

Risborough and District Model
Railway Club

Jan-Mar 2012 Winter

FOOTPLATE



Snow covering the town of Bad Eisbach, Germany.

Who's who!

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WELCOME

Our AGM passed without any controversial issues. We have the same committee. Subs for 2012/13 will be £50 and will be regularly reviewed to cover our basic costs. Figures were presented to show that when (not if) we get our new clubroom the costs of running the club will be much higher than at present and the £100 membership fee we have speculated on will be realistic. We had reports on exhibitions and layouts. Ian has now stepped down as Risex manager and we must thank him for all his hard work of recent years, Risex is a good local show that gets us a reliable income. Adrian is now planning Risex 2012 so please give him your support.

Like many of us I belong to a number of e-groups which provide good advice, some humour and sometimes some thought provoking comment. A few recent posts made me wonder if we are becoming too critical of new models or are the new models so good but we feel we must find fault. Dapol recently produced a GWR Hall in N and it is a superb model. It makes the old Farish model look as

if it came out of a jelly mould! But it received some serious criticism from a small number of people who were saying that it was awful and they would never buy it etc. The reason for this was that the wheels are the wrong shade of black. There was a lot of discussion on this topic with people referring to photos that show an ex-works Hall with nicely painted jet black wheels and others discussing how it would look in service. It was not until sometime later that I saw the model and the wheels are a light dusty black, not jet black, not light grey, and don't look too bad. I think they did look too grey in the photos published in the model press but that must be due to lighting during photography. So judge the real thing and don't listen to those who have provided a "full review" based only on a photo.

The other thought I had was if many modellers are trying to model the world as it should be and not looking at reality. The manufacturers are going to a great deal of effort to get details right. Another Dapol example was the Virgin Mk3 DVT which was criticised by some as the lines in the Virgin livery did not accurately align with those on the coaches. It was then pointed out that the prototype lines did not line up either. It was reality that was at fault, the model was correct. More recently, Bachmann are being inundated with complaints that the GWR version of the ROD 2-8-0, released to dealers in the last week, does not have vacuum pipes fitted. The reason these are missing is that the real locomotives were fitted with steam brakes only and did not have vacuum brakes. To produce the GWR version required a new boiler and running plate tooling to reflect the differences between the types as there is no vacuum ejector pipe present either.

As kit builders we are always told to get a photo of the vehicle we are building. We are looking for differences in detail and try to incorporate them into the model. It is expected of us and we are judged by it. The RTR manufacturers are now doing the same, no longer one version of a loco in numerous liveries. They now provide the detailing differences to each version of the model. Different chimneys, domes, tenders etc. A great step forward but does this mean we will stop building kits in the not too distant future?. I hope not, but RTR is certainly improving in all scales.

Paul

Detailing the KLV53 - part 2

Last issue, I started detailing my KLV53 track maintenance vehicle. The next thing I wanted to do with it was to put the figures in. All locos should have crew no matter what scale you work in and coaches should have passengers etc. My first thought was to buy a set of Preiser seated workmen but although Preiser have a huge range of figures these are not amongst them. No problem, I have plenty of seated passengers and set about selecting a few. I am using some cheap (Chinese?) painted figures for inside coaches etc as the low quality detail cannot be seen through the window. The better Preiser figures can be used where they are more easily seen.

I then had to decide how many figures would be needed. A driver is the minimum but the KLV53 can take a crew of 7. This seemed too many to fit in as they would have to be very closely packed, so in the end I decided on 4. (The driver is actually the person seated sideways at the back of the cab). This seems a good number for a small maintenance job. I haven't decided what they are going to be doing yet and maybe I will have to add some toolboxes or other items to the KLV later on. The narrow lower side to the cab is designed to allow poles etc to be carried.



The selected figures had their legs removed and were fitted to see how it would all look. Another problem: a couple of the figures are too high as the space in the cab is very limited. I think this is due to the metal weight below them and the overscale thickness of the plastic roof above them. The prototype must also be very cramped and probably uncomfortable to ride in. Another look though the figures and I found some smaller, possibly female, figures. It is hard to tell sometimes!

Now I had 4 men (or possibly lesbians) all fitting nicely into the small space. Next Hi-Vis jackets. Another question to solve, what colour Hi-Vis do rail workers in the Netherlands use? A search though the very useful Railfaneurope.net website did not provide the answer, plenty of photos of locos, coaches, wagons, buildings, signals, stations, etc. In fact, everything except workers. Back to the old fashioned books in my library and the answer is.... they use both orange and yellow. Orange paint covers better than yellow so orange jackets it is with metallic silver strips. Done.

Finally, this leaves adding the small details supplied with the model and when I say small I really do mean small, possibly even microscopic!. They consist of lights (3 on the front and 2 on the back), brake wheels (1 each side of the generator wagon) and stabilisers (2 on the back of the KLV53 itself), all nicely moulded. All you have to do is cut them off the moulding sprue and put the locating peg in the hole with a drop of superglue. This took a while but I did not lose any parts. The generator wagon hides the motor and DCC chip.

Above: the finished model with crew and detail fittings. The 4 figures do fill the cab quite well.

Paul



Photographic Competition

The photo competition, organised by Ant, was a great success. We had at least 6 tables full of photos of various subjects within our six categories and a full house of members and visitors. Our judge and speaker was Geoff Plumb, a photographer, professional TV cameraman and rail enthusiast. We also had five winning photographers for the six categories, once again showing the depth of talent we have in the club. The overall winner and winner of the Steam category was John Casson. Geoff particularly liked this shot as it was a bit different to the majority of the others and looked as if the photographer had thought about the composition of the shot. I guess many of the photos we take are for modelling details rather than being for art. Well done John.

Below: Geoff (left) presents the trophy to John.
Right: the winning photo.







Above: Diesel & Electric by Pete Miller
Below: Atmosphere by Russell Burrigde





Top: Night shot by Pete Miller and below: Model steam by David Lane





Above: Model Diesel & Electric by Kevin Wood.



Toolbox.

All the drill bits have now been sorted back into the correct compartments in the box. Please try to keep them that way. We will also be replacing the sizes we are getting short of. It has been suggested we get a couple of vices for the bench, if there are any tools you think we need let the committee know and we will get them for you.

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.

Squires Tools

Many of you will have heard that Squires were to close down. I am pleased to say that they will continue as the press announcement below shows.

IMPORTANT ANNOUNCEMENT

Oliver Lewis is delighted to announce; that he is to ensure the continued supply of Squires' famous ranges of Modelling Tools, Materials and Electronic Components by Mail Order and from the well known Squires Trade Stand, at many Model Shows and Exhibitions throughout the UK.

Squires Tools Shop is closing in Bognor Regis. Oliver is pleased to have secured new business premises where he will operate the Mail Order and Exhibition Teams.

Oliver is also very pleased to announce that he is launching a new online store, (www.squirestools.com) which he hopes will be ready to go live on the 1st January 2012.

Squires Tools will have new telephone and fax numbers, which we will advise as soon as numbers are confirmed.

Web address (www.squirestools.com) and email (sales@squirestools.com) will remain the same.

Please keep checking this page for more information. I look forward to being of service to you in the future.

Kind Regards

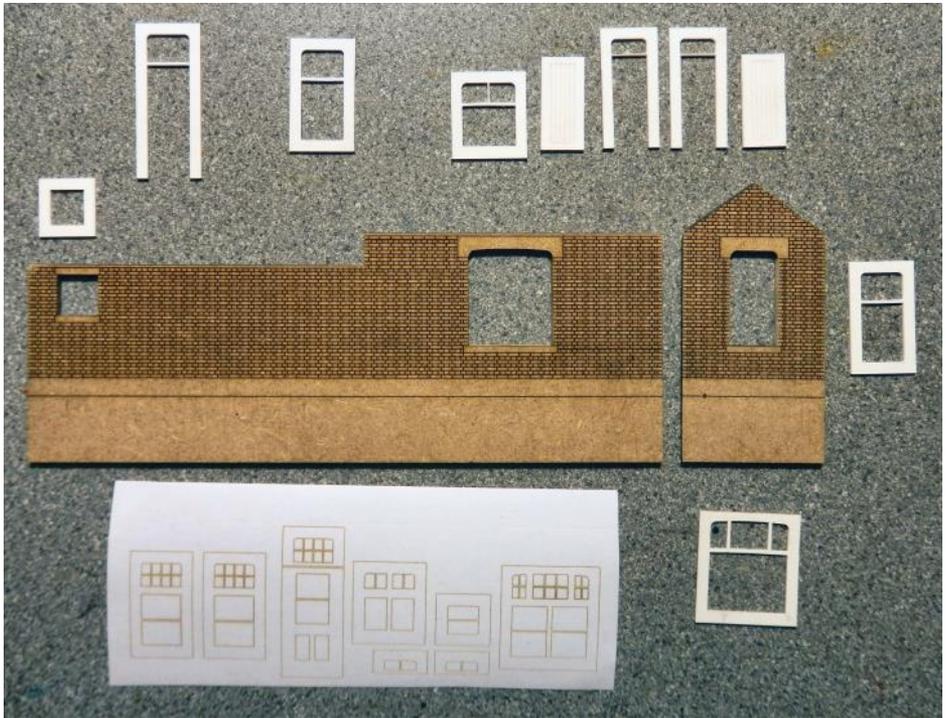
Oliver Lewis
Squires Tools

Wycombe Porters Hut

Some of you may have seen the hut taking shape as I have been bringing it down to the club. This is my first essay into CAD drawing and producing a laser cut kit from the drawing. The main walls have been cut from 2mm MDF to give a decent depth to the window reveals. Plinths, chimneys and the main window and door frames are from 1mm Rowmark (an ABS-like plastic) and the fine inner window frames are from 0.5mm Perspex – being used here as framing, not as glazing – that comes later.

The MDF has worked well. It needs some care to get the corners chamfered to 45° and then they have been glued with Evostick to get a quick grab. The only downside of the MDF is that bricks can be knocked off from the corners – great if you are trying to represent spawled bricks but not otherwise. The solution was to lift some individual bricks from a spare piece of brickwork and carefully dab them into place with a bit of PVA.

The two layers of windows are glued together and then sprayed cream and then acetate glazing added behind, finally fixing behind relevant apertures. The roof pieces are from card and the chimney from the Rowmark as supplied.



The corbelling however is layers of embossed brick paper (Howard Scenics) glued to some 5 thou plasticard and added in strips to get the stepped out effect.



Gutters are from 67 thou plasticard with a hollow scored out close to one edge with an Olfa cutter. The outer edge is rounded over and then a length cut off to stick below the eave and protruding the correct amount to represent a passable gutter in 4mm scale. A length of 40 thou square Evergreen strip is stuck on the underside to represent the fascia. Bargeboards are from 20thou x 125 Evergreen strip. Strips of 10 x 20 thou strip represent the gutter supports. Colouring is with water soluble crayons roughly scribbled on. I used three colours of a darkish red, orange and a yellow. The surface is then gently wiped across with a cotton bud moistened with white spirit to give a more even, but not uniform coloured surface.

Slates, flashing, downpipes and chimney pots are needed to complete.

Tim

Okehampton Update

We had an extra Saturday specifically for working on Okehampton recently. Out came all the boards, the track was cleaned, oiled and any loose sleepers and chairs repaired. We then assembled all the scenic boards for the first time and set about levelling the layout. It does indeed fit into the Carrington room. Work then continued on track and wiring. While testing the point control we did find a couple of troublesome DS64s which need to be replaced. We also had a short running session to test out the track and find any defects. Again, a couple of areas of distorted track were found and will be fixed over the next few weeks. Once the track is ballasted the sleepers will be firmly held and much less prone to coming loose. There is a little more track to be laid on this area of the layout, the rear most sidings need to be connected to the main line (clearly seen in the photo below near the chair) and the track laid on the last board that was recently constructed. This is just off the photo to the left. There are still some boards to be profiled along the front edge. In particular the engine shed stood on a base with quite a drop at the back and side towards the front of the layout (bottom left in the photo).



Okehampton Wagon Project

Many of you have already built a wagon for Okehampton and more are being constructed at the moment. I thought it was about time I joined in and built one. James has provided me with a Parkside Dundas kit of a mineral wagon. This should be simple to construct, so here are my thoughts:

First the body, very nicely moulded with almost no flash but there are some machining marks from the mould which may not be present when painted. However, since the wagon would have been old at the time of the Okehampton I set about a little texturing with coarse wet n dry paper, a scalpel and a razor saw. Selected planks were carefully rubbed and scratched to provide more of a worn wood grain effect but not too much. I was also careful to get the same planks both sides. The wagon has an end door so the end of the side planks need to be notched as the end as moulded is flat, see right.

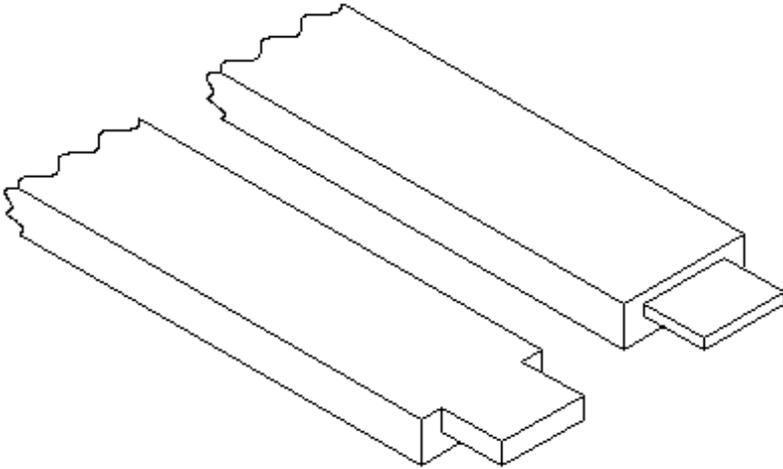
The body was assembled in a gluing jig designed for making dolls house furniture. The parts are held in place with magnets and can then have solvent run down the joints. All the parts fit very well.

Moving to the underframe and the amount of flash and mould marks increases, although nothing was too difficult to clean up. I did make a small change to the ends of the solebars as they would not sit quite upright. At the end on the solebar is a small tag which fits into the back on the headstock. This needs to be thinned on the back and then the solebar will sit upright without any force, see below. The axle boxes, bearings and wheels all fit well when



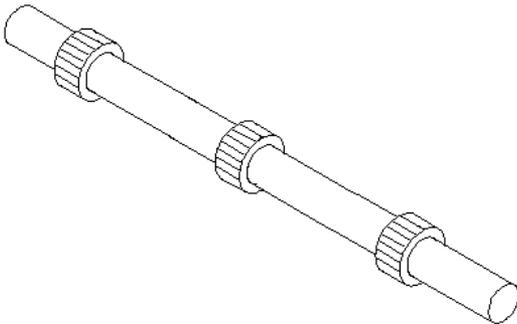
this is done.

Brake gear needs the most adjustment of any of the parts but does fit OK when adjusted. To get the gear all in line I did fit the plastic rod all the way across the wagon



and when everything was solid cut out the middle section as this wagon has independent brake gear due to the doors in the floor.

Finally the end door hinge rod had to be made. Parkside supply a rod and strip of styrene to fold around it to form the hinges. The rod was very oval and the styrene strip splits as soon as you apply the solvent. I came up with a simple solution, a piece of round rod from Evergreen and 3 small pieces of tube which are a tight fit on the rod. These are put into place and a drop of solvent added to secure. Then when set a file is used to flatten 1 side of the tubes. This hinge is then sprung into place at the top of the end door.



Paul



DCC Installation Service

Now that I'm no longer a regular wage-slave, I'm formalising my new DCC installation business to go alongside working as a freelance computer consultant in the Lotus Notes world. But you'll be a lot less interested in that, so I'm not discussing it here.

My DCC business is mainly about decoder installs in locomotives, and adding sound and lights as requested by the customer and as appropriate. A good DCC install is more than just wiring a decoder between the pickups and motor, though, as I've discovered from doing well over 200 installations since I started in DCC back in 2000. It's about such things as choosing the right decoder for the job, making sure that the locomotive mechanism is working at its best before starting and then making a neat, safe and well insulated job that then fits back inside the loco properly. There's also the choice of light, whether to use LEDs or bulbs, fitting and wiring with the best choice of resistor. And for sound, determining the best speaker and where to put it. Once that is done, testing it and setting up the decoder to give optimal performance. Of course, this doesn't just apply to locomotives. No reason at all why you can't add DCC controlled lighting to passenger cars or even to brake vans, too.

Quite a few of you have seen the results of this expertise, running on Camp 93, on my home layout, and even on Okehampton on occasions. Now you can benefit from that expertise in your own locos and stock. I'm offering a mates-rates approach - at £15 per hour - to club members for at least the first few months of 2012, and as I gain experience in offering these services as a regular business, I'll be introducing a fixed-price service for the more straightforward installs. I'll also supply decoders, LEDs, chuff cams, speakers and other bits and pieces as required.

Here's a few examples of what things are likely to cost:

A non-sound, no lights install in regular non-DCC ready RTR steam locomotive is rarely over one hour. Exceptions to this tend to be 4mm split-frame Bachmann where the whole chassis requires dismantling to get at the motor terminals. There are few such decoders over £25 these days.

A modern diesel, replacing the manufacturer's lighting board to get more complete independent light control at both ends can be up to 4 hours. Again, the decoder isn't likely to be more than £25, and LEDs and resistors may add up to another £10.

Brass and kit steam locos, adding sound, chuff cam and possibly some lights varies from 3 to 6 hours. You've seen my Hon3 locos: 4 hours is a non-uncommon time for these - rarely more than 5. Sound decoders may start at around £50, but budget more like £100 for a Soundtraxx Tsunami or ESU Loksound, plus £10-ish for a speaker and £20 for a chuff cam. If you are planning a kit loco, talk to me first, because it may be easier to plan in the install before the construction goes too far!

I'll also paint and weather locos for you, too. Just ask!

Mick

Truetexture

Truetexture is a range of texture 'papers' designed for modelling in OO/HO scale, but we do have some 0 too. The Range includes 72 kinds of self-adhesive A4 texture sheets, 16 kinds of A4 acetate detailed window sheets and 10 kinds of waterslide transfer sheets. Our recently completed website, www.truetexture.co.uk, which is well worth a visit, includes a 'texture shop' which allows you to buy all our products online. If your modelling group or club is interested, we can offer you a flat 10% discount 'token', this is a code you can enter on our online shop to get a discount off our products.

Many thanks for your time.

Mike Walker
Truetexture

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60163 Tornado





Friday 30th Dec, 60163 Tornado hauling “The William Shakespeare”, enters platform 2 at Princes Risborough station on its way from London Paddington to Stratford-upon-Avon. There was a short wait while the Chiltern Silver Train passed, which was just long enough to get across the bridge for another shot.

Stamps

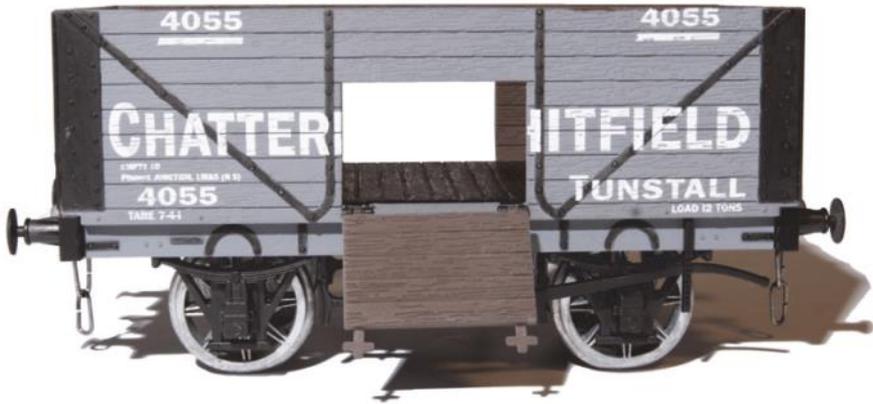
There is a stamp collecting bag on the notice board, proceeds from the sales of stamps goes to a MS charity via John Franklin.

New O Gauge manufacturers

Dapol have just announced that they will be making O gauge private owner wagons (3 so far) and at least one O gauge loco, although the prototype is still to be confirmed.

Specification: Sprung buffers, Metal sprung coupling hook, 3-link metal chain, Brass axle 'cups', Profiled darkened metal wheels, Opening side doors, Internal wall and floor painting, Chassis side painting and printing where applicable, Protective slip box.

The wagons are hand made and painted/printed at Dapol's Chirk factory. With



these wagons prices at a very competitive RRP of £39.95, they are bound to be very popular. As Dapol are making these wagons in-house they can offer stockists or societies special commission ranges of private owner or private owner weathered 5, 7 and 8 plank wagons with a production run of as little as 25 units.

Ixion Models is now finalising production of its next two models, which are both 7mm scale O gauge industrial locomotives. The first, an H Class Manning Wardle 0-4-0ST is a limited-run, hand built and painted RTR brass model. The second, the Hudswell Clarke 13x20in 0-6-0ST standard contractor's tank, will be the best value RTR steam engine yet seen in the British O gauge market. Delivery of both models is expected around New Year.

7MM MANNING WARDLE 2ND DECORATION SAMPLE

“This photo shows the second painted sample of our brass 'H' Class Manning Wardle, received this week from the factory. With only minor corrections remaining, we expect to give the okay for the production run by the end of the 2011.”



Below: the first Engineering Prototype (EP) of the 7mm scale Hudswell Clarke 0-6-0 saddle tank



From the Internet

If you want to see what some clever guy has done with a model railway in film, paste the link below:

<http://www.youtube.com/watch?v=KNRbocWYA5M>

The Wimborne Railway Society website includes a large number of copies of its own magazine in PDF format:

<http://www.wimrail.org.uk>

An interesting heritage line in New Zealand - pdfs of their newsletter are available in the "Latest News" section:

<http://www.bayofislandsvintagerailway.org.nz/>

The Titfield Thunderbolt Bookshop, run by Simon Castens, has a new website. You can now search for and browse through every single new book that is in stock:

<http://www.titfield.co.uk/>

From the early days of the internet, Mark Dewell has maintained a record of all heritage railways. His website can now be found at:

<http://www.heritage-railways.com/>

The Ecclesbourne Valley Railway has been given permission to use the Pullman branding. Here's how it plans to use it:

<http://www.e-v-r.com/catering/>

Club Diary

January	7 th	Modelling Saturday
	14-15 th	St Albans Exhibition
	27 th	Test Track
February	4 th	Modelling Saturday
	17 th	Risex Setup
	18 th	RISEX 2012 Exhibition, Community Centre
March	3 rd	Modelling Saturday
	16 th	Test Track
April	7 th	Modelling Saturday
	13 th	Test Track
May	5 th	Modelling Saturday
	11 th	Test Track
	25 th	Railex Set Up
	26 th -27 th	RAILEX 2012 Exhibition, Stoke Mandeville Stadium

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.

January 27th, February – none (Risex), March 16th, April 13th, May 11th, June 8th, July 6th, August 3rd and 31st, September 28th, October 26th, November 30th, December 28th

Modelling Saturdays

The following dates have been booked 09.00 to 17.00
Jan 7th, Feb 4th, Mar 3rd, Apr 7th, May 5th, Jun 2nd.



476 in the High Bridge, Mick Moignard's D&RGW layout.