

Risborough and District Model
Railway Club

July-Sept 2010 Summer

FOOTPLATE



Who's who!

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WELCOME

The main event in this issue is Railex. Once again we have put on an absolutely excellent show which has received much praise from the modellers we are aiming it at. Thank you very much to all who got involved.

Each year we try to make some improvements and this year it was to improve the visibility of the club. To do this Tim organised tee shirts with Railex branding on the back and we made better use of the club stand as a display, with graphics on the current club projects. We had much better visibility of the club. Now is the time to think about next year, do we increase the size of the club stand, do we change its shape to get more display space? Have a think about it and let the committee know.

We also had some problems this year with parking. The school we had used in previous years were being very unhelpful. They refused to let us park on any grass and wanted a staggering increase in the fee to park on just the playground. We did get some additional parking in the hospital but 2 days before Railex one of the car parks became a building site, hopefully this is the new access road to the stadium. We knew it would happen at some point but it did come as a surprise to us and, it seems, the

hospital staff who had been using the area during the week. It seems we coped very well and did get most people parked. Some took notice of the info on the website and parked in Aylesbury and used the free bus or parked near the school and walked through.

So, what were the exhibits like? Well, yet again David has collected together an excellent assortment. The winner of the best layout (voted for by the layout operators) was East Lynn & Nunstanton by Trevor Nunn. The award for best model went to Chris Nevard for the limestone crushing plant on Arne Wharf, which was the smallest layout on display. My own favourites were: Totnes, as the scenery covers such a large area, giving the model depth as well as length, Westford, for the view through the little slits at the end of the station and Dinas, again for scenery (particularly height) and the effective use of smoke and sound. Dainton Bank had all the locos with crews, something that is so often missing but you could not get a good view of the whole layout as it is quite shallow. This is something that Okehampton will be better at as it is so deep you can get a better end to end view. Newmills had good crowds around it all weekend and still looks good even though it is now about 17 years since we built it. I remember when we built it in the old clubroom that we thought it was quite a large layout but at Railex it seems so small! Also a very good selection of trade and you will notice very little duplication of products. I picked up some more Evergreen styrene strip (you can never have enough) and some fine brushes, while Margaret came back with an armful of scenic materials.

The Saturday evening social was well attended and I hear the buffet was extensive and a lot of beer was consumed! There was also live music, well done David.

Apart from Railex, there is good news from the manufacturers, all of whom are producing new models. Arnold (Hornby) have no less than 100 new models for the coming year. New models also from European manufacturers: Fleischmann, Minित्रix, Hobbytrain etc. Hornby, Bachmann and Dapol also have a great deal of new stock on the way. There also seems to be a trend for shops to sponsor/commission new items of rolling stock and just repaints. It looks like an expensive year coming up.

Finally, could I ask you to check your e-mail spam filters and make sure that rdmrc@btinternet.com is on the allowed list and not blocked. This is the address that many club related items will be sent from.

Paul

Front cover: Dinas-Blaenau by Paul Holmes. 7mm scale, 14mm gauge. Just one of the many fantastic Railex exhibits.

Chiltern Parkway Update

Chiltern Parkway did not attract any offers for purchase so is now being dismantled. Some of the scenic sections are being kept but otherwise it is going. We have recovered the following:

Pattern makers dowels
Joining clips
25 way D connectors and covers
Lots of spiral cable wrap
Seep point motors
And some track which will be sold on the second-hand table.

At the time of writing, 5 of the 7 boards have been stripped and disposed of. As we have three ongoing projects we need the space so cannot afford to be sentimental about old projects. Anything not in current use has to go.

Paul

Rannoch Junction Update

Over the Easter weekend the club had one of its modelling Saturdays. As the weather was not too bad we decided to take the boards outside the back of the Community Centre and spray the track. Pete got out the airbrush and compressor that we had brought between us during the time when Railex was at the Civic Centre.

We used Precision Paints P977 Track Colour “Rusty Rails”, this was mixed in an old film pot with thinners using David’s little paint mixer that he had picked up for a couple of pounds, the only problem with this was that it was quite powerful and the paint went everywhere! We got the track on all three of the scenic boards sprayed, well Pete did most of it! Also we managed to finish off the last of the hills, by first contouring the polystyrene and then covering this with mod-roc.

I have recently had delivered a set of etched windows and doors for the station building. These came from a company called PH Designs, who first made the windows for a layout on RMWeb, which he offered to me if I would like a set. Naturally I jumped at the chance as this would save much time when building the station.

The next big item to be done on the layout is the scenics: grass, trees, bushes etc, we hope that we can get Steve involved in this following the skills he showed in his diorama project. I also have a small amount of wiring to do, this is to finish the wiring for the second siding on the front of the layout and to increase the section in the down side platform.

Ant



Refreshments and Recycling

Teabags, instant coffee, sugar and squash are located on top of the fridge cabinet and are available free of charge. Although, you do need to bring your own milk.

Drinks in the fridge are 50p each, pay the cash tin above the fridge! Crisps are sometimes available at 25p per bag.

Could you please rinse all cans, plastic bottles and glass bottles and place them on the draining board in the Carrington room kitchen. I will then take them away for recycling. There is also a stamp collecting bag on the notice board, proceeds from the sales of stamps goes to an MS charity.

First steps in scratch building

Follow me here, on a small journey. . .

I have been building 'O'-Gauge kits for about four years now and I've finally begun to develop an eye for what's good in there and what could be improved. My latest kit has been a model of a 1930s/1940s 14-ton tank wagon, and when you start to look at pictures of these wagons you soon realise that the tanks were held in place by two large bands of steel going over the top of the tank, one at each end. These tank straps weren't just fastened to the chassis at each end, oh no. They were welded to a length of threaded rod which was passed through a lug and held in place by a large tightening nut.

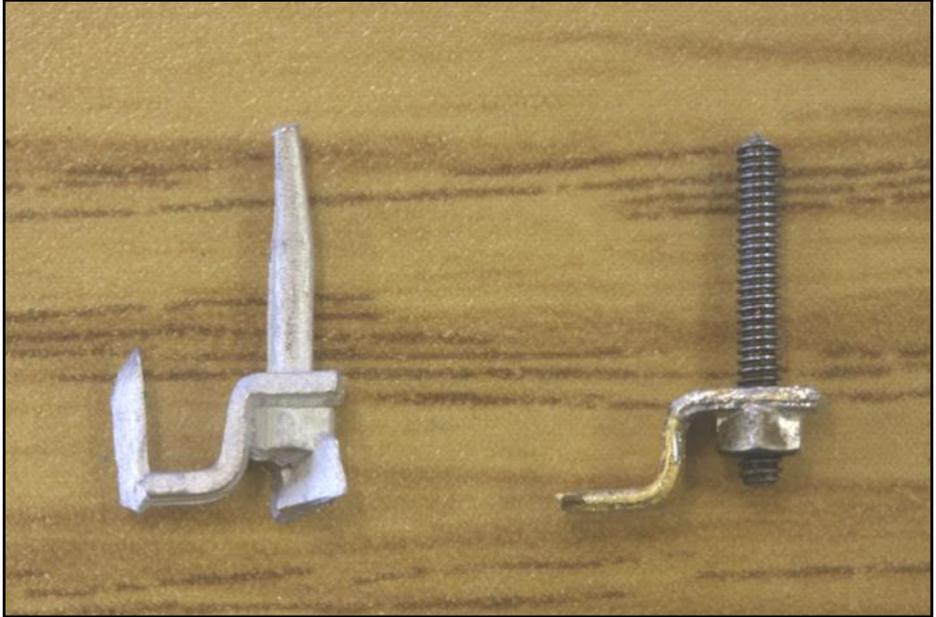
And sure enough, in the kit amongst all the other pieces of cast pewter that the manufacturer supplied were four poor castings of – well – something. So I put these four pieces down on a mat and examined them, and once I had mentally removed all the casting 'flash' and deformities I could see that contained somewhere inside each of these was a lug, and a pole to represent the threaded rod that I mentioned earlier. I could even see the occasional hint that there was a hex-shaped bit underneath to represent the tightening nut.

I looked at these castings again, and an odd thought crossed my mind. "Could I possibly make something that looked a bit like these?" I wondered. The lug looked like a piece of something in a sort-of step shape, and the rest was supposed to be threaded rod. Threaded rod . . . Hmmm . . . Sort of a piece of a bolt, perhaps? I decided to sleep on it. A slow trawl through my modelling room the next day turned up a small box containing some Slater's crank pins, which I had collected a long time ago when I was building a loco chassis. The box contained washers, top-hat brass bushes, nuts and 10BA bolts. Golden! The 10BA bolts were perfect for the threaded rod, and the nuts would look just like. . . well, nuts, of course. After that, a search of my scrap brass box revealed a length of discarded etch that could be reduced to 2mm wide, and I was home and dry.

It took less time to make than it takes to tell. Drill a hole in the brass just near the end so that the bolt will go through, add the bolt and the nut, and carefully solder into place. Cut the unwanted head off the bolt and file the end flat. Cut and file flat the end of the brass by the hole. Bend

the brass twice to form the “step” shape, being careful to get the bends in the right direction. Cut the finished part off the brass strip and file the ends flat. And finally use a large pair of pliers to straighten everything out, if necessary.

How did I feel about my first steps in scratchbuilding? – The picture says it all, really. I was lucky to have the bolts, perhaps, but otherwise it turned out to be really easy. After all it’s just a case of making a



“Chinese copy” of the ones supplied.

In the process I’ve discovered something fundamental:- Scratchbuilding is a state of mind. It’s all a matter of moving away from “I couldn’t possibly do that” and towards “Yes, I can do this”.

It’s not compulsory, it’s not even always desirable, but it is immensely satisfying to be able to say “I made that!”

Ian Roll

Railex 2010

With Railex out of the way for another year a big thank you to all the members who made it happen over the weekend, also thanks to those wives and partners who helped too. The Railex T shirts also looked good, so thanks to Tim for getting them done.

We had a record attendance beating our previous record in 2008 by eight people! Our door numbers seem to have increased most years since our first show and we are now attracting nearly a third more paying visitors since 2005. I think in part this is due to the reputation we have on the quality of the layouts and trade and partly due to the venue itself. It amazes me how far people travel just to visit us. This year we had a visitor who flew in from Finland just for Railex plus a New Zealander who was over here and made an effort to visit too, also Jim Summers who travels down as a visitor most years from Scotland as he thinks it a fantastic show.

Looking forward to next year, all layouts are now confirmed and existing traders will get their invites shortly, I have a healthy waiting list of traders who want to attend Railex and I am also booking layouts two to three years in advance.

We still need to continue to improve and although a year away there is still plenty to do for next year, including finding more alternative visitor car parking and looking to encourage for people to visit on the Sunday. Railex 2011 flyers go to press in August so it is important that parking areas are booked within the next couple of months to get information correct on 12,000 flyers and posters that we print. Railex is a massive undertaking and so meetings need to be arranged shortly for next year and contracts signed proving the planning and organization is a year round job for those who are involved in the Railex management team.

Again thanks to all those who helped out, and I think the club should feel proud on what many visitors now tell us on feedback in emails and forums: the best show for quality in the country.

David Lane



Above: David presents Trevor with his winners plaque.
Below: a view of Nunstanton.







Top left: David presents Chris with the best model award.

Below left: the lime crusher on Arne Wharf that won.

Above: Ian, Mike, James and Tim prevent the club stand from falling over!

Below: Westford, the view through the slots at the end.

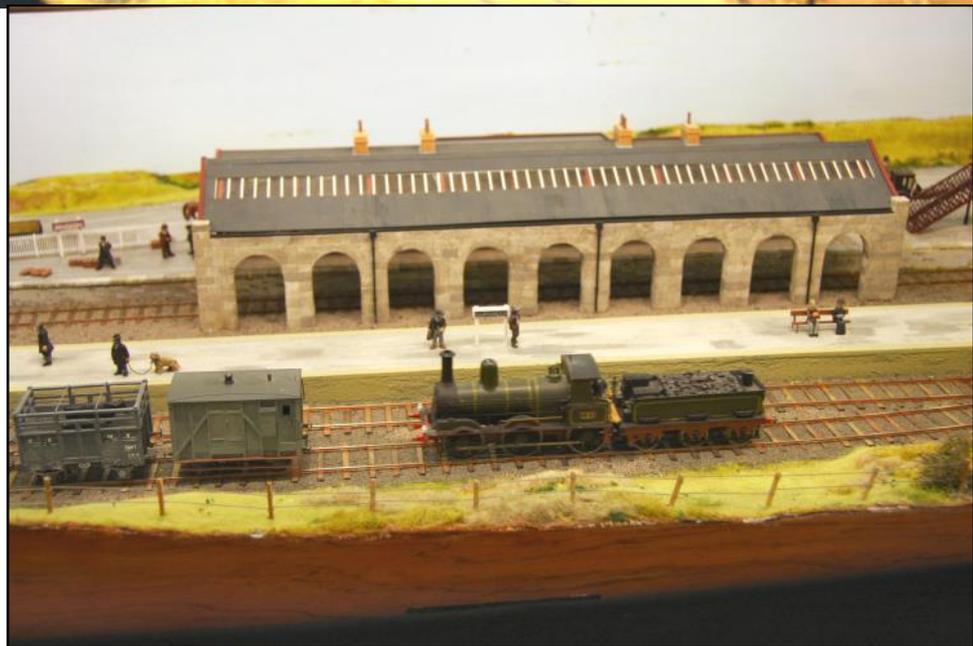


Below: Lower Soudley Ironworks, probably the oddest shaped layout we have ever had!

Right: Clinkerford

Lower right: Kilbrandon which came over from Ireland. S scale Irish broad gauge.







Above: Totnes
Below: Albion Quarry





Top: Connerburn
Above: Schotterwerk Grafenwalde
Below: Quai 87





Above: Whitchurch Road
Below: Dainton Bank



Aylesbury Update

Although progress on Aylesbury slowed down in the last couple of months due to work on Railex, we hope to get back to construction over the summer. Currently all the trackwork is laid except for a very short bay section off the main line. The five pits in and around the loco shed have now been installed although one needed adjusting after fitting as it was around half an inch too far away from the loco shed, possibly no one would have noticed but I felt it was best to correct while it was still possible and it would have annoyed me if we had left it as it was.

Some of the turnouts have had Tortoise point motors fitted and the next job will be to fit the remaining ones, we will then ensure all trackwork is working electrically and stock runs though all areas before we go any further. Cassettes for the fiddle yards will also be made, the end connections for these will use the new Masokits fittings that should speed up and also ease construction.

Once we are happy with the trackwork the platforms will be made and also a start on other buildings and structures. Some may have noticed I have built a number of telegraph poles, these are for a Model Railway Journal article I was asked to write so I took the opportunity to build those we need to build for Aylesbury.

On the rolling stock side I have been building a few of the locos needed, including a Craftsman A5 and a N5 from a Judith Edge etch. This is more of a scratch builders aid as only some of the etches are supplied and no castings.

While construction continues on the layout, one of the more important jobs will be to build racking and to construct end board protectors to pair the scenic and fiddle yard boards together so they can be stored when not being worked on and ensure that they are less prone to damage when in the club room. When the layout is up and being worked on, can I ask people not to lean on the boards while having a natter as if we are doing something delicate and have to work round bodies or the boards are moving due to people leaning, beware: a soldering iron or hammer may just come your way!

David

More 12inch to the Foot Modelling

The Colonel Stephens Society is for enthusiasts of the standard and narrow gauge railways of Colonel Holman F Stephens. For more details of the Society, contact David Powell who is also the CSS Membership Secretary. This year's CSS members' weekend was held at York on 15-16 May. The Saturday was spent at the National Railway Museum with the AGM in the morning. In the afternoon we were treated to a session in Search Engine, the NRM's library/research facility where the staff had arranged for our viewing a large collection of Stephens railways related artefacts and documents normally hidden in the archives. The Sunday started with a visit to the Derwent Valley Light Railway Society's line collocated with the York Farming Museum on the eastern outskirts of York. We then headed for one of the weekend's highlights: a visit to the home of one of the Society's members, a retired engineer Colin Shutt who has recreated, using original parts where possible, a working replica Ford Railmotor such as those which once ran on Stephen's lines such as the K&ESR, see photo. The brooms attached to the front bumper are an example of an early attempt at track leaf clearing! The collection of bits on the left is Colin's latest project - a replica



Ford Rail Lorry as used to run in tandem with a Railmotor on the Selsey Tramway. Next May the Society heads for the Romney Hythe and Dymchurch Railway and a K&ESR Gala.

David Powell

GWR 175 Gala

A gap in the diary and a promise of sunshine on 2nd June were enough to see me heading for Toddington and the Gloucestershire and Warwickshire's GWR175 tribute gala. Although a landslip on the embankment just south of Gotherington meant a curtailment of the line's normal route mileage, the substitute attractions made the visit even more worthwhile. In addition to the 35 minute interval main-line service shared by a roster of 5 Great Western locomotives, including a run behind City of Truro - another "first" for me, the programme included two further "cops", access to the private collection at Gotherington and a chance to run north from Toddington over the Stanton viaduct. At Gotherington, in addition to a display of railwayana, including several road vehicles, the owner's 300 yard twelve inch to the foot "garden railway"



from Gotherington Goods to Gotherington West was offering brake-van rides behind 0-4-0T RSH 7058 of 1942 which was running as GWR work's shunter 1144. For the run north over the Tanway viaduct, two Auto Coaches, were sandwiched either side of 0-4-2 Auto Tank 1450. This was the first time that fare-paying passengers had travelled over the viaduct since 1976. All in all a good day out, and only an hour and a half's run through beautiful countryside from Princes Risborough.



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. Reviews of models, gadgets, books etc.

Artitec Goods Shed in Resin

Artitec are a small Dutch company that manufacture kits and finished models using resin and etched brass. I have made quite a number of their boat kits and like the material and the finish I can obtain. Resin building kits are another matter as it is not unusual to find that thin flat sections are warped. It is possible to straighten them in hot water but it should not really be necessary. I was pleased to find that the main parts of this model (walls and roof) were all flat. The use of resin allows small manufacturers to produce a wide range of kits without the massive outlay of injection moulding.

This is kit number 14.105 and is a two storey goods shed in N (1:160), typical of those



seen around the ports of Europe. The doors and window frames are separate pieces as is the roof detail. As with all kits of this type there is a great deal of sanding to be done to reduce the amount of excess resin produced by the open mould process. It is not difficult but is time consuming and you must be careful to keep an even pressure so as to get an even thickness. Having done that, the parts do fit together very well and assembly is straight forward using epoxy and/or superglue. Window glazing and frames are held in with Crystal Klear. The model is painted with acrylic paint, the doors being dry brushed to get the faded blue. The only modification I made was to remove the cast down pipes and replace them with brass wire.

This building will be in the old port area of my layout so will be fairly dirty and at the end of its life. There may well be a demolition crew waiting next to it!

To sum up, a good kit and easy to make.

Paul

From the Internet:

www.artitec.nl

Artitec website for kits made from resin and etched brass in N, HO and O.

www.freetrackplans.com

This site has been set up with the aim of providing inspiration to those planning a model railway, whether it's a simple train set or a complex model railway with three trains running at once. The aim is to provide the ideas rather than fully developed plans with buildings and water features and on here you will find track plans only – the rest is up to your imagination!

90% of the plans are based on prototype locations and are designed to give a feel of the location instead of copying every single detail. The accuracy of the track plans will therefore vary, but with some careful scenic work they have the potential to be modelled and recognised as a specific.

All plans on this site have been designed using AnyRail track planning software, and the files are available from the downloads page. This way, you are able to adjust the plans to your own taste.

The plans have also been designed using OO gauge set-track with some sections of flexible track and are grouped according to the size of board they are designed for. However, the ideas here can be developed further using other types of track, provided that you have the space to accommodate larger radius curves and pointwork. These plans could also be adapted for N-gauge, which may be an area of future expansion.

www.ngaugesociety.com

N Gauge Society now have a new website.

www.modelshop.co.uk

4D modelshop. We aim to offer the most comprehensive range of model making materials, tools and accessories to anyone involved in 3D construction. As well as offering over 6,500 model making products we also offer bespoke services from our workshop departments: Etching, Transfers & Laser, Scenics and Custom Casting. Our shop can be found near Aldgate East in the East End of London, a stone's throw from Tower Bridge & the Tower of London. If you cannot get to our shop, we offer all our products online.

www.oliviastrains.com

Exciting news from Olivia Trains of Sheffield, who have approached Heljan to produce an "00" gauge model of the Blue Pullman. They are also commissioning Heljan to produce models of Woodhead class 76 (EM1) and class 77 (EM2) locomotives.

Club Diary

July

10th CMRA TIME, Watford

August

6th Test Track

7th Modelling Saturday

September

1st Start of R&DMRC Financial Year: Subscriptions Due

4th Modelling Saturday

10th Test Track

11-12th International N Gauge Show, Warwickshire Exhibition Centre

18th German Railway Society. Sutton Coldfield

26th Banbury exhibition

October

2nd R&DMRC Openday

2nd Beaconsfield exhibition

9th Tring & District, Berkhamsted

10th Zedex, Oxford & District, Southmoor Village Hall

29-31st Eurospoor, Utrecht

November

6th Modelling Saturday

6th Wycrail, John Hampden Grammar School, High Wycombe

20th/21st Warley Exhibition, NEC, Birmingham

26th Test Track

December

4th Modelling Saturday

Modelling Saturdays

The following dates have been booked:

Aug 7, Sept 4, Oct 2 (Openday), Nov 6, Dec 4

Drive-a-Train

June 21 2013

Dear PAUL
Thank you

For The
Train.
From Noa



After some refurbishment, the Drive-a-train layout that we built a few years ago now has a new home with Noa, see below. It is always gratifying when a club project finds a new home and gets used. We build layouts to run trains not to gather dust.

