Risborough and District
Model Railway Club

Oct - Dec 2021 Autumn

FOOTPLATE

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WELCOME

Regular meetings are now taking place at St Marys Church Hall and so far we have enough space. We have now had a test track night and that too worked out well for space. The Test Track was setup at the far end of the hall and comes to the kitchen doors. This leaves enough space for modelling as well.

We will remain at St Marys Church Hall until at least the end of the year (probably longer) but will also look at other halls.

At the beginning of Sept we had a curry night, the first for quite some time. Gary is planning more and these will be moved around the area. The next one maybe in Thame. It is good to be getting back to normal.

The Facebook group still gets regular contributions and it is good to see what everyone is up to. I will include some of these in Footplate which is now back to the normal 4 issues per year. Don't forget we also have a YouTube channel

where you can see the videos we made for Railex as well as others. Do subscribe to the channel.

There will be a Christmas dinner this year on Friday December 10th. We don't have the menu yet but will circulate this as soon as we can.

Paul

From the Internet

Night Shift Models by Martin Kovac. Another military diorama modeller but some interesting scenic techniques.
https://www.youtube.com/watch?v=aZvU35d98BI

Let's Build A Barn From Styrofoam And Balsa Wood!
https://www.youtube.com/watch?v=TVPQ210EksE

Painting A Miniature Barn Made From Styrofoam!
https://www.youtube.com/watch?v=EN7KoAF8H5A

Creating My First Miniature Tree For A Diorama
https://www.youtube.com/watch?v=guNVZT7yFFg

What Did I Learn After Painting 3 Figures In A Row?
https://www.youtube.com/watch?v=FJdKNwAaKEQ

Isle of Man Steam Railway summer 2021
https://www.youtube.com/watch?v=Efj-j7xRW4I

Leek & Rudyard Railway Steam Gala 18th September 2021
https://www.youtube.com/watch?v=RqWq6jKURxw

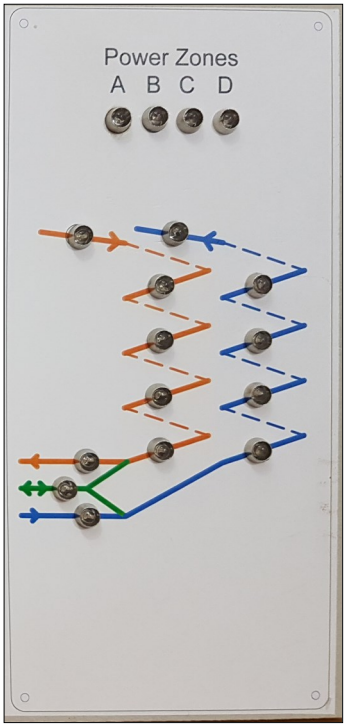
Steam at Pontypool and Blaenavon. Sept 2021
https://www.youtube.com/watch?v=Xbp8OXF8iLw

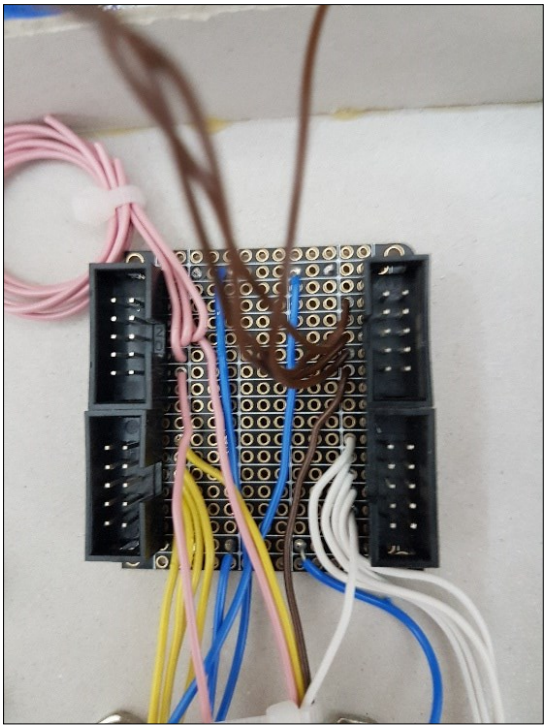
Front cover: John Casson

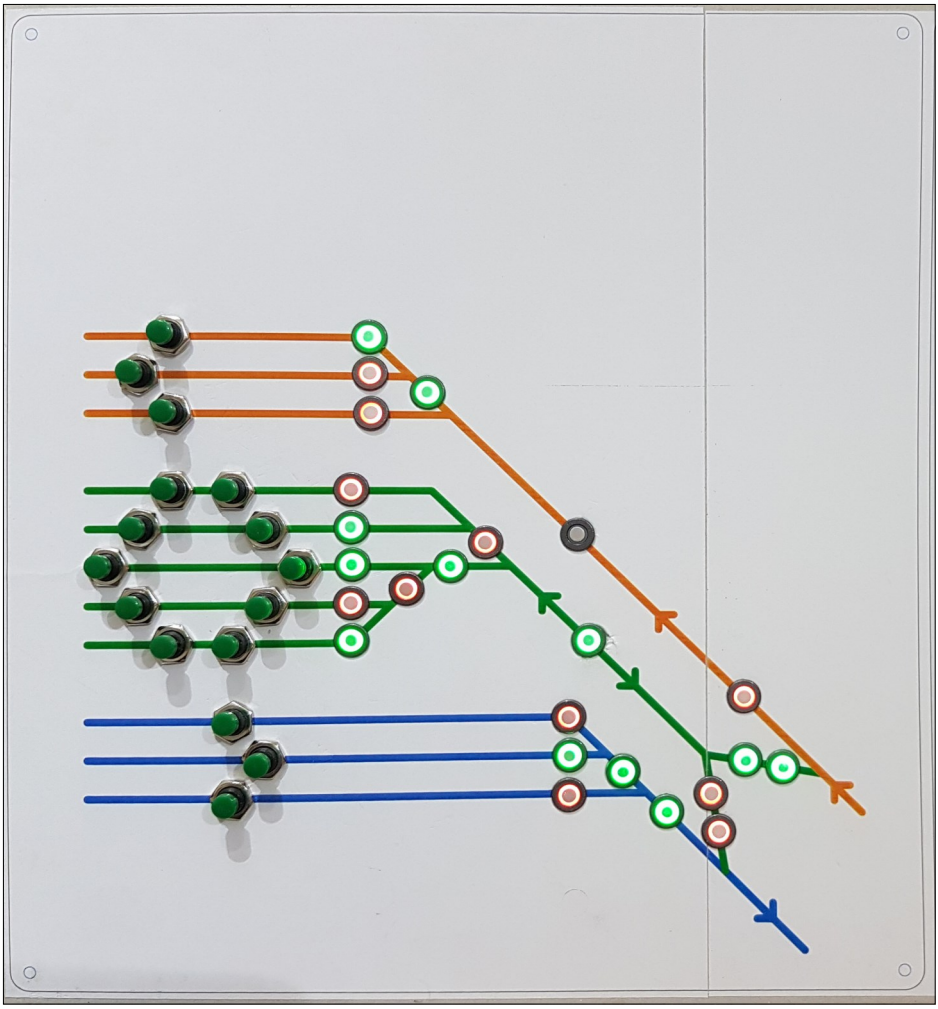
Building Control Panels

I am in the process of building control panels for the layout to simplify operation. Eventually these will be made from Perspex but before cutting expensive material I am using paper & card to produce a test panel. The first version quickly showed me I had the switches too close together and that you cannot drill neat holes in card! For version 2 I used a 7mm hole punch to make the holes which is much neater. I will use this card panel to fully test the layout of the buttons and LEDs before laser cutting the final version.

The first of these panels (below left) is to show if the helix is occupied as it will be fully enclosed. Train detection is by Digitrax BDL168s and these have the ability to operate an LED to show occupancy as well as sending DCC messages. The connection at the BDL168 is made using 4 10-way ribbon cables A-D. At the control panel end I have a made a small circuit board with the same 4 connections and then that board connects to 5mm red LEDs which are mounted into chrome metal holders. Resistors are not required as they are built into the BDL168. In addition to the track sections, there are 4 LEDs to show that track power is on. These LEDs are very bright and easily seen across the room. The BDL168, panel and cables are all on the same board.







The second panel (above) contains the buttons and indicators for the yard points. The buttons will operate routes rather than single points (routes can also be operated from the Digitrax handset as can single points). They are arranged in an arrowhead shape to indicate which directions the trains will be travelling in. This is done by connecting the buttons to the 8 DS64 inputs and a bit of programming, actually it took a lot of programming to get it right but it now all works. 2 DX64s are required for all the routes. This involved removing the DS64s from the layout as working under the board is a bit cramped and it is difficult to see clearly. A DS64 has a lot of wires so I have made up another little board which converts the DS64 screw terminals to an 8-way connector. One connector is required for the point motor connections and another for the button inputs. I also made a small test board with LEDs to

show the point positions, red for thrown and green for closed. This has two connectors so can be attached to one or two DS64s and made programming much easier. In the future any DS64 that has to be disconnected will get these boards added. The LED board can also be used for testing a DS64 in situ under the board, just swap the plugs. This will tell you if the DS64 is at fault or the point motor.

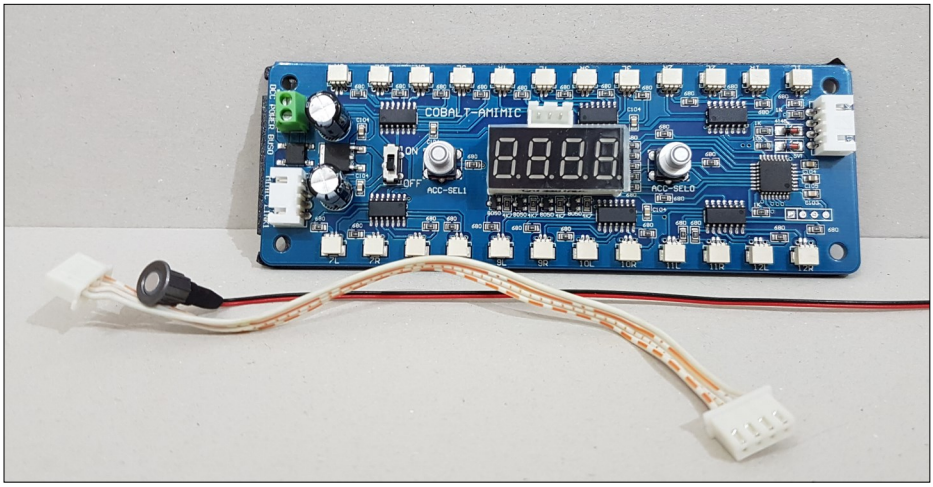
DCC Concepts Mimic

The DCC Concepts Mimic consists of a board about 135 x 50mm that is

connected to the DCC track bus. It listens for switch commands and then sets the output LEDs on or off as required. I am using it with panel mounted LEDs to show the route set through the storage yard, but it can also be purchased with 4mm scale ground signals. The board with 24 red/green LEDs has a retail price of £59.95 although can be purchased slightly cheaper from many retailers. I managed to get one on eBay for just under half this price so well worth trying it out. It is also available with single colour LEDs in red, green, blue or dual LEDs in red/white.

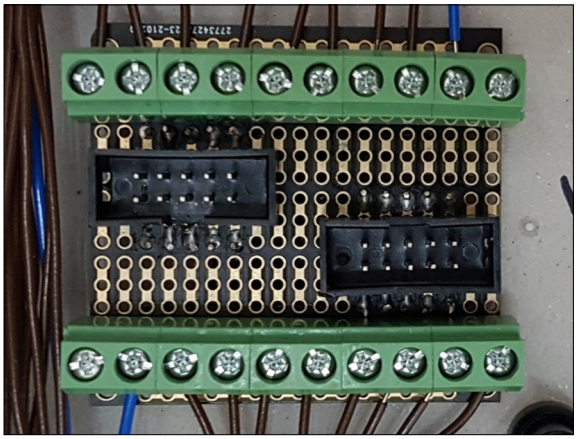
The LEDs include the mount and are designed to fit in 7mm holes. They were a bit loose in my 7mm punched holes, so I wrapped a bit of masking tape around them to make them fit snugly, (the final version of the panel will be laser cut so the holes can be cut for tight fit). They are finished in grey and silver with the light emitted from a ring. They fit almost flush to the panel surface and give a very professional look. They are prewired with 240mm long leads (just long enough for my panel) and a small JST SH 1mm plug. These plug into the board, so no soldering, DCC Concepts are trying to make life simple for you. There are a range of accessories, comprising splitter boards and extension leads. You will see one LED on the panel which is not lit. This needs a splitter board to connect it to the red LED further along the line. Additional boards can be daisy chained to the first, so you only need the 2-wire track bus to feed the first unit.

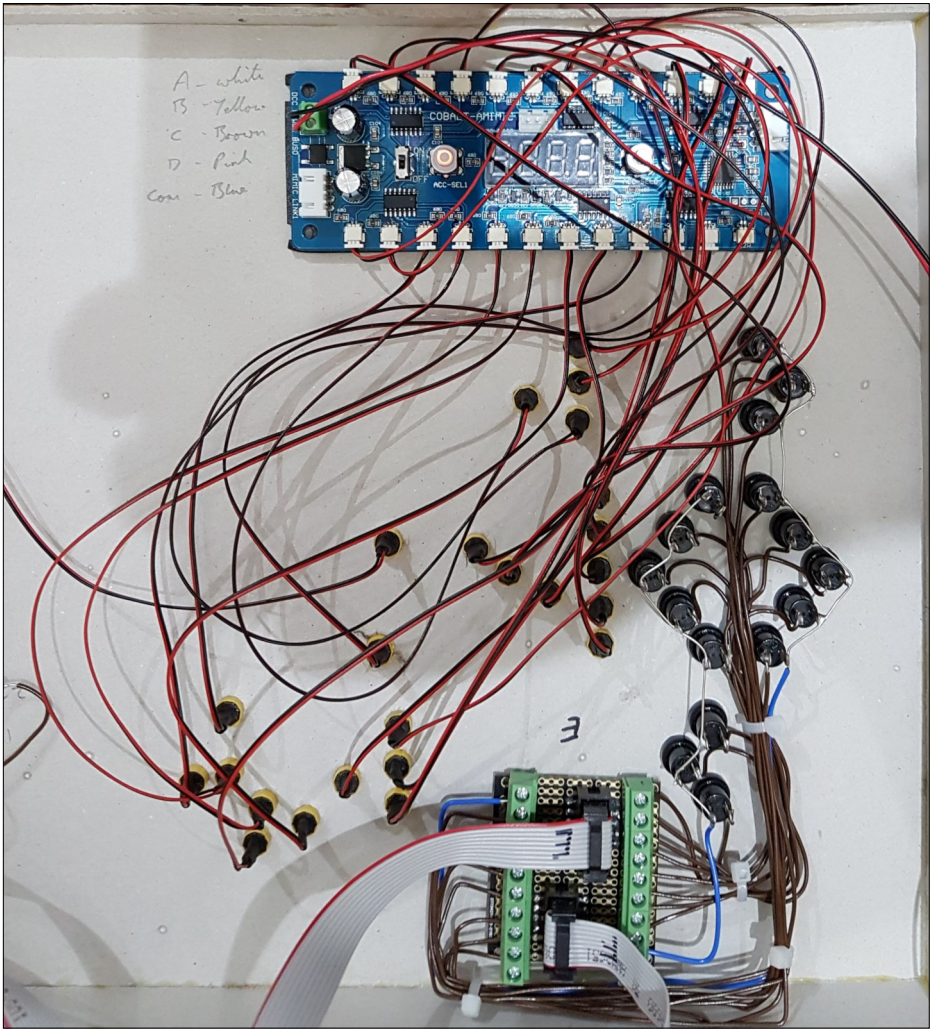
You need to set the DCC address of the board, and this is done with a small display and 2 small buttons mounted either side on the board. The unit then uses 12



addresses from the first. In my case I set the first address to be 60 so the unit operates as addresses 60 to 71. The addresses cannot be individually set. The display will show the point that is being changed and can have a remote display added to it. This can then be added to the control panel. I don't think I need this feature but some of you might.

The yard control panel operates 11 points at the right-hand side of the layout, (there will be a mirror image panel for the left as well). The push buttons are connected to the inputs on the DS64s (via 2 10-way ribbon cables) to change the routes into and out of the yard. I have made two small connector boards to convert the ribbon cable connections to wires for the point motors and buttons (see below). There is a 3 track up yard, a 3 track down yard and a 5 track bidirectional yard. This centre yard requires switches for routes going into the yard and out of the yard. The Mimic is set to the same addresses as the points so changes the indicator lights as the points change and shows which routes are set. This has the advantage of minimising the amount of wire and reduces the wires going across a board joint. You also don't have to do any soldering under the layout. The disadvantage is that it responds to the switch address and not the movement of the point motor, so it is not totally fool proof. This is a choice you need to make.





Above: the back of the panel. The only connections that leave the control panel are the 2 ribbon cables and a 12V power cable.

The Mimic does exactly what DCC Concepts claim. It is simple to setup and provides a good-looking panel. It works well on my panel and the cost was good value. If I had 13 points it would be a different matter! Would it be good value at the full price? I am not sure but that is up to each person to decide for themselves.

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The alternative to the setup I have is to use the Sig-naTrak DTM30 30 channel Super Tower Master. This has a price of £63 (similar to the Mimic) and seems very flexible in its abilities. You connect the switches to it and it then sends point switching commands via Loconet. It also connects to LEDs for point position indication. The one disadvantage is that is can only be programmed via the Loconet port so you need to have a computer connection to the layout which can be a Digitrax PR4 or RR-Cirkits Locobuffer USB. These devices seem to have a similar spec and price at around the £70 mark.

Paul

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

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.

Aylesbury

An interesting photo posted on the Club's Facebook page by Neill Dewar

Aylesbury - Metropolitan Line - Closed September 1961.
Aylesbury was on the Underground network until the 1960s.
From there you could get to Waddesdon Manor and Quainton Road, with trains zooming off into the Buckinghamshire countryside on a line that nearly stretched as far as Oxford. There was also a branch off to Granborough Road, Winslow and Verney Junction.
Waddesdon Road, Westcott, Wootton, Church Siding, Wood Siding and Brill were once known as the Brill Tramway but this was then taken over by the Metropolitan Railway. All are stations no longer in use. Except Aylesbury which is still running, but is no longer a part of the London Underground Network.
The London–Aylesbury line is a railway line between London Marylebone and Aylesbury, going via the Chiltern Hills; passenger trains are operated by Chiltern Railways. Nearly half of the line is owned by London Underground, approximately 16 miles (26 km) – the total length of the passenger line is about 39 miles (63 km) with a freight continuation.
I am very much aware the station is still in existence and use.

Photo source: British Steam Locomotives by Steve Boothby.

Digitrax New Products

Digitrax have issued quite a few new DCC products in the last couple of years. Here's a roundup of the most notable. You can get all of these from Ted at SCC (01865 730455) or other dealers. You can of course read all about them at Digitrax.com - click on Products to get started.

Evolution and Evolution Duplex starter sets
These sets both use the new DCS210+ command station booster. This has a few advantages over the previous DCS100 command station. Firstly, its booster can deliver up to 8 amps of track power vs 5amps in the DSC100 when used with an appropriate power supply. The power supply in the box - which, being a switched-mode laptop style unit is much smaller and lighter than older transformers - is a 5amp supply that is more than adequate for most layouts.

All of Digitrax's new command stations and boosters, like the DCS210+, the DCS240, the DB210 and DB220 as well as the DCS52 Zephyr I discuss below now **require** DC input power. They do not accept AC input power. Changes in US regulations on low-powered devices now ban low-voltage AC power supply for new devices and it is likely that regulations in the UK and EU will at some point follow suit if they haven't already. You might want to explore Digitrax's PS2012 power supply which is good for powering up to 4 Command

Stations and Boosters from one box. I use one of these myself.

Next, the DCS210+, like the DCS52 and DCS240, has a built-in USB port, so you can directly connect a computer to use JMRI or other programs for decoder programming as well as other computer-assisted railway operations. My experience however with a DCS240 is that a Loconet connection with a Locobuffer is more reliable though it does come with extra cost. The USB port also supports Digitrax's Soundloader software to load sound projects into Digitrax sound decoders. Before you ask, that does not support reblowing any other make of sound decoder such as ESU Loksound or Zimo. There is now, shared also with the DCS240, a Loco Reset button on the front panel which will clear and release all the internal slots on request, far simpler than the older methods of resetting OpSw36 to clear out the memory.

This starter system comes with a DT602 or DT602DE depending on whether you choose wired or wireless throttles. If you choose wireless, a UR93 is also in the box. Like all Digitrax systems, it is backwards compatible with older throttles which work right back to the DT100, and should be compatible with all existing and new Loconet devices.

Zephyr Express starter set

This also now sports a USB interface, but the most obvious change is the larger and more informative screen and the totally new layout of the keypad, which is also largely shared with the DT602 throttle family. I've no direct experience with one of these units, but I am aware that they are selling well.

DT602 and DT602DE throttle

This is a complete replacement for the older DT400/402/500 series of throttles. It has a completely different case design, and it works rather differently to those older throttles, though it still has two throttle knobs to control two locos at once with double-click reverse. The display is essentially the same as the one on the Zephyr Express, and so is most of the keypad. In wireless mode it now uses three AA-size cells, and offers considerably more - 3 or 4 times more - battery life than the older throttles, whether you use alkalines or rechargeables. There's also an option for an internal

battery pack which you can charge without removing from the throttle. The Loconet cable now plugs in and can be removed for wireless operation, and a lanyard is also provided to reduce the likelihood of dropping it.

However, having quite extensively used one of these, I can report that there are both good and bad points. The DT602D's wireless range is massively better that the old DT500D. It is easy to use, with bigger buttons than the DT500 that don't stick. It's not easier to use than the DT500; just different. Some aspects, such as being able to display the state of all 28 functions for a loco are undoubtedly valuable. The display is very clear except that there is no clear cue as to whether it is reporting on left or right throttle knob, and I think that is the biggest fault in the throttle and one I have called out to Digitrax. The three buttons immediately above and below the screen are multifunction soft buttons whose function at any one time is called out on the screen. The three at the bottom are extensively used for a number of different things depending on mode, while the three at the top are currently just used for F10, F11 and F12 when operating a locomotive.

Programming with it is different to using a DT500 and is more procedural but not difficult to adjust to. If you use command station routes or DS74 internal routes, it makes setting these up very straightforward and simple. However, it does not support editing DS64 routes any better than the older throttles did.

(Margaret pointed out to me that the 602 looks like a lady's torso, in which case you have to twiddle the boobs to operate it! Paul)

UT6DE utility throttle

This replaces the UT4 and UT4D, driving one locomotive only. It has a similar basic operating model to those older models, with a physical toggle reversing switch separate to the throttle knob. The knob now uses an encoder rather than the potentiometer of the older throttle and so doesn't have physical limit stops that can get broken. Like the DT602, it uses the new screen first seen in the DCS52 Zephyr and new, larger buttons. The wireless version, like the DT602, runs on AA batteries and has a longer battery life. Unlike the UT4 and UT4D which only operated trains, the UT6 will also operate turnouts, which is a welcome feature.

UR93E wireless transceiver

The UR93E replaces the older UR92, Unlike the UR92, it is not a layout fascia mount device, and does not support the old Infra-red mode either. It's based on the same small box as the LNWI and the DS74 discussed below with screw slots for mounting under the layout. It does still need a power supply and one is supplied with it. Range is supposed to be much greater than that of the UR92, and like the UR92, setup is straightforward though problems have been reported at the Digitrax-Users group on groups.io with layouts that have both UR92 and UR93 in use together. Like the UR92, this hosts a private non-Wi-Fi network in the 2.4Ghz range which is only useful for Digitrax gear. Also like the UR92, the UR93 enables you to set a layout ID and if need be passwords, and that enables multiple layouts with multiple UR93 networks to share the same physical space such as a busy clubhouse or exhibition without tripping each other up.

It's worth saying here that the new DT602DE, UT6DE and UR93E are Europe, including UK, products that are separate to the US/Canada versions. The E denotes the European specification. The reasons for this are that the allowed upper power limits of a Zigbee 2.4Ghz network and the channels that it can operate on differ between the US and Europe. You'd be well advised to steer clear of buying grey imports of the non-E models just in case you find that they don't work well with the rest of your layout, or are interfered with by your wireless security system, wireless house thermostat, or even your wireless doorbell, as has been reported in the US.

LNWI Wi-Fi Interface

The LNWI does generate a private Wi-Fi network. You join it with a mobile phone or tablet. It supports the WiThrottle protocol for operating the layout and you need a suitable app on the phone. WiThrottle, WiThrottle Light or MyLoco.DXU and some other apps will all work on iPhones; I can wholeheartedly recommend WiThrottle if you have an iPhone or iPad. EngineDriver is the leading app on Androids, WiThrottle and these other apps works very well with a LNWI. Each LNWI can support up to 4 attached devices and you can have up to 8 LNWIs on the same Loconet. These devices as throttles can operate trains and switch DCC-controlled turnouts and other accessories, and there is support for making and breaking consists, but there is no decoder

programming support whatsoever.

While these apps all work very well, they do consume the battery on the phone at a fair rate - expect a 2-3 hour operating session to make a big dent in the available charge - and of course you are using a device with a touch-screen, so you do spend more time looking at the phone than when you are using a throttle with physical knobs and buttons. But some people like that.

DS74 stationary decoder.
This replaces the DS64, and is functionally similar, operating either snap-action solenoids such as Peco or Seep, or slowmo motors like Tortoises or analog Cobalts. The only real differences are the physical case it is in, which is the same case as the UR93 and LNWI, and that it does not offer non-sequential addresses. On the DS64 (and the DS44, which remains available), you can program each of the 4 outputs to separate switch numbers. On the DS74, you set a single base turnout address, and it will respond to that address and the next three. So, setting it to address 24 means it operates turnouts 24, 25, 26 and 27. Like the DS64, it offers internal routes, and as I noted earlier, the new DT602 throttles are enabled to set up those routes directly for Loconet connected DS74 machines. There are other ways to set up routes if you don't have a Loconet connection, or if you don't use Digitrax DCC gear.

One thing all these new products have in common is that they are upgradeable; Digitrax have been known to issue upgrades that not only fix bugs but, in some cases, enable new features - there have been two such feature upgrades on the DT602 family, which also mean that the throttle and the manual now in some respects differ, because Digitrax haven't always updated manuals to suit.

What else might we expect?
Pure speculation on my part; I have no inside information, but if I were in Digitrax's product management department, these are things I'd be looking at: An accessory decoder like the DS74, but which operates standard servos instead of traditional turnout motors. Possibly also offering turnout frog switching as a function of the accessory decoder, as that tends not to be a part of servo-based point motor unlike Tortoises and Cobalts. I'd want to see this device at a price similar to that of the DS74.

A command station with one or both of the LNWI or UR93 functionalities built in, so that it has wireless throttle capabilities out of the box. I could see a DCS240 Advanced version like this, with a price maybe $50 above the current DCS240 price.

A new throttle or throttles, based on one or both of the DT602 or UT6, but which connect to a standard Wi-Fi network directly and which supports the WiThrottle protocol natively. Such a throttle (TCS already offer a similar

product, the UWT-100) would then be usable on any DCC layout that offers WiThrottle support and would not be limited to Digitrax layouts. Especially useful if they also offer a command station with LNWI functionality built-in. This would need to be at a similar price to the existing DT602 and UT6 to be competitive. TCS's UWT100 is essentially the same price as the DT602D in the US.

Mick

All photos are from Digitrax.

Curry Night

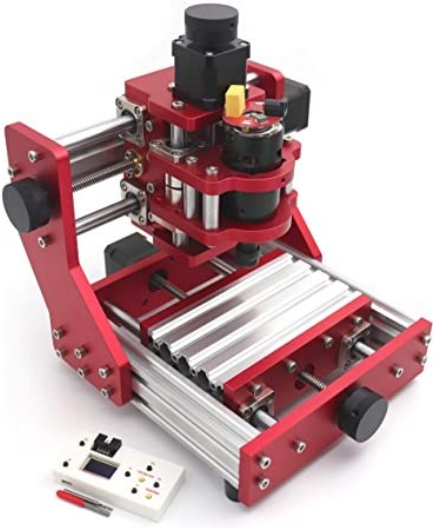
Our first Curry Night for quite some time was organised by Gary at the Shensha Balti in Aylesbury. Another sign we are beginning to get back to normal. The next meal out may be in Thame so we are moving around the area.

PinkGrip Grab Adhesive

There are many grab adhesives available, many of which dry very hard. Pink Grip SF (solvent free) dries to a more rubbery texture. I have used it to stick the blue foam we have used for scenics and card. It is easy to cut when dry and works well as a gap filler. It is available from Screwfix , Toolstation etc for £2.89 for a 350ml tube. The tubes are longer than normal so I did have to cut 20mm off the end to get it to fit in my adhesive gun.

Paul

Small CNC Router/ Engraver



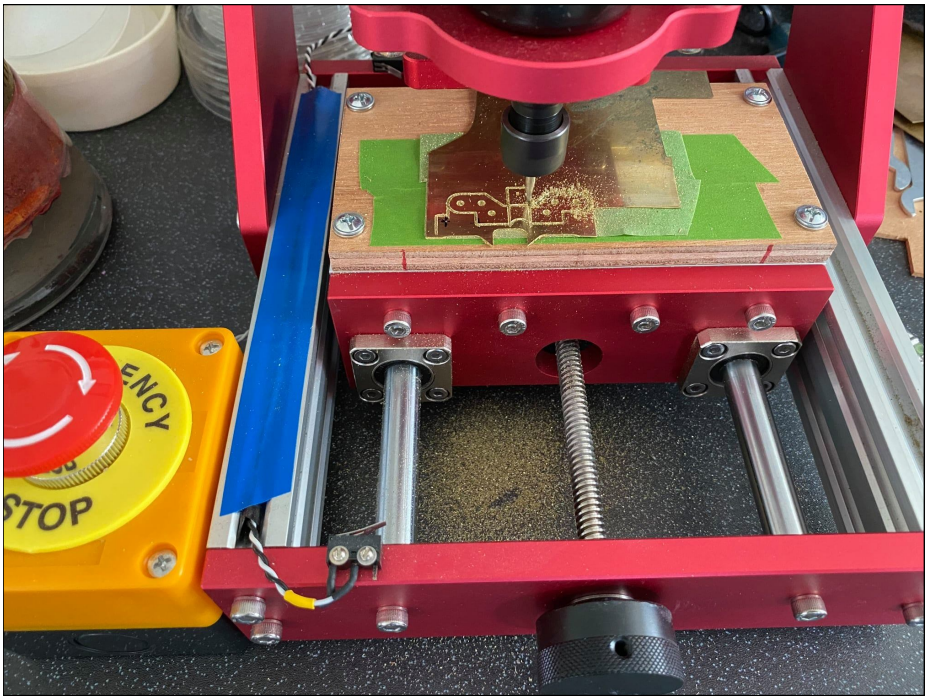
I have a lathe and manual mill but didn't think I would get enough use out of a small CNC mill that cost a few thousand. So after months of looking and watching YouTube videos I took the plunge on this small unit.

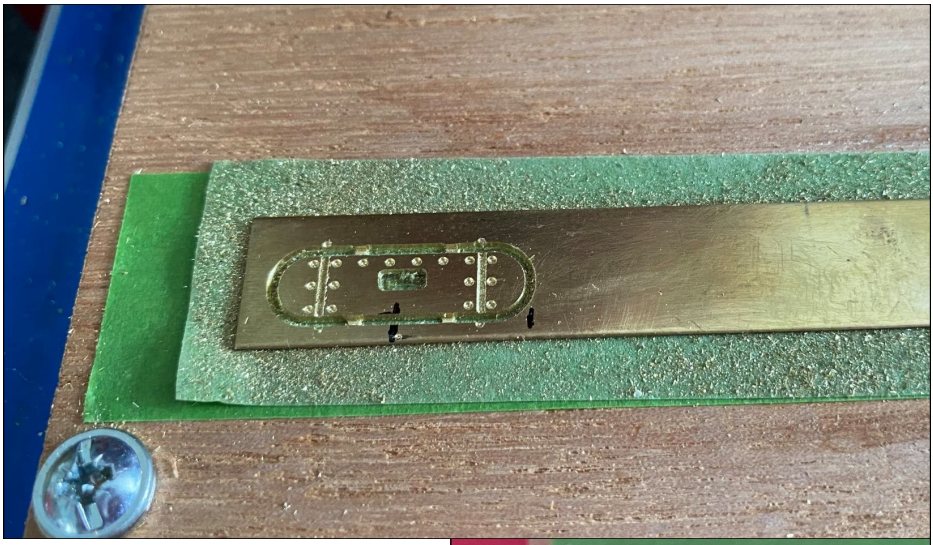
The 1310 router/engraver is similar to but smaller than the 3018 machines which are mainly used for engraving/milling wood and can be fitted with a laser instead of the motor. But they contain quite a lot of plastic parts to aid support and hold the motor. The 1310 is entirely made of metal and smaller so I figured it would be more rigid and more suitable for cutting

brass.

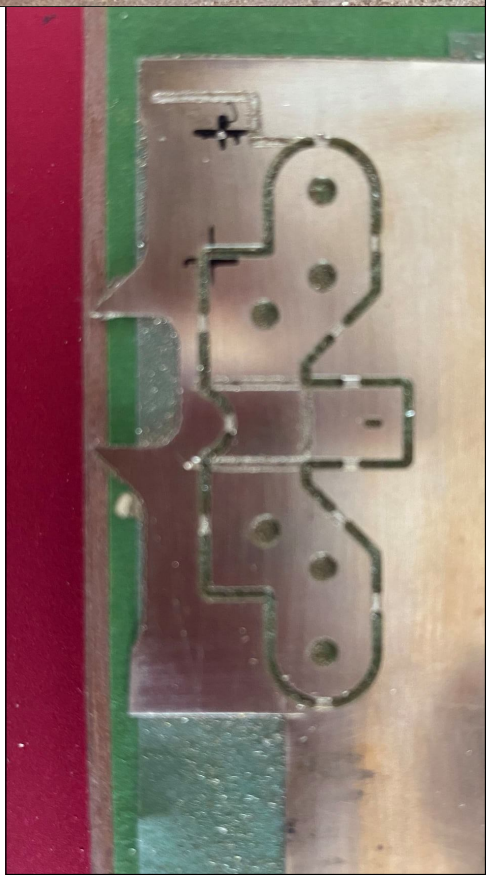
The 1310 was ordered on eBay and came from Germany before Brexit. The instructions are a bit vague, so the assembly was done watching a speeded up YouTube video pausing as required at each step of the assembly. The whole machine went together really well no misaligned or untapped holes. There seems to be different versions of the anti backlash nuts and you have to be careful to make sure you get this correct. I fitted limit switches to all planes. The working area is 126x88x38mm. The software and drivers you have to download from sites given in the instructions.

The brass I'm using is 0.4mm thick so to get an engraved fold line I engrave down 0.2mm. I first clamped the material down on to a piece of sacrificial wood but found that the material bowed and I wasn't getting an even depth of cut. So I changed to a method I had seen on YouTube. Masking tape is stuck on to the sacrificial wood and the back of the brass. Activator is sprayed onto one surface and cyanoacrylate onto the other and then stuck together. When you have finished you peel the masking tape off. So far I have made a gearbox and front buffer beam. On the buffer beam I engraved holes nearly all the way through and then punched them out to form rivets. The next job I think will be coupling and connecting rods.



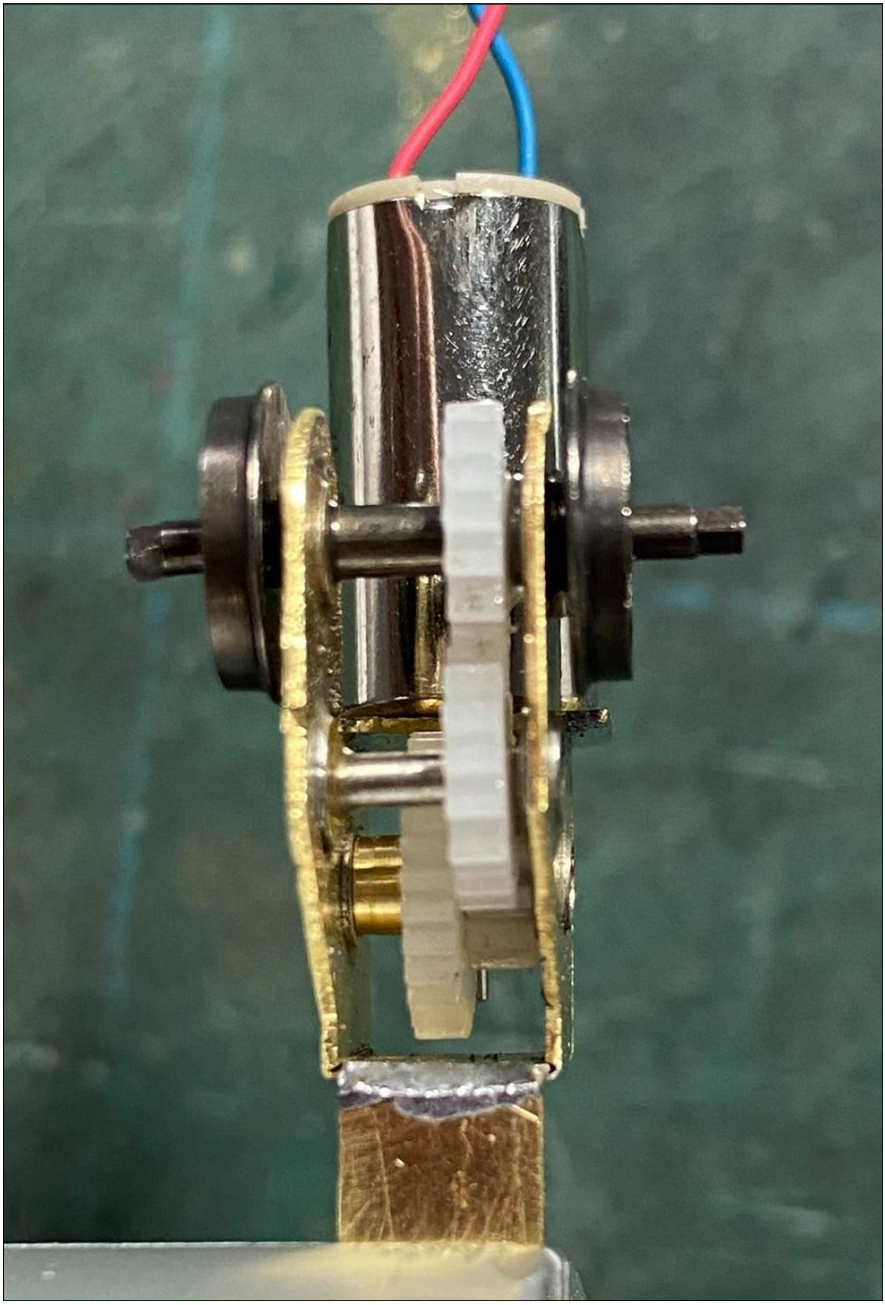


Above left: the buffer beam with half holes in the rivet locations.



Right: the gear box. The holes will be much more accurate than trying to drill each one individually.

The parts are drawn in Fusion360 so it is a similar process to 3D printing, except here we are taking away material and not adding it. Although I would say a 3D printer is more like a CNC milling machine as they came first. The depth of cut is down to the size of the tool being used, feeds and speeds and the rigidity and power of the machine. By using a small engraver it's not straining the machine also the engraver is tapered so relatively strong compared to say a small endmill. It's programmed with g codes the same as a 3D printer.



Above: the finished gearbox.

Alec

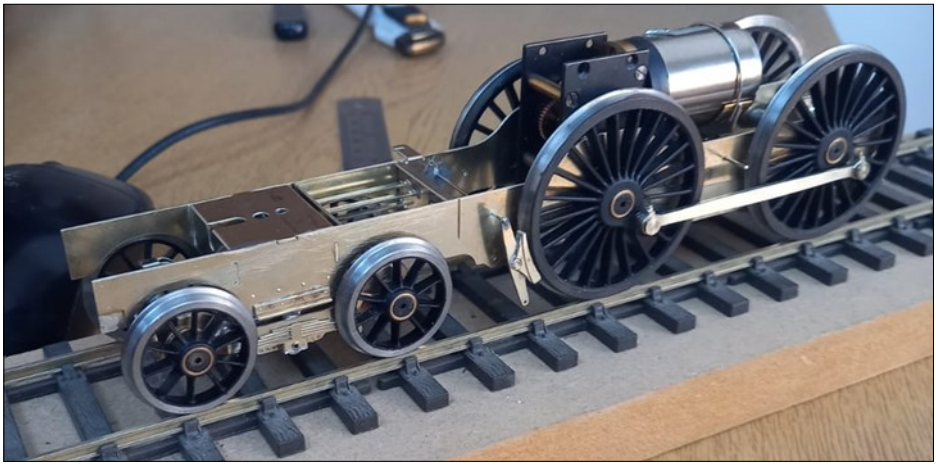
A SECR D class loco for Pete

You'll no doubt be aware that Pete Joels suffered a serious stroke last year, rendering his left side with much reduced mobility. As he is left handed, you can imagine how restricted that makes him.

He has always wanted to have a D class loco in O gauge, an engine that he recalls seeing when a kid, leaning over the bridge near where he lived and watching it chuff along the main line below. He bought the kit from David Andrews many years ago, assembled the tender and then got no further. It suddenly occurred to me early in 2021 that our little Thursday Padfracombe gang had the right skills to finish it off. So it came about that John Hipwell agreed to finish off the tender, as well as repairing white metal castings that Pete had partly melted or soldered on a bit crooked; John Casson was roped in to building the loco body; I was to make the chassis, and finally Tim agreed to paint, line and weather it.

Of course, we wanted to keep all of this a secret from Pete, so that its completion would come as a complete surprise. I made up a tale about a friend wanting to buy one of these kits and wanted to see what the kit was like first. I asked Pete if I could borrow his kit for a while. Naturally he was ok with this, but of course with Covid restrictions, I couldn't get it from him. I then roped in his daughter, Caroline, explained what I wanted, and she got hold of the kit and passed it on to me. It wasn't till I got the box home that I realised that the box contained no bearings, no motor, no bogie support and lacked a few other things. I could hardly go back to Pete to ask him where those parts were!

The chassis was constructed using my usual split axle method, where I saw the Slaters axle in half, pop it in the lathe, clean up the ends and drill for insulating



material. A Tufnol bar is then turned to fit into the holes, glued in place with araldite and the axle correctly quartered. I did this to both axles on the leading bogie, and one driving axle. The axle carrying the motor can't really be done the same way so that is left with the insulation in the wheels as Slaters intended. It was while looking at this last axle that I discovered that Slaters don't get the quartering exactly at 90 degrees. It does not actually matter normally, as the wheels are consistent, but I found I had to replicate the slightly incorrect quartering while making the split axle so that the wheels on the split axle matched those on the non split one.

I also changed the front bogie construction so that I could use the split axles to pick up from the 4 bogie wheels. I soldered a very thin (0.4mm) piece of copper clad between the bogie box and one side to insulate one side from the other. The kit usually has a bearing supplied to support the bogie in the chassis, but that was missing. I did a calculation to see how much the front driving wheels would need in the way of side play if the bogie pivot was fixed to the chassis. It came out at 0.8mm for a 6 foot radius curve. That's perfectly OK, so that was the way forward.

The weight of the loco is then taken on the rear fixed driving axle and the front bogie which is also compensated so that all 4 wheels are guaranteed to meet the track at all times. The front driving axle hornblocks are sprung. effectively that gives us a 3 legged stool – two legs are the rear axle, and the front bogie is only one leg. This is the best way of ensuring that the wheels touch the track all the time.

John Hipwell says:
The tender body and chassis had been soldered together when I received it. The tender body had had the flares soldered on.

The six whitemetal axle boxes had been soldered sometime ago but over time the solder had failed. The axle boxes were removed and cleaned up.

The inside and outside of the tender chassis were cleaned of redundant solder in preparation for reattachment of the axle boxes with superglue.

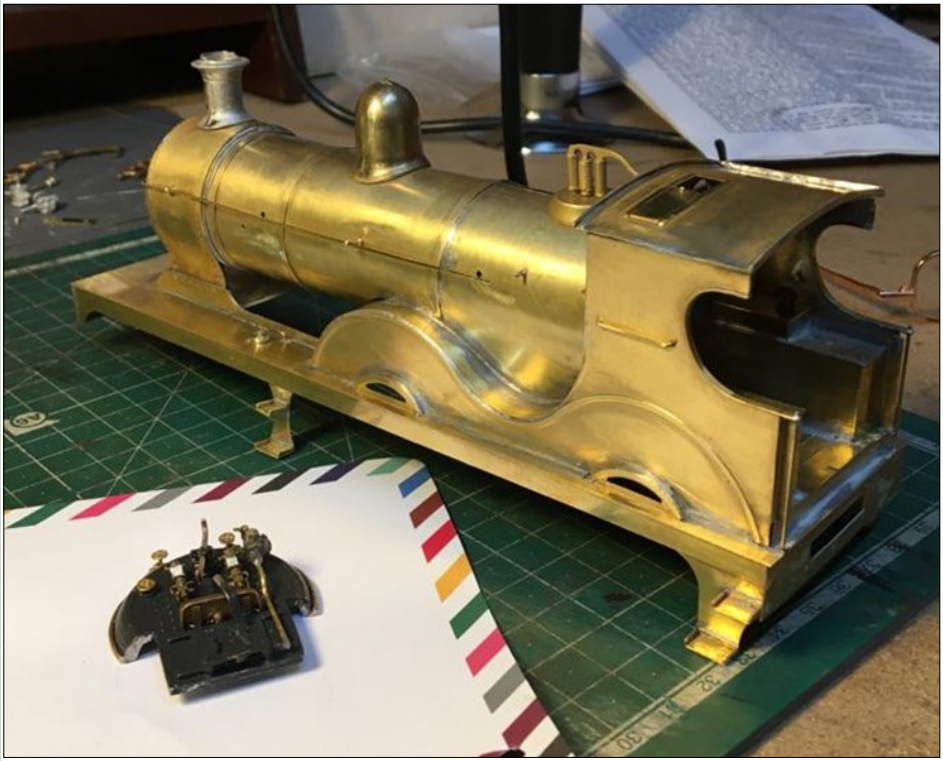
The rear steps and lamp irons were soldered on. Other minor adjustments were made.

The hand brake operating handle was missing from the kit but fortunately I had a suitable replacement in my 'spares' box.

The tender was cleaned thoroughly before being handed over for final painting. It was a pleasure to assist a fellow modeller.

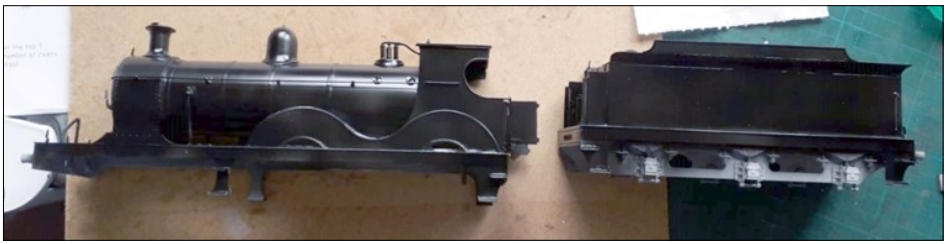
John Casson says:
When the idea of a joint build was mooted I was quite pleased, as Pete and I share a common interest in all things “Chatham”.

I expected the kit, being a David Andrew’s product, to be as good as their reputation. It transpires that the kit was a very early issue and didn’t quite meet my expectations, in that the fit of some parts were somewhat demanding of patience and ingenuity. The boiler in particular caused concern. The etch was profiled to match the curve of the splashers and the instructions suggested that a small amount of metal may require removal to obtain a good match. I could cope with a bit of filing, but I wasn’t prepared for a gap of up to 3mm. This was overcome by profiled backing pieces soldered inside the boiler shell and filler applied outside.



Elsewhere, the build was pretty much straightforward, and when the body was united with its chassis and tender, and Tim had given the whole its personality, I was delighted by what we had collectively achieved.

Tim Peacock says:
The whole body was painted using cellulose black and then lined using transfers on the tender and hand lined on the loco. It was weathered it to a dull dark grey using dilute enamel washes and some use of an airbrush. This reflects the condition the loco would have been in BR days when locos were not kept as clean as they used to be. Pete chose the number as 31737, the D class loco preserved at the NRM.



Above: Body and tender sprayed with a first coat. Second coat needed.

Above: Lined and numbered.

Pete's visit:
Pete was invited round to see Padfracombe one Thursday with Caroline bringing him over in his car, and while he was there we'd prepared the loco with a short train to run outside with him watching. He was, to say the least, surprised and also shocked to find out that Caroline knew all about it and hadn't let on to him.

We were all so pleased that we'd been able to help a fellow club member, taking a little bit of our time each to finish off a model that he'd started. It also showed that sharing a build like this works well.

Next page: The D class, weathered and running outside on Padfracombe. It has since been fitted with sound, using a chip from Youchoos.

James

Fish Market

I have just completed a model of the fish market in Geertruidenberg just north of Breda in the Netherlands. It is a Tilly Models resin and 3D printed kit and is 40mm square. I added the internal roof timbers as they were not included in the kit, although you cannot see them when the model is in place on the layout.

Once the excess resin from casting is removed the parts fit together quite well. Having examined it carefully, I suspect the master was 3D printed.

The kit is assembled with superglue. I painted it with Halfords spray primer and then acrylics from Coat d'Arms and Games Workshop. This is followed by GW washes.

The small tower on the top of the building is a 3D print. This was added at the very end of construction as the fish looks delicate. The bell rope is rigging cord (basically cotton thread) soaked in very dilute PVA. This allows it to be shaped and it will retain the shape. Uncoated thread tends to absorb moisture and then it stretches.

The original building still exists and can be seen on Google maps if you want to compare it.

Paul

Club Diary
2021

Many shows are now being cancelled for 2021, a few are still listed as going ahead at present but this may change at short notice.

December	**10**	**Club Christmas Dinner, The Peacock Country Inn, Henton, Nr Chinnor, OX39 4AH**
2022		
January	8	Marlow, Maidenhead & District MRC, Cox Green Community Centre, 51 High Field Lane, Maidenhead SL6 3AX
February	**19**	**Risex at the Community Centre**
March	19-20	Warners Exhibitions**,** Alexandra Palace, Alexandra Palace Way, London N22 7AY
April	16-18	York Model Railway Show, Knavesmire Suite, The Racecourse, Knavesmire Road, York YO23 1EX
	23 `	De Havilland Model Railway Society, Methodist Church, Ludwick Way, Welwyn Garden City AL7 3PN
May		**Railex TBC**
June	11	Marlow, Maidenhead & District M.R.C. Knowl Hill Village Hall, The Terrace, Knowl Hill, Reading RG10 9XB
July	2	Beaconsfield & District Model Railway Club, Beaconsfield School, Wattleton Road, Beaconsfield HP9 1SJ