



Risborough and District Model  
Railway Club

**Winter 2007**

# **FOOTPLATE**



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At the last committee meeting, held on 6<sup>th</sup> December 2006, the following items were discussed:



The purchase of new modelling tools has been approved (see page 22) , their storage and care and the appointment of equipment managers was discussed. A major new scenic project (see page 17) is planned for 2007. Railex 2007 is nearly complete. We need to confirm some costs and reduce them if possible. We need to get more visitors so may have free entry for accompanied children on Sunday. We will be looking at the issue of child protection legislation and how to comply with it if we get more junior members who are not accompanied by parents. Risex 2007 is also nearly complete with a few traders to confirm.

## WELCOME

Welcome to the new year which I hope will see many models being constructed and new projects started. There are two major projects in the planning stages, the O gauge project and the P4 project. I expect that the project leaders will be telling us all about these as they progress. The P4 project is another urban scene (like Saffron Street) but with two separate levels. The lower one is for shunting and short freight trains serving the local industry, while the upper is for through services. This upper line uses a traverser rather than a normal fiddle yard, which saves space but more interestingly as it has no pointwork it will allow EM gauge stock to be run on this line. A really excellent idea to include more modellers in the project. The O gauge project is based in the rural south west (Okehampton) so provides a complete contrast in scenery. These two projects should allow all members to contribute in some way.

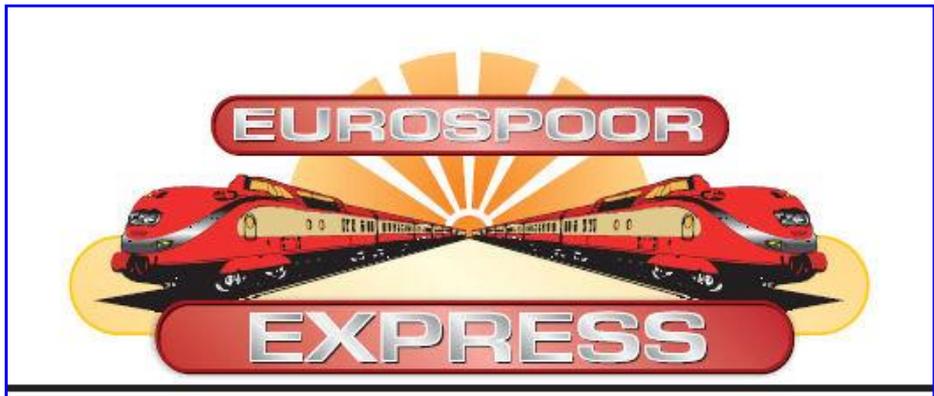
The AGM was held in November and we have one change to the committee to report. Pete decided to step down as treasurer (and we thanked him for all his hard work during the year) and Neil has now taken his place where he will put his banking knowledge and skills to good use. All other positions remain as they were.

The Country membership has been renamed Associate membership with the distance requirement replaced by a limit on the number of visits to the club. It was felt that this more closely matched the current requirements of the club and would allow more flexibility in bringing previous members back to the club.

The year ahead promises to be very busy with projects, workshops, new layout construction, Wheeltapper etc so do join in. You could also contribute to Footplate with exhibition reports, kits reviews etc.

Paul

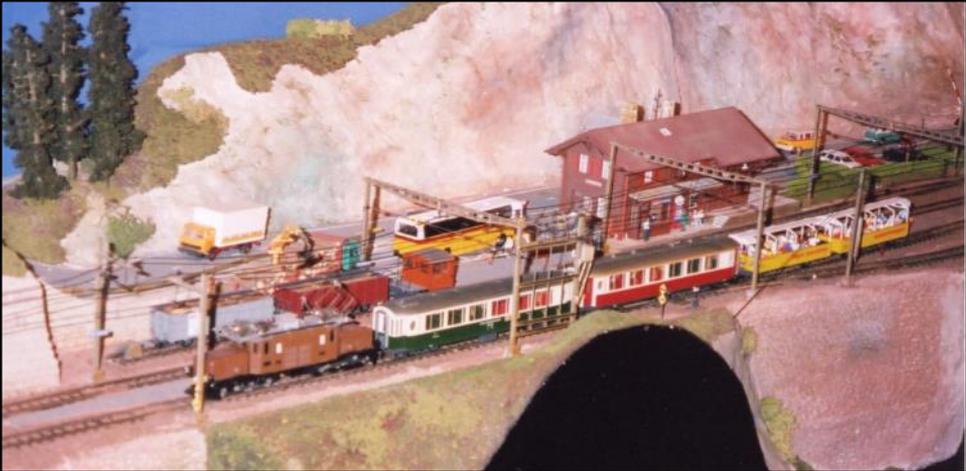
**Front page:** A 2 car DMU winds its way through a snowy German valley. Winter scenes are difficult to model but this HO layout gives the right atmosphere and was exhibited at Eurospoor.



## Eurospoor 2006

Once again Margaret and I set off for the Netherlands. A short walk to Risborough station, 45 minutes to Marylebone and a short underground journey brought us to Waterloo International. The terminal was very crowded until the departure of the Eurostar to Disney complete with band! The Eurostar journey is very quiet and smooth and gave a good view of the derailed train at the far side of Waterloo. The high speed line through Kent seems straighter than the line in France where it is a real challenge to walk to the buffet car at high speed. The second half of this line is due to open next year with trains departing from St. Pancras. The Eurostar took us to Brussels where we changed trains for the Benelux push/pull set with only a half hour wait. This train consists of a Belgian class 11 electric loco pulling Dutch ICK coaches in yellow and maroon (although some yellow and blue coaches are sometimes used). These trains travel from Brussels to Amsterdam but we changed at Rotterdam to get to Utrecht by the shorter and quicker route. The route takes us past the new Brussels/Amsterdam high speed line and the new freight only Betuwe line which will take freight traffic from the port at Rotterdam to Germany, both of which are nearly complete. Upon arriving at Utrecht it is only a few minutes walk to the hotel which is close to the exhibition centre and the city centre which has many good restaurants to choose from.

Eurospoor is one of Europe's largest model railway shows being approx 20,000m<sup>2</sup> which is about 10 times the size of Railex! The style of the show is more like a good family show like Risex or Wycombe but on a very large scale. There are a good selection of layouts from the Netherlands and beyond





Above: The harbour scene above was one of the best bits of modelling at Eurospoor.

Top: The scene at the top shows a layout with a lot of depth to the landscape and an excellent backscene that blends in well with the 3D layout. Notice how the train appears small in the landscape.

as well as major retailers and small stall holders. For anyone modelling European railways there is a much better selection of models and at very good prices, for example new models from Fleischmann or Minitrix are often the same number of Euros as we are expected to pay in pounds! They also have plenty for the kids to do with a ride on train in one hall and a clown/entertainment show in another. Catering is a little basic but edible and the show does get busy but not quite as bad as Warley! We spent all day wandering round and spending money so it was well worth the visit. The following day was spent at the Arnhem dolls house fair so that evened things up! Other days were spent searching for modelshops or photographing windmills. The weather was quite good for October (always take an umbrella to the Netherlands though) and we were even able to have lunch outside by the canal.

Any visits outside of Utrecht were by rail which did not work perfectly this time. There was quite a lot of engineering work going on and on the way to Arnhem there was a technical failure which meant we only got a few minutes out of Utrecht before the train returned. The info stand at the station provides a very good service (in English) so we checked there, then rushed down to a different platform to get onto a packed Koploper, standing room only. This took us to Den Bosch where we could change to go in the correct direction and overall we were only about an hour late to Arnhem.

Another day took us to Zwolle to photograph the station roof and buildings. The station on my layout will be a similar style to Zwolle so plenty of photos were taken. Then on to Groningen in the rural North East to go model shop hunting and to look around the town where we found a small tea room for lunch. We returned by the same route we took again using Koplopers (also known as IC3 and IC4) which split and join at Zwolle. These units (which are 3 or 4 car) can form trains up to 15 coaches in length.

During the week we were able to travel on loco hauled intercity and Benelux sets, Koplopers, MAT 64s, Sprinters, Bisons (originally DD-IRM and now called VIRM sets) and the earlier DD stock without further incident.

The return journey was via Amsterdam, as we had plenty of time, to catch the Benelux train to Brussels and then the Eurostar to Waterloo etc. A very relaxing way to travel.

Paul

## DCC Power blocks

Analogue DC layouts are wired in a number of sections, with each section operated on the one-engine-in-steam. Complex block wiring and block switches have to be used to be able to operate multiple locos. And that's one of the advantages of DCC, you just don't need all those sections. Each loco responds only to its own address, and that means that the whole layout can be wired as a single section. But in reality, it's not quite that simple. On small DCC layouts, one section only is quite normal way to work, but as those of you who have operated Camp 93 will know, it's not totally ideal. That's because if a short occurs through a derailment, infrequent on the Camp, or when someone runs through a point set the other way, sadly slightly more frequent, then the DCC system shuts down and the whole layout stops.

To avoid this, DCC layouts are commonly wired in what are called Power Districts. Each district has its own breaker, set to cut the power off in the event of a short, even faster than the booster will do; that means that the booster will continue to power the rest of the layout while the short is cleared. And if you operate the switches (points) via DCC, then you can also put the switchmotor decoders in their own power districts, so that a short on the rails - mostly because someone has run a switch - does not stop you from operating the switch until the short has been cleared.

So how do you decide the divisions of the layout into separate districts? Well, as you might expect, you base that on the layout's design and on how it is operated. On my home layout, I have the main line and storage sidings all as one power district, and the main station area as a second one. When there is more than one person operating trains, the most common scenario is one person in the storage sidings making up trains, and one dealing with them in the station area. On the main line itself, there are few switches and derailments are uncommon, so while this isn't the best design, it works pretty well. I do have a plan to make a third division, splitting the storage sidings/main line division into two. The new division will be the storage sidings and the first few yards of mainline from them, leaving the rest of the scenic main line as a separate section.

On a layout with a double-track mainline, then a good plan would be to make each main line a separate division, so that a problem on one leaves the other still operating, and then also make extra divisions of features where independent operation can happen, yards, engine terminals, branch lines and so on.

On exhibition layouts such as Camp 93, there's yet another approach, and that's to make each board its own division, and actually mount the breaker for the division on the board itself. This means that you only need the two DCC wires in to each board; easy to connect up as the layout is set up, and far less to go wrong in the

middle of a show. Actually, with Camp93, we have the accessory decoders for the switchmotors mounted on the individual boards too, so it would then be a good idea to have them powered directly from the booster input, and have all the track feeds protected by the breaker. In that way, if a switch gets run, and the train stops, we'd not get the embarrassing current event that the whole layout stops, and someone has to go and push the errant loco off the point. With properly fitted breakers, all you'd do is switch the point, and the loco would start to move again. The audience might not even notice that there had been a problem!

Breakers themselves come in various forms. Most of the DCC manufacturers offer breakers, and there are some independent ones such as those offered by Tony's Trains. Some are single output ones, and some will power several districts from one input. I use a Digitrax PM42, which can run four districts, on my layout at home, while we'd use single-output ones on Camp 93, if and when we get round to it. Some are relay based, and some are solid state - but I'm not sure that there's any operational advantage of one over the other.

What you do need to do, however, when purchasing a breaker, is know two things about your DCC system's booster, and the same two things about the breaker you plan to buy. First is the time required to break once a short is detected - and it also helps if this is configurable on one or, preferably, both. This is because the power district breaker must act faster than the booster, otherwise the booster will shut down first, negating the whole value of the additional breakers. You may need to slow the booster's shutdown time down a bit to ensure that the division breakers operate first, or set the breaker to act faster. Secondly, you need to know the current draw that the booster supports before its own breaker drops. If you use a breaker that can cope with more current than the booster, then it may not see the short until well after the booster does, which then again means the whole layout shuts down. Again, it may be worth the extra expense of more configurable breakers to be sure that the breaker always operates first. And, this ability to limit current draw around the layout to less than the booster can deliver is quite valuable; just ensure that there is enough power available in places where a lot of engines congregate - engine terminals, storage sidings and so on.

And of course, as you wire it all up, remember the 10p test on every piece of track, and ensure that the new breaker is always the one that pops, instead of the booster.

Mick

# FAVERFORD

– a never ending story/cure for insomnia..... (chapter 3)

Layout development has been quite a challenge and with the compromises I've made to accommodate what I want being mostly quite minor, I shouldn't have to move house (see Chapter 1) to achieve a model railway that, operationally, reflects the chosen prototype.

Baseboards round three walls are generally 4ft x 2ft x 9mm ply, each on three longitudinal 18mm x 44mm battens and half-jointed to battens across each baseboard end. Most are supported on separate inverted 'L' shaped legs at the front (inside) of the layout. The base of each 'L' crosses under the width of the board ends where they are half-jointed and screwed to 44x44mm battens which are in turn screwed to the walls. All four inside baseboard corners have triangulated inserts giving considerably extra depth at each apex to allow:

1. Greater main line radius curvature through the station;
2. The three diverging routes to fan out at the 'country end' of the station; and
3. Extending train storage tracks through the curves at both ends to hold longer trains.

The two double track main lines and a branch disappear separately into the 'country end' hillside, under which all turn through 90 degrees then converge into two tracks. These run along the fourth wall on a 4½" wide shelf battened to the wall to reach the storage tracks. The shelf will have a 3" high wall of 2mm m.d.f. screwed to the front to both prevent any derailed train falling onto the floor and, from a seated position within the operating area, prevent trains being seen until they emerge from the tunnels into the scenic bit.

While I'd have preferred to keep the two main lines separate right round to the train storage area, being along the wall where room access stairs are placed, I couldn't allow the shelf to encroach further into the room without restricting room access unacceptably. Neither could I raise one line and drop the other to allow double decking. To do so would have meant shortening main line trains to enable them to climb the inclines. This posed the first major layout design constraint. The problem is eased a bit by increasing the pointwork to make the double track shelf section bi-directional. Thereby, as with the real Faversham, two trains can arrive up or depart down from/to Ramsgate and Dover simultaneously. A problem arising from this will be the care needing to be given to ensure all points are correctly set to prevent conflicting moves without going into the complication of point interlocking/track circuiting!

A few other niggling compromises I've been forced to make are:

1. Track curvature in a few short sections of the non-'scenic' area had to be

squeezed to 21” radius (equivalent to large radius Hornby track). I’d originally hoped to achieve 24” minimum. This means that some kit built loco’s may find this curvature a bit too tight to cope with without some modification to their chassis’ or driving wheel/bogie assemblies. (I hope not too much!).

2. Slightly shorter train storage tracks than I would have preferred. Track 1-13 (1 being on the outside) hold 12, 11, 11, 10, 10, 9, 11, 9, 7, 6, 5, 4 and 5 coach trains respectively.

While this looks okay on the face of it, most trains will occupy the maximum storage track lengths. e.g. the 12 coach boat train set will always run out of and back to track 1) Thus the loco (and baggage vans) will have to attach immediately prior to its departure time to avoid fouling track 2 access/exit points. Ideally, if each track were long enough to hold the loco rostered to take the train on its next duty as soon as the train arrived, it would help reduce congestion in the adjacent loco stabling sidings.

3. While all roads are reachable by Down trains and all are simply reversible to become Up trains, only roads 1-10 can be reached by Up main line trains and of these only 1-6 are directly reversible. To reverse Up trains going into roads 7-10, they must continue out the other end of 7-10 (onto the bottleneck ‘shelf’) to set back into a road 1-6 as becoming available.

To enable all roads to be directly accessed *and* reversed to/from the London end, the pointwork would have to be extended, in turn shortening the scenic part and thus force platform length reduction This is a compromise I really don’t want to have to make.

Roads 10-12 are loops enabling locos arriving on Down trains to be released. Alternatively, trains can be set back into roads 10 and 11 (if used as dead-end sidings) increasing capacity to 9 or 8 coach length trains respectively. The Maidstone East (Up end branch) has access to tracks 12 & 13, although 13 will usually be kept clear for use as the branch run-round loop and to shunt either a 3 coach set (or equivalent) into a tail-shunt siding which is end-on to road 13.

Two other departures from the real Faversham that have had to be carried into Faverford are the position of the engine shed and goods yard.

The real engine shed was (in fact still is, but somewhat derelict) in the fork of the Ramsgate and Dover lines. On Faverford this would have required an additional 6ft. of scenic area. So it’s now sited at the outside corner on the Down side next to the station. It has a three road shed with a fourth track alongside it and two further tracks: one leading on to, the other off a 60ft. turntable. Locomotives enter the shed area by reversing off the down Ramsgate line, just beyond the junction and river bridge, and go straight to the shed or turntable. Or, once within the shed ‘neck’, locomotives can set back(/forward) into a three track disposal/stabling area.

Faversham’s goods yard was where Faverford’s engine shed now is. Its yard area extended about a mile down the Faversham creek branch line with various sidings off and with a tracked wharf area at the far end which rail connected the once



active (pre-war) wharves loading barges and coastal ships with stuff from the railway and local industry (bricks, gunpowder, hops and packaged or processed fruit). Clearly, it isn't possible to incorporate all this on Faverford, nor is it sensible to undertake wagon coupling/uncoupling and train remarshalling across the baseboards where, however clever the coupling devices, much manual intervention is bound to be frequently needed. So Faverford's modest four siding yard is on the up side London end of the station within comfortable (and less obtrusive) reach of 'the hand of God' as need arises!

The yard will have the usual goods shed, cattle dock and coal staites and will handle all the traffic mentioned above but in more modest quantity. Additionally, there are two 14 wagon capacity transfer sidings at the country end of the station. The yard and transfer sidings are connected by two short yard loop tracks parallel to platform 4. Long head/tail shunts, enabling 33 wagon trains to enter the yard/transfer area from either up or down directions, are placed between the running lines and goods yard and transfer sidings. Wagons can be dropped off/picked up with relative ease, either by the train loco parking its train and shunting the yard or with help from the yard pilot engine.

The transfer sidings are mainly used for stabling empty and full coal wagons en-route to and from the local coal mine (Challock) five miles to the south of Faverford on the Ashford Branch. Due to its light railway (Colonel Stevens built) status, only fifteen wagons are allowed on branch freights; so 30 wagon coal empties arriving at Faverford with 'N' 'Q1' or 'W' tank locos are divided, then worked down the branch (and back again once full) by lightweight locos such as ancient Stirling

'R1' 0-6-0 tank engines or even more antiquated 'O1' tender engines.

My intent throughout has been for Faverford to very substantially capture the operational 'feel' of Faversham. I accept that it actually looks nothing like Faversham and there is no reason it has to. If it did, I'd simply call the layout Faversham. If it did, I couldn't run as many boat trains as Faverford can, enabled by the station's two through lines, nor could I run quaint push-pull trains and light branch freights to/from Challock coalmine, for which inspiration was drawn from the similarly peculiar operations a few miles down the line towards Dover at Shepherdswell.

All who've seen Faverford in development (its current state) have commented (I'd have been disappointed if they hadn't) on the huge track to baseboard ratio; the number of points - 99, counting double slips as 2 points - and the lack of room for back scenery.

My view on scenery is that what lies beyond Faverford's railway boundary fence will be as irrelevant to me as what was beyond the real railway boundary fences when traipsing round engine sheds or watching trains from the end of station platforms. Also, with action aplenty, there shouldn't be time to notice scenery beyond the railway's border fence even if it had any!

The concession I'll make to life beyond the boundary fence will be a sheet of wallpaper lining pasted horizontally on the wall around the 'scenic' bit (about 28ft in all). I'll attempt to paint/wash this in watercolours using subdued shades, in impressionistic style to indicate such local features as the Shepherd Neame brewery, trees, oast house, trees, houses, trees, cloud and a bit of roadway to join up to a roadbridge over the station and maybe a few more trees! Hopefully this can be done in such a subtle way that virtually nothing on it will scream "look at me"; I want the activity on the railway to do that.

Returning to the railway itself, the main line sweeps through Faverford on gentle transition curves of 7ft+ radius at the platform ends, tightening towards the centre of the station to 3'6". A substantial road bridge will cross the station at mid-point to help disguise the tightest part of this curve and take the eye beyond the platform canopies towards either the London end or country end junction crossovers - just as your feet would take you to the platform ends where you'd be most likely to want to watch trains on a real station.

Given the ruling curvature, passage of non-stop expresses thundering through Faverford at a scale 90mph plus might appear a little excessive to some but the curve has accidentally produced a practical benefit. (Those who think they know me just wouldn't believe that any concession I'd make to speed reduction could be anything other than accidental). The benefit being that, from where No.1 operator sits, he/she can view both ends of the station (11ft. apart) where most of the action takes place in much closer visual proximity than would be possible if the line was

dead straight. This is enabled by the continuous curve through the station and the swivel chair on which No. 1 operator will sit (giving a perspective perhaps akin to watching it all happen on a 'surround screen') without the need to traverse 11 ft. A slight(?) speed reduction as a token gesture towards realism seems a small price to pay for this perspective.

On the road bridge will be some bus stops and a few (or even several) Maidstone & District and East Kent buses and coaches, giving the impression that integrated transport was happening in Kent long before government had even heard of it or had a chance to cock it up! On the bridge, centrally, will be the booking hall, behind which will be seen the two stairway canopies dropping down to merge into the canopies of platforms 1&2 (Down) and 3&4 (Up).

There will of course be some scenery – as any 'scenic' area should have. See next issue.

Pete J.

## New releases at Warley:

Dapol (N) introduced the class 220 Voyager with stock available along with the Gresley coaches already announced and introduced their new models for the next year which are: Q1, Class 73 JA, spine wagon, telescopic steel hood wagon, Class 66 low emissions and a class 66 unpowered loco for double heading. Heljan were demonstrating a working container crane and turntable for HO and Class 26/27, 17, 58 and Falcon have been announced. Bachmann introduced a OO class 66 with sound (a UK first) and class 108 is on its way. In N the Scotrail 170 is now available. Kato N gauge 66s have finally arrived in ERS, Rail4Chem, HGK and HHPI liveries.

# Risex 2007 – The same but different

Risex 2007 is fast approaching, it's that time of year again; and things are moving along nicely.

The date is set as Saturday, Feb 17<sup>th</sup>, 2007 and as usual we will be setting out the halls on Friday evening – moving chairs, getting out the tables, sorting out the early exhibitors and traders, all the usual stuff.

It's a club exhibition, and it's going to need everyone from the club to make it happen, so "Please" be there to help. The more helpers there are, there is then less to do and the more fun it becomes.

We are planning on some changes this year; in fact I've been 'mugged' into doing it. The major change is that Margaret W. and her catering team will be operating at the end of the main hall close to the kitchen this year (it's a 'health and safety' issue), and we will be having layouts and traders in the 'Club' room instead of doing the catering in there.

The layouts are all organised, everything from Lego to Live Steam, and the traders are coming along as well. Here again there are some changes this year; one or two of the familiar faces will be missing and we'll be welcoming some new friends to replace them – please give them the usual smiling RDMRC welcome to help the exhibition along.

The 2006 AGM is over and the Risex team is now in place (Neil is going to have a shock, beating up all those traders and giving all that money away to the exhibitors!). Margaret will be around looking for ladies to help on the catering, Richard will be badgering y'all to do the jobs that make it all happen, David will be doing the announcements, and Paul will be running the Club Stand again this year.

The other team member is Ant, who (by the time you read this) will be stuffing yellow and black 'Risex' posters into your fists to distribute to exhibitions about the countryside. Again this year we need these to advertise our exhibition as far and as wide as possible. If anyone is going to Marlow, Maidenhead and/or St Albans, please **PLEASE** take some flyers with you.

So it's all happening. Be there and help, it can only get better.

Ian Roll

# Junior (and Senior) Scenic Diorama Project

The idea is to design and build a small diorama and learn scenic modelling skills which can then be applied to our main layout projects. There is a size limit of 1000cm<sup>2</sup> (approx 1 square foot) for scales up to and including 4mm and 1500cm<sup>2</sup> in area for scales above 4mm . There is no limit to height, subject or shape which are up to the builders.

There are a number of compulsory features:  
water, eg river, canal, waterfall, ditch, fountain, etc  
Rocks or walls (this could be a building)  
trees, not just generic trees but building specific species,  
a scratch built item, eg small building, footbridge over a stream etc

It can include other features eg road, path, people, animals and track if required. We will no doubt look at painting figures but could also go as far as modifying or even sculpting! Ready made items should be avoided if possible but kits and castings are OK. Your diorama could be a simple scenic model or designed as a photographic backdrop for your rolling stock. It could, of course, be designed to be incorporated into a larger scene or layout when complete. Juniors can have materials for free, while Seniors would be expected to contribute to the more expensive items. The dioramas should only be built at the club so that:

- 1) help is always available and
- 2) everyone can see what is happening and learn from each other.

We will be building the dioramas as a group and helping each other as we go. Members with particular skills will be asked to lead workshops. To start we will look at design and make sure everyone has a plan that involves some challenges, it is not supposed to be too easy or we will not learn very much.

Those receiving free materials will be expected to write articles for Footplate about project progress and reviews of the Woodland Scenics learning kits supplied. Finished dioramas will be exhibited at Wheeltapper 2008 and may be required for display at our exhibitions. If we all work together we can make life difficult for the judge to choose the best scene!

Paul

## **The two Ians' trip to Reading 2006 – The 'O' Gauge trade event.**

Veni, Penuri, Morti. The ancient Roman saying was never truer as I visited Reading in early December:

I came, I hadn't enough money, I died of want.

Reading was the 'O'-gauge 'Trade Event' of 2006 – the show with no layouts to look at and just seven hours of uninterrupted spending. All the usual suspects were there, from Alpha Models to Zylogix controls, all recovered from the excesses of Telford and hungry to extract the very last penny from each and every punter. Stunning. The only word to describe it. Every manufacturer with the shelves piled high, and every item glistening as only the cost of an 'O' gauge item can do. And with people clamouring to get in the doors!

Trader heaven.

My first port of call was the second hand stall, even before the show officially opened. First I looked at a '33' with a RJH conversion – was that good price? It looked like it until someone snatched it away quick. Then the two RJH brass kits at 25% of their usual price. Wow. Sold and gone before I could blink, to Ian G.

Ian R could have already spent a hundred and fifty quid, and then into the main hall for the things that were actually on my list. A quick trawl around the hundred or so traders to see what's on offer, and then a slower pass to really judge it.

Locos and carriages, rolling stock and figures. Books and building services galore. Everything your modelling heart could desire.

And all Ian R spent was a tenner. That was on getting in and getting some food. Whereas Ian G walked away with the above mentioned kits, 2 M & M Dogfish kits and a Bachman Brass 08.

Speaking to Parkside the new 'O' kit from them in the new year (later) will be the 21t hopper.

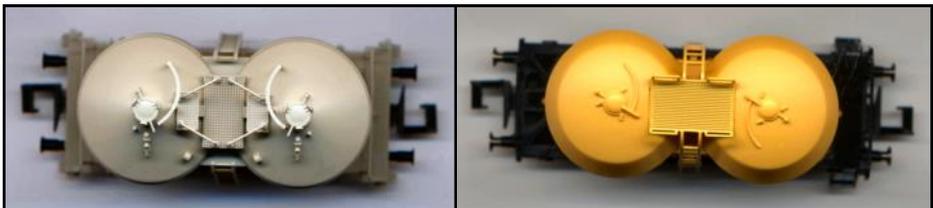
Ian G and Ian R

# Arnold Returns

Hornby have now started to reintroduce Arnold N gauge models as part of their Hornby International range. The first model I have purchased is the SBB (Swiss Railways) twin silo wagon in yellow. This model existed in the old Arnold range and is just as good as the old model but much cheaper now that production has moved to China at only £8.99 against £15 for the old model. Comparing it to one of my Minitrix Silo wagons (this time a grey DB version at £16) the Arnold model compares well in terms of detail. The Arnold model has brake shoes in line with the wheels and metal buffer heads. The Minitrix



model has more fine detail such as the pipes on the top of the tanks and below the underframe. The ladder is a little finer on the Arnold wagon as it is metal compared to the plastic Minitrix use. Both models have the close coupling mechanism which is now fitted to most European models and just making an appearance on the Dapol British models. So which is better? I think the Minitrix wins due to the extra detail and the extra price is justified but then again at normal viewing distances it may be hard to tell. In which case the Arnold is probably better value for money. If you are interested in N gauge, these models are available from Osborn's Models in Abingdon where you can drink coffee while being relieved of large amounts of cash!



# Vintage Hornby Day Report

The return of the popular exhibition on Saturday 4<sup>th</sup> November proved another success for both participants and visitors. The largest event to date, utilising all three rooms of the Community Centre, provided the opportunity to show 10 layouts, together with 6 leading dealers and Bob Scott's spares stand.

'O' gauge was again provided by Adam Healey, with support by Ian Lee and Chris Reeve. This layout was large enough to feature 4 main running lines on a 12' x 9' oval, and space inside for several lines of stored stock waiting its operating duty. The long circuit length provided the opportunity to run reasonable length trains – as a 'Dublo' enthusiast, my knowledge of 'O' gauge is limited but, as I took notes, a LMS 0-4-0 tender loco was making a fine job of hauling 9 bogie carriages.

The other principal layout in the main hall was the 'OO' 3-rail layout by Richard Boyce. On only its fifth outing, 'Hall Lane to Winter' is another example of Richard's skills at blending Hornby Dublo with scenery.

The other two rooms contained a variety of 'OO' layouts. In the larger and making a welcome return to the event was Colin Greenaway with a large 12' x 6' 'loose lay' 3-rail layout which, with assistance by young members of the Risborough and District Model Railway Club, he put together on the Friday evening and early Saturday morning. Three main running lines with several passing loops at front and rear, together with sidings served by a reverse loop, allowed the formation of realistic goods and passenger train lengths with his tinplate collection.

Being near the entrance probably one of the first to have been seen – was John Reeves with an interesting 2-rail layout. I was particularly interested in his use of an island platform, with the goods shed, to help create a very realistic goods yard scene at the front. John allows visitors to operate the layout via a controller at the front, conveniently located next to a TPO lineside apparatus for added interest. Budding new enthusiasts who wanted to try their hand had plenty of opportunity as this, together with a dedicated 'Drive – a – Train' layout in the main hall, brought the number available to visitors to a record of three.

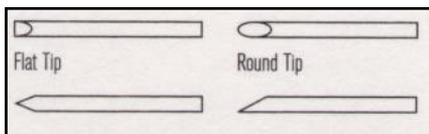
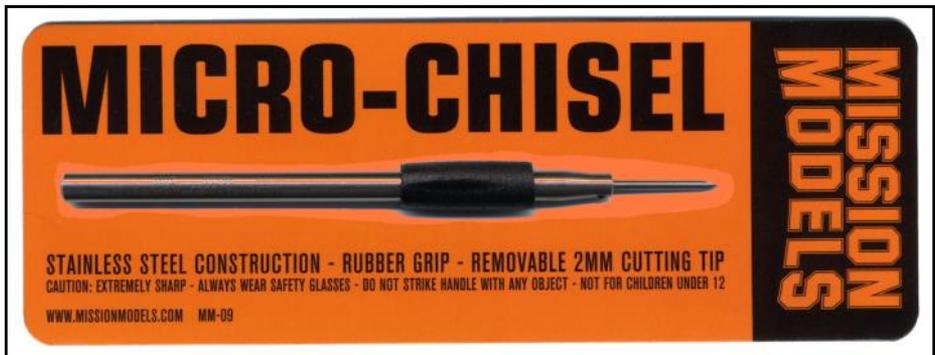
Ladies of the Risborough and District Model Railway Club looked after the inner man (and woman) with a variety of snacks and drinks throughout the day together with hot lunches, which were much appreciated, for the exhibitors.

Though not the prime motivation for this event, we were pleased to find an overall profit of £663 which was divided equally between the Royal British Legion and Soldiers, Sailors, Airmen and Families Association. Letters of thanks have been received from both.

Martin Randall

# Product review: Mission Models Micro Chisel

I first discovered this item at Scaleforum. They had a display of obscure but useful products and where to obtain them. As reported in the Autumn edition of Footplate the Micro Chisel can be obtained from Accurate Armour. I ordered mine from their website and it arrived about a week later. The chisel is made from stainless steel with a rubber grip and has interchangeable chisel bits.



It is supplied with a single 2mm flat bit but you can also buy replacement tip sets: MM-10 contains 3 1mm chisels and MM-11 contains 2 2mm chisels. Each pack contains an Allen key and spare grub screw and you get both flat

and curved tips.

I used the chisel to clean up a plaster cast building from Timecast. I was able to remove unwanted details easily and to rescribe brick line and to sharpen the detail around window frames. I then used it to remove some unwanted detail from a polystyrene kit without any problems. It cuts well and is easy to control. This is an excellent product which will get a lot of use.

Steve also bought a micro chisel recently and reports that it has been particularly useful in removing moulded handrails and cleaning the recessed area around them due to the small flat blade.

Paul



## Toolbox

We have now added some more tools to our collection:

- 6 ratchet clamps
- 5 G clamps
- a large number of drill bits
- 6 A3 cutting mats
- 6 daylight modelling lamps

These will be available Friday nights for you to get modelling.

We will looking at a rivet press and rolling bars in a few months time at Railex.

## Club workshops.

# CAUTION

# MEN WORKING

Over the next year we will have workshops on:

scenics, see diorama project, architectural modelling from plastic sheet, resin casting and brass kits.

## Useful internet addresses:

N Gauge Society	<a href="http://www.ngaugesociety.com">www.ngaugesociety.com</a>
Eurospoor exhibition	<a href="http://www.eurospoor.nl">www.eurospoor.nl</a>
German Railway Society	<a href="http://www.grs-uk.org">www.grs-uk.org</a>
Hornby updated website with Arnold, Lima, Rivarossi and Jouef	<a href="http://www.hornby.com">www.hornby.com</a>
Sunningwell Command Control	<a href="http://www.scc4dcc.co.uk">www.scc4dcc.co.uk</a>
Wagons on the web, photos and information on British and North American rolling stock	<a href="http://www.garethbayer.co.uk/wotw/">www.garethbayer.co.uk/wotw/</a>
The AC locomotive group	<a href="http://www.aclocogroup.co.uk/">www.aclocogroup.co.uk/</a>



# Club Diary

January	12 <sup>th</sup> 13-14 <sup>th</sup> 19 <sup>th</sup> 26 <sup>th</sup>	DCC talk by Mick CMRA Exhibition, St Albans Deadline for Entry Forms for Wheeltapper Wheeltapper Modelling Competition
February	16 <sup>th</sup> 17 <sup>th</sup>	Risex Set Up Risex, Risborough Community Centre
March	3 <sup>rd</sup> 24-25 <sup>th</sup>	New Mills & Camp 93, Abingdon Exhibition Saffron Street, Norwich Exhibition
April	21-22 <sup>nd</sup>	Saffron Street, Derby Exhibition
May	25 <sup>th</sup> 26-27 <sup>th</sup>	Railex Set Up Railex 2007 Exhibition, Stoke Mandeville Stadium

## ***Anything to sell?***

Shed too full? Loft untidy? Too many unused railway bits?

Then let the club second-hand sales team convert it to cash for you.

Sales tables will be available at Risex and Railex , 10% commission to the club.

## **Have you logged on?**



**[rdmrc.nildram.co.uk](http://rdmrc.nildram.co.uk)**

There's all you need to know about the club and the website is frequently updated with details of future exhibitions and other events, the full club diary and photos of previous events.

There is also a good list of links but if you have any more do contact

## **Test track**

Jan	5 <sup>th</sup>
Feb	9 <sup>th</sup>
March	9 <sup>th</sup>
	30 <sup>th</sup>
April	20 <sup>th</sup>
May	11 <sup>th</sup>

**evenings**





Photos by Pete Miller: 66184 at Princes Risborough and Re4/4<sup>II</sup> (Re420) 11124 at Basel. These are the most numerous loco in Switzerland with 276 built from 1964.

