



MRC

Risborough and District
Model Railway Club

Apr - Jun 2024 Spring

FOOTPLATE



Front cover: Mellin Parva at Risex 2024. Photo by Paul.

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WELCOME

Risex 2024 went very well in both organisation and financially. See page 13. We made a surplus of just over £2800 in total with second-hand contributing £1300 and catering £389. Catering also provided all the exhibitor meals. The money raised from exhibitions goes towards club projects and our new clubroom. Thank you to everyone who contributed to the show, your effort is much appreciated. Mark has decided to step down as Risex manager so I would like to thank him for his contribution to the club and ask if anyone would like to take over.

On March 3rd, Roy and I signed the lease documents with Barry Payne of QRS. This has taken much longer than expected but we are there. The QRS solicitor needs to check and date the forms and then they can be officially exchanged. The next stage is for Gary to submit the planning application. QRS are also expanding with a showground on the south side of the site.



The new O Gauge project has started and is making good progress. See page 4. Anyone can join in as there are many features to build. We hope to have this layout substantially complete for Haddenham.

Aylesbury LNWR stock continues to be completed with more on the way. It is good to see so many of you contributing to this project which will be a permanent public exhibit in our new clubroom. See page 11.

Paul

From the Internet

Model Rail Scotland 2024 Some Highlights

<https://www.youtube.com/watch?v=bHxmZmWqo44>

Risex 2024 Princes Risborough Model Railway exhibition

<https://www.youtube.com/watch?v=TtXM6ztMfB8>

Building a Legend - Gresley P2

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

Cab Ride - London Victoria to London Bridge

<https://www.youtube.com/watch?v=HQM07M4D8Oo>

Cab Ride Glacier Express Brig-Andermatt(Matterhorn-Gotthard-Bahn, Switzerland)train driver's view 4K

<https://www.youtube.com/watch?v=60vElywd1GI>

The Festival Of British Railway Modelling | Doncaster Model Railway Show 2024

<https://www.youtube.com/watch?v=u9-5GofRwjY>

No. 2007 makes its way to (the new) Darlington Locomotive Works.

<https://www.youtube.com/watch?v=Lrz3T3k3Ywo>

O gauge Module Project.

The Guild have struggled for some years to balance the books when it comes to putting on a Guild exhibition. Once upon a time, the shows were nearly always really just a trade show, which was what the members wanted at the time, so costs were lower, the traders were charged for space and there were plenty of them. At one time, Guildex, our 2 day show in the middle of England had 150 traders attend. This is changing as traders stop trading due to age, costs or the ultimate stopper! Indeed, we now typically have 100 traders. The Guild has always made a loss on the big show each year.

As well as the change in the trade, the demographic of visitors is changing. More ready to run is available, there are less kit builders and increasingly the people coming to the shows wanted layouts to look at. So suddenly you have increased costs to pay for the layouts, hotels for operators, travel etc, and the trade income has fallen. In O gauge, what people want to see are trains running on large layouts. These are clearly expensive to move and operate. The Guild chairman had an idea that if the Guild provided a large fiddle yard with a 24 foot long gap at the front, then potentially two clubs or groups could each provide a 12 foot module which would be easy to fit into a car. Two operators, enough stock to run through trains, and an easily transportable 3 board layout. The fiddle yard would be transported using the courier already carrying all the other Guild show paraphernalia so no extra cost there.

As we are registered with the Guild as having an O gauge group, we were asked if we'd be interested. This seemed an ideal project for us down at St Mary's hall. Easy to move – it fits into the back of my car - and it would bring the group together.

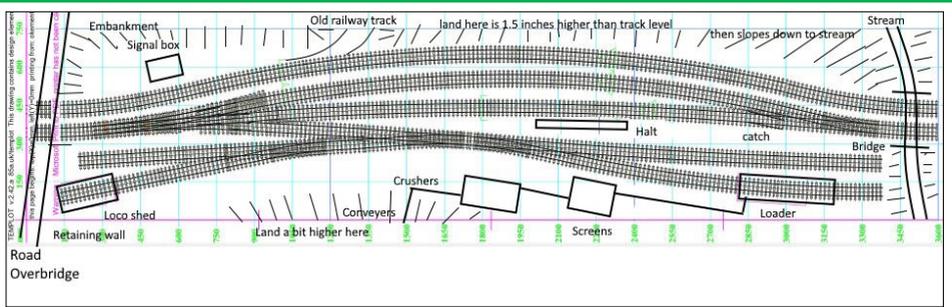
All the O gauge modellers in the club expressed interest, a budget was created, and permission granted by the committee. So we began. The 3 boards were purchased from Grainge and Hodder who do laser cut kits for baseboards, assembled by me, legs were made by John Hipwell, and scenery started. An assembled board is shown in the photo on the next page.

There was some discussion about what to model. The consensus was for an industrial layout and not a station. As we have already modelled Okehampton, there was logic in suggesting Meldon Quarry. Ian and I both have stock that suits – 40 ton hopper wagons and lots of Dogfish. We can run SR and GWR and BR models. So that was easily agreed. The next step was to create a track layout. The spec for the modular layout said that it would be a double track across the modules with two separate fiddle yards, one for each main line.



Above: The first assembled board

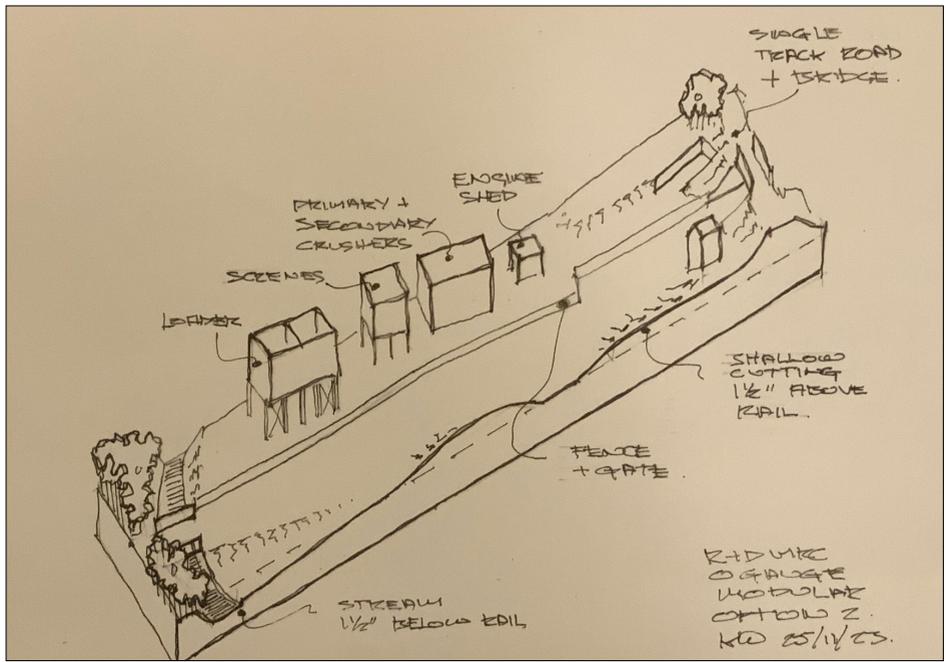
Because we had opted to build a 12 foot module, that meant that one of the two main lines would be operated by us, the other by the club next to us. Their line therefore would be entirely separate from ours. We devised a layout which had two lines on, with one branching into a run round with further sidings.



Above: The suggested track plan

The layout allowed us to have a small loco shed, as Meldon had, the Meldon signal box, the ballast loader, crusher and screening buildings, all linked by conveyors. The small halt for workers could also be incorporated. The two main lines simply run past allowing continuous running.

Kelvin has sketched the scenery which will not be flat and boring. There are two scenic breaks at the ends of our module. An overbridge takes a single track road across while a stream surrounded by trees and bushes defines the other end. The land falls gently from the bridge to the stream.



Above: The layout scene

The Guild spec also defines the interface at the ends between modules and between a module and the fiddle yard. The tracks are centred on the board end, assuming a 750 wide module, so that a 12 foot module could be reversed and operated from the outside. Thus we will have two backscenes depending on which way the layout is installed at a show. At the moment the Guild has 7 groups agreeing to build modules. This seems a good number as it would not take too long before we'd get a chance to show ours.

Progress should be rapid, as we have all the track in stock thanks to our late member Harry. We do not need any stock as between us we have plenty. We will be making all the buildings ourselves.

We hope to have the layout down at the club on most Fridays. We'd also be very happy for people to help whether you're an O gauge modeller or not.



Good progress is being made, with the track starting to be installed and ballasted.

James

Quick Crates

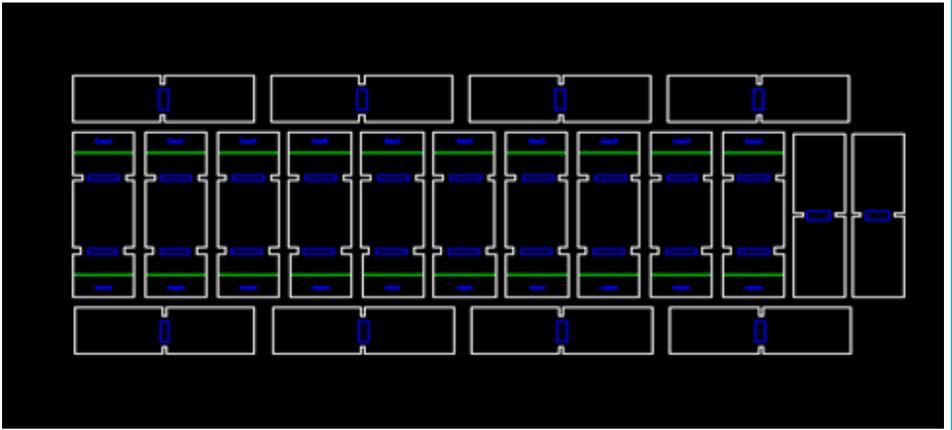
During a visit to Quanton to return exhibition stuff, I snapped the interior of a van (below) and used this as inspiration to create a small scene within the Goods Shed at Wycombe. I have plenty of cast resin crates but thought some open crates as seen would give some variety. I assume they might be for bottles of soft drinks. Look at the variety of wood colours.



Above: the original van in place in the goods shed in the QRS Museum.

I opted to laser cut these in 0.5mm Rowmark and the initial batch just had the base and ends cut. The sides were from 10thou Plasticard to try and keep the edges looking fine. The problem is that PlasticWeld is needed to glue the Rowmark together and this is a bit fierce for the Plasticard. The result – some cockling of the sides. Fortunately, not too many were affected and those that were are stacked at the bottom where they are not noticeable.

I have since reconfigured the artwork (see below) to include sides. To assemble the boxes, the ends are glued to the end of the bases (not on top) and then the sides added. These are overlong to be trimmed to length after the glue has set and then the thickness can be thinned by sanding. Colouring is with acrylics from the LifeColour and Vallejo ranges of wood shades. If anyone



would like some of these boxes – let me know. I'm sure they could be blown up proportionately for you 7mm chaps, but I think squeezing down to 2mm will be a step too far.



Above: A better close up of the van.

The eagle eyed amongst you will notice that the brake gear is crude and there are no couplings or vacuum pipes. These can't be seen in situ behind the loading platform, so time wasn't wasted on modelling them. The van will be permanently anchored in the shed and act as a form of buffer stop.



Above: the van in place.

Tim

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.

Aylesbury LNWR Update

Building continues on the stock and we have now completed a LNWR D90 coal wagon, LNWR short ballast wagon, LNWR D33 van & GWR G20 picnic saloon.



Above: the GWR picnic saloon; these were third class and could be hired by groups. As such it is possible to justify its presence at Aylesbury LNWR as it could be on hire to a group or may have been hired by the LNWR directly if they were short of stock. We will include this in a horse racing special.



Above: LNWR D90 coal wagon built by Steve Walker. This is a Mousa models 3D printed kit.



Above: D33 van built from a Mousa Models 3D printed kit. This is the second D33 van for the layout, along with a similar D32.

Also currently under construction we have: LNWR OCT, 3x horse boxes, LNWR D77 picnic saloon, 2 LNWR opens and some PO wagons.

LRM small ballast wagon.

This wagon is shorter than the Ratio kit and they probably would have all been withdrawn just before our modelling period for Aylesbury LNWR as they do not have an LNWR diagram number. However, it does provide extra interest in the train and gives us something to talk about.

Construction was straight forward with the whitmetal parts needing very little cleaning and fitting together well. The etched W irons and base set did have an issue. The holes did not line up. A quick email to LRM confirmed an etching fault and new parts were quickly dispatched. This will be corrected in future kits. The W irons fold up well and do not need any reinforcing as the metal is quite thick. I made one end fixed and the other rocking but it can be made as a sprung chassis if required. Painting consisted of a coat of Halfords grey primer followed by dark grey and weathered black acrylics. The spring covers are

made from the metal foil from a wine bottle, cut to shape and painted the same grey as the body. They are the slightly shorter pattern you see in some photos. Transfers are HMRS Methfix for the letters and diamonds and my own water slide decals for the number plates and tare. After this it gets a little weathering and a ballast load. So we now have 6 ballast wagons and a D48 rail wagon. An engineer's brake van will be added to complete the train.



Above: the completed small ballast wagon.

Paul

Risex 2024

This year we used the whole of the Wades Centre/Brushwood Suite again and Mark put together an excellent show. There was a good variety of layout subjects and scales along with our usual trade and refreshments.





Above: Tamzynowo Wlk, a Polish layout in HO.
Below: Silverbury, OO British layout.
Previous page: Whipsnade Central in OO9.



Our club display and demo tables attracted a lot of interest. Interacting with the public is an important part of the show.

This year we had 6 demo/display tables and the new club room display.

Below: Ken discusses his Aylesbury station project with Patrick.



Right: David shows 3D printing of P4 sleepers and chairs.



Left: Steve was demoing wagon building. We also had demos from Andrew, Ian and David P.



Above: Glenridding Lane.

Below: Loughborough Road.





Above: Tremierten.
Below: Mothecombe.





Above: All Cars Stop Here: a small Hong Kong tram layout.

Below: Pentrefan. Mike Morley's EM gauge layout.



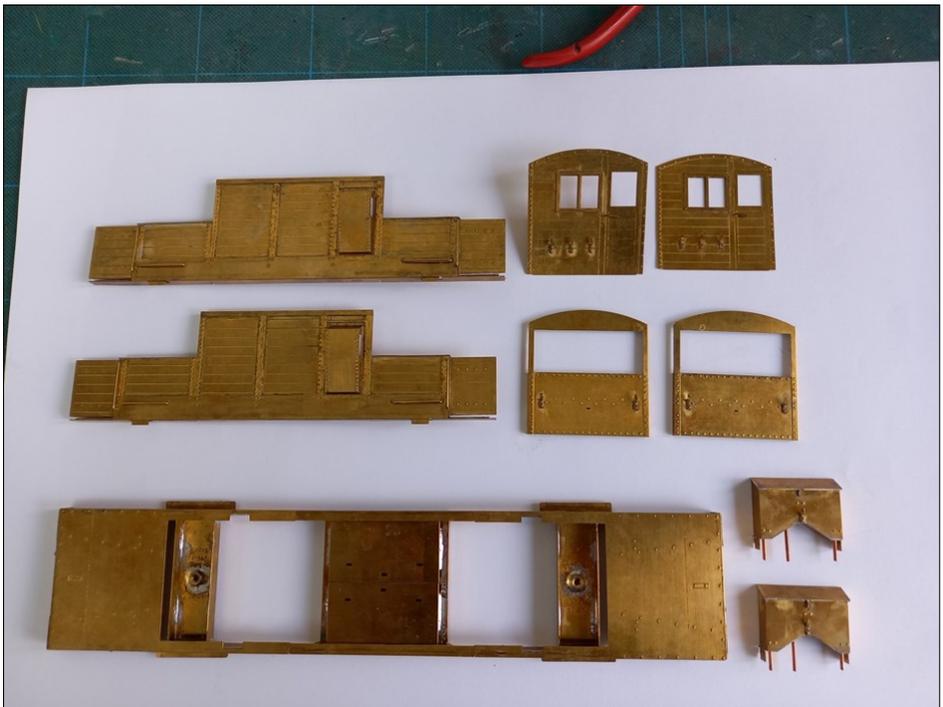
Paul

Queen Mary number 2

Shortly after buying and building the only Queen Mary SR bogie brake van kit on the market by Shedmaster, what happens? Connoisseur bring out the best kit of this vehicle you could imagine. Do I need 2 Queen Marys? Of course not, but what the heck, I'm buying it anyway.

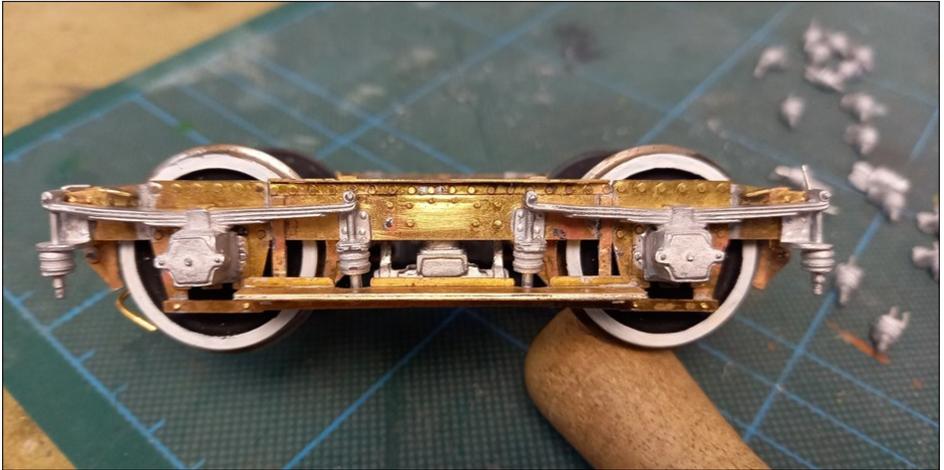
The Shedmaster kit actually turned out fine. It had all the elements of the vehicle modelled apart from the vents where the instructions usefully tell you to make them yourself! As Jim McGeown, owner of Connoisseur, had just brought out his kit I had a chat with him on his stand at Guildex and he sent me the vent castings from his kit so I could finish off the Shedmaster one. No charge – typical of Jim.

Anyway, having just finished the Q class loco back in 2021, I decided it was about time I got the brake van built. Sides, ends, underframe and sand boxes went together easily. Everything fits like it should.



Fast forward to 2023 and has the model got any further – well no. I wanted to make the bogies so that I could drop the wheels out. This is not the way the kit was designed. Much thought and much later I decided that it wasn't practical

to do this, and anyway, apart from painting why do we need access to the wheel sets? So eventually I built them as per the instructions but painted the wheels first. Very nice they are too.



The wheels are sprung using a thin wire. I pre-painted the wheels before assembly.



Finally I completed the underframe adding the vacuum brake gear, joined the body parts to it and attached vacuum pipes and buffer bodies. It's now ready to paint. Jim provides cast whitemetal buffer heads which I do not like. They are actually lovely castings, but just do not look like steel. I made my own on the Myford lathe I have in the shed. I also replaced the whitemetal chimney with a bit of brass tube fitted into a turned brass fitting, but that was only because I melted the original one supplied in the kit – oops.

So here we have the completely assembled model, previous page.

James

Club refreshments

Tea, coffee & squash are free. Canned drinks will be in the fridge. 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.

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.

P4 LIMA GUV

When the Lima GUV was produced, it was well received. At the time, there were very few good ready-to-run BR parcels stock on the market. Nowadays, it does not measure up to the quality and detail of the Bachmann version. Nevertheless, Lima GUVs can be picked up relatively cheaply and with a bit of work they can present a good representation of the prototype. I was fortunate to be gifted one as part of a friend's model railway stock clearance.



I commenced the project by removing the existing transfers with T-Cut using a cotton bud. Handrails were added with 3mm brass wire. Other details were added: scallop dome vents (MJT), buffers (MJT), lamp irons (mini staples), doorknobs (Markits) and vacuum pipes (Markits). The vacuum cylinder on the model is a single cast unit. I therefore cut the operating lever off and replaced this with a MJT one.

The bogies are brass compensated 8'6" MJT versions with the original Lima sides appended. However, when I viewed the final arrangement, I noted that the brake shoes were not in line with the Wizard P4 wheels. I therefore cut out the Lima brake shoes and fitted individual MJT ones. I fitted the model with Kadee couplings to match my existing coaching stock.

I sprayed the body initially with Halfords grey primer followed by Life colour Rail Blue for the body sides. I thought that I might be able to reuse the Lima glazing, but this did not give the flush finish I desired. I therefore opted for the excellent Shawplan laserglaze with white painted 0.5mm brass rods behind to represent the security bars. The costliest part of the model was the Fox transfers, but these are excellent.

Finally, I weathered the model by airbrushing various combinations of Humbrol Matt Dark Grey and Leather for the roof and underframe. All in all, a relatively quick project giving a realistic representation of the prototype.



Gary

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.

Club Diary 2024

Apr	1	York Model Railway Show.
	12	R&DMRC Quiz Night.
	19	Test Track
	20	De Havilland Model Railway Society, Methodist Church, Ludwick Way, Welwyn Garden City AL7 3PN.
	26	No club meeting due to an art exhibition in the Church hall.
May	11-12	EM Gauge Society, Bracknell Leisure Centre, Bagshot Road, Bracknell RG12 9SE.
	24	Railex setup
	25-26	Railex , Stoke Mandeville Stadium.
	31	Test Track
Jun	8	Marlow, Maidenhead & District M.R.C., Knowl Hill Village Hall, The Terrace, Knowl Hill, Reading RG10 9XB.
	8	Milton Keynes Model Railway Society, The Ridgeway Centre, Featherstone Road, Wolverton Mill, Milton Keynes MK12 5TH
Jul	12	Test Track
	13	R&DMRC Openday for the Risborough Festival.
	20-21	Chatham & District Model Railway Club, Slip 5, Main Gate Road, The Historic Dockyard, Chatham ME4 4TZ
Aug	23	Test Track
Sep	21-22	Scalefour Society, Cressex Community School, Holmer Lane, High Wycombe, HP12 4QA.