

Risborough and District Model
Railway Club

Apr-Jun 2016 Spring

FOOTPLATE



Who's who!

President	Tim Peacock
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

In January we had a visit from BRM to take photos and video of Aylesbury LNWR, see right. This should be in the shops at the end of April.

The track building workshop was well attended with 12 trainees building points for Aylesbury Town fiddle yard. I called in to see progress and everyone was busy and seemed to be enjoying the experience.

March and we had a club visit to Pendon, which was operated by Mick, Rob and Tim with 25 of us as visitors. They are progressing with the Vale Scene but still a lot of work to do. If you would be interested in helping talk to Mick, Tim or Rob.

Our next event is the Wheeltapper competition on 1st April which will probably have just passed by the time you read this. Then we get to Railex, the highlight of our year, where we need as many of you as possible to help over the weekend. Clearing up at the end of the show is always busy and we would particularly like to know who has a large estate car or van to help get everything back to the clubroom.



Paul

Front cover: The Statfold Barn Railway

The Statfold Barn Railway

When at the Warley Model Railway show at the NEC in 2014, I quite by chance picked up a leaflet about the Statfold Barn Railway. Having never heard about it, I was interested to find out more.

I checked their website and it turned out to be a Narrow Gauge railway on a Private site based in Tamworth. In the main, both 2ft and 2ft 6in gauges are catered for and much of it is dual gauge. There are a few other gauges catered for as well including a very small piece of Standard Gauge but they were not running or runnable. Although it is a strictly private site, they do hold a number of Enthusiast Days during the year, normally at weekends in April, June and September to which the public can “apply” for invitations to the



events.

I then saw a number of photographs in the Railway Magazine and became intrigued to see it. So I applied for an invitation for last June. This cost £10 and covered admission, free car park, as many rides on the trains as you like and access to the complete railway, works and museum. It is a good whole day out.

Arriving at the site, it turned out to be a working farm as well and from what I

could gather, grows specialist plants and crops for their oil and apparently sometimes use the trains to bring in the harvest (not so sure about that).

The site is large. The facilities and structure would make most other narrow gauge railway and indeed some standard gauge preserved railways look second rate. The owner has obviously lavished a lot of time and effort into it. Previously the owner was the Chairman of the LH group of engineering



companies until he sold them to the American company, Wabtec group at Burton.

Although I arrived on time the railway was already active and the trains were running.

The site has most of the activity towards the site entrance. This includes two stations, one each for either gauge, large and extensive workshops, offices and an Engine Shed. The owner's house is also within this area although separated. The buildings and structures are all extremely well maintained and most seem new or recently made/restored. Towards the middle of the site there is another narrow gauge railway (separate but linked) that runs around the bottom of the house, through landscaped gardens, around a lake and seemed to have its own dedicated loco and carriage. There is a small station and loco shed as well.

The middle of the site is where the museum is housed. This is a large modern barn like structure with a central turntable and around 20 roads off it, where unrestored, out of ticket or locos not currently used are housed. This is also

immaculate. I've never seen so many cast iron railway signs in one place before. On the day that I was there, the Bentley owners club were meeting. A number of cars of which were parked around the courtyard. There is also a



workshop restoring vintage (and modern) road vehicles. The carriage sheds are here but all vehicles were in use.

The railway continues on from there to the bottom of a field and then makes a turn into a large loop. The trains are held here, several at a time, for a few minutes and then make their way back to the main station via a stop again at the museum site. The out and back length is about 3 miles.

The 2'6" gauge trains normally use a single loco with one or two carriages and another loco on the rear. The 2' gauge normally use double headed locos with around four coaches. These are all swapped around after each return run. The arriving locos are taken off for turning, water, oiling and coaling purposes. They then wait their turn for an arriving train to take it out again. So there is a chance to ride behind every loco that they have in steam. At the end of the day there is either a cavalcade or line up of the all the engines used amounting to around 15 or so. There is also a number of diesel, electric and compressed air locos in use or preserved. These include a replica (I assume) of a "Goose" railcar, like the ones used in the U.S. based around a road vehicle chassis. It was a popular vehicle and was always well filled and difficult to get a ride. The railway is quite steeply graded in places and especially into the station where the locos really have to work hard. The sound is good!! There is also a freight train in regular use. They don't seem to mind where photographers are



taken, obviously as long as it's not interfering or too close to the trains. There are some other good spots to see the locos working hard.

The owner has purchased the company names and rites of the Andrew Barclay and the Hunslet Engine Company. New locos are now built under their names and they restore original locos to running order for other Narrow Gauge Railway companies. The Engineering Workshop is also set up to provide spare parts for any locos owned by these companies from around the world.

The owner has collected the locos from a number of sources and in particular from plants or railways in Indonesia that were closing down. The carriages and wagons I assume are made on site and are to a high standard. The locos are all immaculate. It is the owner's intention to make every loco that he has, operable and more are added as they become available.

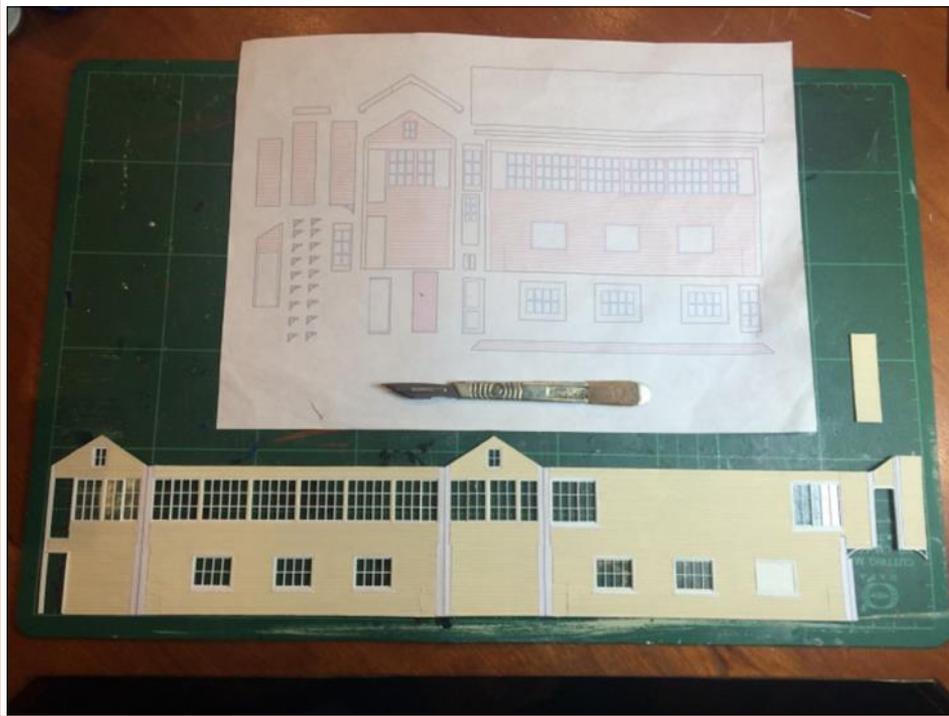
I subsequently visited a further 10 others lines during last year. Although I had no particular previous interest in Narrow Gauge Railways, they have all proved to be unique and have their own particular character. I shall be visiting Statfold again this year.

Ray

AYLESBURY SOUTH SIGNAL BOX

When it comes to railway buildings, there is nothing more iconic than the signal box. Therefore, my second building project for Aylesbury Town (Risborough & District Model Railway Club) was not a difficult choice. Aylesbury South signal box was a Great Central design, 60ft in length, 12ft wide and contained 55 levers. The top half of the box still exists at Swithland Sidings on the Great Central Railway at Loughborough.

I was unable to obtain any drawings of the box but there was a good abundance of photographs on Flickr. I purchased the Bachmann version, thinking I might be able to kit bash it. However, it proved too short in length. Nevertheless, the Bachmann model proved useful in obtaining some of the detail dimensions. I drafted up a drawing of the individual model parts using Microsoft Visio software. The parts were produced using the Club's laser cutter. I believe laser cutting will be as revolutionary for model buildings as DCC has been for model trains. The quality of the finished product is exceptional. Even the tiny brackets supporting the exterior walk-boards are



accurate and crisp. I was however, disappointed with the cladding effect to the main outer walls. I therefore decided to recreate the original by overlapping 10mm strips of printer paper. A similar method was used to recreate the roof tiles. The main walls were also joined with paper in order to mask the corner joints. All parts were sprayed with Humbrol white primer. The window frames were painted in a matt white and plastic glazing added.

I searched long and hard to replicate the cream exterior finish. In the end I plumped for Crown Classic Cream emulsion from a tester pot that I had. The faded Midland red also proved difficult to recreate. For this I chose a mix of Precision Paints Light Red Brick, Railmatch BR Maroon and a dash of matt white. The interior floor was painted with Humbrol gloss tan, which represented the polished finish so common in well maintained boxes. The name-boards were recreated using 2mm Wills lettering. Particular care had to be taken to ensure the letters did not break when cutting them from the sprue. My favourite part of the exercise was to model the interior. This was recreated from two Ratio kits, suitably detailed and painted. I was only able to recreate 40 of the 55 levers due to the available length inside the box. Nevertheless, the lever configuration was accurately represented based upon available photographs of the original interior. The track diagram was also accurately recreated by editing a photograph of the original plan.



The doors were added and the walls were joined together to create the box structure, using the floor as a stiffener. Details such as the exterior walk-boards, window sills and even the horseshoe at the box entrance were fixed into position. The stairs were produced using Ancorton Models kit, suitably modified to replicate the original structure. Roof guttering, drain pipes and the corner supports were represented using 1.5mm half round brass section, 1/16th diameter aluminium rod and 3mm by 1mm brass U section; all



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 April, July, October and January



respectively from Eileen's Emporium. The drain pipes at the north end of the box flowed into a hopper, which was recreated from a Remembrance Day poppy head, suitably modified. The chimney was modelled from 2mm diameter brass tube, soldered together to form a Tee section. GWR Scale Link finials were modified to more closely resemble the GC pattern and fitted into position. The finished model was weathered using acrylic paints. The final job is to add interior lighting, which I intend to do using LED bulbs.

Gary

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; please put our bags in there when they are full. Spare bin bags are under our fridge.

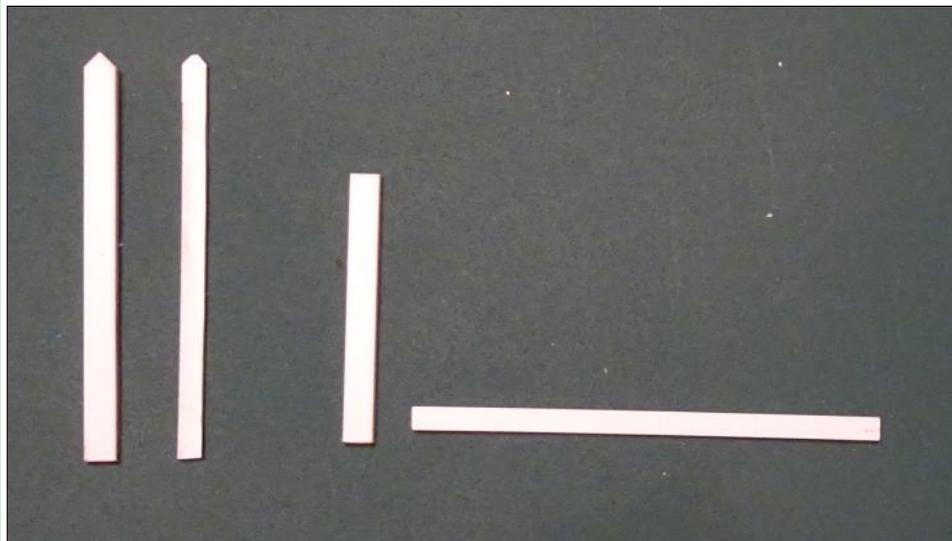
Recycling will be collected each club night, this includes card, plastic bottles and cans. Please leave it in the kitchen.

Okehampton Cattle Dock

As you will have seen from James' regular updates on Okehampton, good progress is being made on the scenery on the boards in James' shed. I have had a go at modelling the cattle dock.

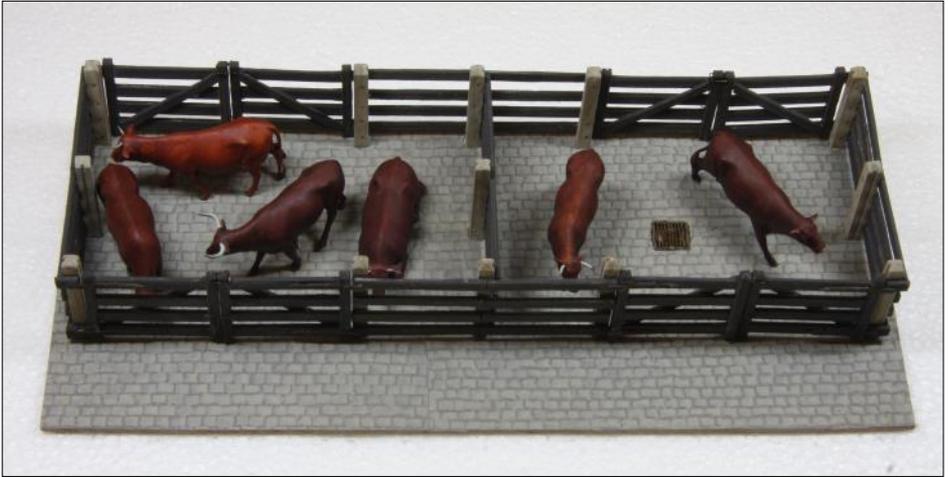
The photos we have of the dock are not brilliant – understandably, the photographic interest was in the locos and the dock appears as distant background. However, there was sufficient information to provide a general layout and, as the SR used standardised designs, I was able to draw out a plan for the dock and its component parts. The SR used concrete posts with wood planking and wooden gates.

James got busy with CAD and the laser cutter to produce posts, planking and hinges in plastic. On the real thing the concrete posts had a centre groove (to hold concrete platform panels). To reproduce this, the model concrete posts were made from three layers (two wider outers with a narrower middle). The wooden gate posts were cut with slots for the wooden rails (our version of mortice joints). Locking bolts and catches were made from thin wire.



Putting this together was relatively straightforward, if sometimes a little tedious – final shaping of all the post tops and scraping the planking to provide a wood grain effect. James also laser cut post holes in a piece of MDF to ensure a secure fixing. For cobble stones, I used Redutex self adhesive textured acrylic sheeting and inserted a couple of laser cut drain covers. I used acrylic and enamel paints and, with the help of Tim, the dock has now been weathered.

Once it is permanently installed I'll add some stand pipes and water troughs.



Above: Paul's Devon Red cattle explore their new home.



Roy

Okehampton at Risex



Kirkmellington at Risex



Okehampton Update

No doubt most of you were at Risex to see the engine shed end of the Okehampton layout. I was delighted with the response from club members, many of whom spent quite a while watching Russ run his rather wonderful pair of Bulleids up and down the main line, while I busied myself at the shed. It goes to show that we can make progress once significant time can be spent on a layout. It has been a great test bed for various scenic techniques. We have learnt a lot which we can now apply to the other half of the layout.



The second half consists of the rear yard entry pointwork, the military sidings and the main line to Plymouth. This amounts to probably only half the track compared to the end just worked on, while the scenery is already further advanced than the first half was. As a result, I'm hoping that we will be quicker on this end.

Once we have progressed the Plymouth end, the next major task is to build the fiddle yard. To do this we will need to get the entire layout up in one go, so that the boards for the fiddle yard can be made to fit and track laid. We will be using Peco track to save time.

In the meantime, work at the club can include board end protectors and new storage racks. After using a Luton van to move the two halves back and forth between the shed and the club, I have realised that the original plan for boards standing on end on a small wheeled trolley won't fit through the rear doors of the van. So it looks a better plan for

the three smaller boards, the goods shed one (6' x 3'), the turntable one (6' x 3' 4") and the Exeter end board (6' 7" by 4') can all lie horizontally in a single wheeled trolley with custom frame, keeping the overall height including wheels at 5' 8" which will go through a hi top van door or Luton van door. Keeping them horizontal also helps prevent damage as there is no need to ever tilt the board over, when we tend to lose our hold of the layout and have in the past dropped one!



The two large boards, the one with the shed on and the other with the coal stage and cattle dock on, can sit on a second trolley where they will need to stand on their edges. We'll just have to be careful with those. As these are both less than 6' wide, even with wheels underneath they are not too high.

Shed days continue at my house. These are going to be on Fridays in the main as, unfortunately, I've acquired a lot of paid work recently, so am busy.

James

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.

Trains through High Wycombe

Over a number of years, I have been collating any steam or diesel locomotive that passed through High Wycombe. This is up to 1966 when regular steam finished on the joint line. So far I have amassed around 12,600 different sightings.

Does any member have records or know of records that I could add to this, preferably with dates and times. Any other information with them would be helpful. Sightings anywhere else along the joint line would be welcome as most (but not all) would have passed High Wycombe.

Thanks
Ray

From the Internet

Quiz, can you identify the cities from their stations?

<http://tinyurl.com/h89ery9>

Hamburg's Miniatur Wunderland, the world's largest model railway, has come to Google Maps

<http://google-latlong.blogspot.co.uk/2016/01/the-best-things-come-in-small-street.html>

<http://tinyurl.com/j3kpgg2>

Watercress Line Canadian Pacific repair

<http://preservation.watercressline.co.uk/blog/entry/wheely-interesting>

Cardboard Models

<http://locoyard.com/2016/03/12/made-from-cardboard/>

Croydon Trams

<https://www.youtube.com/watch?v=KOS2KUMLcNc>

Tree Logging & Rail Transport in Yosemite Valley - Silent Action 1920s Onward

<https://www.youtube.com/watch?v=Ty0tgZ5iYSA>

Railex 2016

I hope that you are all aware of our next big exhibition is Railex 2016 that takes place on the 28th/29th May at Stoke Mandeville Stadium, and you have already marked the whole weekend down on your calendar!

For this weekend, we need help from 9am on the 27th to 12pm on the 30th. Though most tasks will be from 1pm on the 27th to 8pm on the 29th.

There are many tasks that need to be done over the weekend, besides the stewarding, when the exhibition is open to the public.

For example:

- Marking out the Floor
- Setting out tables and Chairs
- Collecting the Barriers
- Moving and putting up Barriers
- Putting up Roadside Signs and collecting them
- Carpark Duty
- Setting up the Club Stand
- Laying out the Electrics
- Setting up the Bus Stops and collecting them
- Ticket Checking
- Programme Selling
- Manning the Club Stand
- Manning the Railex Info Point
- Manning the Club Secondhand Stand
- Plus lots more

So I ask, make yourself available for the whole weekend, with the joy of putting on an exhibition. If you have not been involved before or if you have any questions about tasks, please contact the Railex Team for more details:

These are, David Lane, Richard Neil and Me.

At the beginning of April our Chief Steward Bob Evans will be contacting everyone for times and jobs that you can do over the Railex weekend.

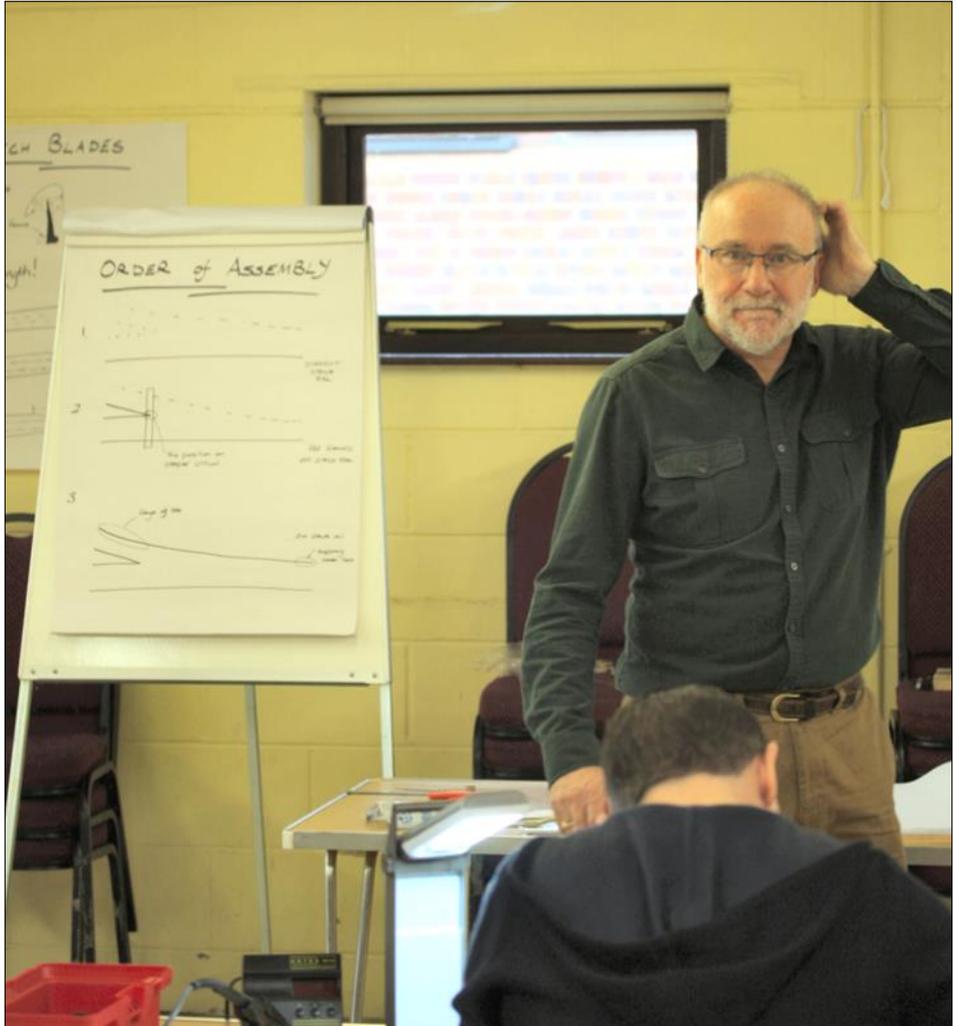
Remember the more members that help out the less everyone has to do.

Plus don't forget if you need any flyers/posters for an exhibition, then please contact me by email, as I will not be at the Club every week.

Thanks
ANT

Point Building Workshop

On 13th Feb we held a point building workshop to teach track construction and to start the point building for the Aylesbury storage yard. There were 12 pupils with Phil, David and Tim teaching. The workshop started with some theory and then most of the day was practical.



Above: head teacher Tim keeps the class in order with his fierce stare! Or maybe it's for the naughty kid at the back with the camera?



Left, top to bottom:

Checking the fit of a rail as it is filed with one of the jigs made for the course.

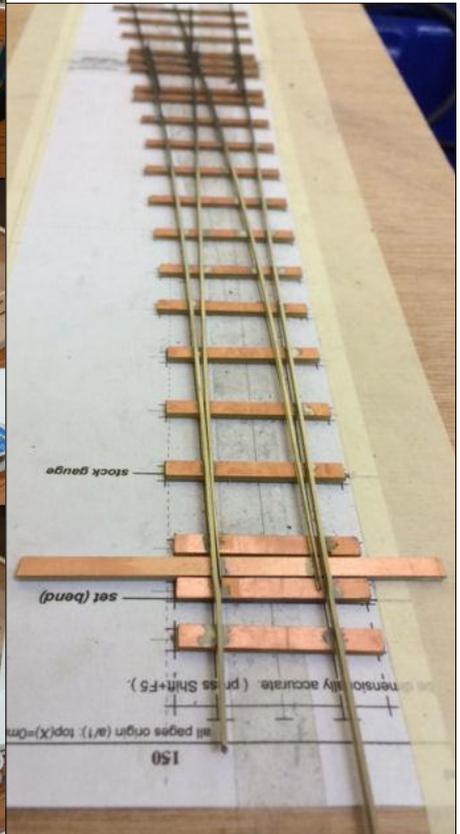
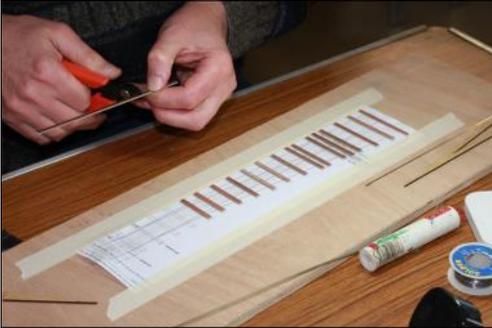
Marking the copperclad for sleeper length.

Cutting the sleeper with Xuron track cutters.

Attaching the sleepers with double sided tape.



Below: a finished point



Modelling Saturdays

The following dates have been booked 09.00 to 17.00

Apr 9, May 14, Jun 11, Jul 9,
Aug 13, Sep 10, Oct 8 (Club Openday) , Nov 12, Dec 10.

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.

Apr 8, May 13, Jun 10, Jul 8,
Aug 12, Sep 9, Oct 14, Nov 18, Dec 9

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 610mm.

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 600mm

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

April	8	Test Track
	9	Modelling Saturday
May	13	Test Track
	14	Modelling Saturday
	27	Railex Set Up
	28-29	RAILEX 2016 Exhibition, Stoke Mandeville Stadium, Aylesbury
June	4-5	DEMU Showcase, Town Hall, Burton-upon-Trent
	10	New Members Welcome Evening & Test Track
	11	Modelling Saturday
July	2	Beaconsfield MRC Exhibition, The Beaconsfield School, Beaconsfield
	8	Test Track
	9	Modelling Saturday
	16	CMRA Modellers' Day, Parmiters School, Watford
August	12	Test Track
	13	Modelling Saturday
September	1	Start of R&DMRC Financial Year Subscriptions Due
	9	Test Track
	10	Modelling Saturday
October	8	Club Annual Open Day, Community Centre, Princes Risborough
	14	Test Track
	15	Tad-Rail 2015, Cottesloe School, Wing
	21	Railway Talk by Geoff Plumb "That was the Year that was - 1966"
November	5	Wycrail, Cressex Community School, High Wycombe
	11	AGM (Annual General Meeting)
	12	Modelling Saturday
	18	Test Track
	26-27	Warley National Model Railway Exhibition, Hall 5, NEC, Birmingham



A couple of shots from the track building workshop.

