



Risborough and District
Model Railway Club

Apr-Jun 2022 Spring

FOOTPLATE



Who's who!

President	Rob Thompson robm.thompson@btinternet.com
Chairman & Footplate Editor	Paul Wright 07484 718477 rdmrc@btinternet.com
Secretary	Roy Norton royrdmrc@gmail.com
Treasurer	James Aitken jag_aitken@hotmail.co.uk
Members Reps.	David Lane Mick Moignard Richard Neil Tim Peacock Gary Day
Publicity and Social Manager	Gary Day
Railex Manager	David Lane bigcheeseplant@googlemail.com
Risex Manager	Mark Bacon mark.bacon63@yahoo.co.uk
Webmasters	James Aitken / Mick Moignard jag_aitken@hotmail.co.uk mick@mickmoignard.com

WELCOME

Spring is now here which does mean jobs such as gardening take up modelling time. However, if you have a garden railway, why not write about it?

Many exhibitions are still being cancelled for a variety of reasons including Risex and Railex. However some are going ahead, so slowly we are getting back to normal. As both Risex and Railex have been cancelled this year we are considering an exhibition late summer or early autumn. This does depend on finding a suitable venue and the costs.

Meetings continue in the church hall and so far we have not run out of space. We have held two test track nights and are looking at another date for April. We were supposed to have our first talk of the year in March but this had to be cancelled due to the speaker being ill. This will be rescheduled. We will also confirm the date for Wheeltapper soon and I have an idea for a second talk.

Most of the club equipment is accessible, so if you want to borrow anything to use at the club or to take home, let me know and I will bring it to the club.

It seems Bachmann are going to open their own shop in Hinckley, which is just down the road from their Barwell HQ. The aim of the store is to get people to put down their screens and create something amazing using the products on offer and expert advice on hand. This is a store for all members of the family to enjoy, with products for all ages and abilities.

<https://www.leicestermercury.co.uk/news/local-news/model-shop-launches-hinckley-thunderbirds-6855921>

Paul

From the Internet

Ultimate guide to static grass

<https://www.youtube.com/watch?v=9doHdoBpcZ0>

Airbrush Asylum

<https://www.youtube.com/channel/UCDST5Y4nhDCizl92VMiNzCw>

Steam engine powered Land Rover

<https://www.youtube.com/watch?v=0DGtf7asP8I>

The Scammel Scarab Mechanical Horse - 1950s Road Transport - 1957 Factory Promotional Film

<https://www.youtube.com/watch?v=hWM4izsb8LE>

Fusion 360 training videos

<https://www.youtube.com/watch?v=2GrPsNIArRQ&t=3s>

Photographs of the Works in Progress of the Midland Railway

<https://tinyurl.com/y9jp7y2n>

Kato/Peco Small England - Bron Hebog - Model Rail Scotland - Railway Modeller

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

45690 Leander, 6233 Duchess of Sutherland and a bevy of diesels and electrics at Carlisle, 12 03 22

<https://www.youtube.com/watch?v=uQJi3rL5gcY>

Front cover: 50049 gets ready to drag the Galloway Fifties tour up the hill from a very down-at-heel Stranraer to Ayr. 11 Sep 21 Chris Morrill.

Holidays by Train Part 1

During the 1950s and early 1960s, many people still did not own a car and this resulted in most medium to long distance travel being made by train. My father did not own or have his first car until 1966 and by that time I was working and steam anyway, was on its way out.



Above: 42256 19/5/1961 at High Wycombe. A typical local Marylebone service.

Prior to this, all of our travel was by bus, taxi and train. Although normally we had no good reason to travel far, for all of my family and friends lived in High Wycombe. However, for a few family holidays and trainspotting trips, I had the exciting thoughts and build up to a long train trip to our destination. Holidays were made to resorts in the South West or West Wales, which meant in all cases, catching an early morning High Wycombe to Marylebone local service. A taxi was booked from our house to the station and another obtained from the ranks at Marylebone to either Paddington or Waterloo. Up until about 1962, the local services to London were steam hauled with a large LNER, LMS or BR tank loco. I don't remember the A5s but their replacements, L1, Stanier, Fairburn, Fowler and BR types were all seen. Usually the journey lasted about a hour and was mostly boring (as any loco seen was usually common). However on the approaches to Neasden, things could be interesting as the

occasional “rare” type could be there including S.R. locos on cross London duties. Neasden was the main loco depot to Marylebone but could not be seen from the train, but any loco’s going to and from the depot could be seen. The coaching stock used on the locals were reasonably comfortable and as we always travelled on a Saturday, we could usually obtain a compartment (no corridors) to ourselves. I could then easily shoot from one side of the carriage to another in order not to miss anything.



Above: 73157 at Neasden shed 14D 9/10/1960. You could just see the coaling tower from the trains. For those interested, as this was the parent depot for Aylesbury, there were the following locos that day:-

- 2 x Ivatt Tanks 412xx class
 - 21 x Fairburn Tanks 42xxx class
 - 1 x Black 5 45xxx class
 - 3 x B1’s 61xxx class
 - 2 x K3’s 618xx class
 - 6 x BR Standard class 5s 73xxx class
 - 5 x BR Standard class 4s 76xxx class
 - 2 x L3 tanks 677xx class
- Total 42

The entrance to the tunnels approaching Marylebone were always taken slowly as the train dipped down into a, usually, smoke filled tunnel mouth. After what seemed like an eternity after sometimes having to wait in the tunnel, the train

trundled into the station. Up until the late 1950s, Marylebone had a large Goods yard and depot on the right hand side on entering the Station. Most if not all of the freight trains too and from here were fast goods that travelled overnight. So only shunting or sorting of wagons was taking place. Tucked away around the corner on right hand side was a siding taken by the tanks from the Dorrington-Marylebone Milk Train. Usually the only steam engines present were of a local nature but if I was lucky, a parcels service could be in with an interesting loco at the head. A turntable was also situated on the right hand side and used by any tender loco visiting and some waited in a siding adjacent for their return working. Not all locos went back to Neasden for servicing. One platform was set aside for the fast services to Leicester onwards, but again these locos were mostly common ones to us Wycombe trainspotters.



Above: 6122 at Southall shed 81C end 1962. The mainline was just behind the buildings on the left.

Two holidays were taken in Torquay although I don't remember too much about them. Strange as the second one was when I was 14 in 1963 so I should have. The first was steam hauled there and back from Paddington. The second had a Western class diesel both ways. We had reserved seats so it was just a case of rushing up the platform and finding our allocated coach. Although we had seats, most of my time would be spent in the corridor or at the either side door windows. Paddington was seriously busy on a Summer Saturday, so as we departed, a lookout had to be made either side as until passing Old Oak

Common on the right, there was a lot to see, including Ranelagh Road stabling depot on the left.



Above: 31796 at Reading South (sub shed of Guildford) late 1963. Behind the signal box is the GW mainline and the shed could easily be seen from it.



Left: Castle at Reading end 1962. This is a special working Z25 and heading past Reading west junctions.

More sheds passed on the left at Southall and Slough. The train was very fast until the approaches to the Reading stop, but just before, on the left, was Reading South shed (SR). A good lookout had to be made as lots of trains called or terminated here from all directions. On departure, the train veered left for Newbury and on the right was the ex GW shed. From here there wasn't

much to see until the Taunton stop. So it was time for sandwiches and a “Cherry Battleship”.



Above: 5032 at Maidenhead 2/4/1960. This is train 719 08.20 Paddington-Cardiff. At this point trains could be doing 80-90mph

Below: 7311 at Taunton 7/9/1962. This train would have been on a Barnstaple service and is backing into the bay platform.





Above: 4507 at Taunton 7/9/1962. A local Taunton loco, probably on carriage shunting duties.

Below: Exeter shed 83C 6/8/1961. This was the view we could see from our trains.



Part of Taunton shed could be seen on the left and a few branch trains terminated here including to Barnstaple and Minehead so could be busy. Again after this there wasn't much to spot unless you stuck your head out of the window to see what was coming and get the smokebox number. But this had its dangers, "smuts in the eyes", and could ruin the rest of the journey.



Left: 7022 at Exeter 7/9/1962. This is a Plymouth Laira loco 83D and is heading north.

Exeter St. David's was the next bit of excitement and from Cowley bridge there was always the Southern trains from north Devon running in as well, plus the two SR bankers parked near the station awaiting their next duty up the bank to Central Station. The shed was on the RH side, so there was a lot to see. From Exeter to Newton Abbott, the train was very slow with so many trains having converged from the North, East and West. The train moved from one block post to another and you could see a train or two in front especially round the scenic sea areas of Teignmouth and Dawlish. On arrival at

Newton Abbott, most trains going further west towards Plymouth would either change locos here or add a pilot over the steep banks. So there was another shed here plus a small works but it was hidden by carriage sidings. The Torquay line diverged here, so our loco was not changed. Only about 10 minutes later, the train arrived at Torquay. There were queues of people everywhere as you weren't allowed onto the platform until your train was due. Each train had its own queue (including for buses and taxis) and there could be a dozen or more. But all were very orderly.



Above: 30956 at Exeter 6/8/1961. This was the banking loco on duty that day and is seen pushing a train up to central Station. Sometimes there could be two locos front and rear especially on the loaded Meldon Quarry trains.

During our stay, frequent visits were made to the station, but during the week it was quiet, so on one of the days in 1963, my brother and I persuaded my Dad and Gramp to take us by train back to Exeter. Unfortunately by then the shed at 83C had closed to steam and there were no movements to and from it. It was still used by some diesels and steam locos (including Southern types) were in store there. Steam was however still active, especially from the Southern routes and Exmouth Junction shed (a mile or so east of Exeter Central Station) was still in use, including the banking locos. We could never get enough of the trains though and too much time was spent on the beach! One or two memories stick in my mind. Seeing a large dead whale on the sea front, waiting for the Beatles to arrive at the theatre only to be taken into a side door, that wasn't fair. Having a "dog" on because I wanted to go train spotting but my parents wanted to go to Kents Cavern, guess who won! To this day, I can still see smoke coming from the tunnel mouth near Kingswear hoping it was a King.

Photographs are all with courtesy of my friend David Coles.

Ray

Pendennis Trophy

At the AGM, John & Roger were jointly awarded the Pendennis Trophy for their work on Virtual Raillex. Here they are presented with the Trophy.



The NMRA and the Master Model Railroader Award

Some of you will already be aware of the NMRA, but some may not be. The National Model Railroad Association is a worldwide but US-based organisation which supports the hobby of model railroading, in whatever scale, genre or gauge takes your fancy. Here in the UK, whatever you model, you're likely to have been influenced by the NMRA via its standards programs. It is one of the leading standards management bodies in the model railway world. The NMRA owns the DCC standards on behalf of all of us, and manages them in collaboration with Railcom and MOROP in Europe and like bodies in Japan and China to ensure that DCC products will all work together all over the world - and we, the modellers, are the beneficiaries of all of that. The RP25 wheel shape, now used by most if not all UK-based manufacturers in OO and in N-scale is an NMRA offering, designed specifically to mimic how the real wheel works in keeping itself on the rails.

The NMRA is organised into regions geographically, with the British Region being one of the older ones, formed in 1946. We now have upwards of 400 members, one of whom is the current NMRA National President. The British Region offers a lot to its members - a bimonthly regional magazine, the NMRA magazine digitally, events such as a yearly weekend Convention, other meets, open to the public, modular meets and much else besides.

The Achievement Program is another NMRA offering, under the Education banner. This one is aimed at the individual modeller, and provides structure and encouragement to construct and operate working railway models to a good standard in a realistic environment and in a realistic way. To quote the relevant section of the NMRA's web site (nmra.org):

"In simple terms, the Achievement Program (AP) is a travel guide, to help you on your journey through the world of model railroading. The AP also provides incentive to learn and master the many crafts and skills necessary in the hobby of model railroading. With the completion of each category, you will be issued a certificate acknowledging your achievement. The AP requirements are a set of standards, but they can also serve as a set of guideposts for those who are new, near-new, and not-so-new to the hobby. Not because they lead to some sort of official pat-on-the-back, but because they are a source of ideas for projects that can help us learn to become better modelers. Briefly, the AP is a system of requirements for demonstrating a superior level of skill in various aspects of our hobby. It covers not only building various types of models, but also building other things which are important to the hobby, such as scenery, structures, track work, and wiring. It also recognizes service to the hobby and



the NMRA, which are important as well. The Achievement Program is also a personal commitment to share one's knowledge with others and to encourage them as they also make the AP journey."

Like all the regions of the NMRA, the British Region has a local Achievement Program team who deal with the administration of the AP in the region and who are the go-to for questions and information.

The AP itself has eleven categories in four groups plus a starter award called the Golden Spike. The four groups are Model Railroad Equipment - locomotives and rolling stock; Setting - scenery, structures and making a prototype scene; Engineering and Operation which is about the construction of the layout, majoring on track and electricals and the development of a prototypical operational scheme; and lastly Service to the Hobby and to the NMRA itself. A Certificate of Achievement marks the completion of each category, and achievement of seven certificates, spread across the 4 groups, qualifies for the Master Model Railroader award.

I started on my AP journey back in 2008, when I gained my first certificate, that of Model Railroad Author. Over the next few years that was followed by Cars (rolling stock) and

Association Volunteer, and then a splurge in the pandemic to complete Civil Engineering, Electrical, Scenery and Motive Power, making me MMR #693, in November 2021. While the paper certificates are stored away, the MME plaque itself is now proudly displayed in my railway room.

Mick Moignard, MMR

A Powered Smock Windmill

I had had the brass etched/white metal smock windmill kit for some time. The instructions were very limited & I had started it some years ago but put it to one side. As the lockdowns continued, and I finished the model of a thatched cottage, I decided to return to the windmill kit.

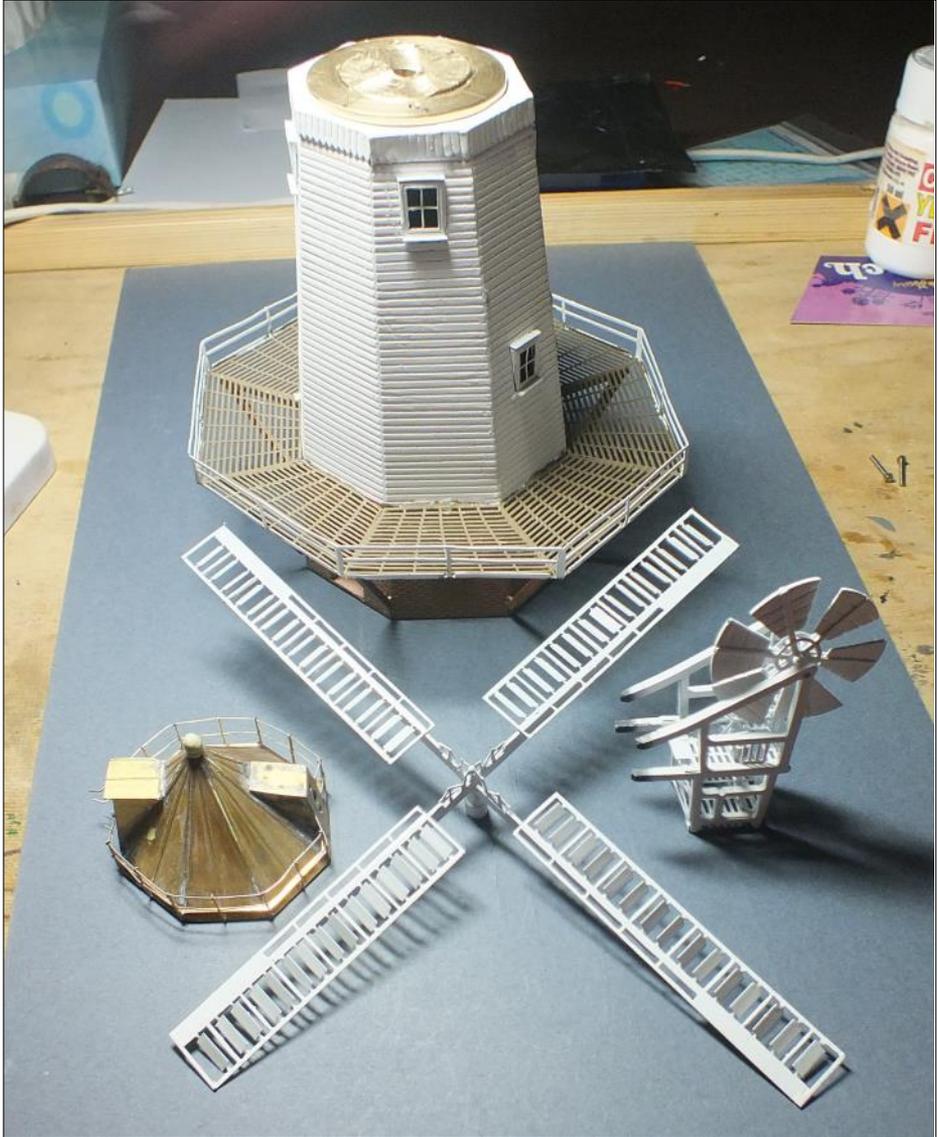
The main body of the windmill came in 2 parts and the mill cap as one. The main body was duly folded up into its tapered 8-sided shape. On the initial soldering of the main body, I found it to be a larger area than I originally thought, even using a variable temperature iron at 450c. I think this is why I had put it to one side and forgotten about it. Instead of using a soldering iron I decided to use my mini gas torch for the job. This worked very well on the 2 seam joints, and I also applied this to the mill cap.

I used re-enforcing strips over the seamed joints. The reason for this is to make the joints stronger. Also, to aid the soldering of the 2 halves I used some copper wire to hold them together.

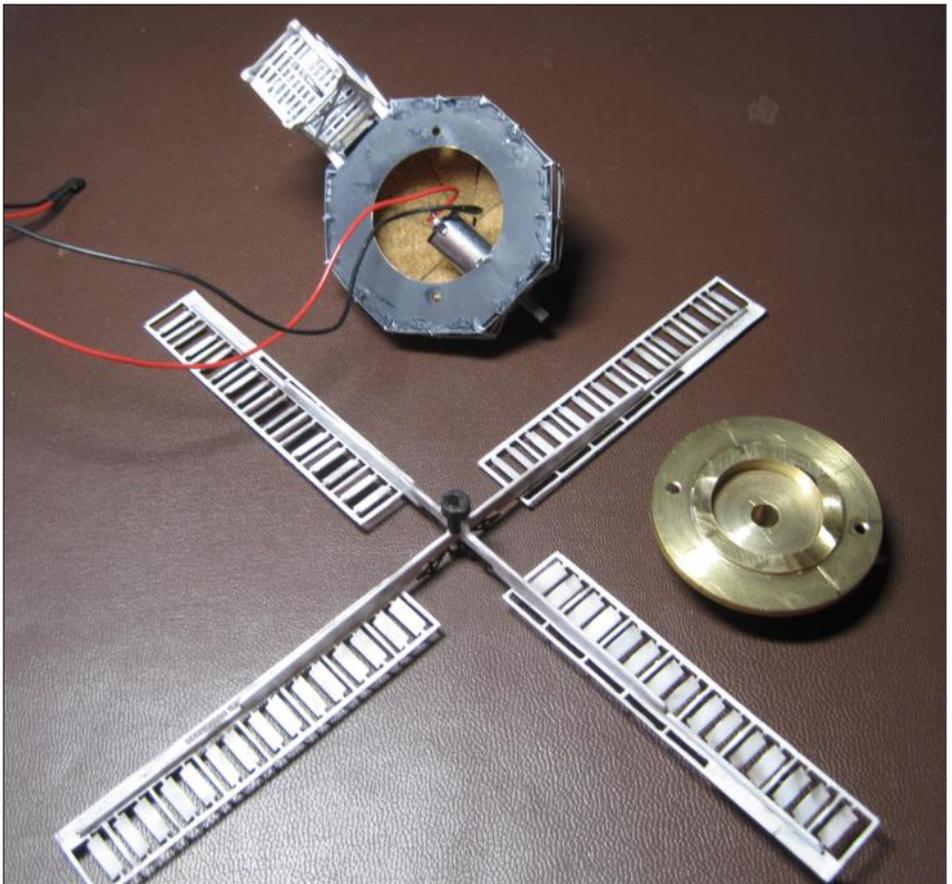
The next step of the build was the mill cap which consists of etched brass and white metal components. Different temperature solders were used for this part of the kit. The fan cage is one of the areas where a lot of guess work was involved. The cage decking, safety railings and stairs to the fan assembly took some time to assemble. After persevering with the assembling of the fan cage I finally soldered it to the mill cap. I stuck some 2mm cork to the underside of the mill cap to deaden the noise from the motor.

The next stage of the build was the perimeter veranda which is located about a third of the way up. The veranda etchings needed to be handled with great care due to them being so flimsy. The veranda also has timber brackets (white metal) bracing to support the walkway. There were eight veranda sections to fold up and temporarily fit to the windmill sides with bracing. Some of the etchings needed to be adjusted slightly so they would fit around the mill sides. Once I was satisfied with their respective positions around the mill body, I was then able to solder each decking section to the mill body starting with a pair of

bracings. Each decking section after this was soldered with one bracing and a brass etch.



Next came the main sails. The main sail struts were a 2- piece laminated brass etch. I gave the 4 halves a coat of solder and clamped these together with some small bulldog clips. My gas torch became useful again with a little liquid flux. All the soldering was done on a plumber's mat. The main sail blades were folded up and soldered together. This was another example of how bad



the instructions were. Nowhere in the instructions did it inform you that the sails turn in an anti-clockwise direction, even though some windmills do turn clockwise. The sail blade louvres had to be bent at the correct angle for the rotational direction of the sails. The blades are set off centre to the strut centre line (see picture). The main sail spigot is a good friction fit onto the motor spindle. A lot of the information I needed to construct I obtained from the internet. Once all the sails were completed, I soldered the necessary wires to the motor and checked the rotational direction. The windmill was left to run for about 30 mins to make sure all was well. The speed of about 17rpm seemed quite adequate.

The windmill has a mini 15-20rpm motor in the cap and the sails fit onto a 3mm diameter motor spindle. The motor runs off a 6vdc supply with an on/off variable switch. The width of the motor is a very good fit within its location. I had some brass parts turned up for the motor shaft and to allow the swivel of the mill cap. In the instructions some of the pictures were not very clear as to





how the parts fitted together. With some trial and error, I managed to work out how to assemble them. Once this was sorted the assembly soon came together. The solders I used were 70, 100 and 145°C.

I then removed the motor to prepare for cleaning and painting. Excess solder had to be removed and the mill was given a light rub down with fine emery



paper. For cleaning I used citric acid monohydrate crystals mixed with warm water. The windmill was left overnight in the solution. I then gave it a light brush with a toothbrush in clean water and left to dry on a radiator. The solution gives a slight dull finish to all the surfaces aiding paint adhesion. Grey etching primer was used and 4 coats of white primer. The section below the veranda is of brick construction so the under side of the veranda deck was masked off and the upper part covered with newspaper. The brickwork part of the windmill was given a couple of coats of red primer and some light coats of light and dark brown. The mortar joints were picked out in a sandy grey mix. Some parts were picked out in

black and brass colours. The windmill was left overnight to dry, once again on a radiator. Following the painting I gave the mill a light weathering.

So after about 5 years the windmill project is now finished. I have a fictitious part on my layout where it will be sited.

The windmill model has at times been a head scratching project, but the finished model does look the part and it has rotating sails.

Ken

Harkness

We recently emerged from our Covid hibernation and took Harkness up to the Kendal MRC exhibition. Dad won their Best in Show accolade. Our next show with Harkness is Ally Pally in March then Kirkmellington is at Expo EM in May.





Graham

Catskill Mountain Railway

On a trip to the USA to visit my daughter and family in early Feb, we happened to visit Kingston, an old town on the Hudson River some 2 hours drive north of New York City. Here is the Catskill Mountain Railroad, a heritage railway run by volunteers with a train ride of about an hour. In February the line is closed, so I was only able to view the stock as it sat on the tracks next to the shopping plaza.



There is one loco (an Alco RS-1), and a train of coaches and other vehicles on a single length of track. As it was snowy and very slippery underfoot, I did not venture too far along to see where it went.



During the season, the passengers all sit on these open wagons. I guess the train doesn't travel too quickly!





James

Handy Products Website



Like many of you, I get through a lot of scalpel blades. While searching the net I came across Handy Products website. They have a full range of blades at competitive prices and free postage. A box of 100 Swann Morton blades cost me £13.58 and arrived in just a couple of days.

<https://handyproducts.co.uk/>

Paul

Obituary

David Neil (1943 – 2022)

It was with great sadness that my father and former club member, David Neil, passed away on 3 February 2022, at the age of 78.

As a child he had a Hornby O gauge clockwork train collection and Meccano. Later, as a teenager, would cycle from Thame to Princes Risborough and elsewhere, with school friends, to watch the steam trains. He was also a keen amateur carpenter and built a number of items of furniture that are still in use today.

He started work at Bourne and Hollingsworth's department store in Oxford Street, learning about cloth and lived at Toc H Mark II in Pimlico. He rose to the position of B fire team leader, but was never called upon to save the store! Before getting married – to my mother – he returned to Thame to join the family clothing business, Martin and Silver.



When young, I was given OO gauge rolling stock and he built the baseboards for a layout in the spare bedroom. This was superseded by a 30-foot-long model of Princes Risborough station, based on the 1910-1971 track layout, in the loft, after we were evicted from the spare bedroom.

He joined the club in 1980, when I became old enough to join the junior section. He was likened to Barry Bucknell, a TV presenter who popularised DIY, because of his carpentry skills. Initially he provided support to the junior section, who built a layout based on Aston Rowant. One year he identified a way of moving the layout from the clubroom to the Community Centre, for Risex, avoiding fully dismantling and reassembling it. Using G-cramps and some long lengths of timber, two sections of three 4' x 2' boards were clamped together in the clubroom. The juniors then carried the 12' long baseboard sections, on their shoulders, past the churchyard, on a dark Friday evening.

Subsequently, he led the OO gauge Radmore layout project, which comprised a 7-platform terminus and through station on a loop. For many years, he could be found under the baseboards every Friday evening, installing the wiring. There were over 600 connections from the control panels to the baseboards. One notable evening he spent trying to locate a short circuit, until somebody removed a drink can that had been placed on the track! The terminus section went on to appear at a number of exhibitions and was one of the first club layouts to appear in some magazines.

In 1984 he was awarded The Pendennis Award, for club member of the year. He was elected to the committee, as a Members' Representative, in 1989 and served until 1995. The committee meetings were held in our dining room during that period. He also took an active role in the upkeep of the old church hall clubroom.

With trading becoming increasingly challenging, the family business was closed in 1992. He filled his time driving a local florists van between doing gardening and build an extension on the house. Having been paralysed on his left side by a stroke in 1994, he was unable to actively participate, although he continued to attend club exhibitions and some social events. He was made a Vice President in recognition of his contribution.

In 2012 my parents moved to Cheshire to be near their grand-daughter. The distance, his disability and increasing infirmity, precluded him attending club events. Last year it became necessary for him to move into a nursing home and he was no longer able to continue his gardening.

He left a lasting impression on some members; indeed, one member was still going on about him in the pub one recent Friday evening!

Richard Neil

Club Diary

2022

Many shows are still being cancelled, some are still listed as going ahead at present but this may change at short notice.

April	16-18 23	York Model Railway Show, Cancelled De Havilland Model Railway Society, Methodist Church, Ludwick Way, Welwyn Garden City AL7 3PN
May	14-15	EM Gauge Society, Bracknell Leisure Centre, Bagshot Road, Bracknell RG12 9SE
	14/15	European Railways Association, Crewe Heritage Centre, Vernon Way, Crewe CW1 2DB
June	11	Marlow, Maidenhead & District M.R.C. Knowl Hill Village Hall, The Terrace, Knowl Hill, Reading RG10 9XB
	18/19	2mm Scale Association, Derby Conference Centre, London Road, Alvaston, Derby DE24 8UX
July	2	Beaconsfield & District Model Railway Club, Beaconsfield School, Wattleton Road, Beaconsfield HP9 1SJ
September	17	European Railways Association, The Venue - Edgbaston, 100 Icknield Port Road, Birmingham B16 0AA
	24	Enfield Whitewebbs Railway Modellers, Whitewebbs Museum of Transport, Whitewebbs Road, Enfield EN2 9HW