

Risborough and District Model
Railway Club

Oct-Dec 2016 Autumn

FOOTPLATE



Who's who!

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WELCOME

We are now in a new club year so subscriptions are due: £58 for full members and £29 for juniors and associates. Please pay the subs to Neil, Richard will then write your membership card. Our next events are the Open Day on October 15th and the AGM on November 11th. The Open Day is a modelling

Saturday with visitors, the aim being a relaxed day where we can discuss modelling over a cup of tea and show off the club. The AGM gives us a chance to discuss the last year and our plans for the future. Please attend and join in the discussions, all your views are important to us. You also need to think about who you would like to vote for to be Member of the Year. Nominations to Richard or myself stating who you are nominating and why.

In July we had a visit from Model Rail to photograph Aylesbury LNWR for a future magazine article. I don't know when this will appear yet.

We are also planning our Christmas dinner on Thursday 15th December at the Plough at Cadsden. If you are interested in coming along, contact Ant.

Both our layout projects are making progress with Okehampton going on its first outing at the end of October. To ensure it is ready (ish) we have booked the Carrington room for a whole weekend.

Mick has been running a series of DCC workshops which have been well attended and I have received good feedback about the content. Our next workshops to be organised in the new year will be for CAD. This will help you with design for the clubs laser cutter, which is helping to create a wide range of models.

We have also attended a couple of local events, the Risborough Festival in the Community Centre and the St Dunstan's fun day in Monks Risborough. This helps to promote the club locally.

Paul

From the Internet

<http://www.davidheyscollection.com/index.htm>

Historic England's latest booklet is a volume on railway goods sheds and warehouses is available to download as a pdf:

<https://historicengland.org.uk/images-books/publications/iha-railway-goods-sheds-warehouses/>

Steam in the Netherlands

Bello-festival of the Stoomtram Hoorn-Medemblik

http://www.youtube.com/watch?v=2MSdAwb_VCs

http://www.youtube.com/watch?v=8d-HgQXa6_c

4-6-2 steam locomotive 01 1075 at Woerden

<http://www.youtube.com/watch?v=cWVe86P2PpU>

Miniature Wonderland expansion.

<https://www.youtube.com/watch?v=KRy0Wp4G4Ic>

Front cover: I took this from the footplate of London Transport Pannier L92 at Chinnor on the 18th September 2016, the loco is waiting to be signalled into the yard as it has just completed the last trip of the day. Ant

Night Ferry

Part Two—The Model

As a schoolboy in the 1970s, I remember seeing the blue CIWL sleepers passing through Rochester and I have always been interested in modelling the Night Ferry train.

I discovered that MARC models produce 4mm brass kits of the sleepers and the baggage vans. Never having made a brass kit before, I began with a fourgon which I thought would be fairly straightforward. It certainly honed my soldering skills!



I next moved on to the SR luggage van.

So far, so good; now for the real challenge – four CIWL sleepers. Like the other models, instructions were a bit sketchy – photocopies of articles in Model Rail (the kits had originally been produced in conjunction with the magazine). Construction seemed deceptively straightforward but as I researched more and checked photographs it became clear that there were some serious inaccuracies and omissions. Often I only discovered this after I had soldered the wrong



bits in place! Anyway, I persevered (and, 'No Pete I'm not building anymore!').



Finally, I needed some appropriate motive power for my 1938 era train and I decided on an L1 and a D1. For the L1, I heavily modified an ancient Triang Hornby model. The general dimensions and level of detail were surprisingly good but this was not the quick make-over I had anticipated. For the D1, I started with a DJH kit which I bought many years ago but, again, a little research showed some major inaccuracies. After several false starts, I concocted the D1 from a cocktail of parts from DJH, a Triang Hornby L1, an SE Finecast N and the scrap box.



I took a short cut with the Pullmans and standard (Maunsell) coaches by buying Hornby versions.

I've yet to run the whole train – maybe at a Club test track session soon?

Roy



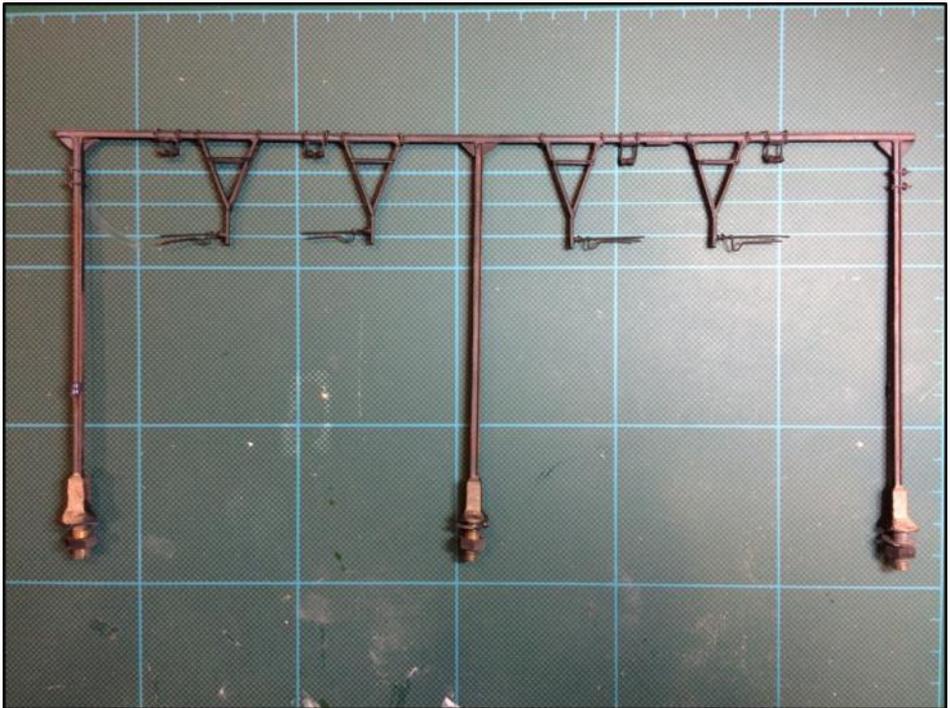
THE ONLY WAY IS....ROMFORD (PART 3)

Inspired by Jim Smith-Wright's creations on his New Street layout, I decided to try my hand at scratch building my own overhead line mast. The first baseboard on Romford contains three such masts; one four-track span and two double-track spans located on the main overbridges. I decided to start with the more complex four track span. Fortunately, the Mark 1 Great Eastern masts are a lot simpler construction than the WCML versions on New Street.

I started off by reviewing archive photographs found on the internet; notably Flickr. This research was hugely important, as it was apparent that the mast in question had undergone a number of structural changes over the years and I wanted to recreate its condition in the mid-1970s. Using the archive photographs and drawings found on RMweb, I drew up a scale template using Microsoft Visio software. The template drawing was printed off and stuck on to piece of ply wood.



The main cross beam and columns were constructed from 2.5mm brass 'H' section purchased from Eileen's Emporium. The columns and beams were cut to length, fixed to the template using pins and soldered together. The columns were soldered to brass bolts which would eventually protrude through the baseboard. 4No. 'Y' hangers are suspended from the main beam. These were constructed from 1mm brass angle configured back to back to reflect the prototype. To these, I soldered 0.5mm diameter brass rod to reflect the conductor arm. Weismann insulators were cut in length to reflect the 6.25kV variety, threaded on to the rod and glued into position. Each 'Y' hanger unit was then soldered to the main cross beam. The brackets which will eventually support the catenary wire and the return conductors were fashioned into a square loops using 0.5mm wire. 2No. insulators were threaded onto each loop which was then soldered to the main cross beam. Secondary brackets which in practise support the 'Y' hangers and catenary brackets were also constructed from 0.5mm wire which was threaded around the main cross beam and soldered/glued into position. In hindsight, any brackets which were to be supported from the main cross beam should have been fixed prior to fitting the columns to aid assembly.



Final details such as the triangular fillet between the beam and columns (0.5mm brass sheet) and the main cross beam splice plates (0.5mm Plasticard) were

glued into position. The splice plates were detailed using Archer rivet transfers. The concrete mast bases were reproduced with 1mm Plasticard. Milliput filler was used to mask the Plasticard joints and to form a benching between the base and the column.

The entire model was sprayed with Halfords grey primer, followed by a light dusting with Halfords matt black. Finally a mix of rust and dark grey enamel was dry brushed around the structure. The final detail was the reference plates. These were constructed from 0.5mm Plasticard, painted BR(E) blue and affixed with Fox number transfers.



Gary

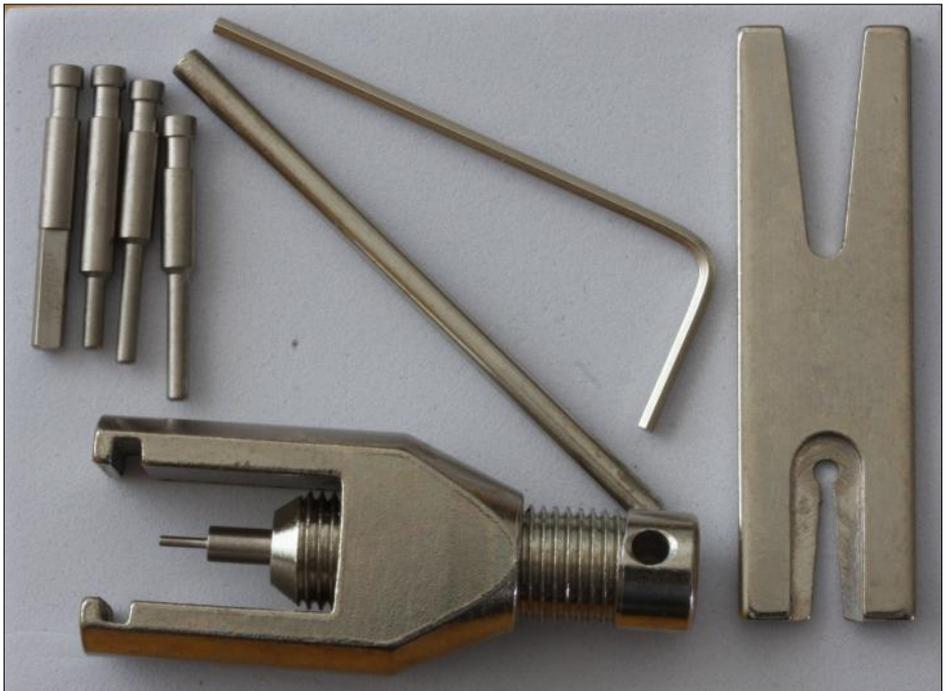
N Gauge Repairs

Split gears are a very common problem on many N gauge models using plastic gears. Replacements for Farish stock are easy to obtain from the N gauge Society. Minitrix replaced a set for me which had failed within a few months with new axles with brass gears FOC. I now have a much older Arnold model with the same problem. New gears are sometimes available from manufacturers but spares for old Arnold models are not very common. I did however find a company called KK Produkcja in Poland who make gears from brass or plastic.

<http://shop.kkpmo.com/>

I could also have got the gears from NorthWest Short Lines, in America as they have a wide range but the cost was rather high. KKPMO gears cost €3.45 each in brass or €2.95 each in plastic and only €4.92 for postage to the UK.

The other item I bought was a gear puller. This unit is made by Walkera, who manufacture radio control helicopters. The unit has 5 different diameters and can be purchased from China via eBay for about £8.80 depending on the seller. The unit works very well, pulling the wheels off smoothly, the gear then fell





off as it is split. The gear puller can also be used to push the new gear onto the axle. An excellent little unit which does not seem to be easily available in the UK.

Paul

Banbury North Signal Box

On 12th August, a group from the club paid a visit to Banbury North Signal Box - see photo for culprits. Most arrived by train but some of us braved the M40 and arrived somewhat fraught after battling traffic. We were welcomed by Mark - a signalling supervisor and given an introductory talk and issued with Hi Viz vests. Banbury North is the last remaining mechanical signal box in our local area. It is a large type 7 standard ex GW box in immaculate condition. The area has recently been upgraded to modern signalling now based in the centre at Saltley near Birmingham. The week



before our visit the South box had been decommissioned and demolished and the North box disconnected. The box itself is open to guided visits until October 8th when it too

will be demolished. Attempts to secure funding for preservation have not been successful. Most of the kit will be sent to the Worcester area for reuse as mechanical signalling will continue there for a few more years. Part of the frame and some items will be retained in the Banbury Museum.

We were given plenty of time to look round, pull levers and take photos. There was a demonstration of bell codes between the two boxes and a hectic video clip showing the box in full working order - I think we were all struck by the continuous stream of bells and lever movements throughout the 8 hour shift.

We were regaled with amusing anecdotes including the stunt of putting detonators into the lit stove to 'welcome' a less than popular relief signal man. We departed after about 2 hours to visit a local hostelry with a fearsome landlady - but that is another story!!

Tim

Building Klondyke Road Bridge

On the Okehampton layout, there is a bridge under the railway which takes traffic across to the goods shed area. It's quite small, with a clearance of just 10' 3" so even in the early days of use it must have been a pain. Today with lorries the size we have now, it is pretty much useless! Just as well that goods don't come into the station any longer.

The original bridge is constructed out of local hewn stone, random in size, just like the goods shed and the large bridge over the railway at the military sidings end, Torrs Road bridge.

Adrian had kindly done a lot of work manipulating the photos taken of the goods shed to even up the black – white balance over the whole picture with the intention of producing laser cut goods shed sides. It occurred to me that the bridge sides could equally well use the same stone pattern and thus Adrian's photos to save time. The bridge itself is hard to photograph well. The stone is very dark, so the contrast between the mortar courses and the stone is poor.

I extracted a rectangular section of Adrian's photo of part of the goods shed, and then made the image longer and taller by simply pasting multiple sections together, taking some care to get a good join between sections. I use a software package called paint.net which can be downloaded from the internet for free. It runs on Windows 7, 8 and 10, but not on the old XP. Paint.net has lots of features including a very good resize ability to stretch or shrink an image.

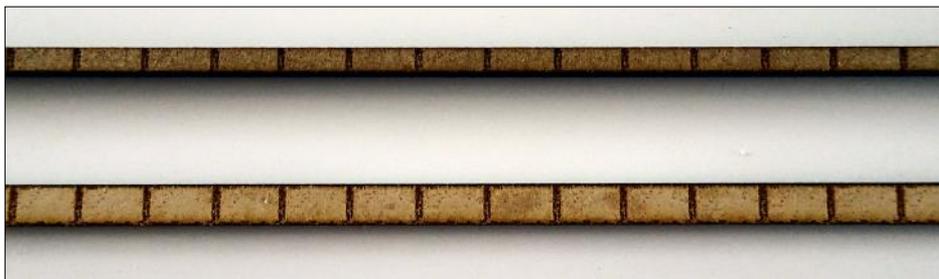
Having produced an image bigger than the size of the bridge, I used the laser cutter to burn the stonework image into MDF, 3mm thick. I then drew the outline of the bridge itself on CAD and sent this drawing to the laser cutter so that the cuts occurred on top of the image.

The laser cutter software can overlay a black and white image and a cut out plan at the same time. But if you want to do this, make sure that the colour of the lines to be cut on the CAD drawing are not black or white. Anything else will do, say red or green. This is needed because the laser cutter software separates the colours of the drawings or bitmaps you load and you can apply different laser speeds and powers to each colour. Thus with our image the black is engraved at 200mm/sec and a power of 25%, which gives a reasonable burn depth into the surface of the MDF. The cut lines (in red) are done at a speed of 10mm/sec and 60% power so that the beam cuts through the material completely.

The picture illustrates this:

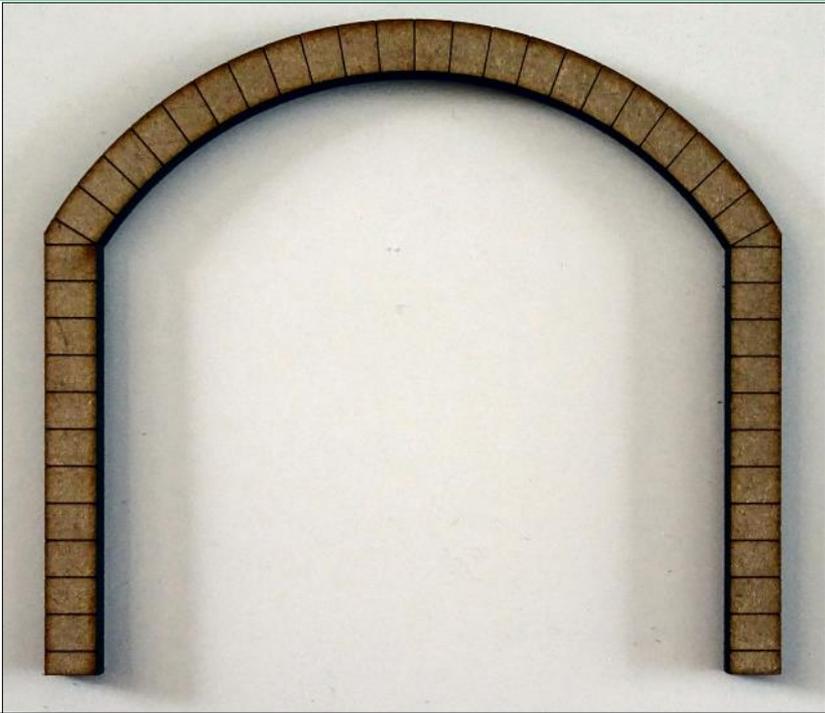


The parapet of the bridge consists of a plain decorative stone strip with even blocks with a section of the random stone above. The strip was created by taking one suitable stone from Adrian's picture and repeating it along a strip, forming a long line of stones. The parapet capping stones were created the same way but needed a wider stone. This is where paint.net's resize ability came in useful. I simply stretched the image upwards.



The arch was different in that we needed a tapered stone in the curved section. As this was difficult to achieve using Adrian's picture, I opted to draw it using the CAD package with simple lines. I felt that once painted the blocks would look in keeping with the other parts.

The bridge was then assembled in situ by John Casson and painted to represent the dirty dark grey look of the original bridge. The whole bridge was first painted using a pale emulsion (some paint left over from decorating my house!) which gets into the mortar courses. Then when dry, dark enamels were used with a dry brushing technique



to pick out the blocks and leave the pale mortar behind. I think you'll agree that the bridge looks extremely effective.

James

Risborough & District Model Railway Club Future Club premises – progress report

Background

The current arrangement with the Community Centre, whereby the Club rents the Carrington room and has permanent use of the store room (Club room), runs out in September 2021. Basing the Club in the Community Centre for the period after 2021 is the default option – the current agreement provides some presumptive rights. However, now is a good time to assess the Club's future needs and the other accommodation options available.

Membership is increasing – there are now around 60 members – and many are 'active' in the sense that they attend regularly on Fridays. At times it is difficult to find spare space on Club nights. This is compounded when work is undertaken on the Club layouts. Okehampton is making good progress (mainly in James' shed) and in the not too distant future it will need to be housed, and hopefully displayed, in its complete form. Work on the Aylesbury P4 baseboards is now complete and, it too, will need eventually to be housed in the Club. Ideally, the Club would be looking for 24/7 accommodation with space for both* layouts and a modelling area plus kitchen and toilet facilities. In terms of floor area this would be around 3000-4000 sq. feet.

We have been exploring possibilities against a number of factors and criteria:-

- Location should be in, or as close as possible, to Princes Risborough;
- Access should be possible by public transport and there should be adequate parking;
- Future accommodation should be financially sustainable and secured for a long term period.

Finances are the most critical consideration. The Club has accumulated a reasonable capital fund but this not sufficient to purchase property. The focus has therefore been on renting. It quickly became apparent that the Club could not afford the commercial rents for buildings. However, renting land and using some of the Club's capital fund to buy and set-up suitable modular buildings looks viable.

While building and set-up costs could come from the capital fund; as now,

running costs will need to be met from subscriptions since the Club should not rely on a continuing stream of income from exhibitions. The main costs would be land rent, rates, insurance, electricity and water.

Current options

We have investigated commercial developments, farms, businesses and other possibilities in the PR area. At this stage, three options are under active consideration.

PR Community Centre

The default option but possibly with a twist. There are some indications that the Centre may be extended. This may present an opportunity for the Club to negotiate a larger permanent room. This is very speculative but we will be meeting the Chair of Trustees shortly to discuss further.

Bucks Goat Centre

We have met and had discussions with the owner. In principle he is agreeable to rent land to the Club and has identified a suitable plot. However, he has some concerns that HS2 and the new Stoke Mandeville by-pass may have an adverse effect on his business and he is reluctant to get into detailed discussions until the situation becomes clear. In the meantime, we are gathering information on potential costs.

Princes Risborough School

We have met the Deputy Head who was enthusiastic. He has identified a possible site close to the Sports Centre car park. The next stage is for us to meet the business manager (the school is an academy) in the next few weeks to discuss rent and other costs.

Next steps

The options are all at early stages of development. We will stay in close touch with the Management Committee and propose to keep members up to date through Footplate articles. We will make a formal report to the November AGM, probably with some recommendations.

One recommendation is likely to be that the Club registers as a charity. The current Constitution is drawn up on the basis that the Club is a charity but it has never formally registered with the Charity Commission. Registration would enable us to claim a rates discount which would significantly reduce costs if the Club rents land. Registration is free though the Constitution would need some tweaking to reflect current best practice. We will look further into this.

**Tim and Roy
June 2016**

9/09/2016

Principle Patron: Mr Robert Lindsay

Patrons: Sir Henry Aubrey-Fletcher Bt JP, 1st Lord-Lieutenant of Buckinghamshire
The Countess of Buckinghamshire DL
The Countess Howe DL
Sir Stuart Burgess

Chairman: Mr William Baxter CBE

Risborough & District Model Railway Club
12 Culverton Hill
Princes Risborough
Buckinghamshire
HP27 0DZ

Dear Mr P Wright

Thank you so much for your recent donation of £300.00. We are very grateful for your Club's support of Scannappeal's fundraising efforts.

This will go towards our Eye See Appeal for £265,000 to purchase state of the art equipment to help improve and restore vision. The aim is to purchase five specialist machines, three for cataract surgery (phacoemulsification) and two for more complex eye surgery (vitrectomy).

Around 4,500 local patients with cataracts, bleeding inside the eye, macular degeneration and detached retinas will benefit from this new technology each year.

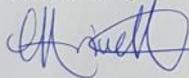
The level of your donation means you can be included on the Recognition Wall in the department, the listing on the plaque would read:

Risborough Model Railway

We cannot complete the wall until the Appeal is finished and we will contact you again at that time.

Once again, thank you for your support which is very much appreciated.

Yours sincerely,



Lisa Trivett
Director

Helping Hospitals in the Buckinghamshire Healthcare NHS Trust area
Amersham • Stoke Mandeville • Wycombe • Community Hospitals

Administration Office: Amersham Hospital, Amersham, Buckinghamshire HP7 0JD
Tel: 01494 734161 Fax: 01494 727752 Email: info.scannappeal@buckshealthcare.nhs.uk Web: www.scannappeal.org.uk

When we use the car park at Stoke Mandeville Hospital we make a donation to the Scannappeal fund.

Really Useful Boxes

The range of Really Useful Boxes continues to expand. I have found the 4l box (designed to fit a pack of A4 paper) perfect for paints, it is high enough to take the larger pots such as Railmatch/Coat d'Arms but it is not tall enough for the solvent bottles etc. I now have a solution. First there is an insert which will fit the 4, 9 and 22l boxes. This helps organise the item but does reduce the space so I do not use it for paints. Next you can do some swapping of the lids. There is a 9XL box which has a taller lid (all XL boxes have raised lids), by fitting this lid to the 4l box and using the insert, I have the perfect system for the taller bottles such as MEK, super glue, etc. The standard lid then goes onto the box from the 9XL to make it into a normal 9l box. The use of the 4l instead of the 9l makes it easier to see and select the item required from the box contents as they stick up above the edge of the box. The inserts can be stacked



in the taller boxes, the 9l can take 2 and the 22l can take 4.



Above: you can clearly see the difference in the lids.

Below: a selection of taller items including: MEK, Plastic Weld, metal black, cocktail sticks etc.



Paul

Modelling Saturdays

The following dates have been booked 09.00 to 17.00

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, Note Changes

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 28, 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 & 3.2mm white plastic (Rowmark) with some 1.5 & 3.2mm 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

October	13	Dinner at the Radhuni
	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"
	14	Test Track
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
December	9	Test Track
	10	Modelling Saturday
	15	Club Christmas Dinner
January	7	Marlow, Maidenhead & District MRC Exhibition, Cox Green Community Centre
	14-15	Chiltern Model Railway Exhibition, Stevenage Arts & Leisure Centre, Stevenage

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.

Back page:

Upper: Club members at Banbury signal box. Would you vote for this person to be president!!

Lower: Okehampton track laying progresses, photo by Ant.

