



Risborough and District Model
Railway Club

Jan-Mar 2013 Winter

FOOTPLATE



Who's who!

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WELCOME

The AGM was held in November as usual and passed without controversy. The same members are forming the committee this year, see above for contact details. The Pendennis Trophy was awarded to Harry. There were no nominations this year so the club officers decided to award the trophy to Harry, who was nominated last year but was unsuccessful. All club projects are making progress, with Aylesbury being the front runner at present, see reports in this issue. The test track is having a new P4 track laid by Phil. When this is complete the old P4 track will be replaced. The N gauge track will be replaced after this with the stronger code 55 Peco track. All our exhibitions were successful and profitable, although Railex was more expensive to put on this year. Club subscriptions will be increased to £52 next year and £55 the year after. We will also be booking the small meeting room for test track nights (if it is available) as we are getting short of space. Modelling Saturdays are being well attended and provide more space for club projects to continue. Our annual Openday was held in November this year (due to room availability) and was the most well attended for some years. Plenty of members turned up

so the rooms looked busy and we had all 3 club projects on display plus displays of members own interests. A number of visitors expressed interest in coming back to the club and hopefully some of these will join us.

Ant has organised another talk for January and I believe has others in the pipeline. We will be inviting other local clubs (Wycombe, Beaconsfield and Tring) to join us for these events so it is a good opportunity to socialise with them. It would be good to have a local area group with more regular meetings.

In this issue: A trip to San Francisco, Ian moves up a scale, scratch building coaches, 3D printing and club layout reports.

Paul

Articles for publication in Footplate

Articles can be on paper or in electronic form (preferred) with minimal formatting, preferably doc, txt or rtf. Digital photos should be at as high a resolution as possible to allow editing and good print quality.

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.

Paul

Front cover: photo of 'Crompton' D6515 depicted in its *proper* livery (yellow warning panel excepted!) taken at Swanage last year while on a research visit with Ian Roll to look over a 'real' M7 he's building a kit of.

Pete

Getting around in San Francisco

During a holiday in the US, the wife and I took ourselves over to San Francisco – a bit of urban relief from Yosemite, the Grand Canyon, Spring Mountains, etc.

We had chanced on a small central hotel of some character, and were advised to walk to a local pharmacy to buy ourselves 3-day tickets to ride on public transport. For \$20 this included the street cars, as well as the regular trams, trolleybuses and the variety of regular buses. It also included the metro (which we never found) but excluded the Bay Area Rapid Transit (BART) rail lines. As the street cars cost \$5 per journey it soon proved of value.

The American practice of laying out cities on a grid system has many advantages, but once San Francisco expanded beyond the relatively small level area on the bay, it meant that some streets were positioned on fairly fierce gradients – at our first evening meal in a Japanese restaurant, it didn't take many glasses of Kirin beer and rice wine before the street cars seemed to be on a gradient of 45° - time to stop!

The cable hauled street cars were the answer to this problem – in the late 19th century. Three lines operate this way. The cable runs in a duct between the



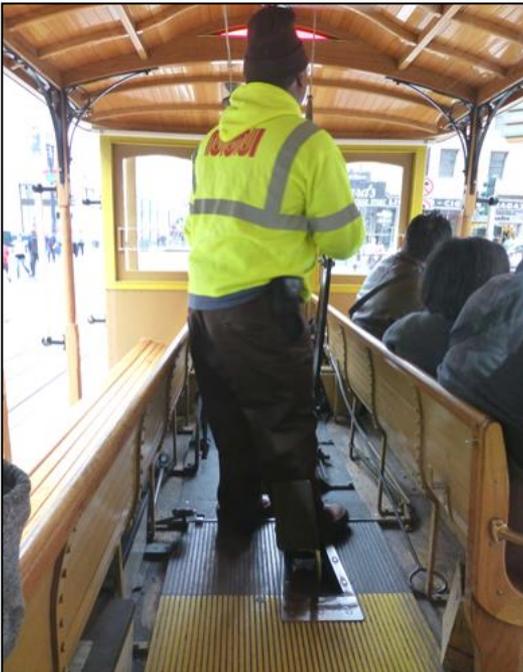
rails – it operates continuously, and the traction results when an operator in the

car (the gripman) pulls a lever to grasp the cable. The humming noise made by the running cable is noticeable, especially when the streets are quiet in the evening. The cars don't operate overnight, so local residents have some relief from it then. The gripman has an array of levers, which include a large footbrake (behind right boot) which can be stood on – I think this brake operates pads down onto the rails.

The second man (at the rear) has plenty of work to do on his brake when going downhill, and also acts as a conductor. The cars grip the cable downhill as well as up, and travel at just under 10 mph. At the end of the line, the cars (although



one line has cars which can be driven either way) must be turned on a manual turntable, which is why the operators tend to be male and burly!



In addition to these street cars, Market Street (which is a main and flat thoroughfare) hosts many public transport routes.

Underground are the Metro and BART rail services, while above ground there are tram lines, and many bus routes operated by trolleybuses and a variety of conventional types. The tram lines are operated by a range of historic tram cars, assembled principally from American cities, but also featuring cars from Canada, Australia, and Milan – which had at least three cars dating from the 1920's in service – complete with original prohibitions on spitting.

Above: Baltimore Car, and below: Illinois Car

Right top: Philly Car and right lower: San Diego Car





sorry about the focus.



Adrian

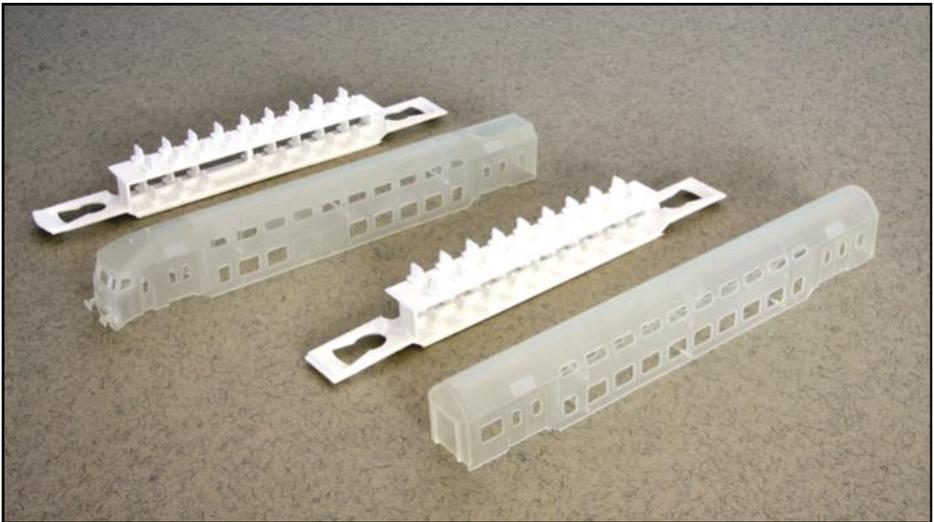


3D printing

You will have seen the models produced by laser cutting at the club and this technique is becoming quite mainstream with many manufacturers using it for buildings and detailing items. For details talk to Tim or David. Another new technique to our hobby is 3D printing. This has been around for a while but the quality is improving and the cost reducing all the time.

One of the typical Dutch trains you will see in the Netherlands is the old double deck DDM sets which were introduced in 1984. These have a very slab sided profile and are totally different to coaches in other European countries, typical Dutch! The main manufacturers do not produce these coaches in N and are unlikely to do so due to the low demand. It is now possible to buy resprayed Fleischmann German coaches for about €80 each. These are the right length and colour but otherwise bear no relation to reality and for me they just will not do. Another possibility is the very nice models produced by Phildie, a small Dutch manufacturer. However, at €1500 for 4 coaches, this is a bit on the expensive side. They are, of course, hand built in brass and have full interior and can be fitting with lights and DCC.

My solution was to use an old Fleischmann body and modify it. Some windows needed to be enlarged while others would be filled in. The body profile was also changed with plastic strip and filler. This was progressing quite well but very slowly. I then found the 3D modelling company Shapeways. They will produce a 3D print from your artwork in a wide range of materials including resins, glass, sandstone, sterling silver, ceramic and stainless steel. Once you have created a design it can then go into the shop for anyone else to buy. Searching through I found a couple of Dutch modellers who are producing bodies and station fittings but there are many items for British or US modellers in a range of scales.



I ordered a 4 car DDM set plus the underframe/interior units for €180, including postage. A series of e-mails, keeping me up to date with each stage of the process, followed and the parts arrived fairly quickly. The bodies are made with a translucent “frosted ultra detail” resin which has a bit of a floral scent and some oily residue on the surface while the underframe/interior is produced in a “white, strong and flexible” material with a slightly dusty residue. The detail is quite impressive and the design appears accurate as far as I can tell from my books. The underframe is designed for a Tomix bogie but I will make an adapter to use Minitrix bogies which are more accurate and readily available. I only need to make 1 adapter and I can then cast as many as I need in polyurethane resin. The Tomix single ended chassis can be used to motorise some models available through Shapeways and may be useful for future projects. I will also need to work out how to fit the close coupling mechanisms and the best way to make the windows, so still plenty to do but this gets me much closer to my goal. There is some surface lining which can be seen in the photos but this is very small and a gentle rub with “wet N dry” and some primer will clean this up. I will report on progress in a few issues time.

Above: the interior shows some roughness when magnified but when painted and passengers are added this will not be seen at all.





Above: the driving cab is complete with buffers and holes for the lights. You can just see the manufacturing lines on the side of the cab. Window apertures are very clean and remember this is 1:160.

Paul

Club Talk

Friday the 25th January, at 8pm.

This will be by Ted Smale on “Railfanning in the US”

The talk will cover places that Ted has been to in the US over the last 20 years or so, with slides and video. The main part of the talk will cover his trip to California in 1994, which will show lots of the road colours around at that time. There will be the usual free drinks and biscuits at half time. I will be inviting members of other clubs in the area to attend so please make them feel welcome.

Prestigious layout design and build competition to be launched by the Severn Valley Railway

Railway Modeller readers, individual modellers, modelling groups and clubs are being invited to play their part in the future of a spectacular new British railway heritage project being undertaken by the Severn Valley Railway, in Bridgnorth, Shropshire.

Nearly half a century has passed since a group of visionary volunteers began rebuilding this former British Railways branch line running along the Severn gorge. After decades of faith, hard work, and mainly volunteer effort, the Severn Valley Railway is now a national treasure of immense importance in the heritage rail movement across the UK. Every year over 200 000 people visit the railway and it is now gearing up to celebrate its Golden Jubilee in 2015.

Much work is planned following an imminent £3 million share offer, and a public fund



raising campaign to generate a further £4 million. Of all the projects to benefit from this latest funding, the most significant will be the construction of a new educational and entertainment facility adjacent to Bridgnorth station to be called the 'SteamWorks Visitor Centre'.

At the heart of SteamWorks is to be an exciting and unique model railway display which will, seamlessly, in one grand vista, tell the story of the evolution of Britain's railways from the time of Trevithick up to the present day.

John Leftwich, of the Severn Valley Railway Heritage Trust, said that he wants to engage as many people from the world of railway modelling in the project as possible. "This will be a very prestigious display with a very long lifespan that will serve to educate and enlighten visitors for many years to come. It is fitting and appropriate therefore, that we welcome individual modellers, modelling clubs, manufacturers and the media to participate."

He added that major manufacturers, including Hornby Hobbies, Bachmann, Peco and Gaugemaster, had all pledged their support. "We are now offering modellers everywhere, either as individuals or as part of a group, the chance to have their designs, ideas and modelling work incorporated into this eminent scheme. Accordingly we will be launching an exciting 'Layout Design and Build' competition on the Severn Valley Railway stand at the Warley Show this month."

Mr Leftwich explained that full entry packs, containing competition guidelines, rules and how to enter will be available on the stand during the exhibition, and afterwards via the Severn Valley Railway website.



"The competition is all about designing one of several proposed historical scenes that will be merged into the full display," he said.

The closing date for entries is to be confirmed, but is expected to be towards the end of February 2013. "Entries will then be judged by an expert panel drawn from the railway heritage and railway modelling arena, and chaired by Lord Faulker, president of the Heritage Railway Association. The winning designers will then be invited to construct their section using equipment and materials provided by major manufacturers."

Once all the modules have been completed they will be brought together in the visitor centre and a final scenic layer will be applied to blend all the sections together, all in time for the grand opening of the centre in 2015.

“Quite importantly,” Mr Leftwich emphasised, “is that all the winners will be appropriately credited with their work as part of the permanent display, providing a lasting legacy in the public domain to their imagination, creativity and skills.” Although the launch date for the competition is on the Saturday of the Warley NEC Show (25 Nov), interested modellers, groups and Societies can now register their full contact details and interest by sending an email to evolution@svrtrust.org.uk

Mr Leftwich and other representatives of the Severn Valley Railway will also be available to answer questions about both the project and the competition on the railway’s stand, No A16 at the Warley National Model Railway Exhibition throughout the weekend.



Aylesbury Update

Aylesbury continues to make good progress each week. The platform tops are now fitted and the water tank (see below) is nearly complete. The tank is supported on a fine brass frame constructed from angle and the tank is constructed from plastic with etched brass panels. There is still some more bracing to be added. The platforms need to have the edging scribed and there was much discussion about the size of the stone slabs. Many photos were studied and measured so hopefully this will look right.



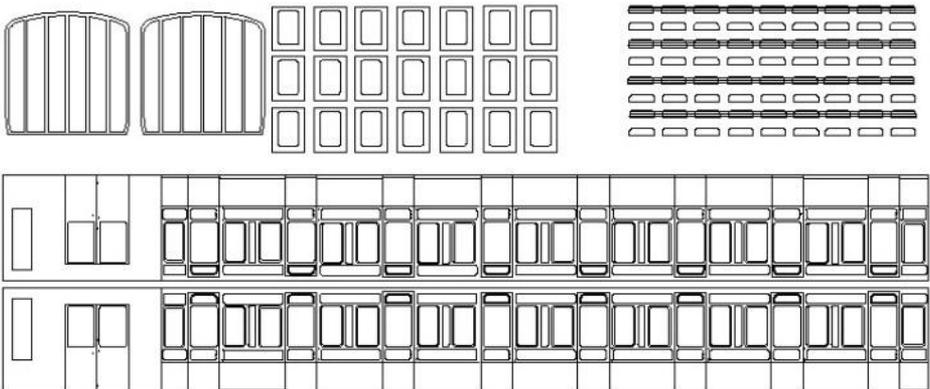
Scratch building a Maunsell Coach

The first book I bought when I decided to go at Railway Modelling (again) was David Jenkinson's 'Carriage Modelling Made Easy', more accurately titled 'Carriage Modelling Made To Look Easy', perhaps. My draughtmanship, the lack of plans, and my use of blunt knives to cut Plastikard made things far too difficult, so I went into etched brass kits instead.

It is inescapably the case, however, that a layout needs far more coaches than locos, and in the case of the Southern Region, at least as many coaches as it has wagons. After revisiting coach building to create 'Annie' for my 7mm Thomas the Tank Engine, I discovered some articles by Nick Baines in the Gauge 0 Guild on-line archives which were helpful. Nick advocated using a CAD package for the drawing, noting that an ink-jet printer can be used to print directly onto thin Plastikard (10 thou) – with the surface shine rubbed off, and patiently waiting for the ink to dry before handling. I belatedly remembered buying a Roxey etched brass kit of an LSWR Maunsell coach (one of series rebuilt from older coaches onto new underframes, so that the original 48ft bodies had to be 'stretched' to fit onto new 58ft underframes. They also had a characteristic triangular fillet added to the body as the old bodies were narrower than the new underframes). This provided me with a template of dimensions which I was able to adapt to a different version and the resultant parts that I needed to print are shown below.

I was fortunate that I could fit this onto a standard sheet of Slater's card, and that I could just print it as an overlong A4 width piece in my printer (I'll have to think of something else for a longer coach!). Having built a basic box, and chamfered the tumblehome, I was able to cut out two layers of panelling and use them to render the surface detail – this model had a steel guards compartment added to the original wooden body. Shown below is what I worked from – two sides, two ends, lots of droplight window frames, and bolections from a plain and a patterned thickness to be glued together to make them stand proud.

I did consider the use of laser etching, but this is not available for such thin sheets, so I



had to sharpen my knife and get cutting! I also made a 'punch' for the curved corners out of a piece of brass tube with 'blade' made by filing the exposed end to a cutting edge.

I also read an article in Gauge O Guild Gazette edition extolling the benefits of aluminium sheet for roofing material, and I have started making the roof from that material, which has produced some new challenges – one of which is the inability to use solder, so that everything has to be glued together, and I don't like glue!

I built an underframe from various bits of Plastikard, wood dowel, and some scraps of brass. I've been working on the principle that I can throw my first attempt away, and start all over again – perhaps I should have done that already, but the result so far is 'promising'.

Here is the finished (almost) result.

Now for another one so I can complete the (two-coach) set.

Adrian



A foray into Gauge 1 where engineering meets model building.

There is an exhibition to be held next year and it is called 'LarkRail', from whence comes the *LarkRail Challenge*. And the challenge is to build something railway related in a scale/gauge you have never worked in before.

Hmmm.

I've worked in 2mm before, and 4mm, and 7. I'm CERTAINLY not going down to 'Z'-gauge, and that only leaves up (somewhere). Gauge 1 is there, in 1:32 scale, and that is about 9.5mm :ft – not too different to 7mm, is it?

So at the Reading show the other week I bought a kit. A brass kit of a GWR Lorriot in 3/8" scale (which is 1:32 and Gauge 1 size), and here I am looking at it.

And yes, I think that, just as the salesman so faithfully promised me, I could build this thing using only hand tools. I could do it, I really could. But

But what kind of amateur-looking mess am I going to make of it if I do?

The thing that strikes me is that there is a row of rivets along the lower side of the solebar on this kit, and I'm not convinced that the half-etch rivet points are in a straight line. And I'm *certainly* convinced that that spacing isn't even. The other point (sic) about these rivets is that the user is provided with some half-etch hole points for them that are about 1.2mm diameter, and the point of my riveting tool is going to absolutely *swim* in that kind of space. Yes, I said 1.2mm diameter for a half-etch point. Think about it.

Random Rivets R Us.

So how can I make a decent fist of this? - This is where the engineering starts to creep in!

The first thought is to use the club's riveting tool, with its riveting table and traverse wheels. This could actually work, except for the fact that the line of half-etches is neither straight nor regular.

Hold on. I'm supposed to create lumps and bumps to represent rivets. So why not drill the thing through and use real rivets? – I can then ignore the half-etch holes and do the job properly. Life, representing life!

I have a friend that has a vertical drill/mill that has traverse capability. So I set my work pieces up on this and drill holes that are both regular and even, and fill them with real but real small rivets.

Wonderful. Should do a really nice job of it. But it sure ain't anywhere in the world of hand tools.

In fact, I strongly suspect that the Gauge 1 kit that I have is a 'blow up' of the 7mm kit from another manufacturer, and I'm sure I heard somewhere that his 7mm kit was a 'blow up' of his 4mm kit. . . This would make sense, the original 4mm half-etch points would have looked fine and no-one would have spotted the irregularities in there, but now at 2.5 times magnification things are beginning to look a little odd. Oh, and I'm even wondering if the original design was hand drawn rather than using a CAD package, given the oddity of these rivets and all.

So real engineering with real engineering tools starts to creep into my model building at an early stage in this kit. I could 'bodge' it by hand and the results would probably look OK on a garden railway at 10ft range, but this is going to sit on an exhibition stand where people are going to peer at it at a range of inches, and near enough isn't good enough. Let's see how we get on. Above: Ian drilling holes to fit real rivets to the wagon side frame.

Ian Roll



Okehampton Update:

There has been limited progress on the layout. Some scenery has been installed. Michael has been making the telephone poles for the layout and we need to establish exactly where these are to go on the layout, and the spacing of steps up the poles so he can complete them. Russ and I plan to have a planning meeting soon to position all signals, telegraph poles and buildings.

There are lots of things to make including:

Main and Island platform

Rock faces for the back of the layout, this has been started.

Overbridge facing with stone

Stone wall between main line and military sidings

The platform for the military sidings and roadway

Trees for the Exeter end of the layout

Main station building and main station canopy

Small huts on the goods shed area

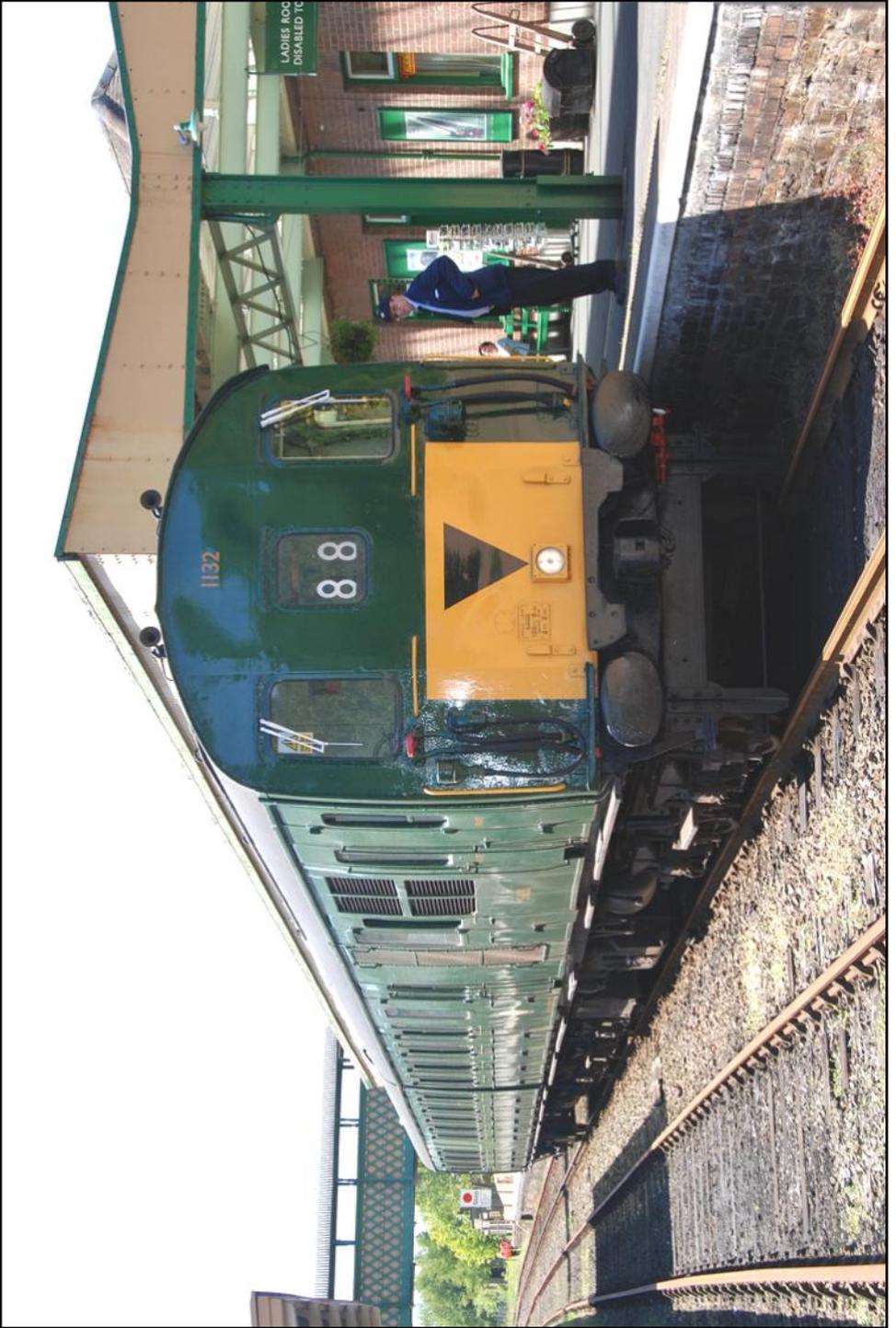
The goods shed and the engine shed

The track needs to be finished and fully debugged. Mick and I plan to do that when we can get the layout up for a decent period of time. Can members let me know which of the above they'd be interested in making for the layout and we'll get together and find all the relevant information and sources of materials for these tasks.

Cheers, James.

Below: scenery construction. Right: the real Okehampton





From the Internet

The new Diesel Traction Group website is now up and running
<http://www.westernchampion.co.uk>

A revised and amended SLS booklet "Orion, Darroch and the Alfreds" in pdf format can be downloaded free from
<http://www.stephensonloco.org.uk/Orion%20fact%20file.pdf>

EMD GT46C-ACe locomotive dropped on delivery (a heavy shunt?)
<http://www.youtube.com/watch?v=OvyIrsZ7Zhs>

The revamped GWR 813 website is now online
<http://gwr813.org/>

GWR Railmotor No 93 on Looe Branch Shuttles, 11th November
<http://www.youtube.com/watch?v=yDxGfKWRm8M>

Custom Models

Hi I a writing this email to let you know about my company Custom Models. We specialise in weathering, resprays, detailing and general customizations of model trains. I am based in Central Scotland and have been trading as a full time company now since early 2011 but have been doing this type of work part time for many year before this. I offer a wide range of services that are all finished to exhibition standards and that are also reasonably priced.

For examples of my work please take a look at my new website at <http://custommodels.org/> I look forward to you hearing from your club in the future and hope you can find something on my site that interest you.

Many thanks, David Penman, Custom Models.

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

January	5 th	Marlow, Maidenhead and District MRC Exhibition, Cox Green Community Centre
	12 th -13 th	St Albans Exhibition, The Alban Arena, Civic Centre, St Albans
	19 th	Modelling Saturday
February	1 st	Test track
	9 th	Modelling Saturday
	22 nd	Risex Setup
	23 rd	RISEX 2013 Exhibition
	25 th	Talk by Ted Smale "Railfanning in the US"
March	1 st	Test track
	9 th	Modelling Saturday
	29 th	Test track
April	6 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.

1st Feb, 1st March, 29th March, 26th April, 31st May

Modelling Saturdays

The following dates have been booked 09.00 to 17.00
Jan 19th, Feb 9th, Mar 9th, Apr 6th, May 4th, Jun 8th

Back page: Following a rowdy evening at the Community Centre, Police rounded up the usual suspects!
Club members at the talk given by Geoff Plumb, photo by Geoff.

