

Risborough and District Model
Railway Club

Oct-Dec 2014 Autumn

FOOTPLATE



Who's who!

| | |
|--|--|
| President | David Powell |
| Chairman & Footplate Editor | Paul Wright 01844 275748 rdmrc@btinternet.com |
| Secretary | Richard Neil richard@mris.freeseve.co.uk |
| Treasurer | Neil Fairbairn kieraneil@yahoo.co.uk |
| Members Reps. | Anthony Mead David Lane Mick Moignard |
| Membership Secretary | Robin Lane |
| Railex Manager | David Lane bigcheeseplant@googlemail.com |
| Risex Manager | Adrian Harford adrian.harford@tiscali.co.uk |
| Webmaster | Anthony Mead antmead@googlemail.com |

WELCOME

Sept 1st marks the start of the club year. During the last year we have gained more members and Friday nights are now quite busy. Having the small meeting room on test track nights is working very well and the test track should be working

better than ever thanks to Richard and Ant working on the OO/HO circuits. Rob has now completed the track laying for the S7 track which gives us even more versatility. The test track has also been to Scaleforum again in support of the Scalefour Society, along with an Aylesbury Town display and the laser cutter which attracted a lot of interest.

Progress continues on the existing club projects, Aylesbury and Okehampton and they are now joined by Aylesbury High Street, see page 14.

I have seen a number of items produced on our laser cutter recently, not just buildings but coach sides and even wagon parts. No doubt we will be reporting on these next year. We are intending to have the laser cutter at the December

modelling Saturday for you all to see it in action. If anyone would like some CAD training let me know and we will organise a session. The cutter is free to use by all club members but you need to pay for the materials.

In stock we have:

0.5, 0.75, 1, 1.5 & 2mm white plastic (Romark) with some 1.5 & 2mm in black. Sheets are 1220 by 610.

clear acrylic in 0.5 & 1mm. Sheet sizes vary but some are 1000 by 1000mm.

MDF in: 1.5, 2, 3.2, 4 & 6mm, sheet sizes are 1220 by 600

The max size the cutter takes is about 350 by 450mm. The larger sheets will be cut down to approx. A3 or A4 and we will calculate the prices.

We have also been to a couple of local events, The Black Horse train day at Great Missenden and the St Dunstons Fun day at Monks Risborough. Both events were easy to attend and are a good way to raise the profile of the club locally.

November 7th is our AGM, your views on the club and its future are important to us so please do try to attend.

Paul

Front cover: Aylesbury High Street station

Articles for publication in Footplate

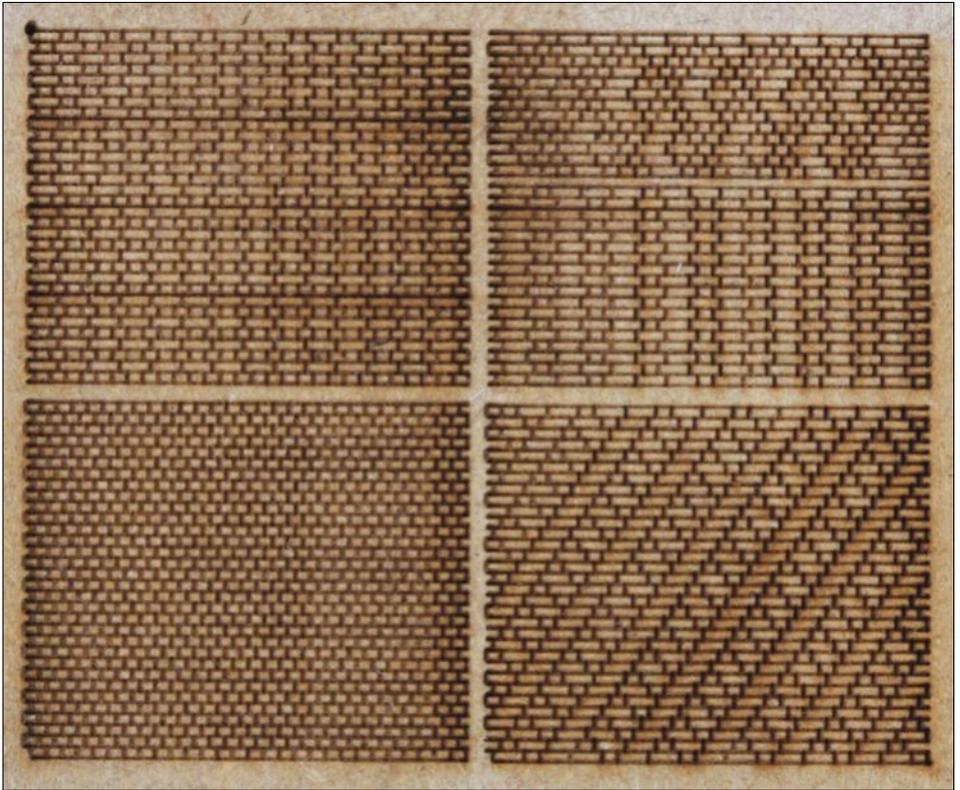
Articles can be on paper or in electronic form (preferred) with minimal formatting, preferably doc, txt or rtf. Digital photos should be at as high a resolution as possible to allow editing and good print quality.

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.

2mm Lasercut brick work test

Before spending a lot of time drawing complicated design for buildings, I thought it best to create a test piece. This consists of 4 panels with 6 different brick bonds to see if different bonds can be seen in 2mm scale. The test piece was cut 3 times with different laser settings to see if that made a difference. The higher power settings give deeper grooves and more burning but there does not appear to be much difference in the detail. Below is the test piece which measures approx. 40 x 33mm.



The next step was to try to get a finished brick effect. To do this I used solvent based wood stain to colour the MDF, followed by an artists acrylic paste for the mortar. For the test piece I have used Peruvian Mahogany, English Light Oak and Red Mahogany which give reasonable brick colours. Mixing the stain will give a greater range of colours. The acrylic paste is white so probably will need a little colour from acrylic paint to tone it down a just a bit. The paste is spread over the surface and then scraped off to leave the mortar gaps filled. Finally a little sanding will remove the excess. Any cleaning should be done with white spirit or similar so as not to lift the MDF fibres. As the stain penetrates the MDF, sanding the surface does not change the colour of the brick. If they had been painted the colour would have been lost. (I have used the same

technique on coloured plastic brick sheets.) The variation in colour of the natural MDF also helps with the effect.

Below left: the 3 test cuts (high to low power) for a racked bond of brickwork giving an interesting diagonal pattern.

Below right: the finished test piece. The lowermost sample does tend to look too white when viewed from a distance but the other 2 are quite effective. It is possible to see that the wall is patterned although the exact pattern will not be discernible at a distance.



The test seems to give good results in this small scale so I will now start to design a complete building.

Some of these brick patterns will only be properly visible with coloured bricks, especially so for the diamond pattern. It occurs to me that having drawn all the brickwork it would not be too difficult to create a mask to help with painting. These could be cut from paper on the laser cutter and fixed to the surface for a quick spray with paint to pick out the darker bricks.

Paul

Narrow Gauge Steam in France

Karen and I have a dream of owning a house in France, with rooms to let and some land to grow things. Who knows if it will ever come to pass, but it's nice to dream. So for our holiday this year we thought we'd have a tour of the regions of France to see what each area held in store for a couple of potential ex-pats.

Of course, in order to attract people to stay there has to be a tourist attraction. One such is one of the few steam railways in France, the Chemin de Fer Touristique du Tarn. This narrow gauge railway is situated in an area north east of Toulouse, in a very pretty undulating area, which is fertile, has a good climate and is also quiet, one of the principle reasons we want to escape the hectic life style of the UK.

The line was originally built to 60cm standards to link the villages of the Tarn region and carried the local produce and sometimes passengers. It fell into decline in the 20s and 30s and was eventually ripped up. When a group of steam enthusiasts in the 70s decided to preserve such a line, they looked around for a suitable location. They found that the bare track bed still existed but that they could only get hold of some unwanted 50cm stock. As a result the line has been reinstated as a 50cm line on the original track bed and now runs for the fun of the members and to carry tourists.

We had travelled to a hotel in a nearby town called Montauban so that we could get to the line the next day, and arrived just after twelve on a very hot and sunny Sunday. The steam engine was brewing in the station and after chatting to the driver, we discovered that the first train would be at 2:30. We drove along the valley to the next village where we found a café for lunch. There was a table with half a dozen French men all of retirement age, talking and joking much as we do at the pub after club nights, us and another older couple.

When we got back to the station to take the train, as we suspected, all the men

at the nearby table were working at the station, taking tickets, or acting as guards and guides. This railway hobby of ours is just as much about the social side as for the trains.



Number 4 is an 0-4-0T Decauville (ex Forges d’Audincourt) built in 1931 (maker’s No. 1111) and is in full working order. This was the engine that pulled our train. It is a “type Progrès” locomotive and its weight is 5 tonnes.

There are now five steam locomotives, 22 loco-tractors, a bicycle on rails, a pantograph electric locomotive and two powered by battery. The total of passenger coaches now stands at twelve and there are more than 70 wagons. The workshops are very impressive for such a small line. All loco stock is under cover in what seemed to be new buildings, with tightly curved track giving access from the line which ran at 90 degrees to the sheds. It is quite clear that the income from the tourist trade has been used to great effect to provide an environment where the trains can be maintained to a high standard. This is in contrast to many of the steam railways in the UK where the maintenance facilities tend to be in old, dilapidated and dated buildings. I guess that the cost of maintaining the smaller engines is somewhat less than for our “main line steam”.



One of the diesels on the passing loop. The open carriages can be clearly seen.



The line is about 3 km long, has just two stations but runs through beautiful countryside, crossing a narrow steel bridge over the Tarn river, and along the edges of fields growing sun flowers. At the opposite end of the line to the main station in St Lieux Les Lavour where the workshops are located, is a wonderful garden to visit. This takes a good two hours and contains some of the largest lily flowers we have ever seen.

The workshops (below left) showing the tight curves for access. Easy for a narrow gauge engine with a very short wheelbase to negotiate.

As luck would have it, our choice of a Sunday for our visit was fortuitous as steam is only run on Sundays. The passenger stock is in open sided vehicles, seating 3 abreast. The first train was packed and we only just managed to get seats. All in all, the visit was a great way to spend a day for both of us.



Part of the extensive gardens at the end of the line.

James

Aylesbury platform rebuild

My first attempt at building the platforms for Aylesbury was based on wood strips screwed to the baseboard, a 30 thou plastic card top was then glued using impact adhesive. This was then followed by a thinner plastic around the edge to be scribed for the paving.

The resulting quality was not as good as I would have liked, especially when compared to Tim's superb job on the engine shed water tank. The two were not compatible I therefore made the decision after talking with Jon Hill to rip the lot up and start again, I think David was a bit miffed at this when he saw what I had done. One step forward two steps back!!

The new platforms are made from 1/8 ply as units assembled with wood glue and clamped, each one is a unit that can be removed from the baseboard for detailing and painting and working on. This has already proven to be an advantage where the bay platform has had to be lengthened.

Blocks were glued into the platform base whilst under construction, these meant that we have something more solid when screwing the platform to the base from underneath the baseboard.

Platform is then placed on the baseboards before the top is glued on, and pilot holes drilled through to allow the platform to be screwed from under the baseboard when complete. The tops of the platform are then glued in place to form a strong box which will retain its shape.

The next added top surface is 1/64th ply which overhangs the box to provide the initial platform overhand. When this has the paving added with plastic sheet this then gives the representation of the thickness of the platform overhang and provides strength to the edge.



The edge paving is again plastic card glued by flooding with butanone, much better than impact adhesive. Once the edging is in place and any other paved areas then this leaves a recess in the middle for the gravel surface.

The gravel surface

A trial was carried out using shot blasting sand (Eileens) and

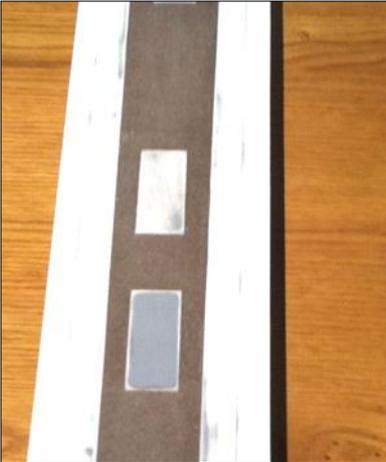


Carr's 2mm ballast.

In each case the sand and ballast was 'fixed' using klear. In testing the durability, the Carr's ballast rubbed off easily but the sand did not and has been very robust so far. This is the shotblasting sand from Eileens which was used for the surface, this is of a fine texture.

Stages in gravelling the platform surface

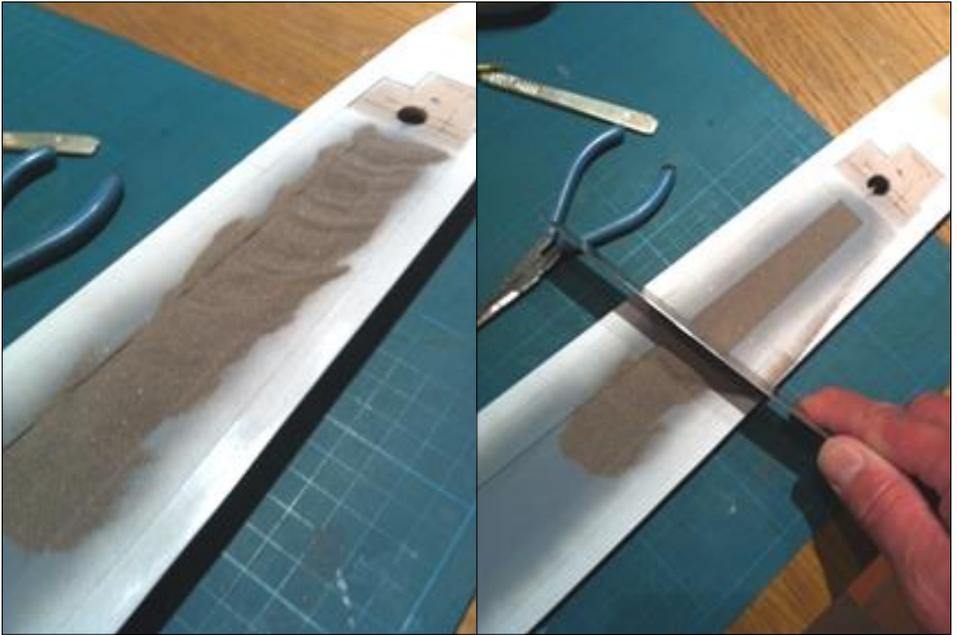
In the case of the Aylesbury platform there are garden areas (plots) and plastic inserts were added to enable the stone edging to have a substantial base to glue to.



Left: Platform after the surface has been added showing the plastic inserts where the garden plots will be built on.

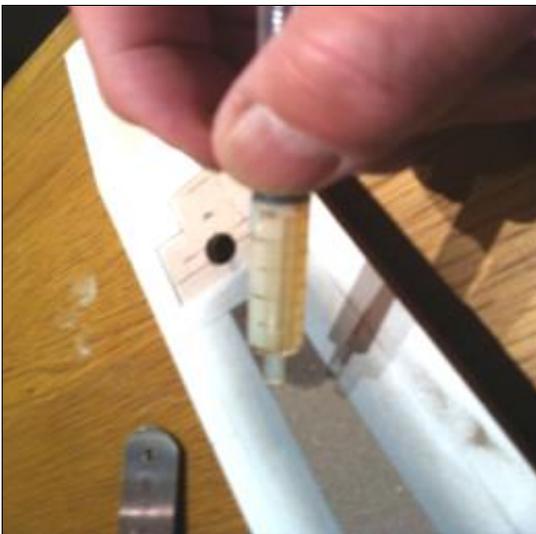
For the sand to be secure and resilient to knocks the edges need support and protection. This is provided, in this case by the plastic card paving at the platform edge. In addition to providing protection to the edge of the sand by virtue of thickness a recess is created for the sand to sit into. It is recommended that the surface is then sprayed with primer or painted to seal the wood and to provide a non-absorbent surface for the pledge/sand mixture. See below.





The gravel surface is made by pouring the Shot blasting sand into the recess, making sure that there is enough for the next stage for levelling off with a steel rule. More sand can be added if necessary during the levelling process if hollows appear.

Where there is no platform edge or paving at the joint then I have glued a triangular section fillet for the sand to but up against to provide protection and strength to the otherwise exposed edge.



Next, the Pledge is dripped on with a dropper, making sure that all the sand is covered, it will soak in as you do it and there may be some surface texture created by the drops. These small irregularities can be carefully sanded down when the pledge is dry, suggest leave at least overnight in a warm place to dry out fully.

Once dry it can be lightly sanded but we have not found it necessary to date. And dips or hollows can be redone with sand and levelled again with the steel rule. As the sand is very fine this hardly shows at all.

I now feel happier that we have



platforms that are more on a par with the quality of Tim's work. Next, sort out the station buildings – laser cutting here we come!!.

Phil

Aylesbury High Street

Some of you will have noticed the arrival of this iconic layout about a month ago. Built by Geoff Williams from the early 60s onwards, it represents the original station in the town in the High Street terminating the line from Cheddington. The period is set in the Edwardian era so firmly LNWR.

The model itself is to EM gauge and was built in Geoff's loft. It is an early example of full scenic modelling with the railway set in the town – all faithfully researched and accurately modelled. I imagine it was very much inspired by John Ahern's Madder Valley Railway which can still be seen at Pendon.



When Geoff died, his sons rescued the model and extracted it from the loft in remarkably good condition. It comprises two main boards for the station with several satellite boards for the surrounding scenery. The line then exits along Stocklake and there is a 12' long board representing this, complete with the backs of Manor House Hospital and the Prison carefully represented on the back scene. There is then a kick back to a fiddle yard.

The original wiring system was very ingenious with an electromechanical form of interlocking. The layout comes complete with all scenery and enough rolling stock for a couple of passenger trains and freight stock as well. 3 locos are available.

So what next? The layout was rescued by me after seeing an ad in the EMGS

mag. The situation was getting desperate as there had been no interest despite advertising in the MRJ. Had I not intervened, Mike Williams the son, was considering scrapping the layout. My view was that as a club we could make something of this and use it as an exhibition layout. So what needs to be done?



The first steps have been taken to get the layout to the club and reassemble the jigsaw of what goes where. The decision has been made to strip the original wiring and convert to DCC and Mick has already converted the 3 locos. This decision was not arrived at lightly. However, we felt the time and effort required to reverse engineer the control panel and layout wiring to reliable use was inordinate. In addition, some of the mains wiring and transformers on the panel do not meet current safety standards. The next job for the 13th September, is to create safe and easily accessible stowage in the club store. This will then enable us to get the boards out easily and without damage for working on. Wiring is the most pressing issue along with creating a suitable support structure to exhibit the layout at about 4'8.5".

This height is critical for some of the clever perspective modelling to be fully appreciated. Some work is needed to get the various sub-baseboards to fit together again. The plan is to have the layout operating at Risex.

Tim

Havenstreet Return

Whilst on holiday in July on the Isle of Wight, which was about 25 years since I last visited the island, it was time to revisit the Isle of Wight Steam Railway to see what had changed since my last visit. This year they were celebrating 150 years of railways operating on the island.

The line runs from Wootton, through Havenstreet on to Ashey and then to Smallbrook Junction where a station sits on the former site of the junction, if you look between the two platforms you can still see the foundations of the signal box, which now allows passengers using the Ryde Pier Head to Shanklin Island line trains run by Southwest Trains to connect with the steam railway, when open, I will talk about that line in a future issue.

I had purchased first class tickets in advance for my family, but as we booked in I then told them that I would not be travelling with them, as I had booked myself on a Footplate Experience instead.



I was told I had then to report to the Havenstreet Commercial Office, where I had to sign in and meet a women called Liz who co-ordinates these experiences. I already knew that it would be the 11.51 train departing for Smallbrook but I did not know which loco I would be travelling on, this was soon found out to be the Terrier class of

locomotive No. W11 Newport as pictured on the previous page, the other loco operating that day was another Terrier No.W8 Freshwater.

I was asked if I would mind having my photo taken for publicity purpose with the driver and fireman, I said no problem and the photo taken appeared in the August issue of Island Line produced by the railway.

I was introduced to the Driver Steve Smart and the Fireman Peter Talyor, I would only be a passenger on the footplate, I was told where to stand (the coal hole, though I was allowed to move around a bit), and then Steve took me through the controls, he pointed out to me that wearing a striped white shirt may not be a good idea, time would tell. It was then time to depart for Smallbrook Junction; he let the whistle off, which deafened me for a few seconds. This section of line was new to me having not been re-laid back in the late 1980s; the steam railway acquired the track for this extension from the singling off the Brading to Sandown section of the Island Line during the early 1990s.

The Terriers locos that the island has are only allowed to pull a maximum of 70tonnes, which means they are can only pull 3 bogie coaches, or they are usually put to work on the heritage four wheelers, for heavier trains the Adam's O2 No.W24 Calbourne is brought in to service, usually at weekends.



We pause at Ashey the next station on the line, which is a request stop to let off the railway's official photographer John Faulkner (who took my photo earlier), who would be taking photos of the trains up and down the line throughout the day.

Talks of possible extending the line on to Ryde St. Johns Road, were mentioned, as the line from Smallbrook Junction to Ryde St. Johns Road is double track, this could mean the steam railway taking over one of the lines and using platforms 1 and 2 at Ryde St. Johns Road with the island line using platform 3. As back in the winters of the steam days when the box at Smallbrook was locked out trains, would some times race each other along this section of line, thus it could be re-enacted again but this time with tube stock against steam.

On arrival at Smallbrook Junction, the fireman uncoupled the loco and we moved off to run round, the first set of points on the run round loop where off the spring type thus eliminating control of this from of the ground frame,

By now it was getting quite hot in the cab, but thankfully as the loco would be facing forward for our run back to Havenstreet and then on to Wootton, there now was a slight breeze to help cool things a bit. It was pointed out to me that you could see how undulation on the line, by the water levels indicated on the glass gauges; the fireman had to keep an eye on this to make sure there is always enough water getting through.

As we arrive back at Havenstreet we pass W8 Freshwater and its train in the platform loop, the station has an island platform and is the only passing place on the line. At Havenstreet workshops and sheds had sprung up to cater for storage, maintenance and restoration of stock, they even had an Ivatt tank loco waiting restoration, though this type of loco never worked the railway.

We arrive at Wootton, the station here was re-opened by the railway in 1987, the original station was situated the other side of the road, but due to earth movements this was not possible and part of the cutting was filled in.

I was told that there is a good pub nearby called The Woodman Arms <http://www.woodmansarms.co.uk>, which some of them working on the railway would drink at, then walk back along the line to where they onsite accommodation was.

I suggest they could possibly extend the railway on to the outskirts of Newport, as most of the track bed was still in place, though they would have to find a new site for their station, as the original Newport station was demolished back in the early 1970s and now is part of a dual carriageway and industrial park.

Arriving back at Havenstreet, whilst leaving the loco I was presented with a certificate to show my achievement for the day and the driver and fireman got there rolls that they had ordered at the start of this journey. Then I was off to the bar for a bottle of Yachtsman's Ale (liquid lunch for me), which is one of the beers brewed by the Island Brewery <http://islandbrewery.co.uk>, other beers that where sampled during the holiday from there and beers also from Goddards Brewery <http://www.goddardsbrewery.com>

If you would like to find out more about lines on the island please go to

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

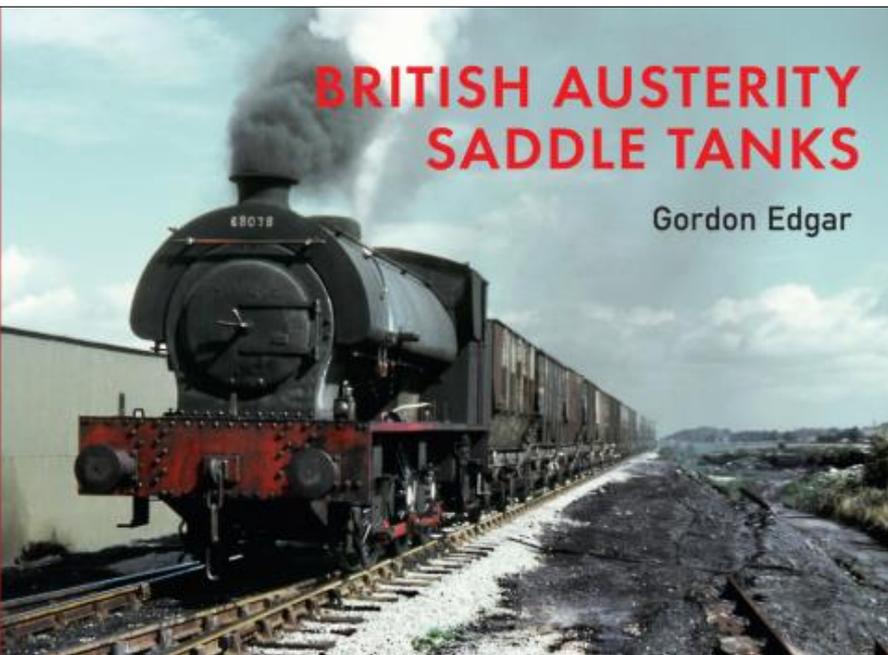
ANT

2

THE AMBERLEY RAILWAY ARCHIVE

BRITISH AUSTERITY SADDLE TANKS

Gordon Edgar



British Austerity Saddle Tanks

Price: £19.99

Published by Amberley Publishing

ISBN : 9781445633428

Written by Gordon Edgar

This is a wonderful little book for those who love the J94 / Hunslet Austerity 0-6-0 saddle tank or just love looking at our industrial heritage. The book contains a brief history of the class in general and an overview of regional operations. The excitement and insight though comes from the photographs. Gordon Edgar has a great collection of industrial steam photos and those chosen for this book are an eye opener into a long forgotten world. From near derelict collieries to the pristine military and private railways, each page delivers a high quality picture.

Highly recommended for modellers and enthusiasts alike.

Available from <http://www.billhudsontransportbooks.co.uk> and other dealers.

Graham

Rock moulds

I have added a couple more Woodland Scenics rock moulds (1230 & 1232) to our collection. The full list of what we have is as follows:

| | | |
|------|-----------------|----|
| 1230 | Outcroppings | |
| 1231 | Surface rocks | x2 |
| 1232 | Boulders | |
| 1233 | Embankments | |
| 1234 | Random rocks | |
| 1235 | Laced rock face | |
| 1236 | Classic rock | |
| 1237 | Wind rock | |
| 1238 | Weathered rock | |
| 1239 | Strata stone | x2 |
| 1241 | Layered rock | x2 |
| 1242 | Washed rock | |

These are available for members to use for their own layouts. If you borrow them, fill in the loans book and make sure you remember to return them the following week.

Treasurer

After many years as our treasurer, Neil has decided to step down at the AGM. Therefore, we are in need of a new treasurer, if you are interested in standing, please contact the committee. Training will be provided as there will be a hand-over period.

Video DVD Library

We have a good selection of railway videos and DVDs which can be borrowed from the club. They are kept in the cupboard under the TV. To borrow any item just add the details to the loan book which should be on the book shelf.

Okehampton Update:

The shed (chalet) is complete. The inside got its paint done thanks to help from Michael and the electricity was connected to my house consumer unit. It has its own consumer unit in the shed with a trip and separate circuits for lights and mains, so it's as safe as it can be. I had my big birthday party at the end of July and the shed was used for the food and drink, and really useful it was, especially with a door at each end, so guests could enter at one end, pick up a plate and exit the other end.

I've transferred the two centre boards to the shed in preparation. The centre board used to be a single 6 foot square board, but was built in two halves. These became separated when we decided that this board, the biggest of them all, was a bit too big to handle. As a board 3 by 6 feet fits into my car, I got both halves back to the shed one Friday evening. I plan to finish off the wiring on these before too long.

We plan to get the engine shed half into my shed on the 13th Sept. We tested the theory that the boards fitted into Jon's van, and proved that they don't. The biggest is an inch too wide. Typical. So Dennis volunteered to bring a trailer, and between the van for the smaller boards and the trailer for the biggest, we'll have that half in my shed on the 13th, weather permitting. We chose this half because we still have some track missing, so it seems sensible to get this half done first, including wiring, track colour and ballast.

In the meantime, the boards have received more scenic treatment and the lie of the land changed to a much better form.

There is still much to do, and I'm hoping that constant access to the layout between now and Xmas will pay dividends.

Cheers, James.

Rubbish and Recycling

Please remember to put a black plastic bag in the dustbin before use and empty it when full. There is a wheeled metal bin at the end of the community centre.

Recycling will be collected each club night, this includes card, plastic bottles and cans.

Modelling Saturdays

The following dates have been booked 09.00 to 17.00

Oct 4 (Open day), Nov 8, Dec 13

I try to arrange modelling Saturdays not to clash with other events but this is not always possible. If you are involved in or know of events that are likely to be of interest to our members then let me or Ant know so we can put them in the diary.

Paul

“That was the Year that was -1963”

Geoff Plumb is coming to the club on Friday the 17th of October to talk about the year 1963 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, Beaconsfield and Tring clubs 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>

Ant

From the Internet

Suppliers of small magnets:

http://e-magnetsuk.com/magnet_products/neodymium_magnets/

<http://www.guysmagnets.com/>

Chiltern Railways class 68

<http://www.youtube.com/watch?v=pIBEHrjC0Os>

<http://www.youtube.com/watch?v=UZH4z93-PiM>

Club Diary

| | | |
|----------|-------|--|
| October | 4 | Club Annual Open Day, Community Centre, Princes Risborough |
| | 4 | Beaconsfield MRC Exhibition, High School for Girls, Beaconsfield |
| | 11 | Tad-Rail 2014, Cottesloe School, Wing |
| | 17 | Railway Talk by Geoff Plumb "That was the Year that was - 1963" |
| | 24 | Test Track |
| November | 1 | Wycrail, Cressex Community School, High Wycombe |
| | 7 | AGM (Annual General Meeting) |
| | 8 | Modelling Saturday |
| | 21 | Test Track |
| | 22-23 | Warley National Model Railway Exhibition, Hall 5, NEC, Birmingham |
| December | 12 | Test Track |
| | 13 | Modelling Saturday |
| January | 3 | Marlow, Maidenhead & District MRC Exhibition, Cox Green Community Centre |
| | 10-11 | St Albans Exhibition, The Alban Arena, Civic Centre, St Albans |
| February | 20 | Risex Setup |
| | 21 | RISEX 2015 Exhibition, Community Centre, Princes Risborough |

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 24, Nov 21 Dec 12

Back page: A couple of shots taken at Tilburg station in July.

Upper: Plasser 09-13 tamper belonging to Strukton.

Lower: A refurbished double deck unit (right) with an intercity driving trailer.

