



Risborough and District Model
Railway Club

Jan-Mar 2018 Winter

FOOTPLATE



Who's who!

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WELCOME

Our AGM has passed. We have the same Trustees but Roy has replaced Richard as the Club Secretary. We had 3 nominations for the Pendennis Trophy: Roy, Phil and Richard. After a vote, the Trophy went to Roy for his work in getting us charity status and on the new clubroom project. Photo right by Ant.

Our Christmas dinner was on 14th Dec and it was an entertaining if a little disorganised evening. The room was a little small (not surprising with 43 of us) so all meals had to be passed person to person down the table. Eventually everyone got something to eat!

We are now waiting for the school and council to finalise the plans for the turning circle at the school. When this is done we can move forward with our plans for the new clubroom. So far it looks like it will all get sorted out the way we want it.



Looking forward, we have Risex and Wheeltapper in February to get us started with our many events in 2018.

Paul

From the Internet

Hand drawn maps for the railway enthusiast

<http://www.churchwardrailwaymaps.co.uk/>

Looking for an online company that provides fixings, glues and parts for the hobbyist? Here is one which is for the model aero enthusiast including small screws, for example slot pan self tappers from size 0 (1.5mm across thread) x 4.75mm upwards; wood screws size 0 x 6.35mm and upwards. Delivery is by mail and I have found it quick.

http://www.modelfixings.co.uk/self_tapping_screws.htm

The Christmas White Rose, 9th December 2017 - Earl of Mount Edgumbe.

<https://www.youtube.com/watch?v=nQlro3ebv8I>

Front cover: 60163 Tornado at Old Oak Common Open Day on 2nd September.
Photo by Gary

Easter 2017 : Rebuilding a railway in Salford

The work we carried out in Salford last Easter was one of the stages in constructing the Ordsall Chord, which will link Manchester Victoria to Manchester Piccadilly stations. When we have finished in October this year there will be five tracks through Salford Central, which is fewer than there were in the heyday of steam railways, but will allow us to separate out traffic flows along the Salford lines to Bolton and Preston, the Chat Moss lines to Liverpool, and the Ordsall Chord to Oxford Road and Piccadilly. At Easter we re-routed trains through Salford Central Station to provide room for the Chord.

The work at Easter included the replacement of one of the spans of Chapel Street Bridge outside Salford Central station. The old span was a Victorian cast iron arch bridge with a cast iron deck which was designed to take tracks across it parallel to the parapets. The new alignment for the chord requires the tracks to go over this bridge on a skew and the old bridge wasn't capable of taking the load so we had to replace it. The bridge lift involved a 1000 tonne crane to take out the old bridge and lift in the new one, which was lowered down initially onto two support vehicles to take the load while the abutments were prepared to take the load.



Meanwhile on the top a crew was busy grouting in the new deck plates and bolting it to the steel arches. The grouting compound is a pretty nasty chemical compound hence the men in white overalls.



Meanwhile track work was taking place elsewhere. The whole route is on viaduct and we were faced with the problem of getting ballast to site so we decided to get it delivered

by lorry and then it was lifted to the top using a conveyor belt. This may not seem very quick but in a couple of days we got over 1000 tonnes to site in this way.



It was then levelled off to make the formation, which is a layer called the 'bottom ballast' which sits on top of the support structure. It's basically an underlay for supporting the track. We required only 250 mm of bottom ballast; on higher speed more intensively used lines 300 mm is required (and probably more for HS2). In the old days, there was less, which needed a more intensive maintenance regime to keep the track in good form or you got rough riding. Once the bottom ballast was in place, the track is placed on top of it. The track panels are made up off site wherever possible to minimise the time needed in the possession for installing it. The panels are lifted and put in place using road rail machines like the one you can see in the photograph right. The top ballast is then put in place and is moved about to fill gaps using a road-railer fitted with a bucket to scrape the ballast to level it a bit. Switches and crossings are also pre-assembled off site and are then lifted into position using a variety of methods. The simplest way is using a large crane to lift it from trackside into position. The method we used at Salford was using PEMs and LEMs which 'walk' the point into position; these are a group of machines operated by a single operator which lifts the point a couple of feet into the air and then shuffle across the layout until the point can be dropped into position.



Usually the point ends up being positioned quite accurately but sometimes it isn't – like what happened at Ordsall Lane Junction last Christmas where one of the points was dropped about 0.5 m out of place. I was asked whether this would be OK and after initially saying 'grrr!' I agreed it would be alright and it still is out to this day and probably will be for the next forty years.

I haven't got photos of what comes next but basically the tamping machines come through to pack the top ballast under the sleepers to fill voids and to get the track into the correct final alignment. Tamping machines are programmed with the profile from the 3D CAD track design and they use this to align the rails. Getting the final alignment usually takes several passes of the tamping machine which basically lifts a short section of the track, shakes it about, pushes some of the ballast under the sleepers to pack it and then bangs the track down again. If you think about the forces involved, it's no wonder that tampers break down frequently.

After the tamper comes a ballast scrubber. What this machine does is to scoop up surplus ballast left on top of the sleepers and dump it at the side of the sleepers to form a large ballast shoulder. Large ballast shoulders are a modern concept and raise the level of the ballast beyond the ends of the sleepers to rail level to form a big pile of stone to hold the track in place laterally – modern image modellers take note. The ballast will then form a shoulder from this elevated position widening the top ballast. You can see the concept in the

picture below. The large ballast shoulders were not provided on older track and



the ballast would slope away from sleeper level to the bottom of the formation. Once the track is in place, the OLE guys take over to wire up. They put up droppers and registration arms (otherwise known as Small Part Steel or SPS) to support the catenary and contact wires. You can see the start of this work in the picture above.

Then they hand over to signalling to bring the lines into use. Visually this is the boring bit because we run cable to connect up the bits of kit to trackside locations and REBs (relocatable equipment buildings) and then prove that the interlocking prevents us from signalling trains to run into one another. I'll cover the basic concepts in a future article.

Jennifer

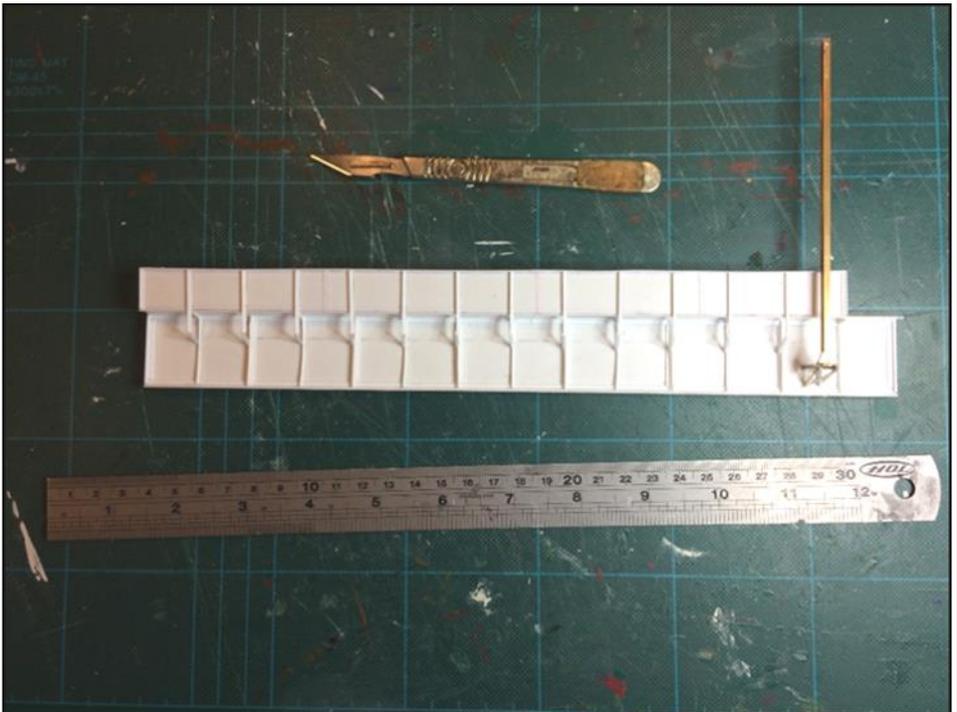
Articles for Publication in Footplate

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

THE ONLY WAY IS....ROMFORD (PART 4)

One of the more iconic features of Romford station are the overbridges. Bridge 102A (footbridge) was built in 1893 to link the Great Eastern Station to the London Tilbury & Southend Station. Bridge(s) 102 (Main and Electric lines) were built in 1931 as part of the four tracking and replaced the original brick arch structure, albeit some of the abutments were reused.

I managed to ascertain the span length from scale drawings that I had acquired. The depth of the main girders was calculated from counting bricks on the adjacent abutments. The main web plates were constructed from 0.5mm thick Plasticard. The flanges were built up with 1mm plastic angle sections and a 0.5mm thick flange plate. The web stiffeners were made from 1.2mm plastic T" sections. I sprayed each complete girder with Halfords grey primer. The south span carried a number of cable troughs. These were constructed from 3mm square tube sections and were supported on brackets cut from chrome staples. When complete, the girder and associated cable runs were weathered. Archer rivet transfers were added to the top and side plates.



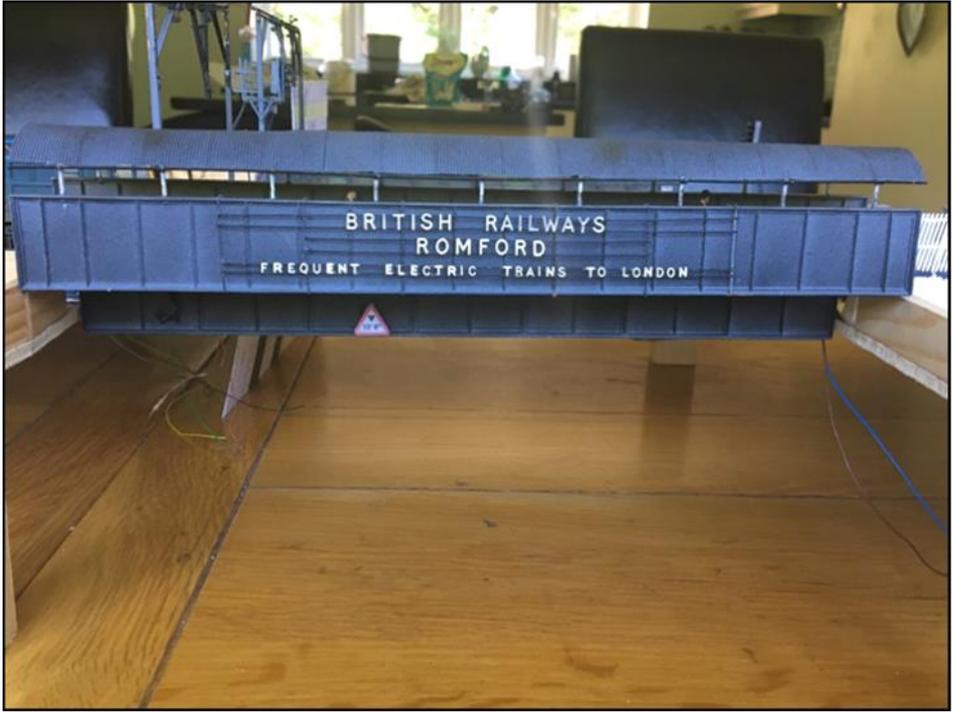
The notable feature of the bridge was the large fluorescent lettering which featured on the north and south sides of the main girders. The wording read,

“British Railways, Romford Station, Frequent Electric Trains to London”. I recreated the wording with 3mm and 5mm Slaters lettering, which was stuck to 0.5mm brass wires. The south span (Electric Lines) also incorporated a dual track overhead line (OLE) gantry (12/22) and integral signal gantry (R64). This was a highly unusual arrangement and one that has now been phased out, probably due to Electricity at Work regulations. The OLE gantry was constructed using brass sections and Weismann insulators (see my previous blog: *The Only Way is.....Romford – Part 3*).

The signal gantry (Electric Lines) was built from 1mm brass angle and 0.5mm brass wire to form the railings. I modified a Berko 4-aspect signal head to match to curved back plate that was prevalent on this stretch of line. The signal wires were threaded through 1.5mm brass tube, which was bent to recreate the dog-leg profile. The signal gantry deck was constructed from scored card and was suitably weathered. The OLE/signal gantry was sprayed with grey primer and fixed to the main girders on pre-assembled Plasticard supports. The whole structure was weathered and glued in to position on the baseboard.



The footbridge was constructed using the same methodology as the main girders and incorporated a corrugated roof. Supporting arches for the roof were formed from laser cut Romark and included a channel for a longitudinal stiffening beam and lighting conduit. Three LEDs were wired along the length of the bridge and additional one for the height restriction sign. I used Ambis



corrugated sheets for the roof which was formed over the supporting arches and glued into position.

Gary

God's Wonderful? Or a different GWR?

A visit to the Gloucester and Warwickshire Railway

Cheltenham racecourse has been my home for one long weekend every year for the past 7 or 8 years. I did miss one, when my dad passed away, but on the first weekend in June you'll find me working as a volunteer steward at Wychwood festival, looking after the punters in the Big Top. This is the festival's second stage and site of the famous "silent disco". Silent it is not! Punters sing at the tops of their voices to the music broadcast via headphones. It's great fun.

Next door to the festival, of course, is Cheltenham racecourse station on the heritage railway called the Gloucester and Warwickshire Railway - the other GWR. I don't know how I've managed it, but I've singularly failed to visit the railway in all the years I've been at the festival. Perhaps it's the shifts, perhaps it's the excess of whisky the

night before, perhaps it's not wanting to miss the company of my friends. This year I determined to make the effort and get along for a ride.

I got up early for me on the Saturday morning as I didn't have a shift until late afternoon and walked across the site to the station. This is at one end of the line and I arrived in time to watch the first train of the day arrive. Pulled by Foremarke Hall, immaculately turned out, the mark 1 coaches behind were also looking smart. The engine ran round and I watched it couple up. A smooth start set us off towards to other end of the line.



Scenery here is beautiful. The line is well worth visiting just for the views out of the window. There are two stations on the way to Toddington, the other end of the main line. The first stop, Gotherington, has a station building which is privately owned, but the station is still open accessed only by footpath. Then there is Winchcombe, where there are facilities such as a coffee shop. The last station for the train is Toddington, which has the shed, café and the usual collection of secondhand shops. Once you alight at Toddington, you have plenty of time to take a stroll around the station area before the return train. You could also take a second train towards Laverton, which is actually where the line ends. Laverton does not have a station so a short train pulled by number 1450, a 0-4-2 tank engine, takes you there and back. If I took that train, I wouldn't have time to visit the shed and surrounding buildings so I decided to leave that to next year!

The shed is huge and modern from the outside. Unfortunately there does not appear to be a way in, or a way to see what is happening inside. Perhaps I didn't try hard enough, but I had a good look at the yard behind the shed from the marked access path to one



side. There was no access on this side. I could see some DMUs which were clearly being worked on, but any steam engine must have been inside and the doors were closed. Time was marching on, so I walked back to the station and checked out the various shops. Not having time to visit the café I instead got back onto the train for my return journey and had a snack in the buffet car.

I was most impressed with the line. Very smart, clean, beautiful scenery, immaculate engines and a good atmosphere. It did help that that weekend had some of the best weather of the summer. I'll be back and next year I'll take the Laverton train.

James

Basic Trees 2

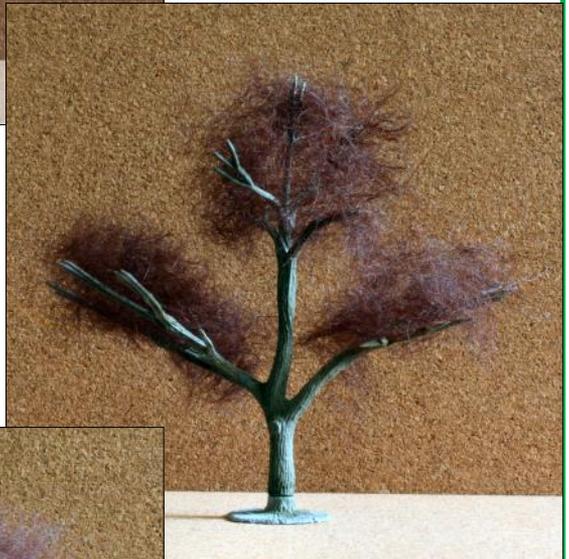
Woodland Scenics produce deciduous trees in a range of sizes. Just like the conifers you need to twist them and then paint, I use a spray of light grey Tamiya primer and then acrylic washes. In this case I use less brown and more green than for the conifers. The aim is for a grey/green colour.





The armatures do not have many branches, see left. In the case of the ready made trees (page 14) the foliage is large pieces of clump foliage and that fills the tree shape. The smaller tree could do with some more added as it still looks rather bare lower down.

If using your own foliage the gaps need filling with postiche or Woodland Scenics Polyfiber to get the tree shape. The photo on the right shows the effect of 1 layer and the photo below the effect of 2 layers of postiche.



The Postiche or Polyfibre is used to bulk out the tree and give it shape as well as acting as the base for the foliage.



When you have the shape you want you can add the foliage of your choice, in this case from Polak Scenics. I have used a spray adhesive available from Ceynix Miniature Trees (also available from War World Scenics). This tree has been made with the same type of armature as the ready made trees on page 14 but you get a completely different shape of tree. This is down to the shape you build up using the postiche or Polyfiber material. By using materials of different colours and from different manufacturers you get a wide range of trees. Due to the shape of the armatures, these trees do have a rather oval shape to them. This can be an advantage if you want a small woodland at the back of the layout as you can get more trees in a given depth of layout. The above tree will be planted on Okehampton which needs a number of small trees at the back of the layout.

Paul

Mail Rail London



Fancy an underground 2' gauge train ride in the middle of London? For many years the Post office ran a private underground 2' gauge railway in London, which stretched from Paddington in the west to Whitechapel in the east. It had been built because of traffic congestion on the streets, but in 2003, mainly because of closures of several of the sorting offices that it served and a feeling that road transport would be more cost effective, it was closed. Rather just being abandoned or dismantled it was, with foresight, mothballed and that done with reasonable care.

In 2017, a tiny part of it was revived. This section is around the maintenance depot which lay under the Mount Pleasant sorting office - which, by the way, it just by the real Saffron Street. The revival train ride takes you on a 15-minute run from what was the maintenance area, around the tunnels and platforms under Mount Pleasant, and includes some presentations along the way about how the railway was used and about the people who worked on it. Originally it operated with third-rail power, but in the revival, the two new trains built to carry passengers in a modicum of comfort, are battery powered and carry up to 25 people at a time. Some of the track has been renewed, and where it has been, there is no third rail. Various original trainsets are on display at the site, and they can also be found in other places such as the NRM in York, and Adrian Shooter's line in Steeple Aston.

Nikki and I had a ride in early September, just as it opened and here are some photos taken on the day, including one of a very old sign on a gate in Phoenix Place. This is just by the lift used to get the rolling stock in and out of the tunnels. You'll notice, too, just how small the trains are, so be prepared for a bit of a squash and limited knee room.



Above: The red train in the loading area. Note the new track with no third-rail. Below: The green train in the loading area. There's lots of old track still in place under the new raised floor.





Above: Nikki in the train. Shows just how much space you have.
Below: Speeding, at about 5mph, down the fairly steep tunnel connecting the maintenance area to Mount Pleasant Station.



RISEX 2018 Exhibition

Please put Saturday 17th February into your diary as a “must attend” event – it looks as though it’s going to be another good one. The layouts have been invited, the traders have all agreed to come and the catering is sorted, except that we need lots of volunteers for all the various jobs please, from help setting up on the Friday night from 7pm and all day on the Saturday starting at 7.15am, so see Bob E. and sign up today!

Once again we will have the two Club Display cases setup, one in the Carrington Room and one in the Main Hall. We will need models to fill them, therefore if you can let James know if you can provide some to fill a shelf or even two, then that would be great.

Risex or Cakex is renowned for its fine array of homemade cakes. We don't want to disappoint those visitors who come for the Cakes, as well as the exhibits and display, so please exert the utmost persuasive/culinary skills to provide us with the usual array of delectable baked goods, we are looking for at least 20 of them, so let Adrian know what you can provide, the stickier and the boozier the better.

Those who would like a cooked lunch on the day, please place and pay for your orders in advance with Adrian now, as you won't be able to do so on the day.

I have been informed that during the Saturday setup, a limited number of bacon rolls will be available to purchase.

Of course the major attraction this year we have the first showing of Aylesbury Town in its full glory, our new P4 layout in its bare board but operational form.

See the Club website for more details on the layouts and traders.

If you are going to an exhibition or know somewhere that will take some flyers then get in contact with me, as we need to make sure we cover as many places as possible, to make sure that the show is a success.

ANT,
Risex Management

PS: Don't forget to sort out your unwanted railway items for the Second-hand sales table, any problems see me.

Modelling Saturdays

The following dates have been booked 09.00 to 17.00

Jan 20, Feb 10, Mar 10, Apr 14, May 12, Jun 9

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

Jan 12, Feb 23, Mar 23, Apr 20, May 4, Jun 15

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

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|----------|------------|---------------------------------------------------------------------------------------------------------------------------------|
| January | 6 | Marlow, Maidenhead & District MRC Exhibition, Cox Green Community Centre |
| | 12 | Test Track |
| | 13-14 | Chiltern Model Railway Exhibition, Stevenage Arts & Leisure Centre, Stevenage |
| | 20 | Modelling Saturday |
| | 27-28 | Kirkmellington at Kendal MRC Exhibition, Kendal Leisure Centre, Burton Road, Kendal |
| February | 2 | Trustees Meeting |
| | 9 | Wheeltapper Competition |
| | 10 | Modelling Saturday |
| | 16 | Risex Setup |
| | 17 | RISEX 2018 Exhibition , Community Centre, Princes Risborough |
| 23 | Test Track | |
| March | 3 | Modelling Workshop - Mick Bonwick's Introductory Weathering Course |
| | 4 | Modelling Workshop - Mick Bonwick's Intermediate Weathering Course |
| | 10 | Modelling Saturday |
| | 17-18 | Kirkmellington at Nottingham East Midlands Model Railway Exhibition, Harvey Hadden Sports Village, Wigman Road, Nottingham |
| | 23 | Test Track |
| April | 1 | Start of New Membership Year - Subscriptions Due |
| | 6 | Trustees Meeting |
| | 14 | Modelling Saturday |
| | 20 | Test Track |
| | 28-29 | Kirkmellington at Epsom & Ewell Model Railway Exhibition, North East Surrey College of Technology (NESCOT), Reigate Road, Ewell |
| May | 4 | Test Track |
| | 12 | Modelling Saturday |
| | 25 | Railex Set Up |
| | 26-27 | RAILEX 2018 Exhibition , Stoke Mandeville Stadium, Aylesbury |
| June | 1 | Trustees Meeting |
| | 9 | Modelling Saturday |
| | 15 | Test Track |



Old Oak Common Open Day on 2nd September 2017. Photos by Gary

