



Risborough and District Model  
Railway Club

**Jan-Mar 2010 Winter**

# **FOOTPLATE**



# Who's who!

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## Committee Notes



### Committee meeting

There have been no committee meetings since the last Footplate although most issues are being discussed on a regular basis on Friday nights at the club.

Cover photo: 66018 & 66087 run out of Marylebone with the Railtrack Autumn Leaf fall water jet train 15/10/09. This train has been running Willesdon – Ruislip – Risborough – Aylesbury – Missenden - Aylesbury – and presumably down to Marylebone – then back to Willesdon. Pete Miller.

## WELCOME

The main event of the last few months was our AGM where we discussed the last year and took a look forward to the next year. There is one change to your committee as Ian G decided to stand down as members rep after a number of years. So, thank you Ian for your hard work. The new members rep is Mick Moignard, who has previously been on the committee as members rep and secretary. The Pendennis Trophy for member of the year was awarded to Ian G. A

well deserved award as Ian is a good modeller but more important he is always prepared to have a go at different modelling techniques and has always willing to help other members, Another “well done” to Ian.

We have a space issue in the club so have decided that old projects must go. Chiltern Parkway will be the first and will either be sold or if nobody is interested it will be dismantled. After this Saffron Street will be removed and put into storage by David as he does not wish to sell it despite going some offers. Drive-a-train will also go. At the same time we will make sure that all club equipment has a place to go and we ask all of you to make sure items are returned to the correct location at the end of the evening and not just dumped on the first available flat surface. All this space is for the current projects of Okehampton, Aylesbury and Rannoch Junction which are all making progress.

We also heard about the progress we are making for a new clubroom. There is the possibility of land at the Bucks Goat Centre, Stoke Mandeville, that we could rent on a long term lease. We are now working on a fully costed design that might be acceptable for the planners and be affordable to us. You will be kept informed as we work on the design but it needs to be big enough to hold all our projects assembled so they can be worked on any evening of the week. At this stage it looks like the clubroom itself is within our reach but land is the biggest issue. Any land suitable for building houses is way too expensive, as is any industrial unit that is for sale. We could not afford the cost of the loan.

Other events were an evening at a new Indian restaurant in Risborough. The Radhuni (used to be the Chinese restaurant) has good food and atmosphere and is recommended.

In short we have had a busy and successful year and are looking forward to the next one.

Paul

### From the Internet:

<http://ssa.nls.uk/film.cfm?fid=1341>

Video of the Bennie Railplane

[www.youtube.com/watch?v=-34V\\_v\\_EQUU](http://www.youtube.com/watch?v=-34V_v_EQUU)

Black 5 returns to service on the GCR - including shots with the beavertail observation car:

[www.yorkmodelmaking.com](http://www.yorkmodelmaking.com)

York Modelmaking - laser cut plastic. They have a range of ready made products and provide a custom cutting service.

# Me and My Trains

## A History of the Hornby Wrenn Day

Since Ron and Derek took over the organisation of the Princes Risborough Hornby Day, I've often thought it is wonderful that an event which I suggested and started as a very small exhibition in one room has developed to such a popular day at Chesham in the HRCA calendar. After Ron and Derek organised the exhibits there in 2007 they realised the increased potential of utilising the larger facilities at Chesham High School and including Wrenn. Then the thought occurred that, in a small way, the origins were perhaps as far back as the 1950's. The thought also occurred that it might be interesting to record the major role Hornby has played in this Hornby Boy's life.....

Just before Christmas around 1958, my father asked me to choose a train set from the Hornby Dublo catalogue. Not sure who was actually making the choice because eventually I was persuaded that the streamline engine with carmine and cream carriages appeared the most exciting on offer!! One evening, my father arrived home with one large and two small boxes: the complete train set, a controller and a guards van!!! Yes, my father might have persuaded me that the A4 was the best loco but no way was I going to accept that the guard has a compartment in a carriage. Just like our grandson now – loves operating but all colour light signals must be green and no way can Tank Engines run bunker first when pulling trains! I digress.

The excitement of seeing the set was tinged with disappointment as I was only allowed to pick up a carriage and roll it by hand on the top track of the box.



Christmas Day arrived, the track had been fixed to a ply board and I was able to despatch my new train full speed round the oval. I didn't seem to realise the control lever could be set midway between 'off' and 'max'. The morning was punctuated by cries of 'Dad – its come off again!' I wonder if we ever had our dinner that Christmas as my father usually did the honours in the kitchen at Christmas.

So my principal pastime and hobby for the next ten years was in place. Gradually track and rolling stock was added and the layout progressed to a 6' x 4' ply board, stored behind a wardrobe and laid on my bed for operation, then to a permanent layout in the loft. My cousin, David McRobb, lived a couple of doors away and he was equally interested in Dublo – I guess our collections developed at a similar rate and we must have spent many happy hours discussing and enjoying our trains. The main 'event' I remember was the grave concern at the announcement during 1964 that production of Hornby Dublo was to cease. What would we do?!! Where could we obtain track etc., compatible with our 3-rail? All I remember buying was an electric uncoupling rail from a shop in Aylesbury and sending off to Beatties for an Electric Motor Coach. If only we'd had unlimited funds and a crystal ball.....

The teenage years arrived and other interests took over!! The trains were rarely run and my mother no longer had to put up with the incessant clatter from the loft. Eventually, it was decided that the layout should be dismantled and, fortunately, everything was tucked away safely in a drawer in my old bedroom.

Little happened during the next few years, other than the purchase of a very good 2-6-4 tank which I spotted in an Antique shop in Worthing around 1980. Later, exhibiting model horse drawn carts at Stoke Mandeville, I was surprised to see a Dublo 3-rail layout. It was probably at the same Exhibition that I also purchased some good chocolate and cream carriages – something I had not previously owned.

That must have been when the embers of the fire of enthusiasm started to re-ignite. For, by 1990, I had moved into my own home with a loft space admirably suited to a layout which was soon up and running. A new neighbour, Mick Moignard, was Treasurer of the Princes Risborough and District Model Railway Club (R&DMRC) and suggested I join and my sister spotted an advert for the HRCA in a collectors journal. My first meeting with HRCA members was at one of the Thames Valley Group annual meetings at Wantage where Cliff Maddock made me very welcome.

Cliff eventually persuaded me that Mortimer was not too far to travel in an evening so that I could attend the other monthly meetings. There I soon found many friends who share my interest in Dublo. These of course include Ron,



Derek, Nigel and John who formed the Chesham group. Much nearer home and very enjoyable hours are spent by many of us there.

In the meantime, I had suggested to Cliff that we organise a Thames Valley Group event at Princes Risborough in conjunction with R&DMRC. The first exhibition in 1998 was a very small affair in one of the smaller rooms of the Community Centre with four layouts and about as many traders. It was very successful and rapidly became an annual event which filled whole centre. By 2007, I felt some new direction was needed as I had run of ideas for new attractions. Derek and Ron were eager to help and did a magnificent job with introducing new exhibitors and traders to compliment the many that had given their support previously.

I couldn't attend the first event at Chesham last year but hear great reports of the success. What a bonus to hear that a good profit was all donated to the school – my old one! Yes, the man in the picture watching over us was the Headmaster when, as an 11 year old, I first went to the school.

So, at the time of writing, I look forward to attending the next Hornby Wrenn Day at Chesham, along with my cousin. Our enthusiasm never wanes and we still enjoy collecting and running Hornby Dublo and look forward to meeting the many friends we have made in the HRCA and R&DMRC.

Just a thought: would it have happened without the train set which gave me the interest all those years ago? The HRCA and R&DMRC would of course be there. And the Chesham group would have been formed. But would the other links have occurred? I guess we'll never know.....

Note: Photographs show the first and last items in my collection. Sadly, the first locomotive was lost after about 8 years. Passed to a friend for repair, it was not returned. The tender was sent for conversion to a 'Silver Link' by an HRCA member. The Mallard in the photographs was acquired from Peter Davies a couple of years ago. The carriages and guardsvan are the ones originally given to me at Christmas.

Martin Randall



# Okehampton Goods Shed

Paul suggested I describe how I am tackling the building of 'O'kehampton Goods Shed. He must think I know what I am doing – is he the only one? This is the first model railway building I have ever attempted – although I did complete the Metcalfe Models 'O' Gauge Goods Shed from a printed card kit – so perhaps I have some form!



My first effort, now falling apart in the Clubhouse, was kindly described as a 'mock-up', and it failed to convince our project leader that he/we should scale things down... I have now found that this mock-up is on the small side.

I thought (or read somewhere) that foam-board covered with DAS modelling clay would provide the right approach as it was clear that there was no chance of finding any commercial product that would reasonably represent the unique mixture of stone and brickwork that was used in the structure and which was applied in different mixes within it. The local Aylesbury Art Shop had these materials so my next step was to experiment with them following the dimensions established by the initial mock-up.

I found two things from these experiments – the first was that foam-board

warps when DAS is applied to it, the second was that scribing the stonework was not difficult – but that regular features (such as the door and window arches and pillars) needed a control method to achieve a good effect.

I got some tips from more reading on structure modelling (I must put that book back in the club library!), and from talking to the Gravetts at RAILEX who were encouraging about the approach. The other important discovery was the use of a CAD program to make diagrams of what I wanted to do. I have spent my life (since the mid-60s) working in IT, but computer aided design has not been one of my skills. I did think of doing a course at Aylesbury College, but that was expensive, so I was glad to discover freeware called StdCad, which has so far met my needs. It has enabled me to produce two-dimensional diagrams which I can amend and reproduce at will. After an initial learning curve, I have got to the stage of being able to diagram the important bits of stonework that I need to reproduce. I am currently printing these, gluing them to styrene which I can then cut and scribe, so that I have regularity where it is most needed. I have also diagrammed the window frame details which has enabled a variety of approaches to producing these to be attempted. Using standard styrene strips (e.g. Evergreen) has not worked well, as these don't bend easily. I have developed diagrams of the windows which have potential for submission for etching – one of the great things about using CAD is that an initial drawing can be scaled up or down, copied as many times as you need, mirrored for the producing two sided images for etching, and so on. I haven't gone further with this yet, although it remains an option, as I discovered another possibility – use the CAD window diagram to produce a jig which can be used to solder up a window out of brass wire sections.

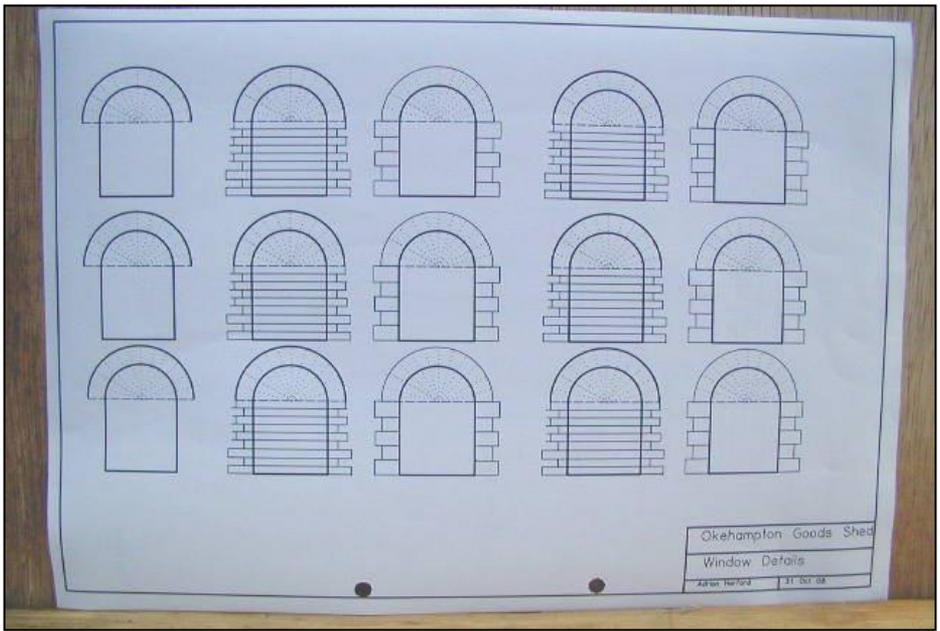
The photo right, shows the foam board structure with partial DAS application ready for the random stone to be scribed on, but with styrene applied to represent the more regular stonework.



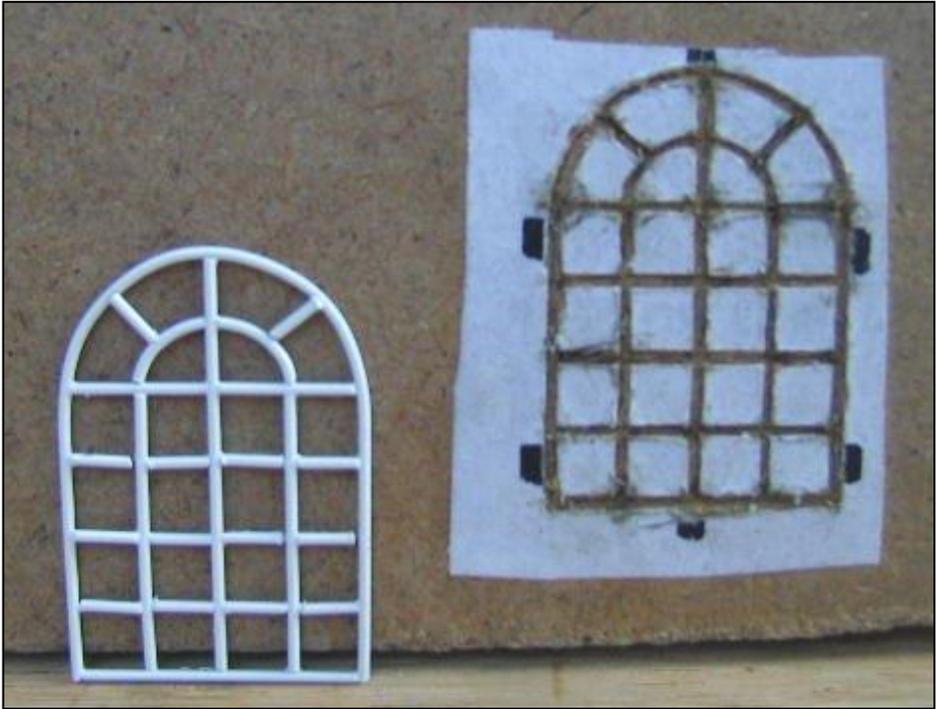


Above: a test piece for stonework colour and effectiveness. Two examples of scribed/painted stone and the real thing.

I have also used the window templates which I drew as a potential etch layout to produce a jig which enabled me to construct a window from lengths of 0.9mm brass wire, cut to length and then soldered up, with the jig acting as a holding device. This photo shows the jig – produced by sticking a window



drawing onto MDF and then cutting grooves to take the brass wire – with the first result from using it. Way to go yet!  
Above: the window frame produced from brass wire.



Left: an array of window surrounds drawn on the PC.

We have now found a better method of producing the window frames and that is laser cut plastic. A drawing was sent to York Modelmaking and they have cut the windows from plastic sheet. This ensures that all the windows are the same. Windows for other buildings on the layout will be produced in the same way.

Adrian

## Articles for publication in Footplate

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 or made.

Risborough Venturer Photos supplied by Pete Joels

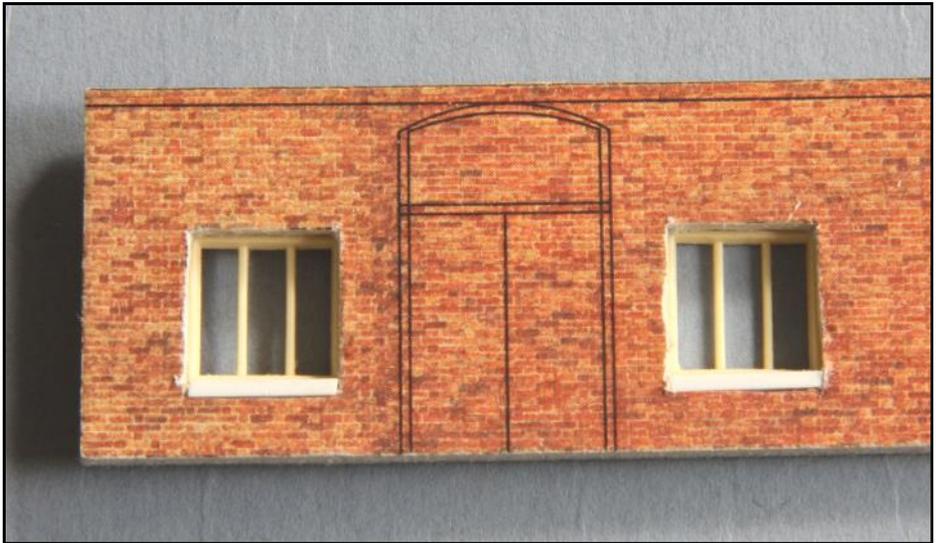




# Modelling the Netherlands in N

In the last issue I showed the progress of my diorama (later to be part of my layout). It had reached the point of building the canal side cellars for the warehouses. These were created on the computer and printed onto brick paper as a guide. Now comes the more complex part of creating the doors and windows. The starting point is the spare parts left over from kits. There were a number of doors and windows that could be used directly, see photo below, where only a cill has been added from Evergreen plastic strip.

Next came a number of windows and doors where some modification was needed.



Again Evergreen strip has been used extensively. The second photo shows some examples. On the left is a simple door produced from Evergreen 2020 sheet with a thin strip down the centre plus the addition of 4 Grandt Line hinges. These are small HO hinges but they look fine. On the right is a kit door with a surround from plastic strip. The windows are from a kit but the top has been cut off and replaced with a section from a plastic tube to give the curved top.

The third photo shows another door but now set further back with solid doors that can be closed over it for security, Again plastic strip construction. The pair of doors below the building are made from 2 small windows edged in plastic strip to get the correct size of door. As I work along the building I am having to do more modelling. However each section of building is different and due to the age of the prototype do not have to be exactly square. Being a bit wonky is an advantage here!

Some windows set back to show the thickness of the walls other set forward, the more



variation I can get here the better. The photos do show up some defects which will be corrected when the plastic parts are finally attached. Photography can be very cruel but also useful if you take the photos before completion.

Paul



# Telegraph Poles for Okehampton

Probably the tallest features at Okehampton are the telegraph poles. These are being constructed by Merlin from wooden dowels. The first step is to get the correct diameter by forcing the dowel through a jig. Each pass through the plate reduces the diameter slightly until the correct size is reached. Merlin constructed the jig from a steel plate and added a series of holes of different diameters. Simple but effective!

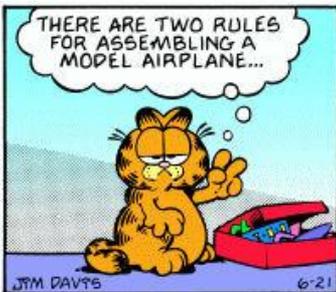


The second jig has been constructed by Russell. The pole is held in place with masking tape and the grooves filed for the cross beams. Metal pins act as guides for this process. The crossbeams and insulators can now be added. These can be of cast brass or constructed from wood strip with the insulators made from brass pins and beads.





## Modelling tips:



# Aylesbury Update

It may appear that not much progress has happened to Aylesbury, however, this is not the case. The team have been busy constructing the track. On Saturday 5<sup>th</sup> Dec, all the constructed track was placed on the boards to check location and see what remained to be done.

Each piece of track was carefully removed from its backing board, the template



cut away where necessary and placed into position. All the points are now done and only about 1.5m of plain track is required. The photo on the right shows the whole of the scenic section with the engine shed area on the right. The gaps in the track in the shed are for the pits of which there are 5! There is one main line without points which would allow EM gauge stock to run through. Once all the track is complete the track will be laid and ballasted in one go, a method that Tim demonstrated to us some time ago. Pete M is now constructing the storage yards at each end. These will use the cassette system as Saffron Street did but will allow slightly longer trains. Although the layout will start operation using some of the stock from Saffron Street new rolling stock is being constructed by David.



**OKEHAMPTON - RUSSELL INTERVIEWS RICHARD WESTLAKE TO GET A BETTER UNDERSTANDING OF TRAIN MOVEMENTS, 3<sup>RD</sup> OCT 2009**  
**PART 1 - PASSENGER WORKINGS**

Richard (now retired from FGW Exeter driver's depot, early 60s) arrived with his Dad, Arthur, now 92 and still going strong. Arthur still lives just down Station Road, whilst Richard had travelled from Exeter where he is a Town Councillor. The meeting lasted about 1hr 45m.

**Surbiton Car Carrier.** What movements were required to shunt the two halves of the arriving train to two roads in the Military Sidings? Train pulled forward within Down Adv. Starter with rear coach clear of west crossover, then station pilot drew whole train back onto Up line before propelling into Military Siding 2. With the earlier short formation (7+2) the whole train remained in this siding as passengers could detrain onto the platform. Only with longer formation (8+3) were the passenger coaches uncoupled and shunted to the short siding.

Also, how was the Up train shunted before departure? If long formation, coaches shunted onto front of GUVs, then whole train departed from Military Siding 2. It did not stop again in Platform 3 as passengers already on board. The same loco used for both Down and Up services, being turned and serviced on shed. Incidentally, the Surbiton-Okehampton Car Carrier was instigated at Arthur Westlake's suggestion of bringing more rail business to Okehampton as he was Station Master at the time, having previously been Fireman, Driver, then Shed Foreman previously!

**Day-to-day Passenger Train Workings.** Down Plymouth/Padstow/Bude. Plymouth portion departed first. Always using train loco, or fresh loco? Padstow/Bude 2<sup>nd</sup> portion, when would this have been strengthened, Summer only? Few trains were split on Down, instead passengers alighted and joined the NCR/Bude train already waiting in Platform 1(Bay). The ACE did split and proceed as expected.

**Down terminating trains.** On arrival at Platform 2, did these often shunt/set back to Down Siding 1 or 2, and then draw forward to Platform 1 for later departure? Yes, but sometimes shunted over west junction into Platform 1 ready for a later departure Westward.

**Down departures.** Originating at Okehampton., did these always leave from Platform 1, even Plymouths? Yes, Down trains departed from Platform 1.

Would down trains ever depart, via Ground Disc signal, from Platform 3? (possibly to save time after the late arrival of incoming service, and need for quick turnaround?). No, never, wasn't any need to.

**Up departures.** For those originating from Okehampton., how did stock get to Platform 3? Most often these were formed from stock from earlier terminating eastbound service that had been propelled by train loco back into a Military Siding.

Was it stabled in Military Sidings and later drawn forward, **Yes**

Were there occasions when an Up train departed from Platform 2, via Ground Disc signal? **No, never.**

Up Plymouth/Padstow/Bude through to Exeter, etc. Plymouth arrived first? Drawn back into Military Sidings by station pilot, or did train engine run-round in order to shunt? **Yes, loco ran-round and did own shunt, then propelled onto rear of NCR/Bude portion.**

**Up terminating trains.** Did train engine run-round to shunt stock to Down platform or Down Sidings, or was station pilot utilised? **No.**

Or was it simply propelled back to the Military Sidings for stabling, with loco L.E. to shed? **Yes.**

Usual OR Unusual Sequence? On a late August '62 Summer Saturday, Pete was on the Up ACE. He and his family left Bude with 'N' 31856; but on leaving Okehampton they were double-headed with two Light Pacifics as far as Exeter. He doesn't recollect any of the engine moves at Okehampton that enabled this to occur, nor whether 31856 came off at Halwill or at Okehampton. **The N would have come off at Okehampton, running forward clear of shed exit to allow the two Pacifics to come off shed and reverse onto the train. The N would then have gone on shed. This was the simplest move as far as the signalman was concerned – fewer levers to operate!**

**Up & Down, BR(W) loco-hauled passenger trains.** Apart from regular Mogul haulage, were Manors, Granges, and Halls from Exeter and/or Laira shed regularly used? **Yes.**

Were any other W.R. types regularly used? **No, others too heavy for Meldon. The 11.45 Exeter Central – Plymouth and 3.15pm return was a regular Manor or Hall duty.**

In the early diesel era we have seen examples of Class 22, Class 35, Class 42/43, and Class 52 working via Okehampton on either diverted or through services. Was it known for other classes to work these through trains, e.g. BR(S) Class 33? **No, Class 33 never worked passenger services, but did work ballasts in later years. Class 22 (63xx NBL hydraulics) and Class 35 Hymek were the regulars. A Hymek once worked LE to Launceston to bring back the Bertram Mills Circus train. Class 31, 45, 46 worked Meldon ballasts in later years. Neither Richard nor Arthur could recall any Class 52 on passenger, just occasional Class 42/43 on diversions.**

**Loco Changes.** Were there any preferred moves/sequences for changing locos? E.g. On Up services, did fresh loco come off shed and stand alongside on Down line whilst other loco went to shed for servicing, or did one go on shed before the other came off? Or some other way, or perhaps no actual set procedure? **Up trains rarely changed locos, just crews at the platform whilst taking water. When they did, sequence as in answer above.**

## RISEX 2010 – The Swansong. . .

As I write this there is snow on the ground outside and a vaulting blue sky above. It's a very clear and crisp Winter's day outside but I'm warm inside the house and still organising the next RISEX exhibition.

The key date here is February 20<sup>th</sup>, 2010 – the last Saturday in the Spring half term this year – and as usual we are going to be taking over the whole of the Community Centre for the day. The usual team of helpers will be there to run the day for me; food, stewarding, club stand, so forth, but they will need your help to make it all run smoothly.

And again this year we will be both welcoming back some old friends and greeting some new ones, both traders and exhibitors. Check out the Club website for the latest information about what's hot for the day, Ant is doing a wonderful job of keeping it up to date.

The one thing about organising an exhibition is that it's never the "same-old, same-old" year after year. Yes, the venue is the same, but that's the easy part; the fun comes in talking to the traders and squirreling out the layouts – and particularly layouts that actually stand a chance of fitting into the space available . . .

As I announced at the AGM, this will be the last RISEX that I organise (at least for a few years). I think that we have a new manager arranged for 2011 (thanks for volunteering, Richard) and as soon as I see him again I'll arrange for a sensible hand-over of the job.

Finally, I'd like to say a big 'Thank You' to everyone that has made RISEX such a success over the last five years. As they say, I couldn't have done it without you!

Ian Roll

# Club Diary

## January

9<sup>th</sup>  
15<sup>th</sup>  
16-17<sup>th</sup>

Footplate Winter Edition  
Marlow, Maidenhead & District Exhibition  
Wheeltapper Competition  
St Albans Exhibition

## February

19<sup>th</sup>  
20<sup>th</sup>

**Risex Setup**  
**RISEX 2010 Exhibition**

## March

6<sup>th</sup>  
27<sup>th</sup>

Abingdon Exhibition  
Tring Exhibition

## April

17<sup>th</sup>

Footplate Spring Edition  
Amersham & Chorleywood Exhibition

## May

28<sup>th</sup>  
29-30<sup>th</sup>

**Railex Set Up**  
**RAILEX 2010 Exhibition**

The test track schedule will be put on the notice board.

## Modelling Saturdays

A series of Saturdays will be booked. I will try to avoid major exhibitions/events and will put the dates on the notice board and website when they are booked.

Back cover photo: DB Schenker 66152 passing Crewe with 3 Container flats 02/09/09. Pete Miller.

