



Risborough and District Model
Railway Club

Oct-Dec 2010 Autumn

FOOTPLATE



The Royal Oak , hauled by GWR King Edward I at Saunderton - 15 minutes
late - not like the GWR!

Photo by Adrian Harford.

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WELCOME

We are now into the new club year and subscriptions are due. £44 for full members and £22 for juniors/associates. Please pay Robin Lane.

The clubroom clearout continues, all the Chiltern Parkway boards have now gone, leaving the control panels and power supplies. There are plenty of LEDs, switches etc on these if you need them. Other spare boards stored in the clubroom will be leaving soon. The spare space will soon be filled as the three club projects are all progressing well. You can read the updates in this issue. We will also ONCE AGAIN be clearing the work bench. This is not a storage area and should be kept clear at all times for modelling. If you have anything on the bench please remove it, everything has a correct storage place and really useful boxes will be purchased as required. I would

like to get rid of broken cardboard boxes and bags. If it is worth keeping then it will have a desent box and these will be labelled.

I have had a suggestion that it is about time we thought about a club trip. It has been sometime since the last one was organised so I think this is an excellent idea. What your committee need to know is how many of you would be interested and whether your partners like to come along. Then we need to decide where to go, the Severn Valley Railway has been suggested, or maybe the Bluebell? Let me have your ideas and we will cost out a trip.

Pete has been thinking about the running sequence on Okehampton and has come up with a timetable. I was intending to publish in Footplate but since it covers 7 pages I will put it on the notice board and e-mail to anyone who wants a copy. The idea is that if we have gone to the trouble of building an exact model of Okehampton then the operation should reflect reality as well. It may be that this is going to be too long and complicated but it is a good starting place to work out a reasonable and realistic sequence for an exhibition. Russell has come up with a shorter sequence and no doubt there will be variations depending on the stock available. What it does mean is that if ant of you are considering building or buying stock for Okehampton, the team should have a good idea of the items required and can guide you to a suitable model.

The AGM is also nearly here. This is an important event to discuss what we have achieved to date and the direction of the club for the future. A committee needs to be elected but most important is the Pendennis Trophy. This is awarded to a member who has made a significant contribution to the club in some way. It could be modelling skill, organising events or any other reason you can think of. The committee officers are not eligible but everyone else is. Have a think and send your nomination to Richard Neil before the AGM on November the 12th.

Paul

Important Notice

Access to the toilets is through the main entrance if the main hall and small meeting room are in use by other groups. Keys are available for the main doors and interior doors are in the drawer by the sink in the clubroom.

Railway (and Bike) adventures in Canada

TW (the wife) had some money in her research budget and decided to attend a conference in Montreal. I was invited along – it was the only summer holiday opportunity I would get, and she could keep an eye on me. Conference was very large and so hotel rooms were difficult to find, and TW was pleased to find this one!



Taxi driver blanched when we gave him the address - “drugs and prostitution” he muttered, but we had been forewarned that it was in the “red light” district of Montreal, but not to worry as it wasn't all that hot! I had to find something to do while TW was away conferencing. Quite soon I discovered that Exporail, the Canadian Railway Museum, was advertising its attractions more successfully than were the ladies of the night. The problem being – how does one get there?! I thought about a cycle ride – cyclists are well provided for in Canada – and researched the Bixi possibility. A test run

out along the Lachine Canal cycle path confirmed that this was not a good method, as the hire charge does not encourage long duration use. Neither does the bike...it only has 3 gears. While it's free for the first 30 minutes, the cost ramps up considerably from then on. I would have used up all my spending money in one day.

I tried the bus option, as the Exporail flyer said that there was a service from the 'Bus Station'. The first such station I visited was actually the coach station, and I was told where to go instead. The modern buildings in Montreal have deep underground floors which are connected under streets so that you can walk extensively in the centre without going outside – very useful in the winter. The passages are lined with boutiques of all types. This is also where you find the modern metro stations, and also the bus and central train stations.

I had already seen the warnings that getting on a bus needed 'exact change' and I tried to buy a ticket in advance – not possible, but the \$20 note I offered was changed into more useful denominations, which I kept in safe place to avoid spending them inadvertently. If you haven't got a card (like Oyster I would imagine) you have to give the fare (flat rate) to the bus driver who has no change to give you, so be prepared! Next day I turned up with the proper money and got on the bus, hoping I'd be able to find the right place to get off. Actually this was no problem as the first bus went to an interchange point which was served by local buses – fortunately my prior questioning of everyone I could find resulted in helpful volunteering of the information I didn't know I needed. Having got to Exporail, I discovered that I had several hours available before the bus service took a 2 hour siesta - I kept a close eye on the time! While there it emerged that there was a suburban railway station (Delson) adjacent to the site, but since the last train back to Montreal was at lunch time, I understood why it wasn't advertised in the site brochure. Very occasionally there is a return train service to the site, from the central station in Montreal, which gives you all day there, but I wasn't lucky in that respect.





The site is run by the Canadian Historical Railway Association, which has received grants from many private and public bodies, and there is a charge for entry to the site. There were no extras then, apart from the gift/bookshop, and the cafe. I bought a guide book which I am happy to lend to anyone who would like to see it. The 2-4-0 perched outside is from the maritime coal mining area on the Atlantic coast of Canada. The site is a former railway yard, which has several large sheds, a workshop for renovation and repair, and other storage locations. A streetcar track circles the active part of the site, which has two station halt reconstructions, a miniature railway, and a large area which is used for full size steam rides on special days.

The oldest locomotive in the collection, which comprises over 30 steam and 18 diesel-electric locomotives, as well as many streetcar and other electric vehicles, is LBSCR no 54 "Waddon". It's in good condition, while the other British locomotive, A4 "Dominion of Canada" is looking rather neglected.

The guide book deals with the historical aspects of the development of Canadian railway technology. The large distances, and sparse population lead to early attempts to get away from the disadvantages of steam power. From 1925 the diesel-electric method of propulsion was developed, and after WWII, rapidly took over from steam. Although the earliest steam locomotives were imported from Great Britain, the Montreal Locomotive Works, and others, provided a native design and manufacturing facility, whose descendants are now providing motive power for UK railways. This is all laid out in the guide book, with many illustrations. The steam power on show is especially impressive, with wheel arrangements that boggle the imagination (4-6-4 such as the Hudson CP2850, 4-8-4 Northern such as CN6153,



2-10-2 - Santa Fe).

A more mundane example is the Mogul 2-6-0 wheel arrangement, which was popular in the USA and Canada, before being found useful in the UK by the GWR and other companies. We travelled to Quebec City after TW had done conferencing, using VIA rail who run passenger services over the CN/CP network which is long distance heavy freight biased. The single line track means being shunted into a



siding for one of these monster trains to pass. There were only 3 trains a day between the two cities and the savvy traveller would probably take a bus (or fly). The highlight of the journey was the crossing of the St. Lawrence river just outside Quebec, by a bridge which was only completed in 1917, after two previous construction attempts had failed catastrophically.

Today the bridge is used for local car traffic, and foot and bicycle, as well as the single rail track. Although only a few miles outside Quebec the height of the crossing means that the track goes in the wrong direction in order to manage the gradient into the



dockside area of Quebec almost doubling the distance as a result. In addition to the rail crossing, I rented a bike to ride along both shores of the river and cross the bridge itself. The south shore cycleway included a long stretch on a converted disused railway track.

More pictures are at <http://www.flickr.com/photos/ejh2/sets/72157624648026387/>

Adrian Harford



Rannoch Junction Update – Scenics

We have now started to experiment with the scenics on the layout. At the moment we are trying out static grass, using the Club's Noch Grass Master, under the guidance of Mick. We have now done a small area on one of the boards using Mick's own grass mix.

Following on from our research trip to the West Highlands at the beginning of August, we have chosen to model the scene as it is in the summer. I have purchased our own grass fibres. These are made by miniNatur (purchased through International Models), summer grass fibres in 6.5mm and 4.5mm lengths, some grass strips and we also have some spring grass fibres in 6.5mm to mix in, as this will then break up the otherwise uniform colour.

We also have some other scenic materials from Woodland Scenics that are from club stock that could be possibly used for ground cover and bushes, plus there is a forest in a box that needs to be a made.

I have also been looking at the trees from Anita Décor, there are fir trees available in a 5"10 pack for about £30, or a 8" 5 pack with bark added to wooden trunks for about £24, it might be worth getting a pack of each to see what they are like, as we would need trees like these at the back of the layout. If you have any ideas on scenics or would like to help please let Pete or myself know.

Ant



Okehampton Progress Report

Okehampton makes slow but sure progress towards a working scenic section. We now have 90% of the scenic track in place, with the latest additions being the double slip and point at the military sidings end which were made by Russ. The pointwork over the Klondyke Road bridge is laid and working, including catch points. The rearmost sidings have started at the far end, only because they were lying around the club and I was concerned they would get damaged if not laid pretty quickly. It is not ideal to lay track which is not connected to the flow, but as this is all curved, any misalignment is likely to be tiny and can be taken out by the intermediate track.

Mick and James spent a happy Saturday checking that all the track worked correctly, and had power to all parts. We found a few bits of rail which were not powered and taught us not to use a double ended diesel for testing, as this is long enough to straddle quite large pieces of unpowered rail! All the DS64s (4 way DCC point controllers) were given new addresses and the points addressed as per the original signal box diagram. Manual points were given numbers beginning with 100. As we do not intend finally to operate the points from the handsets, we do not need to remember point numbers. We also used the signal box diagram to pair points together as per the prototype. So for example, the two catch points are closed only when the point leading onto the main line is itself set to the main line allowing trains to run onto or off the main line. Similarly, both crossovers are paired together, the engine shed yard entry point and one end of the double slip are paired, so when the yard entry point is set for the main line, it is impossible for an engine in the yard to end up heading for the main line. It actually makes operation easier as there is a lot less to think about.

An extra board appeared this summer. Richard had cut out the basic shape at the club, and as I had a spare Saturday I finished it off by cutting the Torrs Road bridge to shape, and fitting the track base. It needs legs and dowels to the adjacent board, plus levelling the track base which has been cut with the elevation and 1 in 77 slope in place. It will look fabulous when the scenery is in place. Adrian made the curved main line track to go on it.

Tim Peacock has produced a brilliant coal stage, but after trying to make the roof using steel rail, he gave up and moved to nickel silver as it solders together more easily. The roof is very delicate, but he has made it removable so it can be transported separately from the layout. Tim Taylor made the island platform building which resides at my house for now. Tim has put a lot of time into this, with correct internal detail, a gent's loo at one end, and even a clock at the military end of the building. Now we have some extra room at the club due to the demise of the N gauge layout, we should get some transport boxes and store them at the club instead.

Other buildings progress really well thanks to Michael. The sheds which lay at the military sidings end look very rugged and well made. Again, internal details abound. One of the things with 0 gauge is that you can see inside the windows as they are big enough.



Pete has produced a timetable based on what stock we have and the real timetable. This is in discussion phase but will give us a good idea of the stock we need to operate the layout. He has also made a start on the signal box. After very close inspection the brickwork on the box was found to be much more complex than initially thought. The lower part is English bond, but the upper part is mainly stretcher bond. Pete will be duplicating this on the model.

It's great to see a lot of activity on the stock side

too. Adrian is working on an N for Pete which is looking excellent. Russ continues to bring in more new models each time we see him. Lucky man. Mick even bought an engine second hand, which he needs to tweak to make work reliably. It's having a few issues with shorts at the moment. James has been inspired to finish off the 6 Maunsells he started 2 years ago. Tim Taylor recently had one of his engines fitted with sound and has bought 3 Maunsell kits. Ian Roll has seen the light and bought an M7 kit! Martin has asked for a suitable wagon kit to build, and Harry has dived into kit building for the first time. I think we at the club should be proud that our work inspires others to try their hand at new things, and that we encourage people to persevere to produce work that they would not have thought they could do.

What comes next: finish the track on the scenic side. Design the fiddle yard entry pointwork. I want to be able to get to any siding from both main lines at both ends. This gives us maximum flexibility. We have a design but I'm sure it can be improved. Make the last scenic board at the engine shed end. Then once all scenic track is laid, we need to spray the track colour, and retest the track afterwards. Once fully tested we can lay ballast, and then spray to dirty it a bit. Then it is scenic time. We will use the blue foam to fill in the gaps on the boards, carved to shape. That is the interesting part and will bring the layout to life. We have enough foam for the complete layout including the fiddle yard which will use the stuff for the track surface.

Cheers, James.

Fort William to Fort William

Whilst spending time based at Fort William, as part of a research trip for our club layout Rannoch Junction, we went on a trip. Originally we started out on the first Tuesday in August, we had arrived at Fort William station to catch a train to Crianlarich but straight away we had a set back that the train we were due to catch was running half an hour late. It also required the brakes to be checked; with this delay, it would have meant we would miss our connection at Crianlarich. The next day the trains were running to time and so we boarded the 11.32 off Fort William. This was a four car formation lead by 156 sprinter number 156458, which was to take us over the first part of our journey to Crianlarich.

The train left on time and we were soon passing Fort William Junction (the line to



Mallaig will be covered in a later Footplate) where the journey deemed we take the right fork.

Just beyond the junction on the right is Lochaber Aluminium Smelter, where I could just make out the rear of a bauxite train. Soon after this we passed through the Scottish countryside, which is at this point is mainly woods and trees. We paused at Spean Bridge, the station has now been converted into a restaurant; (we had been here by car earlier in the week, where Pete took extensive photographs of the station building on our way to Fort Augustus). This station is at the foot of Loch Ness and a line from here once went to Fort Augustus. Most of the station buildings along the line are of the

Swiss chalet style.

We then carried on our journey through Roy Bridge, Tulloch and Corrou, which is the highest station in Britain. This is where the scenery changes from that of Lochs, to bogs with large stones that seem to have been randomly placed over the landscape.

Rannoch Moor is one of the most picturesque stretches on the whole line. I find it difficult to describe the views of the land, hills and the sky that we had, so all I can say is that it is better for you to go and have a look yourself. The West Highland line has won for the second year in a row the award of Top Rail Journey in the World as voted for by readers of Wanderlust.

Then our journey crossed a large lattice girder viaduct before we arrive at the station of Rannoch, where Pete nipped out and took some photos of the lattice footbridge, as we intend to build one similar for the layout. After Bridge of Orchy we had brilliant sun light. Here the line clings to the side of Beinn Dorain and then Beinn Odhar as we passed round the famous horseshoe curve, during this part of the line we crossed two more lattice girder viaducts.

As we arrived at Crianlarich, we joined the line that runs in from Oban, here we had approximately $\frac{3}{4}$ of an hour to wait until the train arrived to take us to Oban. During this respite photos of the station and engine shed were taken, the latter is now used for an engineer's store, where a small track machine was being worked upon.



Three 2 car 156 units arrived from Glasgow; the train split here with the first unit going to Oban: as we were at the far end of the platform, we had to move quickly to get to the correct part of the train. Leaving Crianlarich for Oban, the scenery was a lot different, with lots of trees blocking most of our views from the train as we travelled along the line. Also, the station buildings on this part of the line are a lot less glamorous compared to the line that we had just travelled from Fort William, some of which were just bus shelter types, eg Tyndrum Lower.

We arrive at Oban, the end of our rail journey; the station here is very modern and very small, the old station building and train shed were demolished in 1987, these having made way for shops, flats and an industrial building. Here the main features outside the station are the harbour and Caledonian MacBrayne ferry terminal, you can catch a boat from here to a number of places, the Isle of Mull and Isle of Barra to name but two.

The next part of our journey we unfortunately had to change to a bus, the 918 bus from outside Oban station to Fort William. For part of the journey the road follows or is beside the old line from Connel Ferry to Ballachulish + Glencoe and some of this has been converted to a cycle path. One structure that was especially noticeable as we travelled, is the impressive Connel Ferry bridge over a narrow part of Loch Etive, this once carried the railway and is now converted to single lane road traffic. The only other real building that told us that there was once a railway round here was the preserved station building and platform at Creagan. The driver must have known the roads well, as he did not hang about.

I have to point out that if we missed any connection during the journey we would have had to wait many hours for the next one or even have had to wait until the next day!

ANT

Okehampton Locos and Rolling stock “Black Hole” Appeal – By Pete Joels

Over the last few months or so, using B.R. Working Timetables (WTTs) covering the last three months of the Southern Railway from October 1947 to early 1967 when the lines beyond Okehampton were closed, I've drafted a 24 hour “Exhibition Running Sequence” (E.R.S). The E.R.S. needs to go well beyond '67 tho', so as to briefly cover the appearance of Engineering Sector era stuff into and out of the

station yard and occasional Ballast trains working onward to and from Meldon Quarry.

The hardest part has been (is) to ensure that through each of the distinct livery “eras” within the total timeframe, anything running into or out of the scenic bit, livery-wise, ought to be prototypically consistent with the liveries carried by anything else on view in the “scenic bit” at any given moment of the E.R.S.

Many of you will be surprised to know (I know I was!) that over the next two years to 2012 (the intended public “launch” of ‘0’kehampton in Princes Risborough), Club members will have locos and stock sufficient to just about cover most of these eras: from James Aitken’s Southern Railway liveried locos and stock, through to Ian Gearing’s “Dutch” liveried “Cromptons” right at the end, and going well beyond ‘67. All eras that is, except one! :- The post-’62 bit up to 1967 where we have a huge “black hole” from when early diesels started to appear, firstly in green, then through the blue to reach the “Dutch” livery bit where it’s expected Ian G’s locos and stock will round-off the sequence.

While I don’t think anyone could accuse me of liking diesels especially, that era (the early green diesel one running into the blue period) is very important to Okehampton’s seamless running sequence. It’s important because it’s the last piece of the jig-saw that will be needed to bridge the gap to the “Sector” years. Happily, we hope, it just happens to be the very era many Club members are probably most interested in, so it is mainly up to you lot to start writing to Santa and buttering up to ‘er Indoors, to see if you’ll be allowed to indulge your period interest in ‘0’ gauge as well as your usual 00, EM and P4.

With a longer-term intent for the Club to acquire its very own sizeable Clubhouse, all current layouts will be able to remain permanently erected and operational. Thus, you needn’t care that you don’t have room at home for a layout bigger than a branch line terminus. A new Clubhouse is expected to be accessible 24/7. And even if it isn’t, between exhibitions any ‘0’ gauge stuff you have can be run on the current Club test track on Fridays as usual.

To help start this ball rolling, we need to know two things:

1. Every Class of diesel that ever passed through Okehampton from ‘62 onwards. And
2. After 1962 when all the ‘33’s (“Cromptons”) had entered service; did any of them venture West beyond Exeter towards Plymouth, Wadebridge and Padstow up to, and perhaps beyond, 1964 when the Western Region took over the S.R. North Devon route through Okehampton?

We know all the W.R. main line “Hydraulic” Types (except perhaps the heavy earlier Warships?) were seen there but did any other types go that way? Anything any of you may already know, or can perhaps readily find out to confirm one way or the other, would be very helpful.

And if you just happen to have (or expect/hope to acquire) any 0 gauge Diesel models over the coming two years, they will certainly help to fill that 'black hole' period. I'd even go so far as to help you write your 'wish lists' to Santa, or even 'er Indoors, for locos and stock, either in kit or r.t.r. form as Christmas or Birthday presents. It would be good to add more diesels to the '0'kehampton ERS. So with your help, '0'kehampton should be easily capable of covering the complete timescale.

Ta v.m!

PJ



Aylesbury Update

On Aylesbury I have fitted the tiebars to all the turnouts and now await the team to wire up all the tortoise point motors.

I have tried to keep doing small projects that although not needed right at this point in time will be needed later on. One such project is the water crane on the end of the down platform. It is a Great Northern example which replaced an earlier balloon tank just before the Second World War. I used the Mike's Models water crane as a basis although I had to remove a double S bend in the horizontal arm to match the example at Aylesbury. I also made the various brackets and tie rods and replaced the over scale leather delivery pipe that seemed to be formed from a shoelace in the kit with rolled paper. The supplied chain was grossly over scale so this was discarded and 0.3mm brass wire was twisted together and then flattened to produce a much finer looking chain.

Once happy, the water crane was airbrushed a mid bright green colour with a dark grey delivery pipe and weathered down, for some reason this water crane had a single white band painted around the upright column, while the other water cranes had three rings.

All in all quite a satisfying project that only took a few hours. There are another three water cranes to build and



they are all different.

David

Curry Night!

Ant is organising a curry night to take place at 7.30pm on either on Thursday the 14th or 21st of October at the Coco Tamarind on the Askett roundabout. Let him know if you are interested.

Canalside Café in N

The layout I am building requires a large town scene at the left hand end, about one square metre in area. The inspiration for this scene comes from the old canals in the centre of Utrecht. Along one part of the canal, the buildings come straight down to the canal with no wharf area in front. This is what I hoped I could replicate with this particular building. The starting point for this project is a Kibri kit (7158) of a pair of houses. These were the right basic shape and style so all I had to do was adapt the building for the canal side. I wanted to keep the height so the only way to go was down. One side of the building has an arched design to the doors and windows which matched the architecture in Utrecht. Therefore it was a case of cutting through the wall and inserting a new section. The cut across is achieved using a Tamiya scribe which is pulled



across the grooves between the stones giving a very neat cut. This cut does not go straight across the building but is stepped which helps in disguising the joint. The lower wall piece was modified by removing the wall below the arched windows to form larger arches. A small amount of carving was required to complete the stonework and mortar lines.

A new wall section was cut from 2mm styrene sheet and carefully filed to fit between the original parts. Windows were sourced from a previous kit and the holes cut out. It does not matter if the windows do not match as many modifications have occurred to the prototype buildings over the years. Now comes the scribing of the stonework to match the original. Mark out the approximate positions of the



used for detailing.

stone courses and then scribe horizontal lines with the Tamiya scriber. Now carefully fill in the vertical joints. This takes a while to do but with care it will match the original kit. Evergreen plastic strip is

Since the club modelling competition was nearing, I thought it might be a good idea to construct an interior and decided the ground floor should be a café. Tables were produced from Evergreen styrene strip, chairs are etched brass, obtained second-hand from the NGS but of unknown manufacturer. Figures are from Prieser, some pre-painted and others giving the eyesight a good test being painted by myself. A few items were then added to the tables: plates, mugs and menus made from styrene. The bar at the back of the room is again made from Evergreen styrene strip and channel with a piece of mirror card. Since the view of the interior is normally through a window, there does not need to be too much detail, just enough to create the basic scene and let your eye fill in the gaps.

For painting, I use a mix of Games Workshop/Citadel and Cote d'Arms acrylics. Don't be put off by the odd names for the Citadel range, there are some useful colours there, such as: Dheneb Stone, Astronomical Grey, Tallarn Flesh etc. Start with the basic colours for stone (Dheneb stone in this case) and



roof tiles (brick red, a nice dark colour for old tiles, while rust would be a good colour for new tiles). Then a dark wash to try to highlight the stonework and tiles and also to tone down the base colours.

The wheelie bins by the canal are white metal castings from P&D Marsh, (these needed a lot of cleaning up) wooden beams at the waters edge are again made from styrene strip. Now when I go back to the Netherlands I need to spot the boat used to collect waste from the bins!

Once the left hand end board of the layout is finished in terms of track laying (and testing) the final plan for the town can be drawn up with its streets and canals. Until then I will build a number of key structures. Once they are positioned the adjacent buildings will be constructed which will involve more scratch building, as they almost certainly will not be square. Many of the building plots are at an angle to the canal so the buildings end up with some very odd floor plans.

Paul

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.

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.

From the Internet Paints and Tools

www.humbrol.com

a simple website listing all the colours in enamel, acrylic and railway colours, all shown with a representation of the colour. There is also a useful set colour conversion tables.

www.timecastmodels.co.uk

Timecast produce a range of resin buildings primarily for wargamers but also sell Coat d'Arms acrylic paints. These are available a wide range of colours and are made by the same company that produce the acrylics for Railmatch.

www.howesmodels.co.uk

Howes sell the Railmatch brand of paints in enamel and acrylic primarily in railway colours.

www.games-workshop.com

Games Workshop have the Citidal range of acrylic paint and washes, weird names but good colours! There are also some painting guides showing stage by stage painting of figures and animals.

www.grsuk.com

Garden Railway Specialist, the shop in Risborough opposite the station. They stock Woodland Scenics, Tamiya paints, Carr's fluxes and large sheets of styrene as well as the large scale models for the garden.

www.axeminster.co.uk

Not only a website but a new shop in Wycombe selling tools for a wide range of DIY, engineering, woodworking and Modelling. You will find the current catalogue in our club library.

Club Diary

October

2 nd	R&DMRC Openday
2 nd	Beaconsfield exhibition
9 th	Tring & District, Berkhamsted
10 th	Zedex, Oxford & District, Southmoor Village Hall
22 nd	Test Track
29-31 st	Eurospoor, Utrecht

November

6 th	Modelling Saturday
6 th	Wycrail, John Hampden Grammar School, High Wycombe
12th	AGM
18-21 st	5 th International N Gauge Convention, Stuttgart
20-21 st	Warley Exhibition, NEC, Birmingham
26 th	Test Track

December

4 th	Modelling Saturday
17 th	Club Christmas Social/Test Track

January

7 th	TBC	Test Track
15-16 th		St Albans Exhibition

February

11 th	TBC	Test Track
25 th		Risex Setup
26 th		RISEX 2011 Exhibition

Modelling Saturdays

The following dates have been booked:

Oct 2 (Openday), Nov 6, Dec 4

Back cover photo: canal side buildings in Utrecht. This is the inspiration for the building on pages 18-21. Paul

