

Risborough and District Model
Railway Club

Jan-Mar 2015 Winter

FOOTPLATE



Who's who!

| | |
|--|--|
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WELCOME

Following discussion at the AGM, new tools have been added to our collection. 2 DeWalt 18V drills with 3 Li-ion batteries each, and a vertical drill stand and spare battery for the Dremel. Also a powered screw driver, magnetic bit holders and screwdriver bits have been purchased as well as 2 more rock moulds. The old large display cabinet has been replaced with 2 smaller desktop units. These should prove move useful and easier to transport.

Mick asked if the library was worth having. The committee have discussed this and come to the conclusion that we should have a library but it should have fewer books and they should be of better quality. We will therefore thin the collection, with books being offered to members first, then sold at Risex and finally any left will be sent to C&PRRS. We should also appoint a librarian to look after the collection and make sure members are aware of the books available. A book list could be added to the members section of the website. If you are interested in being the club librarian, please let me know. The space

that this frees up can be used to store tools and keep the work bench tidy. Once this is done we can move on to look at the video/DVD collection.

We now have a new president, Tim Peacock takes over from David Powell. However, we do not have a new treasurer yet. Anyone interested let the committee know. Ant (below left) won the Pendenis Trophy for member of the year, well deserved as he does a lot for the club.



Our Christmas dinner this year was at the Princes Risborough Golf Club which was a very enjoyable evening with the largest group yet with 40 of us there.

Paul

Front cover: Amsterdam Tram, Oct 2014, Paul Wright.

THE ONLY WAY IS.... ROMFORD (PART 1)

Railway modelling for many of us is about recreating childhood memories. For me it was the Great Eastern Main Line. Despite the lure of the LMS with their magnificent Pacifics, it wasn't until I moved away from Essex that I realised how much I loved the Great Eastern with its varied EMUs and the resplendent diesels allocated to Stratford depot.

So why Romford? I wanted a location which offered an interesting mix of railway operations and also a busy street scene. Romford offered all of this; an atmospheric coal yard, a branch line to Upminster with its red brick Midland station building unusually situated in LNER territory and a busy four track suburban and main line.



The first step was the research, which I found as interesting as the modelling itself. The internet is a great font of knowledge. I was able to source numerous photographs from websites such as Flickr, to help recreate the virtual scene. However, nothing beats visiting the site and taking photographs and notes of the real thing. The key here is to take as many photographs from as many

different angles as possible, as you never know when you will be able to go to site again or if indeed whether the subject will still be there when you go back. While on site, I also took the opportunity to visit the local library and was able to secure an Ordinance Survey map of the area for the era that I wanted to model; the 1970s early 1980s. Through my work as a railway engineer, I was also fortunate to secure copies of the permanent way layout and original LNER drawings of the station. I was however lacking information on the now demolished coal yard and goods shed. I will therefore need at some point, to visit Chelmsford library to view the Great Eastern Society's archive drawings.

As the railway is elevated above the road and the main station building is integral with the western bridge abutment, this is where I needed to start my setting out from. I drew up the elevation using Microsoft Visio drawing software based upon dimensions from the LNER drawings and my extensive library of photographs. Sizing the building was relatively easy as it was possible to count the brick courses from my digital photographs. Once the drawing is complete, the next step is constructing the western station elevation. But that is another story.....

To be continued.

Gary

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 by the single door. To borrow any item just add the details to the loan book which should be on the book shelf.

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.

“Time Flies By...”

...when I'm the driver of a train”, no we are not in Chigley but at Chinnor. I was lucky enough that for my 40th Birthday at the end of 2013, I received a Silver Driving Experience for the Chinnor & Princes Risborough Railway. So at the beginning of 2014 I booked up a date of the Saturday the 30th August, and then I thought as an early Birthday present for my Dad who is 70 at the beginning of 2015, I booked the same course for him, which meant that we would be sharing the footplate together, but he only found out he was going to do this the day before, so was quite a surprise for him!

We arrived early for a safety briefing, I think that this was with Roger Fagg, he went over what we would see on the line and rules that we had to adhere to and more important where to blow your whistle! Then the rest of our family and friends arrived, and many photos were taken, as me and my Dad boarded the loco.



The loco that we were going to drive was 1369 which was one of the Great Western 1366 class and the sole survive of her class. This loco was on loan from the South Devon Railway, she worked the Weymouth Quay tramway in the 1950s/60s until diesels took over. She did carry a warning bell on one of her

running boards but this was not present at Chinnor, as I believe that extra insurance has to be had, as in the past the bell had been stolen, and then found at an auction, so the bell is kept under lock at key in Devon.

We had a 3 coach train made up of Mk1s in GWR Chocolate and Cream livery, we were introduced to the Driver John Webb and Fireman Dave Eggleton, I was first to take charge of the controls, the Driver then went through them with me.

We were driving backwards for our journey out to Thame Junction, most of the route is downhill, which meant I had to keep the vacuum at the correct level in order that the train did not exceed the speed limit of the line, this had to be adjusted quite a bit as there was a small leak. There is no speed gauge in the cab, so it is down to the Driver to remind me if I need to apply a bit of brake to stop the train running away, though you kind of feel when this was happening and it soon became second natural.

As we approach Wainhill Crossing the first of two gated crossings on the line, the gates are against us I have to bring the train to a stop by the board, which I got spot on. We have to stop before each crossing and then immediately after each crossing to allow the crossing keeper who is also travelling to get on and off the train to work the gates. We perform the same sequence again at the next crossing Horsenden. There are many little foot or farm crossing on the line, which meant a lot of use of the whistle.



We arrive at Thame Junction where the run round loop is, the fireman uncouples

the engine and I move it slowly forward on to the headshunt. The points are the switched and we run round the train, though when it came for me to back down the loco on to the train it took me several attempts at setting back before I was close enough to couple up, as when you look from the cab it seem that you are a lot closer than you really are.



On the way back, it is mostly uphill so a lot more use of the regulator was

required, and because of this the noise coming from the engine was great, then more regulator was needed and she sounded even better! It was also a lot



easier to drive when the engine is facing the way that you are going. Though when I started away from Wainhill Crossing which is on a slight incline, I used slight too much regulator and she slipped a bit, though it sounded worse in the cab than it was, this is similar to a hill start in a car.

When we arrived back at Chinnor time for a coffee break and some biscuits, the engine to take on water, then while we were waiting for the run round sequence to happen, which involves the loco running into the yard, then the 08 'Haversham' I think pulled the stock into another siding before the loco moves to couple up to the coaches and finally brings the whole train back into the station, we all a guided tour of the signal box, and I got to pull off a lever (my one controlled the exit ground signal from the yard) and so did my Dad which aided in this run round sequence.

Then it was the turn of my Dad to drive, whilst he was at the controls I enjoyed the cab ride over on the fireman's side, when we reached Thame Junction I had a go a putting some coal on. After my Dad had finished his turn at driving we both were presented with a certificate of the day. Then after getting out of our boiler suits we all had lunch in the Cambrian coach which consisted of jacket potato with a choice of fillings (we all had to select this prior to starting the trip) followed by a crumble, which went down very nicely.

Throughout the morning and into the afternoon, we were all looked after very well by the volunteers at the railway, they could have not been more friendly and helpful.

The railway still has plans to get access in to Princes Risborough station, at also at some point the railway would like to extend the railway down to Aston Rowant. The railway is in the process of raising funds for a small Restoration and Education Centre, thus to enable them to work on items of stock in all weathers. To find out for about the Chinnor & Princes Risborough Railway please go to <http://www.chinnorrailway.co.uk/>

Also there is a site for the restoration of Princes Risborough North Signal Box, which will control the area when the railway get access to the station, to see what they have been up to go to <http://www.risboroughbox.org.uk/>

Heljan are bringing out an 'OO' gauge model of some engines of the 1366 class, but at the time of writing I don't know which numbers or liveries or even when these will hit the shops, though I know that I will be purchasing at least one as I have an interest in the Weymouth Quay branch.

Photographs taken by Pete Miller and Darren Fallaize.

ANT

Laser cutting

If you have been at the club recently you will have seen some very detailed lasercut buildings and rolling stock parts. However I thought I would share a couple of simple projects to share with you:

- 1 Replacement windows. I have an N gauge building facia from a Kibri kit that required 4 new windows as the originals were used in another project. This is a simple job requiring only rectangles. Below left, an original window from the kit and right, the new laser cut window which is still to be glazed. To help reduce any distortion from heat during cutting, the window holes are cut in 2 stages. Think of a chess board, the white squares are cut out first and then the black squares. By using different layers in the artwork you can control how the laser cutter cuts each piece, left to make it's own decision, it may not do the order you expect or want..



- 2 The second project was to create a complete end wall for a building. The original building is made from machined plastic card and the end wall is completely blank. The building will now be located on a corner and will be an

office so I wanted an end wall with windows. This was a little more complex as it is made from 2 layers as is the original building front and must match the existing parts. The first layer is made from 1.5mm thick material and has cut outs for windows and doors. The second layer has the window frames, when the two are lined up you get the complete wall with window frames. This is completed by a sheet of clear glazing behind and some strips of Evergreen styrene on the front to give a few details. There are some fine lines on the front to help with this. Below left, the new end wall and right, the front of the building from the kit.



Both of these projects turned out quite well and were a good learning exercise. The holes have been cut out to the expected size (you have to allow for the thickness of the laser) and we can now import drawings from TurboCad having solved the conversion of units problems that the dxf format has. I will now be working on the station roof and some complete buildings for cutting and this will take quite some time to draw up. If you have not used the laser cutter yet, think up something simple and have a go. James is keeping a list of speed and power settings for different materials so the cutting stage should be as simple as possible for you. There is a material stock list on page 23.

Paul

Aylesbury Town Buildings

I have been building the two waiting rooms for Aylesbury; they are similar and share identical features such as windows and doors. The building on the up platform has walls that are mirror images of each other while the slightly smaller down building has an extra door and one less louvre than the other wall.



Ken Harris provided some detailed drawings as he has measured up some of the buildings. I took detailed photos of the buildings and using both, produced CAD drawings that could be used on the club laser cutter to produce parts in 1.5mm and 0.5mm Rowmark sheets.



The advantage of laser cutting the parts is that assembly can be made easier at the design stage. Location holes are built in so the various components can be lined up using cocktail sticks or dropped into pockets; it is almost possible to design everything so it almost clips together.

David

Isn't that typical:

Wanted to run trains over Christmas and found the engineers had possession of the line.



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DCC Supplies are now importing the Symoba range of HO (therefore suitable for OO) close coupling units and couplers. These include solid draw bars, imitation screw couplings and also those with electrical connectors.

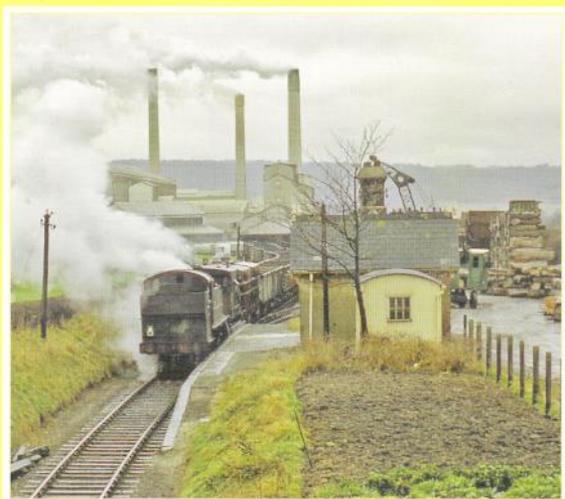
<http://www.symoba-schniering.de/>

<http://www.dccsupplies.com/cat-591/symoba-nem-conversions.htm>

The Watlington Branch of the Great Western Railway

A short history and source book for modellers

Brian J. Dickson



The Chinnor and Princes Risborough
Railway Association

There is a new book just launched jointly by Brian J. Dickson and the Chinnor and Princes Risborough Railway just out called The Watlington Branch of the Great Western Railway.

This is a short history (32 pages) and source book for modellers.

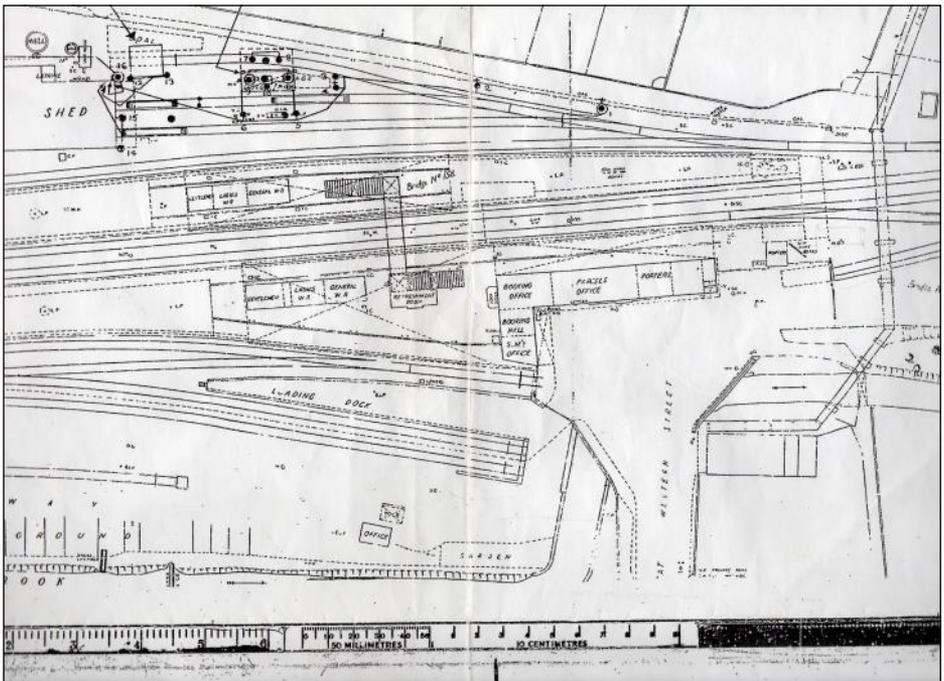
The book costs £5, and copies can be obtained from the shop on Chinnor station, their website, or I should be able to get copies from my contact. All profits from the sale of the book go to the association to help in the maintenance and running of the railway.'

Ant

Aylesbury Town Update

Aylesbury town is making a lot of progress with the structures, Station buildings are being completed and the footbridge is making progress, with the brass work completed and the supports being constructed. It is now planned to make this layout a continuous run with storage at the back. This will allow longer trains to run through the station and more stock to be stored, giving a better sequence of operation. To do this the scenic section needs to be increased in length by adding a board to each end. However, to get all the track work onto the layout, the position of buildings so they do not overlap baseboard joins and to get a nice curve to the baseboard front, the boards will be reconstructed from scratch. They will however, use the existing track bed and most of the track. Some of the platform will need to be constructed again (mark 3!).

This expansion will now allow the layout to include the full width of the stations track area with the loading dock, see below.



Paul

Aylesbury High Street Update

As we've previously noted, the decision was made to refit the layout for DCC rather than to try and reconstruct the DC wiring and make it all work. Which means that the original wiring has to be removed - very carefully as we found out. That's because the droppers from the rails are thin, unshielded wire then attached to a small eyebolt screwed into the baseboard, to which the wiring is attached. Some of these, as we've discovered, were broken, and careful remediation has been necessary on them. So far one of the two large boards has been stripped, the point motors tested, and the rails rewired and tested - incidentally showing off just how much less wiring a DCC layout requires over DC control.



The second large board is in progress, after which we will start on getting the switchmotors working with Digitrax DS64s, and looking at assembly and test of the whole layout. The three locos that we have, have also been converted to DCC. These are pair of scratchbuilt tanks, a 2-4-0 and a 2-4-2, both with split frames, and a Gem kit Precedent 2-4-0 tender loco. All three run very well in their new guise, and are yet again a credit to their original builder.



Mick

New MERG Book

The book has been written by MERG member, Davy Dick. Asked why he wrote it, he said:

I believe that there is a need for a book that tries to encompass the broad electronic facets of our hobby. It is intended to help new MERG members and those who might be drawn to our activities. There is not a lot of material out there, mainly old texts or books that solely cover DCC. I think that the contents will be widely welcomed. I have trialled the book to selected MERG members covering a range of knowledge and experience, with favourable feedback.

You can download a copy using the links below (the book itself is in 2 parts). There are just a few conditions:

- The book is intended as a service to the model railway community.
- It is not a commercial product.
- It is strictly a non-profit production.
- It must not be used for monetary gain.
- It is free to distribute and read.

There will be no changes to book contents or its use without permission of the author.

<http://www.merg.org.uk/ebook.php>

Okehampton Update:

The planned move of the boards to my shed has taken place and there are now six boards there, all of the engine shed end. Track ends are being replaced for a more realistic looking copper clad sleeper with the brass chairs soldered to it. This is fitted to a plastic spacer which is hard against the base board. The benefit here is that the track ends are now solid and should be more secure. The plastic spacers have been cut on the laser cutter which not only made the overall sleeper shape but also cut the holes for the screws to pass through. Another good use of the laser.

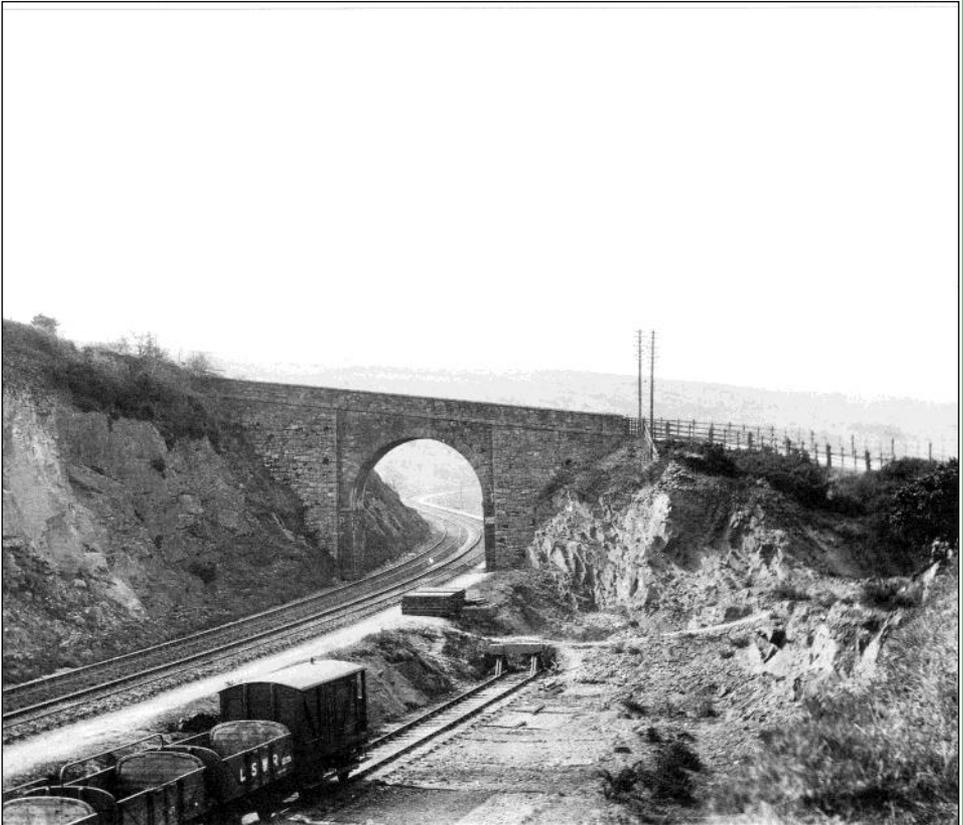
Russ and John have been for a visit or two and work continues on track laying (the last bit has been done now) and the track ends. The centre board has been re-wired but not yet tested properly.

The boards were made a long time ago and have moved a bit. So apart from the track ends there is also some remedial work to do to fit the boards together well with minimal gap between tracks. We are also drilling holes to insert bolts between the boards. This will help pull the joints together when used at exhibitions.

Plans for the future include further wiring, full electrical testing and loco running as soon as possible. Meanwhile the boards in the club have also been



worked on with track ends changed on some, and Dennis fitting his first point motor.



Above, an early photo of Torr's road bridge and on the previous page our version.

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

Jan 17, Feb 14, Mar 14, Apr 11, May 9, Jun 13, Jul 11, Aug 8,
Sep 12, Oct 17 (Open day), Nov 14, Dec 12.

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

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.

Jan 16, Feb 13, Mar 13, Apr 17, May 15, Jun, 5 (New Members Welcome Evening), Jul 17, Aug 14, Sep 18, Oct 16, Nov 13, Dec 11.

From the Internet

Liverpool overhead Railway in the 1950s

<http://www.youtube.com/watch?v=h1zayd4eR1Y>

Steam-powered snow ploughing in Switzerland

http://www.youtube.com/watch?v=0utet_8UtD0

Recreating lineside telegraph wires on the Isle of Wight Steam Railway

<http://www.iwsteamrailway.co.uk/news/bt-telephone-pole-initiative-55.aspx>

Club Diary

| | | |
|----------|-------|--|
| 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 |
| March | | |
| April | 4-6 | York Model Railway Show, Knavesmire Stand, York Race Course, YO23 1EX |
| May | 22 | Railex Set Up |
| | 23-24 | RAILEX 2015 Exhibition, Stoke Mandeville Stadium, Aylesbury |
| | 30-31 | DEMU 21st Showcase, Town Hall and The National Brewery Centre, Burton-upon-Trent |

Laser cutting 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.



Photos from my last Saturday's soggy visit to Cheddington to await the passing of 'Duchess of Sutherland' that duly passed Euston-bound more or less on time - (plus a passing Pendolino while waiting for the 'proper' train to turn up). Pete

