



Risborough and District Model
Railway Club

Jul-Sept 2011 Summer

FOOTPLATE



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WELCOME

Railex has now passed. It is a big event and takes a lot of planning and work over the 4 days of the event. It is always a relief when it is over and we can have a rest. As always we have tried some new things. This year for the first time we had steps and periscopes on the club stand to loan out to visitors. The steps seemed very popular so were worth the small investment we made. They can also be used behind our club layouts and at other events. The periscopes were of less interest but we get them for free from the CMRA. Having them available helps to create a good impression. We also extended the club stand to include a display case and a demo table. The aim is to promote the club and attract members. Did you think this was a good idea? Visitor numbers seem to be about the same as last year which is very pleasing as some exhibitions are losing visitors, who no doubt are spending their money

Front cover: Model of a pub by Geoff Kent

more carefully. Our traders generally seem to have had a good weekend too.

On page 4 you will find an article by Max on his new On30 layout which is progressing very well. What impresses me about Max's work is the amount of scratch building he is prepared to do, not just the models but the tools to make them as well.

Wanted: Risex Manager

Are you interested in running Risex? We are still looking for someone to take over from Ian to run Risex. The 2012 show is partly organised already and we can provide support and advice to anyone wanting to have a go. We will also need someone to organise catering.

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.

Building The Blue Ridge Mountain Railroad

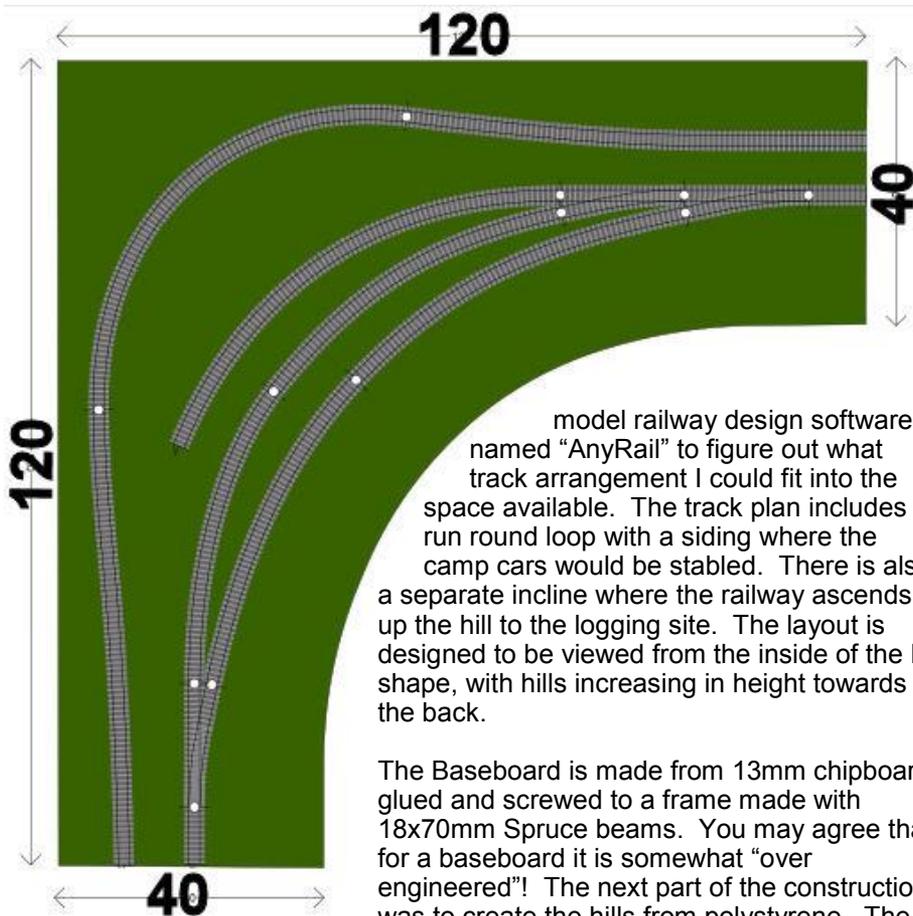
An On30 layout set in West Virginia

By Max Brayne

I thought I would write an article for Footplate about my model railway since I rarely bring anything to club nights, so it would appear that I don't do any railway modelling at all!

The Blue Ridge Mountain narrow gauge Railroad is set in the mountain range it is named after. The fictional line connected two standard gauge railways while serving the logging and mining industries along the route. These industries often branched off the main line and my model railway represents one of these junctions where a logging line climbs up to the felling site.

The layout is an L shape so it could fit into the corner of my bedroom. I used



railway incline was to be made first to keep the gradient constant. A line at a gradient of 1 in 30 was marked on the side of a long thin piece of polystyrene and cut off. This cut off was then put underneath the rest of the polystyrene as shown in the diagram below.

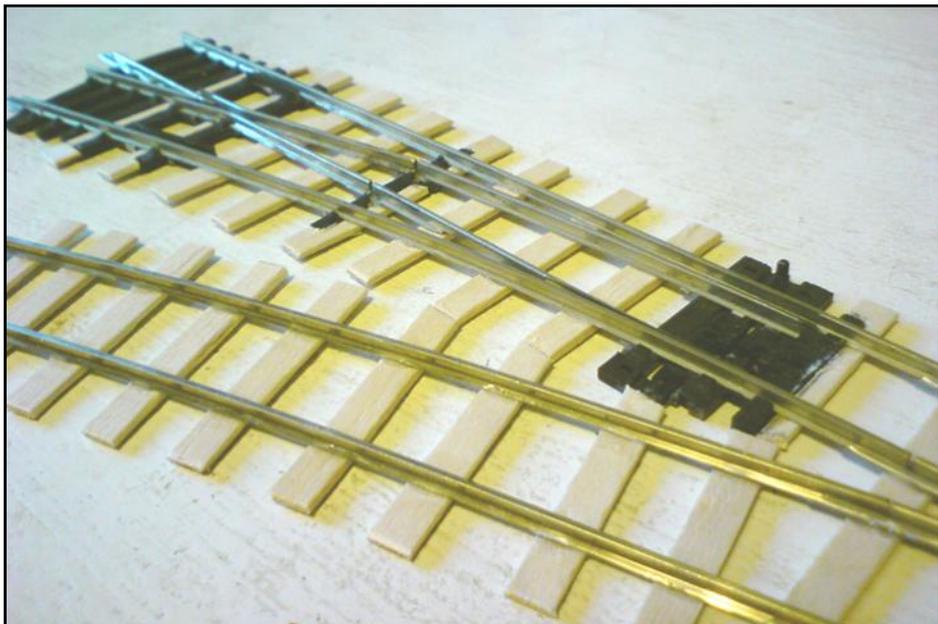
As the incline included curves, I cut V shaped slots into the sides of the



polystyrene to make it flexible. It was then glued down with PVA glue and held in place with various heavy objects to hold it down while the adhesive dried. Polystyrene blocks were then placed around the incline and in other areas where I wanted hills. First they were glued down and when the glue had fully set they were cut and shaped with a razor saw. As polystyrene flakes off very easily, I mixed powdered interior filler with water and applied it on top. This gives the smooth surface for adding paint and scenery materials. As the surface would show through the grass, the surface was painted with brown acrylic paint to represent earth.

The next task was to lay the track, but first some of it had to be modified. I decided to use Peco OO points, rather than On30 ones. As they have OO sized sleepers, they were replaced with new sleepers made from wooden coffee stirrers that are cut to length and glued onto the rails with superglue. So the point didn't dismantle itself, the sleepers were replaced one at a time by cutting back the original sleepers (seen in black, overleaf) as I went. The main reason for doing this is Micro Engineering don't make points in code 100 even though they make code 100 track. Another reason is the points that they do make (in code 83 and code 70) are very long because they include some straight track after the frog, whereas my track plan needed the track after the points to be curved. The final reason is the Micro Engineering points are £18 each, so using OO points left over from Andy's layout was a much cheaper solution!

The points were then painted black with "tar black" acrylic paint made by Revell. Some grey was dry brushed on afterwards to give them a weathered appearance. The rest of the layout uses On30 track made by Micro Engineering. This was fixed down onto the layout with PVA. While the glue was drying, the track was held in shape with pushpins and paint pots were used as weights. To make use of the glue in-between the track, scatter was also put down at this stage. For the logging incline, Hornby "Earth Brown Scatter" was used and Woodland Scenics "Dark brown fine ballast" was used for the rest of the layout. I also added watered down PVA on the top of the



track to lock in the track and scatter.

Static grass was then added to the layout using a home made applicator made



from an electric fly swatter, as I didn't fancy paying £100+ for a Noch one! The layout is wired up for DCC. The frog end of the electro-frog points are isolated with new feeds added to the other side of the plastic fishplates. I painted the wires brown where they were visible and placed tufts of grass made by "MiniNatur" next to them. The three points on the layout are controlled by



standard Peco point motors and switches. They may not be slow action like Tortoise but I find manually thrown points change quickly on the prototype.

When the layout was fully working, I assembled and planted the trees. They are made from a range of products from Woodland Scenics. One of the trees on the layout was scratch built by using a real branch from an ivy bush, with parts of a Woodlands Scenics tree stuck into it. This was covered in fine leaf foliage. Some of the Woodland Scenics foliage was also added to the ground to give the appearance of a forest floor.

It is said that a layout is never finished and this one is no exception. I have some more trees and a backdrop to make. I would also like to make a working water tower for the layout some day.

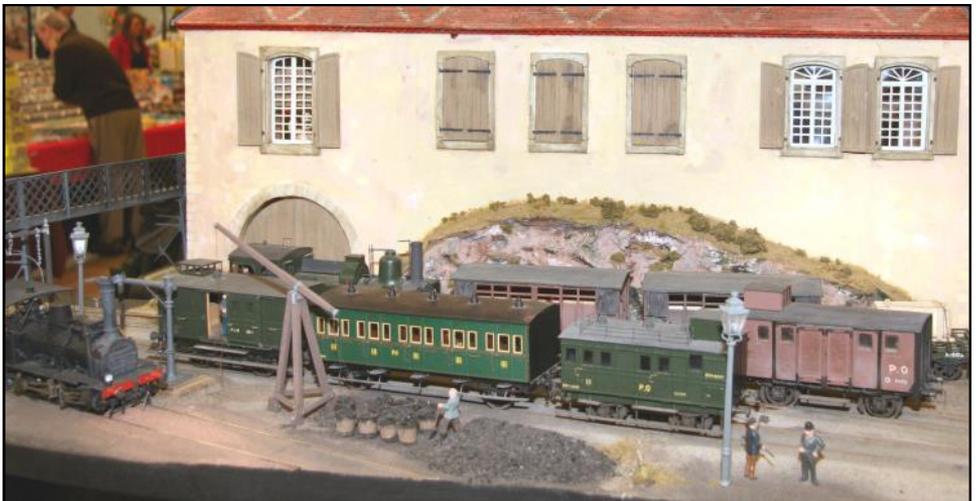
Railex photos

Here are a selection of photos from Railex 2011. Again an excellent show.



Above: Highbury Colliery in 2mm scale

Below: Courcelle Part in S7





Above: Stainmore Summit in EM.

Below: Witney Euston in 2mm fine scale. Winter is a difficult season to produce in model form and here it has been produced very well indeed.

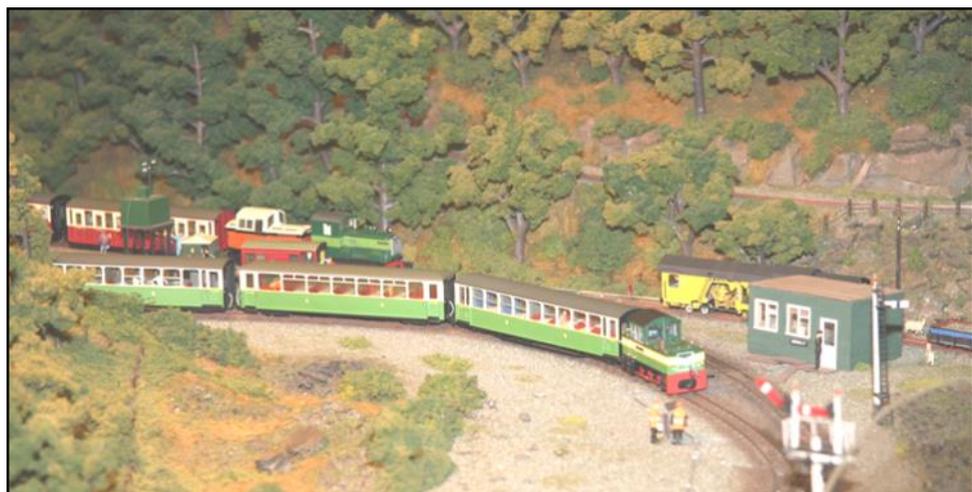




Two views of the Nettlebridge Valley Railway in P4. This layout had a good depth of scenery and a low pelmet forcing you to look across the scene at a low angle.

Right: Dduallt (still looking good after all these years), Combwich and Sheep Pasture.



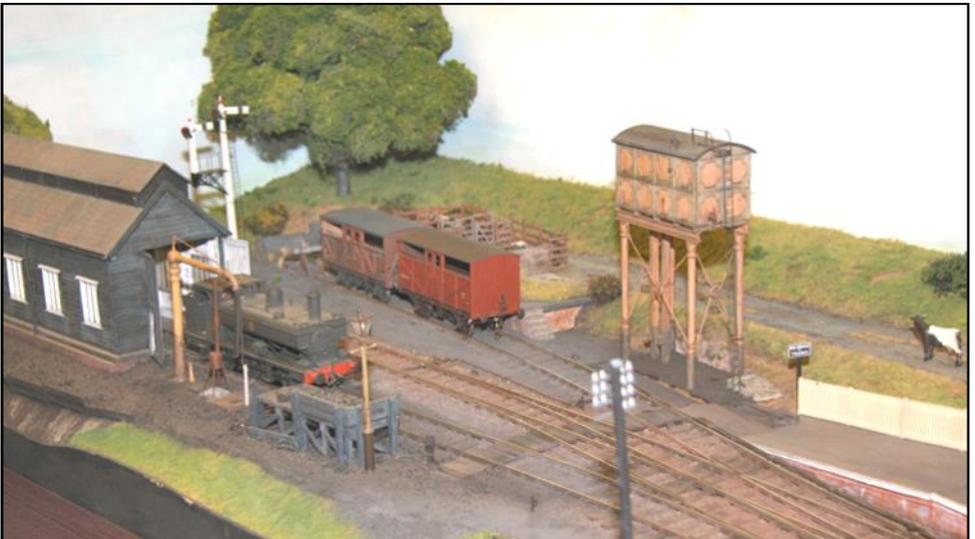




This page: Two views of East Dean in O gauge.

Right upper: Apethorn Junction, O gauge.

Right lower: Borchester Market in OO.







Two views of Portchullin.



Club Polo Shirts

These have been produced by Lands End and are in burgundy with the club logo embroidered in gold. The club is paying for the digitising of the logo so members just pay the cost of the shirt and embroidery. They are of good quality and are available as follows:

short sleeve polo shirt £19 each
medium (38-40")
large (42-44")
extra large (46-48")

long sleeve polo shirt £22 each
large (42-44")



Correcting the Minitrix 1700

Minitrix introduced a much awaited model of the Dutch 1600/1700/1800 class loco. Previously only the Fleischmann model was available, which was a very old design with a 3 pole motor. While this was a good runner at speed it was very notchy at slow speeds. The Minitrix model is very much better at slow speed and therefore more suited to stopping passenger trains. Unfortunately it has a few flaws due to the fact it is a French loco that has been produced in Dutch colours. The problem is the underframe between the bogies, which on the French version has longitudinal tanks while on the Dutch version they go across the body. More annoying is the fact that these tanks are a



separate piece and could have been corrected at manufacture. Maybe it is down to this being a budget model at only €100. The Fleischmann model has the same problem but the underframe is a one piece metal casting so more difficult to correct.

I therefore set about scratch building a new underframe section to see if I could make a better job of it. The cylinder ends are produced from a section of pipe by Knightwing while everything else is from the Evergreen range. A few bits of 0.5mm brass wire complete the project. Carrs weathering powders have been used to show up the detail of the underframe

On the left you can compare the different underframes:

Top, the original incorrect Minitrix model.

Centre, the real thing.

Lower, my scratch building.

I think it looks much better but is not quite right yet. The centre box part needs to come down lower and the sand boxes need to be a little wider. Possibly the cylinders should be a fraction bigger too. I will correct this on the second attempt. Once correct, the plan is to make a silicone mould and cast replacement parts in resin for the whole fleet.

The other correction to make was the buffers. Those supplied don't look like any type of buffer ever fitted to a railway vehicle. These were replaced by continental wagon buffers from the NGS.



All the locos of the 1700/1800 type have now been fitted with air-conditioning. This is a box mounted over the cab at each end for locos used to haul coaches but only over one end for those locos dedicated to hauling the push-pull sets. Minitrix have not reproduced this but it was simply made from Evergreen strip with hinge detail added to the top and spacers to the lower side.

New numbers are from the THS range and graffiti from Blairline.



Hobbytrain KLV53

The KLV53 is a small maintenance vehicle that can be found all over Europe including the UK. The model has been produced with a motorised trailer with space for a DCC chip. Most likely I will fit the Digitrax DZ125. It is also available in red and as an unpowered unit without the generator wagon. There are a few separate detailing parts for the modeller to add, including: lights, brake wheels and a different crane jib.



It is a well detailed model made from plastic and etched brass and is 1:160 although would not look too out of place on a British N (1:148) layout. The only point I would criticise is the pizza cutter wheels. This is one area where current British models seem to be ahead of those from Europe. The generator car box can be replaced by a canvas top (made in resin).

In terms of detailing, it needs a crew of up to 7 (if they will fit) and some weathering. I will take photos at each stage to show the techniques used. The DB logos will need to be changed for one of the Dutch infrastructure companies, which I will need to make myself as they are not commercially available.



The prototype was produced from 1963 -1981 and 840 vehicles were produced for work in Germany. Many have now been taken out of service or sold on to private companies. The narrow cab is to allow long objects (rails, posts etc) to be carried.

Paul

Traxx UK aimed at two franchises

Bombardier is targeting Greater Anglia and InterCity East Coast as possible customers for a UK version of its successful Traxx electric locomotive family. According to Alberto Lacchini, Director, Sales, in Bombardier's Locomotives Business Unit, 'we are well advanced in the design and are ready to launch the product'. Bombardier believes that the Traxx P200 AC UK Bo-Bo electric locomotive fitted with a 'last mile' diesel engine would offer 'a lot of value for



money' for UK operators such as Greater Anglia. Whereas the MkIII coaches used on London–Norwich inter-city services are 'excellent' vehicles that may last for another 20 years, the Class 90 locomotives will need to be replaced before that. Lacchini emphasises that a 25kV 50Hz version of the Traxx family suitable for the UK with its small loading gauge will not require a special design to be developed. About 60% of components are common to all versions of the Traxx, one feature being the location of the main traction package in the centre of the locomotive rather than on either side of a central aisle. This makes it relatively easy to build a smaller and narrower version that would fit the UK loading gauge, Lacchini indicated. Bombardier considers that the time is right to bring 'Continental reliability' to the UK electric locomotive market and reports that its presentation of the Traxx P200 AC UK to the Department for Transport generated a 'very positive' response. Bombardier expects to follow its approach to

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.

passenger operators with a similar approach to the freight market where diesel traction dominates at the moment. Forthcoming electrification plans will favour the wider use of electric traction, he points out. The 'last mile' diesel option which Bombardier unveiled at the Transport Logistic trade fair in München in May could prove to be particularly attractive to freight customers. The P200 AC UK would be able to run at 200 km/h and have a maximum power rating of 5 600 kW; maximum starting tractive effort would be 300 kN. Its 'last mile' diesel engine meeting Stage IIIB emissions regulations would deliver 180 kW at the wheel. The locomotive would weigh 82 tonnes and be 18.6 m long, the 2 743 mm width fitting within the UK loading gauge. Bombardier envisages that the P200 AC UK would be prepared for ETCS and could be equipped to run through the Channel Tunnel and in northern France.

Article cutesy of The Globe, online magazine of the *WORLDWIDE GROUP of the N Gauge Society*

Wheeltapper 2012

Dear all

Our judge for next year is booked so this is maximum advance warning to get modelling and have something to put in the competition next year.

We are lucky to have Barry Norman agree to be our judge. As was the case this year, Barry is well known for his own quality modelling and will be coming a fair distance on the night (Peterborough) to be with us. Barry excels at scenic modelling and photography but is a dab hand at rolling stock models as well. His work has featured many times in MRJ and he has been guest editor on more than one occasion.

The format of the evening will be much the same as in previous years with a talk followed by the judging. As he is coming some distance, please make an effort to enter a model. The Okehampton Wagon category will again be available.

Precise date is yet to be agreed when Barry's commitments become clearer. It is likely to be late February or mid April.

Tim

From the Internet

Great Central in the 1960s

www.youtube.com/user/MrLesbailey?blend=11&ob=5#p/u/7/7ijREt8CQtY

This web site is a resource for railway modellers wanting information about the liveries used on British railway buildings.

www.stationcolours.info/

World record longest model train:

<http://vimeo.com/23347334>

Class 73 rebuilding programme:

<http://tinyurl.com/5r8zaev>

Badly bent 70012 starts its journey home:

www.wnxx.com/pictures/70012.htm

The Breakdown Crane Association:

www.bdca.org.uk/

A model railway project in Derby:

www.famoustrains.co.uk/

"Monsal Memories" is a series of six 10-minute podcasts about people who worked on, lived by or travelled on the former Midland Railway which ran through the heart of the Peak District national park from 1863 to 1968.

Episode 1 - The Line (10 mins 4.2MB) memories of the line and what the railway line was built for:

<http://www.peakdistrict.gov.uk/monsaltrailpodcasts-01-the-line.mp3>

Further episodes will be released monthly - full details:

<http://www.peakdistrict.gov.uk/monsaltrail>

Pete Speller, of the Great Western Society, has a long-term project to scan and retypeset as many of the GWR Engineering Society Lectures as possible. The index, and all currently-scanned lectures are here: <http://tinyurl.com/6kk4ggz>
At present there are 70 lectures available, out of a possible 230, and Pete believes that 83 have gone missing; he hopes that they will emerge over time. A Master Index is downloadable here: <http://tinyurl.com/68mmhy2>

Club Diary

June

11th Modelling Saturday
11th-12th DEMU Showcase, Burton Town Hall, Burton-upon-Trent

July

8th Test Track
16th Modelling Saturday

August

12th Test Track
13th Modelling Saturday

September

1st Start of R&DMRC Financial Year Subscriptions Due
14th-16th Camp 93 - Parson Lumber Company at NMRA Convention
(Bournemouth Belle 2011), Carrington House Hotel,
Bournemouth
16th Test Track
17th Modelling Saturday

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.

July 8th, August 12th, September 16th, October 14th, November 25th, December 30th (Christmas / New Year week).

Modelling Saturdays

The following dates have been booked 09.00 to 17.00

July 16th, Aug 13th, Sept 17th, Oct 8th (Openday), Nov 12th, Dec 17th (NB: Dec 17th only until 16.00 due to another booking).



Another view of Geoff Kent's superb pub that he brought along to Wheeltapper.