



Risborough and District Model
Railway Club

Jan-Mar 2017 Winter

FOOTPLATE



The remains of the LNWR along Stocklake, Aylesbury. The two remaining posts now have what are supposed to be signal arms. It looks like they were copied from a Thomas book! I believe the posts have now been painted white which is probably a small improvement.

Photo by Larry Peacock.

Who's who!

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WELCOME

Our AGM was very well attended this year, it is good to see so many people taking an interest in the running of the club. The only committee changes are that Neil has stepped down as treasurer and James has been elected as the new treasurer. As we had a draw in the vote for members reps (with 4 nominees) and the constitution says we can only have 3 members reps, we have decided that the 3 existing reps will remain and Phil will be co-opted as the project rep for Aylesbury Town. That means all our projects have committee representation. In addition to being a members rep, Ant has been made Publicity and Social Manager in recognition of all the work he puts into the club. This is a committee position as publicity is such an important role in running and expanding the club.

The big discussion of the night was the new clubroom. We have at last located a piece of land that is in the right location at the right price. This is at the Princes Risborough School and is accessed from New Road. The next step is to see what type and size of building we can put there. This will involve discussions with

Wycombe District Council and we do not know how long it will take. If we are allowed a 2 story building we will have the space we need for all our projects and space to expand. Apart from the cost of the building and its installation we will need to fit out the clubroom with tables and chairs, a kitchen etc. but we will get to that when we know the planning situation. This is a very exciting time for our club but we must not rush this investment in our future.

The Pendennis Trophy had 4 nominations this year: James, Neil F, Andrew and Roy, all of whom got a good number of votes and all were very deserving nominees. The winner was Neil for his years as treasurer.

As the club has grown, more space is needed so I have booked the small meeting room (renamed as the 'Cherry Baker Room' in recognition of Cherry Bakers contribution to the Community Centre) for every Friday night starting in January. As this room has a carpet please try not to make a mess.

Thanks to Mick for running the series of DCC workshops, we may run more of these next year. The next set of workshops will be CAD. Wheeltapper has not been confirmed yet but it is hoped the judge will be Alan Buttler of Modelu who will also be able to scan members on the Saturday following the competition.

Could I again ask you to put drill bits and screws back in the correct places within the storage boxes, it makes it much easier to find what we need. If we are running low of anything let me know so I can restock. I have ordered some more drill bits as we were running out of several sizes.

Paul

From the Internet

34052 "Lord Dowding" On The Cathedrals Express At Bristol Temple Meads 10th December

<http://www.youtube.com/watch?v=9C2ZKCdsiBU>

Winter-Dampflokkfahrten mit 44 1486, 41 1231, 41 1150, 52 8075

<http://www.youtube.com/watch?v=DiXDZLDbCS0>

State of the art of rail transport modelling in Italy

<http://www.youtube.com/watch?v=sNY6-0XK9Vo>

Dampf-Adventsfahrt mit Dampflokk 01 150 und E 10 im historischen Luxuszug Rheingold

<http://www.youtube.com/watch?v=8PEOPNV8jho>

How Toton Sidings became a huge railway hub - in Victorian days

<http://tinyurl.com/h84yp3y>

Lasercut Plants

There are now a number of companies making laser cut plants for model railways, so I thought I would have a look at them and also see if we could make some with our laser cutter.



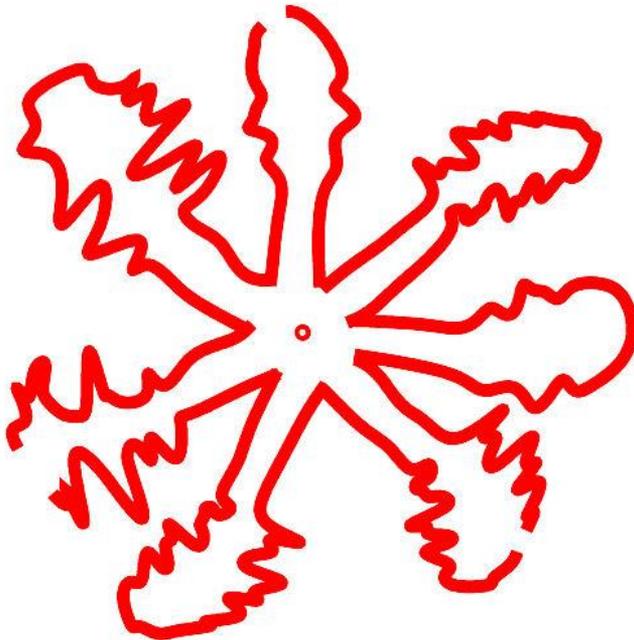
Noch produce a wide range of plants which are sold as being HO scale. However they look over scale for HO but are suitable for O. I bought 3 packs and before planting them on Okehampton, I scanned them so I would have a starting point for making my own.

As well as the Noch images I found some good photos and drawings on the internet to trace around. This I did in TurboCad. You load the image and can then draw over that image to get the out line of a leaf. A number of leaves were drawn and then arranged into rings joined at the centre. A small hole was added to the centre for the fixing pin. There are a couple of issues to take into account, first the width of the laser itself. I set the line width to 0.3mm so I could judge where the laser would cut and make sure the remaining paper was wide enough so the leaves did not fall apart. Second, you need to add small breaks in the line to make tabs. These ensure the leaf does not fall through the paper as it is cut. Three tabs for a set of leaves works fine. These small tabs are then cut with a shape knife to release the finished leaf from the paper. And third, I found an issue with how the different programs deal

with different line types. I use TurboCad as that is the program I already had and I am used to how it works. However, the export from TurboCad is not correctly scaled when read into the laser cutter software (the error is the conversion of mm and inches), this can be corrected by reading the file into ProgeCad (the free software) first. Then I found another issue. To trace around the image to get the leaf shape I used a Bezier line which was the most accurate but ProgeCad does not understand Beziers only splines. So the drawing needed conversion before being imported into ProgeCad to set the final size and export to the cutter software. TurboCad can convert line types so I just converted all the Beziers to splines.



Above: A selection of dandelion leaves.



Left: the basic dandelion leaf ring with 7 different leaf shapes. This basic ring can be adjusted in size for different sized plants.

To complete the dandelions the flower was made from a Peco track pin coated in yellow paint. In this case an old Games

Workshop yellow that had gone quite thick. The pin is then pushed through the sets of leaves of slightly different sizes and is then planted on the layout, see below.



Above: Broad leaf docks, they need a little colour to finish them.



Above: a scene from Okehampton showing paper plants added to the hedgerow.

So far, I think the experiments work. I can make plants out of paper. The issues to solve are the paper colour and type and which plants can be made. The shape and size of the leaf is quite important in being able to successfully cut it. Maybe a few more of you would like to have a go at this.

Paul

Wagon Mass

One of the subjects to come up from discussing Okehampton was that of wagon mass, so I thought I would republish the NEM standard that gives weights for different scales.

MOROP Wagon mass NEM302

General

This standard contains guidelines for determining the safe operating wagon mass for industrial or self-made model wagons. It shall not apply to: Traction vehicles. The wagon mass is to be dimensioned for traveling in model railway systems. The tilt safety is ensured even in the case of a subsequent tensile load.

Minimum mass

The minimum mass contained in the following table can be used as a basis if there are no factors affecting tipping safety. Such negative factors are for example

- high center of gravity of the vehicle
- large overhang (distance between buffers - end axis)
- unfavorable point of application of the coupling
(A point of attack near the end axis or the pivot pin is favorable)
- Clutch suspension on bogie

Minimum mass per mm wagon length over buffer

Nominal size	Z	N	TT	HO	S	O	1	2
Mass (g/mm)	0.12	0.17	0.25	0.40	0.60	1.00	2.00	4.00

Increased mass

The wagon mass calculated from the table should not be increased by more than 30% in train formation.

An increase in the mass of wagons, which is higher than the minimum mass, is intended for industrial products can be achieved by ballast (e.g., sheet metal). The buyer should have the possibility to easily remove or change the ballast.

Other criteria

When operating on sharp track radii and when using an overhang in the track (NEM 114), in particular in the case of wagons which have the negative factors mentioned under 2, an increased risk of tipping will occur. This may be partially compensated by additional ballast (e.g., loading).

Victorian Coaching Stock and Britain's Deadliest Railway Disaster.....

Following the presentation I gave at the Model Railway Club (Kings Cross) in November 2016, I have been invited to give this Lecture at our Club on March 24th 2017.



The Quintinshill, disaster of May 1915 remains the worst rail disaster in the UK, with Quintinshill, Britain's most deadly rail disaster
Credit: photographer unknown

unprecedented loss of life – many of whom were service personnel. How the Great Central Railway was connected with this event (which of course took place on Scottish soil) will be revealed in the presentation: so be there to find out this connection – and much more about this sad but historic event - during the centenary years of WW1.



Restored GCR carriage at Quainton Road, Buckinghamshire

Credit: Chris Andrew

Andrew David

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.

STOP PRESS

possible future home for Aylesbury LNWR layout....



AIMREC - a top class 'Home for Retired Layouts'

As this edition of Footplate goes to press the future of Aylesbury LNWR appears to have become a shade clearer. We were visited at RAILEX by Cliff Parsons the leading light behind AIMREC (a top class 'Home for Retired Layouts', based at a former SR works site at Ashford in Kent) who expressed a strong interest in taking on the layout for the future. We have heard this week that AIMREC is now in process of buying the site for their Centre, and they hope to be able to take over storage of our layout in 2017. The Club has a long way to go yet before we can be confident of a safe and working future for the layout, but we feel that this is a really positive step in the right direction.



Artist's impression of the proposed AIMREC Centre at Ashford.

Andrew

Okehampton at Binfield

Getting Okie to Binfield was always going to be hard work, but very special. After much work we managed to get the scenic side to a good enough state to show it, albeit unfinished. Many of the buildings existed but were slightly incomplete. The fiddle yard was built but not tested enough. However, we felt collectively that we had to take it to close a chapter on its development.

One major benefit of this show was that it was a single day, and a Sunday at that. This gave us all day Saturday to pack up the vans and prepare. Two Luton vans were picked up from Les Liney, one driven by me and one by Tim.

As planned each van contained elements of the layout, the fiddle yard and a large box containing the controller and spare parts. There was remarkably little space left, and the 6 trestles travelled in Rob's car, while stock went in various cars. If we do go to a major show, we'll have to work out a way to use the space above the cab. We arrived at about 6pm to unload and erect the layout. We were initially met with a hall full of chairs which had to be cleared before we could start to get the layout up. Also it had to include one of the hall pillars inside the layout while others were outside. This proved tricky to work out how to lay out the boards. However, by 8 we had the layout erected including the fiddle yard. We connected the controller and checked the running with an engine or two. All good after a few fiddles with the connectors between boards.

Sunday dawned and we arrived early. Stock was laid out and we prepared for a long and busy day. Sadly, some engines just refused to work properly including my M7 and T9, both of which work fine on the test track and Bucks Hill. Similarly, Russ' stock wasn't happy either.

Jennifer and Tim ran my G6 and some wagons up and down the engine shed, and did some shunting to keep interest going. We had trains running on the main line all day using both freight and passenger stock. Some diesels worked really well and with sound fitted looked and sounded great. My Z and G6 ran all day thank goodness, and Pete's O2 also did well, but the Z doesn't have sound yet. It did look good pulling a freight train along the scenic side.

There were 14 members attending the show to help. That's an impressive number. At the end of the show, half the stock had been packed away because it just wouldn't run on the bumpy fiddle yard, so packing up didn't take too long. We did have an accident though when, due to tiredness, I suggested we pack away the centre boards, when we hadn't taken down the ones that lean on it. Three boards fell down breaking some of the legs and damaging a couple of buildings, luckily not seriously. Amazingly, the boards themselves do not seem to be damaged and the track is ok. After unpacking the vans at the club, and at my shed, we all went home exhausted. One down – how many others to go I wonder.

James



Above: the layout needs to be assembled around a number of posts.

Below: the boards are lifted and the legs dropped into place.



Aylesbury Town December Update

Since the last update we have run a session for building turnouts for the club members. The session was limited to five members for this session and another session is planned in the future. Steve P, Steve Lovett, Neil F, Jennifer C and Jon Hill attended.

The outcome is 2 completed turnouts and another two on the way. Chris M undertook to build a crossing rather than a single turnout and this is coming on well. In the meantime Tim P and myself have been building the crossing including a single slip as a single unit. We now need to concentrate on completing the fiddle yards and the storage units for these.



Left: Kevin Hiam and Neil F working on a point. These use wooden sleepers and plastic chairs which are attached with solvent.

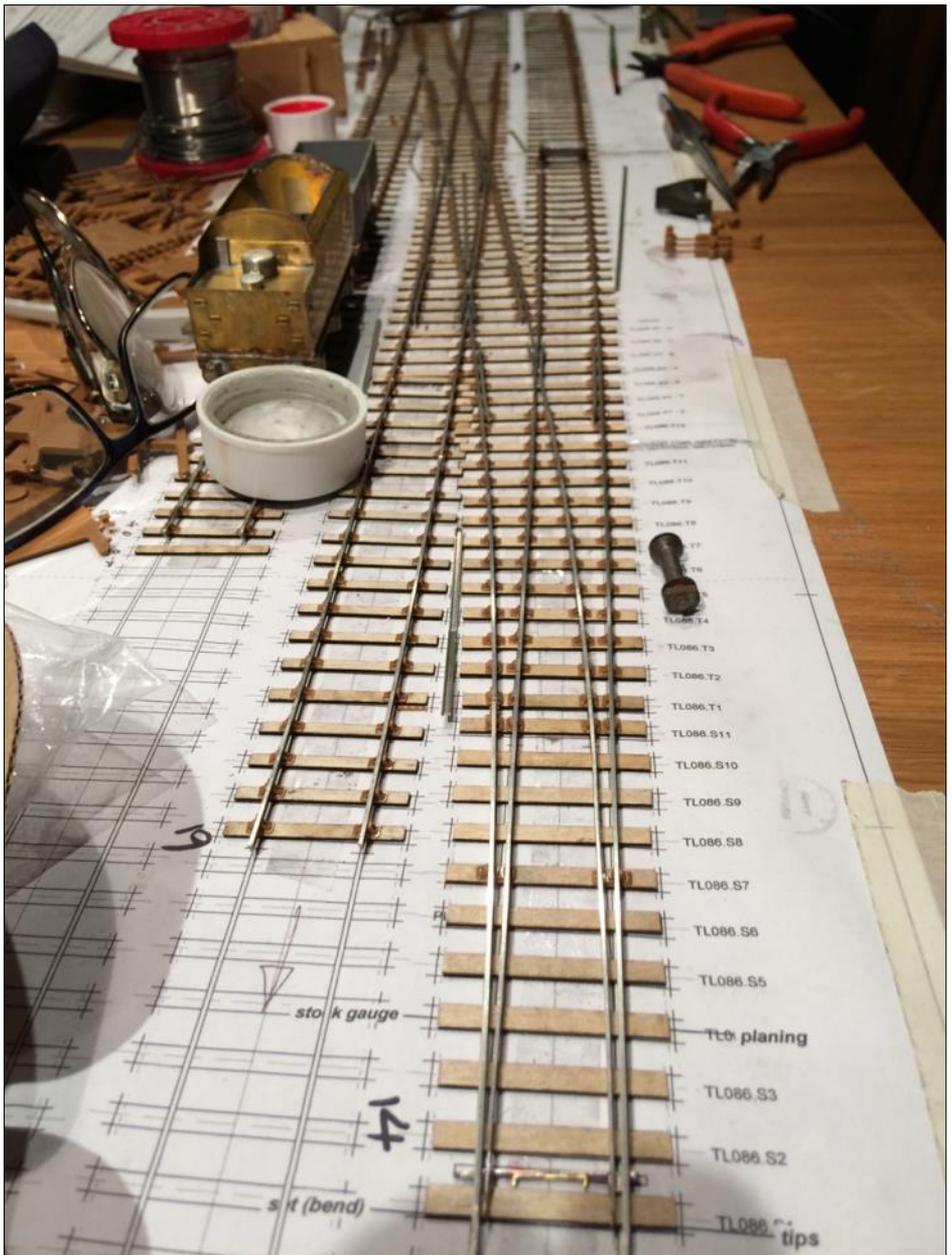


Steve P underway after a false start due to organiser incompetence! (well, we can all make a mistake!!!)

To compliment the workshop productions, Tim P and I have been working on one of the complex crossings for the NORTH END OF Aylesbury which

includes a double slip. I didn't realise how long it takes to just thread the chairs on the rail!





Coming on well with continuous checking using a wagon and 6 wheel tender.



Jennifer looking pensive having completed her turnout

Phil

Club Christmas Dinner 2016



37 of us met at the Plough at Cadsden for Christmas dinner this year, photos by Rob Thompson. The Plough is now going to have multiple clones in China.



Aylesbury LNWR at RAILEX 2016

I would like to thank the Club for the personal recognition which I received at the AGM this year by being nominated for the *Pendennis Award* for my work on the preparation of Aylesbury LNWR for RAILEX this year. I never dreamed when I joined the Club some ten years ago that I would ever be granted this honour. However, I would like to underline that the success of the layout's showing at RAILEX was a real team effort, and to emphasise the hard work put in by Tim Peacock and all the other team members.

Non-committee Club members like myself I feel should always be aware of the enormous effort put in each year for RAILEX by David Lane, by the Treasurer, and by the various other Committee members, through the year and over the Show week-end, behind the scenes as well as more visibly to Club members: to which of course should be added all the members' hard work over the Show week-end. Without all this, no Show would take place – let alone be so successful.

I suppose what contributed to this year's success in particular was the centre-piece of Aylesbury LNWR, and the focus which this provided for us to generate additional publicity and to draw in an audience that we do not normally reach, through having a



local layout of high quality and of local historical interest. Hence we were able to target the traditional Railway Press, with the articles in BRM and in the specialist journals (Scalefour News, the EM Gauge Society Newsletter) and the MRC (Kings Cross) Bulletin). As we had, without doubt, a first class news-worthy product to sell locally, it was possible to justify the modest extra expense on the Vale Life article, and of course we were able (after a considerable amount of badgering from Yours Truly, it should be said ...) to persuade the BBC to come up with a television news item. No doubt the 2000 plus extra leaflets which I managed to get printed and distributed around Aylesbury (at no printing or person-power cost to the Club) may also have drawn in some of the extra punters.

So it was gratifying to learn, at the AGM, of the increased numbers through the door for the Show, and the consequent increase in our overall takings. A suitable reward for all our hard work.

Andrew David

Photo: Maurice Cousin/Aylesbury and District News

Okehampton Update

We had an aim to exhibit the whole layout at Binfield this year at the end of October, and we did it – just. Thanks to the hard work of members at the shed, and at the club over the weekends in October, we just about got the fiddle yard built but really didn't have time to test it properly. As a result a lot of our stock didn't like the trackwork in the fiddle yard and fell off. However we did run trains all day.

We learnt a huge amount from the trip which will prove invaluable when we do take it out finished. The whole scenic side is at the club for members to work on if they wish. It's there – get it out when you want and do what you want. For the moment I'm taking a back seat.

My plan always was to use my shed to advance the club layout to its first exhibition, and after that start my own layout. If I don't start it, it's never going to get built. The other thing I'm doing is finishing off kits I'd been working on during the year but, due to Okehampton work, never finished. Since the end of Oct I've finished off 5 kits so far, mostly only needing painting. I've three more to do before tackling a long list of part finished engines!

Okehampton was well received at the show. I have had only complimentary comments – well done all of us.

James

Modelling Saturdays

The following dates have been booked 09.00 to 17.00

Jan 21, Feb 11, Mar 11, Apr 8, May 13, Jun 17

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

Jan 20, Feb 10, Mar 10, Apr 7, May 12,
Jun 16 (New Members Welcome Evening)

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 in the Cherry Baker room. Don't wait for someone else to do it.

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

January	7	Marlow, Maidenhead & District MRC Exhibition, Cox Green Community Centre
	14-15	Chiltern Model Railway Exhibition, Stevenage Arts & Leisure Centre, Stevenage
	20	Test Track
	21	Modelling Day
	27	Railway Talk by Geoff Burton "The Northern Extremes of the Metropolitan Railway: Verney Junction and Brill"
February	10	Test Track
	11	Modelling Day
	17	Risex Setup
	18	RISEX 2017 Exhibition, Community Centre, Princes Risborough
March	10	Test Track
	11	Modelling Day
	24	Railway Talk by Andrew David "Victorian Coaching Stock & Britain's Deadliest Railway Disaster: Quintinshill - 100 years down the line"
April	7	Test Track
	8	Modelling Day
May	12	Test Track
	13	Modelling Day
	26	Railex Set Up
	27-28	RAILEX 2017 Exhibition, Stoke Mandeville Stadium, Aylesbury

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: Track maintenance machine at Augsburg, Germany and below the City Airport Train (CAT) at Vienna Mitte.

Paul

