

Risborough and District Model
Railway Club

Apr-Jun 2018 Spring

FOOTPLATE



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WELCOME

2018 has seen a bust start for us. First Wheeltapper which saw the usual selection of excellent models. There was a significant amount of laser cut models this year which is good to see. This was followed only a week later by Risex which was a good show. The layouts were to a good standard and there were plenty of visitors. The actual number was down from last year which seems to be a trend amongst all exhibitions. However, the entry fee had been increased slightly for the first time in many years and this kept the income at a similar level to previous years. March was supposed to have 2 weathering workshops but the cold weather brought snow and due to the poor condition of the roads these had to be cancelled as did the usual Friday evening session. I think that may be a first, usually nothing stops us modelling! The workshops have now been moved to early May and if you are interested in them contact Mick M. Tree workshops are at the planning stage and I would expect these to be in June after Railex is out of the way.

We have just heard that Just Like the Real Thing has gone out of business. A shame but apparently it was making big losses. We will see if any of the products get sold on to a new owner. Also closing down are Grandt Line in America.

Railex is our next event and you will hear more about that as it gets closer. For now publicity is the main thing, get those leaflets out to as many places as possible.

We now have a new power sander, see page 24 and I have restocked the drill bit box again. We have just got a Chopper (page 25), not the bike, but a device for cutting strip wood and plastic with a razor blade.

Paul

From the Internet

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 is quick.

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

Paul Bambrick's website

<http://bambrickstudio.co.uk/>

BR Database, Complete British Locomotive Database 1923-1997

<http://www.brdatabase.info/index.php>

Front cover: De Arend (the eagle) was one of the first two steam locomotives in the Netherlands. It was a 2-2-2 Patentee type built in England by R. B. Longridge and Company of Bedlington, Northumberland to run on the then standard Dutch track gauge of 1,945mm (6 ft 4 ⁹/₁₆ in). On 20 September 1839, together with the Snelheid (Dutch for speed), it hauled the first train of the Hollandsche IJzeren Spoorweg-Maatschappij between Amsterdam and Haarlem. It was withdrawn in 1857.

In 1939 a replica of the De Arend was constructed for the 100th anniversary of the Dutch railways and is displayed at the Nederlands Spoorwegmuseum (Dutch Railway Museum) in Utrecht. Photo by Paul.

Review of the JLTRT Rectank Tank Transporter Kit

Bought and built by James Aitken

Just Like the Real Thing (JLTRT) produces the main three military tank transporting vehicles. Of these the Rectank was developed in the first world war to carry the first battle tanks which weighed in at about 35 tons. A useful vehicle for general load carrying after the war finished, I wanted one to add to my collection as they lasted well into BR days.

The kit consists of a number of moulded polyurethane parts. The body is one moulding with fantastic detail moulded in, with a few smaller parts such as the under floor I beams and bolsters separately moulded. Bogies require assembly, and are cast in whitemetal with little flash. Very nice brass castings are provided for the jack screws, buffer housings, truss brackets, inside jacks, screw couplings and the beautiful little hasps for attaching ropes and chain. There are no wheels provided so I used Alan Gibson wheels which were equivalent to the Slaters 7129, which are scale 2' 8.5" diameter.



The body arrived curved significantly. The ends curved upwards so that the centre was at least 5mm out of line. The problem with polyurethane is that it is quite soft and bends easily. However, it can be straightened with hot water. Carefully I placed the body above a steaming kettle and straightened it with my fingers. Once straight I added the two under floor I beams using super glue, the truss brackets and inside jacks, and the truss rods cut from the supplied wire. This led to problem number 2. The kit only contained enough wire for 3 and a half truss rods and there are 4 needed! My spares box came to the rescue. I then left the part assembled kit in the box for a while. Coming back to the kit a month or so later I found that the body had returned to its previous curved form but this time I had all the underfloor parts glued on making straightening it somewhat more difficult. Taking off the truss rods which would prevent the body going straight, I decided to make a better job of straightening it. I cut

a block of wood to fit along the body and attached it to the kit with elastic bands. Pouring boiling water on it and leaving it to cool for a day did the trick. Nice straight body but, big but, the elastic bands had wrecked the nice thin edge mouldings on the body and the under floor I beams which were twisted badly.

I took off all the parts I'd glued on previously leaving me with the unmade kit again. I tried to bend the body edges back using pliers but this made it worse. I tried a little hot water to see if this would help me bend the edge. Hey presto, the thin edges returned immediately to their correct state on their own! Clearly polyurethane has a memory of how it was moulded in the first place. Hence it's propensity to return to the curve. I tried this technique on the I beams but they were too far twisted to respond. I made up replacement I beams using brass strip soldered together and soldered on the brass fittings. The body was now straight so I thought that the truss rods would help them stay that way. They were glued in with super glue under the body and soldered to the truss brackets. The screw couplings were assembled and the buffer housings cleaned up so that the heads ran through them neatly. The heads have a flat top so I filed a small slot in the little retaining boss which goes on the end of the buffer shank, and into that glued small lengths of wire so that they could not rotate. The bogies are a fiddle to assemble but look good when finished. I tried soldering them, but decided that glue was preferable.



There are no transfers included with the kit. Some are available for BR days from Railtec but that is not my era. I haven't decided what to do about lettering it yet. I sprayed the kit with a suitable grey from Precision and weathered the wood using Tamiya acrylic. A lovely model results. The detail is very good. I'd recommend the kit from the point of view of the way it looks finished, but not from the point of view of the battle I had getting it made. I can't say I'm keen on polyurethane for kits. The lesson here is to be very careful with the hot water. The material goes extremely soft with hot water and it is very easy to wreck the mouldings as I did.

The picture show the wagon, with and without a tank load. The tank is a Tamiya 1:48 scale model of the British Matilda. Lovely model, and although a bit small, looks fine in my opinion.

A Coal Lorry for Okehampton

At the front of our layout of Okehampton is the coal yard of SP Gunn. We have space to represent a little under half the yard so it will need something to fill this space. There will be some of the buildings, and coal storage but I thought it really needs a lorry to get more interest. As far as I can find there are no records of the lorry used by SP Gunn, so I have some freedom in my choice as long as it is correct for the period.



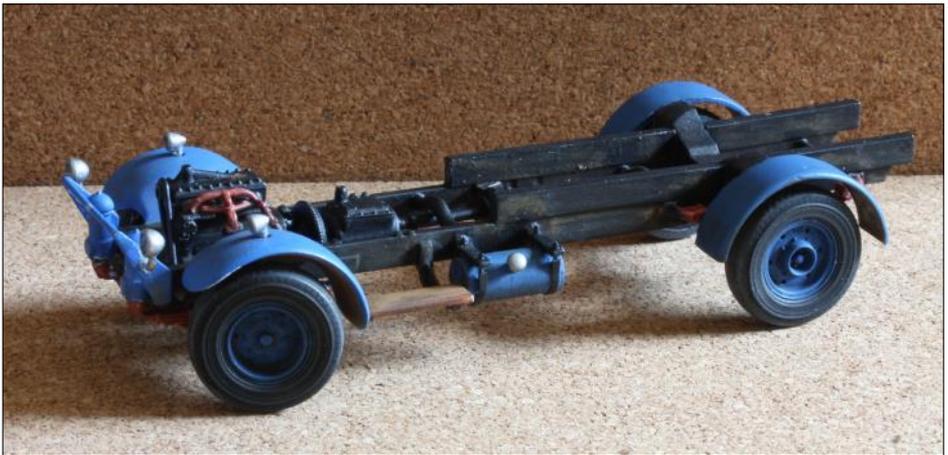
Gramodels produce a resin kit of a Bedford OY coal lorry which was a possible choice. Airfix produce a couple of kits that I thought might also be suitable for conversion. I selected the AM463 refueler as the basis of my project as James had been making one at the time for his own layout and it seemed a very detailed kit. I then set about searching Google for suitable pictures of prototypes, (see below) that could be the basis



of the conversion.

The Airfix kit provides all the parts for the chassis with wheels, bonnet and cab front. The cab needs a lot of rebuilding as the kit cab is very wedge shaped and too wide at the back. The flat bed is easy to make.

The chassis. This is constructed as per the kit, complete with engine and wheels. I decided to keep the air dampers on the front as this was going to be a war surplus vehicle conversion. I thought converting to a normal Albion 463 would require too much work (or maybe I was being lazy) on the front end but would be perfectly feasible. The changes I did make were to replace the rectangular fuel tank with a cylindrical one and move its location back slightly. The tank is a simple scratch build from plastic tube, rod and strip. The second addition is to add plastic strip to the chassis beams to take the load bed. Then I added a driver side step from Evergreen strip which matches the one from the kit on the passenger side. The rear lights are turned from clear plastic sprue from the kit, mounted onto 0.3mm brass rod and then painted. Number plates are printed on paper. These were originally going to be decals on thin plastic but the paper works well and is easier. The number plate, DV521 is for the Devon area but I don't know what vehicle it was on. The spare wheel hangers are made from thin brass strip bent to form the frame and the spare wheel slips into that.



The flat bed. This is built from planked Plasticard and edged in styrene strip. Some bolt head detail has been added by putting some 0.25 x 1.5mm Evergreen strip through the club's rivet press. This works OK if you do not press too hard otherwise the strip will split.

The cab. This is the most difficult part and the most satisfying. Basically, the bonnet and cab front are OK but the sides need rebuilding with flat panels and the whole thing needs to be squarer. The AM463 cab is very wedge shaped and much too wide at the back. The interior is OK to use with just the passenger seat needing to be reduced in width a couple of mm. The kit sides had the panels behind the doors removed very carefully to leave just the frame. New panels were cut from thin Romark on the club laser cutter and I added some oval windows in the top panels as many lorries had a



similar feature. The doors were carefully smoothed to remove the existing panel detail. I had to make one of the door handle from a tiny scrap of plastic but you can't tell which. I could then assemble the front and sides to get the shape of the cab, cutting the floor as required. The cab back uses the kit part but it has to be cut into pieces and then reassembled to get the smaller size (width and height) but keeping the nice curved top edge with its bolt detail. The roof had two cuts

made from the centre of the back edge to the front corners but keeping it as one piece. A little plastic was removed from these cuts and the back edge could then be closed up to the correct width. A layer of styrene was added to the underside of the roof and filler used to make everything neat and tidy. The roof was then carefully sanded along the bottom edge to reduce the pitch.

Painting and finishing. The parts are sprayed with Tamiya grey primer and then painted with Coat d'Arms acrylic paints. The main body colour was sprayed, everything else brush painted. To get the wood effect on the flat bed I start with a light colour, Coat D'Arms 236 Horse Tone Grey. Then use Games Workshop washes in black and brown. Then I rub some Carr's weathering powders into the dry paint with a cotton bud. Weathering powders are used on the body as well to get a little light dirt on. Decals are printed onto laser decal paper and then applied to the doors and the roof board. This then needs a thin spray of matt varnish to help hide the decal film.

The coal sacks are from an S&D models kit of a horse drawn coal wagon (I am going to



build this as a worn-out wreck to go in the back of one of the sheds), again finished with grey spray primer and acrylic black and then dry brushed with a lighter colour to bring out some of the texture in the sacks.

Paul

ON DESIGNING AND BUILDING A HOME-BASED MODEL RAILWAY

One Christmas way way back in the middle of the last century when I was a small boy, Santa brought me an electric train set. It was OO gauge, made by a company called Trix Twin Railways, and included a goods train comprising an 0-4-0 tank engine with four or five tin plate goods wagons, an oval of track including two manually switched points, a mains transformer, and a controller. After Dad had showed me how to set it up (on the living room carpet where it would gather most fluff) I was transfixed. I played with it for hours and hours and days and weeks and months and years. For subsequent birthdays and Christmases family members bought me extra track, coaches, wagons, and another loco (a BR [ex-LNER] Hunt class D49 4-4-0 tender engine) and Grandfather, who was a cabinet maker by trade, made stations, tunnels, trackside cabins etc, so within a few years it had become quite an extensive set-up, but it was always laid out on the living room carpet and always had to be put back in its boxes at the end of the day. I'm not sure exactly when I stopped playing with the train set, but by the time I reached my teens I had developed other interests like collecting aircraft numbers, hanging out with schoolmates in and around the local cafe, and of course GIRLS, and the train set was forgotten about.

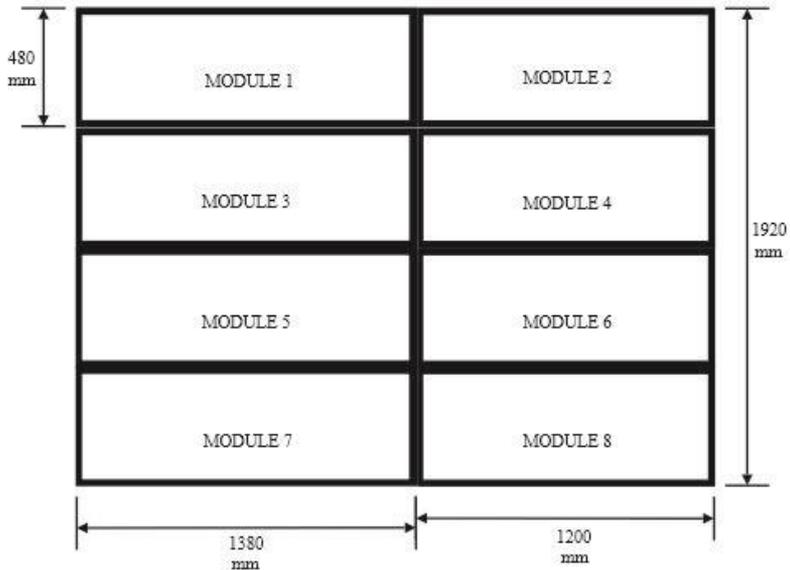
Then in the late 'noughtys' of the present century after my Dad had passed away and when Mum was in the latter stages of dementia and had to be accommodated in a nursing home, I was clearing their house out in preparation for selling when I came across a small box in the attic containing the remains of my childhood train set - just the two locomotives - and the memories of the happy hours I had spent playing with them came flooding back. It was then in that dark and dusty attic, surrounded by long forgotten relics of my childhood, I promised myself that when I retired and had loads of spare time (deluded fool) I would build myself a 'proper' model railway.

So it was that in 2011, after I had retired, I decided to get involved in railway modelling and joined R&DMRC. However, back in those bad old days our two (physically) grown-up sons still resided at the Hotel of Mum & Dad (conveniently co-located with the Bank of Mum & Dad) and we had no spare space in the house to accommodate a model railway, so I decided the only practical solution was to construct a layout which could be set up in the attic.

I had already decided it would be OO gauge (most of the rolling stock would have to be RTR as, at age 66, I didn't feel I would live long enough to build a significant sized layout AND a shed-load (pun intended) of locos AND yards-full of coaches and wagons). I had also decided the track arrangement should be based on a double-track oval with some decent length straight stretches, and to achieve that in 4mm

using only radius 2 and above curves required a minimum layout size in the order of 6ft x 8ft. The size itself was not a problem as the loft was fairly spacious, but access was via a 20 inch square hatch in the ceiling of our entrance hall.

Now I suppose I could have carried all the necessary materials up through the hatch and built the layout in situ as a single baseboard, but I had this nagging feeling that a couple of months after construction was complete someone would decide the large field behind our bungalow was the perfect place to build a sports stadium / sheet metal works / HS2 viaduct - and we would have to move house. So the layout would have to be modular, each module being no more than 18 inches wide (so it would fit through the loft hatch) and around 4ft long so it could be manhandled easily. With these constraints in mind I came up with the modular arrangement shown in figure 1 below.



On joining R&DMRC I was impressed by the baseboard construction methods being used on the (then) new "Okehampton" club layout and decided to make my layout a sort of mini-Okehampton. Each module would be constructed in accordance with a standard pattern comprising 100mm deep outer frames cut from 9mm marine ply with 2 lateral and 1 longitudinal cross struts for rigidity and be of the 'open top' design thus minimising weight. Physical alignment of adjacent modules would be ensured using 2 pairs of cabinet makers dowels between each module and each of its immediate neighbours, and adjacent modules would be clamped together using a single toggle clamp at each end of every pair of adjacent surfaces.

The first big technical decision was whether to use analogue (track) control or digital (train) control. Before joining R&DMRC I had sort of assumed analogue control would be best being cheaper and (I thought) simpler for a beginner, and anyway I quite fancied the idea of designing the sectorisation of a big layout and perhaps writing a computer program to control the powering of each sector. However very soon after joining the club my mind had been changed. Everybody I spoke to said "go digital", and when I tried to explain why I thought analogue would be best to start with they just gave me a pitying look and said "don't think about it - just go digital". So that was that decision made.

The next was what operational facilities should be incorporated in the layout. I had already decided I wanted a continuous loop of track and that it should comprise a down line and an up line so I could have passing trains. This in itself implied there would have to be a reversing loop in order to transfer trains from the outgoing 'down' line to the incoming 'up' line which ideally should not be visible from the front of the layout. This reversing loop would require a lot of real-estate, needing an empty circle of almost 3ft diameter. I would have to have a goods yard (to justify the standard 9F loco I already owned); I really fancied a terminus station with a transparent arched roof that would accommodate 6 coach trains; obviously there would have to be a Motive Power Depot with a multi-road engine shed, water tower and coaling stage; and also somewhere to store several rakes of coaching stock. It wasn't until I started trying to figure out how to arrange this on a 6ft by 8ft baseboard that I realised it wasn't all going to fit. I then had the idea of putting the terminus station on an upper level along the back of the layout, an arrangement which would not only justify a railway viaduct (another of my fanciful early desires), but would need a hill under which the reversing loop could be concealed.

The last set of major decisions was what geographical area and era the model should represent. I had always thought the LMS had the best looking locomotives but I also fancied having some GWR locos as well, so a mythical town somewhere in the West Midlands seemed appropriate, but the era was difficult. Certainly the main focus would be on steam trains, but I didn't want to rule out some of those majestic early diesels like the Deltics, so late 50s early 60s seemed most appropriate. However in that period the British railway system was so run down and decrepit that it didn't appeal to me in the slightest. Then I came up with the idea of modelling a modern day heritage railway, enabling use of rolling stock from any of the railway companies and all eras and not be constrained operationally.

So that was it - most of the big decisions made and all that remained was to build it - easy peasy! (To be continued.)

Bob

Two D&RGW HOn3 Outfit Cars

I've recently built a couple of the Narrow Gauge Colorado <http://narrowgaugecolorado.com> Outfit Car kits, as you can see from the photos. These are good, but not great, kits. They contain the basic parts for the body, and roof and a one-piece underframe, all laser cut, and a variety of detail parts in various materials. Mine had Grandt brake gear sets, queenposts and stirrups, Tichy turnbuckles, wire for grabs, and some rather poor 3d printed parts for bolsters, cupolas and so on. In both the two I built, the kits did not contain all of the details that you'd need to make a complete model. Such things as roof walk end support braces and the caboose interior steps up the sides of 04410, for example. The instructions are extensive, but not particularly good, and don't contain any scale drawings. You will need to supply your own trucks and couplers: I used Grandt 3'7" archbar trucks and KD 714 couplers with no issues - the kit is designed for the 714s to be used with minor alterations. There are decals in the kits, but they're very incomplete, and, to my eye, don't have the correctly shaped lettering either. I binned them in favour of Thinfilm, use sheet HoN102 or 102a. What I did get from the instructions is the suggestion not to use PVA glue or other water-based stuff during assembly. I tried a water-based stain on the sides of 04255, and they warped. I stained the other side, and dried under weights to get them back flat, but you have been warned. I then assembled the entire model with superglue or liquid styrene solvent, except for soldering up the long steps under both side doors on 04410 and one



on 04255.



Assembly is straightforward, but you will need to take some care to get the corners properly done. The car body has a thick card inner layer and a detailed skin. The suggested assembly is to add glazing to the inside of the inner skin first, then add the outer skin, assemble the box and then paint it. I'd suggest that you add the glazing after painting the box, but before adding the roof, though that will not deal with the fact that the glazing is behind a 1/16inch layer of the inner card. However, as you can see, my two have flyscreens over the windows, so the thick glazing bars don't really show. What's more of an issue is that assembled as designed, the underframe sills stick out below the sides a little, so I shortened the inner card sides by about half a millimetre to get the floor properly in. Apart from laser cut needle beams and the supplied plastic detail parts, you're really on your own with the underframe, the more so given that the prototypes had KD split cylinder brakes as opposed to Grandt's KC style, but the Grandt parts are easy to adapt. Just remember that there is no prototype info in the kit box, so you'll need to look up how the underframe detail works and have photos for the bodyside details, too. The rest of the assembly is much the same, requiring care and some fussing to get decent fits. The kit parts mark the holes that need to be drilled for handgrabs, but not for the coupler lift bars, and like many kits, get the holes wrong for the lower grabs on the ladders of grabs: the inner end of each should be bent up and over. I missed this on 04410, but did get it right on 04255. On both, I also added some

extra relief to the door and window frames and the cantrail, because I felt that the sides were too flat as they came. I also added small Grandt NBWs to the grab irons.



The roof assembly is quite well thought through, except for the end-most roof walk support which is part of the thick card inner body. I had to soak this in superglue to rigidify it so that I could then sand to fit. Indeed, you'll do a lot of sanding to fit, including getting the body corners nicely assembled, and be prepared to use a little putty to complete the corner brace details, too. The laser cut carlines make a strong and stable roof straightforward to do, and integrate the cupola, which is a 3D printed part in both kits. That for 04255 included two carlines, one of which arrived broken, but was easily fixed with superglue.



The 3D printed parts in my two kits were really quite disappointing. I tossed the bolsters from both, and the window shades from 04255, and made new

ones from Evergreen styrene. I used small drill bits in a motor tool as rotary files to both remove the parts from the sprues and to do the cleanup, and they needed a lot of that, particularly the coupler buffers. Even with careful cleanup, I thought the detail on the cupolas was fairly poor, and they were slightly warped, too. One tip, should you have chips in these 3D parts: add a small dab of superglue to the chip area and then dip in baking soda. This will harden immediately and can then be filed back, to fill the hole, or more superglue/baking soda to build up multiple layers if you need more depth. Much easier to do than using putty and much more likely to stick well, too.

You can see the end results from the photos; I'm decently pleased with them. What you may note in a closeup is the horizontal marking on the car sides from the laser, which did not become apparent until the models were painted: it would have been better if the CAD artwork had used vertical lines to thin and mark the planking on the sides. I made the window screens from the supplied tracing paper. The frames for the screen doors are particularly nice. On 04255 I painted the screens both sides with matt varnish to make them a bit more



transparent: I think that worked well. The 04410 screens were also varnished, but I did that after adding to the model, and with rather less success - the matt varnish really needs to be done on both sides of the tracing paper.

Overall, I got two decent cars from these two kits, but they're expensive for what they are. They're \$64.95 each on his web site, and for that I'd have expected a more complete kit, with much better instructions that included scale drawings and much better decals. Not sure that I'll buy any more, though I am told that he has replaced some of the 3D printed parts with metal castings. I have no idea whether that constitutes an improvement, or not.

Mick Moignard

AYLESBURY STATION MAIN BUILDING

This project seemed to be a rather daunting model to make but with the help of David Lane it has progressed very well. David has now built his own model of the above and it looks very impressive. I am now following in his footsteps with the same building but of the 1940-50 era. It has been a slow process from laser cutting which took place at James' abode on several occasions. Romark acrylic 0.5mm and 1mm thicknesses have been used.



After the laser cutting sessions I laid out the parts to familiarise myself on how they go together, as obviously I have no instructions to work from. The assembly of all the parts worked out well. The laminated walls alone come to 18 parts. Each of the windows have 3 laminations to them. I have laminated the external walls with internal walls.

My next challenge was the painting and weathering of the walls, which took me a while to achieve. I think for the period it is right. Some of the stonework may have to be blackened because of the soot from the steam trains. Photo one is of the main walls before laminating together. The next photo is with all the stone overlays, window frames, door frames and doors glued in place. The third photo is the model temporarily assembled. I have yet to acquire the leaded light windows and glass for the doors. The building will not be properly assembled until all glazing and painting of internal parts is finished. It is much easier to assemble all the windows and doors etc in the flat position.



Up to this point it has taken me many hours. The partially built building at this stage has 102 parts. There are still many parts to glue together and put in place. Now that the hipped roof is on the parcels office and the turret is in position it is beginning to look like the actual station building.



Ken

Rubber Paint Brushes

On my N gauge Chinese restaurant there is some small lettering above the entrance which needed painting. I tried using a brush but it was a little tricky to keep the brush steady and the paint has a tendency to run. Easy enough to remove but frustrating. So I



had a look around Art & Office in Risborough to see what I could find to help. I found some rubber brushes with different shaped ends and got 4 of them to try out. The round one with the flat end is particularly useful. A little paint is put onto a paper towel and the brush dabbed onto it, this makes sure there is not too much paint on the brush which will happen dipping the brush directly into the pot. The brush is then gently pressed onto the raised lettering. It works really well.

Below left: Harry uses the brush to paint the lettering on O gauge GWR seat frames.

Below right: the finished seat frames with the lettering nicely picked out in cream.

Paul



RAILEX 2018

Exhibition

Just to remind you that our largest Club event Railex 2018 takes place on the 26th & 27th of May, at Stoke Mandeville Stadium, and you have already marked the whole weekend down on your calendar!

The weekend starts with the setting up which is from 9am on Friday (collecting barriers and other equipment) up to about 9.30pm. At 12pm it is all hands to the pump to get the hall ready (marking the floor, installing the electrics, putting the tables and chairs in place, etc) for the arrival of the vast majority of layouts and traders which will start to arrive from 3pm. This continues from 8pm on the Saturday morning up to when we open to the public at 10.30am, with tear down on Sunday finishing at about 8pm. Please make yourself available for this and the various jobs that need to be completed over the weekend, so see our Chief Steward Bob E. and sign up today! Those who sign up early get the best jobs!.

Once again we will have the Club Display stand, show casing our layouts and our models. Tim P, is organising this, so please see him if you can support him in any way, as I am sure that he will be speaking to some of you regarding models to display and help with setting up.

Railex 2018 will be the first completed showing of Kier Hardy's new layout Hornsey Broadway, while Stuart Holt's Kyle of Sutherland will be making a rare exhibition appearance, add to this many other finescale layouts and the layout line up is very impressive.

See the Railex website www.railex.org.uk for more details on the layouts and traders.

When meeting with the layouts and traders over the weekend, please be kind and courteous to all of them, as some of them have travelled a great distance to be here, and some of the traders are taking very large stands at a great expense.

If you have not been involved before or if you have any questions about tasks, please contact the Railex Management for more details: these are, David Lane, Richard Neil and Me.

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

ANT
Railex Management

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

Risex 2018 Report

Risex 2018 produced a modest excess of c £1.3K – similar to that of previous years. A worrying drop in attendance was offset by an increase in adult entry price from £3 to £4. The fine weather on the day may have had an impact on attendance, as may the knowledge that someone will post a video on Youtube (e.g. <https://www.youtube.com/watch?v=-wMJMep7B9c>). It has been noticed that there has been drops in attendance at many shows over the last few years, so this is nothing new, so that is why we all must do our bit and advertise all Club events as much as possible to make them a success. Though it did seem busier in the afternoon, perhaps visitors taking heed of advice to visit in the afternoon when it is quieter.

Our Aylesbury Town layout was operating (after significant effort to meet the deadline) and drew a gratifying amount of interest. The experience will draw attention to details which can be addressed while it is still practical to do so. I thought that all the layouts this year were to a high standard, and I will continue to invite those that meet this criteria.



A new trader was present P&G Engineering Supplies and was in the Cherry Baker room selling a selection of tools and N/OO9/OO kits and bits. All traders were positive about their trade, and all plan to return in 2019. We will only have Richard Boddington's Postcards for 1 more year though, so if you know of a suitable replacement then please let me know.

Our new caterer Ashlea Catering was well organised and produced the products of the fillings for the jacket potatoes and all the filled rolls, which were up to our high standards. We will continue to rely on the offers of cakes to supplement the food offer, which is a major feature of the day.

Thank you to all Club members, significant others and family members who provided support prior to and on the day.

It is now time for me to make a start on Risex 2019, which for your diary is on the 23rd February.

Thanks
Adrian
Risex Exhibition Manager

Below: Tanybwllch, OO9 Gauge, Exhibited by Nigel Smith.

Photo by Ant





Above: Trowland, 22.45mm Gauge, S scale, Exhibited by Trevor Nunn.

Below: Hawkesden Road, N Gauge, Exhibited by St. Neots Model Railway Club.

Photos by Ant



Our New Bench Sander.

The club has purchased a sander which has both a vertical belt and disc planes for sanding. The disc has a table that can be angled to allow mitres to be formed on the edges of the work, this is particularly useful for creating mitred corners on laser cut walls of buildings. This was our main reason to purchase this.

A couple of things to bear in mind while using it, firstly attach the vacuum cleaner hose to it so that dust can be sucked away, this is the black pipe in the lower right of the photo. Fine dust can be irritating and in some cases a serious health hazard. Secondly, if sanding narrow pieces use double sided tape to hold your work to a larger flat sheet as not only will this allow more control while sanding but will avoid your work piece being grabbed and thrown out possibly in to your face, also attaching small parts to a larger sheet avoids you sanding the tips of your fingers!



David L

The Chopper

Another new bit of kit is The Chopper. You can use it to accurately cut thin strips of plastic and wood. Beware the sharp blade!



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.

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. Plain text, no formatting, photos as large as possible.

Modelling Saturdays

The following dates have been booked 09.00 to 17.00

Apr 14, May 12, Jun 9 and 30, Aug 11, Sept 8, Oct 13, Nov 17,
Dec 8 and 29.

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.

Apr 20, May 4, Jun 15, July 20, Aug 17, Sept 14, Oct 26,
Nov 23, Dec 14.

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	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
	5	Weathering Workshop, beginners
	6	Weathering Workshop, intermediate
	12	Modelling Saturday
	25	Railex Set Up
	26-27	RAILEX 2018 Exhibition , Stoke Mandeville Stadium, Aylesbury
June	1	Trustees Meeting
	2-3	DEMU Showcase, Town Hall, Burton-upon-Trent
	8	New Members Welcome Evening
	9	Modelling Saturday
	15	Test Track
	23-24	Kirkmellington at A Celebration of Model Railways 2018, The Dewars Centre, Glover Street, Perth
	30	Modelling Saturday
July	7	FestiRail Model Railway Exhibition , Community Centre, Princes Risborough part of Princes Risborough Town Festival
	7	Beaconsfield MRC Exhibition, The Beaconsfield School, Beaconsfield
	20	Test Track
	21	CMRA Modeller's Day 2018, Parmiters School, Watford
August	3	Trustees Meeting
	11	Modelling Saturday
	17	Test Track
September	1	Start of R&DMRC Financial Year
	8	Small Club Stand at St Dunstan's Church Fun Day, Monks Risborough
	8	Modelling Saturday
	14	Test Track
	22-23	Scaleforum 2018, Stoke Mandeville Stadium, Aylesbury
	30	Risborough Venturer' Club Trip to the Romney Hythe & Dymchurch Railway



Wheeltapper 2018 winner Roy (right) being presented with the trophy by our judge for the evening Paul Bambrick and below the winning model of a Southern Railway (ex SECR) N1. Photos by Ant.

