



Risborough and District
Model Railway Club

Oct-Dec 2020 Autumn

FOOTPLATE



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WELCOME

Hello everyone. As I write this we still do not have an opening date for the club but we are getting some communication from the TC. They have now decided on the reduced room capacities and we will need the main hall on Friday nights, although it should be possible to have Saturdays in the Carrington room. The club Trustees have completed our coronavirus policy and have sent this to the TC who are happy with it. It will be distributed to members when we have an opening date. Initially we will concentrate on getting back to modelling and work out the best arrangement of tables and cabling. Then we can think about the test track and club projects. Other events such as talks we will organise later.

If the restrictions on venues do not change both our exhibitions for next year will need to be cancelled. Risex might be workable with some entry and spacing restrictions but Railex will not be. The capacity of the Community Centre with the new hall is going to be about 110 people, so allowing for exhibitors and stewards that does not leave much capacity for visitors. The

Christmas dinner may also be cancelled due to restrictions on numbers in restaurants.

Paul

I forgot to mention in my last article on football specials that the photographs that accompanied it were taken by my friend Dave Coles. He agreed for their use in the Magazine.

Ray

From the Internet

A mid 1930s magazine

<https://railwaywondersoftheworld.com/index.html>

The History of the Slip Coach

<https://www.youtube.com/watch?v=Bq0aA9RZ1ls>

There are many how to videos on YouTube, here are some that while not necessarily railway subjects have some good techniques and results:

How to Make The Swamp || Crocodile Diorama || Resin Art

<https://www.youtube.com/watch?v=CAFeR2727aw>

How to make an AMAZING model river: Making a Scene Vol #2

<https://www.youtube.com/watch?v=os1SA2ZpVdE>

Build an ULTRA-REALISTIC Bridge – Realistic Scenery Vol.24

<https://www.youtube.com/watch?v=s8QBTbC5Jlc>

Build & Animate an ULTRA-REALISTIC Diorama – Realistic Scenery Vol.16

https://www.youtube.com/watch?v=M4EOT1XXc_Y

Florida fishing // Step by step (Diorama Tutorial)

<https://www.youtube.com/watch?v=8Ige023MdNY>

How to Build an Amazing Medieval Castle: Realistic landscape

<https://www.youtube.com/watch?v=0zu1ijY9VI4>

Front cover: Class 307 built and photographed by Gary.

Creating Prince's Cross (Part 4)

by Tony Elliman

In late 2019 I had to move to East Anglia and revert to pencil & paper for a spell. One of my stated objectives was to make Prince's Cross a "signallers' layout". At this point I turned my attention to what it would be like to operate such a layout. This is going to be important in designing any control panel or computer software "under" the baseboard. In this article I develop a vision of how this will work.

About 10 years ago I found, online, a simulation of the preserved Exeter St. David's signal box. It was originally written to show the preserved box in operation but was available to run on any PC. Around the same time I had also seen a small model terminus with a mechanically linked lever frame at a CMRA exhibition. These have inspired the sort of operating challenge I want to create with Prince's Cross.

The St. David's program presents the signaller with lever frame, block shelf and track diagram on the computer screen. They then have to work the box in response to bell signals and engine whistles. The only input to the program is by clicking the mouse over the levers and plungers. This includes having to respond with the correct bell codes.

The program maintains a tally of your mistakes! The frame is fully interlocked and prevents a wrong pull but attempting one adds to your tally of mistakes. It also checks bell codes. On one occasion I sent a light engine on for shunting duties in Exeter docks with the bell code 2-3. I hadn't used the special local code for dock shunters and clocked up another black mark!

To operate Prince's Cross from a presentation of a signal box is a significant departure from the way most layouts are operated. It changes the relationship between signalling and driving. Instead of making only working signals fit train movements, it needs movements to follow strictly from the signalling.

I envisage a computer screen, similar to the St. David's program, being placed lower down in front of the left scenic board. This puts the operator with a view across the throat comparable to the King's Cross box but from the opposite side. Making use of drone video clips could also show views up and down the track from the signal box on the model. This would enable the signaller to look into the gasworks tunnel and the train shed in much the same way as they can on the prototype.

Given this overview, I need to answer more detailed questions about what this screen will show and how signals are presented to drivers. In doing so I want

to follow Eastern Region practice of the time (1960)

King's Cross was resignalled in 1932. The two mechanical boxes were merged into one with a 232 lever power frame. This used electrically linked point motors and coloured light signals replaced the semaphore arms. At the time it was the biggest installation of this type of frame. As such it attracted an article in the Railway Gazette. This describes the logic of the design and the way it uses track circuits and points to control signal aspects. This strategy was critical to minimising the number of levers in the frame. For example, there are no facing points locking levers. Sequencing of the bolt lock and blade movement is automated and track circuits instead of fouling bars are used to maintain the lock.

Another saving is the lack of a separate lever and subsidiary signal for the calling on into platforms. The last up running signal is a three aspect colour light. This shows only a yellow (caution) aspect for the routes into the short suburban platforms. For the main line platforms, they show yellow unless the track circuits indicate the whole platform is empty.

The down starters on the suburban platforms also operate with only a single lever per platform. Departures can follow either an "eastern" or "western" route through the throat. Interlocking with the point proving contacts determines which of the two starter signals clears when the lever is pulled.

Following the same strategies, even with its reduced size, Prince's Cross is going to have about 110 levers in the frame. No problem on screen but how feasible would a physical frame be? With my podgy fingers it needs 10mm spacing. This gives a frame abouts 3.5 feet long – almost the entire width of the left hand base board. With MERG CANPAN modules a miniature SGS frame is possible but with all the interlocking it would be a project in itself.

My principal skills lie in computer software and system design. I wrote my first computer program in 1964 and retired from teaching software design at degree level. At least in the first instance Prince's Cross will rely on computer control.

Just like the prototype, my model will need more than a signaller to run trains in and out of Prince's Cross. To be precise train crews, shunters and a (fat) controller. In our model world the fiddle yard operator tends to be the controller and other operators (drivers) tend to be the whole train crew and shunter combined.

In addition to dispatching and receiving trains the Prince's Cross fiddle yard operator must send and receive bell codes. They are effectively the Bell Isle Box down beyond the gasworks tunnels. In the absence of a fiddle yard

operator I envisage using the computer to dispatch trains to a predefined timetable. This is what happens with the Exeter St. David's program.

The last part of this jigsaw is to consider how driver operators fit into the picture. Operating alone I envisage train movements will be computer controlled but it would be nice to share operation with other club members. Since trains should follow the signalling, this must be clearly visible to each driver. Figure 1 (below) shows the up running signal over route B. In this case it is cleared for the mainline platform 6. Functional 2mm colour light signals are available but the shunting disc and "roller blind" route indicator present significant problems at this scale. Some other means must be found to present this information.

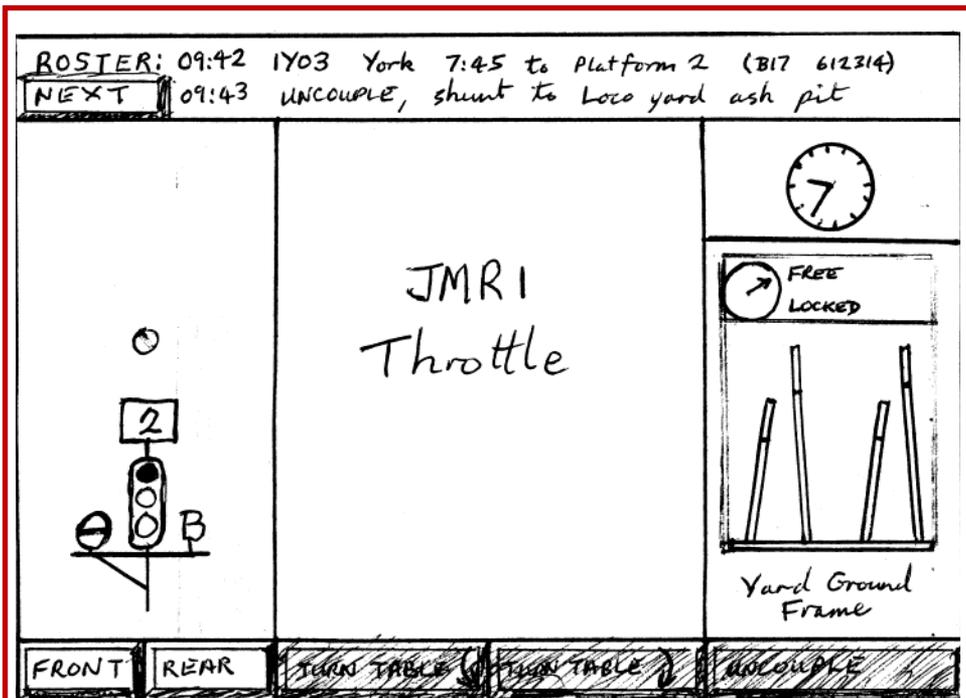


The train crew also needs to be able to operate line side controls like:

- Yard points
- Turntables
- Ground frames
- Uncouplers

I know most club members are familiar with DCC cab controls. Some have also used Wi-Fi smart phone controls or JMRI screens. To make Prince's Cross accessible I need to build on those skills, Figure 2 (right) is a sketch of an onscreen solution.

This wraps the extra information and controls around a conventional cab. On the left up to three signals on the



route ahead are displayed. The size of each signal is reduced to create an impression of distance. The computer will use track circuit data to select and display signals as they become “visible”. This view will switch between front and rear with direction changes or selection buttons on screen.

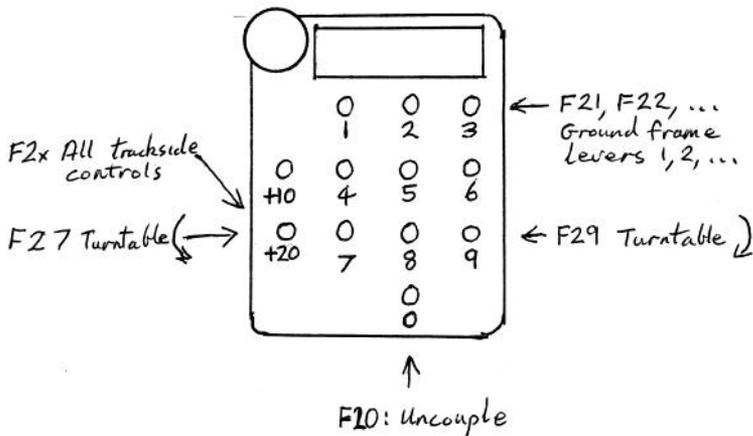
To the right the display shows local track side controls available to the “crew”. Ground frames and yard levers use a simplified form of the signal box display. Uncoupling and turntable controls are presented as buttons across the bottom of the screen. These are only enabled when track circuits show the locomotive to be on the relevant track section.

This solution had one significant disadvantage – it takes the operator’s attention away from the train movement on the model. More conventional driver operation using a standard DCC cab should be possible.

At Prince’s Cross all colour light running signals are present as functional signals on the model. Controlling movements to follow these can simply follow normal practice. Although route indicators are not visible the route set is easier to see than it is for prototype drivers. The only thing missing is being able to see when shunt moves are cleared. If a driver anticipates the signaller clearing the route this may lead to SPAD events. To overcome this a simple device (large disc or red/green LED) needs to be somewhere within a driver’s

field of view. This could be adjacent to the cab jack point or on a screen above the model.

The final requirement is to be able to operate line side controls from a standard cab device. Working in N gauge loco chips don't have many auxiliary functions. However, cabs can produce function codes running up into the twenties (F2x). The solution is to use these. The loco chips will ignore them but the computer will also see them on the data bus. It can translate them into commands for devices "near" the loco. Figure 3 shows how these might be linked to cab function buttons in a reasonably intuitive way.



This vision will form the basis for defining the computer software and under board controls for Prince's Cross. It covers both single person operation and getting together with friends for some fun. I don't expect to have all of it completed any time soon. However, it crucially defines the target to be achieved. Over my career I have watched lack of a clear vision sound the death knell for many public sector computer systems. I have also tried to avoid the pitfall of making the solution too specific. In principle the same software components could be used for manual signalling control of any layout.

Heller 11CV Traction Avant 1:43

While browsing eBay I came across the Heller range of 1:43 kits at a variety of prices. I checked one of my favourite European shops and found that these kits were still available priced at €10 each. I bought an 11CV Traction Avant from eBay for £10.15 including postage from a UK supplier, so not too bad and it arrived very quickly.

The full range is: Citroen 11CV (1934-57), Citroen DS19 (1955-75), Renault 4CV (1947-61), Citroen 2CV first generation (1948-60), Austin Mini Mk2 (1967-70), and some modern rally cars.

The kit is reasonably well moulded but does need a little cleaning, especially the body. This is a one-piece moulding and was a little distorted and there was a small nick in the rear bumper (probably the plastic feed point) plus the moulding flash. All easily fixed.

Research for the model has been interesting as there were many variations of this car over years. Some of the info conflicts with the photos available, which is not helpful.

The instructions mention that this is a model of a 6-cylinder car, however this is not possible. All the 6-cylinder cars have louvers on the bonnet side while the model has vent flaps that were used on the 4-cylinder cars up to 1945. The body also has the boot opening from the outside (introduced in 1935) and the wheels are a style known as "Pilot Wheels" (1938-45). The dimensions are correct for the smaller bodied cars. Many of the cars in the UK were built at a factory in Slough, located on Liverpool Road on the Slough Trading Estate. The Slough built cars were all RHD for the UK and Commonwealth market. So, my car will be a 1938-45 light 15 (as the Slough built cars were called) and it will be cream and black (French cars were usually black) with tan leather interior and a wood dashboard. All I would need to change was the position of the steering wheel and fuel filler and then create an image for the new dashboard. Further research found a photo of an older version of the kit and this says 1939 on the box lid, so in agreement with my thoughts.

I mostly followed the instructions but kept the wheels off until the end to aid painting. They were pressed onto cocktail sticks to make them easy to hold and I painted them by rotating the wheel while holding the brush still. I used paints from the Coat d'Arms acrylic range which I like. They are made by HMG paints (who also make the Railmatch paints amongst others) and cover well but are also fairly thin. They can be sprayed, or brush painted. Tyres were brush painted, dark grey and slate grey for the tyres (which makes the tyre tread

slightly lighter than the sidewall) and the wheels were painted linen and chainmail. Games Workshops earth wash was used to show up the detail.



Moving the steering wheel to the right was just a case of drilling a new hole and filling the old hole. The dashboard was produced from a photo I found online printed at the correct size. This was worth doing as the large instruments are quite noticeable. The seats were painted leather brown followed by a GW sepia wash to highlight the creases. The floor was painted desert sand and the dash wood brown.



The body had the fuel filler cut off from the right side and reattached on the left side. The damage to the rear edge was fixed with Humbrol Model Filler.

Then the body was given a coat of Tamiya white spray primer, followed by Coat d'Arms "linen" (a cream colour) paint which was sprayed. The inside of the body was painted leather brown to match the seats and the headlining was "unbleached wool". The front and rear wings were then brush painted black. The radiator grill was painted with "chainmail", which is a metallic silver, followed by a black wash.

Once the body was finished I added a pair of small lights onto the front wings. These are made by filing a piece of clear spur in a mini-drill, then painting. You need to make a few of these and then find two that match. You may also find that they go ping across the room! There is also a rear light which is made from plastic rod and the number plates (with a Devon code) are printed on paper and stuck into place.

The thing I did not try to change are the windscreen wipers. These are at the top of the windscreen while it is reported that Slough built cars had the wipers mounted at the bottom of the windscreen. Photographic evidence is inconclusive. Removing the moulded on wipers would have been possible but polishing the clear screen would have been a challenge.



Paul

Peter Hamble

Beating Sod's Law - Planning for Failure

In a previous article we outlined the wartime industrial layout we are building, in this instalment we wanted to touch on the subject of failure. No one wants to think about failure, but we all know it happens. In this case the sort of failure we are going to be talking about is when you take your carefully crafted layout out to an exhibition, set it up on the Friday evening and find something doesn't work, or you have failed to bring everything you need with you, or something fails mid-session with dozens, well hopefully some, people looking on. We have all been there, it's frustrating in the extreme and often ends up with stressed operators and disillusioned viewers.

Having seen, and been involved in, various failures at exhibitions we were keen to build as much robustness into the layout, and in particular into the electrics, as possible. The electronics are a particular interest of both of ours, and we had always planned to do things a little differently. The downside of that would be the lack of off the shelf replacements.

Electrics: We do not plan to go into great detail on the electrics here, we will save that for another thrilling instalment, however it is worth mentioning a few high level aspects of our master plan. We use DCC for the control of trains, with several locos operating simultaneously and no run round, it would be complex in DC with a lot of sections and associated cross baseboard wiring.

Operating from the front, without blocking the view to change points, and with multiple "panels", remotely controlled point motors were a must - more on those later. We also wanted automatic delayed uncoupling, which immediately led us to electro-magnets for operation.

As discussed in Part 1, animation, in the form of a tippler, crane, opening doors, etc., was key to our plan to have movement over and above the trains. This, of course, also needed control from the panels.

We considered DCC for the control of the ancillaries, but three key factors concerned us:

- We didn't want to type numbers in on a DCC handset - mostly because we would not remember the numbers.
- We wanted feedback from the layout to the panel.
- Without separate power districts for points (in which case an LCB (Layout Control Bus) is no more effort), locos stalling on wrongly set points need manual intervention before points can be reset, which we were very keen to avoid.

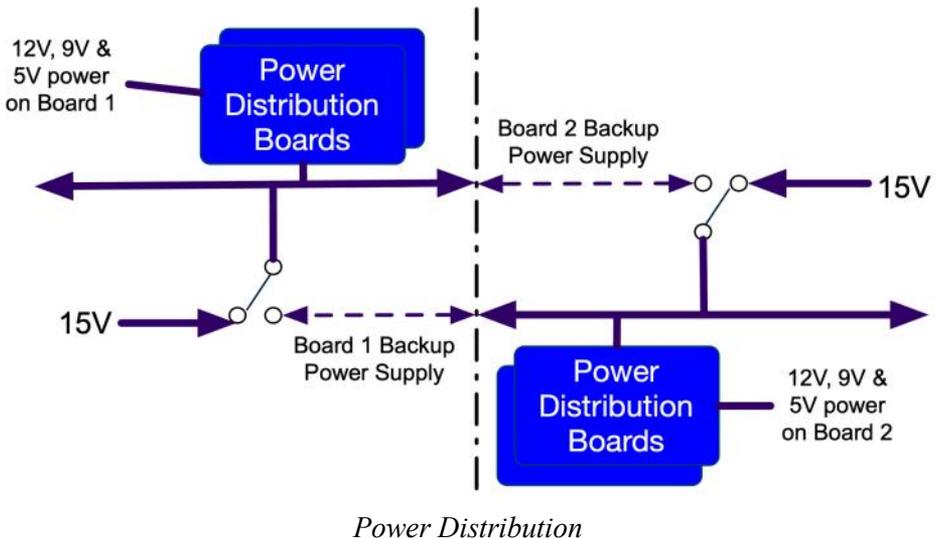
There are proprietary systems that can address some of these issues but not as flexibly or cost effectively as we would like. We are both members of MERG so decided to combine the cost effective MERG DCC system and MERG CBUS to control ancillaries These come in kit form, so another thing to build, many more of which are to come.

There are various MERG kits for CBUS that we could use, however we chose to design our own, partly because we had some particular requirements that MERG did not cover, partly because it allowed us to pursue our goal of planning for failure and partly because it was a new challenge. We'll talk more about designing and building these in part 3.

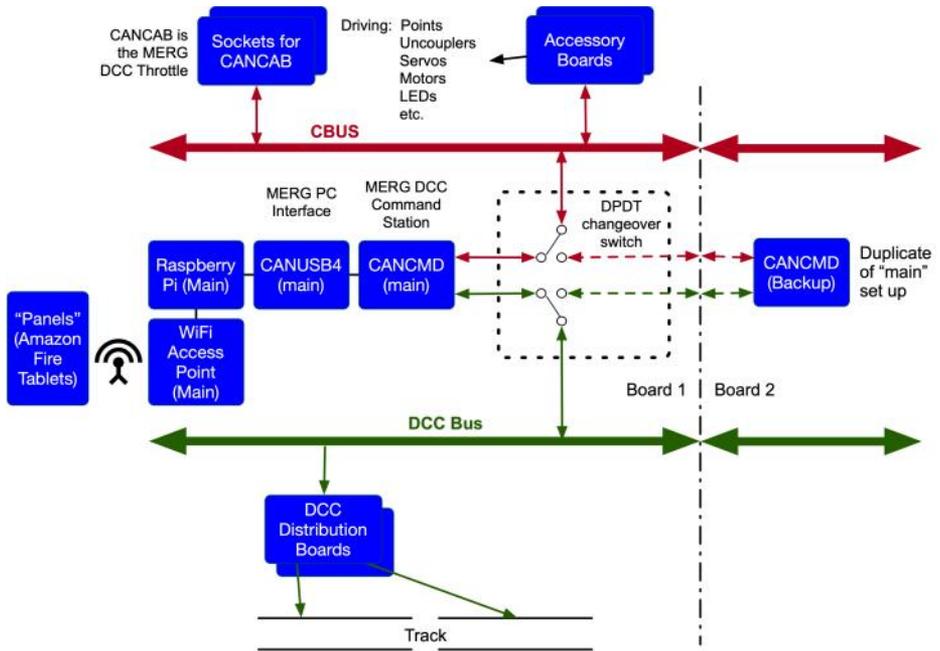
Redundancy and Resilience: There are three main ways we do this;

- Redundancy - we wanted to have no single item that could fail and stop the layout running.
- “Plug and play” boards - we wanted to make it easy to swap a failed board for another.
- Indicators and isolators under the layout - making it easy to spot faults with indicators that show what is working and by being able to isolate areas of the layout for more rapid fault finding.

To provide redundancy we provide duplicate systems for all key layout level services. The diagram below shows how we provide backup power and power each board individually.



Similarly, with the control systems. At the flick of a single DPDT switch the layout will run off either system. In normal operation the backup system provides a programming track and interface to allow for testing of any motive power issues without disrupting the layout operation.



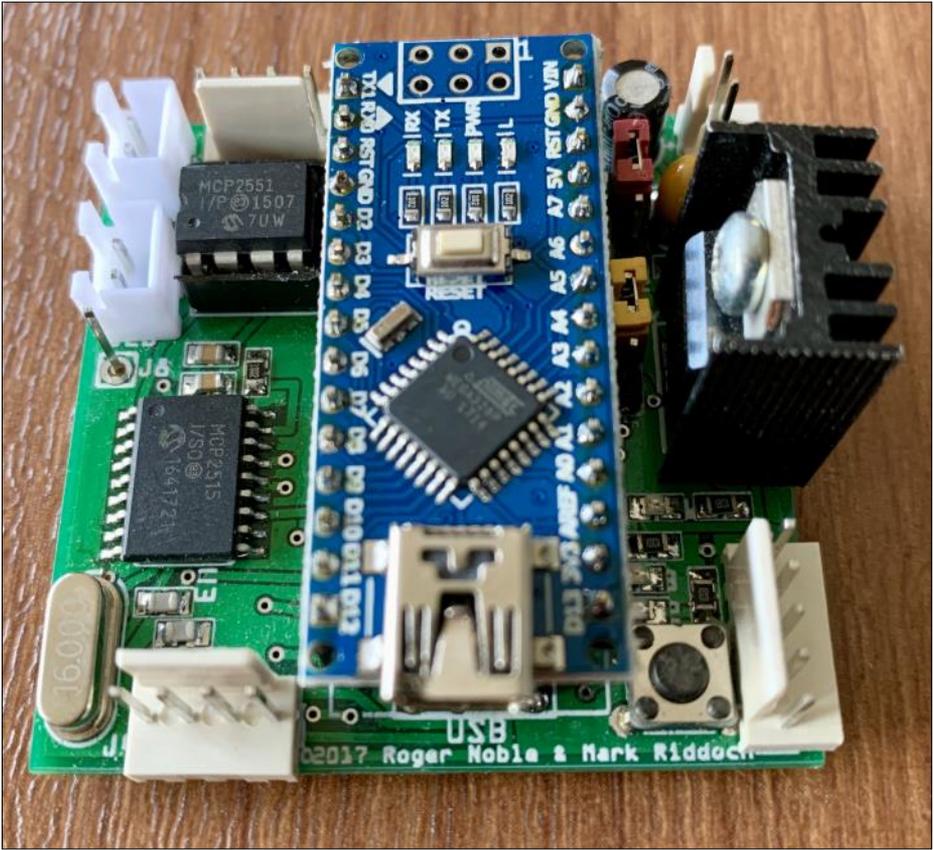
Control System Resilience

To avoid the “we’ve left it behind” problem we have attached both primary and secondary systems to the underside of the layout. The only things not attached are the mains adapters. We plan to fit the spare boards under the Fiddle Yards. Of course if we forget the Fiddle Yards.....

This arrangement also allows each board to run completely independently, especially useful when testing or fault finding. Moreover, the choice of DCC and CBUS meant we only requires two 6 wire connections between the boards, one used in normal operation and one for the backup. Again, we have redundancy in the connections between the boards, either one can fail and we can still continue to run the entire layout.

All the control boards are designed to be “plug and play”, this means that we have a limited number of types of boards, based on the jobs they need to do. All connections to the board are via plug and socket so that we can easily unplug and remove a faulty board and insert a replacement. Different socket

types have been used to prevent accidentally plugging the wrong thing into the wrong connector.



Point Board - Operates 2 point motors

All boards of a particular type are identical, with identical software. Set up of the board will be done via the software with configuration parameters stored on the Raspberry Pi. For example, the point motor boards are configured with the distance of travel between the two states of the point. We use the same point boards for the OO and OO9 points but configure a different throw for each type. That way we can easily replace a faulty board and it will be configured by the Raspberry Pi to have the values it needs for the job it is doing.

In a similar vein to having the ability to swap boards that break, we have also made it easy to swap point motors. Our point motors are rather unusual, being linear stepper motors - basically a stepper motor with a lead screw and a runner on that screw that attached by a wire to the point. These are screwed to simple

homemade aluminium brackets that are then attached to the underside of the baseboard using Velcro. Swapping a point motor is simply a case of pulling the old one off, unplugging it from the controller board and then pushing a new one into place and plugging it in. A point motor swap in a matter of minutes.



Point Motor: Mounted on a simple Aluminium Angle bracket and attached with Velcro

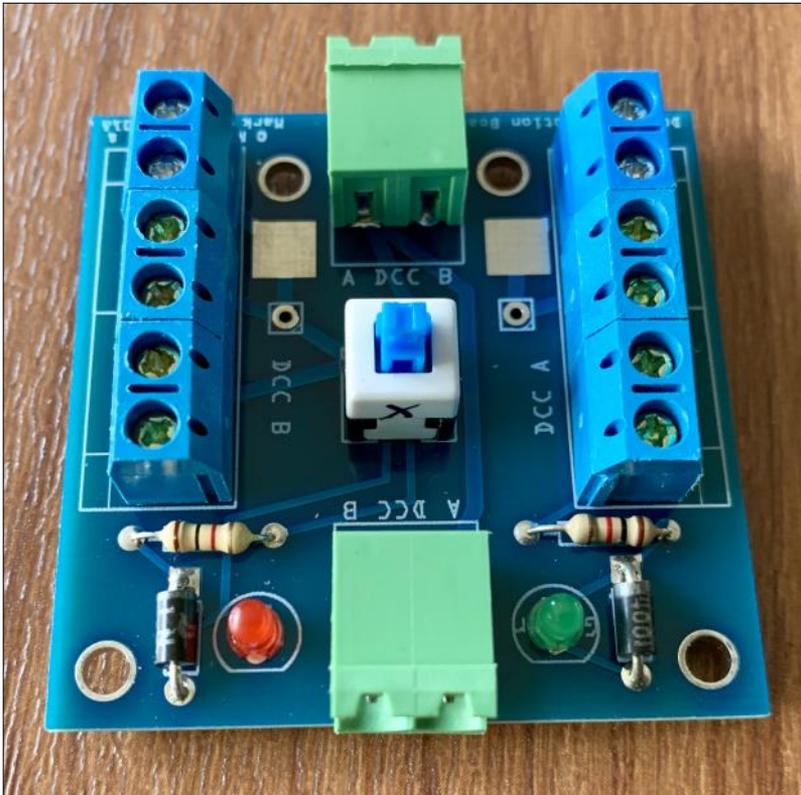
All boards have LEDs on them so that we could tell if the board was receiving power and, where possible, functioning. We also made simple clip fittings for the boards. Rather than use components mounted on stripboard (which we did use for the prototypes) we decided to have custom circuit boards made for each of our board types. This is more robust and also allows for more compact boards than would be otherwise be possible. This might seem like a complex thing to undertake but, like most things, after the first one it becomes much easier. We will go more into this aspect in the next instalment.

We took steps to eliminate a single failure that would take down an entire bus. The nature of CBUS means it is not susceptible to individual boards breaking the operation of the bus. The DCC and power buses go via distribution boards.

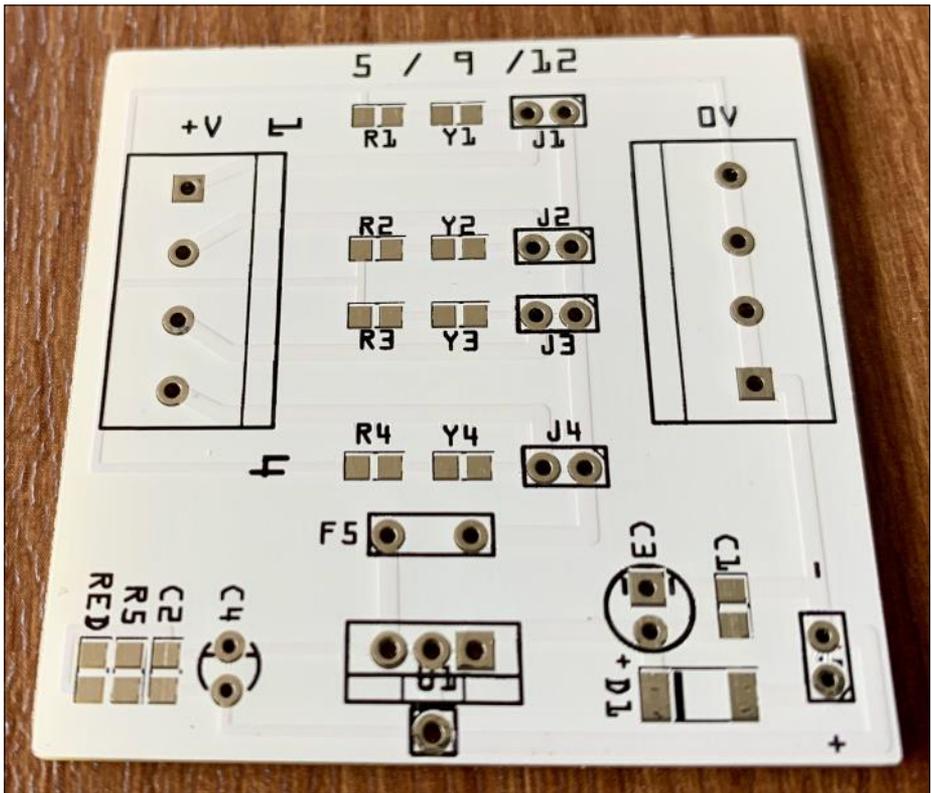
The DCC distribution boards have an “IN” and an “OUT” connection and connections to the track sections. Each of these connections goes via a jumper, removing that jumper will disconnect the track from the DCC bus. In addition, the distribution board has a switch that will disconnect all the track sections that are connected to the distribution board. A pair of LEDs are used to show if the DCC signal is getting to the board and if the isolation switch is on or off. This way we can easily remove all track sections using the switch and then remove individual sections once we have narrowed the fault to a particular distribution board.

DCC Distribution Board

The power distribution boards are based on a similar principle, however instead



of a switch we use a poly fuse, a thermal cut-out device that will disconnect the power if too much current is drawn by the distribution board. Jumpers allow individual boards to be disconnected.



An Unmade Power Distribution Board

In addition, we also have other indications that will tell us if the primary or backup systems is in use and the output voltage from each power supply.

Conclusion. We have yet to put these systems to a real test, but in the time we have been testing the layout we have already found them useful. Mostly, it has to be said, when we have done something silly, or merely forgotten to turn something on, but these are the sort of things easily overlooked when under pressure to make the layout work 10 minutes before opening.

Will we still suffer failures? Of course we will. The question is, will we spot what has failed and be able to rectify it or work around it? The hope, of course, is yes, we spent a lot of time thinking and talking (and drinking coffee) about what could fail, but no doubt there are scenarios we have forgotten. Stock failure is an obvious one, but we have plenty of stock, and taking a loco, wagon or coach out of service doesn't stop the entire layout. As long as we can "keep calm and carry on" then that is the thing - rather appropriate for a wartime layout!

Roger & Mark

CLASS 307

A gap in the ready-to-run market for Eastern Region EMUs has led many of us to build our own. This represents my first attempt at such a model; namely a Class 307 unit. I originally intended to kit-bash a Bachmann EPB unit. However, on investigation the cab and chassis would have required extensive surgery, and I couldn't bring myself to put a knife to £150 plus product. I therefore decided to utilise the cheaper Replica Railways offering, including their motorised chassis.

I decided to start with the more challenging Driver Trailer car. This required some surgery to the Suburban Brake body by moving the front compartment to the rear of the carriage next to the Guard's compartment and replacing the moulded vents. The roof of the Guard's compartment also required to be cut to accommodate the pantograph roof bay, which I purchased separately from eBay at a cost of £8.



In hindsight, the decision to use the Replica Railway model rather than the Bachmann version paid off, as significant work was required to the cab front and the Replica Railway cab is far easier to work on than a full-length Bachmann carriage. I created a cut-out for the destination blind and removed

the rain strips for the driver's front windows. I adorned the cab with jumper cables (mix of Hornby Class 50 from Peter's Spares and Replica Railways), 0.3mm brass handrail, lamp irons (Masokits), rubbing strip (Replica Railways), step irons (brass scratch built) and extended buffers (MJT). The rebuilt version which I am recreating included several cab replacement panels. These were recreated simply with paper strips. Given all the work I did to the cab front, I decided to push the boat out and replace all the moulded handles and grab rails with Markits brass handles and 0.3mm brass wire. Whilst this was laborious, I believe it was worth the effort.

The other driving car was a lot easier, insofar it did not have a pantograph bay. It did, however, require modifications to accommodate the toilet compartment by altering one of the compartment doors and windows. The presence of the toilets also required the fitting of the water feed pipes on the roof. These were constructed using 0.45mm brass wire and handrail knobs.



My attention now turned to the bogies. Magazine correspondence suggested the bogies were of Gresley origin, which I incorrectly fitted. However, feedback on RMWeb and looking at historical photographs showed they were based on a BR Mark 2 design. I managed to source these from EKM Exhibitions and attached the sides to Comet bogies.

Next came the underframe detail which was challenging due to an absence of information on the web. The underframe detail was an exercise on scratch building; the detail even includes parts of a toy rocket!



The interiors were detailed, and the unit transferred to the paint shop. The laborious job of fitting the individual Lazerglaze windows was undertaken over several nights. Some of the door glazing was cut to show the window in the lowered position and reveal the interior detailing.

The unit was then fully detailed and weathered and the Sommerfeldt pantograph fitted to the Driver Trailer. This project has been two years in the making (stop and start) but I am happy with the result, which is a unique model. I am now considering adding lighting, sound and maybe who knows maybe a class 306?

Two more views of the finished model on the next page.

Gary



Tunnocks Tarpaulins

As promised a week or two ago, here is a more detailed account of using Tunnocks caramel wafer wrappers to create 4mm scale wagon tarpaulins. This isn't a new idea, having been described by others on RMWeb but I'll explain my approach for using on open wagons.

Step 1 is to create a solid former to fill the wagon. I've used a mix of plastic rod & various strips & planks of wood. Once glued in place, I have used plastic filler to create fillets to round off all sharp angles. Looking at prototype photos, the tarpaulins flow over the load & wagon sides and don't show harsh corners. To create a robust cover that will withstand exhibition handling, I need the tarpaulin to be in contact at all times as air voids will inevitably lead to a tear.



My next step is to cut and then glue the wrapper onto the top surface. I've used superglue and then weighted the wagon overnight. The wrapper goes foil side down.

Then it's a case of folding the sides & ends down, applying plenty of glue and easing it to follow the surfaces and angles. To be gentle and not cause rips,



folds or distortion, I've applied pressure through a foam pad. The glue quickly sets so pressure isn't needed for long (another benefit of using the foam is not getting fingers stuck to the wrapper).



Now we have our tarpaulin which can be painted & decorated. I've applied Alclad primer and then an acrylic topcoat followed by a coat of gloss varnish.

Transfers are currently a 'make do & mend' approach though we are working on some custom transfers for future batches (I'll share details once sorted). The current pair simply use bits of Diesel D number sets from Modelmaster. The BR is taken from their BRIGGS OF DUNDEE sheet.

The final steps are adding the tie ropes. I have a stock of suitable twine from a model boat builders store. This is glued in place, one end at a time with a blob of Blu-Tac to help hold in

place. A dash of rope brown restores colour after the twine absorbs the glue. Then it's a coat of Testors Dullcote, a light dusting of weathering powders then a last coat of Dullcote and we are done.

I hope to trial this in 7mm as well as rolling out for Aylesbury in P4. Watch this space.



Graham

Articles for Publication in Footplate

Articles can be on any subject including, model reviews or construction, places you have visited, your own layout etc. and 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 high a resolution as possible.

Mick

Next project basically completed. Plastic ConCor model relit, redetailed, sound... joins the rest of the fleet.



Lower left: Another project done. RGS Caboose 0400 from a PSC kit of a slightly different D&RGW prototype, complete with sound and working marker lights. They do come out a bit bright in the photo. Maybe a bit more weathering but I'll run it a bit first to see it in use.

Another beer delivery at Baxendale's....



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

2020

Events subject to the club being allowed to reopen.

October	16	Talk by Geoff Plumb, Postponed
November	6	Trustees Meeting
	7	High Wycombe & District MRS Exhibition, Cancelled
	20	Test Track
	28-29	Warley National Model Railway Exhibition, Cancelled
December	5-6	The National Festival of Railway Modelling, East of England Showground, Peterborough, PE2 6XE <i>At the time of publishing this event is still scheduled to go ahead.</i>
	11	Club Christmas Dinner at The Peacock in Henton <i>It is not yet known if this will take place. If there is no change in the Government rules it will have to be cancelled.</i>
	18	Test Track

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.