



Risborough and District  
Model Railway Club

**Jul-Sept 2019 Summer**

# **FOOTPLATE**



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## WELCOME

Railex is now over, all the equipment is back where it belongs and we should all have recovered. Railex is our biggest event and takes a lot of work. Thanks to all who helped, especially those in the carpark where I also spent part of the day. If the visitors can't park then they do not come into the show. The club stand once again provided an area to talk to the public and encourage prospective members to visit us and hopefully join. This year we highlighted the use of the club's laser cutter, which created a lot of interest. We also improved the lighting with some spot lights we found in the loft. We also received an invite to give a talk on laser cutting to the Farnham club, who were very impressed with what we had achieved with our cutter. We expect to visit them in August.

An issue we now need to look into is security after one club had their show destroyed by a bunch of retards and the Great Central had a break in where traders were targeted. I hope this is not becoming a trend but we do need to take care when locking up the venues we use..

In June a number of us visited the Severn Valley Railway for two days of driver training. This involved driving and firing. Tuesday was rather wet but the Wednesday crew got better weather. With the tarpaulin up the cab is warm and dry. Great fun driving a 100 year old GWR heavy freight 2800 with 6 coaches (approx. 200 tons). At the end of the trip the drivers received a certificate, badge, mug and pen. Although our driver informed me it was not a very good pen as it was full of spelling mistakes! See the report on page 11.

We will be attending the CMRA modellers day on 20th July which is held in Watford, tickets still available from me. Then on 15th September we have a club trip to the Ted Martin Garden & Woodland Railway in Thame. Contact Pete for info and booking.

Paul

## From the Internet

Didcot Railway Centre - 'Saint Launch' | 2999 "Lady of Legend" steams  
05/04/2019

<https://www.youtube.com/watch?v=VMP7qnZF0uQ>

Video from YouTube

[https://www.youtube.com/watch?time\\_continue=1&v=66eOATKXiRc](https://www.youtube.com/watch?time_continue=1&v=66eOATKXiRc)

Urie S15 No. 506 Returns To Service 02/06/19

<https://www.youtube.com/watch?v=nk4CNHyM9BI>

35 1097-1 - Lautstark die Steigungen des Elstertal und Vogtland hinauf

<https://www.youtube.com/watch?v=6sfkwPt8qec>

86 333 vor Containerzügen im Hamburger Hafen

<https://www.youtube.com/watch?v=Xs5nrpQW5o>

Durango Summer Steam Trains

<https://www.youtube.com/watch?v=rPJ00IUk2E8>

Front cover: GWR Lady of Legend with pulling a short vintage train (including a good looking ex-GW clerestory 3rd coach we enjoyed travelling in a few times) at Didcot on their short 'branch line' track for most of the day.

Photo by Pete

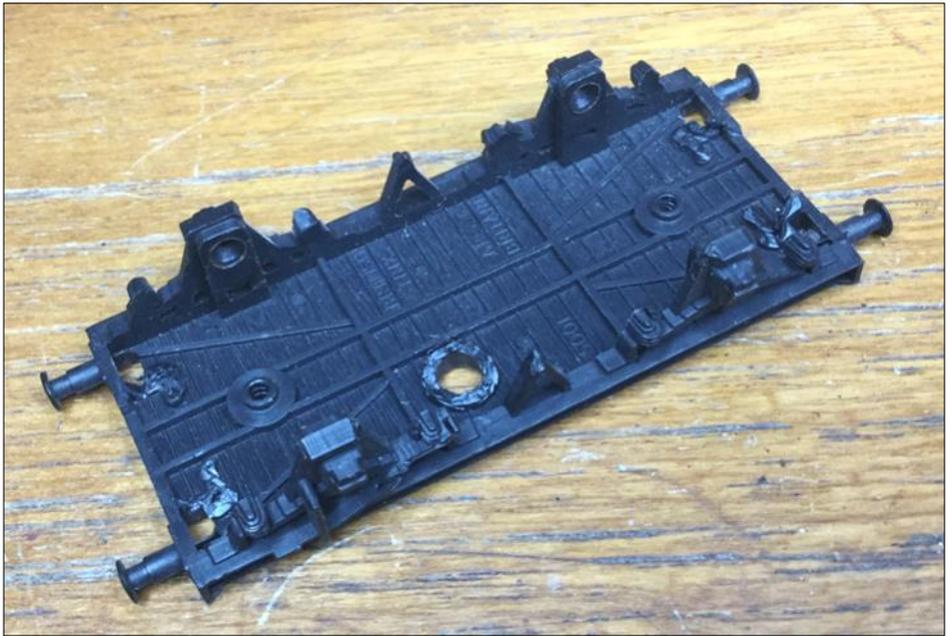
# “Restoring an Old Friend”

## Improving and updating a 1960s Wagon

As most of you know my main modelling theme is North American and in HO but I have an itch to scratch in the form of a small LSWR/SR branch terminus layout in fine-scale OO. While clearing out some old boxes from the loft I discovered the stock from my layout of the mid 1960s including 3 Trix UK PO wagons, as well as an assortment of Hornby Dublo and Triang wagons. To my surprise I had weathered most of these models and given one of them a coal load, also, the body moulding of the Trix models was good for the period and they ran well as I recall. The body is painted and printed as Hall and Co No 510 and for my purpose at the moment is acceptable for a trial run before possibly producing some PO wagons from the North Devon area.

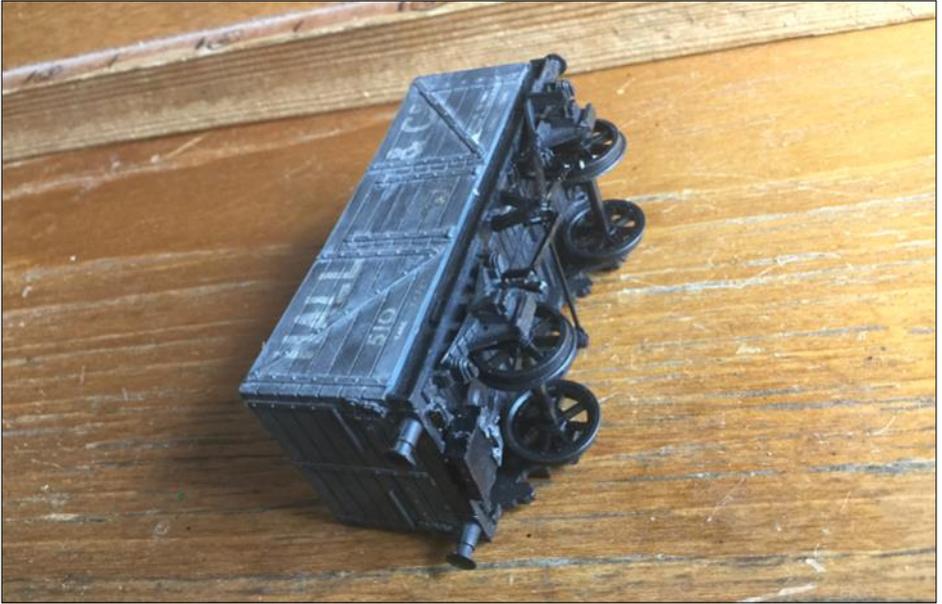


So, I decided to see what could be done with them; it would be vital to replace the coarse scale wheels, the brake details that are moulded as part of the solebars, the axle boxes and replace the couplings. First, I removed the old wheel sets that had large flanges and were rather rusty! Then the vacuum brake cylinder as well as the moulded-on brake shoes were removed, the levers and so on from the under-frame moulding were also cut away, I left the V hangers and axle boxes in place. I cut the mounting pillars for the Triang style couplers away as they will not be needed, I expect that Kadee couplers will be used on the Appledore Quay layout.



With the old wheels removed it was possible to see what state the bearing locations were in, there was wear visible but not too bad; as an experiment I used a pair of brass pinpoint bearing cups inserted by holding a hot soldering iron against the bearing and allowing it to melt into the axle box. I did this on only one axle as the other seemed fine with the new wheel sets (Gibson spoked) I will see how they compare with a little running.





With the wheels in place a spare set of brake shoes from a Ratio or Parkside kit was fixed to the floor using an epoxy glue as the under frame is moulded from a soft plastic (probably Delrin). Only one set of brake shoes was fitted as a 1920s PO wagon would have only had one set. Plastic rod and strip was used for the brake levers etc. Pads were fitted at a suitable height for the Kadee couplers to be added when needed and the under-frame modifications are complete.



'The model was weighed and found to be 5/8 oz but by the NMRA standard calculation of 1 oz + 1/2oz per inch of body an OO wagon should be 2 1/4 oz. Some may think this is rather heavy by British standards but my experience using Kadee couplers for 25 years or so with my HO models leads me to think otherwise. Time and a trial will tell!

Lead can be added inside the wagon body and disguised either with a full load of coal or a mucky layer of coal dust on the floor. Possibly a little more weathering and muck on the under frame would be needed to hide the coupler pads. The pictures show the model as discovered, a couple of views during the mods and the final completed wagon

It was quite good fun bringing an old friend back as a useful model; the total cost was about £5 for wheels, bearings and couplers and all the rest came from the odds and ends box.

Ted Smale

## A Day out at Didcot

Knowing my lifelong preference for anything 'Southern', it might surprise you to know I took a few pictures at Didcot (well over a hundred in fact! - Yes, I can hardly believe it myself!!). As for how the day panned out:

The company of fellow clubmates made that day out very enjoyable (as usual) - even at Didcot!; It didn't rain nearly all day ('cept a few spots en-route there); You can visit Didcot (that bastion of Great Western relicry); play 'Spot The Southern Relics' - *and* find a few!; Taking an antidote pill beforehand may minimise violent reaction to seeing so many 'Hall' class locos that infest the place.

You can find some comfort in knowing they've got rid of one of their 'Hall's by rebuilding it as something else; That 'something else' is, in effect, now rather Saintly! - It is no longer one of hundreds of short legged (only 6ft driving wheeled) run-o'-the-mill ugly duckling 'Hall' class locos - it's lost its 'something or another Hall' nameplate and is now wearing a 'Saint' class 'Lady of Leg End' nameplate and has now got 6ft 8inch drivers that give it an almost unbelievable transformation into something approaching 'elegance' - a swan indeed! (it hurt to say that).

Unfortunately, it was the only loco in steam but it was tasked with

pulling a short vintage train (including a good looking ex-GW clerestory 3rd coach we enjoyed travelling in a few times) on their short 'branch line' track for most of the day. I say 'most of the day' as:

- a) The fireman seemed duty bound to keeping the boiler pressure constantly above maximum, so most of the steam it raised went straight through the safety valves! - In consequence, it appeared to have been prematurely retired from service due to a shortage of water (a common GW loco trait I gather); and
- b) It spent all day with a badly 'dot one, carry one' exhaust beat, indicating its cylinder valves were some way out of synch' - which probably didn't help its excessive water consumption either(?).



Above: The forlorn looking 18000 was the first gas turbine to be tried out in Britain; ordered by the GWR in about 1946 and built by Brown Boveri in Switzerland, it eventually turned up in the UK in 1949, under BR ownership by then of course.

18000 had at least two nicknames that I knew of: 'Brown Bovril' and 'Kerosene Castle'\*. 18000 was withdrawn in early 1960 (I think?) and was kept at Swindon for about 4 years where I saw it on two visits (1961 and again in 1962); its condition on both occasions (from vague memory) looking quite unkempt and abandoned. The last I heard of it, it went back to Switzerland about 1964/5-ish. Thus I was quite a surprised to see it at Didcot.

Right top: The '66' is DB's 66142 'Maritime Intermodal Three' and was named on 30th March 2019 (probably when it got its new paint job?)



Above: Lady of Legend on the turntable



Enough of my ramblings - I hope you enjoy the pictures attached

Cheers Pete.

All photos by Pete

## **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.

# The R&DMRC's Severn Valley Railway 'Group Intermediate Footplate Experience'

Time flies! – It's thirty years since the Risborough Venturer last visited the S.V.R. (May 1989) when we chartered a main line train to take us from Princes Risborough to Kidderminster via Greenford, Reading, Oxford and the 'Old Worse 'n Worse' line via Worcester to Kidderminster to reach our S.V.R. chartered Risborough Venturer. Our return home took us via Birmingham New Street, the West Coast Main Line and the Bletchley fly-over, reaching Princes Risborough via Quanton Road and the Aylesbury branch. 400 passengers made that trip, 300+ of which were 'general public'. Our 2019 S.V.R. visit shaped up somewhat differently....

With a packed special events calendar this year, the S.V.R. couldn't fit us in for a similar visit but: with a programme of various 'Footplate Experience' (F.E.) courses lined up throughout the year, *there* was our opportunity (if we could persuade them to 'play ball' with us) for a bit of 'flexibility'!

With a one day £2,600 'Group Intermediate F.E.' course provisionally booked, anticipating eight participants at £325 each, enabling 16 miles on the footplate per person on a 50:50 driving and firing basis, cost/benefit pro's 'n con's of the S.V.R.'s offering looked very favourable against courses run by other preserved railways. The S.V.R.'s package looked best of all for several other reasons,



being:

- S.V.R's gradient profile throughout in both directions is more challenging than most others;
- The S.V.R. loco fleet includes more larger locos than many other preserved railways;
- We would have a six coach train (grossing just under 200 tons) to pull all day;
- We could have two back-to-back one day courses if necessary (it was necessary!); and
- We could accommodate up to 48 'guest' passengers each day if required; (they weren't).

Also, from the club's 'days out' point of view I felt our chartered F.E. course train ought to use our Risborough Venturer headboard, rather than a 'SVR Footplate Experience' headboard; I didn't fancy theirs one little bit (reckoning it'd be the equivalent of driving a train on 'L' plates!) BUT.... could we fill even one Club 'group' course under our own steam? - If not, then a similar course any of us could book on an individual basis appeared to cost well over £450 each (and on some other lines, quite a lot more). Happily, we ended up with 16 bookings, giving us two courses back-to-back on Tuesday and Wednesday 11<sup>th</sup> and 12<sup>th</sup> June - And weren't those summer days well chosen!

Below: Jennifer & Russ at Bridgnorth Signal Box.



Most of our first day participants turned up at a very soggy Bewdley on Monday evening to ensure a punctual 08.30hrs start on an even soggy Tuesday; but the rain-laden depression that turned up over the region a couple of days earlier seemed to have had no adverse effect on our intrepid bunch. Nobody was going to let a British Summer downpour spoil this adventure, even if it chucked it down all day (which it did)! In fact, that endless day of rain enabled our loco to generate that wonderful atmospheric smoke and steam effect no hot sunny day could ever produce! – and as for ‘our’ loco.... some of us were hoping to work a steam loco with a few ‘modern’ cab fittings incorporated that would make driving and firing a lot easier: the S.V.R’s 1947 Ivatt class ‘4’ ‘Flying Pig’ would have done that but it was in the works under repair, so something else was needed instead. That turned out to be Churchward’s 101 year old ex-G.W.R. ‘8F’ No. 2857. Brand new from Swindon works in April 1918 (a true WW1 veteran), ‘modern’ it was not! Being from a time when ergonomics had yet to be understood by Churchward, 2857’s big reverser (gear lever) was about the size of a signalbox lever and with no less energy needed to shift it; and (like a car gearbox) it needed a lot of shifting while on the move all day! Even worse was 2857’s tender shovelling plate down at floor level. Every shovelful of coal had to be lifted about 1ft. 6ins during the 180degree turn towards the firebox door before swinging the coal off the shovel into the firebox. It takes more than 8 miles practice to steady ones’ self against the loco’s rock ‘n sway to achieve anything close to being ‘accomplished’ in that firing art; and I doubt any of us came anywhere close to being much good at it!

At the start of each day, an obligatory 10 minute or so safety film preceded a 15 minute or so ‘footplate controls familiarization’ for all 8 participants jammed in together on the loco hoping to learn something c/o a very patient volunteer SVR driver and fireman crew. Most had somehow found out where the regulator, gear lever and braking devices were by the time we set off for Kidderminster; the rest of what we needed to know would be discovered while on the move when the cab population of ten was reduced to just the S.V.R’s driver and fireman, along with a pair of us.

Day 2 on Wednesday followed much the same pattern as the very wet day 1 and neither day went without incident. The differences being:

Rain threatened all day on day 2 but somehow didn’t bucket down ‘til we set off for home.

The first run on day 1 between Bewdley and Kidderminster began with not enough coal in the firebox. Consequently, 2857 lost steam pressure and vacuum in the train brake pipe fell away causing the train brakes to drag on. We ground to a halt after the tunnel exit towards Kidderminster. A ten minute ‘blow-up’ restored steam pressure, enabling the brakes to be released. Every train on the S.V.R. ran ten minutes late all day in consequence of that.

An ‘unscheduled stop’ happened on day 2 too. A door in the leading coach flew open a mile or so before reaching Bridgnorth (ex-GWR door handles don’t spring back to lock as do most other railway companies coaches, they must be turned to lock manually). Those lost few minutes were easily recovered as was the delay to the train held up at Bridgnorth by our late arrival.

Day 1 ended at Bewdley about 16 minutes late; Day 2 ended at Bewdley a few minutes early; but none of us cared. After all, it wasn’t a competition between Day 1 and Day 2 (or was it?).



Above: Wet enough to float a boat? ‘Warship’ D821 ‘Greyhound’ drifts in to dock at Bridgnorth harbour!

With both days ending around 17.45, everyone reckoned it was a nicely balanced and very full day of action. Thus, we can now reflect that as those days fade into the past, the smiles all were wearing won’t fade much as they turn to fond memories of a great day out with a bunch of fellow clubmates! Happily, most of us found time to take lots of photos – I hope ‘Footplate’ finds room to print a lot of them, on the basis that a picture can paint a thousand words?

Words & photos by Pete J.



Above, Jon sums up the day, while below James & Tim have a relaxing lunch.



# Railex 2019

Once again Railex provided a fantastic display of quality layouts and trade. The cameo layouts were a good demonstration of detail in a small space while the larger layouts provided scope for some wonderful scenic landscapes. Here are some of the photos I took of some of my favourites. We will add more photos to the website.

Paul

Below: Two views of Newton Heath Works.



Below: Midland in Bristol, a wonderfully detailed scene.





Above: Wickwar, a superb N gauge landscape.  
Below: Lananta Quay





Above: Central Works  
Below: New Kensal Green with plenty of steam.





Above: Arun Quay.

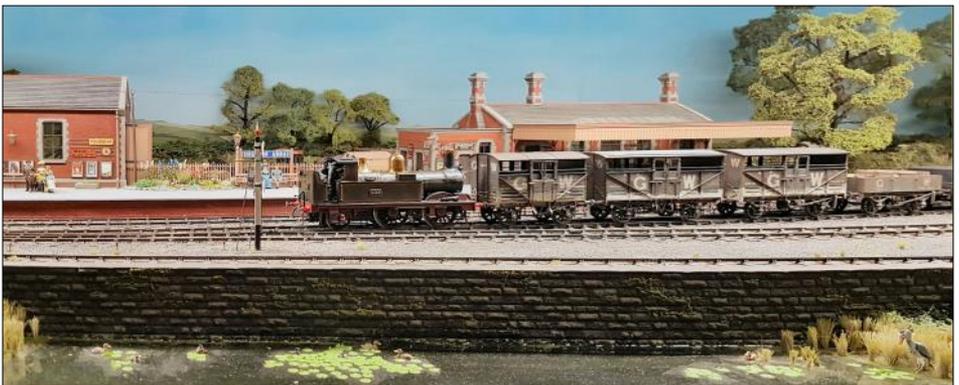
Below: Jerry Clifford (left) congratulating Richard Ellis for the Harbour buildings on Midland in Bristol which won the best model judged by Jerry. Photo by Ant.





Above: Jerry Clifford (right) congratulating David Stone for Best Layout, Sherton Abbas, as judged by the visiting layout teams. Photo by Ant.

Below: The winning layout Sherton Abbas, can you spot all the ducks? Another very detailed layout, this time with a GWR theme. Photo by Paul



## **Modelling Saturdays**

The following dates have been booked 09.00 to 17.00

Aug 10, Sept 14, Oct 5, Nov 9

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.

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

July	5	Trustees Meeting
	6	Beaconsfield MRC Exhibition, The Beaconsfield School, Beaconsfield
	19	Test Track
	20	CMRA Modellers' Day, Parmiters School, Watford
August	10	Modelling Saturday
	23	Test Track
September	1	Start of R&DMRC Financial Year
	6	Trustees Meeting
	14	Modelling Saturday
	15	Ted Martin Garden & Woodland Railway
	20	Test Track
28-29	Scaleforum 2019, Stoke Mandeville Stadium, Aylesbury	
October	5	Club Annual Open Day
	18	<b>Club Photographic Competition</b> with Guest Judge and Speaker Geoff Plumb
	25	Test Track
November	1	Trustees Meeting
	2	Wycrail, Cressex Community School, High Wycombe
	8	<b>AGM</b> (Annual General Meeting)
	9	Modelling Saturday
	15	Test Track
	15-17	Kirkmellington at Wakefield Railway Modellers' Society, Thornes Park Athletics Stadium, Horbury Road, Wakefield
23-24	Warley National Model Railway Exhibition, Hall 5, NEC, Birmingham	
December	13	Test Track
<b>2020</b>		
January	11-12	Chiltern Model Railway Exhibition, Stevenage Arts & Leisure Centre, Stevenage
February	21	Risex Setup
	22	RISEX 2020 Exhibition, Community Centre, Princes Risborough



Above: We had a visit to the Ted Martin Garden & Woodland Railway in Thame to measure up the locos so we can produce miniature Risborough Venturer headboards for our club visit in September. We will see some familiar faces in the photos above testing the train ride. Photo by Andy Gelson.

Below: GWR King George VI outside the loco shed. Photo by Paul.

