

Risborough and District Model
Railway Club

Jan-Mar 2019 Winter

FOOTPLATE



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WELCOME

We had a Risborough Venturer day out to the Romney Hythe & Dymchurch Railway. Thanks to Pete for organising it. We have now booked a trip to the Severn Valley Railway for next year to drive a steam engine. It will be possible to take guests who can ride on the train..

Christmas dinner this year was at The Peacock Country Inn at Henton and 43 of us attended. A very enjoyable evening and it is always nice to meet your partners. Thanks to Ant for organising this.

Steve Hatt gave a talk on airbrushing in early November. Steve paints crash helmets, motorbikes etc as a part time job and is an excellent artist. He showed some different paints we may not have seen in our hobby and the spraying techniques demonstrated what can be achieved with an airbrush and a lot of masking. The Harley Davidson fender (full size plastic part) is all painted with just one colour. Zoom in to see all the detail. Very impressive stuff.



Merry Christmas and a Happy New Year.

Paul

From the Internet

O Gauge Model Railway Running Session

<https://www.youtube.com/watch?v=C6vgYDil2r0>

Swiss Steam Railcar at Zurich Hbf in 2011

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

Lincolnshire Vintage Vehicle Society Transport Day 2018

<https://www.youtube.com/watch?v=Y-tu9ieeVfY>

Underground station which contains iron plate from HMS Warrior

<https://goo.gl/qK5dG9>

Front cover: A suitable change to Chilterns livery & branding has begun over the summer. Old & new seen at Marylebone in September, Graham.

Over The Alps – Part II (the prequel)

In '92, a shabby looking 'Crompton' (or Class '33' to you youngsters) was booked to pull (and push) our Risborough Venturer's x2 Bournemouth 4-TC sets from Aylesbury via Princes Risborough to Alton, where the electrified main line ends and the Mid-Hants Railway continues south-westward. The cross platform transfer twixt the two railways couldn't have been easier for our 300-odd passengers, some of whom were very odd, being self-confessed 'Crompton chasers' (a specialist gricer sub-group I'd never heard of before that day) - But oh what fun we had getting there....



The idea for our chosen route being to use our train's push-pull flexibility to maximum effect, so several reverses were incorporated into our outward route; then returning more rapidly home via a more direct route (by when we'd have probably got fed up with so much reversing anyway). That was the plan - But from the outset, B.R.'s gremlins were out in force to get us that day! Our train was parked overnight in Clapham Junction carriage sidings, to then travel (e.c.s.) the following morning to Aylesbury, calling at Princes Risborough to pick up the Club stewarding team (i.e., nearly every Club member); and continue to Aylesbury (still officially e.c.s.) where we'd begin passenger boarding at c.08.30, and then pick up more passengers at Risborough - BUT....

That didn't happen as, in heavy rain, the jumper lead connections twixt loco' and train spent the night getting soaked under a leaking footbridge roof gutter. So by early next morning, every time the driver tried to power up, the circuit breakers tripped continuously as the jumper leads were shorting out, rendering our train a total failure. A couple of fitters were urgently dispatched from Eastleigh. They replaced the jumper leads, re-set the circuit breakers; and thus, everything worked (albeit, over 3 hours after the train should've left Clapham Junction). But by now, we were working on 'Plan B'....

'Plan B' kicked off with about 300 passengers; a fully loaded on-board catering trolley we'd borrowed from British Airways; and the big green Risborough Venturer headboard being crammed into a 2-car Turbo to Marylebone (somewhat reminiscent of the Northern Line in rush hour)!

En-route to Marylebone, L.T. management were 'phoned (c/o a late '80s state-of-the-art mobile phone rubber brick we had on board) for help to get us to Waterloo. L.T. kindly offered us free passage and they made a tube train wait for us (due to the (then) infrequent Bakerloo Sunday service); and L.T.'s station staff held ticket barriers open for us at both ends to help minimise passenger flow bottlenecking. Our loaded catering trolley went (carefully) to Waterloo in a taxi.

Surfacing on Waterloo's concourse, we heard the Crompton's distinctive idling racket by the platform 6 buffers echoing around Waterloo's roof before seeing it; we were ushered through platforms 5 and 6 barriers to board while our 'headboard team' (Richard and Kevin) somehow got the big green headboard fixed to the Crompton's two waistline lamp irons.

Setting off promptly, I realized we were set 'wrong (Main) line'. We should've left from one of the 'Windsor line' platforms 16-21, to reach our original planned route somewhere in the Berkshire or Surrey area. But never mind: That mobile phone rubber brick kept us in constant touch with South West Division CON-trol who, by then, were 'under orders' from the Waterloo Charter Train H.Q. to pull out all the stops to re-route us (while on the hoof) to try to dovetail us into our originally planned path for a hopefully 'right time' arrival at Alton. While cruising through Vauxhall, my first request to CON-trol was to get us to Twickenham for our first reverse....

Passing Wimbledon, we were duly re-signalled further ahead off the Down Main Fast to the Down Main Slow line at Raynes Park, making for Twickenham (via New Malden and Kingston), where our train reversed to continue on the 'Windsor Line' (so the green headboard and the 'Crompton' carrying it were now at the sharp end); and with another couple of reverses, including a quick photo-stop at Wokingham, we actually arrived a few minutes early at Alton. That was just as well, since the 'Venturer was to run to and fro' within the Mid-Hants service timetable all that day. That bit all went like clockwork, as did pre-arranged cab rides for every club member between

somewhere and somewhere else throughout the day!



That adrenalin inducing first leg of our journey was like nothing any of us had experienced before. Operationally though, it had much similarity with Von Ryan's Express that was diverted en-route several times to reach Switzerland instead of the prison camp the Germans intended it to arrive at. The difference between that famous film of pure fiction and our real life 'pathing on the move' epic being: We didn't need to destroy any signal boxes to reach Alton; and nobody got shot (tho' some of B.R.'s management came close that day). So much for the '92 Mid-Hants trip then! - Or was it?

The saga of B.R.'s cock-ups that day would not be complete without mention of 'the last straw'....

We never fully understood why, as we crossed to Risborough's (then) only 'through' (bi-directional) platform, the 'Risborough Venturer' rumbled non-stop through Risborough station, to end its journey at Aylesbury! Had we stopped at Risborough as scheduled, our onward travelling passengers would've readily made their last Down train connection with ease. But in a 'freeze frame' moment as we trundled non-stop through Risborough station, nigh-on everyone on the train seemed suddenly wide-eyed transfixed in disbelief at what was happening. If anyone had grabbed the emergency cord (I've always wanted to do that!) in hope the last carriage might still be in the

platform, we could've de-trained passengers through it. But in the numbness of the moment, nobody did. – So: Ooops! And thereby, the final problem of the day now confronted us:



Most passengers expected to leave the train at Risborough to go home by car. Others needed to continue to other stations further down the Banbury line. To remedy that, as our train drew into Aylesbury's usual branch line platform, Mick M. jumped off and ran up the footbridge stairs two at a time, reaching the other side about the same moment the 'Venturer had drawn to a standstill. He promptly buttonholed a startled member of staff to urgently 'phone Marylebone's new signal box to hold the last Down train of the day at Risborough's Down Inner Home signal to allow our returning train (supposedly running e.c.s. back to its home depot but still loaded with passengers) to stop and de-train everyone onto the platform before the connecting Down service train was allowed in. That's more or less what happened; and thus, those passengers were very relieved to find they'd not missed their connecting train home after all.

So that'd be B-Z to the R&DMRC, despite all the B.R. cock-ups (they eventually paid dearly for) that we encountered that day!

Pete

Gricing in Cornwall

One of my happy memories of the 1950s was summer holidays and spending some of my hard-earned Saturday wages (washing cars) on a week's railway rover ticket. I was delighted, therefore, to discover that these tickets still exist, sort of. In the South west, there is daily "Rail Ranger" for £13 (seniors) which covers all the scheduled rail and bus services in Cornwall, with rail travel including Plymouth.

So, on request, my birthday present this year was a nostalgic solo two day trip to Cornwall comprising an advanced return ticket to Plymouth, two Rail Rangers and a night's B&B at an excellent guest house not too far from Truro railway station. The principle objectives were to 'bash' all of what was still left of the Cornish branches and enjoy some high speed long distance running in the HST125s before they are withdrawn or relegated to minor cross country work.

DAY 1

The actual adventure started with the 08.52 from Princes Risborough on Monday 20th August. Then, a punctual if crowded (thankfully a reserved seat!) 10.03 HST from Paddington to St Erth. Next, my first (and probably last) run on the St Ives branch. This 4 ¼ mile line is promoted with some justification as one of the prettiest costal runs in the UK. The afternoon sun was shining on the sandy beaches of St Ives Bay. Not so nice was the 2 car Class 150 packed to the gunnels with holiday makers. I couldn't get to my camera let alone sit next to a window. It should have been a 4-car, but someone



had pulled a communication cord earlier and the unit concerned was temporarily grounded in St Erth for, we were told, the statutory ‘elf and safety in it’ processes.

Sadly, the once iconic St Ives GWR station has gone. Furthermore, although tempted to have a quick look round to see what traces might be left before returning to St Erth, this was thwarted by not just the crowded platform waiting our arrival but also the pod of several score more grockles already corralled outside the station ticket barrier ready for the following train an hour latter! It would appear that using the train as part of a park and ride access for this popular resort is working. At least in theory, just the ‘train’ bit had not really been thought through and properly planned and resourced! It was suggested that I would now have to join the external crowd waiting for the later train. However, I blagged that I had left something on the train, and needed to get back for a connection at St Erth for an important meeting in Penzance!

Then it was back to St Erth, which still looks and operates like a real Great Western junction, complete with a branch, signal box and semaphore signals. A short wait, and I was on the next west bound train, another 150. Penzance station is remarkably untouched and still looks like the original railway station, complete with train-shed; apart from being a bit thin on facilities. The buffet was what appeared to be a very well run and reasonably priced ex-NAAFI wagon parked alongside the entrance with al fresco tables and chairs overlooking Mount’s Bay.

After a very pleasant half an hour, it was time to board my train, one of the recently refurbished GWR 2+4 car ‘short’ ex-HST sets on an all stations to Exeter. This took



me back to Truro and the day's final 'bash'. This was a 150 unit run down the 11 $\frac{3}{4}$ miles Falmouth Harbour branch. Sadly, this turned out to be another single siding/branch affair. Furthermore, most of the line is in a corridor of dense vegetation, bushes and trees which dominate so many lines these days. At least the terminus at Falmouth Harbour had a proper canopy which made it look like a railway station. However, investment in a passing loop and a half-hourly service, had transformed the passenger loadings and popularity of the line. With nothing much to see or photograph other than the station, it was a case of hop back on to arrive back at Truro on time at 18.59 for a gentle stroll up to the B&B.

DAY 2

Readied for the day by a magnificent home cooked breakfast, a brisk walk down-hill found me at 8.25 on a busy Penzance to Paddington HST, and with a comfortable seat courtesy of a passenger with a reserved seat joining at Totnes! I was only going as far as Par to connect with the 9.17 down the 20 $\frac{3}{4}$ mile Newquay branch. Par is another Great Western station that time appears to have forgotten, with original station buildings, signal box, branch and semaphores. The Newquay branch still offers good views for nearly the whole 52 minute journey, again in a Class 150 2-car set. Almost immediately after leaving the branch platform at Par, you pass St Blazey and its sidings; deserted apart from an abandoned bogie hopper. The track plan at this end of the line could have been designed for a railway modeller's bed-sit.



Approaching Newquay there are distant views of Cornwall Airport, the former RAF St

Mawgan. There is talk of a rail connection. The problem with this attractive branch is that the 150 unit only makes 5 round trips from Par each day plus a mid-afternoon arrival/departure of a through train from Paddington. So the options were either back to Par after 4 minutes or to be stuck at Newquay for 3 hours. So straight back to Par for 11.06, another HST *The Cornishman* for its next stop, Bodmin Parkway, and my next branch; steam hauled on the Bodmin and Wenford.



Leaving Bodmin Parkway provided a storming run behind 4247, a Large Prairie 2-6-2T, as it tackled the stiff climb, 1 in 38 in places, up to the main heritage railway site at Bodmin General. From here I could have taken the next train out which would have included the extended spur to Boscarne Junction. But, this had been enjoyed on a previous holiday. Instead, I elected for a visit to the excellent Buffet (steak pasty and builder's tea!) and a later but direct train for an earlier arrival back at Bodmin Parkway. The other reason for waiting was a memorable, if all too short, ride back down to Bodmin Parkway in a Great Western design Auto Coach, and travelling directly 'behind' the driver. W232W had been purchased in 2008 from the Dartmouth Steam Railway where it had run as an observation saloon in 2008. This was followed by a full overhaul and refurbishment at Bodmin, during which the mechanical linkage for Auto Train working had been reinstalled. In this case to connect with the Auto Train fitted Pannier 0-6-0T 6435.

Arriving back at Parkway, there was just a few minutes to photograph the Auto Coach train departure and cross the platform to join a 12.55 departure east to the next station, Liskeard and my next Cornish branch. This was the zig-zag run down Looe. Actually zig-zag is a bit over the top as just a single 'zig' in required to reverse the train after it



has dropped down from Platform 3 at Liskeard (at right angles to the main line platforms) to join the former line to Moorswater and Caradon at Coombe Junction. Here the points are changed manually for the 150 unit to reverse direction for the run down the rest of the 8 $\frac{3}{4}$ mile branch along the East Looe River to the single platform apology for a branch terminus. Ten minutes for a photo and a leg stretch then back to Liskeard, and the next train to Plymouth. This turned out to be another of the ex HST 'Short Sets' or 'Castle' units as they have been rebranded.

Arriving at Plymouth at 15.55, I now had a major decision: the 16.37 back across Tamar to Gunnislake getting back to Plymouth at 18.13. That would mean a 22.37 arrival into Paddington. On the other hand, I could just cross the platform to the waiting, and apparently lightly loaded, 16.00 HST to Paddington. No contest! This provided a facing window seat and a table to enjoy a glorious non-stop run in the setting evening sun between Taunton and Reading via the direct line through Westbury. Moreover, I had already bashed the Gunnislake branch in 2008 as part of a Col Stephens Society AGM/Members Weekend, and yes that was another bit of the Stephens Railway Empire! Furthermore, the other main objective of the two days was to experience some last HST125 high speed running, and what an excellent run it was! At Paddington, time for a couple of photos to farewell to the HSTs and record the new order taking over the passenger diagrams. Then, three stops on the Bakerloo to arrive at Marylebone in time for an Oxford flier which had me back into Risborough at 19.20!

To sum up, two days concentrated railway bashing, which is why I was solo! Having married a lovely travelling companion, but one who actually insists on visiting places,



can be a distraction to a real railway anorak! Five Cornish branches travelled; brilliant time keeping throughout, and many of the changes were extremely tight; although, I did have 'plan B' contingencies in case reality crept in. The adventure had included first runs in a 'Short Set', a real 'farewell to long distance HSTs and a chance to observe closely an Auto Train driver. Who could ask for more? Now, anyone interested in an Advance Return to Ipswich, an Anglian Plus day Rover and a chance to do the Wherry Lines as well as Sheringham and Felixstowe and the lines through Norwich, Cambridge and Ely?

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.

Prototype Inspiration

At the beginning of November, Margaret and I went over to the Netherlands to visit Eurospoor in Utrecht and also to get some inspiration for layout details. We stayed in the centre of Amsterdam so plenty of canals, museums and restaurants. It was also close to the Dept store that is the basis for the model I am currently making. This model is quite large at 380x22mm but is much smaller than the real building which would be something like 680x430mm. The store and the carpark next to it actually cover part of the helix allowing trains to get from the lower storage yard to the upper scenic area of the layout. Once these 2 buildings are complete, it sets the position of the rest of the buildings in the town.



What else did I find:

Window cleaners, there were loads of them cleaning the inside and outside of shop windows as well as 1 with what must be the largest cherry picker I have seen.

People with trolley bags, maybe because there are so many hotels in the area. I will have to write to Preiser about this. They have passengers with old fashioned suitcases but not trolley bags.

A rubber duck shop, really, a shop selling only rubber ducks. That has to go on the layout, probably the next shop in the canal side group I am building.



Lots of cheese shops, I already have one of these planned as the interior of a building already constructed.

Paul

MACAW B

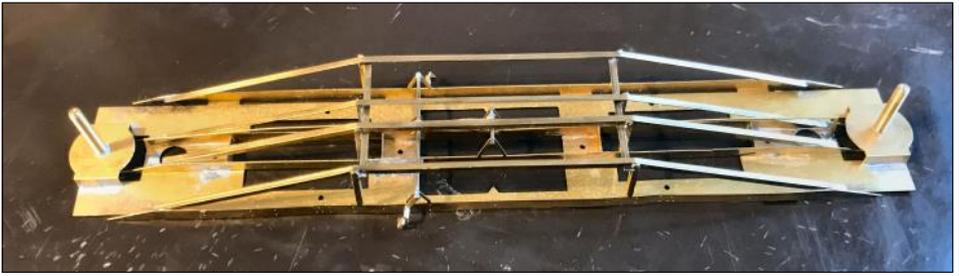
I obtained a Bachmann GWR Macaw B second hand recently and although it was reasonably converted to P4 with a load, I thought it could be improved with some additional items currently on the market.

Firstly, the items not required were removed from the wagon. The bogies were unclipped from the underframe. The wheels and bogie side frames were retained after snipping off the unwanted pieces and were put aside for later. The rest was binned. The underframe was screwed onto the wagon, so this was easy to unscrew and binned. The load, chains and supports were removed and again binned. The buffers were removed with snips roughly down level with the wagon ends and then finished off smoothly with miniature chisels. New holes were drilled in the buffer beam to take Lanarkshire GWR self-contained sprung buffers. The holes were drilled so that the buffer housings were a good tight fit. The coupling hook and links were removed and binned. The body (or what's left of it!), was lightly sanded to remove the transfers and a key for future painting to adhere. The bogie side frames were not painted (moulded colour), so can be left for now.



A new underframe kit was obtained from Rumney models. It was very detailed with pages of instructions, drawings and photos. All variations of the wagon type over its lifetime were included in the kit. My model was to be a GWR 1930s type with Churchward brake gear. The kit was made up following the instructions fully, so is not mentioned here.

The bogie is a Masokit's kit, which is compensated. They are a bit fiddly but make up well. Again, they were made as per instructions so are not mentioned here. The wheels were from the original purchase but will be changed for Exactoscale when they become



available again. The original plastic side frames were thinned a bit as they were too chunky. They were then glued to the etched sideframes using Araldite.

The cast buffer bodies were then superglued into the body. But first a length of 1mm nickel silver wire was passed through the buffer housing at one end and through the housing at the other end. 1mm is the size of the buffer shank with a spring around it. It ensures that the buffers will sit correctly and in alignment while the glue goes off. A small piece of plasticard was then glued behind the buffer beam to cover over the



buffer shank hole. This is to stop the buffer spring from escaping (see later).

A GWR drawhook was then fitted. A 0.4mm hole was drilled in each end where the drawhook was to go and elongated to form a slot for the drawhook to fit. They were then inserted and glued with Araldite, (the links were added later).



The load would need to be chained down so therefore the plastic moulded fixing loops along the side of the wagon were removed (only the ones that would be replaced with new loops for the chain to be attached). This was done with a small sharp chisel.

New loops were made with 0.25mm wire. The wire was wound around a 1.5mm drill shank tightly and then cut into single rings. To hold the loops, pieces of thin flat nickel silver, 1mm wide x 0.3mm thick and approx. 10mm long were used. A 0.35mm hole was drilled in one end (as close to the end as possible). The end was then radiused and just after the head, the 1mm width was reduced to approx. 0.5mm. This was then cut off the strip. It forms the bracket to which a ring of the wire was put in the hole. Then it was soldered in a vertical position so that a chain and shackle can be attached later. A 0.5mm hole was then drilled in the side of the wagon where the chain loops were to go and the nickel silver strip pushed into the hole with a little superglue. The loop just proud of the surface and upright.

It was planned to use the existing plastic stanchions until I found them to be glued in the wrong positions, so some new ones had to be made. The stanchion hole was 1mm diameter but the stanchion is about 0.5mm dia. Therefore, I made up the following: some tube with 1mm diameter OD and 0.5mm ID was used and a length of 0.5 wire was soldered in the tube with 10mm protruding. The tube was then cut 3mm in length. This then fitted into the hole (the tube not showing). The kit provides some D shackles and one was soldered to the top of each piece of tube. The protruding wire was then rounded at the end. The stanchion was then superglued into the hole with the D facing outwards.

The underframe was then glued to the body. At this stage the body and dismantled bogies were then sprayed all over with Gods Wonderful Railway Grey (two coats). The wheels were hand painted with weathered black paint (again two coats). Lettering was now done with transfers from the HMRS as per prototype. To secure the transfers, they were lightly sprayed with a coat of Matt varnish. I use Ronseal clear available at any decorator shop.

The wood planking was now weathered. This is achieved using a mixture of Humbrol paints. I used no: 33, 148, 63, 110, 62 and 29, the idea is difficult to explain but easy to do. Just add a drop of colour (any) then add another and blend in. Keep going until fully covered by adding colours as you go until you are satisfied that it suits your perception of weathered planks. Everyone has a different opinion!! Remember that they would have got dirty and the wood would lighten in the sun.

The load was now fixed to the wagon by glue (Evostick in this case). In reality, the load would have been secured by chains and shackles. 4 sets would be required, 2 for each load. The chain used was 15 links per inch and the shackles (hooks and adjusters) were both from AMBIS Engineering.

To make them was fiddly. First a 0.4mm hole was drilled in the hooks while still on the etch. The shackles were removed, and each end cut with a scalpel so that a piece of chain could be threaded on. The cut was then soldered back together afterwards. The chain in one direction would only be 4 links. The other way would be enough to go over the load, through the chain rings in the wagon and back up the load again. Single links of chain (0.3mm) were cut off (the links are brittle and some break up!). The link

was opened slightly and fed through the hook and over the end of the chain. The link was then soldered back together. The other end was dealt with in the same way. So, you end up with a hook, length of chain, shackle, length of chain and a hook. The 4 sets were then blackened.



The completed chain was now fitted. One hook (with the short piece of chain) was now attached to one of the body rings. The other end was fed through the ring on the opposite side and the chain pulled through until taut. The hook was then attached to the chain while ensuring that it was taut. A tiny drop of superglue was placed under the hooks and centre of the chain just to prevent it coming off later.

The buffer heads and springs were now fitted in this case from MJT (16"). A 0.5mm hole was now drilled through the hole in the buffer housing and into the plasticard fitted earlier. A spring was then put on the buffer shank and the pair were then gently fed into the buffer housing and through the hole in the plasticard. A check was now made that the sprung buffer worked ok and if necessary adjusted. In order to stop the buffer assembly coming out, a small piece of electrical cable sleeve with 0.5mm diameter hole was cut about 2mm long and fed onto the end of the shank and pushed against the headstock while the buffer was compressed. A small drop of superglue was then dabbed on to the shank and the buffer gently released until the spring was uncompressed. This takes the sleeve over the glue and when set, the buffers spring correctly. The buffer head was then weathered.



The completed wagon was then checked for running, any additional weathering made and added to the fleet.

Ray

RISEX 2019 Exhibition

Please put Saturday 23rd February into your diary as a “must attend” event – it looks as though it’s going to be another good one. The layouts have been invited, the traders have all agreed to come and the catering is sorted, except that we need lots of volunteers for all the various jobs please, from help setting up on the Friday night from 7pm and all day on the Saturday starting at 7.15am, so see Bob E. and sign up today!

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

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

Those who would like a cooked lunch on the day, please place and pay for your orders in advance with Adrian now, as you won't be able to do so on the day. I have been informed that during the Saturday setup, a limited number of bacon rolls will be available to purchase.

One of the layouts that is attending is ‘Ealing Road’, this was built by the Missenden Modellers for the Channel 5 TV series ‘The Great Model Railway Challenge’, which you may have seen back in October/November of 2018, the theme of their heat was ‘Movies’ and the team opted to base theirs on a medley of the Ealing Studios films of the early fifties, regarded by many as the high point in British Cinema. See the Club website <http://www.rdmrc.org.uk> for more details on the layouts and traders.

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

ANT, Risex Management

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

Photographic Competition 2019

It has been quite a while since we had a photographic competition at the club; the last time this took place was in October of 2011. So this year I have decided to organise one to take place on Friday the 18th October.

We will have guest judge and speaker Geoff Plumb. Geoff has been taking photos since the 1960s and continues to take photos of today's railway scene.

Categories for Prototype are, Steam, Diesel/Electric, Atmospheric and Night shots, for the Models these are Steam and Diesel/Electric shots. Since there has been rather a large gap since that last photographic competition, I have decided that you can enter any picture taken from January 1st 2012.

You can enter as many digital photos as you like.



These will need to be submitted a few weeks before the date to allow Geoff to judge them. But you will get to see them all as we will go through them all on Geoff's digital projector linked to his laptop.

The photograph to the left was the last won to win the competition; this was taken by John Casson of a GWR large prairie waiting for the right away from Carrog station, Llangollen Railway. Monday 20th April 2009.

You have just over ten months, to dig out those photos.

If not get that camera out and start snapping now!

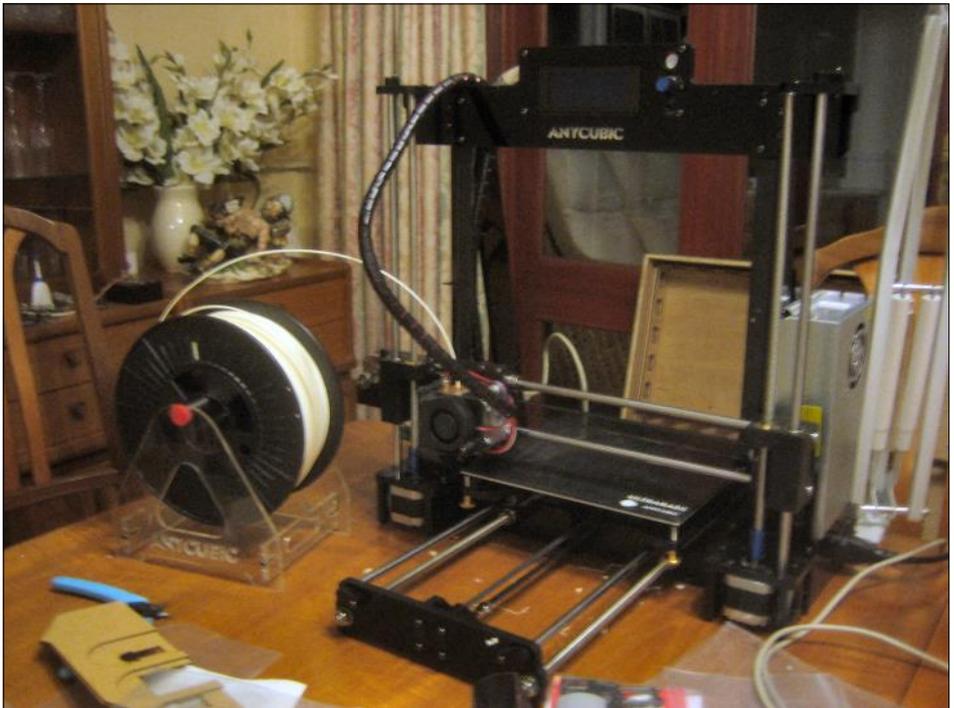
Thanks
ANT

Inside Castle Ashby Goods Shed Experiments with 3D Printing

Castle Ashby is my P4 layout which is based on a typical ex-Midland Railway station in 1930 on a main line railway passing through Northamptonshire. I am aiming to build a spacious scenic layout with impressive structures, both large and small, and which will be interesting to operate.

The Goods Shed is based on the one at Wellingborough, which is a grade II listed structure that can easily hold four 16' 6" vans. It has two cranes and loading bays for transferring goods to and from road vehicles. The Midland built a range of 16' 6" goods vans between 1893 and 1916 for general merchandise. All had a sliding centre door on each side and the majority did not have ventilation louvres or vacuum braking.

Slaters produced a range of kits covering the different types but these are very hard to get hold of these days. If they had been easier to get hold of, I might have tried kit-bashing to produce vans with open doors, but they aren't and even the ones on e-bay go for silly prices. So I decided to create my own kit of



parts using a 3D printer.

I used Fusion 360 to create designs for the individual pieces of the body. These designs were fed into a program called Cura, which slices the design into layers for the 3D printer. My printer is an Anycubic i3 Mega printer which is a basic fusion printer using extruded filament to build up the piece in a series of layers. I didn't think the printer would be capable of producing a good enough underframe so I scratch built them using plastic strip, etched brass pieces produced once upon a time by Mainly Trains, Bill Bedford brake gear assemblies, and some Parkside axle box and spring mouldings. The buffers were from Lanarkshire Models.



Once the vans had been printed and assembled they were ready for painting. I sprayed them with black primer, then LMS wagon grey, then gloss varnish before adding Pressfix lettering and then a layer of matt varnish. I then added some printed planking for the insides and some 3D printed cases before adding the roofs.



The vans aren't good enough for general traffic in the open on my layout but inside the goods shed I think that they are ideal. Judge for yourself...

Jennifer

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.

Pendennis Trophy 2018

We had four nominations for the Trophy this year: Pete Joels (for the Risborough Venturer), Gary Day (for work on the new club project), Steve Lovett (for Aylesbury Town) and jointly John Casson and John Hipwell (for the shunting puzzle).

After a vote where all nominees got votes the winners was Gary. The full citation was:

Gary - for the extensive and time consuming work involved in organising the surveys and putting the planning application together for the new building, making the Club video and generally supporting the Club e.g. by storing layout boards in his garage



Above: The Trophy is awarded to Gary (left) by Paul (Club Chairman), photo by Ant.

Modelling Saturdays

The following dates have been booked 09.00 to 17.00

Jan 12, Feb 9, *Mar 9, Apr 13, May 11, Jun 8*

The dates in italics are provisional as the Community Centre are reluctant to book more than 3 months ahead at the present time. I try to arrange modelling Saturdays not to clash with other events but this is not always possible. If you are involved in or know of events that are likely to be of interest to our members then let me or Ant know so we can put them in the diary.

Paul

Test Track Nights

Here is the list of proposed test track nights. If you want to make use of the test track then you need to get it out and set it up in the Cherry Baker room. Don't wait for someone else to do it.

Jan 25, Feb 15, Mar 22, Apr 19, May 17, Jun 21, Jul 19, Aug 23, Sept 20, Oct 25, Nov 15, Dec 13

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

January	4	Trustees meeting
	5	Marlow, Maidenhead & District MRC Exhibition, Cox Green Community Centre
	12	Modelling Day
	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
	25	Test Track
February	9	Modelling Day
	15	Test Track
	22	Risex Setup
	23	RISEX 2019 Exhibition, Community Centre, Princes Risborough
March	1	Trustees Meeting
	9	<i>Modelling Day (Date Provisional)</i>
	22	Test Track
April	1	Start of New Membership Year - Subscriptions Due
	13	<i>Modelling Day (Date Provisional)</i>
	19	Test Track
	26	Wheeltapper 2019 Modelling Competition, with Guest Judge and Speaker Kevin Wilson who built the layout Bucks Hill.
May	3	Trustees Meeting
	11	<i>Modelling Day (Date Provisional)</i>
	17	Test Track
	24	Railex Set Up
	25-26	RAILEX 2019 Exhibition, Stoke Mandeville Stadium, Aylesbury
June	1-2	DEMU Showcase, Meadowside Leisure Centre, Burton-upon-Trent
	8	<i>Modelling Saturday (Date Provisional)</i>
	21	Test Track



Taken through the cab of a Class 108 approaching Harmans Cross, LSWR 4-4-0 T9 CLASS No.30120 at the Swanage Railway on the 18th July by ANT.