



Risborough and District  
Model Railway Club

Jan - Mar 2025 Winter

# FOOTPLATE



RM30 on the Silver Stream Railway in New Zealand, one of six standard diesel railcars, built in 1938 in NZ originally with a Leyland engine.

Roy

# Who's who!

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## WELCOME

We have had a number of working sessions on Aylesbury LNWR and made good progress. All the boards with track on are assembled and we ran a loco the full length of the layout. As each board was fitted, Mick tested it and any wiring defects were corrected. Buildings are being added and again repaired as required. There is still a lot of cleaning and building repairs to do but it is coming along nicely. Most working sessions are on Monday if you want to join in. We will have a break during Christmas and the New Year and get going again in January. The next part to assemble is the gas works which does require some repair.

At the end of November we had a very interesting talk by Andrew on the Uppingham LNWR branch line. We had about 17 members attend and we intend to convert this talk into a video.

Our shows continue to be successful and Haddenham was well attended and achieved a good surplus to boost our funds. There was a good selection of layouts and just a small trade offering. It was particularly noticeable how much the Secondhand Team contribute to show income, well done to all involved. Shows provide funds for our layout projects and for the new clubroom expenditure which in turn helps to keep subs to a minimum. Risex planning is now well in hand and most of the exhibits are confirmed.

Our Friday equipment (cables, lamps & cutting mats) is now stored at the Church Hall in the cupboard with the tables and chairs.

We have just had our Christmas dinner at the Harrow in Bishopstone. A great evening and well done to Gary for organising it.

Merry Christmas everyone

Paul

## From the Internet

Semley, an exquisite 4mm (P4) Pre-grouping (LSWR) layout - not to be missed:

<https://www.youtube.com/watch?v=45MvGDAPsQY>

Tony Gee on another iconic layout - the late Peter Denny's Buckingham Branch - thought to be the first EM Gauge layout to go on a public showing:

<https://www.youtube.com/watch?v=vkyNCXk1jw4>

There's more here about the railcar

<https://www.silverstreamrailway.org.nz/locomotive/railcars/r-m-30/>

And more in this link about DE508

<https://www.silverstreamrailway.org.nz/locomotive/diesel-locomotives/de508/>

Wellbridge Layout Running Session | Crawley Model Railway Society

<https://www.youtube.com/watch?v=jL4ecPO5nuA>

Sir Rod Stewart talks about his model railway + photo slideshow of his model railway

<https://www.youtube.com/watch?v=gpm6hs4BNxY>

Model railway took train enthusiasts five years to build - BBC News

<https://www.youtube.com/watch?v=pbQ1Ko8qnh4>

# Scammell Scarab

This model is from the popular Airfix kit now made by Dapol. It is dimensionally accurate but one or two things can be done to lift the model. Originally packaged with a tractor unit and two trailers. One can be built as an open trailer and the other is designed to have 3 large barrels glued to it to represent the Watneys delivery unit operating from their brewery near Mortlake.



The mechanical horses themselves started to be produced in the 30s and with their tight turning circle, quickly became popular in goods yards the length and breadth of Britain. This model, introduced in the early 50s, rapidly ousted horses from cartage work, though the last horse retired from British railways as late as 1967.

The kit is a very simple construction and goes together well. Model Scene (Peco) also produce a kit but I think the body shape is not as good and although it has the correct split windscreen, the windows are too small.

Additions to the Airfix kit included restoration of the split screen, addition of a driver, wing mirrors and wipers and replacement of the chunky plastic front bumper with one of 10thou thick 1mm brass strip.

The split windscreen was achieved by gluing a vertical piece of Evergreen strip and when solid, gently filing to shape. The front windows are flush glazed. A piece of label paper is held behind the window aperture and outline traced onto the label with a very sharp pencil. The label is then stuck to some suitable clear acetate and the windows cut out slightly oversize, filed to shape and glued in

with Scenic Accents glue. The black rubber surrounds were added with a fibre tip pen.



The driver is ModelU. Wing mirrors are punched from thin brass foil using the smallest hole on a leather punch. In fact the punch can't get right through but makes a sufficient indentation to allow cutting out with nail scissors, The discs are soldered to 0.31mm wire and inserted into holes drilled in the door pillars. Wipers are 0.45mm brass flattened with pliers and again inserted into small



drilled holes. The front bumper is curved by eye and glued into recesses in the cab side and the rest of the hole filled.

Livery is typical of the early 50s. The kit comes with some useful transfers including the Scammell logo and front headlamp. The British Railways logo as supplied is way too large (acknowledged in the instructions) so a substitute was used from the Road



Transport Images

collection who also supplied fleet running numbers. The Airfix sheet also supplies several number plates so a London number was chosen. A useful article by Geoff Kent in MRJ 146 p 254 gives a list of the origins of all licence plates in the country.

The photos show the vehicle from several angles and finally posed on the weighbridge at High Wycombe.

Tim

## 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.

# QRS Museum Layout

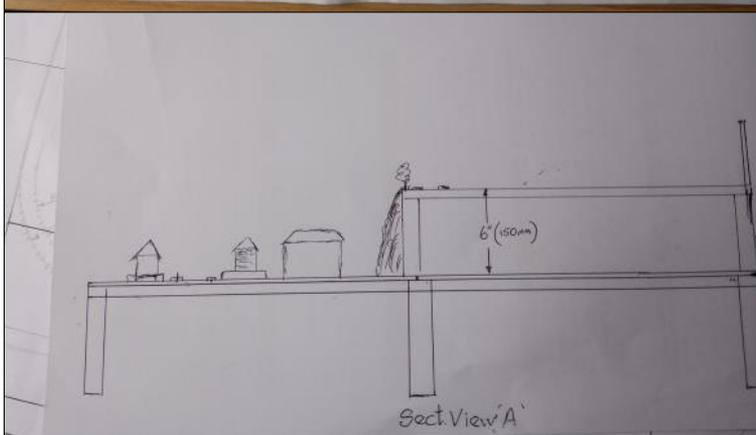
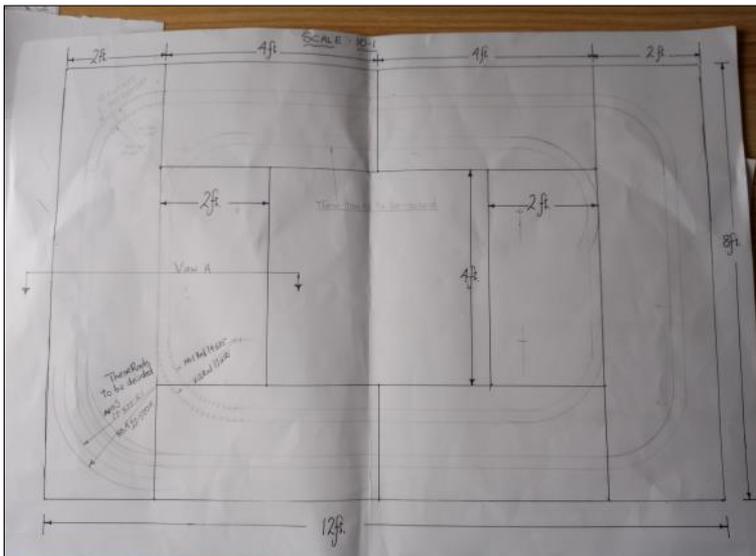
QRS have received a donation of a large collection of OO railways models from a former member and want to build a children's layout in the Museum. The club will be helping with this and Ric and Ken are already making some plans and the baseboards.

The layout size is 12ft.(365cms.) x 8ft.(243cms) and it will have a double continuous track on lower level with an elevated level also with double track. It may possibly have sidings but with no power, purely to have rolling stock on display. On the upper level we are looking at running Thomas and Friends. Around the tracks will be fun displays, with tunnels, etc for the children. It

will be operated by push button and a timer.

If any member has any thoughts or ideas we would love to hear them. I attach a very preliminary drawing to give you an idea of what we are thinking of.

Ric

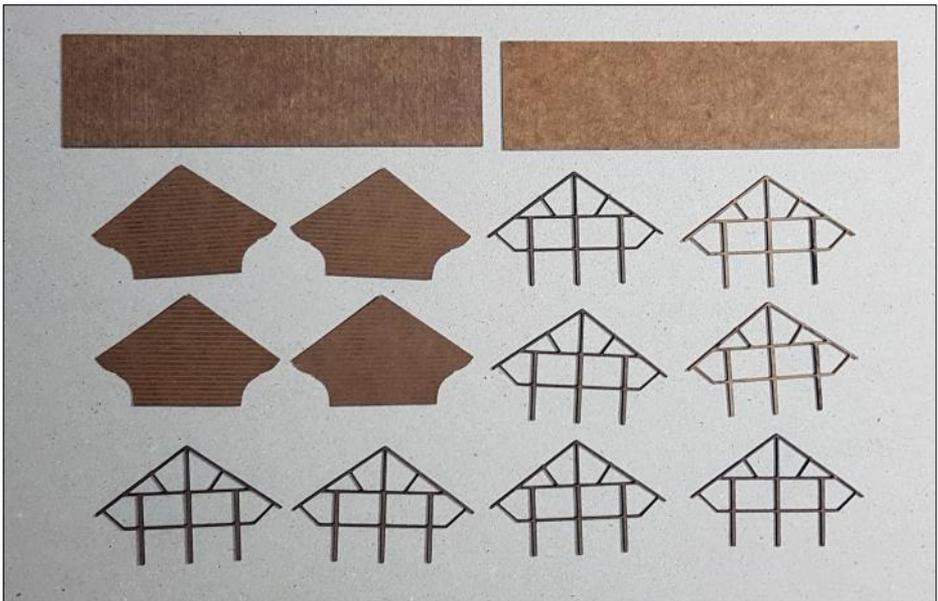


# 2mm Wood Shed in PolyBAK

While reading a recent N Gauge Society Journal article, a material called PolyBAK (may also be known as Laserboard) was mentioned. I had not heard of this before and as it is not expensive, I bought some of each thickness, 0.3, 0.6 and 0.9mm to try out. The material is described as a resin impregnated craft board and as being waterproof. Think thin MDF with a bit more resin although possibly not quite as dense.

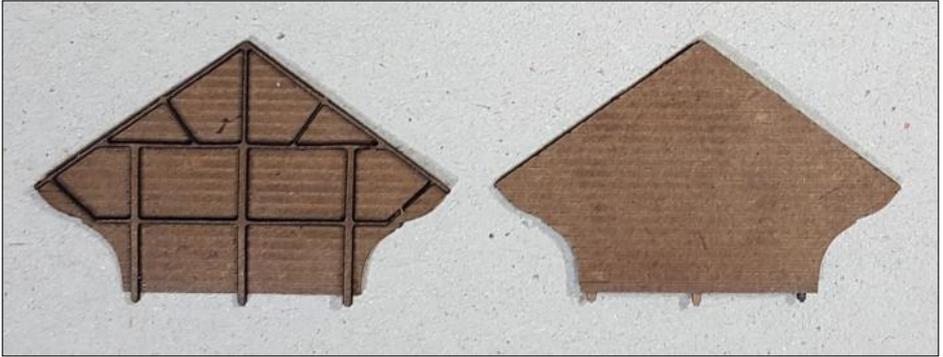
The project I thought I would try this on is a wood storage shed for the wind powered sawmill I need to build. This is a close representation of De Ster in Utrecht.

I cut the frames from 0.9mm, the ends from 0.3mm and the roof from 0.6mm material. It cuts very cleanly and does not warp like thin plastic, making it ideal for the shed frames and it would also work very well for window frames etc.



Above: the parts cut ready for assembly.

You can use PVA to stick the material to itself or superglue to stick it to other materials.

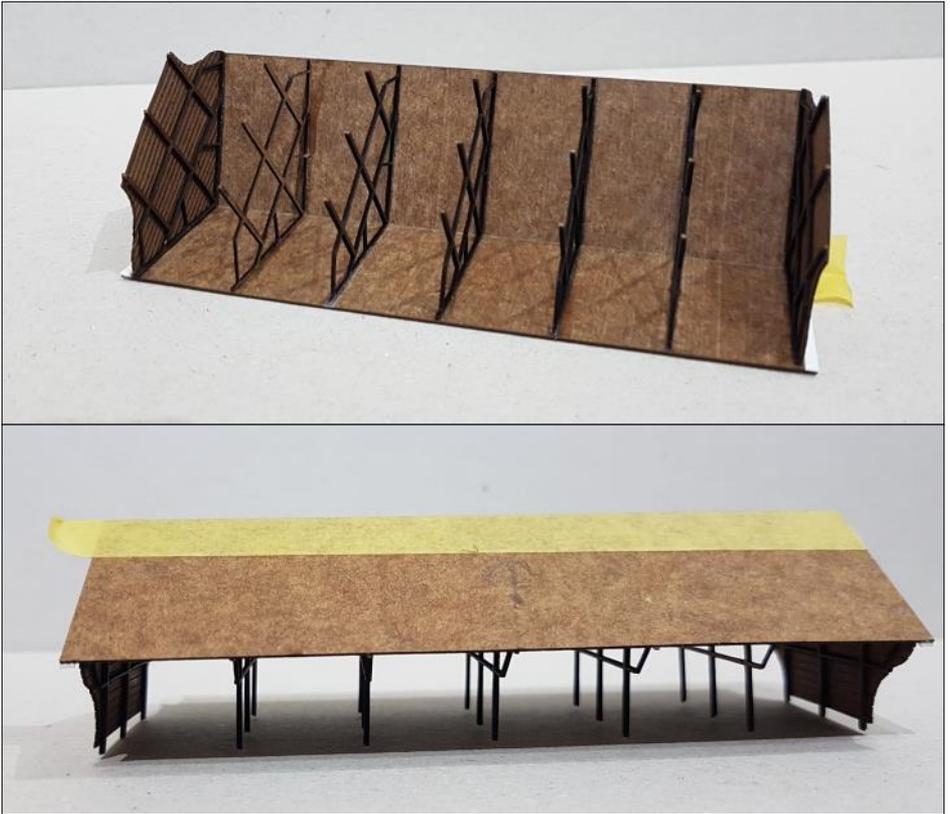


Above: the end walls consist of 2 layers of 0.3mm material with the plank lines etched into the surface plus a frame.

Below: the end panel attached to the building. The white strips are Evergreen planked plastic to form the overhang.



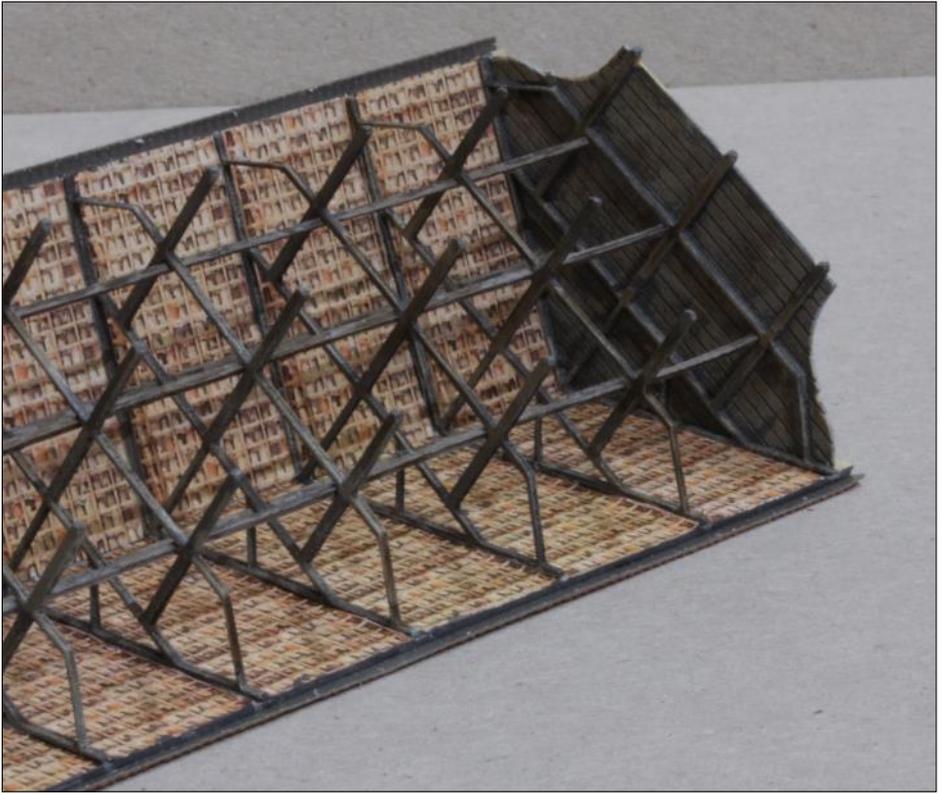
The frames were attached to the roof with superglue and a spray activator. This was because I needed a faster setting joint to keep the frames in place. PVA will work if there is a way to support the parts while it sets.



Above: The shed assembled with all the frames. The masking tape holds the two roof section together, making it easier to fit the frames. This structure was primed with Halfords grey primer inside and white primer on the outside ends as these will be cream.

At this point, I looked at the roof material which is Redutex tiles. It turned out that these sheets are 120mm wide and my building is 125mm wide. I did think about a join but it would just not look right. I therefore carefully dismantled the structure with a scalpel which only took a couple of minutes, then cut the roof down and put it all back together. I guess this is a problem with designing as you build. It also helps that the PolyBAK has a high resin content so any adhesive does not soak into the material making separation easy.

The interior is finished with an uneven coat of Coat d'Arms mid grey and then a coat of Games Workshop Agrax Earthshade wash. The underside of the roof is a photo of the real shed, which is de-skewed, trimmed and duplicated to form an image large enough to cover the whole roof. The barge boards are strips of Evergreen styrene. The roof ridge is made from L shaped styrene with small



notches covered with paper for the vent covers which is then coated with Halfords primer. The outside ends are painted with Coat d'Arms Linin which is a pale yellow. The pale blue is an artists acrylic.





Above: the completed shed.

Paul

## Test Track Nights 2025

Here is the list of proposed test track nights. Richard will require help getting the test track to the club on these evenings.

3 January, 14 February, 28 March, 9 May, 20 June, 25 July, 12  
September, 24 October, 28 November.

## That funny “finishing things off” feeling

I’m one of those modellers who can’t be doing only one thing at a time. I’ll always have some major project on the go, like a loco or two, a wagon or two and maybe a few other things too. I’ll happily start a kit, progress it a bit, get bored and then start another one. Some people I know cannot understand this and are the sort of people who only do one thing at a time. Similarly, I don’t understand them!

Every now and then I get this strong urge to finish stuff off and I look around the workshop and think “it’s about time I finished that...”.

I had such a moment a few months ago. There was stuff bugging me, especially my N class loco where I had some problems with the valve gear on one side of the loco. I’d chosen to use the cast valve gear parts instead of the etched parts in the kit. They looked nicer and theoretically should have been easier to put together as the forked joints were all made for me. However, when I test ran it, the return crank on one side undid itself and fell off. I came to the conclusion that the union link/combination lever setup was too short and at the extreme of travel was colliding with the motion bracket. I didn’t have time to fix it then, so up on the shelf it went in full view for a few months.



That one seemed a bit difficult to tackle immediately, but hey, the canopy on the Lancaster bomber on my airfield was missing. That’s a quick fix. I tidied up the paintwork on the canopy frame and on it went. That’s only 30 years since

being built. Then I remembered that my model TVR Chimaera was missing its windscreen and other parts. I found them, cut out the windscreen from the vacuum formed plastic, glued it on, added steering wheel, grill, transfers for the dials, wipers and that's another one done. 20 years for that one!

My model Beaverette, used by the military to protect airfields, needed an identifying number. A bit of research on google located a suitable photo and I applied a number using some tiny numerals from one of my transfer sheets and an upside down W for the M.

I'm now in the swing of things, so back to the N. I rooted around in my spares box and found the etches from the kit. I cut out the union link parts and found it really wasn't going to be much longer than the cast one. Using a bit of the edge



of the etched sheet I made a new pair of parts with a bit of filing. I made them a bit longer than the etched parts, forming the forks at both ends with pliers. I then unsoldered the cast one, pushing out the pins carefully, fitted the new one, and soldered it into position using new pins. Now the loco runs well. I did not have to replace the combination lever thank goodness as that was a lot more complicated. It is still a bit short as the union link should really be near to horizontal and it clearly isn't.

What else could I finish? I'd made two wagons in the last year, one a ballast plough brake van and the other a bogie rectank. Both needed lettering to complete – another task done.

This finishing feeling is still there – I must be unwell. Looking in my stash,



there are two etched brass kits unfinished. Both are old – I mean really old, bought when I really didn't know what I was doing. I've progressed a lot since. One was a Derek Mundy kit for a LSWR horse box. The ends and sides just did not go together if you followed the instructions, which I had, and the chassis parts looked poor. I decided to get out the gas torch and take it all apart. Once that was done, I got on with cleaning up the etched body parts and butt jointing them to make the basic box of the body. Most of the kit parts were still in the box, but I did find a few etched straps had gone missing. These were made from spare etch and everything soldered up. The instructions were pretty useless but I referred to photos in my LSWR carriage book where these horse boxes were described. The chassis used all the parts from the kit, but was beefed up with double sided PCB to provide better looking solebars and buffer beams. I added strip round the pre-rolled roof to get a thicker edge, and after a suggestion from Ken Harris, soldered a nut on the underside of the roof, and a stretcher across the body so that I could hold the roof on with a screw. Painting followed assembly with suitable lettering. Another done.

The second etched kit of a cattle wagon is still being considered. Do I finish it off or throw it away. The jury's still out on that one!

I have now reduced my unfinished kit collection considerably. Time to start something new!

I do have a side note here. My definition of "finishing" is not necessarily the same as others. There are members of the club who will state that my models



are not finished. I think they are, and at the end of the day, rule one applies!

James



Above: 2MT 78018 approaching Quorn & Woodhouse Station.  
Below: 2MT 78018 stabled at Loughborough



Gary

# Clive White (1940-2024)

## a personal tribute

I first encountered Clive on joining the Model Railway Club (1910), just over twenty years ago: he was sitting squarely at one of the large desks in the MRC Library at Keen House, ploughing through the Library index and imbuing his customary order and discipline into that venerable institution – of which he had been the Librarian for many years.

It was shortly after this – and with surprise and delight - that I encountered Clive again (my having now joined the Risborough and District MRC) sitting (squarely again) among the attendees at a Club AGM. Over the years I met Clive at many railway club events (both in Risborough and at Keen House) and at various exhibitions, and I began to get to know him a little. He seemed to warm to me, always being pleased to see me, and addressing me as ‘young man’, and I learned of how he had moved from the Aylesbury area to near Uxbridge, keeping up his membership and as an active participant in both the MRC (1910) and the Risborough Club for over fifty years.

He would often recall to me his past involvement with the Club, and I learned that he had been a founder member, and indeed a prime instigator in the creation of the Club in 1971. He became our first Honorary Secretary – and exhibiting his own 00 gauge Southern (Brighton area) layout at what is believed to have been the Club’s first exhibition, in Oxford in 1971. He remained a member of the Club throughout the rest of his life, playing a key role in developing the Club at our previous premises in the Princes Risborough Church Hall, and later at the Community Centre.

I learned that Clive had been our Club Archivist for many years, and he would be regularly seen marching in to the club-house clutching his old-fashioned shiny black leather briefcase, containing the Club’s history. He fulfilled the role of Archivist with characteristic RAF discipline, and assiduous hard-work and determination: and many were our conversations about the past history of the Club, with Clive emphatically advising me that an archivist should always keep as much documentation as they can, as you might never know when you would need it.

As time marched on, clearly Clive had accepted that he needed to off-load some of his Club-related responsibilities, and so it was that about seven years ago I was told by fellow Club member Peter MacCarthy that a gift had been deposited at the Club-house for me, which I was to collect and cherish: Clive’s black brief-case containing the Club Archives - he was handing the baton to

me ..... but it was with great regret that I had to decline this offer at the time: and I am absolutely delighted that Gary Day has stepped into the role, which he continues to perform admirably to this day.



The last time I saw Clive, in February 2023, he clearly looked his age, and it was not unexpected to hear that he had departed this life in September of this year. At the Celebration of Clive's Life, in October last, I was honoured to be the sole representative of the Risborough Club. The family had laid out on display a number of rather fine 00 gauge Southern Railway/LBSC locomotives which Clive had lovingly built over the years. I learned much about Clive from Carole Bevis-Smith's fine eulogy high-lighting Clive's generosity of spirit in his unceasing work for charitable causes, such as the two model railway clubs which he supported so assiduously and with such solid and reliable hard work for so many years.

We will miss you Clive, and may your soul rest in peace.

Andrew David

## Class 108 DMU at Bewdley.



Taken on 11th July 2024 by Gary.

# Aylesbury LNWR update

There is more progress to report. Stock continues to be completed and the layout is being assembled. All the boards are now assembled and the electrics checked and repaired.



Above: A coal wagon for FJ Davis of Aylesbury. Built from a Cambrian 6.5 plank kit with my own decals. The yellow lettering is in fact clear and the yellow is the base colour showing through.

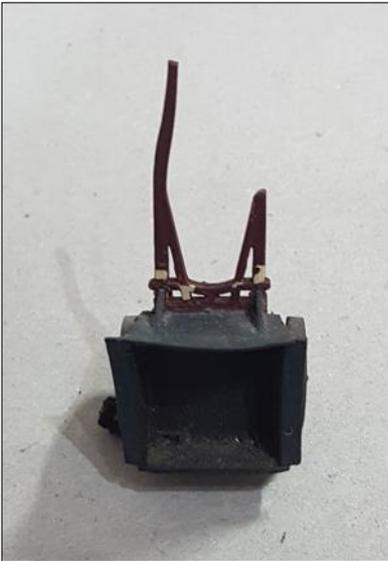
Below: a Slaters/C&L pre lettered wagon.





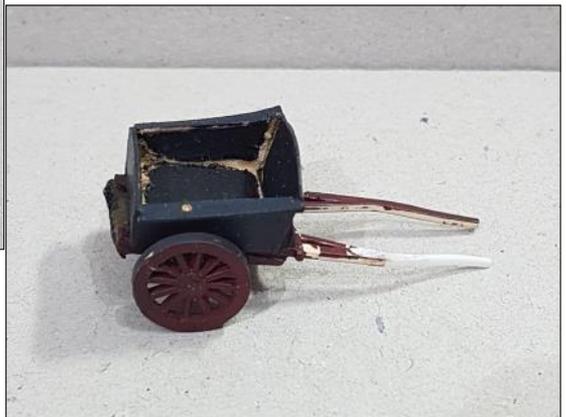
Above: A tar wagon built from a white metal kit by Roy.

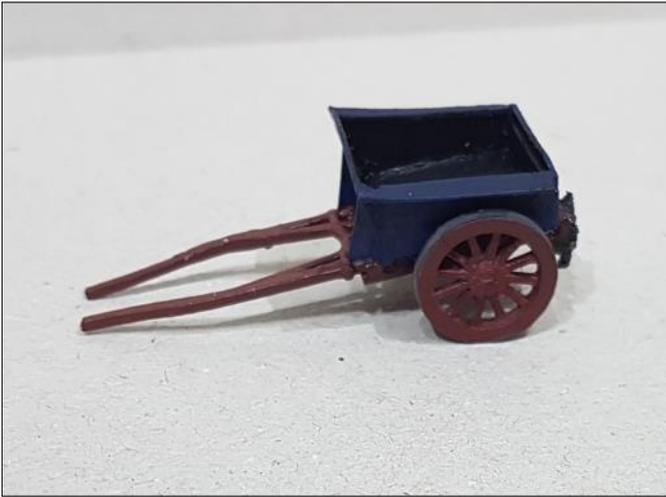
All the loose road vehicles have been cleaned and repaired.



Left: the broken wagon from the coal yard.

Below: the wagon has been cleaned, excess glue removed and a new shaft added. It turns out that this is in fact built from thin wood and is not a plastic kit as I first thought. The horse shafts are plastic and were repaired with some Evergreen plastic strip.





Left: the completed wagon after painting keeping as close to the original colours as possible.

Below: the cart fixed back in its place in the coal yard.



Also under construction we have 2 LNWR picnic saloons, 2 horse boxes and some open wagons. I still have a range of kits in plastic, white metal and etched brass if anyone would like to make a wagon for Aylesbury.



Above: the station board in place with the repaired station signs. The dead horse will be fixed soon.

Below: Norfolk Terrace in position.



Paul

# Wrong scale but has potential.

I'm thinking about building a small single baseboard O gauge exhibition layout. Lower End Yard, set in the early 1960s. All rather down at heel, a sorry sight, it won't survive Beeching and the arrival of North Sea Gas. The end of a run round loop, a siding, and a line heading towards the town's gas works. A former haulage contractors yard as a scenic adjunct. The yard will be untidy, and is now more of a scrap yard than a thriving business. There will be a hint of earlier days, with a 'retired' traction engine hiding amongst the nettles and brambles, half hidden by a rusty corrugated iron shed.



To this end I bought a Corgi Traction Engine. A John Fowler B6, which saw

the light of day in 1918. These were very powerful beasts, complete with a massive 7ft driving wheels. Good value at £20 off eBay but too small for O gauge at 1/50.

Traction engines have similar proportions and vary in size according to horse power. So this model can be converted to 1/43. At this scale the driving wheels are 6ft diameter. It will convert well. I will need to lift or remove the canopy. Maybe alter the front steering wheels so they are at an angle, add a mouldy and ripped tarpaulin over the cylinder and motion. A slate with a brick on top, on the chimney. Certainly it won't get a gaudy paint scheme of red, bright green and polished brass. More a faded, work stained green, and a touch of rust. Something like the steam rollers, in this unidentified and uncredited photo stolen from Facebook.



This is an ideal project for a club night, expect to see me working on it, sometime in 2025.

Kelvin

# 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.

# 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.

# 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 2025

Jan	3	<b>Test track</b>
	11	Marlow, Maidenhead & District Model Railway Club Cox Green Community Centre, 51 High Field Lane, Maidenhead, SL6 3AX.
Feb	1	NMRA Winter meet, Stokenchurch Community Centre, Bartholomew Tipping Way, Stokenchurch, HP14 3RX.
	14	<b>Test track</b>
	22	<b>Risex, Wades Centre, Princes Risborough.</b>
Mar	1	Swindon Model Railway Club, STEAM - Museum of the Great Western Railway, Fire Fly Avenue, Swindon, SN2 2EY
	1-2	Abingdon & District Model Railway Club, Abingdon & Witney College, Wootton Road, Abingdon, OX14 1GG
	28	<b>Test track</b>
Apr	12	De Havilland Model Railway Society, Methodist Church, Ludwick Way, Welwyn Garden City, AL7 3PN
	19-21	York Model Railway Show, Knavesmire stand, York Race Course.
May	9	<b>Test track</b>
	10-11	EM Gauge Society, Bracknell Leisure Centre, Bagshot Road, Bracknell RG12 9SE
	24-25	<b>Railex, Stoke Mandeville Stadium, Harvey Road, Aylesbury, HP21 9PP</b>
June	7	Milton Keynes Model Railway Society, The Ridgeway Centre, Featherstone Road, Wolverton Mill, Milton Keynes MK12 5TH
	20	<b>Test track</b>
July	TBC	<b>Club Openday</b>