

Risborough and District Model  
Railway Club

**Oct-Dec 2013 Autumn**

# **FOOTPLATE**



## Who's who!

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### WELCOME

The new club year has started so make sure you are paid up. Membership is only £52.

Ant is in the process of recreating the website to a new format which should make it easier to read on iPads etc. As part of this change we are planning to add complete Footplate magazines to the website. There will be one copy available for anyone to view to show the quality of our magazine and help attract members but all copies will be available via a password to members.

We thought we would try e-mailing this edition of Footplate as it is now possible to create the correct formats for e-mail and printing very easily. Paper copies will still be available for those without e-mail or if you prefer the paper copy. We would like to get feedback on how well Footplate is viewed on your computer screen as currently it is set up for printing.

Russ has now written about the stock needed for Okehampton, see page 13.

This is a useful guide as several people have asked about what they could build. If you have not built an O gauge model before ask James about the Okehampton Wagon Project. Maybe we could have a similar stock wish list for Aylesbury?

The test track refurbishment is progressing. The second P4 line is in and working on DCC while the two OO tracks are having the board edge joints repaired. A few bits of track have had to be replaced. When using the test track, please be careful of the track edges as they are easily caught when moving the boards.

We now have another 4 daylight lamps for modelling, making a total of 14. If there is anything else you need to help with your modelling, please let the committee know.

On the 7th Sept David Powell and I provided a display at St Dunstan's Church fun day in Monks Risborough. We had a steady stream of visitors throughout the afternoon, which remained sunny until it was time to pack up. This was a small event but I believe it is a good idea to support other local groups and it helps to promote the club.

The AGM is on the 15th November, see page 19. This is your opportunity to discuss what the club is doing and how we will progress through the next year. Feel free to ask awkward questions! Most importantly, get your nominations for the Pendennis Trophy (club member of the year) to Richard before the meeting.

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.

Front cover: Class 183 electric is removed from the train at Regensburg, Germany, having arrived from Munich.

# The Mid Suffolk Light Railway

The Mid Suffolk Light Railway (Middy) was a product of the 1896 Light Railways Act. Construction began at Haughley, north of Stowmarket, in 1902 and the 19 miles to Laxfield opened in 1904 with a short goods only spur from Kenton to the outskirts of Debenham. However, the original ambition of a line through to Westerfield on the outskirts of Ipswich and another branch to Needham Market was never achieved and the original Middy ended up with the rails stopping in the middle of a field. Effectively bankrupt from the very beginning, the line struggled on for almost 50 years and became a part of Suffolk legends. Independent until 1924 it was then absorbed into the LNER. The final train ran in 1952 and almost completely faded away until the current preservation group formed in 1990 with the aim of recreating the character of this charming line over part of the original trackbed.



We discovered the 'Middy' during a recent holiday in East Anglia. Some 28 miles south of Norwich on the A140, are two huge masts, one of which is the Mendlesham TV mast. Look out for the discreet 'MSLR' brown sign pointing to a side road heading east and follow a well sign-posted route for about a mile to the middle of nowhere and here is Brockford Station, the railway's headquarters. Hopefully, you will have checked the [www.mslr.org.uk](http://www.mslr.org.uk) web-site to turn up on one of the Sundays when steam services are running.



Services' is perhaps an exaggeration. What you will enjoy is rattling up and down some 600 yards of a quirky (their description!) rural byway in a genuine 4-wheel coach body, either the 2 compartment Brake 3<sup>rd</sup> No 12 (originally a GER Brake 3<sup>rd</sup>) or the 5-compartment No 13, (Ex GER No 287). Steam motive power is currently provided by Hudswell-Clarke 0-6-0ST 'Wissington', on hire from the M&GMR Society, typical of locomotives supplied to the 'Middy' and operating between 1904 and 1928. This industrial was the last working steam locomotive in East Anglia when she was retired in 1975.



Hidden from normal view in the Brockford 'works' are the parts of another small 0-6-0 Hudswell-Clarke locomotive, works number 1604. When this will reappear in steam is anyone's guess? The typical small society hurdles of cash and skill are the main barriers to progress. The light railway experience is further reinforced by the timber framed corrugated-iron clad station building, rescued from Mendlesham – the previous station westwards. The 120ft platform is actually on the site of the former Brockford & Wetheringsett station's cattle dock. In addition to booking office and shop, the site hosts a small museum, a café, and a grounded real-bar coach. There is not one of the more typical heritage railway landmarks of a tarpaulin draped BR mark 1s etc. to be seen anywhere. There is, however, a growing collection of nicely restored typical goods wagons.

Facilities at Brockford comprise a short run-round loop, a couple of sidings alongside and a kick-back leading to the loco preparation area, with a very Stephensish water tower. The running line currently ends in a minimalist platform and one siding, in a



wood. The objective is to continue eastwards along the original trackbed as funds and materials permit. As a small layout concept, Brockford and its stock would make an excellent basis for an achievable 7mm minimum space layout.

David Powell

# Club Talk

There will be a talk given by Geoff Plumb on Friday the 18<sup>th</sup> of October at 8.00pm, and it is titled "That was the Year that was – 1964"

This will include lots of photos that he took during that year.

Please see his website: <http://plumbloco.smugmug.com> for what he been uploading.

## Animals for Okehampton—part 2

The first step was to remove the cattle from the sprue and give them a clean with Cif cream cleaner. This will remove any trace of mould release agent and slightly roughen the surface, which is a good thing as they are made of slippery polyethylene. Then a spray with Tamiya grey primer. It is now much easier to see any mould lines which can be removed with a sharp knife. Then another thin coat of primer to cover the exposed plastic.

At this point I wanted to determine the breed of cattle. A search with Google brings up many sites of cattle societies and images. I have settled on a breed called the Red Devon which was used for both milk and beef production and is a breed local to the Okehampton area. They are a red/brown colour and have horns on both bulls and cows.



One of the model bulls had defective horns from the moulding so I was going to have to make some horns anyway, so why not all of them. The horns are made from Peco track pins carefully bent to shape and inserted into a small hole with superglue. A little filler is used to make the head shape better. The defective bull also needed a new set of ears. These were made from plastic tube by cutting at an angle and the head completed with filler. The first attempt had the ear sticking up too much, see right. The ears on cattle stick out not up. Easy to fix and the second attempt looks better, far right, and the head has been shaped with filler.

Paul



Above left, the first attempt at adding the missing ears and horns to a bull, the hole in the head still needs filling. The ears and horns were part of the defective moulding on the sprue.

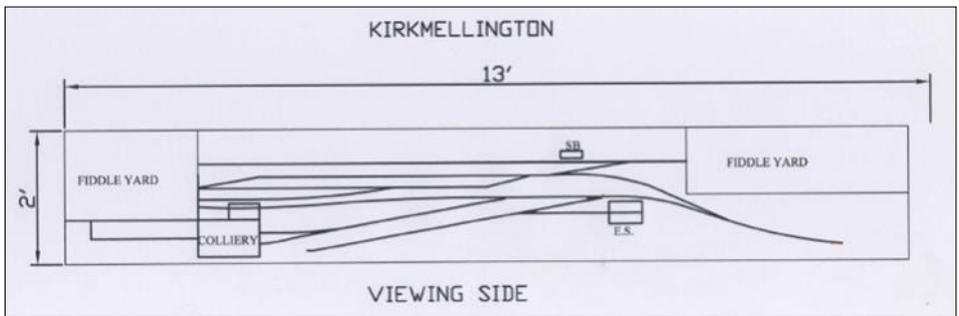
Above right, after correcting the angle of the ears, filling and priming. The ears are made from a small piece of plastic tubing cut at an angle. I may still bring the ears down a fraction more. The horns could do with being a little thicker and this can be done with a thin coat of Games Workshop liquid green stuff.

Right. A cow with added horns but original ears!



# Kirkmellington – a new challenge

Many years ago I chose to push the boundaries of my modelling. I had a successful exhibition layout, Weston Road. This was a 4mm, OO finescale recreation of a Freightliner stabling point and small yard. I had handbuilt track but kept with proprietary pointwork. Most of my fellow modellers at the Rochdale MRG model in EM and so the offer of assistance and expertise was duly accepted and a new layout in EM embarked upon. Kirkmellington was to be a small shunting layout featuring a colliery. Nothing fancy for a first attempt in EM but nothing too simple either – the aim was still to create something interesting to watch and operate.



That was 2004/2005. Good progress was made with baseboards built, trackplan laid out and track laying mostly completed. I built points to the EM Society templates using ply and brass rivet. The Vs and blades were made using the Clubs jigs. Regular test running proved that the points were within tolerances and suitable for use. Plain track is by SMP. Wiring and fitting of point motors was started, another first for my modelling skills.

Fast forward to 2013 and little had changed. A modelling sabbatical from 2005 to 2012 occurred due to courting, marriage, two house moves and long distance commuting for work. A more stable home life returned in February 2012 allowing me to join the brigade at R&D MRC. An offer by my Father to complete the outstanding electrical works on the layout (his motives being to ship the board south and clear some space in his garage) was accepted and progress is now back underway.

So far in 2013, work has consisted of:

Track - Painting rails and sleepers has taken place followed by trials with textured paint for roadways and yard areas. Shakedown testing of the rejuvenated trackwork has been carried out with encouraging results. Next job is ballasting and scenics.





Buildings - Buildings are in the main being subcontracted to my Dad. So far completed is the loco shed which I have weathered. Currently in production is the main colliery building/loading screen. Next on my list will be a brass head frame once my soldering skills are up to scratch – a foray into 0 Gauge kits is building my skills in that respect.

Rolling stock - Mineral wagons, lots of - a colliery is nothing without mineral wagons. I have been busy detailing and weathering a mixture of Bachmann RTR and Parkside Kits. Next on the agenda are Brass kits of the Hudson side tipping hoppers by RT Models.

Locos – conversion with Ultrascale wheels, detailing and weathering with shake down testing courtesy of Andy Cooper and his New Hey layout. Next up is new glazing courtesy of Shawplan Laserglaze.

Incidentals - A Corgi RB19 crane has been repainted, detailed and weathered ready to take pride of place in the yard. The model won the Robbie Robinson award at the 2013 wheeltapper competition. Also underway are a variety of colliery delivery and service vehicles – no idea yet what is needed or where they fit in but I will need something and they are a quick easy project fitted in around the bigger ones.

So what is next? Well, Kirkmellington will be making its debut at Risex 2014. Hopefully it will be a worthy addition to the Rochdale MRG and R&D MRC layout collections and my aim to create something interesting to watch and operate will have been realised.

The trials and tribulations of building Kirkmellington are captured in a blog at: <http://kirkmellington.wordpress.com/>

Graham

## FURTHER ROLLING STOCK REQUIRED FOR 'O'KEHAMPTON

In addition to the locomotives, coaches, vans and wagons 'already planned' for our major O gauge project, there are many vehicles which could be considered and would potentially fill gaps in our proposed running sequence. What do you fancy building next, or perhaps as a first foray into 'O' Gauge modelling?

Currently we have planned, already built, or 'in-built':- five or more Bulleid Pacifics (including one or more 'Rebuilds'), five 'N' class 2-6-0s, three 'T9' 4-4-0s, plus GW Mogul 2-6-0 and Manor 4-6-0s for those trains handled by Western Region crews, together with the odd 'U' 2-6-0, 'M7' 0-4-4T, Ivatt and BR 2-6-2Ts, BR Class 4 2-6-4Ts (three of them no less!), and sundry one-off diesel locos and railcars. Despite all of these there is still scope for several more locos as well as **many** more coaches and wagons.

A recent request at the Clubroom as to which loco to build next prompted this list of prototypes – all have been documented or photographed as having run via Okehampton.

The list starts with what might be termed 'regular' locos – those that would fill gaps in our planned running sequence – more or less followed by those 'nice to haves' where we could run the occasional 'Special' in addition to the set sequence. The same need applies for Rolling Stock, if not more so, as we have barely enough coaches at present to cover all of the running sequence without too many 'repeat showings' involving much behind-the-scenes 'shunting'!

The listings here have been ordered by desirability. Whether some ever get built is another matter!

## Locomotives

**S15 Class 4-6-0.** These freight locos were used on Meldon stone trains, Down empty and Up loaded trains. Always turned on the Okehampton turntable, an S15 would free-up an 'N' class for other freight/passenger work. Long-serving 72A allocations were 80841 'thru 30846, all lasting until 1963. (Adrian has advised that he will be building Maunsell S15 no. 80846, and James is also building one for the late 1940s era. Thanks to both of you!)

**T9 Class.** The three we have built/planned are all narrow cab/narrow wheel splasher types with 8 wheel tenders. It would be nice to see a Wide bodied, 6 wheeled tender version, of which 30313 would be ideal as a late 50s, early 60s addition to the roster. Or, alternatively, 30724 as a narrow bodied, 6 wheeled tender version. Kits are available from Martin Finney or Laurie Griffin.

**O395 Class.** 30581 or 30564 0-6-0 tender loco, used as station pilot until about 1952, so would get a lot of use 'front of house' in the early '50s. Laurie Griffin supplies the ex-Shedmaster etched kit for this loco.

**700 Class 30691,** (and others) 0-6-0, used on occasional pick-up freight on Plymouth line until early 1960s so would be ideal for this and shunting Okehampton Down Sidings. A Meteor Models kit is available, also an ex-Shedmaster kit through Laurie Griffin.

**BR STD 5 Class 4-6-0.** 73030/44/161/162/166 all appeared at 72A for a year or two in 1963/64 and worked the Plymouth route along with Bulleid Light Pacifics but were rarely photographed. Both Severn Models (part of Scorpio Models) and DJH produce a kit for this locomotive.

**BR STD 4 Class 4-6-0.** 75070 'thru 75079 worked through to Bude and Plymouth during 1955/56. Other class members worked during the final weeks of steam up to Jan 2 1965. DJB produced a kit some years ago, but there is no kit currently available.

**U1 Class 2-6-0 31901 'thru 31904** replaced the T9s after their withdrawal but for only approx. 6 months from July 1961. No kit is currently produced, but you could consider some scratchbuilt additions to a David Andrews U class kit!

**WC/BofB Class 4-6-2.** We have several planned but they were iconic and prolific locos in the area. There are some ideal local names which have yet to be

chosen; 34001 EXETER, 34003 PLYMOUTH, even 34021 DARTMOOR ! Some Rebuilt versions appeared on the Plymouth route after 1960 although two are already planned. Both ACE Products, Meteor Models, and Martin Finney all produce kits for the original, 'air smoothed' Bulleid Pacific, whereas kits for the Rebuilt version are available from David Andrews, and ACE Products.

**GW Castle Class 4-6-0.** On and from 11/11/1956, several Castle class locos worked over the route due to diversion. They were 4077, 4087, 5057, 5098, and 7031. (Plus appropriate Western Region coaching stock!) Several kits available, including those by Warren Shephard and Pete Waterman's 'Just Like the Real Thing' (JLTRT).

**GW Hall Class 4-6-0.** 5976 worked on the Exeter Riverside to Plymouth freight on 18/3/1951 but Halls also worked on other occasions in the early 1950s, as documented, often substituting for a Manor or Mogul. Again, Warren Shephard and JLTRT kits available.

**Various Diesel Classes.** As well as a Class 42 Warship and Class 121 Bubble Car already planned we might usefully sequence late 1960's local and through services using Class 22 and Class 52 Diesel Hydraulics, and Class 47 Diesel Electric locos, as well as a 3-car DMU set. Heljan will be producing a Class 22 in the near future. Most diesel locos are available as kits or RTR from Heljan, and many DMUs are available as kits from Easy-Build, or Westdale.

And finally there are the small tank engines which operated further west than Okehampton but which were worked back to Exmouth Junction or Eastleigh for repairs /overhaul. These include Beattie Well Tanks, Adams O2 0-4-4Ts, B4 0-4-0 tanks, ex-PDSWJR 0-6-2Ts, even the Meldon Quarry shunter (one of the G6 0-6-0Ts is currently 'in works', thanks). These locos would have over-nighted at Okehampton before continuing their journey. So, even if you don't fancy building a 'big' tender loco, you could always make your entree into 'O' by building a simple tankie! (One RTR Beattie Well Tank (30587) has already been ordered from Kernow Models.)

As the layout is being 'dated' from 1947 to approx. 1970 regarding track layout, signalling, etc., certain changes occurred after 1965 when steam ended, such as the Engine Shed being demolished! Because of this constraint I have not included any later trains which might have run to/from Meldon Quarry and which saw several other classes of Diesel Electrics in various liveries, together with appropriate-liveried rolling stock. However if anyone wishes to model post-1970s trains then we should be able to add one or two to the end of our running sequence. Please refer to Pete J for more info!

Also, we are hoping to have most of our 'regular' locos running with Sound using ESU v3.5 or v4 chips. These are readily available with actual recordings of British locos and their distinctive whistles. Advice is available on the best motor/gearbox combinations to take advantage of the smaller, less expensive v4 chips. A more expensive motor/gearbox is more efficient which means you save money by using a smaller, much less expensive, sound chip. Simples! Advice can also be given for individual locomotive numbers and shed allocation(s).

## Coaches

**BULLEID 64ft 3-Car Sets.** Although we have two sets so far, more are required, either in Crimson/Cream or Green. Many 1949 / early '50s Green sets were never in C/Cream, often sporting revarnished Malachite green well into the mid-'50s. And some C/Cream sets lasted until the late '50s! A minimum of 2 further sets required. Westdale and CRT both produce kits for the necessary coach diagrams required for these sets. Details for the asking.

**'Loose' BULLEID 64ft.** Many of these were added as strengthener vehicles to busy services, often at short notice. A further two or three of these would be very useful on Okehampton, as we already have the Maunsell version available. Again, kits available as above.

**BR Mk1 3 or 4-Car Sets.** We have two sets in-production in Crimson/Cream for use up to 1958, but we would like to see at least one Set in BR(S) Green for later sequences. Easy-Build, Westdale and JLTRT all produce kits for the required diagrams, as do Modern Motive Power (MMP). Do avoid RTR Heljan coaches as the windows can fall inwards with handling and you cannot remove the roofs to fit people and lighting. (I've learnt my lesson the difficult way with these!)

**BULLEID 59ft Sets.** Oliver Bulleid's earliest 3-car sets used the same u/frame length as the standard 1930's-built Maunsell coaches, and were very distinctive as each compartment retained a door on that side of the coach – very similar to his suburban electric stock. Initially allocated to West of England (WofE) services, they later migrated to S&D and local Hampshire/Dorset services, although occasionally one would be included in a long distance WofE service until the late 1950s. A set in SR Malachite Green would look particularly good. Kit availability as above. (Bulleid also built 64ft 3-Car sets in the same 'suburban' style, but their use on WofE services seems rare.)

**Maunsell Restaurant pair.** A pair of Kitchen/Restaurant and Dining cars regularly worked on the Plymouth route, typically in through trains such as the Brighton/Portsmouth service before they had an ex-Gresley Cafeteria car inserted during the mid-50's. Also, the UP Padstow – Waterloo A.C.E on Summer Saturdays had a pair which had worked down to Padstow as ECS on the Friday evening. So these would get plenty of use in our Summer Saturday-based operating sequence. Westdale are the only producers of kits for these vehicles.

**Bulleid Restaurant pair.** These included the (in)famous Tavern Cars complete with Inn Signs on the sides. In the mid-late 1950s these replaced the Maunsell pair on the Up Saturday Only (SO) A.C.E from Padstow through to London Waterloo. CRT produce kits for these pairings. Note: they always ran as a pair, so you would have two coaches to build.

**Car Carrier Bogie GUV.** To enable us to run a representation of the Surbiton

– Okehampton Car Carrier service we will require another 3 of these GUVs in BR(S) Green (with appropriate roofboards - to be supplied FOC). Heljan plan to produce these as RTR in 2014, although kits are already available from JLTRT, P.R.Model Railway Products (PRMRP) and MMP. By the way, the RTR version from Skytrex does not really do justice to the original and the colour / lettering / numbering is wrong, despite a fairly hefty price. One of the above Maunsell or Bulleid Restaurant cars is also included in this Car Carrier train.

**BR 4whl CCT.** From the early 1960s the ex-SR 4-wheel vans (CCTs, etc) were often replaced with the newer BR-built CCTs, basically a 4 wheel version of the Bogie GUV. One or two would be very useful, in BR lined Maroon. Kits are available from CRT and JLTRT.

## Wagons

**40T Bogie ‘Walrus’ Ballast Hoppers.** Approx. 4 are in-build or planned, together with a couple of the 4wheel 20T ‘Dogfish’ hoppers. It would be desirable to have two or three more 40T Hoppers to create the definitive SR Meldon Quarry Ballast train. Kits are obtainable from Laurie Griffin’s ex-Shedmaster range, as well as Northants Model Railway Supplies (NMRS) which produces an etched kit of the diag. 1774 version.

**30T or 40T Bolster wagons.** To create a typical PW train we would require a number of Bogie Bolster wagons, typically to be loaded with steel rails, sleepers, etc. Connoisseur Models and PRMRP both produce kits for a variety of Bolster wagons.

**SR Special Cattle Van and BR Mk1 Horsebox.** A Southern Railway SCV (no kit available - scratchbuild project anyone?) or a green liveried BR Mk1 Horsebox (kits from CRT and JLTRT) would look great coupled ahead of the North Cornwall line’s Maunsell 2-car sets.

**Covhop.** During early-mid 1960s Delabole Slate Quarry had some of these distinctive vehicles allocated for their use. Not yet in kit form, perhaps someone might fancy a scratchbuilding challenge to create one of these unique vehicles? We already have sufficient of the **Presflo** hoppers allocated for Delabole use, but another version lettered / coloured for Blue Circle Cement wouldn’t look out of place. JLTRT and M&M both produce kits.

**4-wheeled Petrol and Oil Fuel tanks.** We already have some to include in our Freight trains but more would not go amiss. We have plenty of photographic evidence to ensure the correct versions are built ! Several kits available on the market, some easier to build than others!

**Anything else!** There are several wagon and coach kits currently being built and most of these can be used to enhance our exhibition operations. Please keep up the good work!

Finally a word on the available kits.

Not everyone likes soldering brass and nickel silver, although all the steam locomotives listed above are etched kits together with cast brass and/or whitmetal fittings. But many of you will be very happy to use adhesives!

Some of the coach and wagon kits are also etched, but many are either resin (JLTRT), plastic (Easy-Build, Parkside, Slaters, Peco, etc.), or aluminium (Westdale), nearly always with pre-formed sides and roofs, which require gluing with various adhesives. If you require further details about any of the suggestions above and what might be involved regarding costs, time, etc., or just want to know more about what we are doing, then please drop an email to myself or James, or have a natter when we are next at the club.

HAPPY ('O' GAUGE) MODELLING EVERYONE!

Compiled by Russ Burridge, August 2013

## Aylesbury Update

The platforms have been rebuilt as the finish of the original platforms was not good enough. They now have a thin ply top which stays flat when the plastic edging details and the top surface are applied. Mock-ups of the station building have now been made before the lasercut version is manufactured.



# Important Notice

## Risborough & District Model Railway Club

### 2013 Annual General Meeting

To be held at 20:00 on Friday 15 November 2013 at Risborough Community Centre.

#### AGENDA

- President's Opening Address
- Apologies for Absence
- Minutes of 2012 AGM
- Matters Arising (where not conveyed during specific reports)
- Chairman's Report
- Secretary's Report
- Treasurer's Report
- Membership Subscription Rates
- Election of Officers (see below)
- Layout Reports (presentations and discussion)
- Exhibition Reports (Risex and Railex)
- Clubroom
- Any Other Business (Items as notified beforehand – see below)
- Award of Pendennis Trophy (see below)
- Date of 2014 AGM – Friday 8 November 2014
- President's Closing Remarks

Nominations for the Election of Officers (proposed and seconded by Senior members) must be submitted to the Secretary, in writing, by Friday 1 November 2013.

Apologies for Absence and items for Any Other Business must be advised to the Secretary, in writing or by email, prior to the commencement of the meeting.

Nominations for the Pendennis Trophy (club member of the year award) must be submitted to the Secretary in writing or by email, with a citation, in advance of the meeting.

**NB – Attendance and participation at the AGM is restricted to PAID UP MEMBERS.**

Richard J Neil  
Secretary R&DMRC

01 September 2013

# Okehampton Update:

Platform construction continues and the road bases are going in. This is all produced from plywood and has the effect of stiffening the large boards. The blue Styrofoam will fill in the gaps and form the banks and hills.

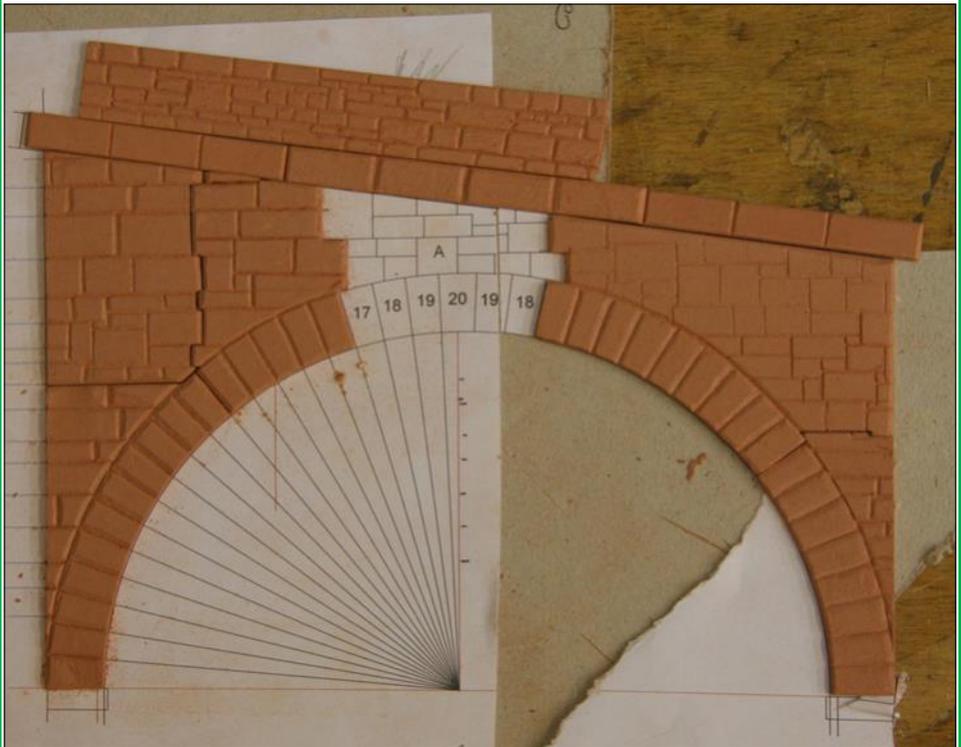
The stone work for the Tors road bridge is being scribed. This is produced from DAS air drying clay as follows:

- 1 The clay is made into rectangular slabs about 3.5 mm thick using a board with a couple of strips of wood attached as a thickness guide and an old rolling pin.



- 2 The clay is allowed to dry which takes about a week and kept as flat as possible. It does shrink quite a bit.

- 3 When dry, the clay slabs are sanded flat on both sides with coarse sandpaper.
- 4 They can now be marked out and scribed with a Tamiya scriber, knives, files etc. A compass cutter was used for the arch. The stonework was copied from photos and drawn using TurboCad. This is necessary as the bridge is a very large and prominent structure so it is important to get the stonework as close to the real thing as possible. In the photo below you can see in the top right the lighter scribing of the marking out, while the rest of the stonework has deeper and wider grooves. Texture still needs to be added at this stage.



It seemed much easier to do it this way as the clay is flat and can be turned to any angle for working. If it was put onto the bridge first it would be much more difficult to produce. Once the basic stones are scribed we can add a bit of texture by scratching the surface or even adding a little more clay where the stones are more prominent.

## 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. We will also have the small meeting room booked to provide more space.

Oct 25, Nov 29 and Dec 20.

## Modelling Saturdays

The following dates have been booked 09.00 to 17.00

Oct 19, Nov 23, Dec 14

## From the Internet

P2 Locomotive Trust "Cock O' The North" new build project

<http://www.streamlinep2.co.uk/>

Moving a 'Big Boy' locomotive

<http://www.youtube.com/watch?v=Vwt28MYKaI8&feature=youtu.be>

Designing a biomass wagon

<http://www.globalrailnews.com/2013/09/02/video-designing-a-biomass-wagon/>

New build NER G5 0-4-4T

<http://www.g5loco.co.uk>

Scenic Model Railways website, some useful tips

<http://www.scenicmodelrailways.com/modellingtips.html>

## 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	5-6	Camp 93 at the Ilford Show, supported by Club Members
	5	Beaconsfield MRC Exhibition, High School for Girls, Beaconsfield
	18	Railway Talk by Geoff Plumb "That was the Year that was 1964"
	19	Modelling Saturday
	25	Test track
-	25-27	NMRA British Region Convention, Best Western, Meriden. Mick Moignard is presenting "How to get the best from the Soundtraxx Tsunami"
November	2	Wycrail, Cressex Community School, High Wycombe
	9-10.	Camp 93's last ever exhibition, at Spalding. Supported by Club Members
	<b>15</b>	<b>AGM (Annual General Meeting)</b>
	23	Modelling Saturday
	23-24	Warley National Model Railway Exhibition, Hall 5, NEC, Birmingham
	29	Test track
December	14	Modelling Saturday
	20	Test track
January	4	Marlow, Maidenhead and District MRC Exhibition, Cox Green Community Centre
	11-12	St Albans Exhibition, The Alban Arena, Civic Centre, St Albans
February	<b>21</b>	<b>Risex Setup</b>
	<b>22</b>	<b>RISEX 2014 Exhibition, Community Centre, Princes Risborough</b>

Back page: Regensburg, Germany, an ER20 diesel is attached to the train for the trip to Prague.

