

Risborough and District Model
Railway Club

Apr-Jun 2015 Spring

FOOTPLATE



Who's who!

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Webmaster	Anthony Mead antmead@googlemail.com

WELCOME

Risex was very successful. Well done to Adrian and the team. We made about £1500 profit which goes towards layout costs and additional room hire. We have had many compliments about the show which is always pleasing. The highlight was Aylesbury High Street which being a model of the local area attracted a lot of attention and discussion. We were pleased to be visited by Geoff Williams family who were very delighted with what we had achieved with the layout. We will be taking the layout to Railex 2016 and should have it at the full length. The height is about right being similar to the height it was built in the loft. Our special guest this year was the Rt Hon John Bercow MP, Speaker of the House of Commons and our local MP. Thanks to Ant for inviting him and giving him the tour. He seemed to enjoy the visit and it helps us to have good contacts.

We had a Committee meeting on January 30th and the minutes are on page 7. Although we have not had many formal meetings, the committee regularly

discuss matters that come up or any suggestions we receive. One of these is to have photos of club members on the notice board so we can see who the club officials are and it also helps to remember names as the club expands. A start has been made by adding this feature to the members area of the website.

Wheeltapper is coming up on April 10th, so get those models finished. Even if you are not sure if your model is world beating, remember it is the decision of the judge that counts and judges sometimes surprise us.

Following on from the display of Aylesbury HS at Risex, we had a visit from Bob Williams. He has given us 2 breakvans (which will need painting) for use on the layout.

Could I also ask anyone who has tea or coffee on a club night to make sure they wash up their mug and put it away. It seems we are often left with a pile of mugs at the end of the evening.

I have been asked to arrange a tree making workshop. This will be sometime after Wheeltapper and before Railex, so probably end on April. I will get a supply of wire for the evening.

And finally, we may have some interest in the treasurers position. I will report next issue.

Paul

Treasurer

After many years as our treasurer, Neil has decided to step down at the AGM. Last year nobody came forward to take over. This year Neil **will** be stepping down, 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.

Front cover: Aylesbury HS at Risex by Jon Hill

Aylesbury LNWR at RISEX 2015

Since the last edition of *Footplate* the team has put in sterling work to get the layout up and running for RISEX 2015, where it was clearly a star attraction of the show. In Tim Peacock's absence 'down-under', John Casson made up a sturdy wooden support frame, which allowed us to clear away the old wiring and clean off the rather tough fabric protective covering which Geoff Williams (the layout's creator) had used. Mick Moignard and others established which parts of the track and point motors were in working order, and made repairs to these where necessary: in fact the whole layout was re-wired for DCC by Mick and Tim (Mick having already converted the locos to run on DCC). Baseboard supports were then created and the boards erected as one unit, and all those last-minute pre-exhibition snags were ironed out in time for the layout's first ever public showing as a working layout. Within a space of about six months the layout was transformed from a built-in loft layout to an exhibition layout – in full working order and with trains running!



The layout as we have it, is actually Aylesbury Mark II, since Geoff re-made the model - being unhappy with the Mark I version, which is believed to have gone to Tyseley Museum. Mark II dates from the early 1970s, and first came to the notice of the Club in January 2012 after I spotted a notice in the EM Gauge Society Journal offering it for sale, and Geoff's son Mike kindly showed me over the layout which was then being stored in his loft: Tim then followed by negotiating it's acquisition for the Club, as

described in his Autumn *Footplate* article.

On the day at RISEX, the trains ran smoothly and with very few hitches, which is testament to the expert engineering quality of their creator (Mick assures me that the



forty-five plus year old locos needed minimal repair work done to them to make them run again). The visual presence of the layout also made an evident impact on its viewers, and indeed there was remarkable interest shown in it: no doubt since it is not only a fine example of pioneering 4mm EM Gauge scratch-built work, but also because it offers a rare glimpse of a Pre-Grouping scene from Edwardian Aylesbury – with many visitors admiring it for its evocative atmosphere and because it brought back personal memories for many of a by-gone railway branch-line with so many local associations attached to it – the first railway branch-line in the world.

We were delighted to welcome at least six members of the Williams family (across three generations) to the exhibition to see the layout, and we are of course indebted to the family not only for the kind gift of the actual layout, but also for supplying information on the making of the two layouts and information on articles about it which have appeared in the model railway press over the years. Geoff's widow pointed out to me that some or maybe most of the trees contain strands of her hair! While one of his

sons explained that the cabbages are actually the cloves from tinned fruit!

The layout's showing has provoked considerable interest both on the Internet with for example Mark Vaughan's *Aylesbury Remembered* site and on Youtube (<https://www.facebook.com/aylesburyrem> - <https://www.youtube.com/watch?v=Tgr08ZjrXbc>) and Jason Blackman's delightful portrait on Youtube (<https://www.youtube.com/watch?v=RkJwSv4ci7g>); and locally in the press: I have been contacted by Adam King Deputy Editor of the Bucks Herald for information to do an article which will no doubt be in print by the time this edition of *Footplate* is out.

Whilst the layout has been known in the Club as *Aylesbury High Street* (to distinguish it from the other Aylesbury layout which has become known as *Aylesbury Town*) it has been pointed out that in the period in which Geoff chose to model the layout (1900 to 1910) the station boards announced it as *Aylesbury Station*. The name *Aylesbury High Street* did not apparently come into use until around 1958: no doubt as a result of both stations' at that point coming under BR London Midland auspices and therefore needing distinguishing names. Thus in the interests of clarity while maintaining authenticity, it seemed best to re-name the *High Street* layout as *Aylesbury (LNWR)* and the *Town* layout as *Aylesbury Joint* (as it was known in the 1950s – the period in which it is being modelled) - although the actual station name boards for the LNWR station will of course retain the legend *Aylesbury Station*.



Andrew David

Risborough & District Model Railway Club

Committee Meeting 30 January 2015

Present: Tim Peacock (TP) Richard Neil (RJN) Neil Fairbairn (JNF)
David Lane (DL) Mick Moignard (MM) Anthony Mead (AM)

1. Club Accommodation and Additional Storage

Although the subject was discussed at each AGM, TP questioned how much had been done to find new accommodation and by who. It was advised that both construction of a purpose built clubroom was studied and Paul Wright had investigated some commercial properties.

It would cost around £100k to build a suitable building, however land would be required. The garage on Longwick Road had been advertised at £295k. AM investigated hiring of a garage, a refurbished one would cost £20 per week (>£1k per year) and require an up-front deposit payment. MM had found the cost of Portacabins that could be located in a farm barn would be approx £25k each.

MM questioned whether clearing out the current clubroom would negate the need for additional storage. RJN thought that there was probably a limited amount of items that both required keeping and wasn't required for regular use.

It was noted that Princes Risborough Town Council wishes to increase the amount of community facilities and that new housing development in the town could result in the developers providing additional facilities. TP agreed to establish links with PRTC.

2. Clearout of Clubroom

AM and PW had started reviewing the club library and disposing of those that weren't important for research. It was noted there could be the possibility of storing some items at club members' houses. TP proposed that when the better weather arrives a clear-out is organised, where everything is reviewed and only kept if justified.

3. Railex Club Stand

DL thought the Railex info and club stand arrangement could be improved, with possibly the club stand being located in front of the members' storage area. It was felt DL had sufficient authority as Exhibition Manager to propose an alternative solution.

4. Finances & Budgets

JNF advised the status of the club accounts was:

Current Account £486
Reserve Account £55,092

Interest remain pitiful however was now paid monthly.

JNF had given consideration to his position and online banking. It would require new bank mandates to permit the treasurer to be the sole signatory for payments. JNF was authorised to explore it further. He advised that he was still unwilling to continue in the role in future though.

5. Layout Project Management

The committee members felt uncertain about what stage some layout projects had reached and how much more remained to do before completion.

It was felt a project proposal should be submitted by the Aylesbury Town team before authorisation was given to reconfigure the layout. DL advised that Phil Baxendale can be the nominated project leader.

The Okehampton and Aylesbury High Street project teams will also be requested to submit revised project plans, detailing outstanding activities, estimated timescales and costs to complete these projects.

6. Future Meetings

It was suggested that committee meetings were held every quarter and on a quorum basis.

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.

Book Review

Following on from last years book, BR unfitted & vacuum braked wagons in colour by Trevor Mann is a new title published by Ian Allan, BR Air-Braked Wagons in Colour, Written by David Ratcliffe (ISBN : 978 0 7110 34600).

Another very useful book for the modeller and anyone with an interest in BR wagons. The book has a brief history of air brake freight stock before working its way through a varied selection of photos. Captions are well written and give good background to the wagon type, history and typical workings as well the specifics within the photo. There are mundane wagons in everyday liveries, one off liveries and one off wagons.

All in all, an excellent book.

Graham



BR AIR-BRAKED WAGONS

IN COLOUR

David Ratcliffe

Risex 2015

A few photos: Below: Addison Park and Dubly





Above: Aylesbury High Street

Below: Sankei Valley, Japanese Z gauge







Above: ST. Frazal Le Chateau

Right top and centre: Fisherton Sarum

Right lower: Earls Court

Below:- left to right back row – Andrew David, Lyn Williams, Peter Williams, Tim Peacock; in front – TJ Williams and Beryl Williams.





Above: on the left Roy Norton and on the right Bob Williams

Below: Ant and John Bercow take a look at Phil Hutchin's Addison Park



Okehampton Report

Progress is being made on changing the brass track ends for better looking ones. Russ, John and I have had a couple of sessions in the shed doing those on the first 4 boards counting the two middle ones first. We have some track re-alignment to do still. All the sidings track is now in place and wired up. The middle two boards wiring has been redone as this wiring was split up when the pair of boards was divided in two. These two now have a connector between them.

I have emailed 0 gaugers, and others who have offered to help, with some dates for shed working days. I'm now arranging a Tuesday or Wednesday and a Friday every week now, so if you'd like to help and have not had an email from me, please let me know and I'll add you to the Okehampton Workers email list. Hopefully with this intense work pattern we'll have the track working fully in a month.



Work continues on the boards at the club. Again track ends are being done, plus the Torrs road bridge detailing is happening. We need trees too. So if you don't feel that track, wiring or buildings are your thing, then we'd appreciate a few trees and bushes.

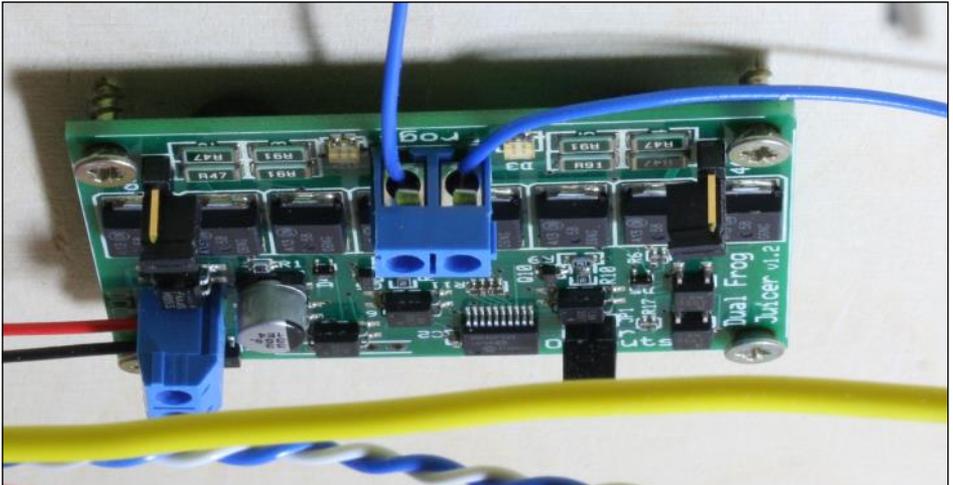
Building design continues. John has the Engine Shed parts to assemble thanks to Russ. Jennifer has designed and laser cut the walls for the station building.

Cheers, James.

Singlets and Frog Juicers

These are items from Tam Valley Depot range.

Frog juicers. These are in effect a very fast auto reverser sold for the purpose of switching power to point frogs. I needed to power the frogs on a Peco scissor crossing. This can be achieved with careful wiring of the point motors but it did not seem a reliable way to do this. The dual frog juicer was the answer. It has power input from the track and a wire to each frog. When frog juicer detects a short it swaps the frog polarity. Very easy to fit and wire and so far totally reliable.



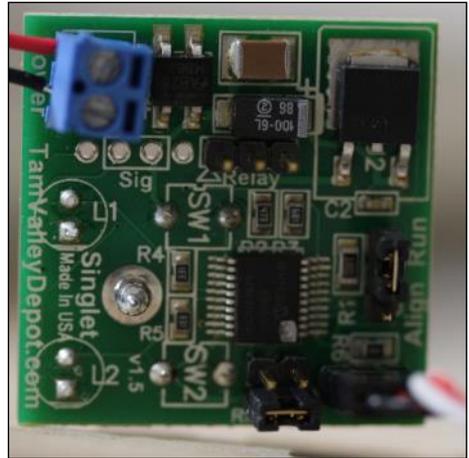
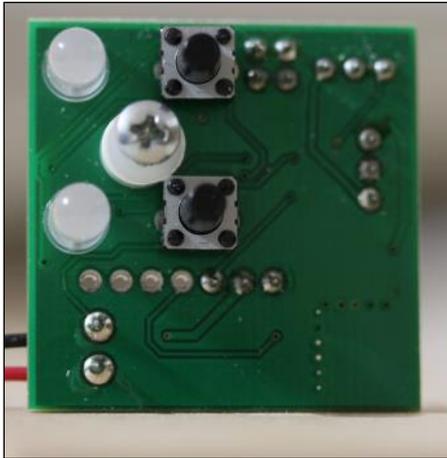
Above: dual frog juicer mounted under the layout



Left: the single frog juicer

Frog juicers are available as 1, 2 or 6 outputs. There is a hex frog juicer in use under Aylesbury High Street as some of the old point motor switches were not reliable.

The second product is the singlet servo controller. I needed to fit a point motor to a point with very little space, so there was no way to get a Tortoise or even a Cobalt point motor in place. A servo would fit so I did some searching for a controller and found the Singlet. The power feed is from the track and output to a standard servo motor. Setup of the motor throw can be automatic or programmed from the DCC controller.



Above: Front and back of the singlet showing the 2 push buttons for operation and the 2 indicator lights. Servo connection is lower right and the relay connection in the centre.

The Singlet was easy to set up and was fitted with a relay to switch frog power. This was not ideal as when the power was turned off the relay changed polarity. When switched on, if the polarity was wrong, there would be a short and the track power would switch off and so the Singlet switch off. Presumably if the Singlet and frog power were from different districts this would be solved. The simplest solution is to fit a single frog juicer to provide the frog power. The singlet can be positioned some distance from the servo using a standard R/C extension cable. It is operated by 2 push buttons and point direction is shown by 2 LEDs. You can program the colour.

These products were purchased from Coastal DCC but are now available from Ted at Sunningwell Command Control, a much closer supplier.

Paul

2015 – The 25th Anniversary of our most ambitious ‘Risborough Venturer’

With two earlier ‘Venturer’s under our belt, the 1989 ‘Venturer to the Severn Valley Rly., having been diesel hauled, gave rise to a compelling need to raise the bar for our 1990 trip; but....

Where to? And what destination could be found to excite our still loyal 350+ punters who enjoyed our previous trips; and leave them with some more fond memories for years to come?

Clearly, destination-wise, we had to be as imaginative as possible; yet back then, main line steam routes ‘approved’ by an increasingly cautious British Rail were relatively few (compared to the wider range of main line steam routes available/used today) and all of ‘em had become well trodden by steam enthusiast ‘specials’ since c.1985 – The ‘Risborough Venturer’ had to offer something else.

Our ‘something else’ turned out to be one of the (if not ‘the’?) longest main line steam hauled day trips anyone had experienced since the end of main line steam in 1968; but not only that, a lot of our passengers were a largely locally generated family market with a somewhat less intense obsession for steam than the more die-hard inclined. We came up with a London – Sheffield return trip but with an option to leave the train at Derby for a coach trip to the Midland Railway Centre if preferred.

As it turned out, half of our 400+ passengers opted for the Midland Rly. Centre coach trip excursion to Butterley. This entailed organizing six National Express coaches to get them there and back and ensuring Derby station management would help escort 200+ of our passengers to where the coaches were waiting for our little horde somewhere behind the Parcels’ offices; meanwhile, marshalling about 200 passengers we’d sold tickets to across the Midlands (with the help of the local Derby Railway Society) to fill the vacated seats on the train for the ‘Derby-Sheffield-Derby only’ leg of the trip. The Derby Station management and staff were magnificent – It all went like clockwork!

Although we didn’t promote this trip in the National railway media (we never needed to do this to fill our trains), news of it had got out; thus there was a very noticeable lineside accumulation of train watchers awaiting our passing virtually throughout the journey; amongst which, some very kind individuals sent us photographs of ‘our’ train as it passed by – A few of which accompany this note.

....we even had a ‘Risborough Venturer’ at Butterley c/o their ex-Somerset & Dorset ‘7F’!



Somewhere South of Birmingham (Knowle & Dorridge?) clagging well and safety valves lifting!



Butterley's 'Black 5' 44932 on the Derby-Sheffield-Derby leg via the Erewash Valley and Chesterfield.



Capturing a bit of wheelspin on leaving Princes Risborough Station – A classic Bulleid Pacific 'study', c/w our flags carried 'Golden Arrow' style (plus a Neasden shed plate that can't be seen here).



What a crowd - Royalty rarely merits such a turn-out!



Composition-wise, this 'lineside atmosphere' shot was my favourite of all the photos sent to us.

Pete

Wheeltapper 2015

Date: Friday April 10th

The categories for the Wheeltapper competition are:

- 1 Steam locos
- 2 Diesel/electric locos or Multiple units
- 3 Coaching stock & NPCS
- 4 Freight & engineers stock
- 5 Road vehicles, boats, people & animals etc **(Robbie Robinson Trophy)**
- 6 Structures (buildings, signals, trees etc) **(Jack Kine trophy)**
- 7 Dioramas & Figurines
- 8 Okehampton Wagon Project. **(Derek Turner Trophy).**

An entry should consist of a single model except where the vehicles would run as a fixed set, e.g. crane wagon & runner, cargo twins etc. EMUs, DMUs etc can be displayed as complete trains or individual vehicles. You may enter groups of animals or figures. Models should be displayed on a simple base such as mountboard or a piece of track. The club has a number of these if you do not have your own.

Each entry should be accompanied by a description giving details such as: prototype railway and item description, kit or scratch built, scale & gauge, etc.

Road vehicles, boats, people & animals etc. should be to a recognised model railway scale and be presented on a simple base. This category is intended for models that will form part of a layout.

Structures (buildings, signals, trees etc) should be to a recognised model railway scale and be presented on a simple base. This category is intended for models that will form part of a layout.

Dioramas should contain: water, trees and brick/stonework but may be of any subject. Figurines may be to any scales/subject and are mounted on a permanent base

The best model from categories 1-4 & 8 wins the Wheeltapper Trophy. The Chairman's Cup is awarded to the best model taking into account the skill and experience of the modeller.

Don't forget we also have the work in progress table, all unfinished models should be on display or even finished models from previous years.

NPCS = non-passenger coaching stock as defined by the Railway in the time period being modelled.

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.

Aylesbury Town Update

Past experience with the present Aylesbury Town layout has identified some areas where improvements can be made. One of these is the excessive handling of stock required by an end to end layout which is undesirable and therefore the decision has been made to convert the layout to a continuous track design with a fiddle yard which can be accessed from both directions.

David has scanned an original plan of the station and the surroundings and from that we have a CAD file of the layout to scale which can be used as the basis for the development of the layout. From this CAD file we need to develop & finalise the track plan in Templot, (we still need to finalise a layout of the fiddle yard to accommodate the traffic to and from Aylesbury for the main line and the branch to Princes Risborough (There are a couple of suggestions already to start a discussion from David and Graham.)

In principle it is proposed that we follow the process below.

- 1 define the complete track layout**
- 2 define the baseboard size and shape etc**
- 3 finalise the jointing methods**
- 4 finalise the supporting structure (could be based on, and shared with, those underway for Aylesbury Town?)**
- 5 build and assemble all the baseboards BEFORE any track laying is undertaken**
- 6 build new platforms (based on the CAD file)**

Note. The cad file and the Templot file will be the General arrangement on which all subsequent work is based. This will enable us to develop the station awning in CAD for instance before manufacture using the laser cutter. We have a track layout for the station area (some slight adjustment has been made to avoid baseboard joints. The intention is that baseboards should be in 5ft units. There are four scenic boards that will require a greater height to protect the height of structures trees, signals etc.

The fiddle yard boards and curved return boards can be stored much closer together, with only an inch between them taking up much less storage space than the scenic boards, and stored off site as these would not be required each club night. Salvage pointwork definitely, perhaps some other track if possible.

Baseboard, supports & storage

I prefer to move the boards from the setup position horizontally into storage racks, the reason behind this is that we should handle them the minimum until they are secured in the storage position the racks could then be upended for storage when put away. (We have a suggestion from John Hill to make trays for the baseboards to fit into so that they are protected and located. These trays can then be put and secured in the storage racks). Note the design of the base boards, storage, supports, jointing, legs or trestles and trackplan are all interrelated which is why we need to finalise all these aspects

before manufacture.

Roles and responsibilities.

For efficiency and progress we need to have team leaders for the various aspect of the build. Their role is to lead and oversee the aspect they are assigned to and be the point of contact for decisions that need to be made.

I propose the following initially

Overall track layout and construction (rail to copperclad in non-scenic areas, Exactoscale components to scenic area. Once track building is underway priority would be on creating a working circuit to ensure trains can be run and maintain interest from the earliest opportunity.

Templot design

Baseboard design and manufacture

Storage design and manufacture

Scenic manufacture

Weathering and overall look and feel to the layout

Buildings & Structures

Some excellent work on the buildings using the club laser cutter by David and Jennifer is resulting in some quality model buildings for the station. The following are buildings that are required and the status and who is likely to be making them:

Completed: Water tank (Tim), Water cranes: 3 completed 1 remaining to be started (David), Up & Down platform waiting rooms (David), and Porters cabin on up platform (David).

Work in progress: Engine shed: needs roof refurbishment. (David), Pedestrian footbridge to north of station (Gary), Station Café (Jennifer).

Not started: Platforms (Phil), South signal box (Gary), Main station building (David), Coal stage: (David), Platform footbridge, Platform canopies, Signals, Misc. huts and other buildings.



Modelling Saturdays

The following dates have been booked 09.00 to 17.00

Apr 11, May 9, Jun 13, Jul 18, 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.

Note new date for July

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.

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

Network Rail's mobile flash butt welding machines

<http://www.railengineer.uk/2015/02/02/video-mobile-flash-butt-welding/>

3-D Animation: London Bridge rebuilt

https://www.youtube.com/watch?v=F9bCI_ydpkI

Reprints of steam era working time tables and similar operating documents

<http://www.wttreprint.talktalk.net/>

Back page: Photos of Mick's layout:
D&RGW #462 takes water with a short freight.
Rio Grande Southern #74 waits for the road.

Club Diary

April	4-6	York Model Railway Show, Knavesmire Stand, York Race Course, YO23 1EX
	10	Wheeltapper modelling competition
	11	Modelling Saturday
	17	Test Track
May	9	Modelling Saturday
	15	Test Track
	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
June	5	New Members Welcome Evening & Test Track
	13	Modelling Saturday
July	4	Beaconsfield MRC exhibition, The Beaconsfield School, Beaconsfield
	17	Test Track
	18	Modelling Saturday
August	8	Modelling Saturday
	14	Test Track

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.

