



Risborough and District Model  
Railway Club

**Jul-Sept 2018 Summer**

# **FOOTPLATE**



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## WELCOME

Thank you to everyone for all the help running Railex 2018. David and team did a great job getting the layouts and trade which once again was to a very high standard. Thanks to Bob for organising the stewards and dealing with the last-minute changes. Thanks to the bus crew for selling a lot of tickets and programs, that really does help reduce the que at the ticket desk. Thanks to the van crew and car park stewards who helped me over the weekend. Thanks to the second-hand team who had a busy weekend and had a rather sparse looking table by the end of the show. Please pass on the thanks to all those non-members who came to help us.

Great job everyone. We are still waiting for the final invoices from the stadium so we can total up the costs. However we will have made a profit even with the drop in the number of visitors.

Our next event is the Risborough Festival where we will be putting on a free show with all our club projects and a couple of members layouts. Roy is organising this and the highlight is the rare opportunity to see Aylesbury LNWR running. We have more workshops planned. These include an introduction to tree making (28<sup>th</sup> July, spaces available), Weathering 8th Sept (places available) and 9th Sept (full) and then DCC and CAD are in the planning stages.

We are also going to have a P4 wagon project to build stock for Aylesbury Town. So if you have not built in P4 before we will provide a wagon kit and help you get started in this finescale format.

We are now starting to write a planning application for the new clubroom. We have the details of the services on site so we know where we will need to dig holes to connect our building. So we will be able to get quotes for all the building work.

Paul

## From the Internet

There is sand and there is sand! A very good online resource is:  
<http://thesandmuseum.org/index.html>

King Edward II 6023 at Cotswold Festival of Steam 2018  
<https://www.youtube.com/watch?v=kps4Dd1rnQ4>

Hitachi IEP Set No 800103 at Newcastle Central - Test Train 5X05, 29th May  
<https://www.youtube.com/watch?v=LhF-Tgpd10U>

Dampfspektakel 2018 Rund um Trier mit 01 202, 01 1075 usw  
<https://www.youtube.com/watch?v=JIDzGuHmB5k>

A Day With A Hawksworth Hall East Lancashire Railway 30th May  
[https://www.youtube.com/watch?v=eex\\_6ABGkPs](https://www.youtube.com/watch?v=eex_6ABGkPs)

Bulleid Pacific To North Wales 2nd June  
<https://www.youtube.com/watch?v=yEmUsub-UJM>

GWR 2018 Festival of Steam at Gotherington  
<https://www.youtube.com/watch?v=Lzv9cOBqddc>

**Front cover:** Stadler built "Regio-Shuttle" belonging to the Süd Thüringen Bahn (STB) waiting to depart from Erfurt to Ilmenau, Germany, May 2018, Paul

## Trigger's broom.....

The thing about railway modelling is that you are always learning and when you look back on your earlier efforts you can see room for improvement. The other thing is you tend to collect stuff which might be useful one day and you never throw anything away.

The start of my railway modelling goes back many years before the days of accurate highly detailed RTR models. And I chose to model the Southern Railway for which, in those days, there were virtually no RTR models. This meant that I had to venture into the world of Will's (now South East) Finecast whitemetal kits. These were very basic but good for the time and were mounted on modified Tri-ang or Hornby Dublo chassis. Which explains how I came to build a Wills' Southern Railway N Class 2-6-0 loco using a modified Tri-ang 2-6-2 tank chassis. It was my pride and joy and represented a massive step forward over the RTR offerings of the time.



However, after a while I felt the need for an upgrade. This involved a strip down, repaint and re-lining with (for me) newly discovered HMRS Pressfix lining transfers. Time passed and I turned my attention to the chassis which acquired the cylinders and valve gear from the, then, recently introduced, first generation, Hornby Schools loco (not prototypically correct for an N but a massive improvement on the Tri-ang original).

More time passed. The N lay in a storage box, out of use but not totally forgotten. By now Bachmann had introduced their SR N Class loco – a major advance in British RTR models. My N was a sad ‘also ran’.

Slowly the next upgrade of my N began to evolve. Over several years I acquired a latest generation Hornby SR tender (a rare e-bay bargain!), a Bachmann N Class chassis, Cavendish sprung buffers and a collection of the latest, improved SE Finecast castings (the top feed, dome, backhead, chimney, front steps, sand boxes etc.) plus Alan Gibson washout plugs and handrail knobs. In my collection of whitemetal spares I found the smoke deflectors and front running plate for the 3 cylinder version of the SR N Class – the N1 – which had been supplied as alternative parts with my original Wills' kit. By now it was early 2017 and I was ready for a ‘quick’ reworking of my original N Class. It was to become a model of Class N1, SR number 1822 which was built in 1922

for the SECR and the prototype for a further 5 locos built by the SR in 1930. This was a 3 cylinder version of the N.

The rebuild was in 3 parts – the tender, the chassis and the loco body.

**Tender.** This needed some replacement steps (from the whitmetal spares box). My main concern was to retain the Hornby paint and lining while removing the printed “Southern Railway” and original loco number. After consulting the internet I used metal polish on a cotton bud to gently remove the lettering without touching the underlying paintwork. The correct HMRS SR transfers were added and sealed with a coat of Dullcote.

**Chassis.** The cylinders needed to be modified to represent the N1’s smaller version. SE Finecast to the rescue again with some castings from their SR Class W tank loco (the SR fortunately believed in a degree of standardisation). Also, the motion bracket on the N1 hung off the frames rather than the cylinders as on the N. so a bit more fiddling and finally some fettling to match chassis to body.

**Body.** First off, a nice long soak in a bowl of caustic soda. This removed all the paint and the Araldite adhesive used in the original construction. Result – a pile of shiny whitmetal bits from which I selected running plate/cab sides, cab roof, boiler halves and the smokebox door. Then a ‘simple’ re-assembly job adding all the additional bits I had acquired. Along the way I discovered the new front running plate was too long – after I had fitted it, of course! Out with the razor saw, followed by some more fettling to fit the modified chassis before painting, lining and finally, the addition of some Narrow Planet etched number plates for the cab sides. Job done! Just in time for Wheeltapper 2018.

So, my original 1970s loco is still going strong – albeit with a *few* tweaks - just like \*Trigger’s broom!



\*\*”Only Fools and Horses”

Roy

# Railex 2018



Grandad Bucknell showing Jack (3) how to operate Harkness (above and right), and our vintage bus. Photos by Graham.





Above and below: The Summit, photos by Graham.





Above and below: Hornsey Broadway, photos by Graham.



## Bachmann 009 Baldwin 10-12-D locomotive

I've been curious about Bachmann's 009 Baldwin 10-12-D 4-6-0 tank locomotive model since I saw some samples in their showcases at Warley last year (2017). From what I could see there I thought it looked a very creditable first effort in 009, and some reviews I'd spotted in the magazines confirmed that, so when I saw one on the Cheltenham Model Centre stand at Railex, I bought one. After all it is narrow gauge and it is a US prototype, even of it isn't HO scale and the D&RGW never had any. None of them ever ran in the US, either!



These locomotives, Baldwin class 10-12-D, are two-foot gauge, or rather, 60cm gauge, like the Festiniog Railway. They were ordered by the British War Office for use behind the lines in France in the Great War to be used ferrying troops and supplies to the trenches. Baldwin had already designed and were building these locomotives for the French forces, who had to source overseas as many of their locomotive builders were by then in occupied territory. Baldwin built 495 10-12-D locos for the British war effort, though a few were lost at sea in transit to Europe. Quite a few ended up in the Middle East, too, and largely

stayed there after the war. Those that remained in Europe at the end of the war were rapidly sold off. Most remained in France, a large batch went to India, and a few made it back to the UK. They were used on the Welsh Highland, Ashover Light Railway at Clay Cross and on the Glyn Valley tramway, and at Snailbeach. The latter two railways re-gauged their examples, and in the case of the Snailbeach, did that merely by moving the tyres on the driving wheels outwards on their centres. There are 4 currently in the UK, all reimported from India, and one, heavily modified, in Australia.



The Bachmann model I bought is based on 778, which lives at the Leighton Buzzard railway. Their web site says of 778: "Baldwin Class 10-12-D. One of 495 locomotives built by Baldwin in 1917, for the UK War Department Light Railways. They operated on the thousands of miles of narrow-gauge tracks that supplied the front line trenches in the First World War. It then worked in India until the 1980s, finishing at the Upper India Sugar Mills in Uttar Pradesh. Entered service in August 2007 and is regularly used on passenger trains. The completion of the restoration made 778 the first locomotive of this type to operate in Britain since the 1940s." How accurate the model is of 778, and exactly at what stage in the life of this loco it is represented, I don't know. I suspect that the model is based on the current appearance of 778, though there is no air pump or dynamo present, which I suspect adorn the locomotive now.

First impressions on unpacking the model were good. The packaging and supplied info is up to Bachmann's usual standard and even though the box was damaged - yes, I got extra discount for this - the model was unharmed. Initial tests on DC showed that it runs extremely well, though suffering from the usual Bachmann issues of dirty wheels and only half the pickups actually contacting the wheels. It's designed with DCC in mind, having a speaker pre-installed in the bunker, and a Next18 decoder socket in the front of the boiler. Just a pity that there are no Next18 type sound decoders currently available that will actually fit inside the loco! Design wise the loco is a 2-2-6-0, with the front "bogie" wheelset in a pony truck and the rear one rigidly mounted in the frame with a miniature version of Bachmann's spring axle plunger underneath it and some side play. In operation this deception is undetectable. The six drivers are all powered via a coreless motor and nylon gear-train to the centre axle, with the coupling rods driving the outer axles. A complete set of Walschaerts valve gear is present, and even sports a moving radius rod, driven by the combination lever. It also has working lights, which on the prototype would have been oil-lit when built, but which I suspect are now electrically driven, hence my comment earlier about a dynamo. It's claimed on the box to be weathered, but that just means that it was painted grey rather than black. A set of etched plates was included, even though the number and worksplate detail was tampo-printed on the model. One issue for rabbit-warren 009 layout owners is that the standard 009 couplers are body mounted and not truck mounted, and have no



side play. This makes the buffer beams look much better, but may limit operation on really sharp corners. I did discover, too, that Athearn N-Scale buckeye couplers are a straight replacement should you want an operating knuckle coupler instead.

I can't leave things like this alone. I have to play with it, and the first thing was DCC. I didn't have a Next18 decoder, but I did have a spare Zimo MX648 sound decoder. I figured that it would just fit, if I removed the circuit board that held the decoder socket. This is reached by removing two screws under the side tanks and lifting off the tanks/smokebox/boiler assembly after picking pipes loose with tweezers. If you need to, two more screws remove the bunker and two more the cab. Removing the PCB and adding the decoder, splicing it to the existing wires took a very few minutes (well, Ok, about 45 of them). This included hardwiring in the headlight and adding resistors for the lights to protect them and make them suitably dim, then carefully squeezing it all back into the available space and reinstalling the tank. Track tests showed that it still ran well and made approximately appropriate noises, courtesy of the existing sound set in the decoder. I then borrowed a friend's Zimo MXULF, downloaded the free Zimo S-160 sound set, and squirted that into the decoder. That gave it a better chuff and a much better whistle - though still unlooped - even though the S-160 is an Alco rather than a Baldwin. At least it is a single-chime whistle. Other tweaks set the chuff rate, light operation, and removed the airpump and dynamo sounds. After that I weathered it properly, and added a crew - this time with HO figures, and some coal. What do you think?

Mick Moignard

## 4mm Car & Light Commercial Kits

by Peter Edwards

This article is meant as an overview of what is available in 4mm for cars and the smaller vans and pick ups, often derived from them, in kit form from the Edwardian era through to the 1960s. There is a surprising amount out there, many of it produced by what are essentially cottage industries, so hopefully if only a few club members buy some of their products this will help to sustain them.

It has to be acknowledged that over the last decade Oxford Diecast & Classix have transformed the supply of car models, producing a stream of vehicles ready finished at prices considerably below their kit counterparts. Classix have largely ceased bringing out new models, concentrating on new liveries, and to my eye the detailing and body contours on them are less subtle than on the Oxford range. Oxford (henceforth OD) in

contrast have continually expanded their range and many layouts now boast their vehicles, as will Aylesbury Town.

Between them, OD and Classix cover nearly all of the Morris Minor family, Classix do the Triumph Herald family, plus the monocoque side valve Fords of the fifties and the Austin A30/35 line. Oxford account for the Mini, the Vauxhall Wyvern and the Cresta PA in both its saloon and estate forms, the Standard Vanguard Phase 1 and many others, including the Ford Cortina in successive versions and Capri.

That said, kits can provide variety, fill gaps and enable you to get that "must have" vehicle that isn't available from OD or Classix. In my case that includes the 1957 Vauxhall F-series Victor, the proverbial ugly old rust bucket, and the Ford V8 Pilot, a giant of a car produced in the late forties using warmed over prewar components and technology. The facts of price and assembly/painting time can't be denied but many kits are basically one-piece body shells, with floor pan, seats and even wheels all on another casting. Researching colour schemes, particularly interior trim, can be an enjoyable pastime on the internet, and I include a couple of examples in this article.



All of the kits mentioned in this article are white metal unless specifically mentioned otherwise. I will give web addresses for manufacturers, in a couple of cases I have given web addresses that give listings of their products where the makers don't have a website. Obviously, I won't duplicate the web listings but will just pick out some of the highlights of each range.

The first manufacturer I will cover is Autocraft, [www.autocraft.plus.com/](http://www.autocraft.plus.com/), which offers a range of 1920/30s bread and butter Austins, (flatnose) Morris's and Ford Ys, the latter being Dagenham's staple during most of the 30s and into the war years, plus some MGs

and a trio of 3 wheelers from BSA, Morgan and Reliant. Wheels, radiator grills and seats are separate items but bodies and floor pans are each one piece castings and they even provide a driver. Any fettling needed is minimal and prices are reasonable at £9.50.

I have a couple of these, a 1930 Austin Swallow, and a Ford Y pickup with canvas tilt and hopefully the latter will make an appearance on Aylesbury Town. <http://car-from-uk.com/sale.php?id=103719&country=uk> is the link that takes you to the photos of a Y pickup I am using as colour references, tho' the real vehicle is a conversion from a saloon with rotted bodywork. An important point about pre war cars is that many enjoyed an enforced holiday during WW11 and lasted through the fifties until the introduction of the MOT in 1960 finally did for them, so they are quite at home on a 50s layout.

Scalelink cover a longer chronological span, from the 1900s to cars still produced into the 40s, and more marques. Go to [www.scalelink.co.uk/acatalog/index.html](http://www.scalelink.co.uk/acatalog/index.html) and then select "1:43-1:160 Scale link white metal + resin castings", then vehicle kits 1:76. They are a little pricier than Autocraft but not too much, typically from £10.80 with £19.80 for the 1937 Talbot Ambulance, and very neat models, as witness the photos of the 1938 Standard 8 Tourer, which I have modelled in fair weather configuration but there is an alternative part for a raised top. Format is pretty similar to Autocraft.

Scalelink do the 1920s Bullnose Morris, in saloon, 4 & 2 seat tourer configurations, one of the latter waits eternally at Aylesbury LNWR level crossing as well as the tourer version of the Ford A, which plugged the gap between the end of Model T production in 1927 and arrival of the Y in the early 30s, which they also do. A Ford A saloon recently visited Pendon, much to the delight of Rob Thompson who was on duty that day and recorded it on his phone camera. For a 90 year old car its self ignition as an alternative to a starting handle that could snap your wrist if incorrectly handled is quite advanced. Mind you, braking time at 2 and a half minutes is not quite as advanced but then it doesn't go very fast... Sadly I haven't managed to locate an A saloon in 4mm. Incidentally, the Pendon visitor in its two tone blue gives the lie to any belief that all early Fords were any colour as long as it is black. Now that my own modelling interests have focused on the Edwardian era I am sorely tempted by the Rover 6hp of 1906 (cineastes amongst you may recall one appeared in Carry on Screaming) and the "coal scuttle" bonneted DeDion and Renault. I could have sworn that a Rolls Royce Silver Ghost also appeared in the range but it is not listed now, only the armoured car derivative. Clicking on 1:32-1:160 W&T Manufacturing on the Scalelink site will take you to a range of 1950s cars but, except for the Morris Minors & Ford Prefect which have been redone as resin kits, these are rather old white metal kits originally marketed as Midget Models and, very strangely, in 1:64 S scale I believe; so best avoided.

Springside, at [www.springsidemodels.com](http://www.springsidemodels.com), are probably of more interest these days for their larger commercials, except for a couple of Ford Model T cars at £13 each, and van and flatbed derivatives, plus a 1909 Napier, which again, may appear on Great Chaucer Street, my embryonic slice of sarf London circa 1910. They also do various Morris Commercials of the late 20s plus pickup and van versions of the original Minor of 1930. More recent cars include the 1950s A35 family, now covered by Classix, plus the Morris Minor 1000 of 1959 onwards, again now done by the "big boys". Bonnets

for these are separate castings, to be mated with various bodies for 2/4 door saloons, vans & estates etc. They do have separate jewels for headlights however, and I have one of their Minor Travellers, bought in 1990, awaiting painting.

John Day models are a cornucopia of delights, now owned by Daryle Toney since John Day's death. They are at [www.johndaymodels.webplus.net/](http://www.johndaymodels.webplus.net/) Format is pretty simple, one piece body and separate floor pan with seating with vac formed glazing, some kits have been remastered with separate wheels for ease of painting. The range covers vehicles from the 20s to the 60s, with an impressive selection of light commercials with big four transfers. Prices range from £9.75 thru' £11.50 to 15:50 for the light commercials. They have even managed to produce variations of the Morris Minor not covered by the big boys, the Royal Mail MM van of 1953 onwards with its rubber wings and distinctive separate headlights plus the 1948 MM ragtop. Austins feature strongly, including variants of the K8 van circa 1950, the hefty contemporary A70 Hereford saloon, Countryman & pickup and the Cambridge family of the late 50s. The irretrievably stodgy budget Standard 8 saloon of 1953-1959 also features, and hopefully one of these will appear on Aylesbury Town. The Standard 8 was so budget that it didn't run to an external boot lid, so the boot space was only accessible by lowering the rear seat backs. Unabashed Standard advertised this as a unique security feature...



John Day's Ford V8 Pilot features in the accompanying photos. A youthful Rob Thompson was reduced to nausea by the unrelenting ride of his uncle's Pilot, Ford introducing the MacPherson strut suspension, which was a boon to all sensitive stomached humanity, on the succeeding Zephyr and Consul Mk 1s.

R Parker does not have a website but advertises in the rear of the Railway Modeller every month. He offers N gauge as well as 4mm ranges, covering post war vehicles and his kits are uncannily similar in format and finish to the John Day ones, right down to the vac formed glazing. Ironically [www.87thscale.info/parker\\_models.htm](http://www.87thscale.info/parker_models.htm) offers the best online listing and illustrations of his 4mm range. There are variants of the 1960s Hillman Imp, plus the Ford Thames 400E and Bedford CA light commercials of the 1950s/early 60s, some of the latter such as the ice cream van use etched brass for the bodywork. For those seeking cars with lots of chrome, two tone paintwork and white wall tyres, offerings include the iconic Ford Zodiac and Consul Mk 2 of 1959-62 (a Consul Mk 2 adorned Saffron St) as well as the afore mentioned Vauxhall Victor F series of 1957. I picked mine up for a quid at the Pitstone exhibition from the Tring MRC 2nd hand stall 2 years ago, still untouched and unopened in its plastic bag. The Victor makes an interesting companion to the Cresta PA available from OD, although a more budget vehicle it is only about a foot shorter than the Cresta so is no Smartcar. Its looks can only be described as interesting, General Motors scaled down the iconic Chevy Belair with very mixed results. GM also insisted on using steel from the US which was already rotten when it arrived at Luton, nor were the anti-corrosion qualities of the Victor enhanced by having the exhaust exit through an opening in the rear chrome bumper... I am using the online ref [www.carandclassic.co.uk/car/C699263](http://www.carandclassic.co.uk/car/C699263) to paint my example, which should be ready for FestiRail. Dare I add the wing mirrors? Thankfully, the vacformed glazing is a very snug fit, given the very curved rear windscreen.

Road Transport Images website can be accessed via the traders info on the Railex 2018 page on the club site. All this range is resin, besides the bigger stuff are Austin A40 Somerset pickup and van of the early 50s (OD are bringing out their saloon sibling), Austin 16 saloon of 1946 (also available in white metal from John Day) and the Bedford PC and CA light vans, the former car derived. An A40 van co-owned by Rob Thompson and some of his friends died in their service, being ignominiously towed away by the council for scrapping, I possess the pick up in model form, there was some thin flash in the window apertures and a couple of small holes that need filling but nothing too onerous. I am going to give it a colourful finish of orange with maroon lettering, for a fictitious builder. Resin vehicles are best finished with acrylics, rather than the Humbrol enamels I use for metal kits.

ABS, otherwise Adrian Swain, lacks a website but does produce a hard catalogue for his 4mm kits, including his Streetscene range which comprises a bewildering array of buses and commercials, with Ford A vans, as well as pre-war cars including the Ford Y, again, the Austin 14 Goodwood of the late 30s and the 1933 Rolls Royce Phantom 11, which latter originated as a Varney kit. ( I have assumed that the web listing's description of this as a Phantom 111 is an typo) I have the latter two and these are not one piece bodies unfortunately, so they have gone somewhat to the back of the queue for completion... For example the Phantom has each body and bonnet side as a separate casting which has to be gently tweaked to match the curvature of the prototype body, wheels are separate items on stub axles and that famous radiator grill with the flying

lady atop is a separate casting as is the bonnet top and the windscreen surround with dash. Incidentally, this Roller is a full saloon, unlike ODs 1937 Phantom 111 which has only the rear seats roofed. Once put together, I intend to finish the Rolls in black and ochre, perhaps its presence in Aylesbury could be justified by a visiting Verney or Rothschild... The best online listing of all the ABS kits is at <http://smallscaleworld-a.blogspot.com/2015/abs-models> with Adrian Swains postal address but with no illustrations.

Our road trip is nearly at an end with just a couple of stops left. Taylor Precision (or Plastic) Models produced a range of white metal kits covering the late 60s to the 80s including Vauxhall Vivas and Victors of 1970, and Ford Escort Mk3s but seem to have died a death. Roden kits, which actually are plastic, feature a 1916 Vauxhall D type staff car with coned metal discs over wire spoked wheels and ambulance sibling, descended from the famed pre-war Prince Henry. These kits are to 1:72 scale to match Roden's WW1 aircraft (anyone for a Staaken biplane bomber for £105 a pop?), are not of Parkside fit (according to a review of Roden's WW1 lorries in the MRJ) and are not cheap at around £15 plus p & p but do offer a couple of attractive prototypes. They are available via Kingkit in Telford, amongst others. Finally, P & D Marsh, at [www.pdmarshmodels.com/](http://www.pdmarshmodels.com/) do the Morris Z van at £12.65, introduced in 1940 and with a long production life to 1953. Like its Minor successor it was a mainstay of the Royal Mail and is available with transfers for their livery, for a green liveried GPO example with external fire extinguisher and roof mounted ladder and an "ordinary" example, I have the latter. It is a neat kit comprising separate body sides and body unit. P & D marsh also do a couple of Mini saloons and a 1911 Daimler flatbed lorry. Finally, the Gramodels range of military vehicle could offer "demob" options, such as the Humber staff car.

So time to park up, hopefully I have entertained you along the way. I will be the first to admit to Mr Hill that I couldn't recognise the previously mentioned MacPherson suspension strut if someone brained me with one, my interest in cars is purely aesthetic and social historical. I trust I have shown how 4mm vehicle kits can enhance a layout and match their ready finished diecast counterparts. I am still seeking a source of transfers for car registration numbers, particularly as number plates were sometimes in more prominent positions than today. Glazing can be done with Microscale Micro Krystal Klear or similar products, Paul is the goto man for advice on these, I know of no source of windscreen wipers but conceivably these could be etched if you wanted to go that far. Finally, my thanks to Paul for the accompanying photos and for giving me the opportunity to contribute to Footplate and to Rob Thompson for sharing his reminiscences. Hopefully, as more of my vehicles are completed they will also appear in Footplate and on layouts such as Aylesbury Town and Great Chaucer Street.

## Video/DVD Library

We have a good selection of railway videos and DVDs which can be borrowed from the club. They are kept in the cupboard by the single door. To borrow any item just add the details to the loan book which should be on the book shelf.

# Aylesbury Town Update

Track work is now being installed on the scenic section of the layout and will be running in time for FestiRail in July.

Photo by Paul



# Leighton Buzzard Railway

It's Sunday March 25<sup>th</sup> and slowly the narrow gauge Baldwin loco backs onto the train waiting in the platform. On board are 5 members of R&DMRC enjoying a pleasant afternoon out on the Leighton Buzzard Sand Railway. Having arrived early, we spent some time looking round the loco facilities and displays at Pages Park with the helpful informed advice from the volunteers.



The history of the line is well documented on their website <http://www.buzzrail.co.uk>

Built after the First World War to serve the local sand quarries to the north and east of the town, the railway used war surplus materials to build its 2' gauge railway to convey sand from the quarries to the exchange sidings on the Leighton Buzzard to Dunstable branch. The line remained in active service through the second world war but by the mid 50s when road transport became very competitive the line started its decline. By the mid 60s, only one quarry was using rail transport and when the stub end of the Dunstable branch closed in 1969, the railway ceased to operate as a commercial concern. Happily, in 1968, preservation moves had begun and we now have a flourishing



narrow gauge railway on our doorstep. The facilities at Pages Park are impressive and modern. The time for departure arrives and the sturdy Baldwin easily lifts the train away from the platform on its 3 mile journey to Stonehenge Works. We pass through narrow alleyways

amongst the housing estates of the town occasionally slowing to a stop while a flagman gets out and annoys the local traffic bringing it to a halt to allow passage of our train.



Clearing the town, we pass through open countryside enjoying the sights and smells of incipient spring before arriving at the far terminus. As it was just an afternoon visit there was only time to secure a cuppa and a sticky bun and cab the loco before the return journey recommenced. I think Pete thought he had secured cab rides for us during the run round but that was not to be.

On arrival back, we enjoyed watching what appeared to be a trial run of a newly serviced loco. Suddenly there was much commotion, blowing off copious amounts of steam and the fireman dispatched at the run with a shovel, whereupon the fire was thrown out. All very dramatic but no one seemed to know why. We guessed some valve or other had jammed open and was rapidly draining the boiler of steam.

Photos are by John C and me and speak for themselves. Your intrepid



reporters were James, Pete, John Casson, Jon Hill and me.

Tim

## 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.

# Didcot by night

In the last week of May I had been booked on a photographic evening at Didcot Railway Centre as a birthday present. I had done one of these evenings previously, on that occasion the subject was Tornado. The engine had been in steam and a group of 25 or so spent the evening with the locomotive being posed in various locations around the centre. Re-enactors posed as cleaners or engine men and photographic lights and smoke machines added to the atmosphere.



Above: The row of locomotives site illuminated by the shed lights in the smoky atmosphere

This time it was slightly different, there were no engines in steam and no photographic lights were used. Engines had been posed around the site at different locations, with the idea being we had the run of the centre and would use moonlight, whatever other ambient light was around and tripods to do long exposure shots. Sadly the weather had different views, although it did not rain, there was certainly no sign of moon or stars, just a grey blanket of cloud. We made use of the lighting around the site, and the stray light that came from Didcot Parkway to illuminate our scenes.

Inside the shed we had the lights on, although there are not particularly bright, but with smoke machines to fill the shed with some atmosphere, and other placed in the fireboxes of locomotives some pleasing shots could be taken.



Above: Mogul 5322 sits outside the shed in the dead of night

Mark

## Rubbish and Recycling

Recycling will be collected each club night, this includes card, plastic bottles and cans. Please leave it in the kitchen or the box/bag provided.

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. There is a key in the kitchen. Spare bin bags are under our fridge.

# C&PRR Openday June 2nd

On June 2nd, I took a walk down the hill to Risborough Station to see how the C&PRR were getting on. The platform is complete and they have some point work to add to complete the loop and access the platform. This is all on site and just needs to be disassembled, moved to the correct location and then reassembled. Sounds simple but that is a lot of weight to shift. They have a tamper booked to complete the work on the track and plan to have the first train into Risborough on August 15th. There will then be some more track changes to help separate the operation of the C&PRR from the Chiltern Line.

The signalbox has also been undergoing restoration and again this looks nearly done. The plan is to have the first part of the box as the working section to control the signals and points and the other part to be a signalling display and simulation showing how the box is operated. This will require fitting a new internal staircase.

Below: staff were on hand to explain how the box worked in the past and how it will work in the future.

Right upper: PW train in Risborough station.

Right lower: D3018 (Class 08) Haversham at Risborough.

Paul





# NOT A LOT OF PEOPLE KNOW THAT...

**In 1988** - British Rail were advancing plans to upgrade the Chiltern route from Marylebone to Banbury. Along with new rolling stock (a fleet of Class 165 'Turbos' to replace the rattling, clapped out D.M.U's), the entire route was to be track rationalized, re-signalled and controlled from Marylebone Power Box.

Wholesale demolition of all the old signal boxes, many dating from the Churchward era, would soon constitute a significant loss of local railway history. Steps had to be taken to save the most striking of all those remaining signal boxes - namely, **Princes Risborough North Box**. It was built in conjunction with the new Great Western & Great Central Joint Railway route between Northolt Junction and Ashenden Junction (where the G.W.R. and Great Central routes parted company).

That particular signal box just happened to be the nearest of them all to the R&DMRC's Clubhouse in the erstwhile church hall (down the lane alongside St. Mary's church) - Thus begging two good questions:

Was there enough merit in a National context to present a case for getting this particular box listed and thus prevent its demolition? - And

If it achieved 'Listed' status, could the R&DMRC then relieve British Rail of its responsibility to maintain it in perpetuity by buying it from B.R. for adaptation and use as its new Clubhouse?

As it turned out, the several strands of research into the box's origins, highlighting its specific merits compared to (and set against) the many other still extant signal boxes of that era dotted around the former G.W.R. territory, appeared strong. Reinforcing the situation further, I submitted an outline case for achieving listed status to both the Railway Heritage Trust (Chaired at that time by our friend Sir Bill McAlpine) and English Heritage. Feedback from both those organizations was both encouraging; and enabled a few additional procedural 'i's and 't's to be crossed - The upshot being:

Princes Risborough North Box was granted Grade II listed status in 1989, thus preventing British Rail's demolition of it\* (unlike the fate of the other old signal boxes along the former GW/GC Joint Rly. route)!

Note \* - With plan b) (above) in mind; and with many apparently strait-jacket 'can't do'-minded jobsworths among a generally de-motivated rail industry under political threat of intent to privatise the entire system, it seemed essential to take on the Listing project as my own, rather than allow it to be perceived as an R&DMRC originated initiative. This not least because I didn't want any ensuing B.R. flak coming back to the Club that might compromise our (then) plans to run 'Risborough Venturer' trips on B.R.'s main lines in future years. Thus, it should be easier to negotiate Club interest in (helpfully) taking the box off BR's hands *after* listed status might be achieved. And so it nearly turned out, except that....

When B.R.'s re-signalling project got under way, B.R.'s Property Department was met with to discuss a possible way forward for the R&DMRC to acquire the signal box if found to be potentially suitable for use as our Clubhouse. The upshot of site inspections found that although the ground and upper floor could provide an overall



adequate floor space, it would require a prohibitively expensive degree of restoration to achieve a suitably habitable (i.e., dry) state - especially in the ground level frame room that had probably been relatively damp from the time it was first built. Access from B.R. land (i.e., the station platforms) or via a new pathway struck outside the West side B.R. boundary fence also presented safety issues to be surmounted - all having rather high remedial cost implications. But never mind that...

Coincidentally, the Chinnor & Princes Risborough Railway had just been newly formed with a view to eventually running trains between Chinnor and Princes Risborough station. Thus it was felt the signal box would be of far more practical use to them as a working signal box (albeit ten times larger than it needs to be for C&PRR operating purposes) than being stripped out for Clubroom use by the R&DMRC.

One of the C&PRR's first initiatives was to ensure the final B.R. freight train to leave Chinnor carried a suitable headboard. With little time to spare, the C&PRR borrowed the R&DMRC's red B.R. generic style 'Risborough Venturer' headboard, to which a stencil-lettered 'Last B.R. Train On The Watlington Branch' overlay was temporarily stuck to our headboard's face. That last ever Watlington Branch B.R. train, comprising 35 empty hopper wagons, left Chinnor yard on 20<sup>th</sup> December 1989 headed by 47 258, suitably adorned with our disguised red 'Risborough Venturer' headboard to mark the occasion - A small piece of local railway history made possible c/o the R&DMRC!

Pete Joels

## **Modelling Saturdays**

The following dates have been booked 09.00 to 17.00

Aug 11, Sept 15, 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.

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

July	7	<b>FestiRail Model Railway Exhibition</b> , Community Centre, Princes Risborough part of Princes Risborough Town Festival
	7	Beaconsfield MRC Exhibition, The Beaconsfield School, Beaconsfield
	20	Test Track
	21	CMRA Modellers Day 2018, Parmiters School, Watford
	28	Introduction to Tree Making Workshop
August	3	Trustees Meeting
	11	Modelling Saturday
	17	Test Track
September	1	Start of R&DMRC Financial Year
	1	Modelling Saturday
	8	Small Club Stand at St Dunstan's Church Fun Day, Monks Risborough
	8/9	Weathering Workshops
	14	Test Track
	22-23	Scaleforum 2018, Stoke Mandeville Stadium, Aylesbury
October	30	Risborough Venturer' Club Trip to the Romney Hythe & Dymchurch Railway
	5	Trustees Meeting
	13	Modelling Saturday
	13	Tad-Rail 2018, Cottesloe School, Wing
	19	Railway Talk by Geoff Plumb "That was the Year that was - 1968"
26	Test Track	
November	3	Wycrail, Cressex Community School, High Wycombe
	9	<b>AGM</b> (Annual General Meeting)
	10-11	Kirkmellington at Tolworth Showtrain, Recreation Centre, Fullers Way North, Tolworth
	16	Railway Talk by Steve Hatt "Air-Brushing Techniques"
	17	Modelling Saturday
	23	Test Track
	24-25	Warley National Model Railway Exhibition, Hall 5, NEC, Birmingham
December	7	Trustees Meeting
	8	Modelling Saturday
	14	Test Track
	29	Modelling Saturday



Above: Railex 2018 Best Model, The row of shops are scratch built from plastic card and represent a style of prefabricated building that was commonplace post-war. Originally designed for a limited lifespan as a quick and easy way to reinstate those lost during bomb damage, many examples still remain in use today.

Below: Derek Russan from Eileen's Emporium (right) congratulating Kier Hardy  
Photos by Ant

