



Risborough and District Model
Railway Club

Jul-Sept 2012 Summer

FOOTPLATE



Who's who!

| | |
|--|---|
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WELCOME

March saw our annual Wheeltapper competition, this year judged by Barry Norman. As usual we managed a large number of entries to fill all the tables, although a few categories did not have any entries. The standard of models was very good and this makes the judge's job quite difficult, which is a good thing from our point of view. 9 of the 12 categories had entries and there were 5 different members who won a category plus an honourable mention for Steve's VBA. Also much admired by Barry (and to everyone's amusement) were my 4 pigs, you just cannot predict what a judge will like. Just shows you should enter, you may not think your model is the best, but the judge just might! Well done to everyone.

Railex has just past and this is certainly our biggest and most prestigious event. David always manages to get excellent layouts, many of which I had not seen and those I had seen before were worth looking at again. The attendance was a little lower than the last couple of years but still good. I don't know how we could cope with more visitors on the Saturday morning. We try to make an improvement to the club stand each year and this year saw the expansion of the display area. Tim came up with the idea and built the stands to display the boards for Okehampton and Aylesbury at a high level with

help from James. We also had a photo display making use of our TV to show both club and members' projects. The idea of the club stand is to make people stop and talk to us and hopefully persuade a few to join. I think the high boards and the models in the cabinet, along with the photos, achieved this. Railex is followed by our "new members welcome evening" where those people who we talked to at Railex have a chance to see the club in a more normal setting. We have now gained a couple more members so all the effort was worth it.

What should we do next year? I know there are some members who would like to see demonstrators on our stand, others are not convinced of this. Have a think and we should discuss this at the AGM.

Paul

Front cover: While waiting for 'Tornado' to appear, this Voyager passed, South Stoke (twixt Goring & Streetley and Wallingford) on Saturday 12th May. Pete Joels

Footplate Editor

This is now the twenty fifth Footplate I have edited and produced since its revival in 2006. Maybe it is time for a change so if anyone is interested in taking on the editing and production of the club magazine then please come forward. It does not have to remain the same, you can change the frequency of publication, the content or the format. Maybe changing the magazine to an email based format. It is up to you.

What the magazine should do, is to provide all members with club information and report on events. Articles on club projects, home projects, or general modelling techniques are all helpful to members. Remember, not all members can visit the club or have access to the internet.

The current magazine is produced using Microsoft Publisher 2002 and printed on my Konica Minolta laser printer. This does take quite a lot of time but many of the members are producing content so the new editor does not need to write everything. My aim was to write only one article per issue.

Paul

Wheeltapper 2012

This year the competition was judged by Barry Norman and the winners were as follows:

- 1 Phil LNER A4
- 2 Mick D&RGW K27
- 3 No entries
- 4 No entries
- 5 No entries
- 6 Mick D&RGW coach #3446
- 7 Tim Conflat & container
- 8 Mick D&RGW Boxcar
- 9 Paul Austen Tilly
- 10 Tim High Wycombe porters hut
- 11 Ted Wee Jimmie's Haggis Hut
- 12 Tim GWR loco coal wagon

The Wheeltapper Trophy was won by Phil and the Chairman's Cup by Harry for his 6 wheel milk tank.





Left upper: Phil's A4.
Left lower: Mick's K27.
Above: Tim's conflat and container in EM.
Below: Paul's Austen Tilly in 1:48th.





Above: Harry's 7mm milk tank. Quite a complex kit for a beginner with many fiddly bits and corrections required.

Below: Barry Norman (left) presents Phil with the Wheeltapper Trophy for his 4mm A4.

Right: Wee Jimmie's Haggis Hut by Ted.





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.

The Missenden Experience

Bright was my heart as I set forth in the evening gloaming for the Abbey at Missenden one Friday's eve. My steed was willing, my sword was bright and I was looking forward to meeting there the heroes, and fighting the good fight. And, ere I had started I had been slashed by own knife and was shedding blood on the Altar of Railway Model Building. The embarrassment . . .

In fact, it nearly brought my whole weekend crashing to the ground. You should try doing almost anything with blood leaking all over the place, or with your off-hand almost unusable. Even holding something while you solder it is suddenly impossible, and (if you'll take my advice) you should NEVER try squeezing a hot tea-bag while using a fabric plaster to protect that large cut on your thumb – the plaster absorbs the scalding-hot tea and makes the pain even worse!

They run Railway Model Building courses at Missenden Abbey, in a beautifully refurbished old stone building and set in acres of wonderful Bucks countryside, and I attended my first course there quite recently. The courses are run by Bucks Adult Learning, and are not cheap. But I think that they do offer value for money. The setting is excellent, the tutors are recognised experts in their fields and the food is plentiful. Its all 'Servez-vous' in a refectory style dining room, but it's good and wholesome – what more can you expect in the current economic climate?

I didn't really know which model building option to take for the weekend. They hold a 'Painting and Lining' course, and a 'Weathering' course, amongst others. If it had been 'Painting and Weathering' I would have jumped immediately, but as I'm not an exponent of the steam era (really . . .) I wasn't interested in the lining aspect, and weathering on its own was a bit outside my field. Eventually I plumped for the 7mm loco building course. Safe, known, and well inside my comfort zone. The 4mm model building course was the best attended of the weekend, but (praise be) one of the courses on offer had a majority of female attendees – this was a first for the Missenden weekends!

The whole thing kicks off on the Friday evening with an intro meeting, dinner and then a couple of hours 'setting up and starting model building' before dissolving into a drinking session at about 10:00. Saturday starts early, 8:15 for breakfast, then modelling, food, modelling, food, modelling, food, modelling until 10:00pm, and then yet more beer. The start on the Sunday is slower, (see above, under 'beer'), but the routine is the same until after lunch when it is time to finish off, clear up and run through how it all went.

One thing that does come through is that the folks who run the course really want it to be a success – in retrospect I can see that this would be not only for their own love of the hobby but also to keep the punters happy and willing to come back next time.

And me? – I didn't actually manage to achieve a rolling chassis to take home, I was working on it on the Sunday all the day but it needs another couple of hours before I get that far. I spent the rest of my time working on the footplate section of my model and its associated bits and pieces instead.

But I did have a really great time.

Ian Roll

Railex 2012

On the next few pages you will see a selection of photos from Railex. Unfortunately there is not enough room to show all the layouts. It was, as usual, an excellent show with very high quality layouts and trade. David and his team are to be congratulated.

Below: Diesels in the Duchy.





Above: Yeoton Wharf.



Left: Mini-MSW.



Above: Bron Hebog.
Below: Brewhouse Quay.





Above: Horton Regis, the view through the station gates.

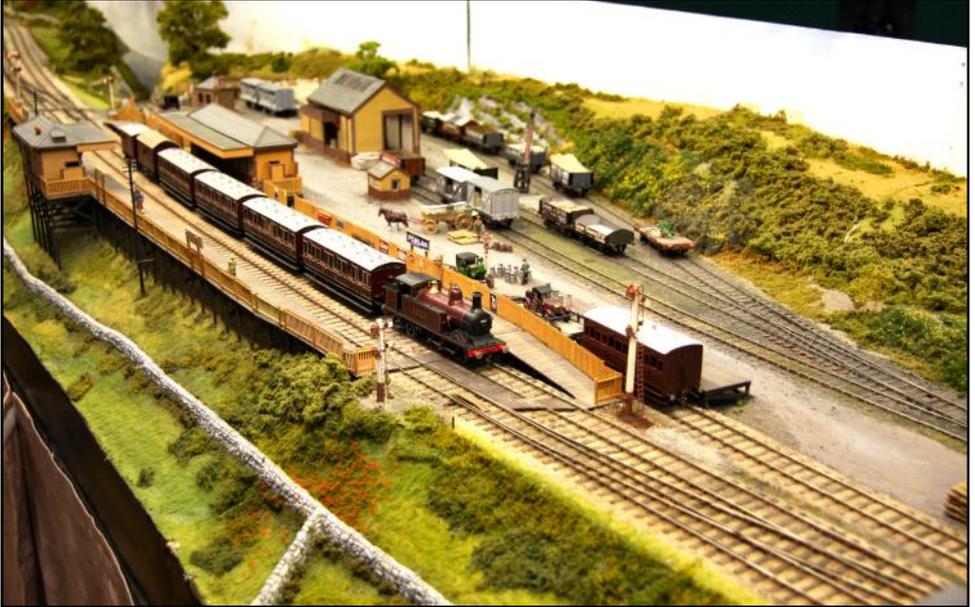




Above: Wenford Bridge, the working tractor and crane always gets a lot of interest.
Below: Hall Quay.



David Powell presents the best layout award to Penlan.



David Powell presents the best model award to Burntisland for the large paddle steamer.





And finally: a surprise birthday presentation to Ian.



War Stories – Featuring The Tragic Event That Brought ‘Ike’ to Okehampton...

Told by J.F. Pulley of Springvale South, Melbourne, Australia, a former Australian serviceman during W.W.2.

U.S. Army ‘Operation Tiger’ Disaster at Slapton Sands 23/4/44 - Aftermath -

PROLOGUE – by Pete Joels.

This fascinating story, written in a letter from Mr. Pulley to the General Manager of the National Railroad Museum, Green Bay, Wisconsin U.S.A. in 1994; and latterly researched and edited by Rob Bayliff who submitted it to the copyright-free web-publication ‘Pullman and CIWL News’ (Pullman Car Services Archive). It appears in the April-May 2012 Issue No. 06. <http://www.brightonbelle.com/images/stories/pullman%2006.pdf>

Mr. Pulley was assigned to train maintenance at Pullman Car Company’s Longhedge Carriage Works (the former London Chatham and Dover Railway Locomotive Works that became part of the S.R’s locomotive depot, Stewarts Lane after the Works transferred to Ashford under the SE&CR); he was a member of the team given responsibility for servicing the very few Pullmans that were still at work through the war years. Essentially, these few Pullmans (all 1st Class) were deployed within a train comprising ‘Joan’, ‘Cassandra’, ‘Rosamund’, ‘Rosemary’ and ‘Plato’ and was based at Stewarts Lane for the exclusive use of Winston Churchill and the War Office. Early in 1942, these Pullmans were split into two trains:

The first train, comprising ‘Rosemary’, ‘Rosamund’ and ‘Plato’, became the ‘Imperial Airways Special’ that ran nightly from London Victoria to Poole where it connected with the Flying Boat service to the U.S.A. Its passengers were Diplomats, high ranking officers and aircrews returning to the States after ferrying aircraft to British airfields.

The second train, comprising (you’ve guessed it!) ‘Cassandra’ and ‘Joan’, along with a pair of Brake First ex-SE&CR Continental matchboarded corridor carriages (7752 and 7753), an LNER Sleeping Car, (probably 1592 – originally adapted for VIPs travelling within the UK and later, incorporated into ‘ALIVE’ the U.S. Army Commander Dwight D. Eisenhower’s personal coach) and S.R. GBL (Gangwayed Bogie Van) 13; this train was known colloquially as ‘The SHAEF Special’ (Supreme Headquarters, Allied European Forces).

These two trains never saw war-time livery. They were kept in immaculate condition; the Pullmans in umber and cream, the Southern stock in brunswick green. 2}

Anyway, this is J.F. Pulley's hilarious – and sad – account of what I've called 'The Tragic Event That Brought 'Ike' to Okehampton'....

Wartime stories.

Gen. Eisenhower and Winston Churchill, together with their aides, were on the SHAEF Special headed back to London, when we were stopped, just outside a town called Redhill - there was an air raid going on over London. Redhill was an engine repair and maintenance depot. Steam locos were coming in for coal and water. We had been standing for about an hour when we noticed a smell of burning. On commenting about this, someone said "It's OK, it's only the Chef's cooking?" We go the all clear to proceed on our journey. We arrived in London, unloaded our passengers and put the train to bed at Stewart's Lane.

Next morning the foreman cleaner came up to us saying "What did you do to *Joan* last night?" We went to where *Joan* was standing. All down one side the paint was blistered and peeling. We realised what had happened. It appeared while we were standing at Redhill, we were next to the hot ash pits and the heat had started to melt the paint.

Joan was taken to the paint shops, repainted and put back in the train before anyone else found out. Ike and Winston never knew how close they were to having their bums burnt.

Another time the General was visiting the fortifications at Dover. The train had been shunted into a siding under the cliffs. Officers began to arrive for a conference on the train. Across the channel in France, the Germans had a large gun that they would fire now and again. On our side, a lookout was posted to watch for the flash when it fired. The warning sounded, the railway crew took cover under the train, a whoosh and a bang, and the shell exploded on the cliffs about half a mile away. When we came out there was dust everywhere. We started shouting to one another. An officer put his head out of the car saying "Keep it quiet out there, the old man's talking!" The conference had gone on as if nothing had happened. Once again when we got back to Stewart's Lane, the foreman cleaner told us off for making his train dirty.

Bear in mind that these trains were not always on the move. They could be stabled for weeks but had to be ready to move off at a moment's notice. This meant that we could carry on with our routine jobs, checking dynamos and batteries on army and civilian ambulance trains, also VIP specials; which brings me to a very tragic story.

I thought I had forgotten it, but it was brought back to me many years later and thousands of miles away in Australia. I will start the story just as it happened.

My examiner and I had just finished work for the day when we were told to report to our office for a special job. The General's train was going down to the south of England and we were to go with it.

Some six hours later we arrived at a railway station called Okehampton. In the platforms were two army ambulance trains being loaded with dead and wounded US service men. At this stage, the officer in charge called the railway crews together and we were sworn to secrecy for what we were about to see. I was to go with one train, my mate with the other. ... It was night time when we moved off on our journey, not knowing where we were going.

Next morning found us in the north of England at a large U.S. Army Hospital at Grantham. My job during the run was to look after the lights while the medics were tending to the wounded. Once the train was unloaded, it was taken to a siding for cleaning. I was told my job was done and to make my way back to London. Once again I was reminded not to speak to anyone about what I had seen. 3}

The only person my mate and I told was our C.M.E. He was a kind and understanding man. He gave us a week's leave to help us forget (as if we could).

It was to be many years later in Australia, while reading our Sunday newspaper I went cold.

I was reading all about that terrible day in April 1944. I telephoned the newspaper office and asked where they got the article from, but they would not say. (The article was printed 15 November 1987).

The next time that day come back to haunt me was when a friend of mine rang to say he had a novel about Jersey in the Channel Isles. (I lived there for six years: 1968 to 1974.) I started to read this book and, would you believe it, I was reading all about that day again. The writer had written a fiction novel, but it was indeed fact. 4} I know that I will never be allowed to forget that part of my life.

(These notes are Rob Bayliff's background railway detail research into J.F. Pulley's story)

1} In the original letter there is a question mark after LNER Sleeping Car. It could well have been 1592, originally adapted for UK journeys VIPs and later incorporated into ALIVE, the train for the US Army commander, as Gen. Eisenhower's personal coach. The brake firsts were ex-South Eastern & Chatham Railway Continental matchboard corridor carriages. The 28 ton luggage van would have been a Southern Railway GBL, a gangwayed, bogie van; 31 of which were used as Stretcher Vans in Casualty Evacuation Trains, and Ward Cars in Home Ambulance Trains or Overseas Ambulance Trains.

2} This dark green would have been olive green as used by the Southern Railway before the introduction of the malachite green livery.

3} What J. Pulley and colleague witnessed were the casualties of Operation Tiger, scheduled for 23 April 1944, one of several exercises forming a full-scale rehearsal for the D-Day invasion of Normandy. US troops were to secure a beach position at Slapton Sands, which had characteristics similar to the “Omaha” and “Utah” beaches, in order to capture Okehampton. It was decided to use live ammunition to give battle experience but no one told the troops who assumed they had blank ammunition. During the exercise, an Allied convoy was attacked by E-boats from Cherbourg.

Two LSTs were sank by E-boats, a third damaged and another hit by crossfire from one of the American craft. Fully-armed and heavily laden troops under orders to abandon ship hit the water and were tipped forward by the weight of their equipment and drowned, losing a struggle to keep their heads above water, as their lifebelts had been tied under their waists rather than armpits to make firing of side-arms easier. Live ammunition was used on the beaches to simulate battle experience but this was not communicated to the troops. By the end of the exercise 749 GIs had tragically lost their lives. With no civilians in sight, a massive cover-up was put into operation.

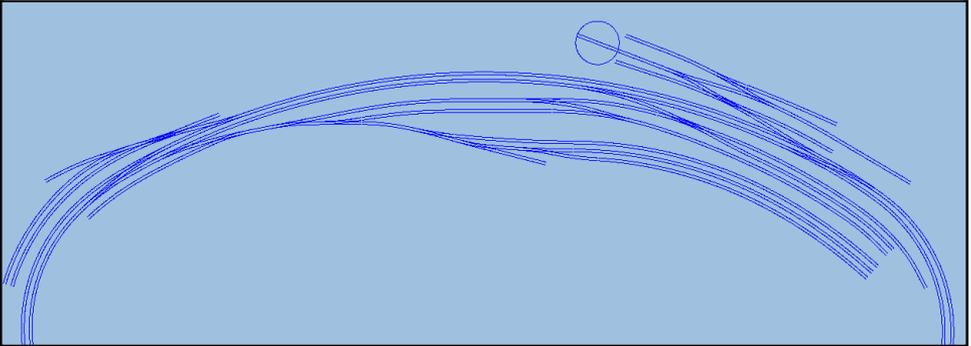
There was a strong possibility that the proposed D-Day landings in Normandy, accorded the highest security classification “BIGOT” had been seriously and possibly fatally compromised as ten officers who were privy to the location of the invasion beaches were amongst those missing. By a miracle the bodies of all ten officers were recovered. The disaster of Operation Tiger was kept a closely guarded secret. No official communiqué was issued and the staff of the 228th Sherbourne Hospital in Dorset, who received hundreds of immersion and burns cases, were simply told to ask no questions and warned that they would be subject to court martial if they discussed the tragedy.

4} Night of the Fox by Jack Higgins, 1986.

Okehampton Update

Below is the final track plan for Okehampton. You can now relate this to the boards as they are constructed. The Styrofoam landscape is now being fitted to the open framework. This will be covered by a thin layer of plaster, hopefully, not adding too much weight in the process. We have some trees part built which will go on the right hand end to start to hide the track as it disappears off scene. These are fairly small trees in this area. The left hand end requires some substantial trees by the look of the photos. These will be a challenge!

Stock construction continues on Friday nights with a number of N class locos being



constructed. 3 more wagons were produce through the O gauge wagon project which were seen at Wheeltapper.

Articles for publication in Footplate

Articles can be on paper or in electronic form with minimal formatting, preferably doc, txt or rtf. 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.

From the Internet

RailCams from around the world:

<http://www.railserve.com/RailCams/>

How's this for a truly awesome model railway feature...?

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

Fantastic landing by a Jumbo. A number of people within the aviation community feel that this sequence might be faked. Some of the reasons given are that there are no visible navigation nor landing lights on the Jumbo, the crosswind component appears to change significantly between the two final segments shown in this video and braking appears to be too sudden. You decide:

<http://www.youtube.com/watch?v=je4UGnTeNe8>

70013 Oliver Cromwell and Black 5 44932 side by side, 30th August 2011:

<http://www.youtube.com/watch?v=niR9TwUgIXI>

http://www.youtube.com/watch?v=t__zpwemTdA

"Lets Go To London" - Chiltern Mainline's remake of the classic 1962 BTF film:

<http://www.youtube.com/watch?v=GancSC3AwJw>

A GWR Castle at speed - 5043 Earl of Mount Edgcumbe racing alongside the M5

<http://www.youtube.com/watch?v=A4r5SkIgmCU>

Kestrel Railway Books likes to challenge you to identify some of its mystery pictures. The current selection has just been refreshed... what can you spot?

<http://www.kestrrailwaybooks.co.uk/mystery.htm>

3803 on the Battlefield Line, 6th May:

<http://www.youtube.com/watch?v=yOsbf0j0dY>

A working model of Stephenson's steam engine made of glass:

<http://www.youtube.com/watch?v=73txXT21aZU>

Club Diary

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|------------------|------------------|---|
| July | 6 th | Test Track |
| | 21 st | Modelling Saturday |
| August | 3 rd | Test Track |
| | 18 th | Modelling Saturday |
| | 31 st | Test Track |
| September | 1 st | Start of R&DMRC Financial Year Subscriptions Due |
| | 15 th | Modelling Saturday |
| | 28 th | Test Track |
| October | 6 th | Beaconsfield MRC Exhibition, High School for Girls, Beaconsfield |
| | 12 th | Railway Talk by Geoff Plumb |
| | 20 th | Modelling Saturday |
| | 26 th | Test Track |

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 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
July 21st, Aug 18th, Sept 15th, Oct 20th, Nov 10th, Dec 8th

Back page: South Stoke (twixt Goring & Streetley and Wallingford) on Saturday 12th
May when Tornado ran a 'Cathedrals Express' from Paddington to Bristol. Photo by
Pete Joels.

