Risborough and District Model Railway Club

Oct-Dec 2012 Autumn

FOOTPLATE

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WELCOME

September is here again and time to pay our subs, this year the full rate is £50. Still very low by railway club standards and excellent value for money.

The clubroom clearout and reorganisation continues and all club equipment is being boxed and labelled so you should be able to find it easily. The library now extends up to the top shelf as space was found by removing old documents. The test track has a box for the first time so all the controllers can be kept together. We are trying to remove all cardboard boxes as these look untidy and fall apart. They are being replaced with boxes from the Really Useful range. Unused electrical items have been given away or thrown out. The racking has been adjusted and Rannock Junction and Aylesbury now fit in more tidily. The TV/DVD/video cabinet has had some repairs. The original arrangement and fixing for the wheels was not good enough so it now has more wheels and a plywood base. This does mean it can only more forward and back and not sideways but it will rotate with ease. Could I also ask members to make sure that all equipment is put away in the correct place at the end of each meeting and rubbish cleared away. When the bin is full the sack can be

taken out to the large wheeled bin at the end on the Community Centre.

New equipment . It has been a while since it was suggested but we now have two new vices, a 100mm swivel bench vice has replaced the small vice on the workbench and there is a 75mm table vice for general modelling. This is kept on the shelf in the clubroom. We also now have a hot wire cutter for Styrofoam and new metal storage boxes for screws etc.

Workshops: as Okehampton is now beginning the scenic phase I would like to organise some workshops for those of you who are interested. Subjects will include: trees, static grass and rocks. If there are other subjects you are interested in please let me know and I will organise an evening. Rather than taking up all the clubroom I will simply get a small group together to have a go. The club has materials for this and the aim is for you to try scenic work for yourself rather than just listen to someone talking about it.

Openday. This year the Openday (10th November) is a little later than usual due to the availability of both rooms. We are going to have part of Okehampton on display to show the progress as well as the usual varied modelling from members. For those of you new to the club, the Openday is one of our regular Saturday meetings but with visitors. It is more to do with talking trains than an exhibition would be and is a more relaxed affair. It is also a good PR opportunity as we are providing a free event in the town.

Paul

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.

Front cover: GWR City of Truro at the National Railway Museum in York, Easter 2012.

GRAmodels Clyde Puffer 1:150

This is a resin kit consisting of the hull, cabin, funnel, mast & boom etc and even a figure to drive the boat. The basic construction is very simple, stick together and paint!

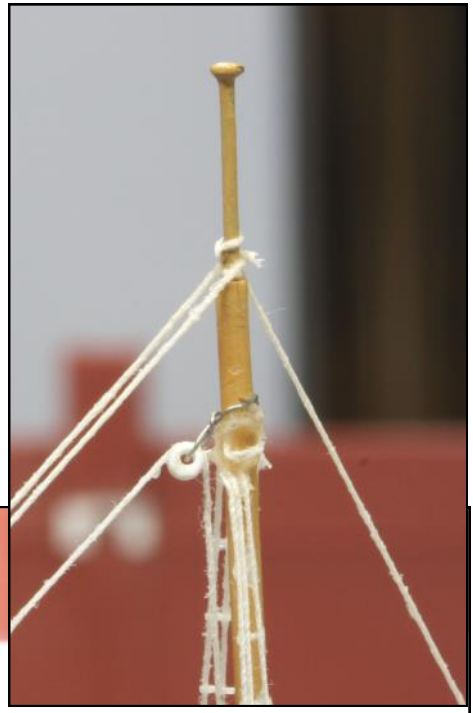
However, as with any kit of this type, it is a little more complex than that as there are many small details to be added and/or painted. In order to get a realistically finished model I searched the Internet for photos and articles on the prototype. It seems that Clyde Puffers were built over a long period and had a wide variation in design. The GraModels kit is probably what we would think of as the classic puffer similar to the preserved VIC32 or the Vital Spark.

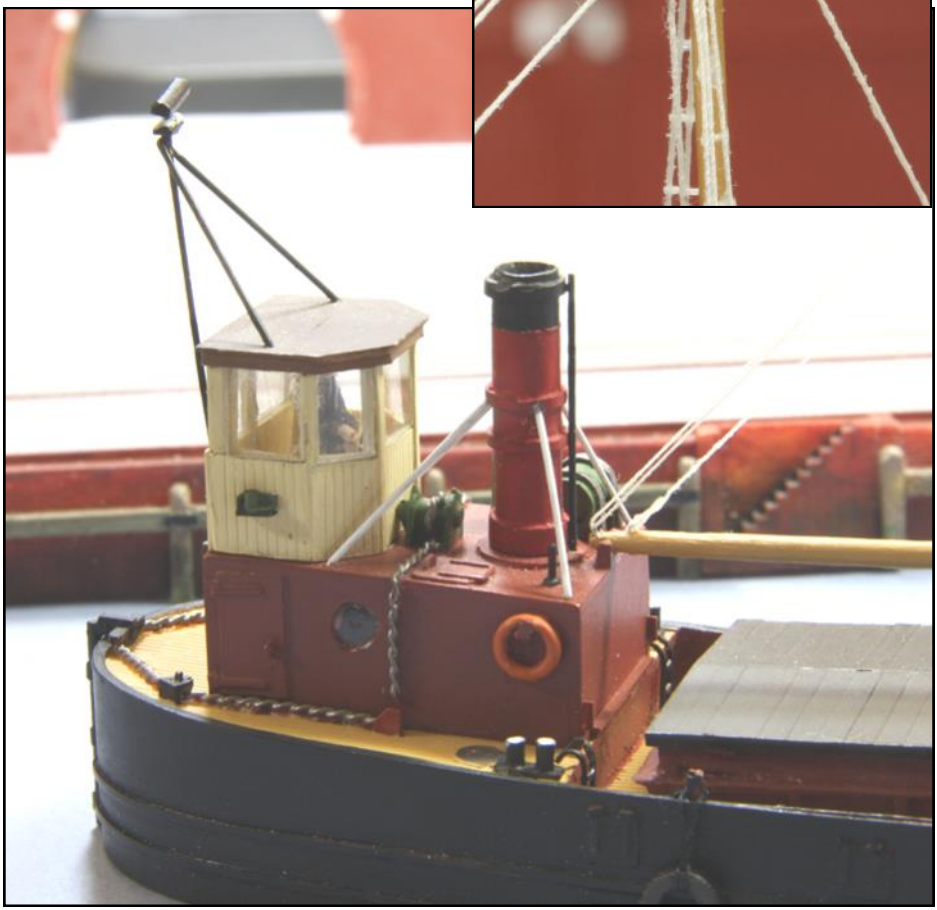
As with most of my models, I wanted to make some changes. This is not because there are faults with the kit, but simply I like modelling, so the kit is just a starting point. The first change was to remove the hold cover, which had been moulded with a tarpaulin effect, with a file and replace it with wooden planks. These were simply strips of Evergreen styrene stuck side by side.

The boom supplied was too long so a new boom was made from a cocktail stick, which is just the right size and has a good tapered shape. Having done this, the mast is then too short. A new one was made from plastic tube and rod with a turned Peco track pin to finish the top. This gives the correct stepped appearance to the mast. Rigging was a new skill for me to learn so I did some searching on model boat building sites and found a useful jig to make the rigging. This uses brass pegs in a frame to get the spacing right for the shrouds (these hold up the mast) and then the ratlines (cross ropes) are glued in place. I did try knotting but the knots are too big. There are also lines that

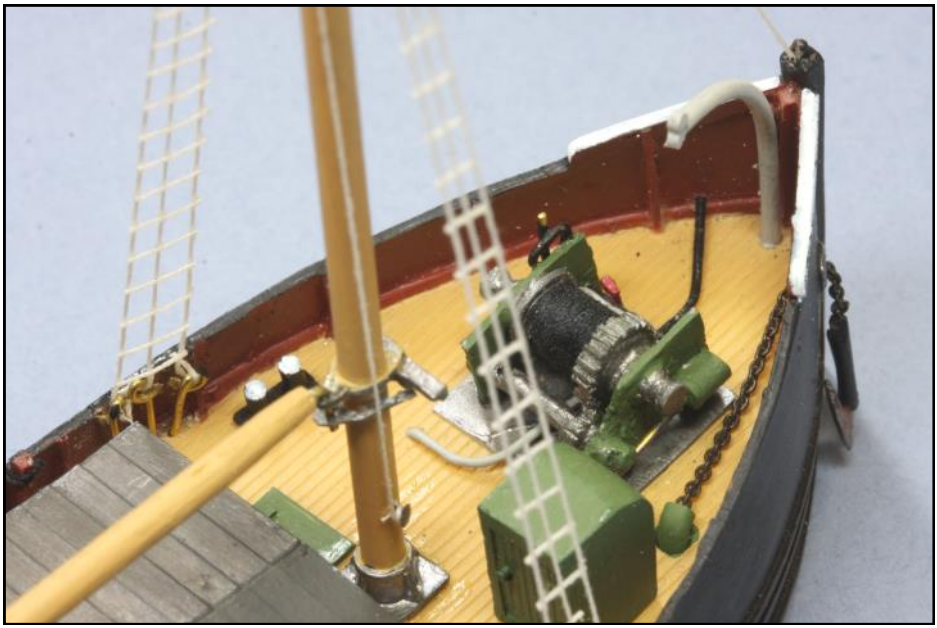
convert the boom into a derrick and a very small pulley wheel that had to be made. Cleats etc are filed from track pins.

A surprising amount of brass wire has been used to add details such as the funnel stays and whistle, radar support etc. The forward deck area has had quite a few changes as if all the supplied parts are used it becomes very crowded. This was solved by making a flush deck hatch and reducing one of the access tower things in size. The winch is the item that needed the most work. I felt it was a bit big and also very basic in its detail so set about modifying it. The side plates were carefully reduced in size and the main gear wheel had teeth cut





with a sharp knife. The cable drum was wound with cotton thread. Steam pipes, piston rods and control leavers were added from brass rod. The white pipe feeds steam to the winch and the black pipe is the exhaust, see below.
The anchor is made from plastic strip with a blackened 40 link per inch chain disappearing into a piece of bent brass tube through the deck to the chain locker below.
The tyres used as fenders, I cast from polyurethane resin from a mould I already had. The master was a tyre from a Wiking model lorry. The hoist on the front is made from



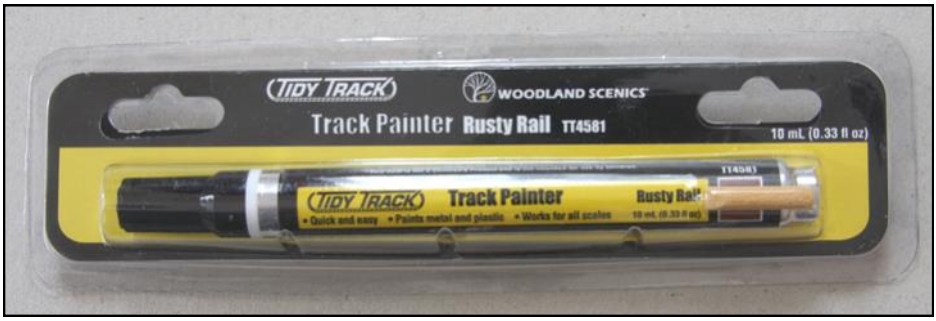
a bent piece of styrene rod with two slices of the rod to form the pulleys. A couple of pieces of etched brass signal ladder have also been used to give access between the two deck levels.

All the painting is with acrylics, either Games Workshop or Coat d'Arms. Every time I look at photos, I can see more details that could be added, I just have to find a way to make them.

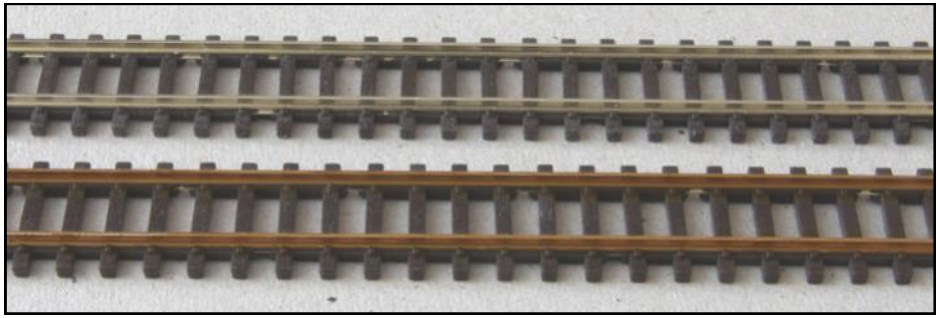
Comparing this kit to those of Artitec which I am more used to, it is a little more basic. Artitec supply etched metal details but you also need to consider that the Artitec boats are twice the price. The detail in the moulding is just as good and the resin used possibly a little softer. So, in conclusion, the Clyde Puffer is a basic but good value kit that can be detailed to produce a very pleasing final model. A lot of fun to make and I am pleased with the final result. On the right is the real preserved VIC 32.

Paul

Woodland Scenics, Track Painter.



This is one of the items in the Tidy Tracks series from Woodland Scenics. It is basically a paint marker which is available in 3 track colours: rusty rail, steel rail and weathered tie. It is easy to use and works quite well once the tip has had a bit of use and softened up. I used the rusty rail painter on Peco code 55 N gauge track which gives a yellowy brown rust colour, not too bright and not too red. The photo below shows the effect. Rail colours do vary quite a lot so look at photos of your area to get the colour right.



Painting the rail makes an enormous difference to the look of the track and to my mind painted track seems to look finer. Some of the areas on points are too small to get into using the supplied tip but I would not expect any problems in the larger scales. It should be possible to get some paint out of the marker and finish off with a brush. This is certainly a quick way to paint track and I will use it on the wooden sleepered track, the concrete section will be a slightly different colour to try to emphasise that it is a newer area of trackwork.

Paul

Aylesbury Update

After a rather dormant year, work has now restarted. After one board was exhibited at Railex damage was found on some trackwork at the board ends, repairs were carried out and board end protectors were installed, hopefully eliminating any similar problems whist handling or removing the boards from their trolley.
The raking in club room has also been adjusted so all boards can be accommodated and the trolley with the two scenic boards can be rolled in below the fiddle yard boards.
A number of areas of the trackwork where the gauge was slightly amiss or out of gauge, were highlighted then corrected so now locomotives glide through without any derailments.
Having not been down the clubroom for most of September, in my absence Phil

Baxendale and Steve Proberts have pushed ahead on construction and have finished the remaining platforms sides and tops that now make the model look more like a station. The slab and gravel detail on the platform tops will be added once the exact positions of buildings have been marked, as the buildings will locate into recesses in the platforms. A few areas of trackwork still need to be constructed including the Metropolitan bay and the short spur into the loading dock.
Having access to a CNC router at work I have designed MDF cassette bases, ABS gauging strips and infill strips for the cassette fiddle yards, this will hopefully reduce the time it takes to build each cassette as well as making every cassette type identical.
Ideas were also discussed on how the pelmet lighting would be designed and built; this is something Pete Miller will take on.
One of the next tasks is to photograph measure and draw up the real main station building and down platform building. Willing volunteers maybe required to make a site visit and hold a tape measure. Once the drawings have been completed these can be printed out and mock ups produced and placed on the layout until the actual detailed buildings have been constructed using laser cut parts.
There are plenty of jobs that can be built off the layout or at home, such as small building or signals, so if anyone wants to have a go please let me know and I should be able to provide information, photographs and components to build.

David Lane

Dispatch from the MERG front

When Tony Wright spoke to the club (was it in 2010?) he wasted no opportunity to crack a joke about aspects of the hobby with which he had little sympathy – such as P4 standards, and the need for MERG (Model Electronics Railway Group). As a relatively recent entrant to the railway modelling fraternity, I had joined a few societies such as MERG and HMRS whose main activities have not (so far) been very central to my personal and club projects, and inevitably, I wondered whether I should continue to pay subscriptions (and find shelf space for their magazines).

However, when Chris Langdon (an organizer of Missenden Abbey courses) sent an Email to MERG members in the 3 Counties area earlier this year, suggesting that we look into forming a MERG area group for the counties of Beds, Bucks and Herts, this seemed like something I should join – the Area Group concept has been trialled in a number of places, just so that members can share problems, solutions, etc., thereby providing a more involved and active membership. So far we have had three/four evening meetings and a Saturday workshop (in the Princes Risborough community centre). This has certainly helped me to get started in this area of the hobby (and to know a couple of other club members better).

Quite a lot of the discussion and demonstration at the evening meetings has centred around the use of PCs to interact with DCC technology. The JMRI (Java Model Railroad Interface) can interact with DCC decoders of all types, using a SPROG unit for an interface – Andrew Crosland, who devised the SPROG, demonstrated this at the first meeting. There are advantages to using the extra facilities that a PC and JMRI makes available over those provided with a DCC handset controller, especially if you have a large number of locos. All the settings can be stored on your PC; the visual interface makes some things much easier to set-up; you don't have to know which CV to play with, and so on. As well as the DecoderPro program, JMRI offers PanelPro, which enables the user to construct a computer equivalent of a mimic board map of a layout (I've only recently dipped my toe in JMRI, so I've plenty to learn here yet)..

For me, the first item of interest, was the demonstration of control of model signalling equipment, which we received at our second meeting. I had some signal kits sitting on a shelf, and set out to complete one in working mode, using the stuff I had seen. Some additional items came from MSE at RAILEX, and I also bought some servos and some servo control kits from the MERG 'kitlocker'. Duly completed, I was then challenged by Mick Moignard to implement a DCC control capability, which I have now done, by building (at the 3rd attempt) a MERG static decoder kit. Moral – construction and handling errors with electronic circuits are more damaging than those in the building of etched brass kits, where mistakes can usually be rectified!

I feel that there are a number of points in the Okehampton project where MERG has things to offer the project, and I'm looking forward to exploring more of the offerings. We ran a MERG Saturday in the Carrington Room back in June, and we are planning to do that again on October 27th. Anyone who'd like to pop in and see what we are doing is welcome.

Adrian

Club Talk

"That was the Year that was -1965"

Geoff Plumb in coming to the club on Friday the 12th of October to talk about the year 1965 and to show us many of his photos taken from that year. There will be the usual free drinks and biscuits at half time. I will be inviting members of the Wycombe and Beaconsfield club to come along, so please make them feel welcome. Geoff has a website that keeps growing with both new and old photos alike, see http:// plumbloco.smugmug.com

Those of you that attend this evening, I am planning after the talk to ask Geoff to take a group photo of all the club members present.

Club Website

Those of you who don't know the club website has a new address this is:

http://www.rdmrc.org.uk

the new site has come about as I am changing ISP and the new one does not supply free webspace, plus it was thought that the old address name was too long. If any one wants anything added to the site please let me know, this can be projects that you are working on, or layouts that you have at home, Paul has already provided me with some details of the layout that he is building. I am at the moment updating the club layout pages of Aylesbury Town and Okehampton, if you can provide photos and info about what is going on then please send them to me. The more info that we have about ourselves on the site, the more chance we have of attracting potential new members to come along.
The key is to keep the information on the site up to date, as there are far too many sites out there that have not been updated, and in some cases this is years!

Ant

Okehampton Wagon Project

A couple of issues ago I described the construction of a Parkside Dundas mineral wagon and my thoughts on the quality of the kit. It was finished and entered into Wheeltapper.

What I wanted to do with this model was experiment with the texture of the planking so attacked the smooth plastic to get some surface roughness. The following pictures show the results:
Above: You can see the smooth planking on the door to the right of the photo and the

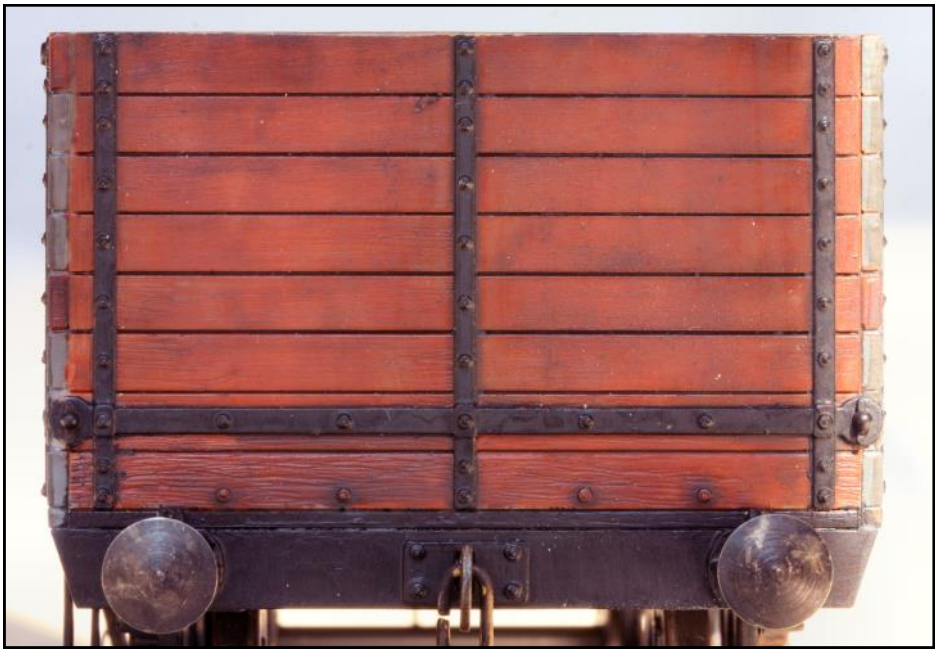
rougher (older) planking I added to the wagon side on the left. The wagon was brush painted in acrylics followed by numerous washes of brown and black to highlight the gaps and texture of the surface. The overall colour is a little bright and I think it lacks some of the subtlety and dustiness of Tim's work but overall the plank effect and washes have worked quite well.

Right upper: the inside of the wagon is finished in a more grey colour to represent unpainted wood. The strapping has been painted rust and again the washes highlight the gaps in the planks.

Right lower: the end door of the wagon with strapping picked out in black..

Above: the finished wagon.

We will have a display of all the Okehampton Wagon Project wagons at the Openday



in November.

Paul

KOP HILL AND RAILWAYS

Princes Risborough was a major railway junction jointly managed by the Great Western Railway (GWR) and Great Central Railway (GCR) from 1899 up until 1923. Following the grouping of all UK railways that year it continued under the joint ownership of the GWR and LNER until nationalisation in 1948. However the branch line to Oxford via Thame was purely GWR, as was the Watlington branch. The extent of the railway network at that time, included central tracks for fast express trains as well as freight traffic to and from Manchester, Bradford and Birkenhead.

The railway first arrived in Princes Risborough in 1862 when the Wycombe Railway Company, a private venture surveyed and engineered by Isambard Kingdom Brunel, created a route from Taplow through High Wycombe to Risborough and then on to Oxford and

Aylesbury. It was constructed in broad gauge and quickly absorbed into the GWR. The line was converted to standard gauge in 1870 and the section from High Wycombe to Princes Risborough absorbed into the new GCR main line from Manchester to Marylebone in the 1890s. The original small station of 1862 was situated at the top of Station Approach but relocated by the new joint GW & GC Company in the 1890s. This new station, created to serve the extended railway junction as seen in the photos, is the one we still use today.

Many people whose families lived in the town and surrounding area during the time of the Kop Hill Climb in 1920's recall accounts of huge numbers of spectators walking from the Princes Risborough railway station through the town to Kop Hill on race days. Many were students from Oxford, who would have travelled via Thame on the Great Western Railway branch line (now part of Phoenix Trail), from Maidenhead via High Wycombe and from London via the GCR out of Marylebone. Visitor numbers to watch the motor racing on Kop Hill increased over the years and in 1922 almost 3000 were there to see Count Zborowski set the all time car record at 26.8s in an aero engined Ballot from a flying start covering nearly 1000 yds.

As part of the scrutineering process use was made of the weighbridge in the goods yard at Princes Risborough station as confirmed by reports at the time:- From the "MotorCycle" of 28 July 1910. Oxford M.C.C. versus North West London Team

Weighing for the purpose of obtaining the positions on formula took place at Princes Risborough Railway Station. Six members per club took part.

From the “The Motor" of 31 March 1920. The results were decided on Thornycroft formula of time in seconds multiplied by horse power, divided by weight in pounds.

Weighbridge tests now so familiar to those in motor racing circles, were then very basic. Vehicles were taken on the morning of event to the GWR station to be weighed. Upon return to the paddock scrutineers would be on the lookout for unscrupulous racers removing any parts they could! The weighbridge must have been busy all the morning, as some days it would appear a minimum of 60 cars in various classes were taking part!

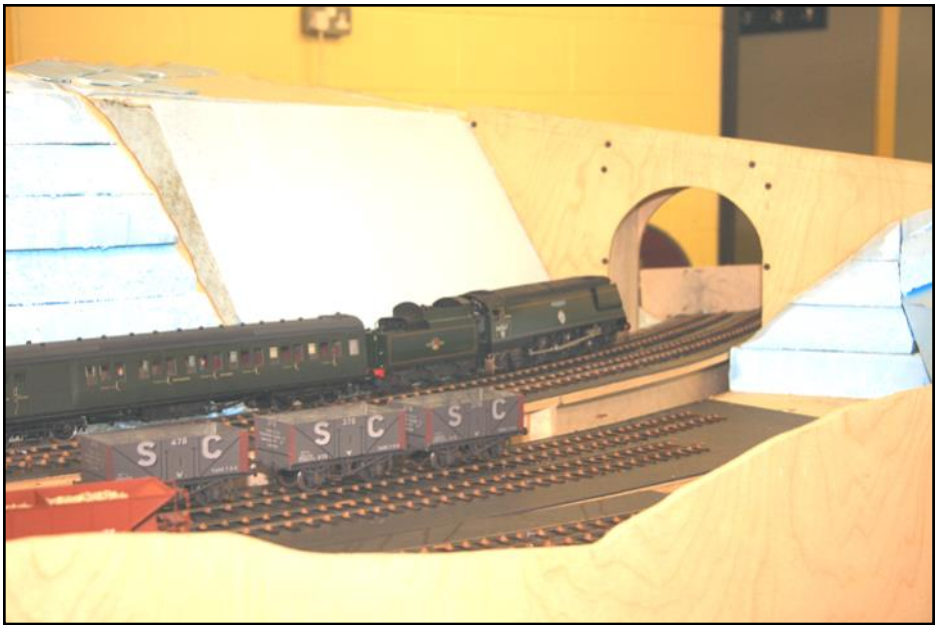
Without the railway it seems unlikely that Kop Hill would have become such a famous and popular hill climb racing venue. 2012 marks the 150th anniversary of the first railway to serve Princes Risborough. Look out for special events this summer.

For full details of this years event, which is on 22nd & 23rd September see:

www.kophillclimb.org.uk

Okehampton Update

Okehampton is seeing some significant progress being made on the scenery. The blue foam has been cut and fitted to a number of boards thanks to a joint effort from a sterling group of club members. It allows us to see what the shape of the layout will be, once complete and painted. Progress is also being made to the engine shed board which is being prepared for drastic changes to accommodate the drop in level immediately to one side of the shed. This was not envisaged when the board was first built as the ground shape has only really come to light latterly, and has been the subject of much discussion and argument. Tim has visited the actual location recently and now has a good idea of how the land lay.
We still have a problem in that we cannot get the layout up for long enough to



fully test the track wiring and running. However, I have plans for a large shed in the garden of my new house so hopefully that problem will go before Xmas, and progress will be much more rapid as a result. Now that Mick and I are no longer working full time, perhaps we can both get the layout working well.

Other scenic items being produced are the telephone posts and gantries. These are very noticeable on the site and were (a) very tall, and (b) had loads of lines attached to them. Michael's work here is invaluable. Its also great to see him back at the club after his recent absence.

It is rewarding to see so many club members building 0 gauge stock. It must be

getting on for half the membership now, and so many 0 gauge models are being made on club nights you'd almost think that it was an 0 gauge club. Next time there is a test track evening, how about us arranging to connect all the various models made in the last year into a train, pulled by one of the more recent engine additions and get photos taken for the magazine.

James

WORK IN PROGRESS: INVERCRASEY

Learning that our multi-portfolio chairman was currently assembling the latest Footplate, was a reminder that a few words on work some aspects of current in progress on my latest modelling project might be of interest.
Invercrasey, an 00 DCC 'shake the box' essay in modelling, is the result of Mick Moignard introducing me to DCC sound. My long term 'serious modelling' 7mm Colonel Stephens genre imaginary extension to the Criggion branch on the Shropshire and Montgomeryshire was been put on hold and covered in a dust-sheet in its current home in the loft when the planning authorities reallocated me the smallest ex-bedroom in the house a modelling den. Invercrasey is not serious modelling, well not much. The basic requirements are to get something running reasonably quickly by exploiting some of the excellent RTR products now on the market from the Hornby and Bachmann. Track is code 75 Peco but with the chunky sleepers either side the tie-bars cut back to help disguise their source.

The setting is (yet another) West Highland port, period 1960s when steam and green diesels shared the traffic. With space restricted to 9'6" by 8' 'L' configuration. Invercrasey is not designed for exhibition, but it is being constructed so that it can be relocated at some time in the future. It is designed for operation. In addition to a main platform and a bay for passenger traffic, there is a small 3-road goods yard for shunting and it has its own run-round if the station is occupied. There is a short kick back from one siding which doubles as the DCC programming track. There are some loco facilities and, in addition to the 'main line' every where else cassette dock, there is a second dock for cassettes which can representing off stage industry or even a branch line.

Turning to current work in progress; from the photo, you can see the layout's foundation: three 4'6 x 2' open 70mm x 18mm frames on 35mm square legs standing on floor levellers. On these sit the four 2' wide baseboard modules. These are constructed from 100mm x 18mm prepared timber with 9mm ply tops. Two are 4.6" long and two 3'. The 4'6" Board 1 include a small dropped triangular extension to include the Loch Crasey lapping a section of the harbour wall.

Standing on its rear edge and clamped to the frame is the three foot board 2, the station throat, showing its 9 Cobalt point motors. This also disproves the myth that there is not much in the way of wiring for DCC! Note the use of n-gauge track as pairs of local power distribution bus and the white painted underside. The reason for the board being on edge is so that I can positively check the wiring colour code conventions which working on board 1 to the right which is about to have its point motors fitted before adding board's district power cu-out and the n-gauge local power bus track.

One tip here, once the point motors, local power cut out and bus are installed I take a digital photo of the underside of the board, and download and import the file into Power Point so that I can reverse the picture so that when it is printed on an A4 sheet, it

will give me a picture of what is immediately under the 9mm when I come to drill the holes for the dropper wires from the Peco track.

To the left is the trackless three foot board 4 which supports the train cassettes for operations and provides a handy 'work-bench' for work in progress. To the right in the photo is the 4' 6" board 1 (station). The already wired up and tested 4'6" board 3, (locomotive stabling facilities and cassette docks) is squatting in our guest room to give me more space for work in progress.

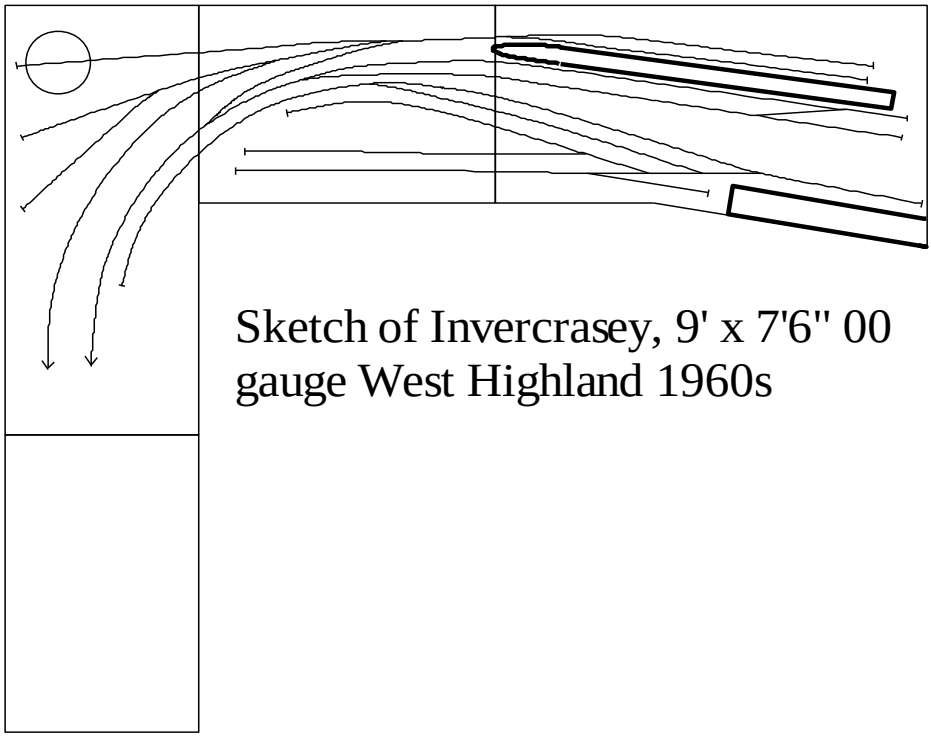
Each layout board has its own district power cut out which is fed from the common DCC bus and each board has its own socket on the small white board edge panel which connects to the 9 volt DC point power bus. The power source for the point motors is a recycled KPA4 (lap top?) power adapter. The edge panel one for board 1 can be seen to the right of the photo. Each of these panels also has a power on-off switch and the

indicator LED and cut-out reset push switch for the local district board.

The point control panel is split to manage the points on boards 1 and 2. These panels were made so that they could be wired up before being bolted to their respective mother boards. Also, they are tilted at a slight angle by including a length of 1" wide balsa model aircraft trailing edge triangular section between the control panel and the layout board.

The shelf currently holding the DCC controller on board 1 can also be slung on similar

supporting screws on boards 2 or 3. Board 3 also has a mini panel to control the turntable. The main power bus connectors which join the boards are the same as on the DCC controller. Thus, it is possible to power up, test and operate each board independently.



Sketch of Invercrasey, 9' x 7'6" 00 gauge West Highland 1960s

Each layout board has a pair of 6" by 2' end protectors so that I can work on the individual layout boards inverted, clamped on edge or in the normal position on top of the foundation unit. The foundation unit also provides a solid level base to plug two boards together to test the line of tracks and power. The boards are lined up using brass pattern makers dowels and sockets.

The next stage for board 1 will be to fit its point motors. Based on my experience with boards 3 and 2, the process I have developed for the Cobalts is as follows. The 7mm hole lined up under the point tie bar was drilled as suggested before the point was laid. I just couldn't get on with the Cobalt template provided for drilling through the base board to locate the under board point motor mounting screws. With my slightly wonky left eye, I just couldn't get perfectly vertical holes. My method is as follows. Unless the point is already parallel with an edge of the layout board, first mark and cut a piece of paper or card with the angle of the point tie bar with reference to straight base board edge. Invert the base board and gently drill out the tie bar hole from the rear using a countersink – but not so deep that you attack the tie bar! The cone shaped hole makes it so much easier to see through to the hole in the tie bar. Mark the underside of the

board with axis of the point tie bar using the piece of card cut out earlier. Then, insert the Cobalt plastic fulcrum, mount the connecting operating arm and secure it to the point motor. This uses the smallest fiddliest screw ever devised by an Australian. I resorted to adding a bit of blue-tack to the proceedings to help hold the screw while I lined up my smallest instrument cross-head screwdriver. Poke the connecting arm through the tapered hole, line up the point motor with the reference line and mark one of the four mounting slots. Withdraw the point motor. Drill out the first fixing hole, re-present the point motor and fix it with the first mounting screw. Mark the remaining 3 holes, remove the point motor and drill out. Re-present the point motor again and secure with all 4 bolts. Now you are ready to wire-up and test. They are a bit noisy and can be mounted on rubber mounting pads, although I haven't tried this method.

Hopefully, if there is interest and with Paul's permission, I will be able to report progress with Invercrasey in future issues of Footplate.

David Powell

From the Internet

More new "mystery pics" on the Kestrel Railway Books website
http://www.kestrelrailwaybooks.co.uk/mystery.htm

Videos of French a steam special - something a little different - here we see a preserved 2-8-2 (141)
http://www.espacetrain.com/index.php?video=20120914

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.

Club Diary

October	6th	Beaconsfield MRC Exhibition, High School for Girls, Beaconsfield
	12th	**Railway Talk by Geoff Plumb**
	20th	Modelling Saturday
	26th	Test Track
November		
	3rd	Wycrail, Cressex Community School, High Wycombe
	9th	**AGM (Annual General Meeting)**
	10th	Club Annual Open Day
	24-25th	Warley National Model Railway Exhibition, Hall 5, NEC, Birmingham
	30th	Test Track
December		
	8th	Modelling Saturday
	28th	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.

October 26th, November 30th, December 28th

Modelling Saturdays

The following dates have been booked 09.00 to 17.00
Oct 20th, Nov 10th, Dec 8th

Back page: Pannier 9681 running into Norchard ecs with the our first train of the day on the Dean Forest Railway on 15 July 2012. David P.