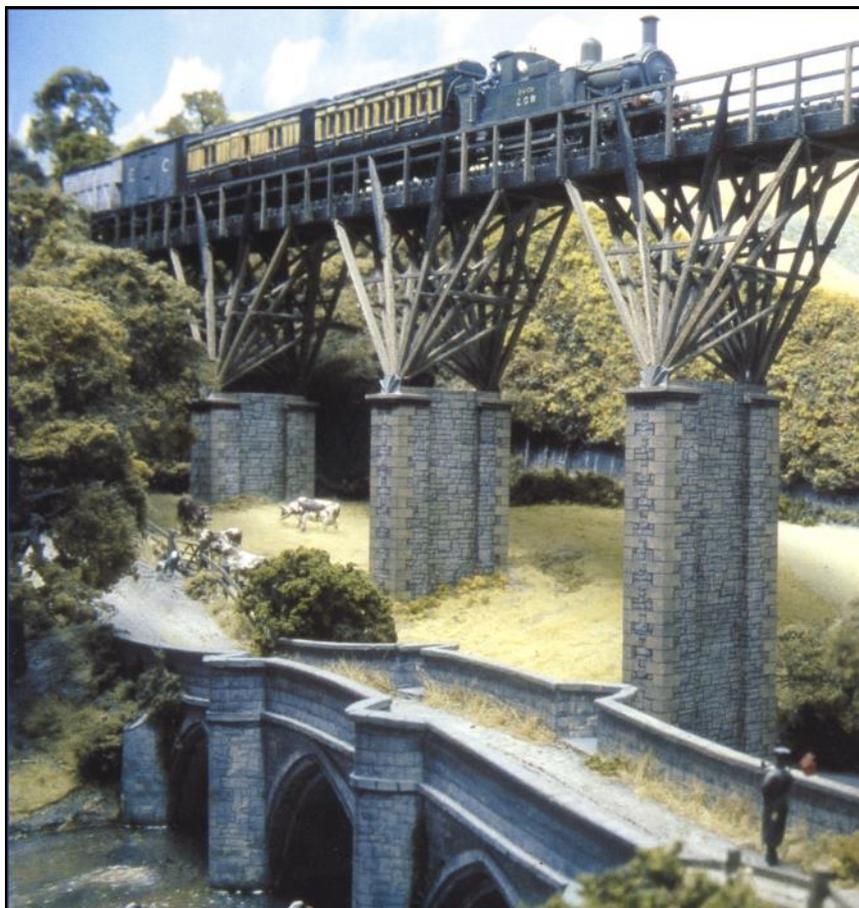


Risborough and District Model
Railway Club

July- Sept 2009 Summer

FOOTPLATE



Who's who!

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Membership Secretary	Robin Lane
Railex Manager	David Lane
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Webmaster	Anthony Mead acm@gotadsl.co.uk

Committee Notes



Committee meeting 27th March 2009

This meeting was entirely concerned with the final details for Railex. Final details of trade, layouts, letters to go out, balancing the books etc.

WELCOME

Our main event of the year, Railex, has been a great success. Visitor number were slightly down at about 2600 but since we are in a serious recession we seem to have done rather well. Visitors were also spending money and keeping our traders happy. I would like to thank everyone who helped before, during and after the event, especially the car park stewards and those involved with the barriers.

This year we had Margaret's brother and his family visiting as my nephew James is interested in model railways (N gauge BR steam). They had a very good time and Linda who before the show was saying she "did not like railways" was saying in the

evening how good the exhibits were and was even seen reading the N Gauge Journal. So it looks like you did a good job and created an excellent impression.

Also while on car park duty in the hospital I met a group from the Netherlands. They had been over last year and wanted to come back as it was such a good show. Like the group from Beachley Dock they model British subjects. Since I model the Dutch railways we had a good chat while filling the last few spaces. If we are attracting international visitors and exhibits it suggest we have a very good show indeed!

As to the show itself, all the layouts were very good but I do have a few favourites. Beachley Dock was of great interest, the modelling was to a high standard and the smoke effects most impressive. The fact you could walk all round was also a novel approach. Pempoul (which won the best layout award) was also a superb model with excellent perspective in the building at the left hand side. County Gate had what must be one of the best backscenes I have seen. It was created from photos on a computer but then the colours were adjusted to match the modelling materials used before printing onto large vinyl sheets and then laminated with a matt finish.

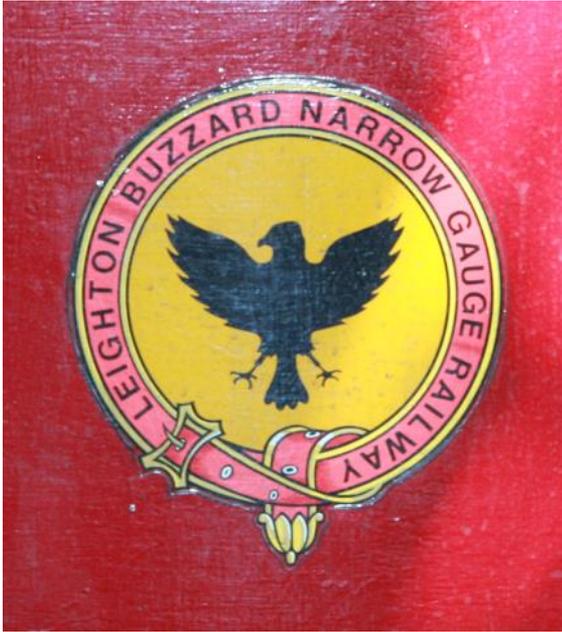
As usual we tried a few new things this year. As we have a small fridge this was taken to the show and installed behind the club stand. This proved useful as the weather was very hot and dry for a change. We also had a bus service from the railway station to the stadium. We are thinking of changing the promotion for next years show to say there is a free bus service **from** the stadium to the town for bored wives/girlfriends to go shopping! New signs were used around the main car park to direct visitors to where the stewards were working and of course to where the spaces were.

Another exhibition I visited just before Railex was in Dumfries. There were a few interesting exhibits but what struck me was how poor the trade was. Almost all the stands looked like untidy secondhand stalls, even the well known traders. There was only one that really said "come and look at me" which was scenic materials and resin casting with a few tools. The owner had built a stand so that all the small items could be displayed. The other thing was just how much duplication there was with the stands. This is something we manage to avoid at all our events and must be better for the trade sales. A couple of traders selling similar items gives some competition and choice but when it is six or seven it is just disappointing. In fact, I tend to switch off and just think "oh, more secondhand". It was only when I looked at the program I realised there was a well know shop there. Since we are in a recession you would think that traders would make more effort to display their products in an interesting way!

Paul

Front cover photo: A view of a train crossing the Amber Valley on Hambury Viaduct, 100 feet above the water.

The Leighton Buzzard Narrow Gauge Railway



I had a 2 for 1 voucher from Premier Inn and one of the places that it could be used was the Leighton Buzzard Narrow Gauge Railway so since Sunday 31st May was a nice day we decided to make a visit. We had not been before even though the railway is not far from home.

The line was opened in 1919 so they were celebrating 90 years of operation. The line was built from surplus materials from the First World War to move sand from the extensive pits north of the town to the standard gauge railway. The railway never had a passenger operation until preservation in 1968.

They have a small car park at the station (known as Page's Park)

which is very industrial in style, there is a shop/ticket office, cafe and the engine shed. The train did not depart for half an hour so we followed the footpath behind the shed to the viewing area where we found two engines in steam, another had already departed with the first train. These were shunting stock, the coaches for the next train to depart and a collection of freight wagons. The staff were friendly and informative. Photos were taken (see right) and then we went back to the platform to choose a suitable seat on the train. Being a warm day we chose the open coach. The three mile train journey takes 25 minutes as the train has to stop at a number of road crossings as it travels though the outskirts of the town, now rather more built up than when the line was built. The two trains pass at the halfway point (Leedon Loop). The terminus (Stonehenge Works) is now the workshops and display area as well as a small craft shop. We had a look round, there was quite a collection of small petrol/diesel engines built by manufacturers such as Motor Rail (Simplex), Ruston, Hunslet etc and then sat in the sun to eat lunch. Some weekends there is a demo of a 10RB face shovel loading sand into the 4 wheel tipping wagon, known as "skips".





After lunch we had a look at the crafts shop and then got the next train back which operated in a series of sprints between the road crossings. The train speed seems quite fast but this may be due to the crude suspension and typically wobbly track. This is after all an industrial railway. We spent about 4 hours at the site and found it to be interesting and a good day out.

For more details of the line see their website www.buzzrail.co.uk

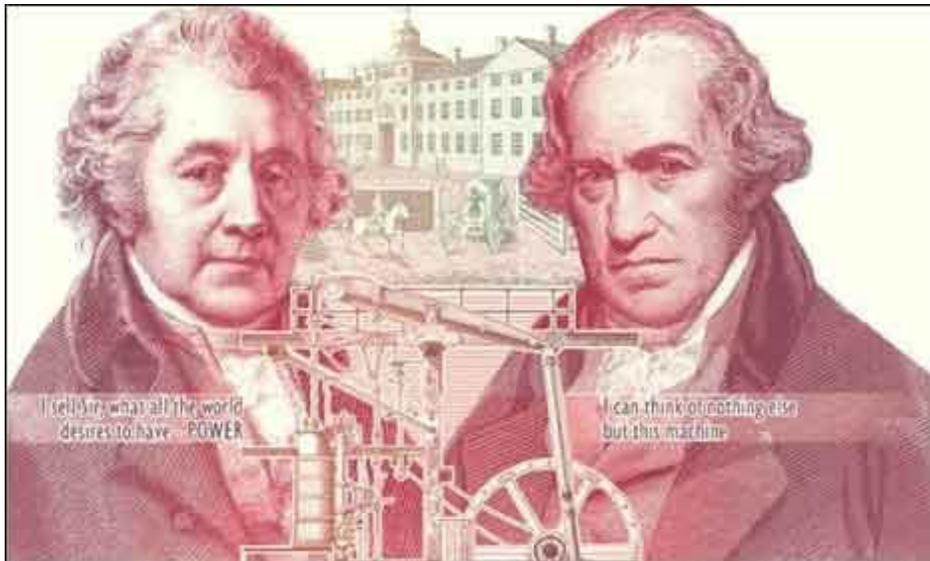
Paul

Articles for publication in Footplate

Footplate is published at the beginning of January, April, July and October to coincide with major club events. The closing date for articles is one month prior to publication, unless I do not have enough material and then I will pester you up to the publication date. Articles can be on paper or in electronic form with minimal formatting. Digital photos should be at as high a resolution as possible. We would like to hear about your railway and modelling interests, places you have visited or models you have bought.

Paul

Two giants of the industrial age are to appear on a redesigned Bank of England £50 note.



Scottish engineer James Watt and his business partner Matthew Boulton, from Birmingham, developed the steam engine. Bank of England governor Mervyn King said their 18th Century innovations were essential in driving Britain's Industrial Revolution. It is the first time two portraits have appeared together on the note. Inventor and mechanical engineer James Watt was born in Greenock in 1736 and carried out some of his first experiments with steam power in Glasgow. His partnership with Matthew Boulton, who owned the Soho Foundry in Birmingham, gave him access to the latest metal working techniques. The resulting Boulton and Watt engine proved far more efficient than previous designs, and was soon being used in coal mines and cotton factories. The new banknote, to be launched in 18 months, includes an image of a steam engine and the Soho factory. Mervyn King said: "So many of the advantages society now enjoys are due in large part to the vital role of engineering and the brilliance and foresight of people such as Boulton and Watt, whose development and refinement of steam engines gave an incredible boost to the efficiency of industry." He added: "The unique and rare opportunity that the bank has through its banknotes to acknowledge and promote awareness of our nation's heritage of artistic, social and scientific endeavour is an honour for us. "The bank's choice of Boulton and Watt, a reminder of the invaluable contribution from engineering and the entrepreneurial spirit to the advancement of society, I think, well reflects this." The new note will circulate initially in tandem with the existing £50 note featuring the first Bank of England governor Sir John Houblon, but the older note will gradually be withdrawn.

Richard's Weathering Workshop

On Saturday 18th April 2009, Richard Turner presented a one-day weathering workshop, held in a community hall over at Hazelmere. Steve, James, Pete, Ian and yours truly were there along with modellers from the High Wycombe and as far afield as Leatherhead. We had all come armed with a suggested kit list provided by Richard which, in addition to paints, powders, thinners, brushes and pencils etc., we were asked to include unexpected items such as salt.

In addition to some weathering subjects, we had also been asked to prepare some practice panels. These were sheets of card or plasticard with squares of different base colours for some practice weathering. In my normal overcrowded way, I had left the preparation of my practice panels to the previous day.

The actual day started at 10.00 and 4.00 pm arrived all too soon. There was a break for lunch and self serve tea and coffee was available throughout. The workshop began with a general discussion on weathering led by Richard. Then we moved onto a series of weathering techniques. Richard would demonstrate then we would practice. First on our practice boards, and then with confidence established we were encouraged to attack our modelling subjects. It was somewhat disturbing to see one's pristine modelling disappear under a wash of dark grey which was then almost completely removed using cotton buds to leave just faint traces of grime and enhanced shadows to bring out the relief and texture in the model. The day shot by as we worked through further basic techniques such as dry-brushing, before tackling more advanced finishes such as scratches and rust, which is where the salt came in. Hopefully, these and many more of Richard's secrets will be published in the not too distant future.

At the end of the day, what did I have to show? In addition to a very satisfying day's modelling in good company, I took home a gently weathered 7mm PO wagon, see right. My greatest success was some examples of planks with peeling paint, greatly admired by one of the High Wycombe modellers. I hadn't the heart to tell him it was all a mistake as the practice panel hadn't dried properly and my vigorous cotton bud had lifted the top coat softened by an over enthusiastic wash.

Hopefully, Richard will be arranging more of these one-day workshops, and I for one will be signing up.

David Powell



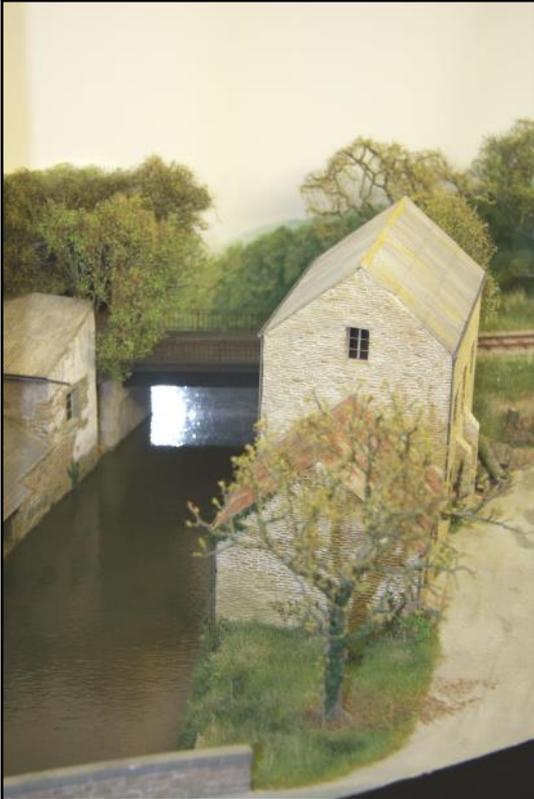
Railex 2009



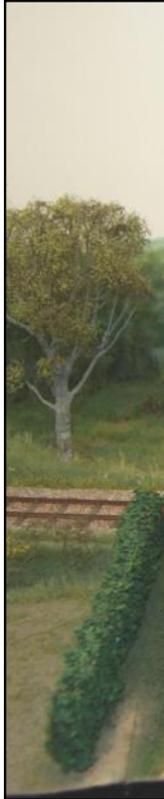
Two views of Beachley Dock which travelled from the Netherlands.



Upper: Beachley Dock
Lower: County Gate



Three views of Pempoul, built by Gordon & Maggie Gravett, which won the best layout award and also best model for the railcars one of which can be seen in the view above.





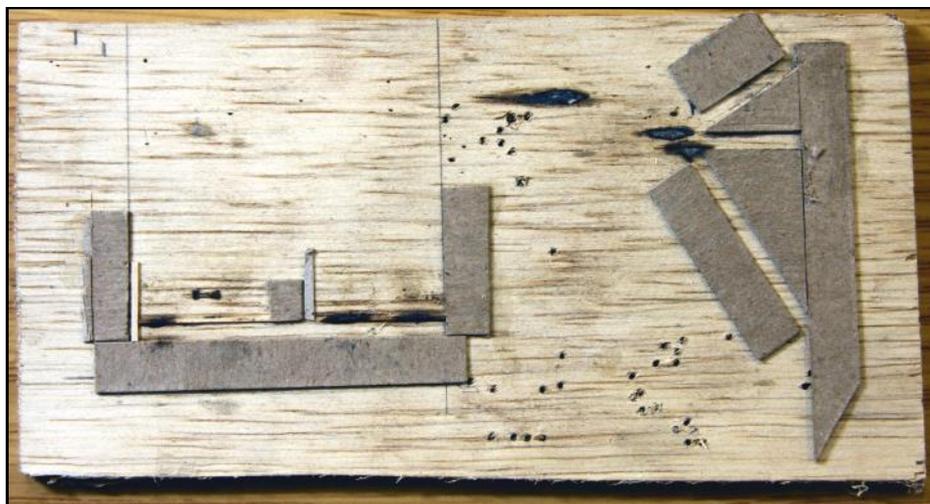
Okehampton update

Constructing Buffer Stops.

The four buffer stops I made for Okehampton are a great example of how jigs can speed up modelling while at the same time leading to greater accuracy and consistency. These four buffer stops are the Southern Railway all-rail pattern as opposed to the LSWR ones found elsewhere. Three of them will be in the loco depot area. They're made of the same steel rail that we've used for all the track.

The jigs, as you can see from the photos, aren't pretty, but they are functional. Accurate jigs can easily be made from wood and cardboard, particularly these that were really only required to make a small number of parts - even so, its worth taking the time to make the jigs carefully, as with them, you only need to be accurate as you make the jigs themselves. All the parts made with them will then be accurate - as accurate as the jigs are, and will also all be exactly the same.

The first jig was used to cut and assemble the beam parts - three pieces of rail



and four spacer pieces. This jig is the E-shaped piece on the plywood base (above left). To make this, I cut one long and one short piece of rail,

accurately, and then used those to glue pieces of card and wood to the plywood, using the short piece of rail twice. There's a small strip of wood on each side that spaces the two rails apart, too. Having made that up, all I needed to do was cut the rest of the pieces of rail, and ensure that they fitted in the jig with no end-to-end play.

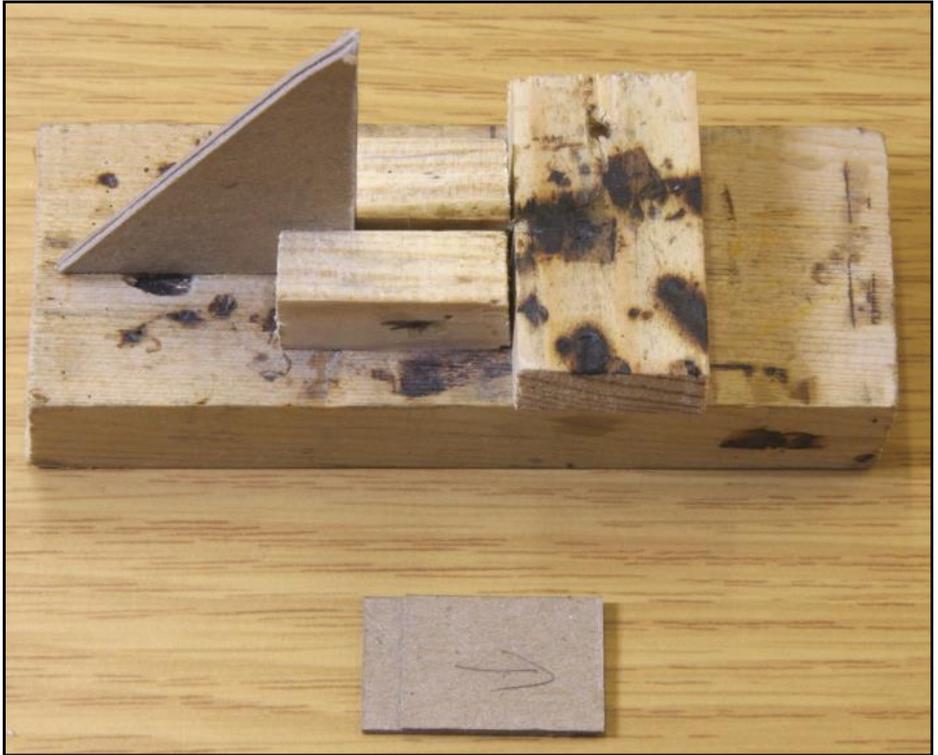
The spacer plates were cut from 15-thou nickel silver, and required a hole drilled in them. No jig here - I just cut 4 long pieces of metal the correct width, soldered them together, and drilled four holes in the strips. Then I cut the assembled piece into four, and unsoldered it; 16 spacer pieces. Now to the second jig - just two pieces of card, glued together. That provided a standard measure for the spacer plates in from the end of the beam - and so the spacers were soldered to the beams, two to each beam end, four in all.

The next jig is the sailboat shaped one on the plywood base (see photo left RHS). This made up the main side member for the stop, eight required in all. First the central upright was cut to accurate length and placed in the jig, large head forward. The front upright - the only bent piece of rail, was bent in a mini-vice around one of the vice's internal bars, and then the base filed until the piece fitted the jig and was snug against the upright - the top was left overlength. The rear piece was the tricky one, because it required both ends to be accurately made - or did it? Actually, only the length of the top side of this needed to be accurate, as the lower side of the rail isn't visible - which meant that the angles didn't need to be that accurate either. Those were then soldered together in the jig and carefully removed - the solder joints here aren't that strong.

I then cut the outer rails of the rear bar, which required an accurate angle at the top end, as all of that is visible. Also required was the head and foot to be filed away on the inside edge to fit the angle plates that hold the beam to the uprights.

The last jig is the strange thing with the vertical triangle, (see next page for photo). This was designed to allow the whole side to be assembled in one go, and the key to it is that the vertical side of the triangle is actually where the running rail goes on the final assembly. The so-far assembled upright is placed front-down in the jig, which places the front edge of the upright - where the beam goes, face down into the anvil area. Then I placed the two outer rails of the rear leg, and the two previously cut angle pieces in the jig and clipped it all together with a number of aluminium hair grips, then soldered it all together. You need some decent soldering horsepower here - I used a 50-watt temperature adjustable iron, at full whack. At least steel rail doesn't conduct the heat away as fast as brass does. Once it was cool - and this mass of metal takes a few minutes to cool far enough to handle, I filed down the top of the front upright to the same height as the central rail.

The final soldering job was to add the brace plates to the bottom of the front

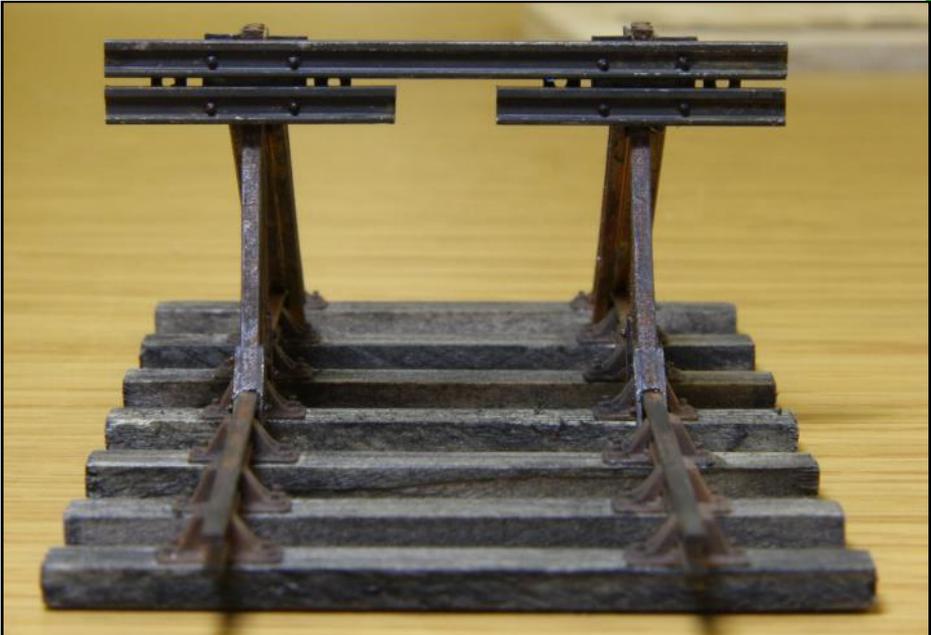


and centre legs. More 15-thou, soldered on, and filed to finish. No jigs here, but the aluminium clips came to the fore again.

So now I had three parts for each bufferstop assembly - two legs and a beam. I cut some running rail lengths to assemble the bufferstops on, cleaned



everything up to get rid of the flux and soldering residue, then dropped the lot into chemical blackener for about 30 seconds, and then rinsed the pieces. Make up the short running rail sections with some heavily weathered and distressed sleepers, and some pre-painted chairs - note that on one of the stops, there's a chair with the key missing!. Once that was done, the uprights were assembled to the rails with Araldite - you didn't expect me to try to solder all that together on top of the rust that had started to form, did you? Let those go hard, and then Araldite the beams on to the uprights - with a strip of



paper between the beam and the angles, to be sure that the thing insulated the two rails.

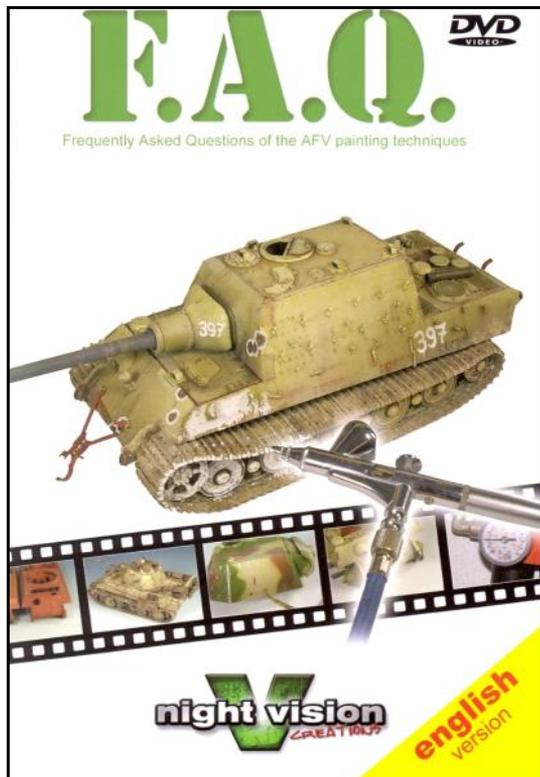
Each bufferstop then has 62 nut-bolt-washer (NBW) plastic castings applied - Grandt Line parts, stuck on with butanone. Then a dry-brushing session on the NBWs with some dark rust, and a wash of the same paint thinned over the whole assembly, and the four stops were done.

Mick

Airbrush techniques – Modulation style

Now, I don't know about you but I find that painting, weathering, airbrushing is some kind of mysterious black art – the kind of thing practiced by the cognoscenti in dark gloomy cellars by the light of dribbly candles. In other words, something that I wot not of. . .

So I'm always up for learning more about this, me being the kind of guy who gets frightened by the sound of the little ball rattling in a can of spray paint. A short while ago someone pointed me at a website just stuffed full of pictures and words to explain in step-by-step detail a technique that I'd never heard of before called "Modulation style".



Modulation style, it seems, is the idea that there is a bright light shining on your finished model. Sunshine, for example. A large spotlight, maybe. The theory is that the paintwork of the model is lightest where the light hits it and progressively darker as you move away from this point. So that the colour of the paintwork on your model is modulated by the light and shade.

This follows through with all the paint you apply, including highlighting, so that in the lighter areas you highlight with a lighter colour than you use in the darker areas. Oddly enough, although the pictures illustrating this technique were fascinating, for me it seemed that the other pictures in the article were even more interesting because of the other techniques that the author used, blending, highlighting, adding stone chips and oil patches, etc to achieve what can only be described as a stunning-looking final result. All right, I confess, I'm a railway modeller and the article in question was all about painting some kind of WWII panzer wagon. But that's not the point here – the real treasure is that the skills and techniques are all directly transferable to the model railway world.

To be brutally honest, the article (good as it is) was only there to promote a DVD available from the site, a DVD showing and explaining in Glorious Technicolor even more 'how to' and depth of ideas for this technique. And I bought a copy. Along with a couple of specialist stains and washes mentioned in the article and new to me that seemed like a very good idea at the time.

So stand aside, folks, this sort of thing is going to knock your socks off when you see it. Just as soon as I've seen the video a few times and studied the website some more it's gonna be 'Wheeltapper here I come' all the way.

Oh, and the website is:

http://www.missing-lynx.com/articles/other/modulationmr_1.html

Ian Roll

Aylesbury Update

The two scenic boards have now been constructed by Pete and Ant. A start has also been made on some of the trackwork.



Talk by Philip Harvey

September 4th



On the 4th September Philip Harvey will come to talk to us about his layout. He has been constructing his 4mm layout Amberdale since 1959. It is set in 1895 and depicts life in a Dale with a single line winding through the countryside between Wenly and Ambleden. His talk is accompanied by a DVD show of photographs taken by him covering all the properties and structures along the line. The model did appear a number of years ago in one of the magazines but I cannot remember which one. Model Rail Journal I think? Possibly WAGS could be invited as I know my wife (who is not an great enthusiast) found it absolutely fascinating. I have seen it twice but there is so much detail in it one could spend hours studying it and still miss things.

Neil

Footnote: Wives and girlfriends are invited.
Amberdale appeared in MRJ, issue 63, 1993

CHRIS ELLICOTT FUND

Chris Ellicott was a great supporter of the CMRA, especially during the St Albans exhibition weekends. His untimely death robbed the association of a good friend with a wide interest of all things to do with wheeled transport.

His friends were keen to remember him in some way and the proceeds from the sale of his models and books have been put into a fund to form a library of railway related DVDs.

These are available for loan to club members that are housebound or can no longer enjoy the comradeship of their model railway club. The fund is managed by Claire Ellicott (Chris's widow), Philip McGovern and Mike Peascod and administered by myself as the CMRA librarian.

The scheme is now operational and I have attached the catalogue and the order form. This is sent to Secretaries and I shall repeat this mailing annually. During the year, information on the Chris Ellicott Fund will be in the CMRA mail shots. I'm sure each club will set up a process to co-ordinate this information and identify club members who can advantageously make use of this service.

Now for the boring administration. If your club wishes to use the service, please send the order form to me. I'll post off the DVD in a jiffy bag with return label and postage. The DVDs are either donated or provided at cost, so it is important that copies are not made and that they are returned in their original packaging. The service must be free so please don't send money to me. If you wish to make a donation, please send it to The Chris Ellicott Fund, c/o 104 Durlley Avenue, Pinner, Middlesex, HA5 1JH.

I shall keep an electronic record of borrowings, containing details of the club contact, the name of the club member and the DVDs he/she has viewed.

Bill Bishop
CMRA Librarian

Please note: Richard has the list of DVDs and forms.

Health and Safety

This year at Railex we had more injuries than normal. If we take the tabloid approach to H&S we would be banning all tall bald men from attending future Railex events. However, we will be taking the approach recommended by the Health & Safety Executive (HSE) and managing the risk in a sensible way. It is about managing and reducing risk and not trying to eliminate it. We will therefore be gathering information on all relevant safety issues and putting together a guide for club members. This will cover: manual handling, electrical work, slips, trips and falls, chemicals etc. So far we have had no serious problems but looking at what occurs at a large event such as Railex does highlight some issues that we need to look at..

Paul

Club workshops.

Constructing buildings from plastic & wood kits and scratch building techniques. This will lead on to constructing small buildings for Okehampton.

Ballasting trackwork

Static grass

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

No dates have been set for workshops yet but we are working on it.



Useful internet addresses:

www.trains.factultv.com

Railway videos and documentaries on-line.

brightonbelle.com

Restoring Britain unique, all electric Pullman train.

www.youtube.com/watch?v=unhXEQQk8G8

Electric traction - Albanian style (obviously quite safe...!)

www.parrypeplemovers.com

Suppliers of lightweight tramway systems for smaller towns, and lightweight rail vehicles for use on regional railways.

www.youtube.com/user/SouthernRailwayFilms

No less than 141 films of the Southern Railway/Region



Club Diary

July	3 rd	Test Track
	11 th	CMRA TIME, Watford
	18 th	Modelling Saturday
	31 st	Test Track
August	28 th	Test Track
	31 st	End of Financial Year
September	1 st	Membership Subscriptions Due
	4 th	Talk by Philip Harvey
	5 th	Gauge O Guild Show, Telford
	12 th	Modelling Saturday
	12/13 th	The International N Gauge Show
	25 th	Test Track
	TBA	CMRA Delegates Meeting
October		Footplate Autumn Edition
	3 rd	Club Open Day
	23 rd	Test Track
	23-25 th	Eurospoor, Utrecht
November	6 th	Annual General Meeting
	7 th	Modelling Saturday
	20 th	Test Track
	21 st -22 nd	Warley Exhibition, NEC

Modelling Saturdays

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

July 18, August 1st, September 12th, October 3rd, November 7th, December 5th



Above: Trans-Pennine unit 185 136 stands at Preston with a service for Manchester Airport. March 2008

Below: Direct Rail Services 37423 (with Electric Train Heating) stands at Crewe
January 2009
Photos by Pete Miller.

