



Risborough and District
Model Railway Club

Apr - Jun 2025 Spring

FOOTPLATE



Aylesbury LNWR by Andy York, taken in 2016 when we had the photoshoot for BRM.

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WELCOME

Risex was a big success bringing in an excellent surplus to our funds. Unfortunately we were missing Brief Encounter due to a car break down and Pacific Crossing due to illness. Hopefully both will be at next year's show.

Aylesbury LNWR has been progressing very well with work sessions on most Mondays. It is now fully assembled and running. The coach has been tidied up so it is ready to open to the public. We will need a few training sessions just to get all operators up to speed. The plan is to have Aylesbury working on a number of steam days. This allows us to prompt the club and maybe we can have a small sales table there.

Workshops are starting with Trees being on 5th April. I will plan another session later in the year as not everyone could make this one. Soldering workshops will follow shortly on Friday evenings and we are working on

signalling.

Sadly we have lost Kelvin after a short illness. He was always willing to help members and the club with the new clubroom project, see page 26.

Just as I was completing Footplate, I heard the news that Andy York from BRM had also died. Andy launched RMweb.co.uk, which quickly became the UK's largest model railway website. Through RMweb, Andy cultivated a space that was more than just a forum—it was a home for enthusiasts, a place where lifelong friendships were formed, knowledge was shared, and a shared passion was brought to life. His dedication and love for the hobby touched countless lives, leaving a legacy that will continue to inspire generations to come.

Paul

From the Internet

Bill Grundy Looks At Aylesbury (1972)

<https://www.youtube.com/watch?v=81AkJr9K6vk>

Squares last stand

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

Classic Railway Film 7 | A Day tour At Vulcan foundry in 1954

<https://www.youtube.com/watch?v=ZenufLD7TI>

One of the best model railroad layouts with a lock for ships and with a perfect landscape design.

<https://www.youtube.com/watch?v=Bb04tv50KdU>

DLM Modern steam traction

<https://dlm-ag.ch/en/modern-steam/>

The London festival of railway modelling Ally Pally 2025

<https://www.youtube.com/watch?v=t-knlpH-BdY>

Beautiful view of an N scale layout at the London Model Railway Club.

<https://www.youtube.com/shorts/wJPJ6HJEZf0>

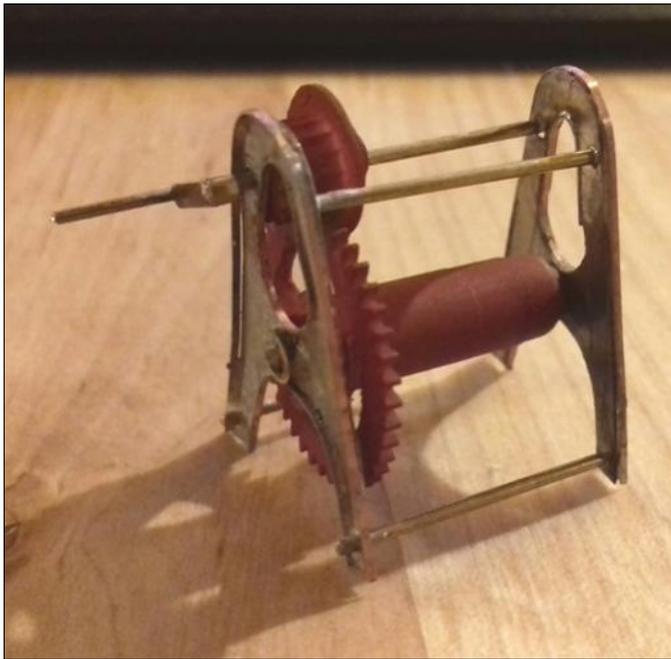
What to do if You're in the Mood For Modelling but no Current Projects Appeal.



Find those gears you salvaged from the old printer you took down the dump a couple of years ago.



Solder a couple of bits of brass or nickel-silver together and cut/file to shape.



Separate the ends, add a few short lengths of substantial brass wire and assemble.



Voila!

This one is in 5.5mm scale, but it would work in 7mm too.

Expo do cheap packets of assorted gears that could be used for something similar in 4mm and 7mm scales. I'm intending to use some for a hand-crane (in 5.5mm scale).

Mike

Christmas Modelling

At the end of November, I bought the Noch Advent calendar from Modellbahnshop Lippe, a shop several members of the World Wide Group of the NGS have recommended. The figures were a mix of workers and passengers with luggage, all very useful. I was impressed by the quality of the moulding and painting (including some ties nicely picked out), and they are easily up to the standard set by Preiser. The cost was £1.37 each including postage shared with the other items I bought. Very good value for painted figures.



At the same time, I bought a set of figures from Artitec, who are new to figure production. These were the NS conductors from the 1990s. Artitec also



produce conductors from the 1980s, 1970s and a 1950-60 set. These figures were again well produced with very detailed painting including the cap badges. These work out at £2.37 each.

Over the Christmas holiday I also got around to painting a set of vandals I purchased from ModelU. ModelU figures are more expensive at £4.95 each but are very detailed and with realistic poses. The only downside is that in N they can be very fragile, and great care needs to be taken when removing them from the supports.



I also managed to finish off the model of Hotel de Wereld. This is a kit from Tilly Models, a small Dutch company who produce N & HO buildings of Dutch and Swiss prototypes, (www.tillymodels.nl). Most of their kits are based on real buildings. The Hotel de Wereld is in Wageningen, which is just west of Arnhem and still exists. I did notice after I took the photo the right hand downpipe has come loose, that should be a simple fix. I have made many Tilly Models kits and really like how they end up. It does take some work, straightening, filing and filling etc, but the end result is worth the effort.



The railings at the back stairs are etched brass and replace the 3D printed item which was just too fragile.



Paul

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.

Creating grass and hedges

I recently spent some time working on the layout landscape, adding some static grass and hedging. This is not yet complete but is making progress. Note: static grass is messy and gets everywhere. I do put masking tape around the edge of the board but it still gets everywhere.



Step 1, is to add the grass along the edges of the ditch. I make this a little darker than the main grassed areas. All the static grass and glue is from WWScenics.

Step 2, I add the main grassed area and then a darker green along the line of the hedge.





Step 3, I add small patches of other colours in green and brown tones to add more variation in grass height and colour. The grass under the bridge is Silflor matting which now blends in.



Step 4, now I add bushes to hide the plywood structure under the bridge. I had originally intended to make this area an embankment right up to the box girder bridge,

however this current arrangement looks better and is prototypical. It also creates a longer and more impressive bridge.



Step 5, now I add the hedge. This is made from Woodland Scenics fine leaf foliage. A natural twiggly material with ground foam foliage. This is done in small sections to allow the glue to dry before placing the next section. Once the hedge is complete, I will add some bramble type plants from Woodland Scenics conifer green foliage net. Weeds will also be added.

The white area in the photos is the site for a wind powered sawmill closely based on Molen De Ster in the centre of Utrecht. The mill is not started yet but the small woodshed I wrote about in the last issue will be in the bottom left corner of the plot.

At the end of the path (lower right) will be a small pedestrian lift bridge.

On the next page are a couple of close up shots. This shows how good the Woodland Scenics fine leaf foliage is.



Paul

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.

There is a water boiler on the wall to the left of the sink and the new larger mugs are in the cupboard above the microwave.

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

Scanning and printing your own 3D figures

Model Railway figures have come on leaps and bounds in recent years with scanned real people from the ModelU range. Although the range is extensive and growing there are eras and poses that are not covered for my own requirements and the figures are not cheap.

I saw on the Western Thunder forum a programme called Meshy, it uses artificial intelligence to convert a photograph to a 3D object that can be printed, and thought I would give it a go. I had a play, and the results are very good although not as good as a scan they are simple to do and if you have a resin 3D printer extremely cost effective. One advantage over a scan is that old photos can be used rather than someone dressed up in period clothing. I wanted some Victorian station staff for my Wycombe Railway projects so uploaded a photo of the Loudwater station staff from 1892. I cropped each of the three figures in the photo so the programme would look at each figure separately. The station master with his dog came out well.





Meshy <https://www.meshy.ai/workspace> is free to around 8 figures then you need to pay, although I get over this as this by using different email addresses and just sign in and out of various accounts! The Programme is easy to use and by using the Image to 3D a photo is uploaded and the generate button is pressed, after a few minutes four different 3D images appear, these do vary and some times all four images are good; other times just one looks OK and if you are unlucky none will look anything like the photo and more like something out of a horror film with missing limbs and proportions way off! Once you choose the 3D model you most like, another render operation is carried out. Again this takes a few minutes. Once this has been done just save as a STL format, this is not a default, and you will need to choose this option. Once your file is saved, I mesh fix the file, this can done with various free programmes and only takes minutes but corrects the file, so your print won't have holes in it. The file can now be loaded to the slicing software for printing, I use Lychee, but other options are out there. The next option is to scale your figure as Meshy AI realises a person is a person and creates them at full human size. For 4mm scale I use a percentage figure which is 100 divided by 76.2 so the size of the model is reduced to 1.31%, or in 7mm scale 2.32%. Supports are added and the print is created.



What Meshy will do is add generic faces and has a habit of removing beards and other facial hair and sometimes will change the item of clothing slightly.

To create figures, you don't even need to use a photo, there is another option which is available, called Text to 3D. When a written description is used you can describe the pose in fact the more information you enter the better the result. Attached is a screen shot that gives four options where I put in the description of old-fashioned lady with dress and boots, you can see that a few are not what I was looking for!

I have built up a range of figures now so if anyone requires any that I have done then please ask, or have a go on the programme yourself and send me the STL file and I will print things off with a small cost to cover resin and set up and clean down time.

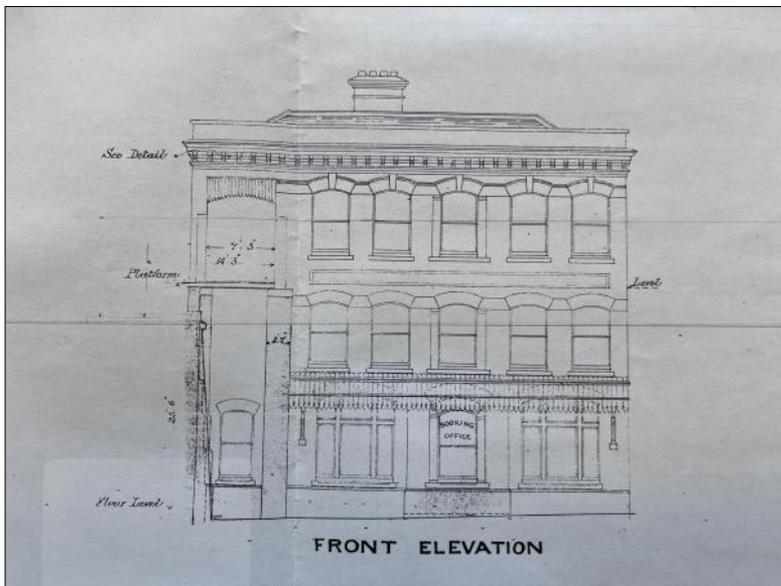


The programme is fun so have a go. You have the possibility with an old photo to have your younger self on your layout!

David Lane

ROMFORD LT&S STATION

The first station at Romford was built by the Eastern Counties Railway in 1839. This was later joined in 1893 by a station built by the London, Tilbury & Southend Railway (LTS). Furthermore, to enhance access, the then Great Eastern Railway constructed a footbridge to access the new station. The actual station consisted of three very different elements, the South Street station frontage, the steel truss canopy, and timber buildings at platform level. The South Street frontage was constructed of a very distinct red brick, reminiscent of Midland Railway (who would later take over the LTS) architecture. The main entrance to the LTS station was on South Street. This was later converted into shops, with the entrance to the LTS platform being via the main LNER station on the other side of the street. The LTS station entrance led into a reasonably large Booking Hall and stairs which led up to platform level. At platform level there were timber framed buildings consisting of Porters' and Station Master's Offices, Ladies' and General Waiting Rooms and toilet facilities. The General Waiting Room and circulating area leading to the platform were sheltered by a two span steel truss roof. In 1986, a fire broke out in the stairway and subsequently the timber structures and steel framed roof were demolished. The demolition also resulted in the loss of the architectural features on the South Street station frontage.



Original LTS Drawing Extract showing the South Street station frontage (Courtesy of the Essex Records Office).

The model is based on how the station looked in the 1970s. I have managed to amass a significant number of photographs of Romford station (and surrounding streets) as well as original drawings of the LTS station archived by the Great Eastern Railway Society at the Essex Records Office in Chelmsford.

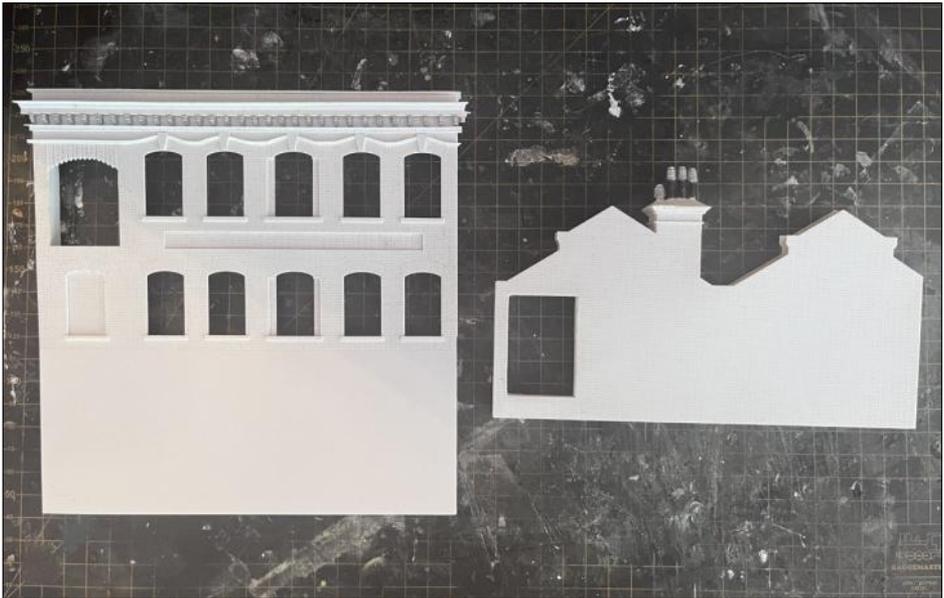
By counting brick courses on photographs, and using dimensions from the archive drawings, I created a two-dimensional CAD design, which was used to produce laser cut pieces in Romark. The design was the most challenging part of the project as you must plan the two-dimensional parts around the actual building configuration and the model construction sequence, mainly based upon historical photographs.



Image of two-dimensional model parts design.

South Street Frontage

Corbel details and chimney pots on the main building were courtesy of Scalelink castings. The drainpipes were a combination of square and circular brass rod with fittings and hopper details by Modelu. The street level signage and estate agent window display were recreated from photographs and printed to scale.



*Above: Image of laser cut model parts (with architectural details added).
Below: Photo of model showing South Street station frontage*



The brickwork was painted with Precision Paints Light Red Brick. The mortar was represented by rubbing Cornflour into the laser cut joints. The whole building was weathered with an air brush using a mixture of Humbrol Dark Grey and Leather.

Platform Level Structures

The platform level timber structures were also constructed from laser cut Romark from my CAD design. I elected to paint the buildings in the earlier LNER green and cream rather than the white and grey that was present in the 1970s, as this was more pleasing on the eye. The railings protecting the stairs are Scalelink, whereas the exterior fencing is a combination of Coopercraft etches and laser cut Romark with brass fence posts. The circulating area and General Waiting Room are illuminated by 3V LED florescent type lighting like the prototype.



Photo of the model taken from ex LTS platform (now used by the Romford to Upminster service). Note the level difference between the footbridge entrance and the platform is prototypical.

The roof consists of laser cut sheets with half cut paper strips to represent roof tiles. The roof sits on trusses constructed from laser cut frames with

Plastistruct angles added to the top and bottom chords. Unfortunately, no one will see these features unless they crane their neck at track level! The trusses themselves are supported by GWR cast white metal footbridge columns by Scalelink. Whilst these are not authentic, they do represent the prototype rather well.

Overall, this has been a challenging project made more difficult by trying to tie in the different levels of the station with the existing layout. The steel trussed roof proved particularly difficult as there were flaws in my design with the levels. The finished model has however, generated a lot of positive interest, particularly from the Romford History Facebook page.

Gary

Risex

Risex was very successful, although we were short of a couple of layouts due to illness and a car breakdown. Hopefully both will be able to join us next year. Below is a photo of the club stand which is an important place to promote the club.





Above: the modular OO9 layout which I found rather interesting.
Below: Achalraj, an Indian themed layout.





Above: a familiar face operating Roadwater.

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.



Above: Marybridge Goods
Below: Astonbury Junction.



Paul

Kelvin White 1954 – 2025

Sadly, Kelvin passed away on Tuesday 3 March having been diagnosed with pancreatic cancer less than three weeks earlier. Apparently, this was after he was told that his multiple sclerosis might have stabilised. Sometimes there is just no justice in life.



When I started to write this piece about Kelvin, I quickly realised how little I actually knew about Kelvin, despite having known him through the S Scale Society and the Risborough and District Model Railway Club for around 20 years.

Kelvin had an eclectic range of interests, was an active member of many groups, but many only knew that side of him which came from their mutual interests. So, I have decided to write more widely about him, as I am sure that there will be much that is new to others amongst his friends.

Kelvin was born in Bristol and after school studied architecture at Kingston Polytechnic before gaining a postgraduate degree from Bristol University. Whilst in Bristol he acquired a motorbike on which he travelled the Welsh coalfields recording the remaining steam operated colliery railways; an uncompleted project was to properly catalogue these photographs.

At some stage he made model ships, possibly whilst living on the narrow boat he had converted into a home; he only revealed this when I started to make one of the ships that I need for Exe Quay. He also enthusiastically made lino cuts, printed his own Christmas cards and after he was diagnosed with MS had a go at painting with acrylics. He was a war gamer, through which he secured a commission to make a 1:56 diorama of Hawthorn Redoubt on the Somme. And along with his other projects and interests he was active in reopening his village pub, the Ash Tree in Ashendon, as a community pub after it was closed by the pub company. Did I mention music? A man of wide and diverse interests.

As a railway modeller, Kelvin was often called a modelling butterfly. He defined this as a modeller who settles on a subject, researches it in great detail, buys too many kits, even makes some, achieves some progress, then loses interest and moves to the next project. This must be the sign of a fertile imagination. Multiple railway interests led to multiple projects, of a wide range of prototypes, in a variety of scales; he seems to have had a go at all the major scales and gauges from 2mm, though to Gauge 3, dabbling in live steam in the garden along the way. British, Continental, Indian and Japanese prototypes all attracted his attention; known projects were, Eastern European TT-scale, Japanese N-gauge twice, O-Scale in both standard and narrow gauge, Dutch narrow gauge in N, Indian narrow gauge (who knows what scale and gauge!) and a number of British S scale layouts including Brill and Hambrook. And so, the list goes on.

His many friends in the informal White Horse Group of North American modellers would tease him about his many abandoned projects calling him a rubber gauger. But Kelvin just took it all in good spirit, giving back as good as he got. How could anyone spend a lifetime making yet more models of the same prototype in the same gauge; there were far too many interesting

prototypes to waste a lifetime on just one.

A British S scale project that clearly excited him was Wotton under Edge, a never built light railway in Gloucestershire. This was researched in detail at the National Archives, Gloucester Records Office and several site visits. A set of boards was built and a detailed mock up was shown at the S Scale AGM in 2010; I remember thinking this will be great. But, Kelvin and Julia moved into a new house in mid-2010, so progress stalled. When it restarted, the boards had to be reduced in size to suit the new house and what Kelvin described as signature features had to be omitted. It never really restarted and was abandoned sometime after 2014.

However, if he had an abiding railway modelling interest it was American S scale. A number of small exhibition layouts were built and displayed. Finistere, Eagle Lake and Kerneekie Mks 1 & 2. Shorter lived layouts were Blackwater and Southern (Sn3) and Karocsky (Sn2.5) Apparently they all looked simple, but those that operated them soon found that they demanded thought and attention. But that shouldn't be a surprise as Kelvin clearly enjoyed operating model railways. The White Horse group will remember operating sessions on Ted Smale's Pacific and North Eastern HO layout. Kelvin would annoy the yardmasters and infuriate the dispatchers by assembling over-length trains, complicating any single-track meets and clogging up yards on arrival. This would generate much banter and ribaldry, which is really what these sessions are all about. Kelvin would then just smile sweetly and all would be mostly forgiven. And he was pretty good at doing the same thing on Trevor Nunn's S scale East Lynn and Nunstanton!

But all of this was just Kelvin. He loved tossing the proverbial pebble into the pool and stepping back to watch the ripples. Sometimes the resulting tsunami caught him out; but he would be forgiven. How could it be otherwise? He was warm, friendly, enthusiastic and never too serious; just what the hobby needs. We'll all have fond memories of him for a long time to come.

Patrick

Kelvin was also the winner of the Pendennis Trophy in 2024 for member of the year. This was in recognition of his contribution to the new clubroom project.

Paul

Aylesbury LNWR Update

We have had regular meeting at QRS to work on Aylesbury and have made good progress with repairs. The backscene is now attached and there are some display panels in position to hide the other stuff in the coach.



We are slowly sorting out the defects and adding all the details back onto the layout which is now looking quite presentable. The aim is to have 3 days of running over Easter as QRS have a Thomas weekend.

I have now converted a Rapido LNWR D88 van (donated by John Ashby) to EM. The wheels are a direct swap but the brake gear needs to be moved out. This was not too difficult, the parts detached with a little persuasion. Then just cut away a small amount of the plastic underframe and the brakes can be refitted in the correct position. The couplings are held on by screws that also secure the body. I will refit the screws but may need to add a small washer. So another van joins the fleet. The D88s would have been fairly new in the time period for the layout and are a nice contrast to the older D32/3s we already have. The van does seem a little light so I will add a bit more lead.



Above: Rapido D88 van
Below: LNWR coal tank running on Aylesbury.





Above: the station forecourt had a large crack all the way across. This has been fixed by altering the supports underneath and then filling the crack. A touch of paint finished the job.

Below: looking up the High Street.



Paul

Club Diary 2025

Apr	4	Quiz night
	5	Modelling day
	5	Tree workshop
	12	De Havilland Model Railway Society, Methodist Church, Ludwick Way, Welwyn Garden City, AL7 3PN
	18-20	A Day out with Thomas at QRS featuring the return of Aylesbury LNWR!
	19-21	York Model Railway Show, Knavesmire Stand, York Race Course.
May	9	Test track
	10-11	EM Gauge Society, Bracknell Leisure Centre, Bagshot Road, Bracknell RG12 9SE
	24-25	Railx, Stoke Mandeville Stadium, Harvey Road, Aylesbury, HP21 9PP
June	7	Milton Keynes Model Railway Society, The Ridgeway Centre, Featherstone Road, Wolverton Mill, Milton Keynes MK12 5TH
	7	Marlow, Maidenhead & District M.R.C., Knowl Hill Village Hall, The Terrace, Knowl Hill, Reading RG10 9XB
	14	WorldWide Group of the N Gauge Society Convention at the Steam Museum, Swindon.
	20	Test track
July	12	Club Openday and Risborough Festival.
	19-20	Chatham & District Model Railway Club, Slip 5, Main Gate Road, The Historic Dockyard, Chatham ME4 4TZ