



Risborough and District Model
Railway Club

Jul-Sep 2016 Summer

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

Summer is here, sunny days and BBQs, when it's not raining. If it is raining, then perfect modelling weather.

The Wheeltapper competition was in March just too late to get into the last edition of Footplate. This year, Andy York from BRM was the judge and gave an interesting talk on photographing models. You will find photos and full details on pages 8-11. This year we had 7 members winning categories and trophies which clearly shows we have a lot of modelling talent in the club.

I won the Robbie Robinson Trophy with the Austin 7 which will be going onto Okehampton. This was pleasing but also surprising and disappointing. Disappointing as this was the model I had done the least work on: the other models, being kit or scratchbuilt, had taken a lot of effort. I entered it as a space filler not expecting to win with it as I thought the other models I entered in the same category were much better. On the night it was also up against a couple of nicely built trucks which I thought were excellent models and more deserving of a

win. What is the point of this rambling? It is this, it is not the builder who decides the winner but an outside judge and what they like can be surprising. It also means that more of you should enter, you never know, your model may attract the judges eye.

Railex is our main event of the year. It takes a lot of effort from the whole club to put on the show. This years show was as amazing as ever, great layouts, good selection of trade and a record number of visitors. Thanks to everyone who made that possible and especially members of our families who came to support and help us over the weekend. This year we had Aylesbury LNWR at Railex. It even won the best layout award as judged by the visiting layout operators which was a surprise. I thought that for a layout over 40 years old it stood up well to the present day fine scale modelling. I think this is down to the atmosphere and the coherence of the whole model as well as our refurbishment and the quality of the running.

Paul

From the Internet

For those of you who did not make the show, or did not see everything, here are a few of videos taken at Railex 2016 by our visitors

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

<https://www.youtube.com/watch?v=LZKG8GSg414>

<https://www.youtube.com/watch?v=6j5dSawnm3g>

Plus some balcony photos taken by Maurice Cousins (former Bucks Herald photographer) here

<http://www.aylesbury-districtnews.com/P24-RAILEX.html>

A visit to Pendon Model Railway

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

Front cover: 121034 at Princes Risborough station about to depart to Llangollen. While Chiltern Railways has been widely praised for the expansion of its network, some concern has been expressed about the suitability of the stock chosen for this service.

Photo: Paul

Night Ferry

Part One - *History*

Eighty years ago a direct train service began between London and Paris. Unlike other continental services of the time, such as the 'Golden Arrow', passengers did not leave the train for the channel crossing – they stayed on the train for the whole journey. This was the Night Ferry.

You cleared Customs and boarded the train at Victoria at 22.00 and arrived in Paris at 8.55 the following morning. A corresponding train left Paris each evening for London. Luxurious sleeper coaches were provided by the Compagnie Internationale des Wagons Lits (CIWL) with both first and second class accommodation. Each carriage had its own attendant. The train travelled to Dover where the sleeper coaches were uncoupled and, with the passengers still on board, shunted onto a train ferry. On arrival at Dunkerque, with the passengers asleep, the carriages were coupled to a French express loco for the journey to Paris.

This was not cheap – £600 and £450 in today's money for first and second class return, respectively. And it was not always reliable with bad weather in the channel causing delays. But it had prestige, elegance and allure.

Twenty five CIWL sleepers (type 'F' for Ferry) were specially built for the new service. They were shorter, narrower and lower than standard continental sleepers to fit the UK loading gauge. To make up for the reduced space, the attendant's accommodation, pantry and car boiler were located in a blanked-off entry vestibule, so passengers could only enter at one end of each coach.

Accompanying the sleeper coaches across the channel were a number of mail/baggage vans – usually three or four. The majority were French 'fourgon' vans modified to fit the UK loading gauge. Three Southern vans were also specially built for the route. These were based on the standard utility van but with a central guard's compartment and a birdcage lookout in the roof. Rather than Southern green, these vans were painted in the same dark blue as the CIWL sleepers.

Apart from the sleeper coaches and baggage vans, the train leaving London had two Pullman diners, to serve supper and breakfast. There were also a number of standard coaches for the 'walkers' – passengers who left the train at Dover, cleared Customs, walked onto the ferry and either took a cabin or slept as best they could in one of the seating areas. These passengers had a separate platform entrance at Victoria and were also prevented from entering the sleeper portion of the train by a locked door and a patrolling Customs Officer!



The Night Ferry was a joint venture between the Southern and Nord railway companies. It had been mooted for some years but was finally given the go ahead when in 1930 the British Government (narrowly!) voted against a Channel Tunnel project. The first Night Ferry ran in October 1936 and, apart from the war years, it continued until October 1980.

The investment involved was massive. As well as the special rolling stock, three ships were constructed by the Southern Railway, each having four rail tracks capable of taking 12 coaches or 40 wagons. At

Dover an enclosed dock was built protected by twin 30 ton lock gates – it took divers 3 years working around the clock to lay the 5 feet thick floor. At Dover and Dunkerque twin track ‘linkspans’ – huge hinged ramps – were installed to provide access between shore and ship.

This was the heaviest passenger train on Southern rails with a maximum load of 850 tons. In the pre-war period weight restrictions prevented either the King Arthur or Lord Nelson 4-6-0s from taking a pilot and the train was too heavy for a Lord Nelson single-handed. The answer was to double-head the train with two 4-4-0s (L1s, D1s or E1s). Post-war, Bulleid Pacifics and then class 71s, 73s and 33s provided the motive power.

Roy

Obituary: Robin Lane

1933 -2016

Robin started on the railway in 1949 as a cleaner at Aylesbury shed. His first day was a trip to Neasden shed cleaning LNER L1 locomotive 67717 in lined apple green with British Railways on the tank sides, exactly the same loco number and livery that Hornby produced a few years back.

At first Robin had to cycle from home to Aylesbury to book on, sometimes very early in the mornings, before getting a motorbike to make transport to and from work easier.

Through his railway career Robin progressed through the ranks from cleaner to passed fireman, but his railway career was interrupted by a call up to return for a second spell in national service in 1956 following the Suez crisis but he was back on the railway when this foreign situation had blown over. When Aylesbury shed was closed in 1962 Robin moved to Goodall Risborough and into the furniture trade where he remained till retirement.

Life on the railway was interesting and the mixed regions that could be found at Aylesbury provided varied motive power. Although Robin was an Eastern Region man at heart, firing ex Great Central classes A5 and N5 and later LNER

types. Duties could also include the Western Region local workings with the autotrains using 14XX and 54XX type locomotives. For a short period, two GWR prairie tanks, 6129 & 6166 were used on the services into Marylebone. Being foreign designed locos and not LNER these were not well liked. From 1957 the Eastern Region locos were replaced by Midland Region design locos. Generally the feeling was the ex-Great Central got all the rubbish the Midland Region did not want! Although, the BR standard designs tended to be well regarded.

Between the same class there would be good and bad engines, B1 1028 was a bad one while 1077 was a good one, GWR 1473 seemed to run better backwards than forward! Robin was on this loco when it demolished a buffer stop at Aylesbury when the braking power was found inadequate on its four driving wheels.

Even with unsociable shift work and the dirty environment of steam locomotives it was a job that Robin loved, keeping in contact with many of his ex-railway colleagues after railway service had ended.

Robin joined the R&D MRC in around 1973 and became membership secretary around 1987 until his death this year (almost 30 years) not just collecting the subs but spotting new faces and having a chat and making them feel welcome on their first visit.

David



Wheeltapper 2016

This years winners were:

Wheeltapper:	Adrian	Bulleid 3 Set
Steam:	Roy	Southern N1 2-6-4T
Diesel:	Max	Festiniog Railway Simplex
Coaches:	Tim	GW 70' Concertina Double Ended Slip Coach
Freight:	Mick	D&RGW Flanger
Road vehicles etc:	Paul	Austin 7 for Okehampton station
Structures:	Tim	High Wycombe water tank
Chairman's cup	Gary	Aylesbury signal box







Thanks to Ant for taking the photos, see the club website for more of them.

Also thanks to everyone who entered. We created a good display and made the judges task difficult.





Railex 2016



Left upper, Aylesbury LNWR receives the award for best layout.

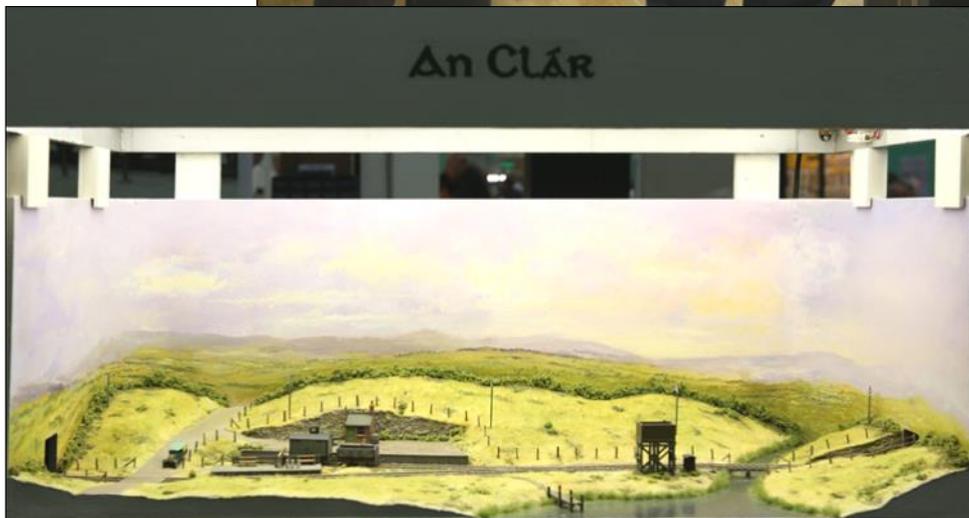
Left lower: Laramie Engine Shed.

Right upper: Best model was won by An Clár for the back scene.

Right Lower: An Clár a lovely and tiny 2mm layout.



Photos by Paul & Jon





Above: Dentdale

Below: A view of the show from the balcony.

Right upper: James making friends on the Gauge O Guild stand. Feel free to write captions.

Right lower: Blackwell Brewery Company.





Railways in South America

Our trip to S America was not without some railway interest in several countries and we came across some quite quirky sights. Our first railway contact was at the Winery of Trapiche which boomed in the early 20th century and built its own railway to ship wine to Buenos Aires. There remains quite a lot of track which looks to be 5' gauge, a



dilapidated wagon and what looks like a Holland & Mackenzie signal. Note the GWR style brake lever on the wagon. The architecture is pretty amazing too.

A few days later we were driven over the Andes – not quite the white-knuckle experience we were expecting but some spectacular scenery all the way. The pass we used is also used by the Trans-Andean Railway which was abandoned in the 1980s. It had lain idle for many years, the victim of volcanic and earthquake destruction, but in the 70s an attempt was made to restore services. Unfortunately, mutual suspicion between the then dictators of Argentina and Chile led to its final closure for fear it could be used as an invasion route – highly improbable given the steeply graded nature of the line. There is still a remarkable



amount of infrastructure left including a complete station with track in the middle of nowhere in the high Andes. Note also the very flimsy avalanche/ rock fall shelters. The Airfix bridges look very realistic!

The road avalanche shelter looks (and felt) much more effective!! Once through the border, the railway remains apparent on the Chilean side and THEN you hit the white knuckle switchback descent!!



We next stayed in Valparaiso – a UNESCO World heritage City – absolutely beautiful with lots of vibrant wall frescos. The railways along the coast are modern but I just caught a glimpse of an old steam round house – too far away to photograph unfortunately and unable to get back owing to time



constraints – the one that got away!

Next we journeyed north into Bolivia – through desert arriving in the town of Uyuni – famous for its ‘train cemetery’. Appended are some photos which took some getting

with no Japanese tourists in shot – there were hundreds of em! All of the non-ferrous metals have long gone but the rest remains and I guess in the hot dry atmosphere is reasonably well preserved.





Out of Bolivia we headed to Peru and another UNESCO world heritage city of Cusco. About 2 hours by road out of Cusco we joined the train to Machu Pichu at Ollantaytambo. Again it's all modern but spectacular views through the heavily forested mountains. The shots show some modern traction but what is the curious



device attached to the rails in the two pictures on page 20? Answers to the editor please!

Tim

Modelling Saturdays

The following dates have been booked 09.00 to 17.00

Jul 16, Aug 13, Sep 10, Oct 15 (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.

Jul 8, Aug 12 (cancelled), Sep 9, Oct 14, Nov 18, Dec 9

Articles for publication in Footplate

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

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

July	2	Beaconsfield MRC Exhibition, The Beaconsfield School, Beaconsfield
	8	Test Track
	16	Modelling Saturday
	16	CMRA Modellers' Day, Parmiters School, Watford
	22	Aylesbury Town boards on display
	23	Aylesbury LNWR photo day
August	12	Test Track, Cancelled due to room refurbishment
	13	Modelling Saturday
September	1	Start of R&DMRC Financial Year Subscriptions Due
	9	Test Track
	10	Modelling Saturday
October	14	Test Track
	15	Club Annual Open Day, Community Centre, Princes Risborough
	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

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.



We also received another award at Railex. It was from the LNWR Society and was presented for an outstanding contribution towards recording the history of the LNWR.

Above: Bob presents the award to our President, Tim.