

Risborough and District Model
Railway Club

Apr-Jun 2017 Spring

FOOTPLATE



Wellingborough old goods shed, now secure against entry but well preserved.

Graham

Who's who!

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Webmaster	Anthony Mead antmead@googlemail.com

WELCOME

We are now well into our year and Risex and Wheeltapper have passed. Risex was, as usual a very good show with plenty of layouts. We had 644 visitors which is more than 2016 which was 584 and about the same as 2015 and 2014. You will be pleased to know we made a profit of £1500 which can go towards our new clubroom. Thanks to all who helped.

Wheeltapper had a good number of entries although this was not spread equally amongst the categories. Freight stock and structures were particularly well represented. As usual the quality of the entries was very impressive, see page 4 for the photos, and we had 8 names on the winners list showing the wide spread talent within the club. This years judge was Alan Buttler from Modelu who gave a talk about 3D scanning and printing, see page 8. Many of us took advantage of Alan's visit to

get scanned, so I expect to see a lot of figures in next years Wheeltapper competition.

Also thanks to Andrew & Roger for an interesting talk on "Victorian Coaching Stock & Britain's Deadliest Railway Disaster: Quintinshill - 100 years down the line".

We are going to try to register the club as a CIO, that is a Charitable Incorporated Organisation. In effect we become a charity. This will have no noticeable effect for most of you but does give us some advantages. E.g. we get an automatic rate reduction for a new clubhouse and we can apply for grants. The committee members will become trustees and need to do some extra work reporting the clubs activities. In order to discuss this and the progress with the new clubroom we have called an EGM for April 7th.

Railex will be at the end of next month so we will soon be asking for your help. Plenty of jobs for everyone!

Paul

From the Internet

Quirks and Curiosities II on Ffestiniog Railway

<http://www.festrail.co.uk/content/publish/specialevents/502.shtml>

Severn Valley Railway Blue Timetable, 18th February

<http://www.youtube.com/watch?v=uNiH34LksEM>

St Pancras Junction Relaying 1947 - LMS Railway Documentary

<http://www.youtube.com/watch?v=xALnLzQ2FsI>

45699 Galatea 5V44 Carnforth WCRC-Southall WCRC, 20th March

<http://www.youtube.com/watch?v=g86XOfyITrc>

5043 Earl of Mount Edgumbe storms into Cardiff Central, runs round and departs

<http://www.youtube.com/watch?v=OH1YmVmWCKw>

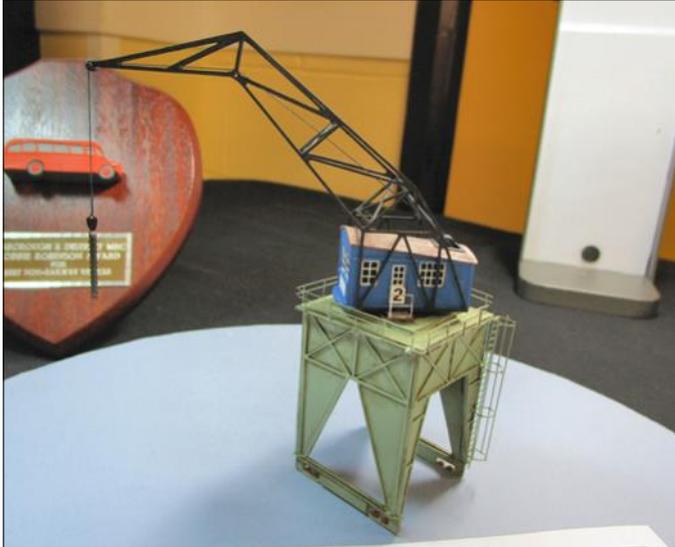
Wheeltapper 2017

And the winners are:

- | | |
|--|------------|
| 1. Steam Locomotives | Mick |
| 2. Diesel/Electric Locomotives | No entries |
| 3. Passenger/Non-Passenger Coaching Stock | Tim |
| 4. Freight and Engineers Stock | James |
| 5. Road Vehicles, Boats, People, Animals etc,
THE ROBBIE ROBINSON AWARD | Paul |
| 6. Scenic Models: Buildings, Trees, Signals etc,
THE JACK KINE TROPHY | Gary |
| 7. Dioramas & Figurines | No entries |
| 8. Okehampton 7mm Wagon Project,
THE DEREK TURNER TROPHY | Graham |
| 9. Aylesbury Town 4mm Model,
THE ROBIN LANE TROPHY | Phil |
| 10. CHAIRMAN'S CUP | Ted |



The winner of the Wheeltapper trophy was James for his lasercut and 3D printed SR van. Alan was impressed by the use of modern techniques to produce the model.



Left: N gauge dock crane, winner of the ROBBIE ROBINSON AWARD.

Far left: The winners of the steam loco and coaching stock categories.

All photos by Ant except lower left by Paul

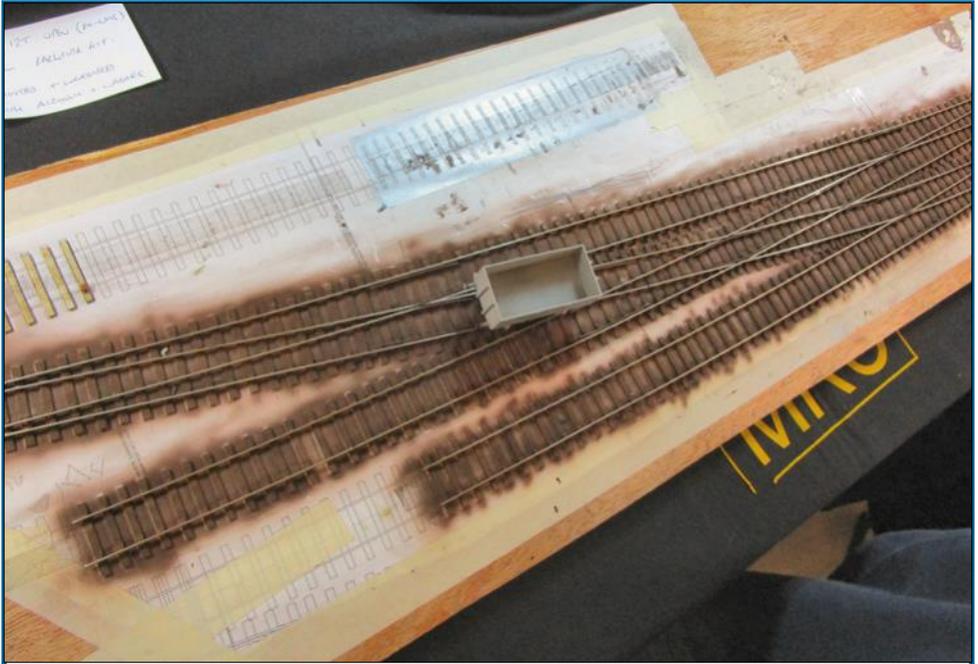


Above: Gary's bridge and catenary for his Romford layout.

Below: Graham's Okehampton wagon, winner of the Derek Turner Trophy.

Above right: Phil's track work for Aylesbury, winner of the Robin Lane Trophy.





Below: Foskett Fuels, a nice little scene that will be part of Ted's layout. This won the Chairman's Cup.



3D Scanning

Following Wheeltapper Alan Buttlar did a scanning session on the Saturday. The process involves standing still (in this case Tim the station master) while Alan walks around with the scanner. The data is sent immediately to the laptop (using WiFi) and this processes the data into a 3D image. You can watch the image build up in real time as you are scanned. The wire frame box is the area that the scanner will work in. Very cleverly it is programmed to ignore objects outside of this box which cuts down the processing time to get the finished computer model. In the photos on the right you will see some of the poses require a support. The shiny chrome reflects the scanners beam in a way that it is not picked up.

The iPad also takes photos which can be used to colour the 3D scan to show how the model should look when painted. I look forward to seeing all there figures installed on our layouts.





A series of poses: driver class 50, a train-spotter, another driver and Captain Birdseye!

Paul



Aylesbury Station Buildings

Here are some screen shots of Aylesbury station worked up from Fusion 360, the design has now been transferred to files for the laser cutter and 3D printing and parts created ready for assembly. Hopefully there will be a course to learn this software for club members this year. Here is a link to the free software:

<http://www.autodesk.com/products/fusion-360/students-teachers-educators>

If you are interested download it and have a play, This video I found was useful as a compete beginner :

<https://www.youtube.com/watch?v=A5bc9c3S12g>

The model of the station building with canopies is around four feet in length and has taken a while to design to get to this stage, but due to the complexity of the arrangement of the station building, waiting rooms, footbridge all linking in with each other the time taken has been worth it to ensure everything fits. After this station complex I think anything else will be very easy!



This is the first time I have used a 3D programme to design a building rather than just 2D in the past and although the time taken is weighted towards the design end rather than the construction end, the time saved





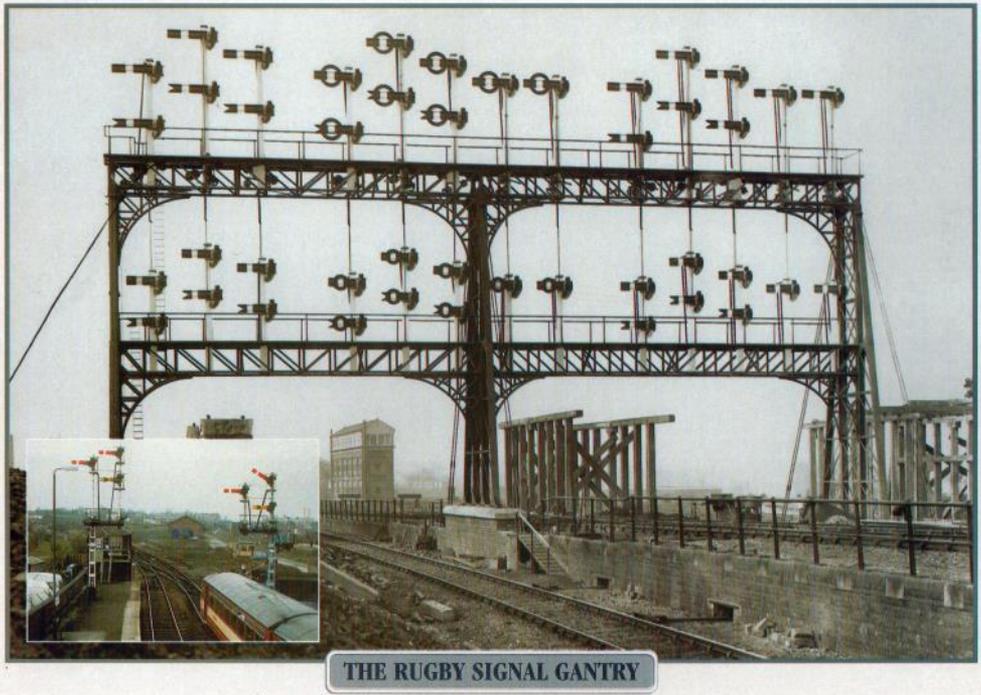
and accuracy of the final model is a much better way of doing things in my opinion.

Fusion 360 allows you to create a drawing from the 3D design and although it would be possible to do everything in Fusion, I then export

the Fusion drawing into AutoCAD to add the brickwork and other minor bits like offsetting 0.1mm for the laser cut thickness and tabs so the parts don't drop off the sheet when being cut. I use a tab of 0.3mm so parts can be snapped out of the Rowmark sheets.

The Aylesbury project seems to have been pushing new ways of doing things such as the baseboard design, laser cutting 3D printing and 3D design.

David



Following last issues cover shot of the comedy signal in Stocklake, here is how they should look. The 44 arm gantry at Rugby (note that the distant arms are also painted red at this period) and inset Castleford Junction.

Photos: NRM/Science & Society Picture Library.

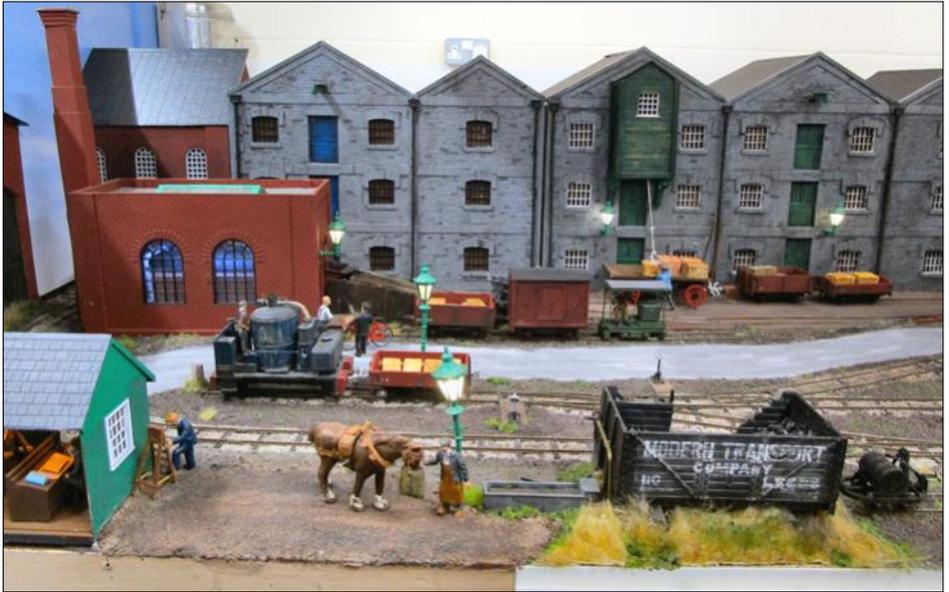
Risex 2017



Above: Kimbolton Town on the Stodden Hundred Light Railway by Andrew Jones , all photos by Paul and Ant



The most important part of Risex, cake tasting! Thanks to everyone who made cakes, they were all excellent.

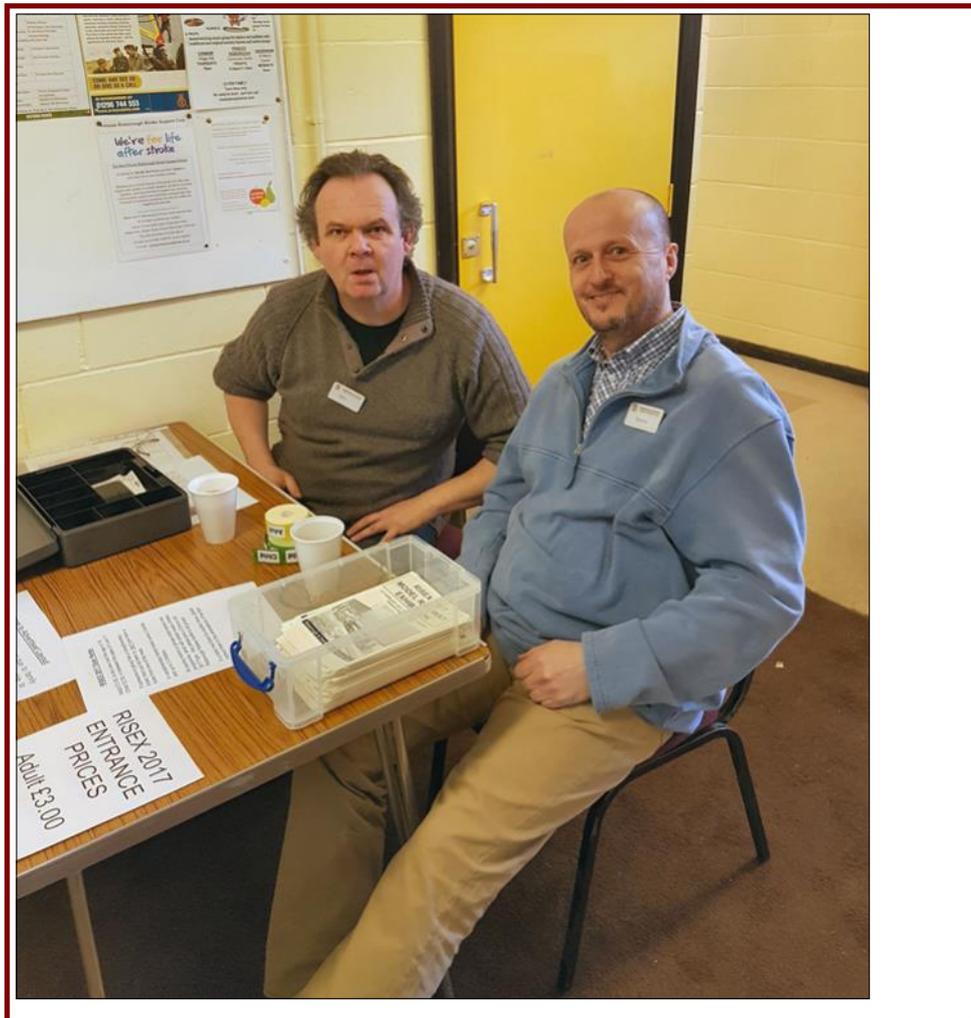


Above: Twa Dale Estates Exhibited by Duncan Croser (photo by Ant)

Below: Little Histor Exhibited by Chris Pye (photo by Ant)

Right: A friendly face at the ticket desk is most important. Feel free to write captions.





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.

Shocker on the East Coast

The steward rocked back on his heels. For a moment I thought he was about faint, but I think the ride above the bogie on a BR Mark 1 carriage was lively enough to have anyone swaying at 75mph. The revelation just revealed may have provoked a lapse in his concentration on balance; it certainly made any colour drain from his face.

It had been a grand plan. The White Rose railtour had caught my eye whilst overseas in sunnier climes. A gallop from Kings Cross to York and back was promised, bringing back together two thoroughbreds of the East Coast Main Line. If that wasn't enough, the tour promised first class dining with multiple courses and calories sufficient to power a light infantry platoon up the live firing valley at Sennybridge Range. And all this scheduled for the day of my forty-fourth birthday! Hardly a significant milestone, but reason enough to commit to a booking.



A week or so before departure the organisers announced that Peppercorn's youngest offspring was having a spot of bother with a valve. The prognosis was not good for the birthday departure: the alternate date was firmly in the

summer holidays. Two teenagers would need to join the party, so the fine dining was swapped for standard accommodation, with bucks fizz from Marks and Sparks on the way out, and a belly full of York-sourced pie and ale for the return.



Come the morning itself, a group travelcard from Wycombe got us to Kings Cross in good time. Platform one was filled with blood and custard Mark 1s, topped with a racehorse in two-tone green. Splendid; noise and smell. The rest of the great unwashed were confined with us to the rear three carriages for departure. One excitable young gentleman three tables up from us was blessed with a voice that would pierce any noise level and fell just short of that magical nails-down-a-blackboard. A thoughtfully polite monicker bestowed on him by us kept any murderous inclination at bay for the day. The departure from Kings Cross was punctual, Gasworks Tunnel brought a lungful of two-stroke diesel and one of our party had the good sense to stop breathing, close eyes and enjoy the music of twin Napiers at max chat!

The run to York was a thrill. Clocking the mileposts revealed a fairly constant 98 or 99mph. Top tip: smartphone batteries run down really quickly when using the timer. I'll claim that we actually burst through the ton on occasion. Having spent most of my bashing years watching Type 4 and Type 5 motive



power confined to 25mph on preservation, it really was a treat to hear one wound up for a sustained thrash. The only stop was a scheduled pathway pause in a loop near Doncaster – otherwise job done, no fuss. I sat with a grin like a Cheshire Cat all the way; the teenagers discovered the thrill of having your hair remodelled by peeping out the window at 100mph; our fellow passengers were delighted to see us while away the hours playing cards and Cluedo, rather than glued to WiFi hungry devices.

York never disappoints. Plenty of grub and a couple of jars, some

fancy shopping for the more glamorous of the travelling party and a stroll around the walls (“Well fancy that! We’ve ended up near Monk Bar Models. Be a shame not to pop in....”) The stock was in the platform on our return to the station. This time the Napier hum had given way to the gentle simmering of the Peppercorn A1. A strange turn of events – I had started working with Tornados back in the 90s when they were training at RAF Cottesmore, and had more recently served with them in Afghanistan as they wore the Dambuster colours of 617 Sqn in the fight against the Taleban – and here we were about to be whisked back to London by another creation wearing the name in honour of the Brylcreem Boys.

The A1 cantered along very sweetly at the 75mph allowed. We were in the second coach from the front this time and the waft of steam through the ventilators on a sunny July evening was most pleasing. The pathways were clear, but we did have to stop near Retford to give the loco a top up from a waiting Fire Brigade bowser. The transfer of in flight refuelling from Tornado to Tornado was obviously a step too far. On we pressed, keeping to time with

only the prospect of set down stops to break the rhythm. Being near the front, we were treated to a genuine dilemma for the rail enthusiast at Stevenage. Amid the rush to capture the loco against the backdrop of the setting July sun, one gent had set off for the front, preparing his SLR as he went. Simultaneously, he was aware that his jeans were heading towards that peculiar low-slung -with-exposed-underwear gait, so fashionable among the sartorially challenged. The dilemma: pause to adjust one's dress and risk losing the photo, or press on to the front and risk an indecency charge. The photo opportunity won, much to the disbelief of a teenage daughter.



As we made our way to Kings Cross, I return you to the steward rocking on his heels. With colleagues, he had been making his way offering fundraising opportunities to passengers in support of Tornado's upkeep (A1, not GR4) and perhaps the P2. A well-rehearsed patter was netting sales of souvenir brochures and treasures untold for the lucky winner of the raffle. What response of mine could thwart his guaranteed to be successful pitch of "Can I interest you in any Tornado memorabilia or raffle tickets?" as the main benefactor was straining to have us back in the Capital on time? What utterance of apparent heresy could be elicited from a traveller this tour, so plainly pitched at that discerning steam-drawn diner?

"No thanks, mate. I only came for the Deltic."

Chris

Modelling Saturdays

The following dates have been booked 09.00 to 17.00

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

Apr 14, 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

April	7	EGM
	8	Modelling Day
	14	Test Track
May	12	Test Track
	13	Modelling Day
	26	Railx Set Up
	27-28	RAILEX 2017 Exhibition, Stoke Mandeville Stadium, Aylesbury
June	3-4	DEMU Showcase, Town Hall, Burton-upon-Trent
	16	New Members Welcome Evening & Test Track
	17	Modelling Saturday
July	1	Beaconsfield MRC Exhibition, The Beaconsfield School, Beaconsfield
	15	CMRA Modellers' Day, Parmiters School, Watford
August		
September	1	Start of R&DMRC Financial Year Subscriptions Due
	1	Railway Talk by David Powell "Col Stephens, the Man and his Railways"
	9	St Dunstan's Fun Day, Monks Risborough
	23	All Things Miniature at Haddenham
	23-24	Scaleforum 2017, Stoke Mandeville Stadium, Aylesbury
October	20	Railway Talk by Geoff Plumb "That was the Year that was - 1967"

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.

Wheeltapper 2017 Winner



Alan Buttler presents the Wheeltapper Trophy to James for his SR van.

Photo by Ant. More photos on the club website.