



Risborough and District Model  
Railway Club

**Apr-Jun 2011 Spring**

# **FOOTPLATE**



# Who's who!

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<b>Risex Managers</b>	<b>position vacant</b>
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## WELCOME

The last three months have been a busy period for us with Risex and Wheeltapper. Risex was another successful event with about 800 visitors, which is more than last year. A new manager (s) is (are) required for next year, so if you are interested talk to the committee. Next year's show is partly organised and we can provide plenty of help and advice to get you started. Wheeltapper produced the usual excellent collection of models. Reports and photos on both events are in this edition of Footplate.

We also had another curry night thanks to Ant. This time at the House of Spice in Princes Risborough. Fourteen of us attended and I am happy to report that the food was very good, as usual.

We will be organising a talk later in the year, details to follow when I have

Front cover: NS 2417, a 4 car articulated EMU, at Gouda, Oct 2010

them and I hope we can have a few each year. I would also like to spend some time on weathering and so will be getting some articles for future Footplates. If there is any topic you would like articles on or workshops at the club then do let me know. If we don't know what you want we cannot provide it!

**Railex** is now in its final planning stage, David is working on the floor plan, which will be finished any day now. Ian and Richard are working on the organisation so let them know your availability. Last year's planning meant we were set up in record time. Jobs will be well defined and carried out by 2 or 3 man teams. I will need help on the van run collecting and returning the barriers from Welwyn Garden City, if you are available on the Friday morning or the following Monday let me know. We will have the usual second-hand stall so get sorting your unwanted railway items. Make sure they are priced and bring them along on Saturday morning.

## 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.

# Photographic Competition 2011

It has been quite a while since we had a photographic competition at the club; I think that the last time this took place was at the end of 2003. So I have decided to organise one to take place on Friday the 21st October. This year we have a guest judge, this is Geoff Plumb. Geoff has been taking photos since the 1960s, and continues to take photos of today's railway scene, while his day job was a BBC cameraman.

Categories for Prototype are, Steam, Diesel/Electric, Atmospheric and Night shots, for the Models these are Steam and Diesel/Electric shots, although I may add others. Since there has been rather a large gap since that last photographic competition I have decided that you can enter any picture taken from January 1st 2005

You can enter as many pictures as you like. Please bring prints (any size) with you, though we might be able to get hold of a digital projector linked to a laptop to view the digital ones.



The photograph to the left was the last won to win the competition; this was taken at the Severn Valley Railway at Highley in at the Autumn Steam Gala in 2001, by me.

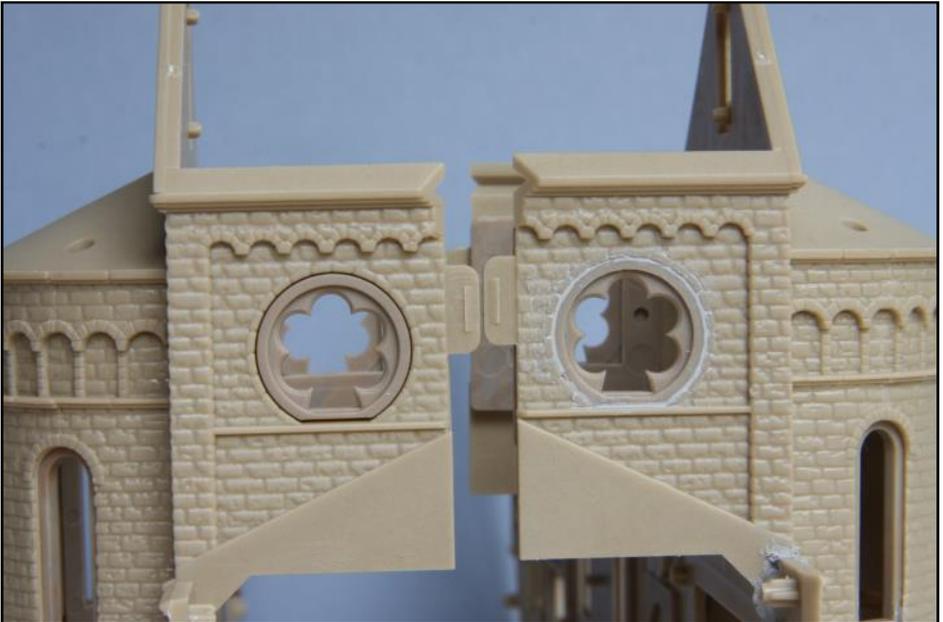
You have just over six months to dig out those photos or print off those digital ones. If not; get that camera out and start snapping now!

Thanks ANT

# A Continental Church

As I have no doubt mentioned before, the left hand end of my layout is a town scene, for which I need to build many structures. I wanted a building that had a major presence in this area and found the ideal kit from Kibri. This is a church and the design seems fairly typical of those in Dutch towns that I have seen on my travels. You can also use Google for some virtual travel if you like, it is quite interesting what you can see from the air and streetview is an excellent research tool. The resolution is not good enough for detailed modelling so you still have an excuse to travel and explore. This is a fairly large model at 280mm x 170mm and 250mm high but that is what I want. The scenery needs to dominate the railway rather than be a small thing in the corner. So often I see layouts with buildings that are just too small. To some extent this is the fault of the kit manufacturers making small models but maybe we as modellers try to cram in too many features rather than allowing them the room they should have in real life. If you take this approach to extremes you end up with Pendon. So this kit, which is the biggest Church I could find, does just that, fills a large space and towers over the passing trains. As real churches go it is not that big.

The detail and fit of the parts are generally very good and very little time was spent on cleaning up the parts. Where it is let down, is the details, such as the down pipes and the snow guards on the roof. These were so poor that there was no way they could be used. I do wonder why this is the case as most of the kit is to a very high standard. The solution was to not add the snow guards on the roof at all which I think looks better for being clearer in appearance. There were a few holes to fill in with the Humbrol model filler but not too difficult. The down pipes were replaced with 0.5mm brass wire. Most of the parts clip together, which I had not expected but it does make



the kit easy to build. The parts hold themselves together while you apply the solvent. I built the walls and window sections and then filled any gaps I could find, mostly around the windows, with Humbrol model filler. There were no serious gaps, I just wanted as good a fit as I could get.

The walls were sprayed with a suitable stone colour acrylic paint. This is a sort of yellowy sandstone colour; look at the pictures, it is easier to see than describe, although the lighting makes a big difference. This had the effect of making the wall and window parts the same colour, whereas Kibri made the windows surrounds a much darker colour. The horizontal detail courses were picked out by hand in a lighter, greyer colour to contrast with the creamier stone colour used for the base colour. I have seen this contrast of stonework on a number of Dutch churches. I used a “Devlan Mud” wash from Citadel (good paint, weird names!) to highlight the detail of the stone courses and generally darken the clean looking stone to a more mottled older appearance. It is also used to darken the shadows so not relying on the lighting to get the right effect. Several washes were used until the right effect was produced. Washes were also used to get the lowest part of the walls to look like a darker stone which can be seen in the last photo. The caps on the tower roofs were painted with a metallic grey acrylic. This does not require to be polished up when dry like the enamel metallics. Now that all the wall painting was complete the windows were added, again they clip in and are fixed with solvent, followed by the roof.

The roof is painted slate grey then given a wash of black but keep the roof tilted over so that the wash is trapped at the tile edges. You want the wash to run up the roof not down it, so turn it upside down. Finally, a gentle rub with 4000 grit wet and dry paper was used to highlight the tile edges. This just cuts through the black wash to the grey





paint and if you go a little too far then to the very slightly lighter grey of the roof plastic. This would only work on plastic that is the right colour to start with. This produces a similar effect to dry brushing to get the highlights to show up against the dark tiles, see left.

The only other change was the decal for the leaded end window between the towers as this was to my mind too large. I therefore scanned it, reduced it and printed my own decal. Very easy to do, you should try this. Decal paper is available from [Crafty Computer Paper](#) on the internet for laser and inkjet printers. It comes as clear or white.

The steps up to the numerous doors have been given a gentle rub to try to

get a more worn look to the steps as if they have been walked on for a few hundred years. Doors are a mid brown with the metalwork highlighted in black. Downpipes could now be added from brass wire. This was first bent to shape so that they followed the shape of the wall down the building, then chemically blackened and finally painted black. They are not too prominent but missing them off would I think be noticeable and the Kibri pipes would be horrendous. The model will be towards the front of the layout and has assembled well to give a very pleasing result. It is large and fills a good sized space and there is plenty to fill! Not too many modifications to the kit were required and assembly was fairly quick, painting takes the time. There will be



figures in the area and quite possibly a canal, in fact I think every board on the layout has a canal but this is the Netherlands!

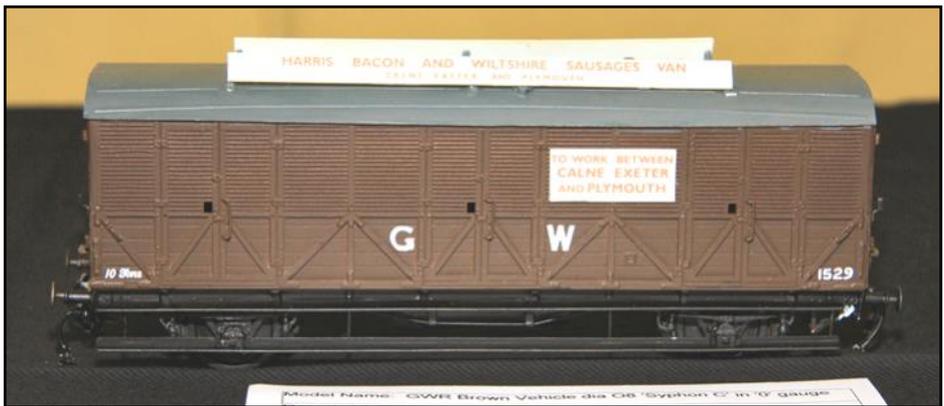
Paul

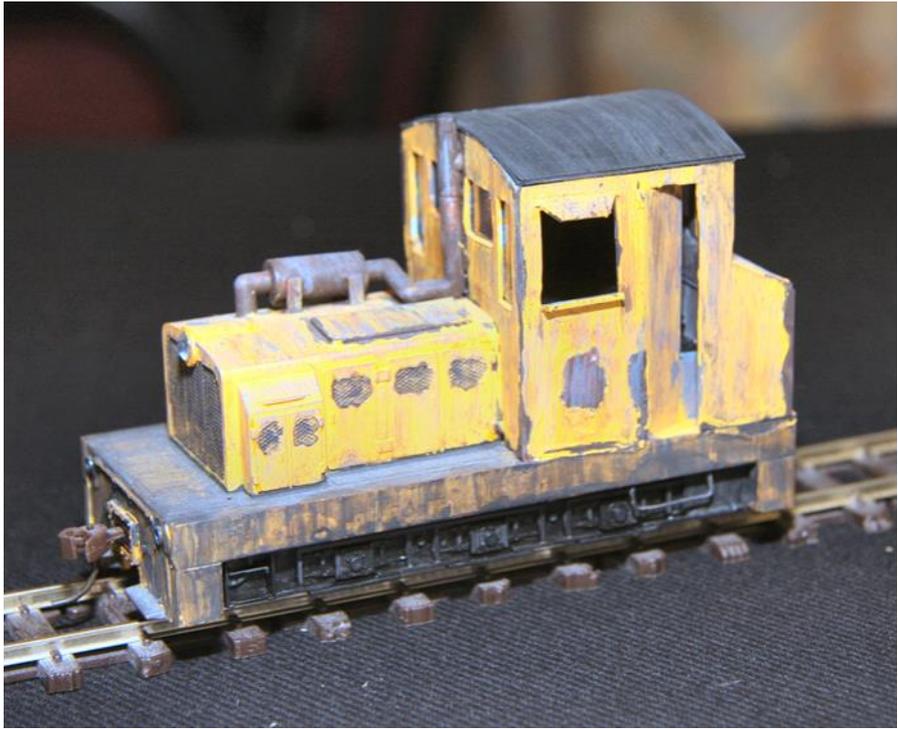
# Wheeltapper 2011

Wheeltapper was a good evening. The models on display this year were again to a high standard. I did notice that there were very few models in categories 1-6 but we did seem to have a lot more structures than usual. Maybe we are all building layouts rather than stock at the moment. Freight stock was also well represented as usual. Geoff Kent gave a short talk on the railways around Chester and judged the models. He had some of his models on display, which, it has to be said, were stunning! We had 9 different winners, demonstrating that we have quite a lot of modelling skill within the club. So get modelling as there is only a year to go for the next one!-) Judging by the “work in progress” table there will be a good range of models.

Winners were:

- 1: no entries
- 2: Mick Moignard, D&RGW K-27 #462 HOn3, (see below).
- 3: no entries
- 4: Max Brayne, (page 10, top).
- 5: Adrian Harford, GWR, dia O8, (see below).
- 6: no entries
- 7: David Lane, BR conflat with short container, (page 10, lower).
- 8: Mick Moignard, D&RGW Gondola 1872 HOn3, (page 11, top).





9:





Joint winners, James Aitken, 7mm SR sack barrows and Paul Wright, N scale stone crusher.

10: Tim Peacock, section of wall from High Wycombe, (page 12, upper).

Wheeltapper Trophy:

Mick Moignard, D&RGW K-27 #462 HOn3

Okehampton 7mm wagon challenge/Derek Turner Trophy: David Powell, SR 12 ton 8 plank open wagon, see below:



Chairman's trophy: Michael Lane, Concrete hut for Okehampton, (page 12, lower).



# Ballast pump

Here is a good idea from Andy Brayne to help with ballasting. Convert an old liquid soap container by adding a length of rubber tube into a dispenser for the PVA/water ballasting mix. Pump away with one hand while the other directs the mixture to where it is needed.



## 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.

# Risex 2011

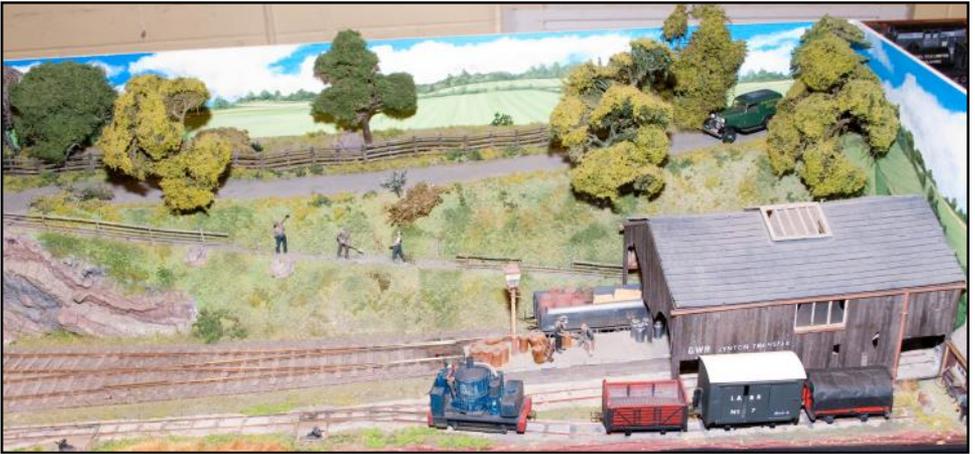
This year's show had the usual good mix of scales and gauges we have now become accustomed to. We need to remember that Risex is aimed firmly at a local family audience so it is important to have layouts that the general public will find interesting. So it is a case of plenty of movement, rather than modelling detail, that we need.

Attendance was higher than last year at about 800 and we made a very healthy profit. A lot of hard work goes into the show and in particular into the catering operation. I am pleased that more members got involved in this area and at one point we had an all male team in the kitchen. We have a very good reputation for the quality of our catering and this should continue.

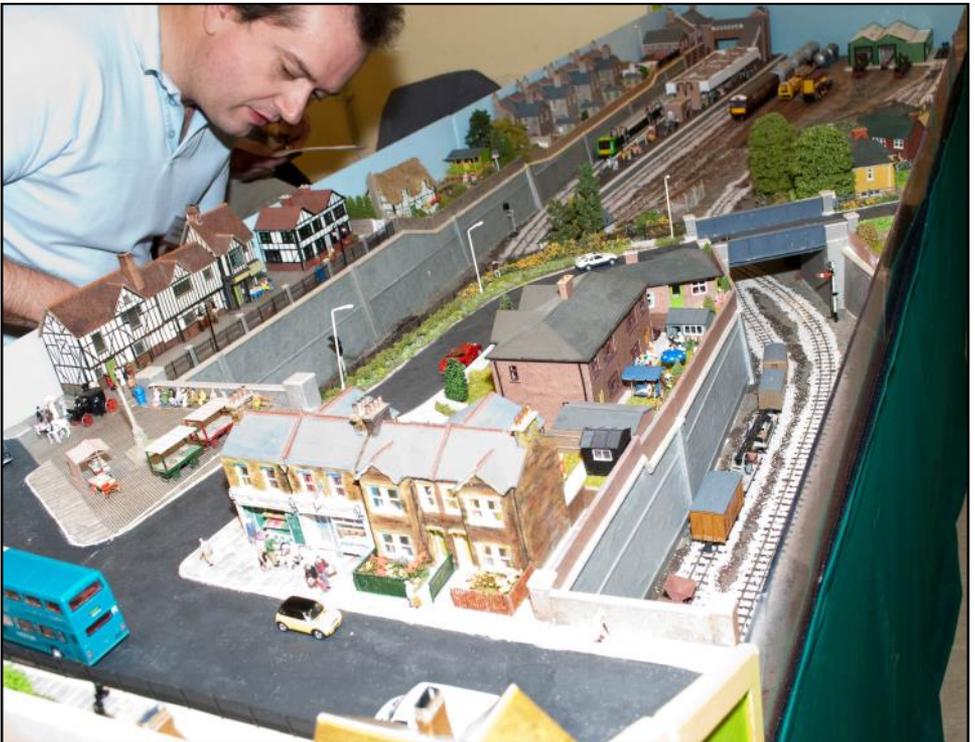
I think that Ian has finished his stint as Risex Manager on a high and would like to thank him for his hard work over the years at this event. We are now looking for a new manager for next year. I would also like to thank everyone who got involved; it was a real team effort to get setup and cleared away so quickly.

It also seems that the traders in the town had one of the best Saturdays trading since Christmas, so it looks like our Risex visitors then go into town as well. This is probably something we should promote, there is more than just Risex to see.





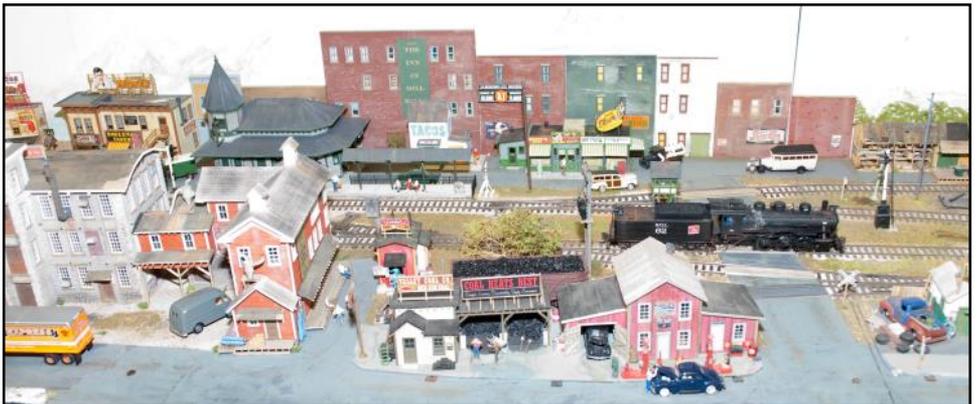
Above: Lynton Road, by Duncan Croser 'O'  
Below: Lyne Castle, by Andrew Dwight 'OO'  
Below left: Priorsfield, by Astolat Model Railway Club 'OO'





Above: Boot Hill, Chris & Janet Thorn 1/12. Gauge: 43mm.  
Below: Willowbrook Marsh by Nigel Adams O gauge  
Right above: LegoRail, by Max Brayne scale: 8mm. Gauge: "L"  
Right below and centre: Mills Falls by Mike Carter.





# Modern Light Weight EMUs

The Sprinter LightTrain or SLT is an Electric Multiple Unit (EMU) operated by the Nederlandse Spoorwegen (NS) in The Netherlands.

They were designed to replace the Mat '64 trains dating from the 1960s. The first 35 sets were ordered in 2005 and the first set, 2402, arrived in January 2008 for testing. In September 2007 NS ordered a further 64 sets, and these started arriving in the Netherlands in mid 2009. In 2009 a further 32 were ordered. The units were built by Bombardier in Aachen (2400 series, 4 car sets) and Siemens in Krefeld (2600, 6 car sets).

The SLT is primarily for use in the Randstad area, around the four main cities



Amsterdam, Utrecht, The Hague and Rotterdam). They are used on routes where stations are close together and for this they feature many wide doors and fast acceleration. The trains use regenerative braking, which puts electricity back into the electric supply when they brake. They also use the articulated Jacobs bogie, which allow for wide gangways between each coach.

After many test runs without passengers, they were put into service on 23 February 2009 between Den Haag Centraal - Gouda - Utrecht Centraal, two months later than planned. Passengers were happy with the comfort, no step between the train and the

platform and the fresh interior, however the trains lack a toilet.

Problems occurred, especially when a four-car and a six-car unit coupled together, so the test was stopped temporarily in May 2009. The test started again in September 2009, outside of the peak hours. Again there were problems, and delivery of sets was stopped for the time being.

With the December 2009 timetable change, sets were put in again between Utrecht and



Den Haag, as well as between Gouda and Rotterdam. In February 2010, the delivery of new sets was restarted, with four sets arriving each week. In May 2010 SLT sets also began operating between Rotterdam Centraal and Hoek van Holland and on 24 May 2010 also between Utrecht Centraal and Baarn via Soest. Winter weather caused more problems at the end of the year and more modifications occurred. There are now 69 4 car sets and 62 6 car sets operating.

Having ridden in these trains they are spacious and comfortable with a useful information display of destination, next station and even the speed of the train. You will also see from the above photo they have collected graffiti already, it does not take long.

# HS2 Roadshow locations and dates

A series of public information events will be held at locations along the proposed route. They will provide an opportunity to view the proposals, presenting information in a clear, accurate and accessible way, as well as offering the chance for you to speak to the HS2 team and officials from the Department for Transport.

- April 01 Old Oak Common Mobile Exhibition, Westfield London Shopping Centre
- \* April 02 Euston Exhibition, Camden Centre
- \* April 04 Camden Mobile Exhibition, Castlehaven Youth Centre
- \* April 07 Perivale and Ealing Exhibition, Greenford Assembly Hall
- \* May 09 Chalfont St. Giles Mobile Exhibition, Blizzards Yard Car Park
- \* May 10 Aylesbury Exhibition, Stoke Mandeville Stadium, 8am - 8pm
- \* May 11 Aylesbury Exhibition, Stoke Mandeville Stadium, 8am - 8pm
- \* May 12 Great Missenden Mobile Exhibition, Link Road Car Park, 8am - 8pm
- \* May 13 Wendover Exhibition, Wendover Memorial Hall, 8am - 8pm
- \* May 14 Wendover Exhibition, Wendover Memorial Hall, 9am - 5pm
- \* May 17 Greatworth Mobile Exhibition, Greatworth Sports and Social Club Car Park
- \* May 18 Amersham Exhibition, Amersham and Chiltern Rugby Football Club
- \* May 19 Amersham Exhibition, Amersham and Chiltern Rugby Football Club
- \* May 21 Waddesdon Mobile Exhibition, Waddesdon Church of England School Car Park, 8am - 8pm

The website is:

<http://highspeedrail.dft.gov.uk/roadshow>

Recently a question was asked at the club, which was: how heavy should a wagon be? A simple enough question and various answers followed. There is actually a standard for wagon weight as well as many other things to be found at MOROP which is the

## *“European Union of Model Railroad and Railroad Friends”*

MOROP is the European federation that groups and heads the different national federations for railroad modellers and railroad friends in Europe. The federation has its head office in Berne (CH) and is ruled by Swiss law. MOROP has been founded in Genova (I) in 1954, initiated by some railroad die-hards who foresaw, nearly 50 years ago, the necessity to set standards for the production of the different makes of miniature railroad. Back in those days every producer had his own standards and rules, which set the amateur before a more than difficult choice. Setting the standards for scales, gauges, feeding systems, harnesses and wheelsides amongst others were far from being standardized.

So MOROP's main focus is, since its foundation, the setting of standards of the above mentioned elements under the "NEM" (European Standards for Modelling) created and produced by the Technical Commission (CT) in collaboration with the producers of European made modelling material. Since 1994 close ties have been knit with the NMRA (National Model Railroad Association) which creates the standards for the USA. The standards concerning the digital systems of the "DCC" type (Digital Control Command) have, by the way, been created in common with the federation of the USA, making the digital standards almost a worldwide standard.

MOROP consists today of 22 federations spread out in 17 countries of Europe, from north to south, and from east to west, thus making up an European federation of more than 30.000 members. The 2 official languages of MOROP are French and German, languages in which are published the standards as well as the official documents of the federation. English is used in contacts with the NMRA and the associations or groups that don't practice the official languages of MOROP.

In terms of wagon weights we need to look at NEM 302

Table of mass of wagon per mm of total length over buffers

Scale	Z	N	TT	HO	S	O
Mass g/ mm	0.12	0.17	0.25	0.40	0.60	1.00

# From the Internet

With thanks to:

RAILDATE: the weekly newsletter of the Hursley Park Model Railway Society:  
<http://www.hpmrs.ibmhursleyclub.org.uk/>

The Keith and Dufftown Railway:  
<http://www.keith-dufftown-railway.co.uk/>

The Branch Line Society:  
<http://www.branchline.org.uk/>

The Shrewsbury to Aberystwyth Rail Passenger Association  
<http://sarpa.info/index.html>  
(Spotter: John McCrickard)

Bredgar & Wormshill Light Railway  
<http://www.bwlr.co.uk/index.php>  
(Spotter: Neil Kearns)

Funicular railway web magazine:  
<http://www.funimag.com/Funimag-oldissues.htm>

The Rail Archive website:  
<http://www.railarchive.org.uk/>

A 700yd section of trackbed, which encompasses Snapper Halt on the Lynton & Barnstaple Railway, has been cleared of vegetation. The land has been bought and cleared by Exmoor Associates, a company that buys up sections of L&BR trackbed when it becomes available. There is currently no plan to open the section to train operation, but it's possible that 6 x 30ft narrow-gauge track panels might be laid alongside the 170ft platform.

There are photos of the clearance work here:  
<http://www.lynton-rail.co.uk/story/3544>

An interesting range of card kits:  
<http://www.kingswaymodels.com/>

an online community for model trains  
[www.modeltrainforum.com](http://www.modeltrainforum.com)

# Club Diary

<b>April</b>	9 <sup>th</sup>	Footplate issued Modelling Saturday
<b>May</b>	7 <sup>th</sup> 27 <sup>th</sup> 28 <sup>th</sup> -29 <sup>th</sup>	Modelling Saturday <b>Railex Set Up</b> <b>RAILEX 2011</b> Exhibition, Stoke Mandeville Stadium
<b>June</b>	11 <sup>th</sup> 11 <sup>th</sup> -12 <sup>th</sup>	Modelling Saturday DEMU Showcase, Burton Town Hall, Burton-upon-Trent

## Test Track Nights

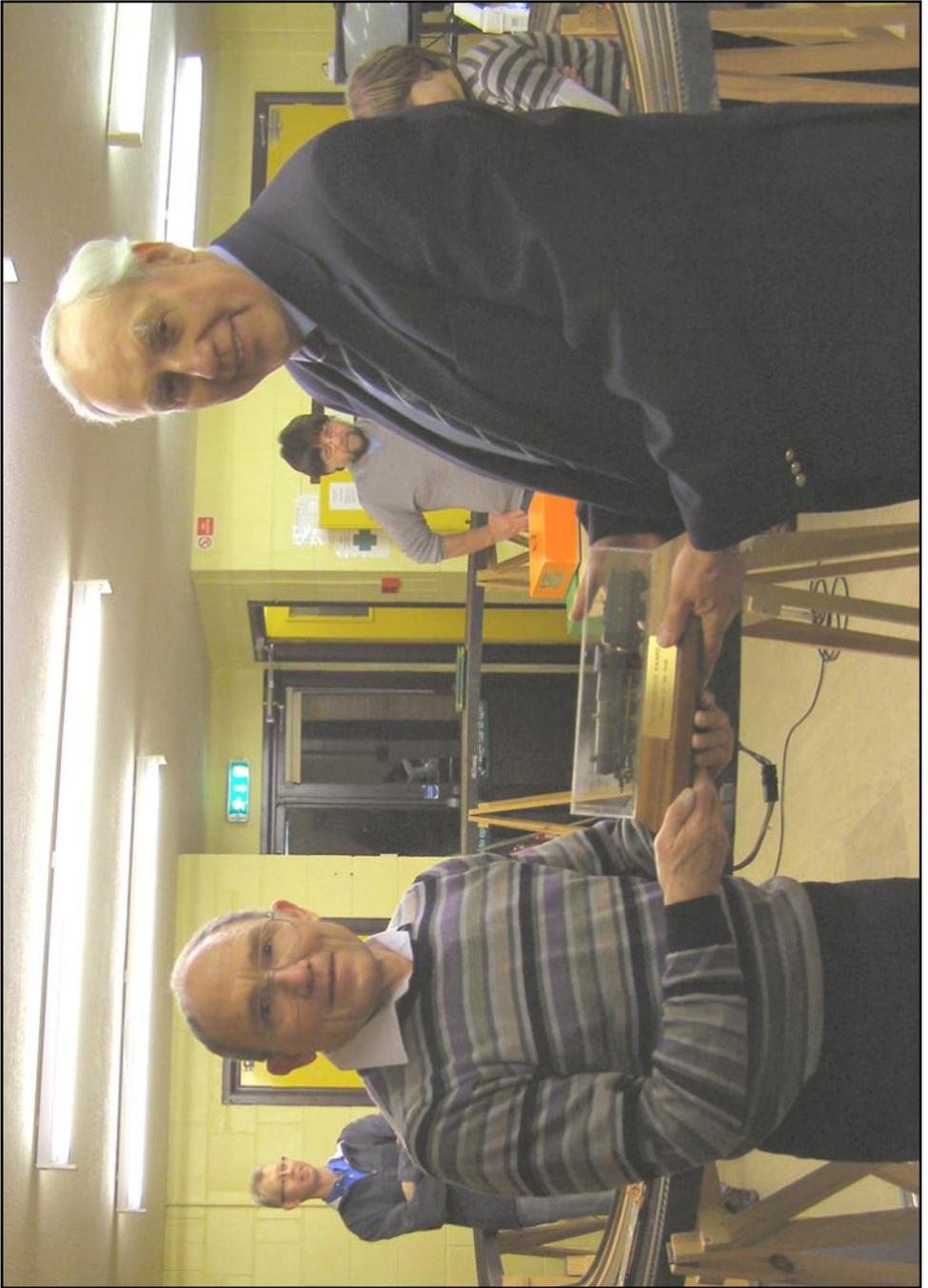
Here is the list of proposed test track nights. If you want to make use of the test track then you need to get it out and set it up. Don't wait for someone else to do it.

April 29<sup>th</sup> (Royal Wedding Day), June 3<sup>rd</sup>, July 8<sup>th</sup>, August 12<sup>th</sup>, September 16<sup>th</sup>, October 14<sup>th</sup>, November 25<sup>th</sup>, December 30<sup>th</sup> (Christmas / New Year week).

## Modelling Saturdays

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

Apr 9<sup>th</sup>, May 7<sup>th</sup>, Jun 11<sup>th</sup>, July 16<sup>th</sup>, Aug 13<sup>th</sup>, Sept 17<sup>th</sup>, Oct 8<sup>th</sup>, Nov 12<sup>th</sup>, Dec 17<sup>th</sup> (NB: Dec 17<sup>th</sup> only until 16.00 due to another booking).



David Powell presents the Pendennis Trophy to Michael Lane.