



Risborough and District Model
Railway Club

Oct-Dec 2015 Autumn

FOOTPLATE



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WELCOME

Welcome to the Autumn edition of Footplate and another club year, yes, subscriptions are due again. At only £55 for a whole year of fun it is remarkably good value. Our AGM is on the 6th of November, do come along and participate, your

opinion does matter whether you have been a member for years or have just joined.

Our next event is the Open Day on October 17th, which is a modelling Saturday with visitors. The aim is to promote the club and the hobby in a relaxed atmosphere with plenty of time to talk to the visitors. Tea/coffee etc. will be available, if anyone wants to bring a cake or some biscuits it will be very welcome.

We have added some more tools to our collection:

- 1 a router and jigsaw courtesy of Gary
- 2 minicraft drill, pillar drill, power supply and router/lathe attachment,

numerous tweezers, soldering irons and rolling roads for O and OO from Zalie Saunders of Lacey Green who was clearing out her late husband's railway items.

- 3 2 more desk lamps which I have just bought from S&M Tools who had a good offer at the N Gauge Show.

I will make sure all these items have boxes and are stacked on the shelves (Note: not on top of the worktop which should be kept clear for working on).

Paul

From the Internet

Talylyn Railway 150 gala

<http://www.steamingaroundyorkshire.co.uk/Pages/2015/august/7th.htm>

I know this is not about trains but thought it was interesting.

<http://www.pathetic.org.uk/>

Eimco compressed air rocker shovel in action

<https://www.youtube.com/watch?v=l0QbRN9gyJ0>

Is this Australia's weirdest railroad crossing?

<http://www.railexpress.com.au/is-this-australias-weirdest-railroad-crossing/>

German steam - 52 7596 on the Wutachtalbahn on 19th April

Part 1: <http://www.youtube.com/watch?v=3rGsP-pQSSs>

Part 2: <http://www.youtube.com/watch?v=SYnbKh7tKIE>

Part 3: <http://www.youtube.com/watch?v=EqOcaeUBMpU>

Part 4: <http://www.youtube.com/watch?v=rf722DGkIw4>

Dismantling Crossrail's tunnel boring machines

<http://tinyurl.com/oa3mb47>

Steam on the Met

<https://www.youtube.com/watch?v=27AdkfyAI5c>

Front cover: See the smokescreen (of which the Royal Navy would've been proud) laid by 'Clan Line' in a vain attempt to mask its presence. Pete Joels

Aylesbury LNWR - the Prototype

Following my article in the Spring edition of Footplate, here is some further information about Aylesbury LNWR – the Prototype. The ‘Aylesbury Railway’ was opened in 1839 (within only ten years of the opening of the Stockton & Darlington Railway) and it is regarded as the World’s first railway branch line. It ran from Cheddington to Aylesbury with the intention of extending the line to Oxford - the line making no connection with the existing GWR/Aylesbury and Buckingham (later Metropolitan) station, although to this day Exchange Street links the present Chiltern Railways station to the former LNWR station site. There was one intermediate station at Marston Gate and there were four level crossings; there were negligible earthworks required for the line, with no tunnels nor bridges, save a footbridge built at the Park Street crossing in Aylesbury - after an accident in which an elderly man was killed in 1883.



The line was originally independent, being operated by the London and Birmingham Railway – which subsequently became the London and North Western Railway (LNWR) – and it was later absorbed fully into the LNWR. It proved profitable and successful throughout the 19th Century and was heavily used for the transportation of ducks and geese from Aylesbury to the London markets. The journey from Aylesbury to Cheddington took about fifteen

minutes, at around 30mph, and the whole trip to London about two hours. Later in the C19th a new station building was erected to the south and west of the 1839 building, which was demolished with the site becoming a goods facility.



By the early 1900s up to fifty churns of milk were being loaded at Marston Gate each day, all of which were destined for the Nestlé factory in Aylesbury. The branch line also enabled fruit from the area's orchards to be sent swiftly and efficiently to London and elsewhere. Among loads coming in the opposite direction were horse droppings cleared from the streets of London - much valued as manure by the farmers of the locality! Coal would come in to Aylesbury for the town's Gasworks, and a significant volume of agricultural machinery was transported from the town's New Holland factory - forty tractors a day, at the peak of production. Cheddington Station had over a dozen staff well into the 20th Century, whilst even Marston Gate boasted a stationmaster and a deputy.

Friends have told me of their experiences of the line: one friend remembered riding on the last passenger train, and another remembers watching the goods trains running past his house in Tring Road, Aylesbury in the early 1960s. I recall the footbridge in Park Street before the site was cleared.

Sadly the line closed to passengers in 1953 and was fully closed by mid-1965. The station house at Marston Gate lay unused for a period, but was later rebuilt as a private house, while new buildings and roads, such as the B & Q store and



Vale Park Drive, were built over the station site in Aylesbury.

For further reading about the line see *The [Aylesbury Railway: The First Branch Line](#)* by **Bill Simpson** (OPC Railprint 1989 - ISBN 10:0860934381 and 13:[9780860934387](#)).

Andrew David

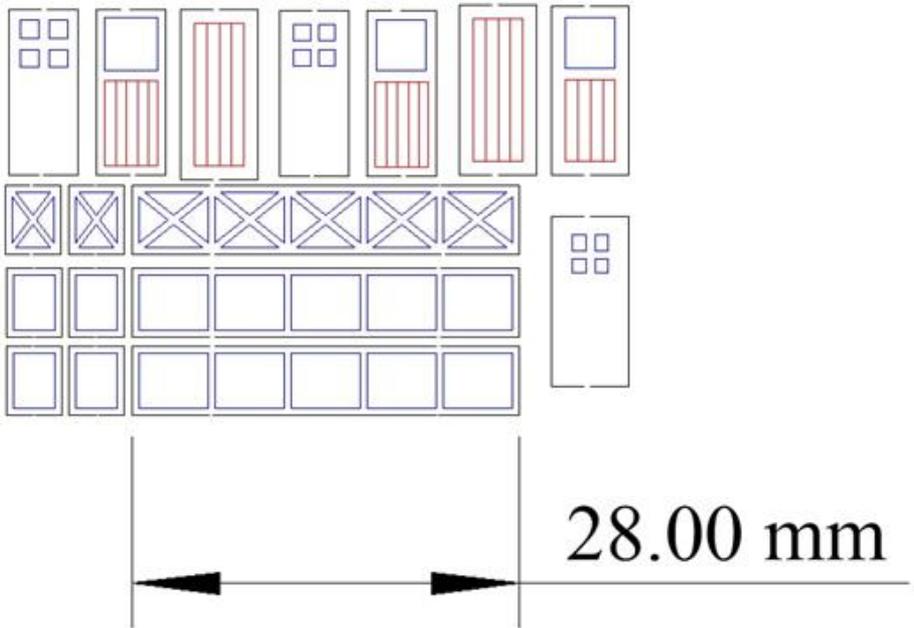
Video/DVD Library

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.

Simple laser cutting projects

I have been making more use of our laser cutter in making parts for buildings.

Signal box. This N gauge kit is made by Tilly Models of the Netherlands and is of a small Dutch signal box, specifically that which used to be at Boxtal. The kit is made from resin and is fairly well cast, only needing light sanding. It is assembled with superglue. The railings around the balcony seemed a little chunky to me so I thought I could do better. The drawing was very simple:

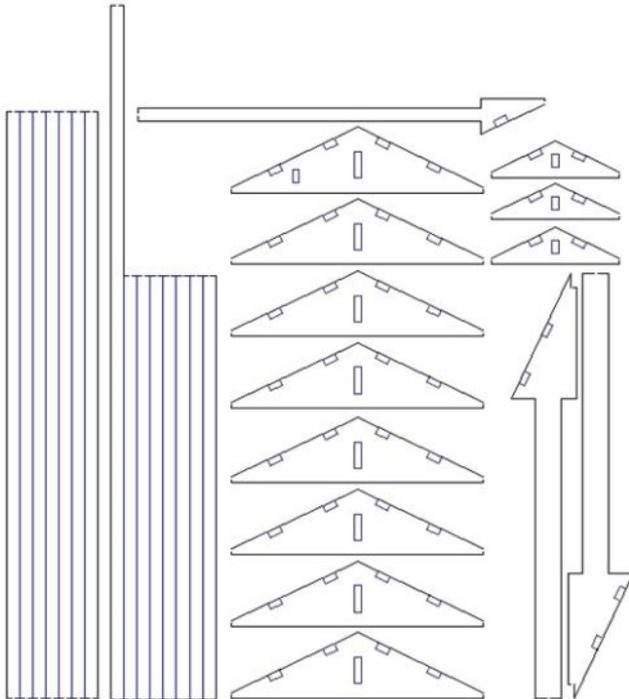


The design was for a layer with the cross bracing and then a layer for the frame. As it turned out the frame layer is not needed. The laser does not give a perfectly vertical cut so the cross bracing had ended up with a much better profile than expected. Some doors were added at the same time with slight variation in the window bars. These are 2 layers for those with windows and a single layer for the solid wooden doors. The parts are cut from 0.5mm Rowmark.

The photos on the next page show the fitted balcony and a comparison with the original kit part. The white parts in the photos on the next page are the laser cut parts. The lower photo shows the difference between the laser cut balcony and the original resin cast part.



Station roof: The station started life as a Kibri kit but has been built to a completely different floorplan. Therefore it needs a new roof. I designed this to be cut in 2mm cardboard as the parts may need to be cut about to get the finished roof shape. The card sections formed the main roof structure and I then scratch built the ends to see how they would look. The idea was to try different roof shapes as this is not a specific station but based on two similar designs to the same floorplan. The structure is very rigid and will be kept as is, there is no need to recut in plastic. The remaining 2 roof sections have now also been drawn and cut. Cutting in 2mm card produces some soot along the edges but for a substructure this is not an issue.





The roof covering will be cut from Evergreen styrene raised seam roof sheets.

These 2 projects were very simple and a good place to start. So what else could you do as a starter project? We could do with some wooden crates for the goods shed on Okehampton. We could also laser cut some plants from paper. Have a think what you would like to do and we will provide help and training.

Paul

Okehampton progress

The shed days are leading to progress on many fronts. Pete has been working on the rear granite scenery which is looking a whole lot better. Some weathering using different colours of stone, and some grasses will complete this area. Roy has been working on the cattle dock and loading dock which now has a wall and top edges. John Casson has made progress with the engine shed, while Russ's footbridge is looking amazing. Jennifer has been working on the station building spending a few Sundays with the laser cutter preparing parts. Denis has been adding scenic elements around the turntable, while Adrian has added the side walkways to the table itself. I have laser cut new inner walls for the turntable pit and top stone flagging which is now coloured and fitted to the layout. Tim and Phil have spent some happy days ballasting which is the subject of a separate article. Back at the club, Michael has added lots of stone sides to the Tors road bridge. I have suggested that we try to complete the turntable area so that we can replicate one of our photos showing this area and an N on the table. This to be done by the end of September so that I can submit it to the Gauge 0 Guild news letter. Shed days will continue once we've got past summer school holidays and my festivals. Dates to be emailed to all Okehampton workers.

Cheers, James.

Meanwhile at the club, we have made a start on some trees. The initial selection will be moved around the layout to see how they work in terms of size and shape. We can then work out how many more we need, their shape, size and colour and maybe even the species if we are good enough.



The smallest trees will be part of the hedges towards the right of the layout and the larger trees will be part of the woodland in the centre and left of the layout. The large Scots pine is nearly 500mm high, a scale 71 feet and will probably be one of the tallest trees on the layout. The large trees are being built with a threaded stainless steel rod in the centre of the trunk to allow them to be removable if required, as well as giving a great deal of strength. The tree armatures are made from welding cable for the smallest trees and florists wire for the larger ones. This is covered with a bark mix which can be made from a variety of materials, including Artex, wood glue, Polyfilla, artists acrylic medium etc. Foliage is from Woodland Scenics and Heki to give a range of colours and textures.



Above: Pete adds Woodland Scenics light green foliage net to the tree armature.
Below: Wood pigeons to be added to the trees.



Okehampton Track Gang

Much progress has been made with the track on the 5 boards erected at James' house. Track has been fettled with alignments worked on and a more secure method of anchoring the ends of the track at baseboard joints. Electrical testing is now complete. Next job was to weather the track. A muddy, dark rust colour was first sprayed onto the sides of the rails inside and out. This was followed by a downward application of sleeper grime to all of the track. This simple task improved the look of the track dramatically.

Then the tricky task of ballasting. Some experimentation with ash ballasting in the engine shed sidings has been done using real ash. The problem is gluing it as it is so light and tends to float on the glue. The result is not yet convincing and further experimentation is needed.

Attention has shifted to getting the main lines ballasted. Various mixes of colour have been made and a final decision and recipe arrived at. This is fairly pale with some elements of light grey and buff. Before committing to the layout, various tests have been made on short sections of track to try and find a suitable gluing method.

We have tried:

Cascamite powder mixed in dry with the ballast and then sprayed with mists of water – glue particles very fine and sank to the bottom leaving top layer not glued.

PVA diluted and a dash of fairy liquid added – tends to puddle and float before seeping in, leaving odd holes in the ballast.

Artists Matt Medium – didn't stick

Pledge Floor Polish – formerly known as Klear – initially thought to be the winner.

In fact no one method is 100% foolproof. The first task is to lay the ballast. The Greenscene ballast hopper was found to deliver far too much so we have resorted to sprinkling with a table spoon and then dodging the ballast around dry with a paint brush. This is tedious and time consuming but worth doing properly.

Using Klear – more than one coat is needed and the top surface remains friable. We eventually sealed it with dilute PVA. We also tried ballasting with 2 thinner layers but this adds to the time needed. The last board has been done with one thick layer and PVA only but will need some touching up in places.

We have completed 3 boards with 2 to go and then some consideration is needed to get the ash ballast right in the sidings. Weathering of the ballast will be needed and then we can start adding grass, foliage and brambles to the various banks, cuttings and rock faces.

What have we learned? Experimenting off the layout is vital to avoid having to strip an unwanted effect off the scenery. For the future – laying and ballasting simultaneously as we did on Aylesbury really is a preferred route and is recommended to anyone embarking on a new track laying project.

Tim & James

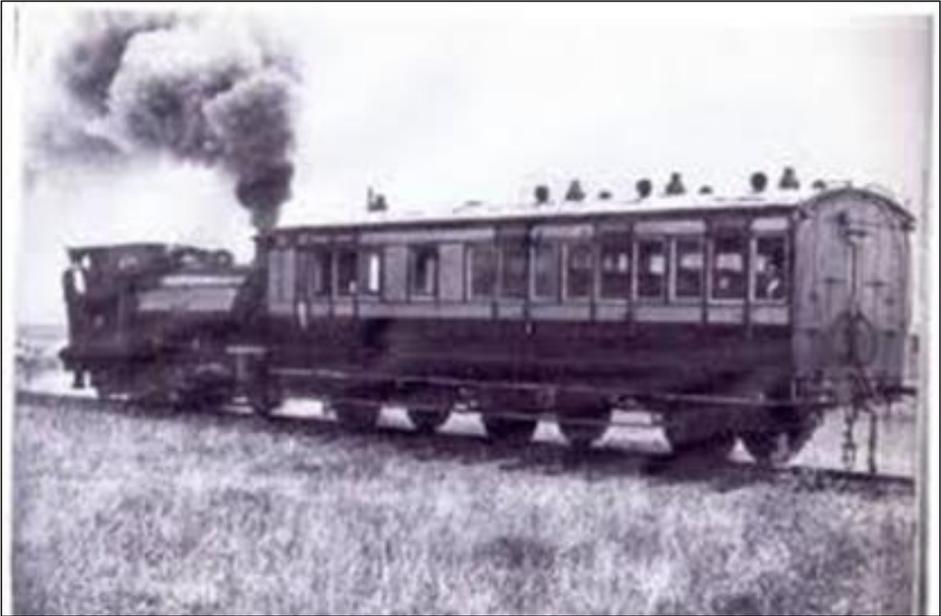
Quintinshill - Britain's deadliest rail disaster

On 22 May 1915 Britain's worst rail disaster occurred at Quintinshill on the Caledonian Railway main line to Glasgow. The accident involved five trains, killing and injuring over 550 people including service personnel from the 1/7th (Leith) Battalion the Royal Scots, travelling to Gallipoli.

The high loss of life was largely due to the wooden coaches' being ignited by gas lighting. An official inquiry by the Board of Trade found the cause of the collision to be neglect on the part of the two signalmen, both of whom were convicted of culpable homicide but were released from gaol early due to Trade Union pressure. Memorials to the soldiers have been erected at various locations, and an annual remembrance service is held in Leith.



From the perspective of a century later the conduct of the enquiry and apportioning of blame entirely onto the signalmen clearly reflect the social and political values of the time: little or no consideration was given to the use of antiquated wooden coaching stock with gas lighting, despite recommendations following previous accidents that electric lighting was safer; nor was the railway company's lack of supervision and support for the signalling staff - one of whom suffered from epilepsy, and who were working under unbearable war-time pressure - taken into consideration. Clearly neither the Government, nor the Caledonian Railway Company took appropriate responsibility for their share of the blame, while the Judiciary were complicit in an apparent deal to re-employ the signalmen in return for their accepting their gaol sentences without appeal.



Above: Preserved MS&LR six wheeled coach at Chasewater

Below: GCR (ex-MS&LR) six wheeled coach



The troop train was made up of Great Central Railway ex-Manchester Sheffield and Lincolnshire Railway (MS&LR) six-wheeler wooden coaching stock from the 1880's, of which there are at least three examples in preservation. Number 1076 is in process of restoration at the Buckinghamshire Railway Centre at Quainton Road, while number 946 is being restored by the Great Central Railway Rolling Stock Trust at Ruddington near Nottingham. I am a Volunteer worker on both projects. A third vehicle, a composite brake carriage, is currently at Chasewater Railway Museum in Staffordshire, and there is also a four-wheeler tricomposite Number 176 of 1876 in the Vintage Carriage Trust collection at Keighley.

Andrew David

References:

BBC 2 documentary - Quintinshill - Britain's deadliest rail disaster - DVD available to Members on loan from Andrew David

Quintinshill Conspiracy - The Shocking True Story Behind Britain's Worst Rail Disaster - by Jack Richards and Adrian Searle - 2013 - ISBN 9781781590997

Buckinghamshire Railway Centre Stock book entry for Number 1076 - http://www.brc-stockbook.co.uk/MSLR_No1076.htm

Great Central Railway Rolling Stock Trust - Number 946 restoration - <http://www.gcr-rollingstocktrust.co.uk/stock.asp>

Four-wheeler carriage Number 176 at the Vintage Carriage Trust collection - <http://kwvr.co.uk/kwvr-news-items/vintage-carriages-trust-1965-2015-50-years-celebration/>

Composite brake six wheeled carriage at Chasewater Railway Museum - <https://chasewaterstuff.wordpress.com/tag/passenger-stock/>



Railways in India

Actually a very few pictures taken during a visit by Gill and me in March. We sampled 2 trips by train – one a service train and one on the Himalayan Mountain Railway.



Level Crossing Mayhem



Jaywalking!

The service train was from Bharatpur just west of Agra (home of the Taj Mahal) to Sawai Madhopur – the nearest railway station to the Ranthambore National Park. This service runs on a track gauge of 5'6" and the coaches are noticeably wider internally – seating 3 each side of the aisle. We travelled inside in an 'air conditioned chair car' – equivalent to standard class at home but clearly higher up the spectrum in India. I was disappointed not to see hoards of passengers on the roof. Travel was comfortable and on time.



Brake Vans still in use



Gloom at Ghum



Pretty Locos

The main railway event was a trip on the Himalayan Mountain railway. For this we travelled right over to the east and up to Glenburn – a working tea plantation but providing very comfortable accommodation with views over the Himalayas – in particular Kangchenjunga – the third highest peak in the world. The railway is atmospheric, charming and fun to ride. Health & Safety is not a concern so go where you like and take pictures wherever. The train rattles through the streets and no one bats an eyelid with stalls selling wares inches away from the track. The return trip up hill would have been even better but sadly itinerary timings for this just didn't work. Well worth the visit.



Happy Crew



Tight Curves



Narrow Streets

Tim

Aylesbury LNWR (EM)

All quiet on this front over the summer save the erection of some shelving brackets to get the last board off the floor and safe. Come the autumn, we need to start working again on the layout to ready it for its only display at Railex in May 2016.

Tasks will be further fettling of wiring including the straight board not yet worked on. Repair and refurbishment of scenery – in particular getting the engine shed to 'sit down' properly

Stock repair and refurb including completion of 2 brake vans donated by Bob Williams
Sorting out the back scene – a large portion of which is still in my lounge!

Consideration of an operating schedule and operator training. I consider this most important to be running the layout professionally at Railex.

We have also been invited to display the layout at Quanton over the early May bank holiday. We have declined to take the whole layout as we have advertised the only place to see ever, is at Railex. We are, however, attending with a straight scenic board, some stock, loose buildings and promotional material advertising its presence at Railex.

Tim

Caption Competition

E-mail your entry to rdmrc@btinternet.com, the best will be published next issue. I might even find a prize for the winner.



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.

Modelling Saturdays

The following dates have been booked 09.00 to 17.00

Oct 17 (Openday), 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.

Oct 9, Nov 13, Dec 11.

Laser cutting materials

In stock we have:

0.5, 0.75, 1, 1.5 & 2mm white plastic (Rowmark) 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.

Club Diary

October	9	Test Track
	17	Club Annual Open Day, Community Centre, Princes Risborough
	17	Tad-Rail 2015, Cottesloe School, Wing
	23	Railway Talk by Geoff Plumb "That was the Year that was - 1962"
November	6	AGM (Annual General Meeting)
	7	Wycrail, Cressex Community School, High Wycombe
	13	Test Track
	14	Modelling Saturday
	28-29	Warley National Model Railway Exhibition, Hall 5, NEC, Birmingham
December	11	Test Track
	12	Modelling Saturday
January	16-17	St Albans Exhibition, The Alban Arena, Civic Centre, St Albans
February	19	Risex Setup
	20	RISEX 2016 Exhibition, Community Centre, Princes Risborough

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 when our bags are full. Spare bin bags are under our fridge.

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



A couple more photos from our Morris Collection.

