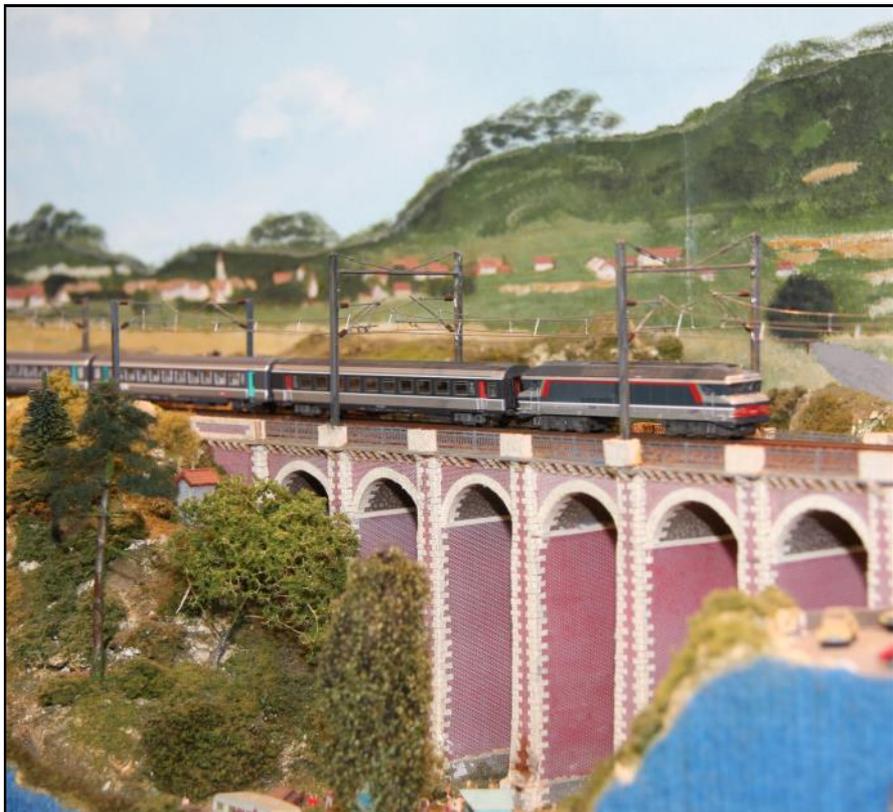


Risborough and District Model
Railway Club

Jan-Mar 2011 Winter

FOOTPLATE



French module exhibited at the 5th International N gauge Convention, Stuttgart.

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WELCOME

Happy New Year. 2011 is here, where did last year go?

In the last few months I have been on trips to Utrecht and Stuttgart to see exhibitions and to study the real railway and its surroundings to see what is normal, to my mind, too many people model the unusual. Construction sites seem a very prominent aspect of the Dutch railway scene at present. Arnhem station is now starting to be constructed after a couple of years of preliminary work, Rotterdam has been demolished while work at Utrecht is about to start. All this construction gives the impression the Netherlands is the worlds largest sandpit!

Stuttgart is the home of Modellbau sud and the International N scale convention. There are several halls covering: electronics & computing, arts & crafts and most importantly models. There was only 1 N scale layout but it consisted of modules from all over Europe linked together and covered a claimed 1500m². To put this in perspective, if it was at Railex then we would

only have room for the stands along the walls. Modelling quality is variable but there were some very good modules. The main thing to note was that everyone was having fun, it is a hobby so we should be enjoying it! The most interesting exhibit was the radio controlled flying dolphins. Yes, you have read that correctly! There were two dolphins almost life size, which were in fact helium balloons fitted with 4 small motors. They were flown in formation in a very realistic impression of swimming. They were then joined by a ray (less realistic being silver) which moved by the action of its wings. There was also a display of acrobatic planes all flying indoors. Many model boats were on display with separate sessions for racing and the more relaxed cruising of the scale models.

Also of note were the “Devils Drift Crew” whose cars spent most of the time sliding sideways and spinning round. They do have a website but the videos do not do them justice. The point of this is to highlight the co-ordination of these modellers to entertain the public which is something we sometimes lack with our railways. This is something that will be particularly important with Okehampton. The station is being modelled as close to the prototype as possible and the train formations will be correct for the location and period being depicted. We also need to look at simultaneous movements and co-ordination for movements to provide realistic operation. This will take planning and practice in order to get realistic and interesting operation along the considerable length of the layout.

Our AGM was held in November and you will be pleased to know that we are in a good financial position. Neil has agreed to stay on as Treasurer for another year and there were no changes to the committee. Our events over the last year have been very successful and planning for next years exhibitions is well under way. We have again raised the issue of club branding and display material and I am pleased to say that Richard Turner will be helping me with this area. So as well as T shirts there will be more signs to make sure the public can clearly see who is running the event as well as more publicity for our layout projects. The aim being to recruit more members to our club. The new clubhouse was discussed and more information will be forthcoming as we detail the costs involved. We have now found the possibility of another site closer to Risborough and we will be following up on this over the next few months. The Pendennis Trophy was awarded to Michael Lane, the presentation taking place at the Club Christmas dinner at the Plough.

Paul.

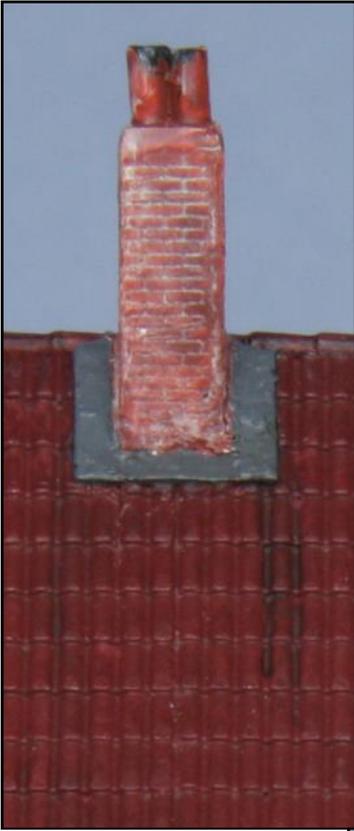
Tilly Models - Dutch Coach House

This building was originally a coach house and has been modelled by Tilly Models in resin. The prototype for this building apparently still exists in Nijmegen and is now part of a bank. Tilly are a small Dutch manufacturer producing buildings in HO and N of Dutch and Swiss prototypes. The moulding technique is slightly different to Artitec who use flat open moulds. Tilly use a mould where the lower edge of the wall is the open part of the mould so giving a better control of wall thickness and less sanding for the modeller.

All the parts of this kit fitted together well with minimal sanding. It has been



painted with acrylics from the Coat d'Arms range supplied by Timecast and Citadel paints, the white walls being sprayed and the rest brush painted. The roof is painted brick red rather than terracotta, as this is a darker colour which I feel is better for older buildings. After the basic painting the building has been given washes of a brown colour to give it a more worn look. This is still ongoing, with new layers of muck being added and if necessary removed with a gentle rub from 1200 grit wet & dry paper. The only defect I need to correct is the missing window bars on the front right window. I may model this as an open window. The glazing is with Humbrol Clear Fix. The chimney has been painted terracotta as a good brick base colour then followed by a wash of linen colour which is carefully washed/rubbed off. You can also see from this photo the chimneys are not quite straight. I have decided to leave this as it is but it could be replaced with fine brass tube if required. There are also some decorative shutters to be painted and added



once the weathering is complete.

This will be one of the smaller structures for my layout and it looks very small indeed next to the church which is being constructed.

Paul



Okehampton Progress Report

Okehampton continues to make good progress with track being laid on the right hand end board. This is the final scenic board at this end of the layout and also the highest board with the hill to the back and the high bridge across the line, which will be a very prominent feature. The military sidings are still to be laid at the front but the main line is almost complete. The scenic section will end at the board edge not the bridge. The holes you can see at the back of the board are for a couple of hidden storage tracks. We want to keep stock handling to a minimum so on-board storage for spare locos is a must.



On the right is a close-up of the track edges. The end sleepers are made from brass strip with brass chairs soldered onto them. The sleepers are then screwed to the baseboard to help protect the track ends from damage during storage and to ensure good alignment when assembled.

Tim has been making good progress with the coaling stage. The roof section is now constructed and is awaiting the final layer of corrugated sheet. Construction is in brass and nickel silver rail for strength.



The Jacobite

Fort William to Mallaig

No part of our Scottish trip to the West Highlands would be complete without a ride on the Jacobite steam train. So on the 5th August and already booked in advance we set off to Fort William Station to catch the train.

Our train comprised of 6, possibly 7 Mk1 coaches (the ones used in the Harry Potter films) and pulling these was 61994 The Great Marquess, a Gresley built K4. These locos would have originally worked this line between 1938 to 1947, when the B1s started to take over and the K4s were then relegated to goods traffic duties. The couple who sat opposite us were a bit strange, as the guy kept having a few nips of whisky before we set off and the woman we thought by the end of the trip was probably a witch. Anyway the train departed on time at 10.20am and we soon passed Fort William Junction, this time we took the left fork, just after the junction are the empty freight loops, apparently there is a turntable behind them but it was impossible to see for all of the weeds. We then passed what was left of the small maintenance depot at Tom-na-faire; in one of the sidings we saw Stanier Black 5 number 45407 and a couple of support coaches, this loco had worked the Jacobite earlier on in the week.

As we passed though Banavie in brilliant sunlight we crossed the Caledonian Canal, to the right is Neptune's Staircase which comprises a set of 8 locks lifting sea craft through 50ft, at Corpach the Caledonian Canal reaches Loch Linnhe. The line then follows the banks of Loch Eil (a large sea loch) on our left with the A830 running on our right hand side and with great mountains rising in to the sky one heads towards Glenfinnan.

We paused on Glenfinnan Viaduct to take in the view, (The viaduct was built in 1897–1901 by Concrete Bob, so you can guess what it is made from!). Looking towards the head of Loch Shiel one can see the Glenfinnan Monument, erected in 1815 to mark the place where Prince Charles Edward Stuart ("Bonnie Prince Charlie") raised his standard, at the beginning of the 1745 Jacobite Rising.

We then pulled into Glenfinnan for a break of approximately 30 minutes, but before we could get off the train, we first had to wait for a Fort William bound 156 sprinter to arrive, then the train drew forward so that the sprinter could depart. The reason for this was that our train was too long for the passing loop. As the loco had to pull forward there was no chance in which to take photos of the engine.

At Glenfinnan there are a couple of coaches used as tea rooms and a museum; we had a look round here on the Sunday before, (on our way to Genuig for lunch), where we discovered a ZZV Snowplough in what appears to be a kind of hammerite grey. According to the information this plough will be used to house some of the museum exhibits when restoration is completed. By now the sun was out again and we sat on the platform drinking coffee.

As we boarded the train, I noticed that the guy sitting opposite had gained a stick, well I say stick - it was more like a 6ft pole; God knows what he was going to do with it.

Shortly after leaving Glenfinnan the line follows the banks of Loch Eilt, but by now it had started to rain a bit. We then passed though Arisaig, the most westerly station on the rail system, with sea views across Loch Nan Ceali, where the line swings from the west to the north.

We reached the end of the line at Mallaig; the diesel fuel storage tanks and terminal plus the accommodation block have made way for the Mallaig Heritage Centre, also the stone engine shed on the other side of the station had gone, this was demolished in the late 80s. We watch the loco run round before heading in to Mallaig itself. Mallaig is a small fishing port, where local fishing boats unload white fish as well as crab, lobsters and prawns, with some destined for Spain and local restaurants. Like Oban, MacBrayne operate ferries from here, to Rhum, Eigg, Muck, Canna and Armadale. We had a look round the harbour and then found a small café for lunch; a rather nice hot pork roll was had.

ANT

Photo back cover.

Third thoughts ...

People (well, *person*, anyway) had been chivvying away at me for some time about me building a loco for Okehampton. It seems that they are trying to prevent a world shortage of them, or something. And my first thoughts were “I’m happy building trucks and vans for the thing”, and “Me? – I’m supposed to be into Diseases, not steam kettles”.

These, coupled with other thoughts like “Why should I listen to the ‘O’kehampton Mafia about what I should build?” and “I’ve got lots of unfinished kits to work on”, were where I was coming from for quite some time over the last year or so.

And then I had second thoughts about this. Thoughts like “This is a major club project and I’ve contributed diddly-squat so far” and “Freelance buildings or structures – that’s an impossible magician’s trick” started going through my head. So I had a reconsider about the steam loco, and ended up buying the Martin Finney kit of the LSWR/SR/BR M7. It seems my mind-set was becoming not so ‘set’ after all!

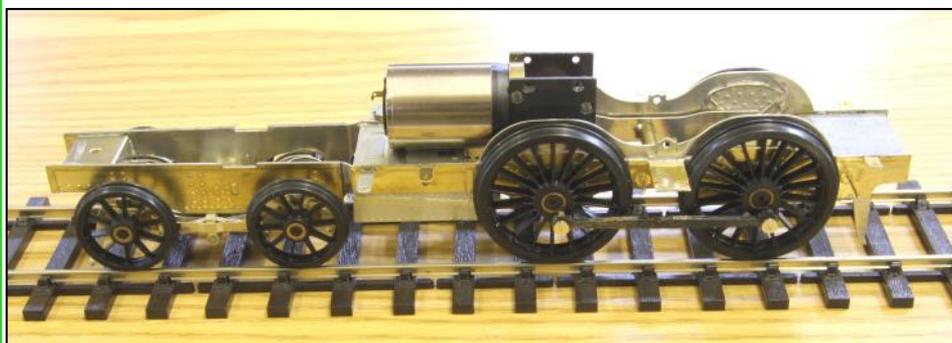
As of Right Now, I have a rolling chassis, and I’ve been having third thoughts about this loco. I was assured (repeatedly assured) that because it’s a Martin Finney kit it would go together and everything would fit in place. So far that’s been true; and my first ‘third thought’ is that it’s a kit that I’ve been able to put together despite my trepidation.

My second ‘third thought’ is that there’s one hell of a lot more engineering in this kit than in any other kit that I’ve tried to build. In fact, I could definitely not have put this kit together with just hand tools. Not with my level of skill and patience, no way. Reaming out the bearings for the rear bogie, for example – the instructions (optimistically) tell me to ream them carefully by hand, but that’s just a joke as there is no way in God’s little green apples that I would ever manage to make that work. Then there’s the rods for the compensation beams, a brass rod 1/8” dia and 25.4mm long and two pieces of 5/32” tube each 11.5mm long. To be fair, I could probably have come fairly close to producing the rod to length and with flat(-ish) ends on the second or third go, but the tube would have been impossible without access to a lathe. Maybe someone who attempts a kit like this is supposed to own one? – If so, then no-one told me about it!

My next ‘third thought’ so far about this kit is that I think I like the idea of hornblocks. I’ve never met them before, and (as with anything new) they were a bit daunting. I’ve spent a lot of time since I bought the kit thinking about

how I was going to fit the things, and that thinking seems to have paid off. Specifically I found a way to guarantee that the rear pair of hornblocks were sitting up straight and vertical and in line with each other. From there I was able to use the coupling rods to get the front hornblocks in the right place (and vertical) and it seems that the 'slop' in the bearings has been able to compensate for any other mistakes that I might have made. Wowsers! And as a final "third thought", this kit is different. It's different in that it allows me to use the kit to build a model of a specific loco, rather than to build a generic loco and apply whichever transfers I wish. Subtle, yes. But that's what you get with an up-market kit.

Confidence is high that from here I can finish the chassis and make it work, and after that it's going to be a case of brass bashing to complete the (cosmetic, when you think about it) bodywork. So look out 'O'kie, here comes number 30025 after about 40 years away. Not soon, maybe, but it's on the way.



Ian Roll
5-10-2010

PS: the chassis is now assembled and moves very smoothly when pushed along the track.

Photos taken in Stuttgart November 2010.

The Station is NeckarPark-Mercedes-Benz and is the stop for the Mercedes Museum, well worth a visit but make sure you have plenty of time.





Above: G1206, a very common type of loco used in many European countries.
Below: BR186 multi voltage electric and an unidentified diesel shunter.
Lower left: container train; mostly articulated stock with flats, hoppers and vans behind.





Risex 2011



Risex 2011 is now ready to run. The layouts have been invited, the traders have all agreed to come and the catering is sorted except that we need volunteers please for help on the day! Please put Saturday 26th Feb 2011 into your diary as a “must attend” event – it looks as though it’s going to be another good one.



The layouts this year are my usual eclectic mixture of scales and gauges, including a 1/12th scale narrow gauge layout and the return of the very popular 8mm scale LegoRail, so there should be something included for everyone to enjoy.



This will definitely be the last Risex that I will organise for a while. I’ve done this for six years now and I feel that it’s time for someone else to move it forwards. To be honest, some sort of Risex 2012 is almost organised already as I have the hall booked, the traders on-side and half of the layouts confirmed already. The date will be February 18th 2012 – a week earlier than this year but as ever we are constrained by the Bucks County Council half term dates.



If the idea of running this prestigious event sounds like being a good idea to you then please contact Paul or any member of the committee, or have a quiet chat with me about what it really entails.



Ian Roll



PS: Don’t forget to sort out your unwanted railway items for the secondhand sales table.



Refreshments and Recycling

Teabags, instant coffee, sugar and squash are located on top of the fridge cabinet and are available free of charge. However, 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.

Stamps

There is also a stamp collecting bag on the notice board, proceeds from the sales of stamps goes to a MS charity via John Franklin.

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 and are in the drawer by the sink in the clubroom.

Articles for publication in Footplate

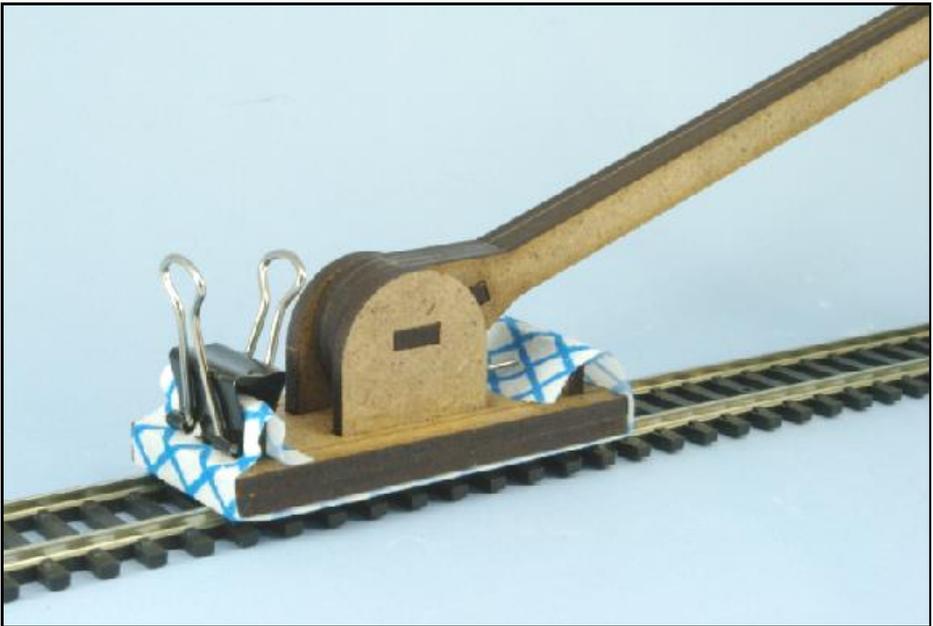
Articles can be on paper or in electronic form with minimal formatting. Digital photos should be at as high a resolution as possible. We would like to hear about your railway and modelling interests, places you have visited or models you have bought or made. Reviews of models, gadgets, books etc. are particularly welcome. Articles should be sent at least 1 month before publication dates, i.e. beginning of March, June, September and December for publication in January, April, July and October.

Mill Lane Sidings Track Mop

The Track Mop was designed to solve the problem of cleaning N Gauge track without damaging any of the surrounding scenery. Fingers and hands cannot reach under bridges, into tunnels and through platforms without the risk of breaking small details that are close by. Unlike track cleaners mounted in a wagon, The Track Mop can clean right to the very end of a siding.

The Track Mop uses a replaceable cloth that can be soaked with whatever track cleaner you use, from meths to Rail Zip. Using a cloth means that the track does not get damaged in the same way that an abrasive cleaner would do.

Now back in production, The Track Mop (Mark II) is a new design made from laser cut



3mm MDF. There are just 11 pieces to put together using a glue such as PVA, it's that simple. Even so, Mill Lane Sidings (MLS) will make one for you if you want!

Originally, The Track Mop was just made for N Gauge, but MLS had a lot of OO Gauge modellers, and 009 and O16.5 modellers ask if they could make it for them as well - so the new design can be made for N Gauge track or OO Gauge track

Mill Lane Sidings, 30 Denshaw, Upholland, Skelmersdale, Lancashire, WN8 0AY
www.mill-lane-sidings.co.uk

A Club Trip for 2011?

At a recent(?) Committee meeting (and at the AGM. Ed), it was suggested we might revive that old pastime of ours by way of a Club trip to somewhere – and subsequent to that I was asked by Paul and Ant’ what did I think of the idea. Well I think as a Club, we are “socially minded” enough to contemplate such a trip. It won’t be a full-blown steam-on-the-mainline type of trip, mainly because the various railway outfits that would be involved in planning/pathing/costing such a venture would not be able to give us an affordable price.

So, a Club trip will entail hiring a coach to take us “somewhere”. In which case, it needs to be not too close to home that anyone might contemplate such a trip under their own steam, nor so far away that anything much more than two and a half hours on said coach wouldn’t present too much of an ordeal to contemplate. So I have 3 suggestions – all quite different but strong on “railway” interest of course. They are:

1. The Romney Hythe & Dymchurch Railway
2. The Great Central Railway (Loughborough-Leicester North) or
3. The Severn Valley Railway (Kidderminster-Bridgnorth).

A “no-frills” trip could be arranged for about £16 per person – to which add local travel on the railway we’d be visiting – probably mid to late September 2011.

No point going into any detail at this stage until I get feedback from everyone as to whether:

- a. you’d like to have a club trip - or not; and
- b. what of the above three choices you’d prefer.

Please let me have your views on the above by the end of January.

Thanks.
Pete J.

Construction equipment 1:150

There have been many series of these collectors toys from a number of Japanese suppliers. These have included: cars, buses, trucks and now construction equipment. The models are made to a scale of 1:150 (as are all models for the Japanese market) which is very close to the UK scale of 1:148 but too large for the European scale of 1:160. However, with prototypes such as cranes, bulldozers and other equipment, the scale does not matter too much. Place a pair of trucks of different scales next to each other and the difference is very clear. However, these more unusual items are free from this scale effect.

Models are produced by a number of manufacturers: Tomytec, Bandai, Maruka, Fujimoto Hobby, etc and come in sealed boxes. The box shows the full range of models but not the specific model in the box. They are supposed to be collected and swapped. In the UK and the European shows I have been to, the boxes are normally opened by the retailer so you can buy the specific model you want. Three recent purchases are the demolition crane, rail crane and the stone crusher. The stone crusher has been weathered in acrylic paint with the hopper painted first



rust and then a stone/concrete colour added and dirt everywhere else. The tracks have been highlighted in steel on the tread. Self adhesive hazard signs and other markings are supplied. Decals would have been better although these stickers are actually fairly thin and do not stand out too much. The railings are an add-on moulding and are possibly a little chunky but not too bad to use. The alternative would be scratch building! They needed a little flash removing but otherwise the moulding and fit are good.

The rail crane is an excellent model with fine moulded detail. So far all I have



done is highlighted the rail wheels in steel colour paint and the wheel mounts in rust colour. It will, of course, need some muck added. It can be fitted with the short (closed) arm or the fully extended arm. The body swivels and the arm lifts, while the rail wheels can be moved up for road use or down for rail use. The driver's cabin is nicely detailed with a seat and controls and will have a driver fitted once I work out how to get into the model. The additional handrails are still to be added.



The hook on the end of the boom is fixed so the short arm should be horizontal and the long boom at an angle of 45 degrees (ish).

The demolition crane is a very tall model for an N gauge vehicle at 160mm at full stretch and again all its joints are flexible. There are some add on grills to be fitted to protect the driver from falling debris; that is, when he is fitted. This vehicle will be deployed in the old docks area of the layout, helping to demolish the old concrete warehouses along with the stone crusher which will reduce the broken concrete to usable hardcore.

In conclusion, these “Japanese toys” are reasonably close to prototype judging by the photographs available on the internet and have good detailing. They are certainly better than most of the whitmetal blobs that are sold as vehicles. They are very suitable for N of all scales whether British 1:148, European 1:160 or Japanese 1:150 and are becoming widely available in the UK at reasonable cost. Typically £5-10 depending on the model in question. The only downside is that they are produced in batches and are not always available for very long. Therefore buy them when you see them or you may miss out.

Paul



From the Internet

New Website

Rail Exclusive, the model railway retailing division of Foursight Publications, has launched its new website. The website illustrates the company's range of limited and special edition models as well as giving an overview of past products and an interesting insight into how a model locomotive is made.

www.railexclusive.com

Tesco finally opens in Gerrards Cross.

The new Tesco store at Gerrards Cross, the first store to be built over a railway, opened this week. The “challenging” project, built by Maidenhead-based Costain, involved a “unique” land-reclamation scheme whereby Tesco leases the air rights to the land from Network Rail. The project faltered in 2005, when part of the tunnel being built over the railway collapsed. Costain then took over from the previous contractor and spent more than two years devising a new design solution. The 22-month construction programme that followed has been completed ahead of schedule. The new 319-metre long tunnel reinstates the original ground profile of a deep Victorian cutting, providing a new four-acre development site. Martin Baughurst, Costain's project director, said: “The project was an engineering challenge even prior to the collapse, but the problems faced to review and reconstruct the structure were even greater. This has been a hugely challenging project.”

Great Missenden Signal Box moved.

The Metropolitan Railway signal box at Great Missenden on the former Met/GC joint line was abolished on 20th April 1990. The line between Marylebone and Aylesbury then came under the control of Marylebone Signalling Centre. It remained there boarded up for 20 years until, over two days 25th/26th October 2010, the upper section was cut and removed, lifted onto a low loader and taken to the Mid-Hants railway for preservation.

<http://www.watercressline.co.uk/News/Building/View/292>

Pete Waterman's layout:

<http://vimeo.com/17411783>

Club Diary

January

7th Test Track
15-16th St Albans Exhibition
22nd Modelling Saturday

February

11th Test Track
12th Modelling Saturday
25th Risex Setup
26th **RISEX 2011** Exhibition

March

11th Wheeltapper and talk by Geoff Kent
19th Modelling Saturday

April

9th Footplate issued
Modelling Saturday

May

7th Modelling Saturday
27th **Railex Set Up**
28th-29th **RAILEX 2011** Exhibition, Stoke Mandeville Stadium

Modelling Saturdays

The following dates have been booked 09.00 to 17.00 (except 22nd Jan: 09.00 to 16.00):

Jan 22nd, Feb 12th, Mar 19th, Apr 9th, May 7th, Jun 11th

