



Risborough and District
Model Railway Club

Jan - Mar 2026 Winter

FOOTPLATE



Who's who!

President	Rob Thompson robm.thompson@btinternet.com
Chairman & Footplate Editor	Paul Wright 07484 718477 rdmrc@btinternet.com
Secretary & Haddenham Manager	Roy Norton royrdmrc@gmail.com
Treasurer	James Aitken jag_aitken@hotmail.co.uk
Members Reps.	Mick Moignard Richard Neil Tim Peacock Gary Day
Publicity and Social Manager	Gary Day garyday@2dayrail.co.uk
Railex Managers	Tim Peacock schoonertim@gmail.com Roger Noble
Risex Manager	Vacant
Haddenham Manager	Roy Norton royrdmrc@gmail.com
Webmasters	James Aitken / Mick Moignard jag_aitken@hotmail.co.uk mick@mickmoignard.com

WELCOME

We are now coming up to Christmas and Aylesbury LNWR has closed for maintenance. I am really pleased with how many of our members have supported this project, either building rolling stock or operating. We will be operating again from Easter if not a little earlier.

QRS kids layout is also progressing well and will get all the electrics and electronics fitting early in the new year.

Once Santa's grotto has been removed, it is hoped that we can have space to assemble Aylesbury Town and Okement Quarry for a couple of months in the front part of the QRS Museum. I will let you know when the space is available.

Haddenham was at the end of Sept and was very successful, well done to everyone involved.

Risex is our next event on Saturday 21st February. The layout lineup is changing a little but we should have enough to fill the hall.

Finally, after 28 years Ted & Jon have decided it is time to close SCC. Club members can get a discount on any items still in stock.

Paul

From the Internet

Country's oldest steam locomotive found BURIED ON A BEACH

<https://www.youtube.com/watch?v=y7NjIpen8UM>

Step Back in Time: Amsterdam's Iconic Canals & Trams in 1:87 Scale Historical Model Railway Layout

<https://www.youtube.com/watch?v=1w6cZCULHPo>

Enchanting Model Railway Layout with wonderful Landscape and Ships and Trams (Narrow Gauge Diorama)

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

Beautiful narrow-gauge model railway layout by Alan Jockmans (micro train diorama in HO_n30 scale)

<https://www.youtube.com/watch?v=KtRzCoTg8KY>

BBC sound effect for free download

<https://sound-effects.bbcrewind.co.uk/>

100MPH Model Railway - Running to real time HD.

<https://www.youtube.com/watch?v=rNV1vLkQ0Ng>

Still one of the most realistic British model railway layouts: Knaresborough - The Worlds End.

https://www.youtube.com/watch?v=xx3wEi_dA_Q

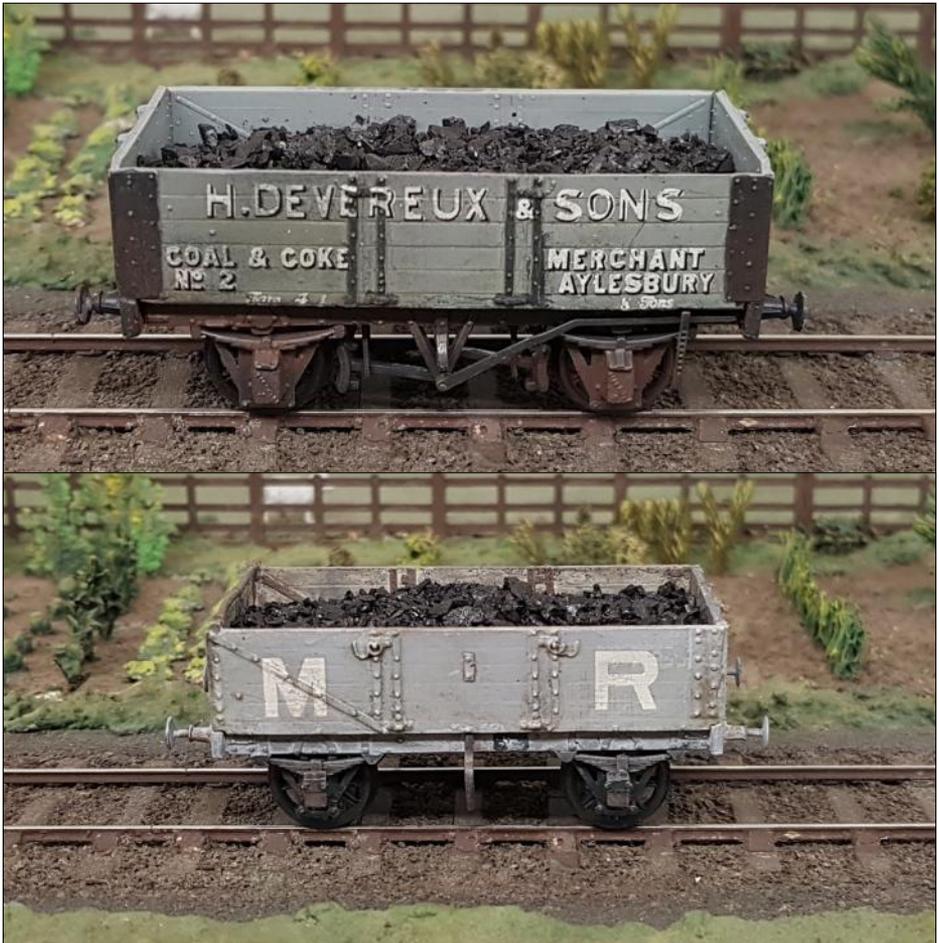
Front cover: I took it on one of our trips to Porto - nothing to do with Medway in Kent! It's a class 4700 electric loco, primarily used for heavy freight, originally operated by Portuguese Railways (CP) but now operated by Medway. The class dates from 2006. Roy

Aylesbury LNWR Update

We are now working on maintenance and improvements while QRS is closed. We have removed all the town scene and gas works boards, dusted them and put them into the storage boxes. We also made a note of any repairs required.

Then we set about making all the board joints permanent by screwing or bolting them together. This should give more stability to the layout and improves the track alignment. Some buildings have needed small repairs which we have started on and more will be done as buildings get reinstalled.

New stock is also being built, and we now have a MR open and PO open thanks to Tim.



The third wagon to join the fleet is a Furness Railway open. This was built by Tony B and then I painted and lettered it. The FR connected to the LNWR at Carnforth.



Above: John has built the missing ground frame which operates the right hand points in the loop. The handles are cast brass and the base is a 3D print produced by James.

Tony has adjusted some of the servo drive units for the signals as they were a little sticky when the coach is cold.



We have also renewed some of the fascia boards and given the whole length a coat of black paint. The UR93 has been moved so it is on the wall just to the left of the Aylesbury sign.



Above: John has rebuilt the damaged building (red arrow). There was only about 1cm on the right hand side left. Details such as this require a lot of searching through all the photos we have as well as Bob's book to find the required view. The final missing building is part of North & Randell. We have a found a good photo of this building so it will be reproduced soon.

We now need to solder up some loose rails in the goods yard area at the back of the layout. I would like to get these lines running so goods trains can be pushed into these rear most sidings and the coal trains use the front sidings as per the prototype. The engine shed rails also need some serious work as there are several board joints in this area. The plan is to cut out the defective rail and replace it with code 75 rail. If the engine shed line is working we can store excess locos here.

In terms of stock still being built, the composite coach is almost done and that will join the local passenger set to make 4 coaches. This seems to be correct for this period. The horse boxes are almost done and there are a few more opens under construction. That leaves Cornwall and the coupe for me to finish and then 3 loco kits to build. These are: G1 0-8-0, Watford tank 0-6-2 and 5'6" tank 2-4-2. So, 2 passenger and 1 freight loco.

Work sessions will begin again on Monday 5th Jan and we will open to the public before Easter. I will send out the schedule once we have the dates and I hope to see many of you playing trains. Of course, it is a great opportunity to interact with and educate the public about railways and modelling.

Paul

A 22 ton Shay

This is a 22ton Shay in HO Scale, 3' gauge. Originally made in Korea for Precision Scale in brass, it was acquired as a basket case in an estate sale. I've completely reworked it with a new motor, lights, sound and a keepalive, fixed some damage and a couple of missing parts.



As you can see from the size, getting all the bits in was a challenge. The motor is in the water tank, along with the keepalive. The decoder, a Loksound 5 nano, and the speaker are in the boiler, along with the resistor for the headlight. Crew figures are reworked Woodland Scenics, and the details came from various sources. Wood from the garden - takes a lot of time to cut up that much wood.

Cheers

Mick



Okement Quarry at Haddenham

Ages ago Roy asked me if we could run Okement Quarry at the Haddenham show. We had taken it to the Gauge O Guild's Kempton Park show as the short 12 foot module, but you can't really run trains as they do not go anywhere. Having built the scenic part, it seemed reasonable to make it into a proper layout which can be exhibited with a fiddle yard. Kelvin had come up with the idea of a rotating fiddle yard which John H was keen on as he did not want to have to pick up engines to reverse a train.



Above: The layout at Haddenham

Before the Aylesbury P4 boards were made, Jon Hill had experimented with making layout boards using extruded foam between two sheets of thin ply and built two 5 foot long boards to try the method out. These used 50mm foam, whereas the final Aylesbury P4 boards used only 25mm thick foam. One of these boards got used as the shunting puzzle, and the other remained in my shed for years. This proved to be a suitable start for the fiddle yard.

We sliced the board in two lengthways, and removed the sides and ends. This gave us a 350mm wide board. Tim cut the curved ends using his Bandsaw and I trimmed these a little so that the curved centre fitted both ways round. The board is supported on chipboard in the centre using a 300mm diameter Lazy Susan bearing. Power is transmitted using a 3/16 inch jack plug and socket, suggested by Mick. It needs an electronic DCC auto reverser which came from Tam Valley. I built a frame using spare ply and the legs are arranged to fold under the board.

4 lines of track are laid so that the track ends meet the curved ends of the board at right angles but that did mean tight radii at the end of somewhere between 5 and 6 feet radius. This seems fine for the stock we plan to use. Patrick and I made a couple of end bars to stop stock running off the end of the track when rotating the stock around.

There is a buffer board between the fiddle yard and the scenic part of the layout. This used a spare board which Grainge and Hodder made by mistake for us. I'd ordered a 750mm wide board originally but they'd made one 600mm wide instead. This gives us a 21 feet long layout in all. We wired the boards up over a few weeks and tested it by erecting the entire layout in my lounge while my wife was away! When the cat's away...

It all ran really well at Haddenham, except for a few derailments, due to poorly laid track (entirely our fault). Nothing too difficult to fix. The fiddle yard worked well and rotated quite easily, as I'd realised that the centre of the rotating part really needs its own legs so a second set was made to stop the fiddle yard bending down in the middle.

The scenic side progresses nicely. The bridge, built and painted by John Hipwell, looks great. Michael made the engine shed, coal stage, water tower and workers platform. I made the workshop with all the workshop tools. Ric made the signal box, and I have fitted full inside details from a Severn Models kit.

The next phase is for me to design the quarry buildings and get them made. I also need to make a new frame for carrying the layout. As it develops it is getting heavier so I think pairs of boards with ply protective ends is a better solution than the single 3 board frame we have now.



Above: The layout in the lounge.



Above: The scenic part.

James

Mellin Parva Update

Mellin Parva has had one outing in 2025 to our own Haddenham Show where it took slightly longer to erect than it should owing to aging memory. The layout worked well during the day and what problems there were, were due entirely to the operators.

The layout went back into the Palvan at Quanton afterwards and the intention is to do some refurbishment over the next few months such as tidying up the backscene and looking hard to improve the other scenery. In the meantime work continues to move forward with the trawler for the dockside and this should be available in the next couple of months.



We are always looking for some new rolling stock especially 2 or 3 short wheel-based coaches to give us a second passenger train and a couple more wagons for a layout which is O-16.5 (Peco '00' track). If anyone would like to contribute that would be most welcome.

Rob

Congratulations to
Steve & Jean who got married
at the end of November.



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. There are also bins outside you can use.

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.

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.

9 Jan, 6 Mar, 17 Apr, 29 May, 10 July, 14 Aug,
18 Sept, 30 Oct, & 11 Dec.

Club refreshments

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

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.

Following a successful Haddenham show, we now have chocolate biscuits.

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

Test Track Goes Wireless!

Those who braved the adverse weather and attended the 2025 AGM (14 November 2025) will recall the discussion about providing additional DCC throttle capacity on the Test Track. Mick Moignard helpfully suggested using mobile phone Apps and a Wi-Fi interface, to which there was a positive response from the members. Mick has now sourced a Digitrax LocoNet Wi-Fi Interface (LNWI) from Sunningwell Command Control (thanks Mick, Ted and Jon) and at the following Test Track evening (28 November 2025) it was installed and successfully used for the first time.

The LNWI plugs into one of the LocoNet connectors on the command station but does provide another LocoNet connector, maintaining the number of tethered throttles which may be connected. We may attach the LNWI to the top of the command station with Velcro to keep them together and anchor it down, since it's not very big or heavy.

Members who have a suitable mobile device and wish to use the test track DCC may download a suitable App, which are free. For Android users Engine Driver is supported and for Apple iPhone or iPad users there's WiThrottle – see Digitrax's website (<https://www.digitrax.com/products/wireless/lnwi/>) for links to the App downloads and technical support. The webpage also provides information about the LNWI features and an instruction sheet.

The LNWI can support up to four Wi-Fi devices at a time and users may find the display simpler than a traditional throttle. For example, instead of numbered function buttons they can display the name of the usual feature – although some, such as Bell and Dynamic Brakes, are not necessarily appropriate for British steam locomotives! It is also possible to take phone calls at the same time – as demonstrated by the first user – however we don't recommend using a phone when driving.

The SSID (wireless network name) is 'Dtx1-LnServer_280C-7'. The '280C' bit is unique to each LNWI and will differ for additional LNWIs or should we need to replace the original. We may need to enable WPA2 security (password protection) to prevent unauthorised users from connecting and taking control – for example at an exhibition. We'll look into placing the SSID name and WPA2 password somewhere discreet with the DCC equipment.

We'll continue to explore providing additional LocoNet connections, probably with a UP7 Universal Panel, around the test track to avoid needing to share throttles and reduce congestion around the power connection board.

It goes to show how quickly some things we discuss at the AGM can be delivered!

Richard

Rail 200 '1825 and All That four half-century celebratory events'

200TM →

Part One: 1825 to 1925

September 1825 - the opening of the Stockton and Darlington Railway, the world's first steam-hauled public passenger railway.



This extract from a watercolour by John Dobbin shows the crowds gathered to watch Stephenson's locomotive, "Active" – later named "Locomotion No. 1" – hauling the first Stockton and Darlington train over the river Skerne on the world's oldest railway bridge still in continuous use, on 27 September 1825: the painting was clearly done from memory, as the artist was only a child at the time (SSPL/Getty Images).



Bank of England £5 notes issued between 1990 and 2002 featured George Stephenson, alongside Active/Locomotion No. 1 on the Skerne Bridge (Bank of England).



Portrait of Edward Pease (1767-1858) a wealthy Quaker wool manufacturer, and philanthropist, sometimes known as the 'Father of Railways', and a prime mover in the creation of the S&DR (unknown artist - Darlington Library)

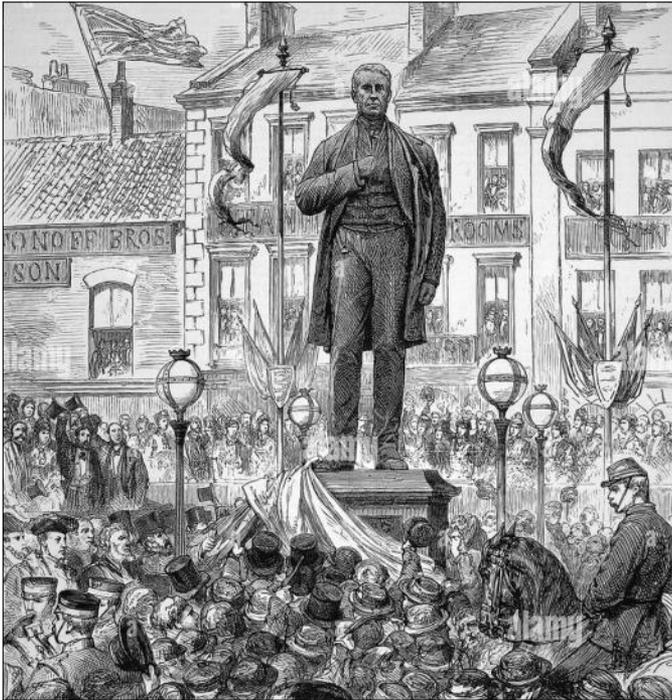
September 1875 – the 50th Anniversary, Jubilee, celebrations was led by the North Eastern Railway (NER) and took place at their North Road Engine Works in Darlington: it included a display of mainly S&DR locomotives, including the original Locomotion No.1, and the then new NER 2-4-0 number 910.



NER locomotive number 910, one of at least two locomotives to have appeared in both the 1875 and the 1925 events - the other being the 1845 S&DR locomotive Derwent (Wikimedia Commons).



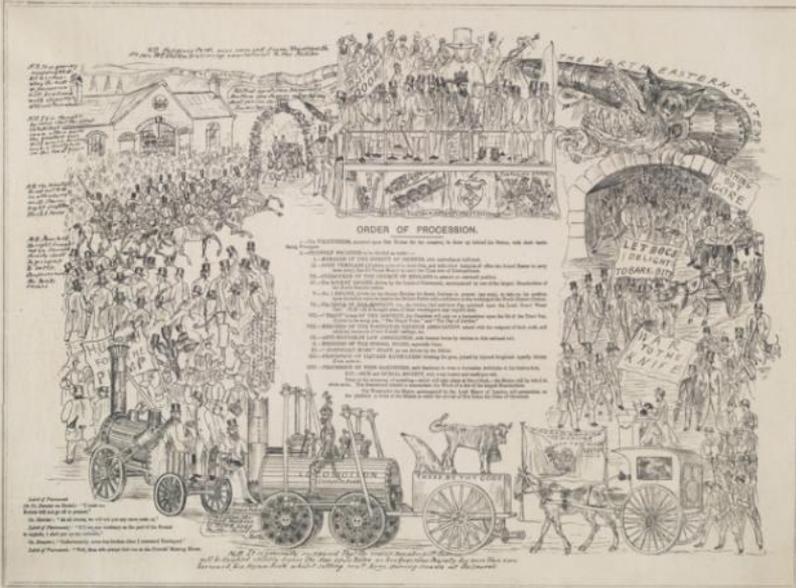
This banner was displayed outside the Railway Institute entrance, North Road, Darlington for the 1875 celebrations: the building is still in existence today, page 21, (National Railway Museum).



Edward Pease's son Joseph (1799–1872) continued the family's involvement with the S&DR, becoming incidentally the first Quaker permitted to take his seat as an MP at Westminster; here we see the unveiling of a statue erected to Edward in the centre of Darlington in September 1875 (Wikimedia Commons).

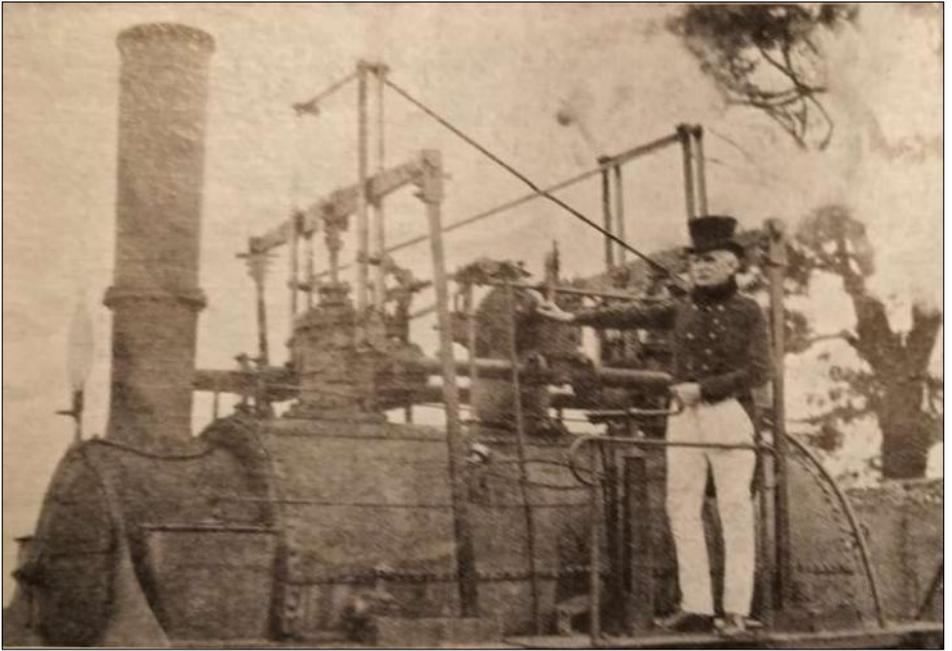
THE FIRST RAILWAY JUBILEE IN THE WORLD

Holden at Darlington, September 27th, 1825.



A satirical cartoon about the celebrations, designed by Tuke Richardson (National Railway Museum/Science & Society Picture Library).

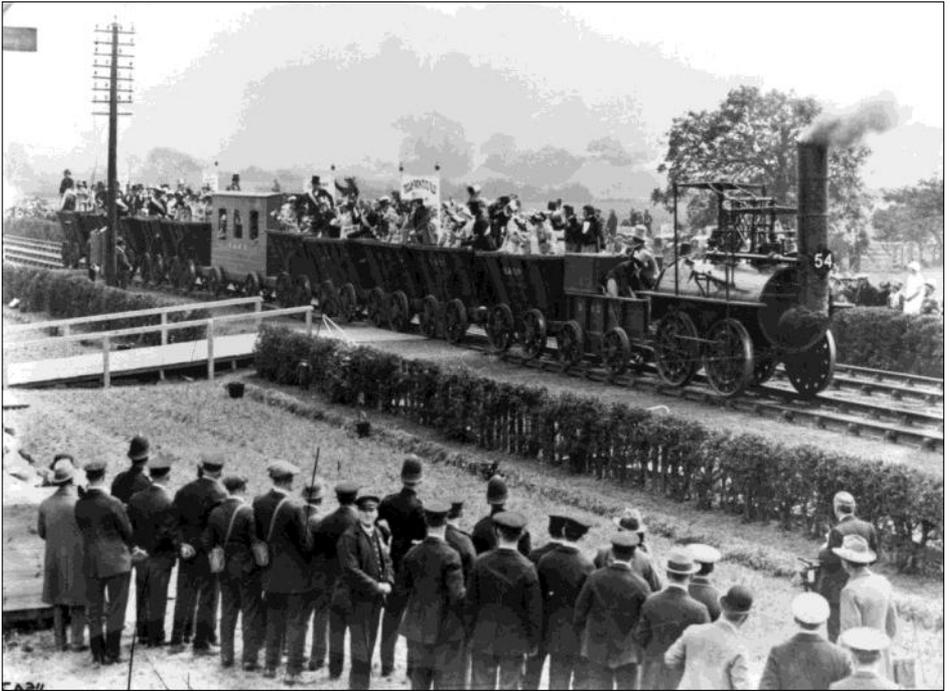
July and September 1925 – the 100th Anniversary celebrations were led by the recently created London and North Eastern Railway (LNER), and included a grand ‘Railway Cavalcade’, in the presence of the Duke and Duchess of York (the future King George VI & Queen Elizabeth the Queen Mother): fifty-four locomotives were entered for the Cavalcade, although only fifty-three actually participated, following the withdrawal of one locomotive. One of the fifty-three participating locomotives, one was from the Southern Railway, five were from the Great Western, six were from the LMS (and constituent companies), with the remaining forty-one being from the LNER (and constituent companies). An informative article on the celebrations appeared in Edition 338 of Railway Magazine (1925) pp101-142.



The procession was headed by number 1, a Hetton Colliery 0-4-0 locomotive, Lyon or Lyons, built in 1822 by George Stephenson and Nicholas Wood, being rebuilt in 1857 and again in 1882 when the link motion was added (Public Domain).

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.



Locomotion No. 1, bringing up the rear of the procession/Cavalcade as number 54, is seen here extensively rebuilt for the event and powered by a petrol engine in its tender, with smoke from from burning oily rags issuing from the chimney to create the effect of its being powered under its own steam (National Railway Museum).



As well as watching from various lineside locations, many observers watched the Cavalcade from the Car Club Enclosure, Urlay Nook (Armstrong Railway Photographic Trust).



Alderman W E Pease MP (1865 -1926), Mayor of Darlington and a descendant of Edward and Joseph Pease, presented a number of alloy commemorative medallions, such as this one, to children in Darlington (National Railway Museum/Science & Society Picture Library).



A S&DR centenary medallion (National Railway Museum/Science & Society Picture Library).



This 20 minute BFI Free silent film features around thirty of the fifty-three locomotives participating in the Cavalcade - note the late King's 'hand-in-the-jacket-pocket' mannerism - inherited by our present monarch (1:23-1:33), and Sir Nigel Gresley leading the royal couple around (1:36 et al.).

View the film here:

<https://player.bfi.org.uk/free/film/watch-the-official-film-of-the-railway-centenary-1925-online#:~:text=In%201925%20the%20London%20and,sponsored%20by%20a%20railway%20company.>

Further details of the 1925 Centenary celebrations, including a full list of the locomotives taking part - with visuals - can be found on the website of the Revd. Roger Farnworth, which has a wealth of railway-related information: view the pages on the 1925 Centenary Celebrations here:

<https://rogerfarnworth.com/2024/12/31/1825-1925-the-railway-centenary-celebrations-at-darlington-1st-to-3rd-july-1925/>

Rail 200 '1825 and All That, four half-century celebratory events' - Part Two: 1975 and 2025 will be featured in the next issue of Footplate.

Andrew

Xmas 2025

This year our Xmas dinner was at the Red Lion in Longwick with 28 of us enjoying the evening. Thank you Gary for organising this.



Club Diary 2026

Jan	10	Marlow, Maidenhead & District Model Railway Club, Cox Green Community Centre, 51 High Field Lane, Maidenhead, SL6 3AX
Feb	21	Risex , Wades Centre, Stratton Road, Princes Risborough, HP27 9AX
	28	European Railways Association, Austin Sports & Social Club, 30 Tessall Lane, Birmingham, B31 2SE
Mar	7	Swindon Model Railway Club, STEAM - Museum of the Great Western Railway, Fire Fly Avenue, Swindon, SN2 2EY
	7-8	Abingdon & District Model Railway Club, Abingdon & Witney College, Wootton Road, Abingdon, OX14 1GG
	21-22	Warners Group Publications, Alexandra Palace, Alexandra Palace Way, London, N22 7AY
Apr	11	High Wycombe & Dist. Model Railway Society, Cressex Community Centre, 203 Cressex Road, High Wycombe, HP12 4PZ
	18	De Havilland Model Railway Society, Methodist Church, Ludwick Way, Welwyn Garden City, AL7 3PN
May	9	South West Herts Model Railway Society, Queens' School, Aldenham Road, Bushey, WD23 2TY
	9-10	EM Gauge Society, Bracknell Leisure Centre, Bagshot Road, Bracknell, RG12 9SE
	23-24	Railex , Stoke Mandeville Stadium, Harvey Road, Aylesbury, HP21 9PP