

Risborough and District Model
Railway Club

Oct-Dec 2018 Autumn

FOOTPLATE



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WELCOME

July saw our second FestiRail event, bigger and better than before. As part of the Risborough Festival we were given the Community Centre free of charge for the day. A good opportunity to get the club projects out on display and to publicly show our plans for our own club room. The Town Mayor also visited to see these plans. Well done Roy.

We have run some more workshops on weathering and also an introduction to trees all of which have been well attended. There will be one more "Introduction to Tree Making" in the new year and probably some more of the intermediate weathering workshops in 6 months or so. Let me know what other workshops you would like, we have a few ideas but always want feedback from the membership.

We also had a display at the St Dunstons Fun Day which is an afternoon event in Monks Risborough. The Shunting Puzzle was a big attraction and shows it

was a good idea to build it as it allows us to interact with the public and promote our club.

The new clubroom project is progressing and we are currently putting together the planning application. We are also in contact with the Youth Group and Town Council to try to remove any objections they have.

Away from our club, Chinnor & Princes Risborough Railway are now running into Princes Risborough Station, congratulations to them. There is a bit more track laying to be done which will separate them from Marylebone signal control.

Paul

From the Internet

Dutch Veluwsche Stoomtrein Maatschappij Steam Gala (Terug naar Toen)

<https://www.youtube.com/watch?v=uC4wADmpwUw>

<https://www.youtube.com/watch?v=hXPjbDgFU4E>

Driver's Eye View - Tisovec to Zbojská - Standard Gauge - Rack Railway (Slovakia)

<https://www.youtube.com/watch?v=k6U8VuF8Jn4>

Blackpool Heritage Tram Tours 2018 August Bank Holiday Weekend

https://www.youtube.com/watch?v=ABY3olSER_o

Incredible WW1 Military Vehicle Convoy Steam Through Dorset 11/8/18

<https://www.youtube.com/watch?v=4GMITokuHN4>

Crawl through a B-29 Superfortress IN FLIGHT! + Real-Time procedures / ATC - Oshkosh AirVenture!

<https://www.youtube.com/watch?v=XakK81edKFA>

Leighton Buzzard Narrow Gauge Preserved Steam Railway Buzzrail

https://www.youtube.com/watch?v=XSyInE_scyo

Front cover: Ivatt 2-6-0 on the Strathspey Railway based in Aviemore. Photo by Tim

Over The Alps - Part I (the sequel)

From time to time, James asks daft questions such as: "...Do you fancy a visit to the Mid-Hants?...". Daft because as my last visit there was in May 1992, a re-visit was clearly now long overdue; and James also knows my railway interests have been heavily 'Southern' biased from a very early age.

Also, this Mid-Hants re-visit was bound to be far less manic than that particular previous one was, accompanied as we were by a few hundred fellow travellers on the Club's last main line Risborough Venturer trip 26 years ago. Part II (the prequel) will cover that story in the next 'Footplate' issue. (And keep the daft questions coming James - They're often not quite so daft after all!).



The Mid-Hants. Railway - A very brief history.

The line opened in 1865 on a 999 year land lease held by the Alton, Alresford and Winchester Railway and the L.& S.W.R. ran all its local train services from the outset. The A.A.& W.R. bought the land freehold in 1884 and in 1888 the whole lot was taken over by the L.& S.W.R.

It was a very secondary, bucolic backwater type of route, connecting to the ex-L.& S.W.R. branch line from Pirbright Junction at Alton station (where did also the equally bucolic Meon Valley line - closed in 1968). The A.A.& W.R.



continued south-westward beyond Alresford, rejoining the L.& S.W.R.'s Southampton main line about two miles north of Winchester.

Local traffic was always sparse. It earned its keep to some extent as a useful diversionary route whenever main line blockages occurred (i.e., engineering works through the Basingstoke, Worting Junction; and Micheldever areas). On such days, heavy South Western expresses including the Bournemouth Belle faced the line's several fierce gradients, especially over the summit near Medstead - Hence loco crews referred to the Mid-Hants route as 'going over the Alps'.

Over time (I suspect in more recent years) the line earned the nickname 'The Watercress Line', being due to large amounts of the stuff grown locally, especially around Alresford, and then forwarded by train to London's fruit and veg' markets such as Covent Garden, Spitalfields; and elsewhere.

26 years on from the Club's last Mid-Hants visit, it's Thursday 28th June 2018 - And we're back!

Six of us (James, Tim, Roy, John C., Gary and yours truly) set off in two cars heading for Ropley. We half expected the day's loco to be a 'Standard 4' or a 'Black 5'. So it was rather a nice surprise nearing Ropley to see an Alton bound passenger train in the distance headed by a 'Schools'!

First impressions upon arrival were that the Mid-Hants hadn't changed much during the last 26 years. More safety notices are now dotted around the place, so the yard areas are a bit tidier than they used to be. Maybe their big



Above: Class '50' 50027 'Lion' at Ropley
Below: B.R. 'Standard 4' 2-6-0 76017 at Ropley



'Hoover' (a.k.a. Class 50 'Lion') had something to do with that cleaned up tidiness? - Or maybe not, since Class '50' Hoovers are not 'vacuum fitted' - (Ha-ha)!

The loco fleet appears similar to what was around in '92; but with a few more 'foreign' steam loco's about the place including: a weathered '9F' (92212); an immaculate (ex-works looking) Standard '4' 2-6-0 (76017); and a mildly grubby 'Black 5' (45379) - (Is it mandatory for every preserved railway to have a 'Black 5' these days?). A few more diesels than previously litter the place now too but luckily, none were working. I say luckily because if Notwork Rail was in charge that hot/dry day, they'd have no doubt imposed a steam ban; 'tho the 'youngster' amongst us (Gary) might've quite liked that.

Best of all, and quite unexpected ('til we saw it from the road earlier), the train duty loco' that day was one of Britain's 40 most powerful 4-4-0's: 'Schools' class 925 'Cheltenham'. Despite wearing Bulleid's bright 'sunshine' lettered Malachite Green livery, its paintwork looked badly bashed about. Perhaps the most noticeable Mid-Hants improvement over the years is that they've found the right shade of green paint at last! So their Southern coaches are now much more authentically liveried.





Previous page: Arriving at Ropley station on a Down train to Alresford
Above: Departing Ropley station featuring the nearly empty tender due to coal being wasted all day while sending most of its steam through the safety valves rather than the cylinders!:

I'll let a few of the pictures we took tell the rest of this story that a thousand words would struggle to convey (which I'm sure will be a huge relief to you all)!

Pete J.

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.

Resin Casting

Resin casting is a simple process that enables us to create multiple copies of parts. In this case I need some fancy stonework for the top edge of a large N gauge dept store. I am using some kit parts and then creating other parts on the laser. The original kit parts have some nice stone edging for the top of the walls, unfortunately, each wall has a slightly different design. This means there are not enough kit parts for my needs.

To solve this I first choose the design I am going to use and then clean it up and fill the holes on the back.

To make a mould you need:

Piece of plastic card for the base

Double sided tape

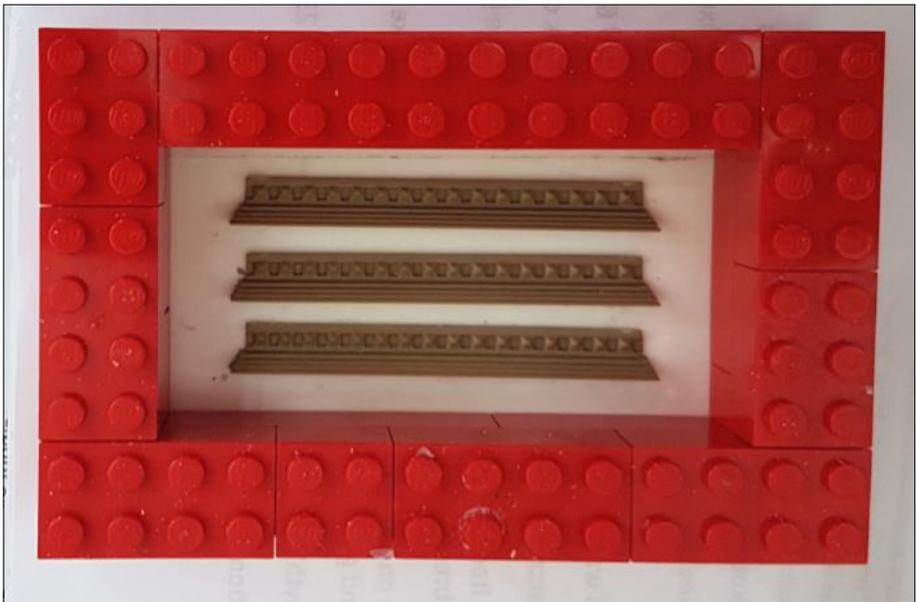
Lego bricks

Silicone rubber and catalyst (Polycraft GP3481-F General Purpose RTV

Condensation Cure Mould Making Silicone Rubber, £20 for 1.1kg kit)

I bought the silicone from MBFibreglass along with the polyurethane resin. Don't use polyester unless you have to as it stinks! Polyurethane is almost odourless and also quick setting.

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



Postage for these materials is a bit expensive as it has to be by courier, in this case £7.99. However it was fast, ordered Friday and delivered first thing Monday by DPD who seem to be one of the better couriers.

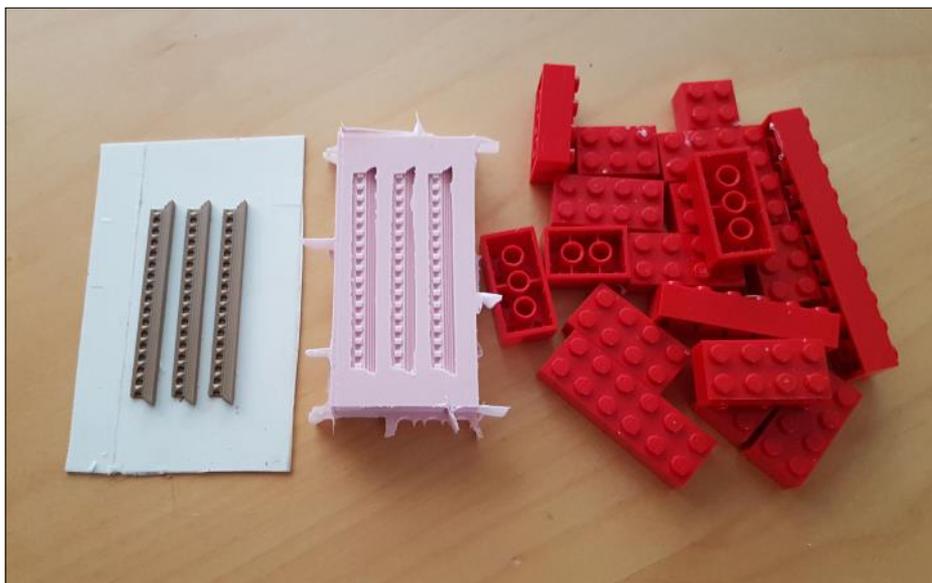
The Mould Making Process:

Cover the plastic sheet with double sided tape.
Build a Lego wall to surround the item to be cast.
With the spare Lego build whatever you like.
Add the master part(s).

The simple way to work out the quantity of rubber you need is to calculate the volume inside the Lego wall, in this case $8 \times 4 \times 2 = 64 \text{cm}^3$. Now use 64g of rubber, don't worry about the volume of the parts or the density of the rubber, keep it simple.

Carefully weigh the rubber and catalyst and mix by stirring. The rubber I am using is white and the catalyst red, so it is easy to see how well it is mixed. Try not to get too much air in the mix, although as it is slow setting there is time for the air bubbles to come out. If doing this professionally, you would now put the rubber in a vacuum chamber to remove the air.

Slowly pour the rubber over the master and gently rock and tap it to get the air out. It will start to skin over in about 30 minutes but leave for 24 hours to fully cure. When it has cured, remove the Lego, peel off the plastic sheet and carefully remove the master parts. The mould is now ready to use.



The Casting Process:

You need to know the volume of the pieces to be moulded. This can be done using a graduated disposable pipette and filling the mould with water or use some sensitive scales. It does not have to be exact just a guide for how much resin to mix.

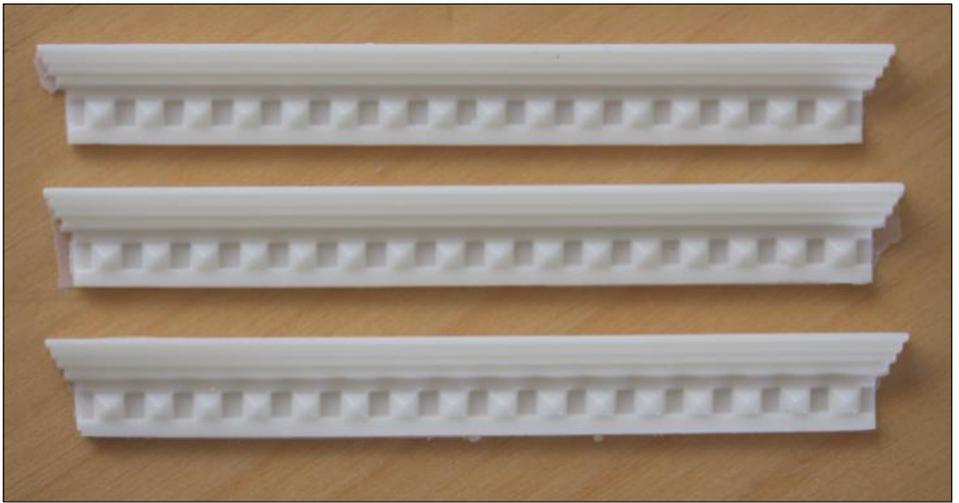
The resin I am using is Polycraft SG2000 from MBFibreglass (£15 for 1kg kit). The 2 parts of the resin are mixed 50:50 by weight. For small quantities I use an old film container, add the resin, put the lid on and shake vigorously for a few seconds. The resin will start to set in a couple of minutes so work fast. Add the resin to the mould and use a cocktail stick or similar to remove any bubbles.



You can add a piece of clear plastic sheet over the mould to remove excess resin. The resin should fully cure in less than 30 minutes and can then be removed from the mould. At this stage the resin may be soft and flexible so take care to keep it flat. The results are good, the resin shows all the detail and does not shrink noticeably. The only disadvantage of the resin I used is that it is slightly cloudy compared to my previous resin from Tiranti. That makes it a little harder to see air bubbles. However this did not seem to be a big issue. Only 1 of the 15 parts cast has a noticeable air bubble and this is easily fixed with filler if needed.

If resin castings are distorted just heat them with hot water and gently bend back to shape. Then put in cold water to set the new shape.

The finished parts will be cut to length and added to the top edge of the building. This gives me a consistent design of fancy stonework all the way



round the building and has been a simple task to make. The alternative would be to draw it in 3D CAD and then 3D print it. However so far the 3D materials I have used are not as easy to cut and file as they can be more brittle than the PU resin.

Paul

What To Do With Bledlow Road?

As one or even two of you may recall Bledlow Road emerged in 1984 when I was Club Secretary and was expected to provide the 'Club Stand', usually spread over one or two tables. The stand would be used to fill any the left over space in the Community Centre (Risex) or the old, now demolished Civic Centre (Railex Mk1).

For more recent members, the 4mm 00 Bledlow Road came about to be a 'thing' running along the front of the Club Stand table(s) as an attention-getter conversation piece. As you can see in the photograph, it comprises a three by one metre sections. Two are 6" wide and one, the "terminus" is 9" wide. Track and points are by Scaleway with the 'controls' hidden in the engine shed. The setting is a local preserved railway – this was built before the emergence of the C&PR Railway and when populated, it includes some typical preserved line details such as stock under tarpaulins awaiting repair. Power was DC and, importantly the 'main line' incorporated an auto reverser with isolated diode protected end sections so the diorama could sustain activity from a shuttle of either a railcar or Pannier and Auto-coach.

Providing the shuttle left the stand steward free to chat to visitors or engage in some faux modelling – usually cleaning a bit of brass fret. In addition, the shuttle could be disengaged to provide a test facility in support of the Club 2nd hand stall. When not in use, the three sections are bolted to a couple of carrying endplates. The stand was usually supplemented by my ‘Gauge and Scale’ display with a selection of track and wagons both standard and some narrow gauge from G1 to Z, even including some ¼” scale monorail! Moreover, this display could sit behind the layout, alongside the stand steward’s fettling/chatting.

In the early ‘90s, I handed over the Club Secretary’s biro to Mick Moignard, and Bledlow Road went into store, under a dust sheet in the loft. Then about 4 years ago, the Club was invited to promote itself and the hobby as well as providing some entertainment at the St Dunstan’s, Monks Risborough, annual September Fun-Day. We obviously needed to take something operational. The show was only for 2½ hours which automatically ruled out the larger layouts or more complex member’s layouts. And, significantly the Club did not have a current plug and play layout; although this requirement has been met by the 7mm shunting challenge layout. So, why not WAKE UP Bledlow Road? Which appeared to be none the worse for 20 years under the dust sheet. By this time, I was well into DCC, especially sound, and it didn’t take much to rewire the layout. This duly reappeared (and still worked!) alongside some



impressive examples of 2mm modelling from our Chairman, and assorted posters etc. In addition to three St Dunstan's events, the Club and Bledlow Road have also been at a All Things Miniature Exhibition at Haddenham where the same combo represented the Club.

The reality of the most recent outing (September 8th) at St Dunstan's is that Bledlow Road is really showing its age and does need some serious maintenance; especially tarting up the scenery and buildings if or before it comes out again.

The first question to be answered is does the Club want Bledlow Road available for requests for Club presence at events such as St Dunstan's Fete, presumably FestiRail (we were away this year) and calls such as the Haddenham Handicrafts Fair? Or, at least as a stop gap until the Club has its own equivalent 'Club Stand Layout'? Possibly ruggedised and even with stored stand-alone power for other events such as having a stand at Kop Hill?

If Bledlow Road is still required, then it will have to be returned to its 12vDC analogue format to be able to reinstall the continuous running shuttle facility. This is needed for hands-off steward presence, because of the concentration needed for DCC operation. There is no reason why there could not be a separate shorter one-panel track (sceniced?) which fitted behind Bledlow Road modules 2/3. This could be used to demonstrate (hands on?) the benefits of DCC, especially the various sound effects available as and when required.

It would also mean bringing one or two Bledlow Road modules along on Friday nights for some serious 'refreshment', which some other members may like to be involved with? I also need to simplify the handling and movement of the layout which always seems to collect some damage in this process, even if it is just bits falling off. To address this problem, I have spotted that Really Useful Boxes offer a 77 litre long narrow coffin which would take the layout module, albeit in a different configuration and with new lift out endplates. Internal dimensions of the coffin are: 1,135 x 232 x 340mm. Purchase of this box is on hold pending having a better idea about the future of the layout.

David Powell

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.

‘Space’:- The Universally Expanding Frontier Of Weathering Workshops.

During the last several years or so especially, the scope of Club members’ painting and weathering activity has extended noticeably beyond pure railway modelling application. Some examples of this can be seen on Club nights where, almost as often as not, non-railway modelling activity includes anything that can be carried within the railways’ loading gauge or modelled as part of the adjacent model railway scenery. Boats and especially road vehicles have been a significant part of activity conjoining with ‘real’ railways. This seems to have a by-product within our club that’s significantly geared towards military modelling. Arguably, weathering such rail-loaded items of combat is as relevant as weathering the locomotives and rolling stock that carry them. Mick Bonwick’s Weathering Workshop joining info’ includes a strong emphasis on using photographs of anything being weathered including various vehicles. For certain, photos help guide good weathered likenesses and are as applicable to military vehicles, farm tractors, and other potentially scruffy vehicles such as off-road yomping Landys etc., BUT...



The Beginners’ Weathering Workshop on Saturday 8th September defied this principle with a challenging exception - It arrived in the shape of intergalactic war-gaming scale models; in this case an iteration of the internationally popular

‘Warhammer 40k’, where photographs in this dystopian science fantasy, set in the 41st millennium, simply don’t (currently) exist!

Earlier this year I was invited to see my teenage grandson Oliver’s growing collection of ‘Warhammer 40k’ armies in his bedroom (a.k.a., his ‘den’-cum-workshop!) - About a dozen shelves in two full bookcases; and a redundant dining table (now workbench) fully loaded with a multitude of Warhammer models in 28mm (1.1”) scale(?), along with a large number of (mainly) acrylic paint pots, mixing dishes and brushes etc.



Following assembly, all the models are painted using (as far as I could see) identical techniques to painting model railway items (but without guiding photos of course!). The only difference I could see, being that ‘Warhammer 40k’, set far into the future and (probably?) far far away, needs to deploy much imagination, whereas railway modellers can replicate railway prototypes past and present using photo’s for guidance of course.

However, as I surveyed Oliver’s ‘future alien environment’ and recognizing absolutely naff- all, it began to dawn on me that weathering ‘Warhammer 40k’s soldiers, monsters and fighting vehicles etc. models and tabletop landscaped ‘scenic terrain’ depicted about 39k years in the future actually shares a great deal in common viz. use of materials and techniques as are usually applied to railway modelling.

The point of all of this ‘Warhammering’ is that Oliver (along with his armies) can compete in tabletop wargaming at school; at the Sunday afternoon wargaming workshop in Aylesbury; and a few times a year at events hosted by

the National Warhammer Centre in Nottingham, where his school's team of four 'wargamers' (competing in pairs) from Aylesbury Grammar finished 2nd in a national knockout competition earlier this year (and wasn't grandad proud)! - Clearly, this Warhammer lark is *very* seriously competitive stuff! Anyway – Back to the weathering workshop....

Being only 14 and threequarters years old, I needed to accompany Oliver's attendance as his 'responsible adult' (and yes, I thought that was quite funny too). I therefore stayed all day.

During that day, two things became increasingly apparent to me:

Mick B. held Oliver's attention all day (not always easy with 14 year-olds); and

By late Saturday afternoon, Oliver's 'ex-works' condition pair of models he started with: A vaguely Scorpion tank-looking tracked r.p.g/missile launcher called a 'Hippo' (or was it a 'Rhino'? - It was mainly pink after all!); and a 'Star Wars'-like jet (or yet to be discovered other fuel?) propelled fighter, now look very appropriately battle-worn (a bit like the Southern 'N' I transformed from ex-works to a filthily careworn state during my first 'weathering workshop' several months ago).



In consequence, Oliver has said he's now looking forward to doing a 'next steps' weathering workshop in about six months time - Testimony enough that Mick Bonwick's workshops are:

Very worthwhile attending (as I've said before) and relevant to *any* modelling; and

The skills they impart have a very clear 'transferrable skill' element to them viz. applicability to other hobbies and occupations than just railway modelling.

A final note to potential weathering workshop attendees: Don't think these workshops are in any way allowed to detract from the serious business of railway modelling by providing skills development to people involved with other hobbies. These workshops were, still are (and hopefully will continue to be) mainly intended to apply to railway modellers.

Of all the weathering workshop attendees that day, everyone except Oliver were railway modellers busily working away at their respective railway locos and rolling stock; and suffering no 'alien interference' in consequence of Oliver's presence. It was also good to see a visitor or two from other local MRCs in attendance too - Clearly the Risborough & District MRC is hosting an excellent series of workshops at an excellent venue, supporting yet another relevant strand of inter-club activity. Long may the R&DMRC continue to do so.

Pete J.

Lesson Learnt

I am in the process of making 30 wagons of various types in P4 and have got to the stage of making the couplings. Some are Screw Links from the Masokits etches, some are Instanter and most are 3 link. Apart from the Instanter Link, the loops were to be made from scratch using soft Brass wire. They were shaped around a former using a length of wire and then cut into separate links. A total of 180 were made and as the brass was soft, the links were soldered together once the 3 link was made up. So far so good. Only spent 10 working hours. The screw links were made up and as with all Masokit products, are very fiddly. Only another 3 hours spent.

The completed items were cleaned up ready for blackening. Another couple of hours.

Now to the bit where I thought I would be clever!

As I was going away for a long weekend, I decided to pour a drop of Caseys Blue (blackening solution) into a small jar and put the couplings into it with the

lid screwed on. While I was away, the couplings/links would be well blackened, so I thought.

When I returned after 6 days, I looked at the jar and the contents were blue, no sign of any blackened items. The blue turned out to be a crystallised lump or similar. Breaking into it, showed no signs of the couplings/links. It had devoured them!!

I won't be doing that again. Lesson Learnt

Ray

Introduction to Tree Making Workshop

Here are some of our members enjoying the second tree making workshop. The hair dryers are used to speed up the drying of the bark texture materials and paint and enabled us to just about get 3 trees done in the day.

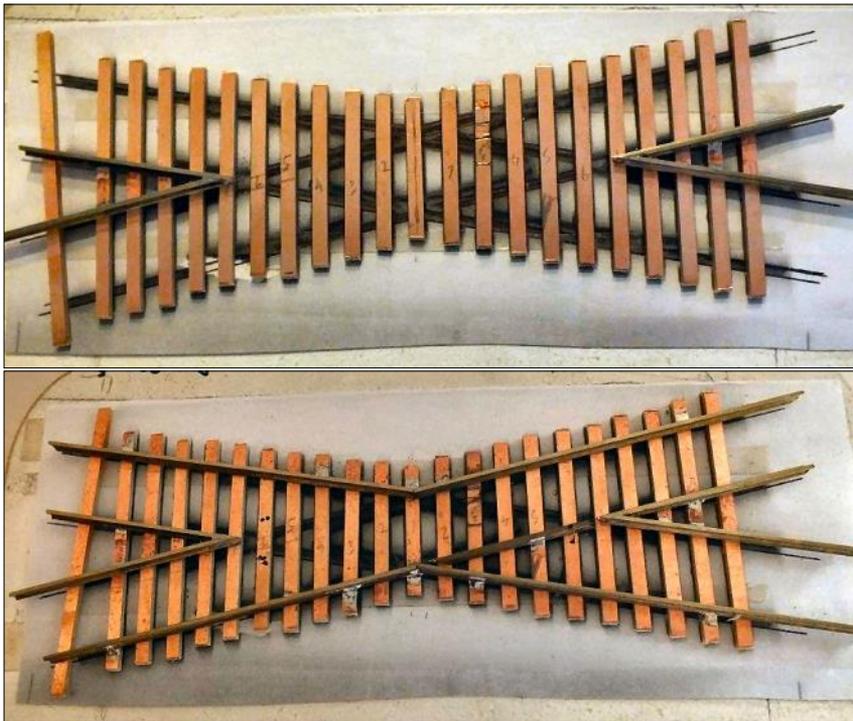


Feel free to write captions!

Paul

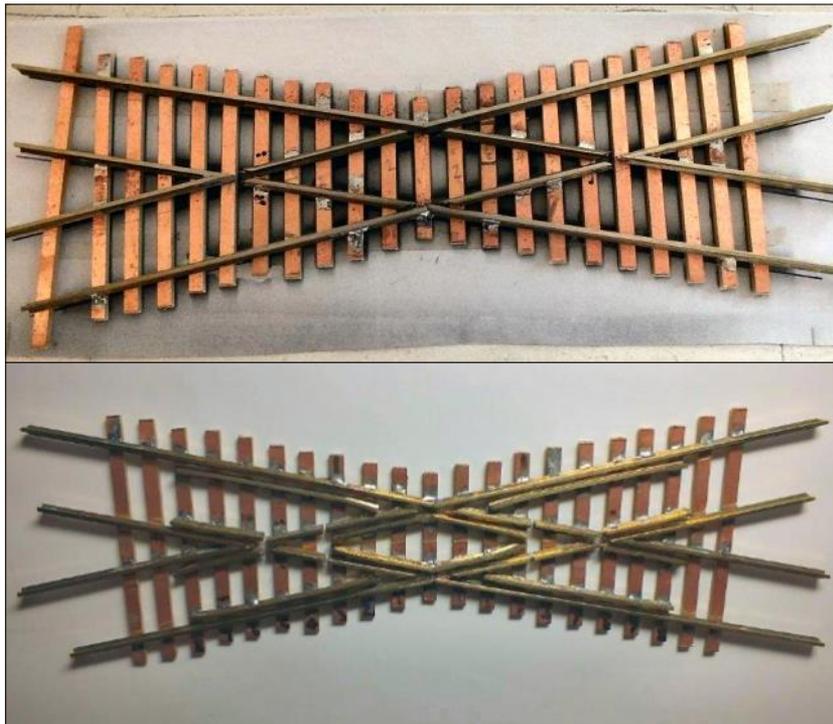
Diamond Crossing

On my layout at home I have two Peco diamond crossings and these are Insulfrog and they are giving me problems with 0-6-0 locos. Negotiating at slow speed they falter going across the crossing. Peco only do Electrofrog in code 75 and my track is code 100 and the crossing 'V' is 22.5 degrees. Then my thoughts turned to maybe these can be made as Electrofrog to replace existing crossings. I have never built any type of trackwork in all my modelling years and so this is all going to be new to me. A few questions to a couple of club members on how to tackle this first time build project has pointed me in the right direction. I would like to thank Jennifer for most of the information on crossing construction, Jennifer also did me a photocopy of said crossing with the 'V' angle I would require. I made a few copies of template just in case I make any mistakes with the build.



As I mentioned before the rail is code 100 so I made a start at cutting two lots of track for crossings and the different lengths of copper clad pcb for sleepers. Jennifer also told me to start with the 'V' first and carry on from there. I have also bought a 00 Tracksetta and track gauges for my build. On the photo copy I had to widen the flange width lines and added sleeper positions. To make the 'V' both the same I made up a 22.5 degree gauge out of acrylic to aid the build of 'V's. This also helped me get the right angle on the end of rail after filing for soldering. I made the build base out of 18mm MDF to give me a good flat surface to build the diamond crossing on. Then I

used some narrow double-sided tape to fix the template to the MDF and also to tack the various lengths of sleepers. First solder the `Vs` together and then tack solder them to the sleepers and using the Tracksetta to line up. Before I soldered any of the trackwork sleepers I tinned all track flanges and sleeper positions. The idea of tinning these parts was to make sure that solder would flow completely beneath the flanges. The first attempt at soldering without tinning did not give a strong fixing to copper cladding.



Once I got both the `V`'s in position I proceeded in fixing the main rails after filing angles using the Strack gauge. My next part was to make up and solder the diamond part of the crossing, so far so good, now it is looking like a crossing. For the check rail gap, I machined up a length of brass about 100 x 10 x 1.5mm to give me the required gap. The length of brass was made to span across from one main rail to opposite rail and using this as the spacing for check rail in the diamond has well. Once everything had been done I ran a wagon across both ways without any problems, during the main rail assembly I did check with same wagon to make sure everything was ok as I soldered the remainder of the rail to the sleepers.

The diamond crossing was removed very carefully from the template and base and washed off with some Cif cream cleaner, which has brought it up clean and bright. I am very pleased with the outcome of this project for a first time build for me. The diamond crossing has taken me about 9-10 hours to build. Thanks for everyone's input on this project, it is most appreciated.

Ken

“Platform 4 Opens”

At the Chinnor & Princes Risborough Railway, back on the 12th August, the first train ran from Chinnor to Princes Risborough station platform 4, which would be the first passenger train into Risborough since 1957. This was the 16:30, which had been booked out by the railway as a ‘Volunteers Special’. Those of you who don’t know I am a life member and volunteer for the railway and do some of the online advertising.



The train was top and tailed by 5526 which was one of the Great Western 4575 Prairie class on loan from the South Devon Railway and a Class 20 number D8059 (20059). The photo above shows 5526 just after the return of the run, she displays “The Watlington Flyer” headboard, and on the buffer beam the ‘pigs might fly’ board.

I took my Dad along, and we arrived at Chinnor station carpark in good time, but the place was full, we were just on our way out when we spotted a family leaving and so managed to get a space. Then it was quickly to the ticket office before trying to find a seat, which in the end I had to ask fellow volunteer Les Mott, who managed to provide both me and my Dad with a seat.



On the way we sat opposite a couple, one of which was a driver on the railway, mainly diesels I think, but I did not catch his name. We were also served by Les Mott and Andy Bunyard tea/coffee and a choice of biscuits/cakes at our seats, which was a big surprise to me, but it all went down rather nicely.

A big cheer went up and there was much clapping of hands as we arrived in Princes Risborough station platform 4. Then after a fashion most of the volunteers got off the train to try out the new platform, and to stretch their legs. We were very lucky that it did not rain as the weather forecast said it would, and it was very overcast and did not look too good. A couple of photos that show up and down the new platform are on the previous page.

Princes Risborough has new station furniture, with the old/new style totem (below), and old-style platform number (next page), also there are other directions signs in the same old style.



We had around 10mins or so on trying out the new platform and chatting, before it was time to board for our journey back to Chinnor, where we were again served more tea and coffee on the way back. As with on our way to Princes Risborough, we had to stop before and after the Horsenden and Wainhill Crossings, to allow the crossing keeper time alight from the train to open and close the gates before boarding it again.

I would just like to add that, I had a great time, and would like to thank all those who made the trip into platform 4 so special, plus without all the volunteers the Chinnor Railway would not be where it is today. So, if you are thinking of becoming a volunteer, then why not sign up, as there are all manner of jobs available to suit any ability.

The official opening of Platform 4 with all the VIPs took place on the



Wednesday, the 15th August, with many of them arriving at Chinnor on a direct Class 165 (165035) Chiltern Turbo from London Marylebone. Where they then boarded the special train hauled by 5526 and D8059 which arrived at platform 4 at 11.45am. The platform was officially opened by Lady Judy McAlpine who cut the green ribbon between platforms 3 and 4.

Photos of which can be found on the railways Facebook and twitter pages below.

The railway still has plenty to do at Princes Risborough station, also they are now looking at extending the railway down to Aston Rowant. To find out more about the Chinnor & Princes Risborough Railway please go to, one of the below link:

Website: <http://www.chinnorrailway.co.uk/>

Facebook: <https://www.facebook.com/chinnorrailway>

Twitter: <https://twitter.com/ChinnorRailway>

Also, there is a site for the restoration of Princes Risborough North Signal Box, which will control the area, to see what they have been up to please go to <http://www.risboroughbox.org.uk/>

Ant

Modelling Saturdays

The following dates have been booked 09.00 to 17.00

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.

Oct 26,
Nov 23, Dec 21.

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

October	5	Trustees Meeting
	11	Club Englefield night at The Radhuni, Princes Risborough
	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	AGM (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	Club Christmas dinner at The Peacock Country Inn, Henton.
	21	Test Track
	29	Modelling Saturday
January	5	Marlow, Maidenhead & District MRC Exhibition, Cox Green Community Centre
	12-13	Chiltern Model Railway Exhibition, Stevenage Arts & Leisure Centre, Stevenage
	19-20	Kirkmellington at 30th Anniversary Canterbury Model Railway Exhibition, St Anselms School, Old Dover Road, Canterbury
February	8	Trustees Meeting
	22	Risex Setup
	23	RISEX 2019 Exhibition, Community Centre, Princes Risborough

Back cover photos by Gary

Upper Class 9F number 92203 (Black Prince) on shed at Weybourne.

Lower: Class N2 number 1744 heads rake of Mark 1 coaching stock and CCT at Sheringham bound for Holt.

