



Risborough and District  
Model Railway Club

Oct - Dec 2023 Autumn

# FOOTPLATE



Front cover: Old and new trams in Stuttgart. Chris Morrill

## Who's who!

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## WELCOME

Summer is a fairly quiet time for modelling and exhibitions. It is nice to have a break after the hard work of Aylesbury. Next year's show will be in the same location as the new floor in the sports halls needs to be kept in good condition. While this is not ideal, we at least have more time to organise within that space this year. We have looked at other venues but they all have issues, including space, parking and price. We also looked at matting for the floor but this was very expensive.

We will run the Haddenham show again as that was easy and gave us a good income. As the show is on 30th Sept the report will just miss this edition of Footplate. Thanks to Roy for organising this.

Our O gauge Shunting Puzzle will be at the Slough exhibition at the end of

October. There is a plan to replace this with a smaller and lighter 4mm scale shunting puzzle. Hopefully we will have details soon.

We are also going to create a 12' "module" for the Gauge O Guild's modular layout. The idea is that a number of clubs make 12' modules and 2 will be displayed together to make an exhibition layout. This is a little different to other modular systems in N, HO etc which are variable in size with many more modules. James is leading this project and will share details soon.

Paul

## From the Internet

HO Scale Model Train Layout of Belgium in Museum Quality - Diorama Doublenghien by Alan Jockmans

<https://www.youtube.com/watch?v=i-bWrEOcW64>

Starting Massive Steam Tracked Tractor: One of the First in the World

[https://www.youtube.com/watch?v=\\_mVCozdkYuw](https://www.youtube.com/watch?v=_mVCozdkYuw)

Made In Britain - Visiting Dapol to See How Models Are Made

<https://www.youtube.com/watch?v=7BTHvFGVLzE>

The MIND-BLOWING Darjeeling Himalayan Railway!!!

<https://www.youtube.com/watch?v=Bro2IFVdI2k>

A Full Line Trip - The Yorkshire Dales Model Railway

<https://www.youtube.com/watch?v=Yhm1VQW5-F4>

The Millennium Falcon Lands at the World's Largest Miniature Airport at Miniatur Wunderland

[https://www.youtube.com/watch?v=cyvZC3kiq\\_k](https://www.youtube.com/watch?v=cyvZC3kiq_k)

Running trains on the M&GN at 'Little Bytham'

<https://www.youtube.com/watch?v=R2qJoIwzKL4>

Magnificent York Station model railway in OO

[https://www.youtube.com/watch?v=II1fdq\\_rKQ](https://www.youtube.com/watch?v=II1fdq_rKQ)

# Aylesbury LNWR Update

A few more wagons have been completed:

A NER van, LNWR D32 van, LNWR D20 small cattle wagon (see page 6) and LNWR D84 goods wagon.





The D32 vans only had a door on one side plus the roof door. Not a problem if the loading/unloading is done at a shed with wagon turntables. Otherwise the wagon would have to be turned the correct way as it was added to the train.

The D84 would have been new at the time Aylesbury is set and represents one of the modern 18' long wagons which were just starting to come into service. It should contrast well with the more numerous short wagons. Note there are no diamonds on the wagon.

Paul

## 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.

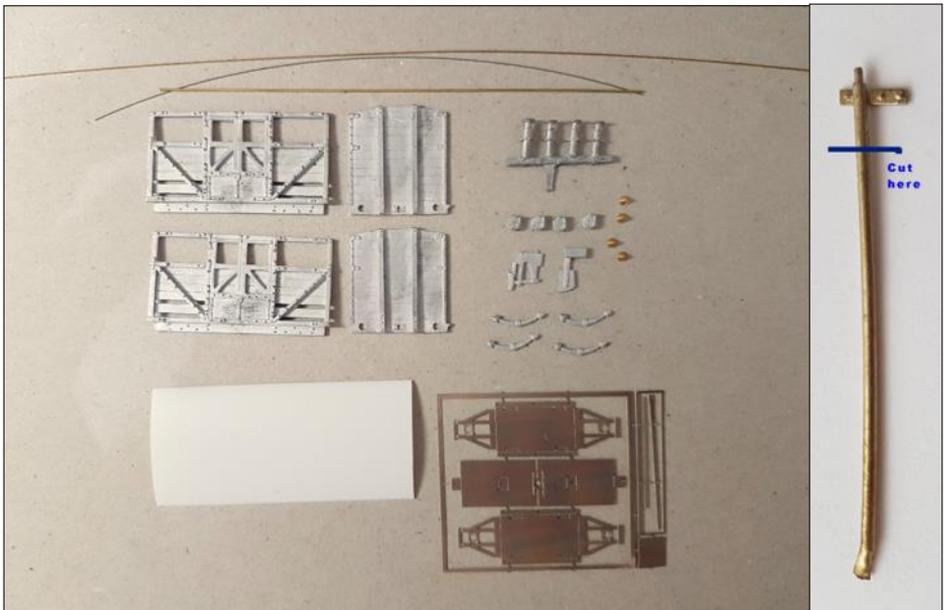
Please remember to put a black plastic bag in the dustbin before use and empty it when full. There is a black wheelie bin in the carpark. please put bags in there when they are full. Spare bin bags are in the cleaning cupboard.

# London Road Models Small Cattle Wagon

I bought this kit from London Road Models at the York show, and it turned out to be a brand-new model not even on the website yet. It consists of a whitemetal body with etched W irons & brake lever and a plastic roof. It has a single brake block, and the kit contains a wooden block and the more modern iron brake shoe.

Checking over the parts I found the following:

The castings are generally well made with no distortion and very little flash, the buffers did have some flash, but it was easily removed. The roof was pre-bent which is always helpful. Instructions covered the etched parts but there was nothing to cover the body assembly, however, this is very straight forward.



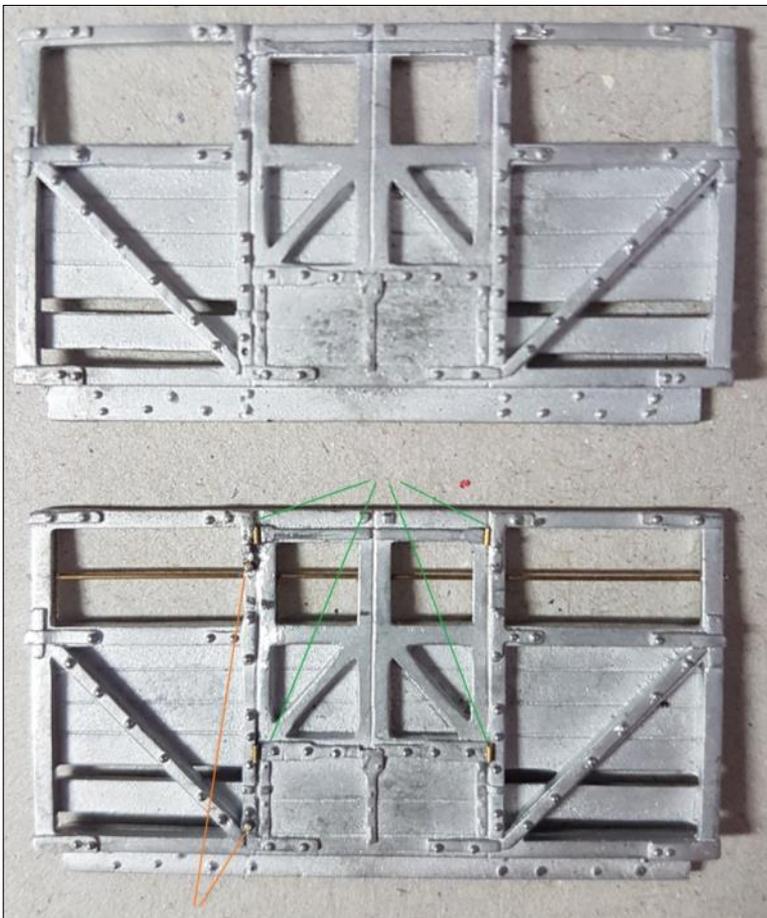
Above: the kit contents and the brass mystery part.

Each side had 2 bolts that had become holes during the casting process. This can be fixed with 0.7mm rod (supplied). Drill the hole to 0.7mm, file the end of the rod to shape and glue it in the hole. A few of the bolts were over long, most likely due to air bubbles when making the mould, these just need a quick rub with a file.

The ledge on the inside of the side castings for the floor was not quite level, again a few minutes work with a file and micro chisel fixed this. There was also a mystery brass fitting. I contacted LRM and it turns out to be part of the brake gear but needs cutting so just the end is used.

## Assembly

I filed away the ledge at the ends to get good corner fit. I labelled each corner to make sure I assembled in the same order that I did the fitting in case there was difference. I then fitted the rod in the upper section of the sides by drilling 0.5mm holes in the ends and cutting V grooves in the back of the casting behind the doors. The 0.5mm rod is then installed and the grooves filled in. The body can then be assembled, and the parts fit nice and square. I also enhanced the door hinges with short lengths of 0.5mm brass wire (supplied).



Left:  
replacement  
bolts  
(orange) and  
hinges  
(green).

The W iron suspension unit can be assembled as rigid, compensated, or sprung. I chose compensated with one fixed end and one rocking end. The etching is quite thick at 0.37mm and looks to be nickel silver, so when bent is very strong and no soldering is required. You will need to punch out the half-etched rivet holes and open up the fixing holes slightly before bending the W irons. It is probably easier to bend the sides before the W irons. These units then attach to the etched base with 0.7mm wire to provide the rocking suspension. This etched unit then needs to be attached to a floor fitted to the white metal body. I made this from 0.5mm styrene sheet as it was not supplied in the kit, although I suspect it should have been.

The axle boxes need the hole cleared with a 2mm drill and were then attached over the bearings. Springs were added to the underside of the solebars. At the compensated end the fit of the axleboxes needed adjustment so they can move in front of the spring as it moves up. The brake block was spaced from the solebar with 2mm styrene to get it in line with the wheel, I used the iron brake although there is also the choice of a wooden block for earlier periods.

I have also added some extra underframe detail using wire and plastic strip, although this can only be seen from a low viewing angle. The brake lever needed to be bent to shape and shortened slightly. If you use the wooden brake block the lever will be longer.

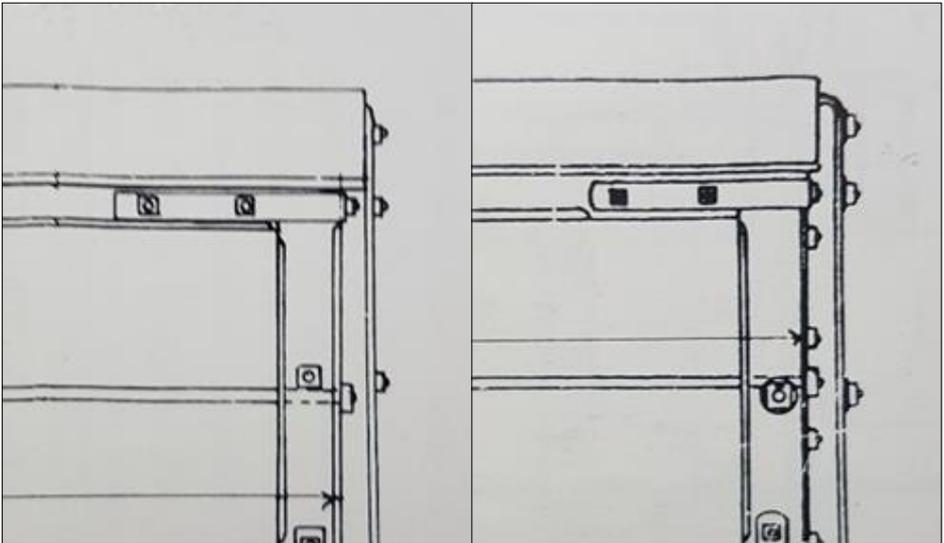
Painting started with a coat of Halfords grey primer, then a slightly darker grey coat to finish. This was mostly Coat D'Arms 212 dark grey with a little white (101) added. The interior was then limewashed using photos as a reference and the cows added.



These are Alan Gibson white metal castings painted as Herefords. The diamonds are Methfix and the solebar number plates are a home make water slide decal. Couplings are Dingham at one end and screw link at the other as this wagon will be paired with a D&S medium cattle wagon for use on Aylesbury.



Above: wagon in primer.



The roof is a piece of pre-shaped plastic card. The profile is an excellent match to the wagon body, and it just needed cutting to length and width. Looking at photos and drawings of LNWR cattle wagon, there is some variation in roof length. I chose the slightly shorter length.



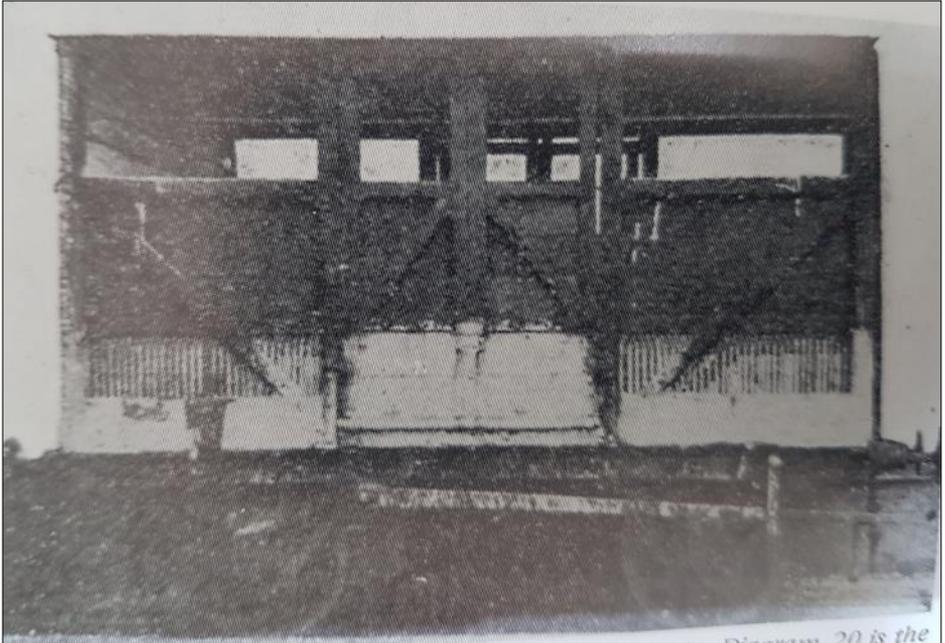
Above: diamonds and limewash added.



Above: the other side of the completed wagon with Dingham coupling on one end and screw link coupling on the other.

## Conclusion.

There are some minor casting defects but the parts are straight, square and flat. The fit of the parts is excellent. I am pleased with the end result and enjoyed building the kit. There is another version of the prototype wagon where the lowest plank has been replaced by metal bars, see below. If I can work out how to make a convincing set of bars I may get another kit.



Paul

Note: I spoke to John of London Road Models at Scaleforum and he confirms that the cattle wagon does now have an etched floor included. The etcher had not supplied these at the time I bought my wagon.

# Princes Risborough Signal Box

As part of the Risborough Festival, C&PRR opened the signal box to the public at the end of June. Restoration is still progressing well. The interior of the box has a partition and this is being used to separate the working part of the box from the display part. The levers to control the track and signals are now connected and these have all been grouped in the shorter section of the building near the door.



The remainder of the building will be a museum/display area. This will be opened when a new staircase has been installed at the far end of the box.

Currently work is going on to check the structure at this end of the building and to work out what has to be done to support the structure as there has been some subsidence at that end.



Above: the longer display end of the box.

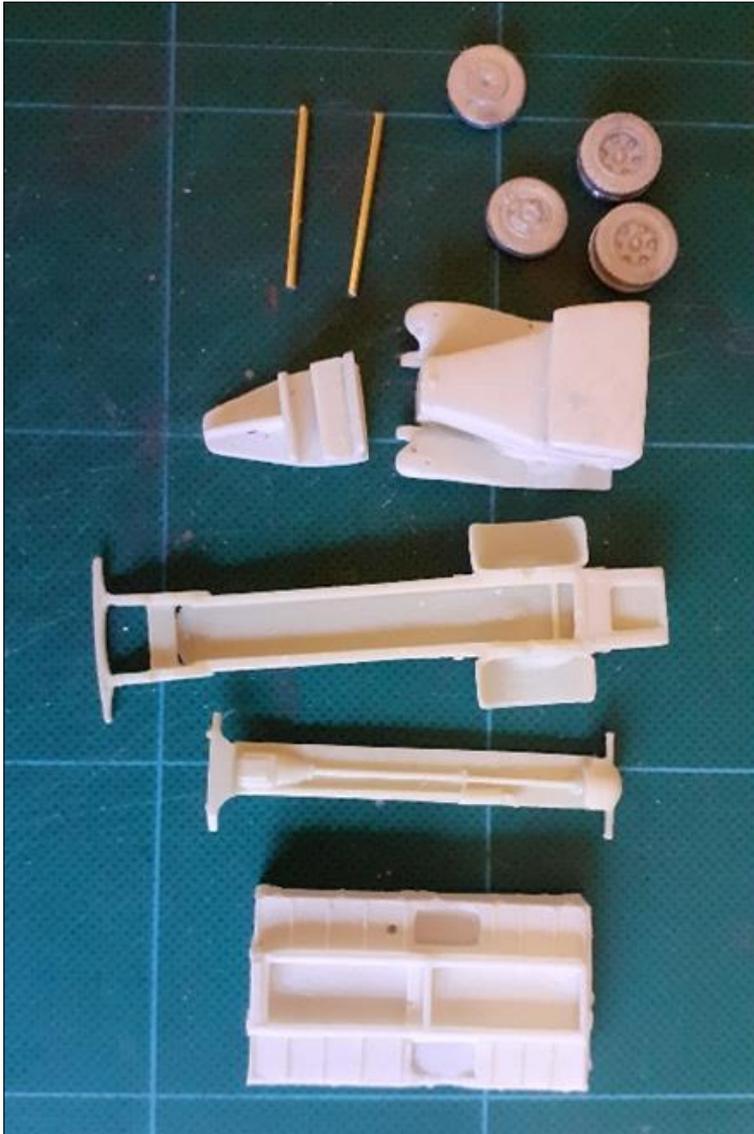


Left: it is of course a good place to photograph the passing trains.

Paul

# Bedford Truck – Road Transport Images

I am setting my layout during the inter-war years, a wide scope I know, and obviously I need some road vehicles, especially commercial ones. I have found there is not a vast range from which to choose. The region I have chosen is the GWR, just one of those things, therefore, I have the Ratio/Peco/Merit GWR delivery van and the Peco Thornycroft PB lorry. It is not nearly enough, although I appreciate there is scope for horse drawn wagons.



Somehow or other I came across Road Transport Images who sell cast resin kits of a wide range of lorry manufacturers and types, however, only two examples from pre-1945; I chose the Bedford (WLG/WGH) a small to medium type flatbed lorry of 1932 vintage. There is no one kit for a particular example, there is an assortment of chassis types and sizes, cabs and bodies, so after studying the website I duly ordered the various necessary parts. I also purchased a sheet of number plates. The main parts are shown in Photo 1 on page 14.

Towards the end of the build I discovered some minor parts were missing, my fault for not checking straight away. A basic instruction sheet is provided and there are more comprehensive details available on the website. There was a fair amount of detail flash removal/tidying up needed, e.g. window apertures and some of the cab surfaces needed sanding down, even more noticeable after a coat of primer. A fear not realised was the loss of surface details on the cab, i.e. bonnet louvres. Also, the area of the flatbed over the wheel arches was very thin, so I beefed this up with some 10 thou plastic card.



With regard to painting, I decided to not to prime the chassis components and the acrylic paint adhered to these parts reasonably well, although I did prime the cab, which showed more flaws than I thought. Colour choices are left 'free' unless you wish to model a specific company. See Photo 2, above, for my colour choice, which also cruelly reveals my poor painting technique! In reaching the above stage the various components were painted prior to assembly, a throwback to my youth building Airfix aeroplane kits. I fixed everything together using "superglue". The axles provided are lengths of brass

rod/wire , which need to be trimmed to length, however, no guidance is provided as to what the lengths should be. Additionally, the wheels have a dimple in the back of them for mounting on the axles, the depths varied and were not deep enough to mount the wheels securely. This was remedied using a 1.5mm drill, from memory. After some trial and error, I managed to get everything right, hopefully.

When I reached the end, I found that some of the detailing parts were missing, I did not contact the company for replacements.

This was my first foray into the world of resin cast kits and could well be my last. It was to my mind, an expensive kit and did not justify its cost in terms of quality of components and detailed instructions. A lot of fettling and guesswork was needed. I am more than happy to concede that my lack of modelling skills and practice could have contributed to me not producing a first class model and with that in mind I have not contacted British Transport Images regarding my experiences.

I wrote this piece some time ago and since I have read at least one modelling article where the author seemed to accept quite readily the need for fettling, maybe I was being too harsh.

Neill

## **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.

# Mellin Parva Update

We are doing some refurbishment to Mellin Parva before the Haddenham exhibition. This consists of providing 1 or 2 cars, some people and repainting the backscene.

I have built a Renault 4CV from a Heller kit. The steering wheel has been moved to the right otherwise no changes to the kit. These kits are simple to build and the parts fit together well. The numberplates and rear wheel arch grills I made myself.



Rob is looking for some suitable people to populate the layout.

The back scenes are Peco large printed backscene sheets stuck onto a blue painted board. These need to be refurbished and we will make them the same way. As the backscene boards are glued to the layout boards we cannot remove them. As a first step they will be cleaned and then we will see hoe else we can improve them.

Paul

# Stuttgart – an oddity of gauges?

The SSB network of bus, U- and S-Bahn lines offer a good spread of interest. The five-Euro all day ticket is the means of exploring the city on a system, planned to deliver integration of transportation modes in the way few of us Brits could consider achievable. An app takes care of ticket purchase, and its route planning makes light work of getting about in the shortest possible time.

This is, I imagine, par for the course in most German cities, but Stuttgart seems to have an extra something. For example, tired cyclists can (and do) take the Radbahn from Marienplatz to the top of the valley at Degerloch to preserve their legs for the rest of the ride. I did. Most welcome after thirty-odd miles.



There's also a Seilbahn (cable cliff railway), but as neither of these are connected to the rest of the network, I will not be considering them within the scope of this article.



The inspiration for putting fingers to keyboard starts with the SSB Tramway Museum in Bad Canstatt. The Museum is housed in an old and rather large tram shed. It is certainly well provisioned with exhibits from Stuttgart and its surrounds. And its exhibits are metre-gauge in contrast to the standard gauge of the current U-Bahn. What put me onto the scent was a trip up to the TV tower on the U-Bahn, and the track was very obviously dual-gauge all the way up to a reversing loop at the Ruhbank (Fernsehturm). The rails of both gauges appeared to still be in use by the shininess of the rail tops. It transpires that on Sundays the Museum runs an Old-Timer service along Linie-23 from the tramshed up to the TV tower. In contrast to the two current generations of U-Bahn sets (the DT8.10 now forty years in service and not dissimilar to the Tyne and Wear Metro, the DT8.12 more recognisably in the contemporary family of light railway stock) the Museum turns out a vintage four-wheeled electric tram with matching trailer.

Once you clamber on at the Museum, you are then treated to run through the tramshed and along the backstreets before threading into the dual-gauge tracks for a forty-five minute circuitous run through the city among the working





trams. The Old-Timer is too low for the U-Bahn platforms, so it rattles and swerves its way through the regular stations with your eyeline at the height of other passengers' knees. Some street level stops are included for the old tram, but the Hauptbahnhof and Charlottenplatz both feature split height platforms to accommodate the Old Timers, a neat touch. Focussing on the upper terminus at



Ruhbank, it is fascinating to witness how the four-wheelers screech and jolt their way around the loop, all under signalled control within the regular U-Bahn lines and traffic lights.



# The potential for a model

Viewed from the top of the TV tower, its potential for a model emerges: the confluence of U-Bahn routes with two gauges, two levels and three platforms; the roadways with predictable sequencing; the established forest surrounding the scene to act as backscene. All have modelling potential in HO and HOm.



Halling Modelle have offered both generations of S-Bahn unit to populate the main running lines

<https://shop.ferro-train.com/hallingShop/Article/DT8-STG-M>

<https://shop.ferro-train.com/hallingShop/Article/DT8-S10-M>

There's an on demand ordering system for both generations, but at €180-ish each with an undeclared waiting times, the slab-sided nature of both generations may be a tempting proposition for CA designers and 3D printers among us? Halling also offer some of the metre-gauge articulated trams of Stuttgart, but to capture the Old Timer featured here, a conversion project based on the Museum's photo card kit of the tram and trailer would be necessary. Adapting regular HO track to include the metre-gauge would not be beyond the wit of a trackbuilder, throwing up some interesting geometry and crossings. The road traffic could be Faller or another subsurface or remote control system adapted to suit the reduced Sunday levels of movement, remembering that German Sundays are Ruhetags (quiet days), commercial traffic kept off the roads by law.

Worth a look?

It would seem to be a good prospect for enhancing commercial off the shelf



products with some modelling skill to bring to life an unusual and potentially crowd-pleasing exhibit. Whatever the modelling ambition, a site visit by way of reconnaissance (Eurostar to Paris, TGV to Stuttgart) is strongly encouraged (the next Risborough Venturer?). If you visit the (impressive) Porsche Museum in Zuffenhausen by S-Bahn, they give you a fiver off the entry price! After five floors of Porsches, I now know that a state of peak-Porsche is achievable. The Mercedes Museum in the Neckar Park is less generous with its entry discount, but has more floors and features commercial vehicles as well as the exotica (Stirling Moss' Mille Miglia car features). I, of course, would be at your disposal as guide. Tchou, as they say in these parts!

Chris

# The Late (Albin) John Reed

25th June 1928 - 17th March 2023

It is with sadness that I learned of the passing John Reed, a long-time associate and friend of the Risborough Model Railway Club, and best known to our members as the author of a number of excellent books on the Metropolitan and Great Central prototype.

John was born in Southcourt, Aylesbury, and was always known as John, rather than Albin, although his books invariably carried the dedication Albin J. Reed. For many years, from 1948, John commuted on the Met. and GC line from his home in Stoke Mandeville to and from his teaching job in Harrow, and he accumulated a large and comprehensive collection of photographs of the line over this period, which formed the basis of his books: which included including 'The Met and GC Line – an Observer's Notes' ISBN 0953625249, and 'Oh Yes! It's Old Railesbury' ISBN 0953625281, 9780953625284, among other titles.

His encyclopaedic brain helped him in his recording of local railway history, and in caring for his extensive collection of railway memorabilia – which has largely been bequeathed to the Quinton Railway Society at the Buckinghamshire Railway Centre. John could often be sighted placing the destination board (which I believe he himself had made) on the diesel 'bubble-car' 'Quantonian' shuttle service from Aylesbury to Quanton, on Bank Holiday openings of the Centre, in the 1990s (and maybe earlier) and early 2000s. He was also a member and supporter of the Chinnor and Princes Risborough Railway, and the Great Central Railway Society, and donated a number of railway items to the Great Central Railway PLC at Loughborough. John was a passionate 'old-time' and 'folk' dancer, a rambler, and a committed local historian – publishing a number of books on for example the history of Stoke Mandeville; but above all he was known to all and sundry as "a true gentleman."

On a personal level I shall very much miss my not infrequent visits to John's home in Stoke Mandeville, when I dropped in to collect books for sale on the Great Central Railway Society stall at a Model Railway Exhibition – an experience that invariably led one back into 1940s austerity, since the house and its fixtures and fittings can hardly have changed at all since that era. Thank you, John, for your quiet contribution to the history of our local railway lines, and for your charming 'gentlemanly' kindness and respect for others.

Andrew David  
R&DMRC Member



John and friends at a 'Quantonian' departure from Aylesbury.

## 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 300 by 500mm. The larger sheets will be cut down to approx. A3 or A4 and we will calculate the prices.

Which loco and what's wrong with this photo?



Tim

# Club Diary 2023

Oct	1	Corby & District Model Railway Society St. Peter & Andrew Church Hall, Beanfield Avenue, Corby, Northamptonshire NN18 0EH
	14-15	Farnham & District Model Railway Club Alderwood Leisure Centre, Tongham Road, Aldershot, Hampshire GU12 4AS
	14-15	Hornby Magazine - The Great Electric Train Show Arena MK, Stadium Way, Milton Keynes,
	21-22	Slough and Windsor Railway Society Model Railway Exhibition Slough Museum, 72, Buckingham Avenue, Slough Trading Estate, Slough, SL1 4PN <b>Our Shunting Puzzle will be on show.</b>
Nov	4-5	Spalding Model Railway Club, Springfields Events Centre, Camel Gate, Spalding PE12 6ET
	25-26	Warley Model Railway Club, National Exhibition Centre, Birmingham B40 1NT
Dec		

## Club refreshments

Tea and coffee are free. The cups at the church hall are a bit small so bring your own if you like large mugs of tea.

Please make sure you wash up any mugs and spoons used and return them to the correct cupboard or drawer.