

Risborough and District Model
Railway Club

Apr-Jun 2010 Spring

FOOTPLATE



Quelque Part en France by Simon Newitt, exhibited at Risex 2010.
European N Scale. This is a station of the old "Tramways de la Vendée",
now restored to its former glory.

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Committee meeting

Meeting on 11th Feb, discussed Railex, Risex, new club room. Risex was finalised and Richard Turner will be organising the 2011 exhibition. Richard and Ian will arrange a handover meeting.

Railex is almost finalised and David is working on the final floorplan, while Ant is creating the advert artwork.

James will be getting more information and costs for the proposed new clubroom with help from Barbara. Once we know the full cost of the building we can then see if it is a viable project and search for a suitable location.

Neil is discussing with our accountant ways to reduce the tax we had to pay due to the removal of a zero tax rate.

A new/improved club stand may be needed and Richard Turner was going to make a presentation of his ideas and get our comments. And finally, we are going to try to have more frequent committee meetings but a max of 6 per year.

WELCOME

We have had two major events in the last few weeks: Risex and Wheeltapper. I am pleased to report that both were very successful and you can read about them here and see more photos on our website. Our layout projects are all making good progress. All the Okehampton boards were laid out the other day and I am pleased to report that when finished it will fit into the Carrington Room. The scenic area is about 52 feet long! Impressive!

The next major event in our busy schedule is Railex (29-30th May). As usual we will need help on Friday and Monday as well as the weekend.

We spent an evening discussing the club stand at Railex and promoting the club. It turns out that most visitors do not know who runs Railex and some even thought it was the Wycombe club. I think most of us agreed, we do not promote ourselves as well as we could or should. We do however create one of the best shows in the country. Some ideas suggested include producing club shirts with logos, producing display material for the outside of the current club stand and replacing the second-hand stall with a more interactive display. As Railex is nearly here we may not be able to do everything we would like this year but can certainly improve our visibility. Railex is a fantastic show so lets make sure everyone knows it is our show.

The club room clearout has now started. The Drive-a-train layout is going to Andrew for his son and will depart after the wiring is complete. Chiltern Parkway has not been sold so is now being dismantled. The first two boards have now been cleared and the rest will follow over the next couple of months. We now have a new wheeled cupboard for catering equipment. In the top half you will find our drinks fridge while in the cupboard below is the cutlery, spare cans etc. On the top is the tea, coffee and sugar. This unit will be wheeled out for each meeting. A second cupboard will be purchased for the TV to stand on and to hold all the videos and DVDs. This will then allow us to expand the DVD library.

Can I ask yet again, that those of you using club equipment make sure it is returned to the correct location at the end of use. The correct location is definitely NOT the workbench which should be kept clear for modelling. The Ni-Cd batteries in the club drills should be fully discharged and then fully charged before use. If you do not do this, the batteries will not last as long as they should. Any equipment faults should be reported to the committee so that we can get the item repaired or replaced. The cutting mats are now quite worn and will be replaced, probably at Railex and some new screwdrivers might be a good idea. We still have plenty of drill bits (some in the wrong trays) and screwdriver bits. Some items are missing: 2 tape measures and a couple of steel rules, some A3 cutting mats and we have not seen the multi-meter for some weeks. Please check your toolboxes in case you have these.

Paul

Wheeltapper 2010

This year we had Tony Wright of BRM to judge the models and he also gave us an entertaining and humorous talk for an hour. We were also joined by some of our friends from the Wycombe and Beaconsfield clubs who brought along a few of their models to add to the display tables. With a packed room we had a very good atmosphere. We had an excellent number of entries this year and judging was, as always, difficult due to the high standard. The models also covered a wide range of subjects and scales from 1.9mm up to 7mm to the foot. The winners were:

1	Steam - UK	Russell, LMS Patriot 45516
2	Steam - non-UK	Mick, D&RGW K27 #462
3	Diesel & Electric - UK	no entries
4	Diesel & Electric - non-UK	Paul, NS IC3 Koploper
5	Coaching stock and NPCS - UK	Tim, ex GW toplight all 3rd
6	Coaching stock and NPCS - non-UK	Mick, Caboose 0577
7	Freight and engineers stock - UK	Richard, open wagon
8	Freight and engineers stock - non-UK	Mick, Water Service car 04432
9	Vehicles, boats, people and animals etc.	no entries
	The Robbie Robinson Award	
10	Structures, buildings etc.	Richard
	The Jack Kine Award	
11	Dioramas and figurines	no entries

The Wheeltapper Trophy was won by Richard for his weathered O gauge open wagon and this model also won the Derek Turner Trophy for best O gauge model. The Chairman's Cup was won by Max (far left) for his scratchbuilt FR model of Prince.

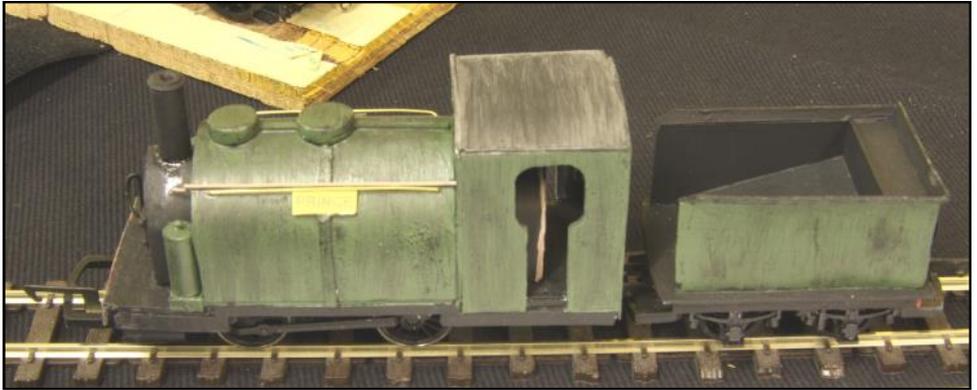




Left: Tony presents the Wheeltapper Trophy to Richard.

Below: Russell's O gauge Patriot (category 1)





Top: Mick's D&RGW K27 (category 2)
Above: Max's scratchbuilt FR Prince (Chairman's cup winner)
Below: Paul's Dutch IC3 Koploper (category 4)
Bottom: Tim's Toplight coach (category 5)



The 7mm Wagon Project

This year we had a new Wheeltapper trophy in honour of Derek Turner, a long time club member and 7mm modeller which was awarded to the best 7mm model. We would like to make this trophy more specific for Wheeltapper 2011 and so here is the 7mm challenge.

You need to build a wagon suitable to run on Okehampton and model it based on a photograph. The time period is 1947-1960, so it could be a very battered grouping wagon to early BR to some fairly modern wagons. James has agreed to find suitable photos and kits to go with them.

We will have three levels to cater for the different experience levels in the club:

- 1 Wagons that can be built from a kit with little modification.
- 2 Wagons that use a kit but will require some modification/scratchbuilding.
- 3 Wagons that require significant scratchbuilding.

The club will help by providing kits at reduced cost and organising workshops. These will cover:

Basic kit construction, Modifying kits, Painting, Lettering, Weathering, distressing, etc.

Wagons already under construction will be able to enter the competition as long as they are accompanied by a photo of the real thing and are within date. Workshops will not be scale specific so modellers in any scale can join in.

If you can see this gap, get writing!

New Members Welcome Evening

We are planning a welcome evening for potential new members who express an interest in our club at Railex. This will be two weeks after Railex, on Friday June 11th, so we have one week to get our clubroom cleared up after the exhibition. This will give people a chance to see us on a typical Friday and we can show them what we do. This will be a normal Friday for us, talking, modelling, club layouts being worked on etc with, hopefully a few visitors.

Risex 2010

This year's Risex is the last with Ian as Manager and he has certainly finished in style. This year's show had some excellent layouts, a good selection of trade and plenty of visitors making a very enjoyable atmosphere. We managed to attract twice as many visitors as last year due to better advertising including the new boards as you enter Risborough. The catering dept was very busy indeed and sold out of almost everything ! We sold about 500 cups of tea and coffee as well as producing the hot lunches for exhibitors and cold lunches for visitors. Thank you to everyone who helped. Our demos (Mick, Richard T, Ian G and Martin) attracted a lot of attention, particularly Tim's track laying demos that were given throughout the day. This is a good way to interact with the public and get interest in our club. We also managed to clear up in record time, so thanks to everyone who helped with this event.



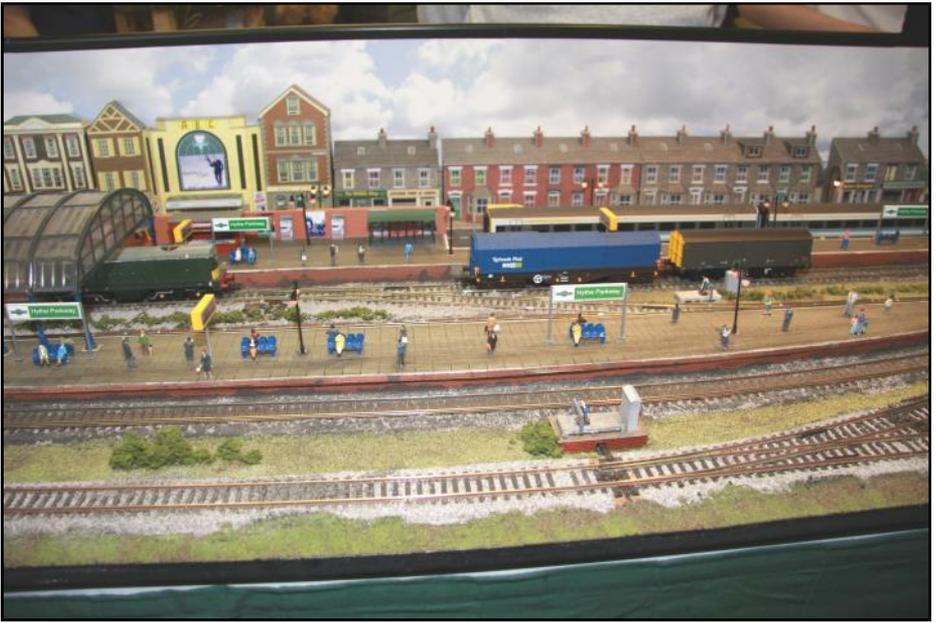


Above: Courtover Town.
 Below: Gray's Steelworks
 Left: Trumper's Halt
 Front cover: Quelque Part en France





Above: Tim checks the alignment of the newly laid track while the public watch. No pressure then!
Below: Hythe Parkway.





Above: Villier Street, an interesting small layout viewed from the end.
Below: 5" gauge wagon on the GC stand.



Riding New Zealand Railways

David Powell

In January and February Sue and I celebrated her retirement by enjoying a 5-week holiday of a lifetime which included 24 days in New Zealand. With so much we wanted to see, we went on an organised tour with Scenic Tours which covered most of the “must do” places from the Bay of Islands in the north to Stewart Island in the south and had the added attraction of including travel on New Zealand 3’6” gauge railways. However, the international party of 46 (Brits, Australian, Canadian and Belgian) included only three others who could be labelled serious railway enthusiasts, including Iain Wells whose Highland Railway layout Tain came 3rd in a recent Railway Modellers Cup.



Prior to joining the tour Sue and I had 4 days with a long time friend in New Zealand’s largest city, Auckland. This included a Sunday and an opportunity to visit the 6km Glenbrook Vintage Railway near Waiuku, about an hour’s drive to the south. For anyone visiting Auckland, I can strongly recommend this line. It is well presented, the staff are in period costume, it has a good selection of interesting stock, access to the workshops and in my case an opportunity to footplate an immaculately restored Class Ww 4-6-4T 644.

During the actual tour of North Island, there were just two railway adventures. First, a rushed visit to the Goldfields Railway, a short heritage line between Waihi & Waikino. The two

coaches, one a converted open wagon, were hauled by a Baguley Drewry 0-4-0 diesel shunter. Then, two days later, having ‘done’ Rotorua, for the journey south we joined the Auckland-Wellington Overlander Train at Taumarui. This was one of only three long distance passenger services still running. The only other scheduled passenger traffic being commuter services supporting Auckland and Wellington. At Wellington



we had two nights and a chance to ‘do’ the Wellington Cable Car to the summit overlooking a rain sodden city. If we go back I promised myself a trip out to the extensive railway museum at Paekakariki which we had glimpsed as we passed in the Overlander.

After crossing from Wellington to South Island by an ex-English Channel car-ferry, we joined the second ‘inter-city’ train, the Tranzcoastal, for its journey from Picton to South Island’s largest city, Christchurch. Hauled by a pair of Class DC Co-Co 4450 and 4628, for most of 340km/5½hour run the train follows the Pacific coast. This is a spectacular run, with ever opening vistas snaking through 22 tunnels and crossing 175 bridges on the way.

Following a night stop at Christchurch, the next morning saw us all down back at the station for the third and most stunning of the



‘inter-cities’ - the TranzAlpine, which links the Pacific Coast’s Christchurch with the Tasman Sea’s Greymouth. As with the Transcoastal, the train includes open observation coaches. The line crosses the Alpine chain of mountains which form the back-bone of South Island, climbing to the some 737m summit, at Arthur’s Pass. Here our coach (and suitcases) was waiting to continue our tour down the West Coast. “Why not

ontinue to Greymouth?" I asked the tour organisers. Because, beyond Arthur's Pass there is an 8 km tunnel and we wouldn't see the views, was the response. Despite excellent hotels and an impressive tour programme, this was a tour with railways; it was not a tour for serious railway enthusiast! Still, it was an exciting memorable run, again using a pair of DCs, with 4450 paired with 4628.

After several days of mountains, lakes and incredible views, rail was back on the menu. By now we had reached Dunedin. During a late afternoon visit in the Otago Settlers Museum we found the E class 3'6" gauge double Fairlie 0-4-4-0T, Josephine of 1872,



the oldest preserved locomotive in New Zealand.

Next day was, for me, one of the highlights of our holiday. At a number of places through the tour, the itinerary included a two-night stop and a number of options during the day. One of the Dunedin options was a trip on the Taieri Gorge Railway. These 77kms of spectacular railway engineering which must rank up there with the world's greatest railway journeys. The power was provided by a Class DJ Bo-Bo-Bo Diesel 3107. Like the Eurotunnel Class 9s, the middle bogie slides laterally, combining power with low axle weights and a sharp radius track capability.

The following day, the tour took us back to Dunedin's impressive railway station for the other passenger service operated by the Taieri Gorge company and stock, on this occasion Class DJ 3211 with 2 coaches and a baggage car. This was the Seaside, which runs north from Dunedin to Plamerston. Unlike the previous railway trips, and indeed most of the tour, which had been in glorious sunshine, the more typical South

Island weather caught up with us for a grey over-cast run through showers.

Over the next 3 days we worked our way back through more stunning views to



Okehampton Update

Okehampton is making progress in terms of track laying. We now have the rear yard entry points fitted and needing point motors. The rear sidings are making their presence felt appearing at the far end first, working towards to the entry points. Another couple of Saturday sessions should see this done. The main line is complete as far as the main 7 boards are concerned, with wiring done and point motors installed, thanks to Mick, James, Pete, Adrian and Russ. The new track has not yet been tested though because we found a major problem with the "Klondyke" board (The one where the road passes below the main line). The side was badly curved and we couldn't connect them all together. This has now been sorted by Richard, thanks to a brain wave of Pete's who said "why don't we cut through the front edge and then stick it all back together." So that is what we did.

We have now got all 7 boards to fit together, and with it all connected we slid it round the floor until we got it into a position where we had the same space at the two ends. We now have a design for the two final scenic boards. One will house the Torrs Road bridge, a tall overbridge at the military sidings end, the other the falling track and a wooded embankment cunningly contrived to hide the track as it disappears into the fiddle yard. I will try to get these built over the next few months. While it was on the floor, we measured the front viewing edge which comes out at 52 feet. I said it was big! I also said it fitted the room, which it does - as long as you (a) do not want to get from one side to the other, and (b) do not want to use the store room!

Buildings are progressing. Mike is making a splendid job of the platelayers building and has the water tower almost finished. We need some more help on other buildings. Please step this way and put your hand in the air.

Stock is also coming on. Russ is spending his money wisely, and soon will have more coaching stock than the rest of the club combined. I have added 10 new wagons to my collection last year, and have 6 on the go at the moment. The two Ians are adding stock, Pete built 2 SR wagons, Adrian has a nice collection of 6 wheelers and a lovely Mogul - pity his are mainly GWR!

Lastly, thanks to Paul who is always there helping us put the boards out, then back again and doing all sorts of other little things that just mean we can get on with our project. And to Mike for making the tea!

Cheers, James.

Around the Shows: Abingdon

For once, I had a 'no rush' day and I promised myself that I would make an effort and stop and admire each and every-one of the 30 layouts in the large spacious well lit hall. So what was on offer? Apart from the Black Gang Gauge 3 (radio controlled with on-board battery power) stand, it was a 4mm or less show.

Of the layouts which did catch my eye, the best by far was Rhine Side (TT) a large diorama, representing the German West Rhine railway double track line running along the West bank of the Rhine, in the gorge South of Koblenz. It looked good visually. Interest was sustained by a constant flow of prototypical traffic, and in those moments when no train was in view, attention was sustained by traffic on the moving Faller road way which ran parallel with the line.

There was some interesting Welsh absorbed railways' stock on Talyllyn Road (EM), and I was inspired by Weybourne Woodside (00), a neat simple minimum space loco-depot. But, otherwise, too many layouts were disappointing in terms of watchability, because nothing, or very little was happening, or my other test – would I like to operate or own that layout? On at least two of the layouts, not only was there nothing happening, but the operators appeared to be engrossed in energetic social conversations. On another, an eye-catching continental urban narrow gauge and tramway layout, with glimpses of what appeared to be a lot of interesting stock buried in a fiddle-yard, nothing was happening while the operator was engaged in an extended point scoring conversation with a visiting anorak on obscure Iberian railways. Despite my promise to give every layout a fair viewing, I gave up waiting to see something and moved on. At least it was a cheap day out as trade was predominantly the box stackers, and almost entirely 4mm or under.

David Powell

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.

OKEHAMPTON - RUSSELL INTERVIEWS RICHARD WESTLAKE TO GET A BETTER UNDERSTANDING OF TRAIN MOVEMENTS, 3RD OCT 2009
PART 2 - GOODS & MILITARY WORKINGS

Up 5.00pm Meldon – Okehampton Ballast/Workman’s train. After arrival and propelling into Military Siding., what happened to the single workman’s coach? Was it fly shunted over the west crossover and run back by gravity into the down yard? **Yes.**

Also, what working included this coach from Okehampton to Meldon each morning? **The coach wasn’t used in the morning as it would have been just a one-coach train – costly to run. Instead it worked down with the T9 as ECS in the afternoon for attachment to the Up Ballast working. The workers caught the Down 7.00 train which was issued a Special Stop Order for Meldon Platform.**

Up and Down “Tavy” Goods. We assume that the Up train paused just for water and/or crew change, **Yes,**

but how was the Down “Tavy” shunted on arrival at Okehampton? Was the Plymouth portion at the rear, **Yes, at the rear.**

and the other portions shunted over to a Down siding(s) **Yes**

Was the “Tavy” primarily made up of 12T vans or did it have some PMV, BY, B vans in its consist? **Mainly 12T vans but some 4-wheeled BYs in consist.**
Please see extra description/questions from Pete below.

Other goods services. Were there any special shunting moves made for other goods trains? **No, just shunted where needed by easiest means.**

We have a photo of cattle wagons left on the Down main. Would these have been left here whilst the rest of a down service was being assembled in the yard?

These would be in course of shunting via Down Sdg.3 to the cattle loading dock. Every Wednesday (Okehampton market day) about 15 Cattle wagons loaded at Okehampton for forwarding to London.

Western Region goods trains. Did these often stop for water, or did perhaps the Up train run through non-stop? **Both directions always stopped for water.**

Down headshunt/Down West Siding. Was this used to store wagons, **Yes,** and if so, were they run back to Goods Shed or Yard by gravity? **Occasionally, but often drawn back via Platform 3 or Goods Shed road.**

Loco coal wagon deliveries. What working did these arrive on, and the empties depart on? **About 4 to 6 wagons per day, but could arrive and depart on any suitable train.**

Were they shunted singly on to the coaling road, or in twos or threes? [Yes, in twos or threes to enable shed staff to unload onto dock.](#)

Ditto, empties, and where stabled before return empties? [Wherever required to shunt onto eastbound service, often from Military Sidings as SP Gunn's empties returned from there.](#)

Station limits. Were any shunting moves made beyond station limits, i.e. beyond the Advance Starters? [No, always plenty of room inside Adv. Starters even for Car Carrier \(see answer above\). But not on our model I suspect!](#)

Re: Tavy Goods Shunting.

[The Up Tavy never stopped for shunting, simply for water and crew-change. Other Up Goods trains DID have wagons propelled onto their rear from the Military Sidings and the existing brake van would then be sandwiched within the train, after all, brake vans had to be worked back eastwards somehow, not just left at Okehampton.](#)

MILITARY TRAFFIC WORKINGS

It appears most traffic arrived from Aldershot. What other army bases around the UK would send troops to Okehampton?

[North Camp. They couldn't recall any others. About 4 or 5 troop specials arrived and departed over the summer period and troops stayed in camp for a week at a time.](#)

[Troops detrained at the station and walked, later they were bussed in coaches to the Camp. Same in reverse.](#)

REME had a huge base at Aldershot; did they visit Okehampton regularly for "exercises"? If so, did they always bring their own hardware? And did it arrive as a mixed train of carriages for troops and, say, conflat/CCTs/GUVs for the road stuff? OR, were men and their hardware always kept to either freight or troop train arrivals? [Flats only carried lorries and jeeps in our time-frame. No tanks – these would have been exercised on Salisbury Plain!](#)

Were troop trains that emptied at Okehampton stabled in the Down Yard before returning with troops leaving camp? or was the stock sent ecs somewhere else as soon as it emptied, then returned to be filled with troops going back to base? or, did the Dartmoor camp take in an arriving group off one train and return another group immediately to prevent stock sitting around empty.?

[Stock was sent back to Exeter Central / Exmouth Junction for servicing and cleaning.](#)

In addition to troop moves, there were Navy "leave" trains to/from Plymouth and between Portsmouth and Plymouth, as well as Naval freight moves. Presumably there would be several hundred sailors passing through Devon by train every time a ship arrived at Plymouth. Would the SR deal with most, if not all, of this, given that Devonport (SR) appeared far better placed?

[If run, any "complete" service trains were run non-stop through Okehampton, but may have stopped for water. Most often Naval staff caught a service train \(e.g. Plymouth-Brighton or Plymouth-Portsmouth\) catching the train at Devonport as most through trains called there.](#)

If so, how frequent was this Naval “leave” traffic passing non-stop through Okehampton in both directions? and did all Naval traffic work on Q (ghost) paths, being dictated more by tides than time of day?and presumably, these trains could run any day of the week. **Not regular, but Q paths available.**

From the Internet:

For those of you interested in DCC the following website seems to give a lot of information:

www.wiringfordcc.com

the latest update includes tests on wire sizes for droppers and their max length.

The link below will take you to the BBC Archive Steam Train Collection

<http://www.bbc.co.uk/archive/steamtrains/index.shtml>

Where you can view various programmes on-line!

Here is a site you must look at, its fantastic, not because it is N but because of the skill involved and the effect. It is a working excavator in 1:160.

http://whiteriverandnorthern.net/clinic_39.htm

How to open the curtains...

<http://tinyurl.com/36qj7f>

Club Diary

April

3rd
17th
30th
Modelling Saturday
Amersham & Chorleywood Exhibition
Test Track

May

1st
28th
29-30th
Modelling Saturday
Railex Set Up
RAILEX 2010 Exhibition

June

5th
25th
Modelling Saturday
Test Track

July

TBC
Modelling Saturday

August

6th
7th
Test Track
Modelling Saturday

Modelling Saturdays

The following dates have been booked:

Apr 3, May 1, Jun 5, July (TBC), Aug 7, Sept 4, Oct 2 (Openday), Nov 6, Dec 4

Modelling tips:

If filing something you are holding in your fingers, make sure it sticks above your fingers! Ouch!



Santa Fe FP45 (right) in classic Warbonnet livery and F7A (left), also in Warbonnet. This is in fact an ex-Canadian National loco. Photos taken in Dallas, Mick