



Risborough and District
Model Railway Club

Apr - Jun 2026 Spring

FOOTPLATE



Harkness exhibited at Risex 2026 by Tony B,
photo by Tony E.

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WELCOME

Aylesbury LNWR has been undergoing winter works but is now ready to open to the public once again. A more detailed report starts on page 7. Thanks to John A, Tony E & Mick for helping with this. Operators are required for all weekends from the 22nd March except the Railex weekend. If we can get enough interest we may open on Wednesdays during the school summer holiday as these days are quite busy. This year there are Museum days (no steam trains running) and Steaming day as well as the large events.

Risex was a great success and we made a surplus of £2800 which is an excellent result. Catering and second hand both made good contributions to this total.

We do still need an exhibition manager or team to take over the show as I have too many other things to do. If you are interested in helping with exhibition management then do let the Trustees know.

Wheeltapper has just passed as I write this. We had a good selection of models and this year there were very few freight entries but a lot of coaching stock. You never know what will turn up. Our judges this year were Gordon & Maggie Gravett who were very complimentary about our modelling skills. This years winner was John Compton for his LNWR 6 wheel centre luggage tri-composite coach.

Paul

From the Internet

Self driving vehicles on model railways using Viessmann Carmotion! Super fun!

<https://www.youtube.com/watch?v=1qJ8RL00g40>

Magnificent N Scale Model Railroad Layout of the Viaur Viaduct in France by Jean-Yves Page

<https://www.youtube.com/watch?v=DjvNXdKWJ8w>

How to Build a Realistic Miniature Wooden Door from a Real Reference

<https://www.youtube.com/watch?v=HlkoAO7o3OI>

Mail by Rail on the Yorkshire Dales Model Railway

<https://www.youtube.com/watch?v=7ZWf4Zg-dfs>

Garden Railway Summer - Small trains and a big cat ☐

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

Midland Marvels on the Yorkshire Dales Model Railway

<https://www.youtube.com/watch?v=UH7D10fegGw>

Diesel Gala at Chinnor & Princes Risborough railway March 2026

<https://www.youtube.com/watch?v=Ckh2324pADw>

Making Bullrushes from a Model Scene Laser Cut Kit.

The kit consists of 1 sheet of thin card for the bullrush seed heads and 3 pieces of green paper for the leaves. No instructions are supplied but there is a photo of how they should look. The laser cutting is well done and the parts have a lot of tabs keeping them in place



The seedheads are just flat card so I added a drop of PVA to each side to bulk them up and then painted them. The leaves get a quick wash over with green and brown colours to give a little variation. I made them up in 3 ways. The first is a large clump using a cocktail stick as the base. The seed heads are glued on and allowed to set, then the first set of leaves are attached to the stick at one end and allowed to set. Then they can be wrapped around the stick. Another layer of leaves is



added. The aim is to attach the parts to the cocktail stick and not your fingers. I tried superglue and PVA, both work.

Finally, when everything is set the leaves can be curled by pulling each leaf through the tweezers and then cutting off the cocktail stick.

The second way to make them is without the cocktail stick which makes a much thinner clump. It also has a greater chance of sticking to your fingers.



The third way is to use the longer strips to build up a linear group of rushes. All these can be seen in the photo. The kit made up a good number of clumps, and I think they look quite good.



The final photo shows a linear clump placed (but not yet glued) on the water's edge. The lake surface will be cleaned and ripples added! The bullrushes will hide some of the gaps between the wall and the water.

Available from:

www.model-scene.com (not UK) €7.20

www.modelscenerysupplies.co.uk £6.30

Paul

Test Track Nights 2026

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

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

Aylesbury LNWR Update

Aylesbury is a 70 year old EM gauge layout that lives inside a coach in the museum at Quainton and it was on public display all last year. During the off season we have been carrying out maintenance. Locos have been cleaned & serviced while the rolling stock wheels have all been cleaned of the muck that accumulates during running sessions. New stock is also still being built, and several wagons and a coach have joined the fleet over the winter.



Above: A luggage composite coach built from an etched brass kit by John Compton. Aylesbury prison is in the background and is one of the few buildings on the layout that still exists.

Our main goal was to get the rear section of the layout operational which is the goods yard and the location of the original Aylesbury station of 1839. The model shows the extended station of 1889 as it would have been just prior to WW1. To do this the gas works and town scene all needed to be removed and carefully boxed up, checking for damage and cleaning at the same time.

Getting the trackwork sorted out involved dealing with a troublesome 3 way point where we had to go digging in the ballast to locate a shorting wire. Then we could wire up the 3 tracks of the yard. We also fixed the engine shed line as this is where 4 baseboards join and nothing would run over it. Initially we soldered up all the rails, and while this worked horizontally, vertically it was more like a roller coaster! The only solution was to cut out a section of track, carve away material to level the track bed and add in a 30cm section of commercial EM track. Being inside the engine shed

you can't see this, but it does allow the full length of the shed track to be used. This will be essential once we have more locos built.

The cattle dock has been repaired by John A. This is behind the gas works so is actually quite difficult to see unless you look through the buildings at just the right angle.



Above: Mick has painted the roof of Hardwick and a crew has been added.



Duck baskets for the famous Aylesbury ducks have been added to the platform. These were 3D printed by Terry.



Above: a North Staffs open built by Chris Bomken.

Over the last year we have added 2 coaches and 11 wagons with more to come. Tim is building a milk & fruit van, Chris & Peter have some more wagons, Patrick has several horse boxes etc.

Everything we add has to be in the same style as the original layout. If we get it right, hopefully you can't tell what is new and what is 70 years old. Aylesbury will be open to the public again from 22nd March.



Above: an LSWR van built by Tony B and then painted and lettered by myself.



Above: A missing building has been added to North & Randall. Even we did not know it was missing until halfway through the season. It was only by studying photos that we realised there was a gap. There is still a chimney to rebuild which will be done during the year.

Paul

Risex 2026



Shadwell East (above) and Tamzynowo Wlk (below), photos by Tony E.





Helston (above) & Bainrigg (below), photos by Tony E.

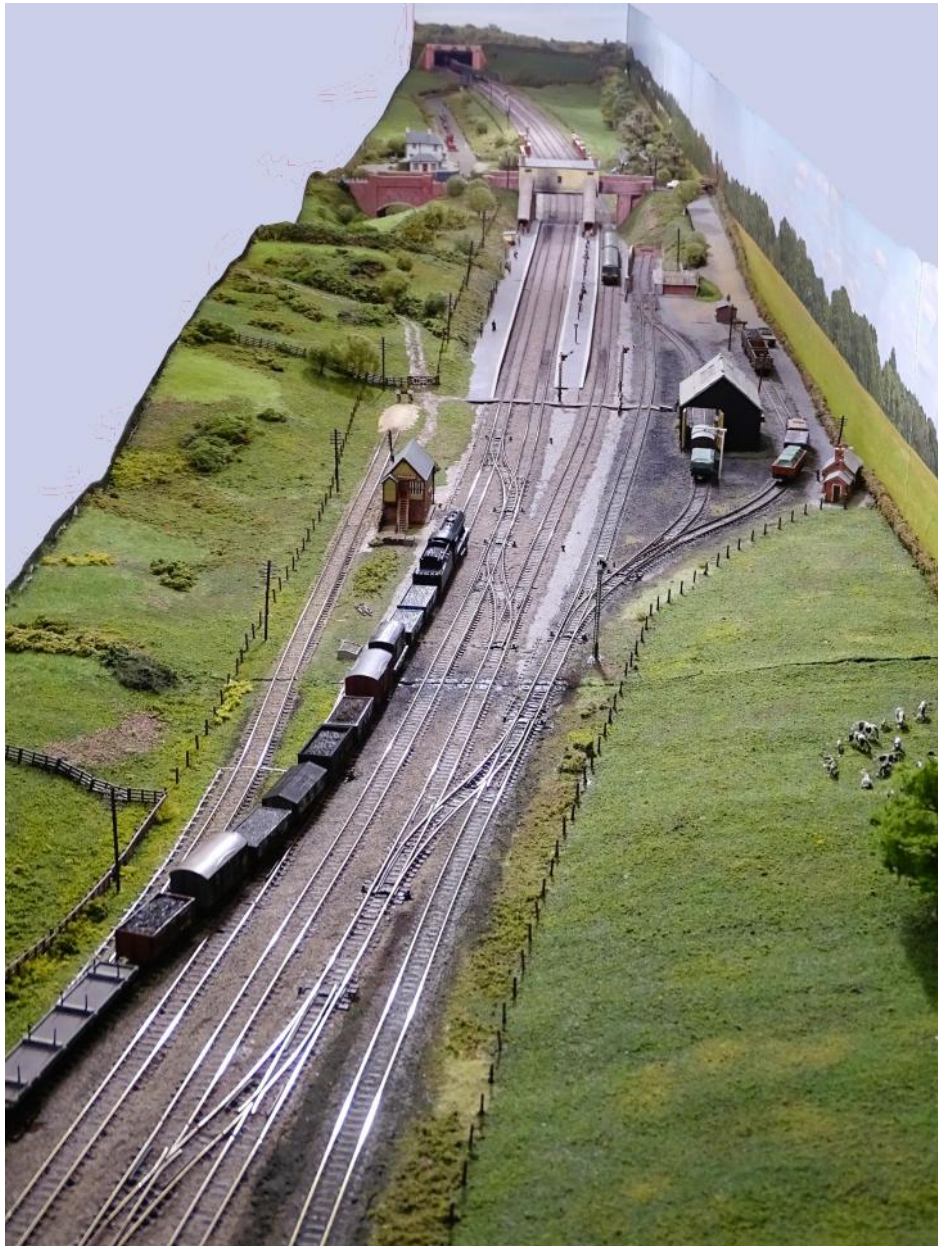




Above: Tony & Debra with Harkness.

Below: Ted with his demo about simple low cost buildings which proved popular with the public. Engaging with the public is an important part of what we do, and demos are a good way to do this. Photos by Paul.





Brinklow, photo by Tony E.

Okement Quarry at Quainton and Risex

Quainton offered the club the use of the museum so that we could get some layouts up and worked on during the closed season there. This seemed like an ideal opportunity to improve Okement Quarry, especially as we were going to exhibit it at Risex later in February.

We took the layout along to Quainton and set it up in the large museum room, which was freezing cold! Some of the Quainton workers were moving the full size signal box around, and installing a signal at one end, while VAMES (Vale of Aylesbury Model Engineering Soc) were busy putting up some of their large scale narrow gauge layouts. Our layout was installed with the rotating fiddle yard we had built for Haddenham. All wiring was checked and functions tested, where we found one of the Cobalt point motors was not moving. That was replaced with a new one and all worked fine.



The layout in the museum.

John and I went on a few occasions for the day to add scenic features. We have covered the ground areas in a dark grey/black gritty covering and then dry brushed grey paint into it to give it some life. We added some stones onto the stream, added lichen for bushes, finished off the fence near the stream which Michael Lane had added when the layout was in my shed, added a tree from the various trees Paul found in the coach and generally made it look better.



Left: A tree, new fencing and stone in the stream.

Michael also made a new building which will be the screens building Kelvin drew on his original plan. This is just a simple box made of MDF cut on the laser and covered in plastic corrugated material. I have made the hopper discharge building which you can see in the pictures.

This has 3 hoppers mounted on I beam legs from Plastruct and an overall box of plastic with aluminium corrugated sheets on top.

While the layout was at Quanton, they had a Peter Rabbit day so John and I attended so that we could operate the layout for the public. As the museum was open that day, we did not want the layout subject to poking fingers without us being there. Jon Jewitt took the opportunity to come along too to practice as he would be operating it at Risex. We had some odd problems. After everything working fine to begin with, suddenly the point motors all refused to recognise their commands. It took a factory reset on the controller to bring them back to life. Oddly, Jon found that his own control box also didn't work properly. He has a current meter fitted into it from the same manufacturer as the point motors, and that did not work as expected. We began to suspect the quality of the power supply at the museum. We never did get to the bottom of the problem.



Left: The new hopper discharge building

We packed the layout up that Sunday at the end of the day and took it back to my shed, after which it was taken to Risex on the following Friday evening. It takes 30 mins to fully erect much to Jon's surprise. We had the same point motor problem there, but a factory reset did not do the job this time. Changing the control box to a different one worked though. The layout then worked well for the day and seemed to be popular with the public.

Right: The view towards the bridge.



James

Changes to the Way Secondhand Sales Work

The secondhand team and I have made some improvements to the way that second hand sales work. The volume of sales is so great now, that the old way of writing down codes on a bit of paper and then trawling through the hundreds of items listed to transfer information to the user's sheets was taking a long time and was prone to error. It is so easy to miss something.

The solution we have used at Risex for the first time is to barcode each item. The credit card system is given the list of items with the barcode as part of the item's description. I have bought a barcode scanner for the club which interfaces with the credit card system, and this is used to read the barcode on the label attached to the item, looks it up and then displays the price. When the sale is complete, the money paid and code for the item is recorded. This is easily available later to compare to the user's list of sale items.

What the user needs to do:

Each member or friend of a member (We do a lot of commission sales to non members), needs to have a 3 letter code to identify them. So RJN is Richard Neil, JAG is me. We used to use a 2 letter code but that is no good for a system that needs unique barcodes as we have 2 JAs and 3 RNs in the club (Roger Noble, Roy Norton and Richard Neil), so 3 letters is better.

The list of items needs to be electronic in a form that can be read automatically by a computer. A word doc is ok, Excel is ok, PDF possibly. Each item needs a single number against it. I will be producing better forms for Railex which will be downloadable from the website.

So if I had ten items to sell, they would be numbered 1 to 10 on my sheet. Combined with my initials, they generate codes JAG1 to JAG10.

A bit of technical:

The barcode used is a standard EAN13 barcode. This is a 13 digit code where the last digit is a checksum. That gives us 12 usable digits. I decided to make the first digit 1 followed by 6 digits representing the 3 letter code. That leaves 5 digits for the item number which can go from 1 to 99999 – plenty of scope there.

The list of items is read by a computer program that I created especially for the task. It requires each item to have a number, a description, a price and an

optional reserve price. The program creates two output files. One contains the information which is used to create the labels and the other is the input file for the credit card system. These must be formatted in a particular way.

Labels:

We have two types of label sheet. One has 21 reasonable size labels, the other 48 smaller ones. The small ones are ideal for club sales or where lots of the same type of item are to be sold. For example, at Risex Paul had loads of model buses to sell all at £8. So we produced one item code JS01 and printed lots of the same label on the 48 label sheet. We did not need to identify individual buses. It's a bit like tins of baked beans – the barcode is the same! Each label has the barcode, code (JS01) and the price.

The bigger label is ideal where each item is distinct as the description can be printed along with the price and code. It helps to identify the item. I created 2 label masters and use Word's mail merge facility inputting the label file created by my program.

The other file is input to the credit card system so that it knows all the barcodes it is likely to see.

At the end of the sale

The credit card system has a convenient report available which lists all the items sold by the code (JS01 or JAG9 etc) in alphabetical order. It is a simple task to run through this list on a computer and mark off on a user's sheet which have been sold. Because it is alphabetical, all JAG codes are listed together, and all RJN codes come together later.

Risex trial

At the end of the show, those members who operated secondhand were happy with the new system. They liked the scanner, liked the fact that the price just came up correct every time, and liked not having to record sales codes. It is clear that members now need to provide their lists a bit earlier than before just to give us time to print the labels they need. In future we will need the lists emailed to us at least a week before the show please.

James

ROMFORD'S GROUNDED COACH

According to my research photographs, a grounded coach body has been in Romford's Goods Yard since the early 1900s. The coach body, believed to be a six wheeled Great Eastern compartment 3rd class, was originally sited near the entrance to the brewery but was located closer to South Street, probably shortly after brewery rail traffic ceased in 1963. The coach remained on site until the late 1980s when the Goods Yard was levelled and redeveloped. The current whereabouts of the coach is unfortunately unknown.



Photograph (courtesy of David Christie) showing the coach body in Romford Goods Yard in 1969.

The model was constructed from a brass etched kit from Everleigh Creations. The quality of the etches was exceptional and construction was relatively straightforward. There were fundamental differences between purchased model and prototype representation which were addressed as follows:

Thin sheets of brass overlay were soldered to the main body to represent panel repairs and blanked out windows (at the rear).

0.3mm brass wire was soldered across two of the door windows.

Alarm gear was constructed from brass wire and Plasticard sections.

The make-shift entrance doors were constructed from laser cut Romark.

The felt roof was represented using a fine wet and dry paper and Wizard models lining tape.

The chimney was constructed from a 3D print.

The entrance steps were constructed from plastic model steps (from my spares box) and Plasticard.

The completed model was sprayed with Halfords etch primer and finished in a mix of Tamiya Matt Light Green and Matt White. The whole model was weathered by air and dry brushing techniques.



Photograph showing the etched coach body with laser cut doors.

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.



Photograph showing finished model (note not in final layout position).

Gary

Articles for Publication in Footplate

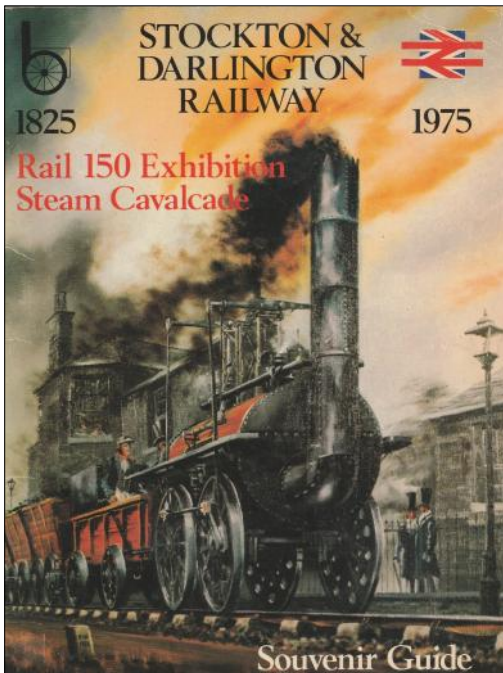
Articles can be on any subject including: model reviews or construction, places you have visited, your own layout etc, and should be sent at least 1 month before publication dates, i.e. beginning of March, June, September and December for publication in April, July, October and January. Plain text, no formatting, photos as high a resolution as possible.

Rail 200 ‘1825 and All That four half-century celebratory events’ Part Two: Rail 150 - August 1975



In Part One of this account we revisited the 50th and the 100th anniversary celebrations to mark the opening of the Stockton and Darlington Railway in September 1825; Part Two is a personal account of the 1975 celebrations, while Part 3 (to follow) will be about the 2025 Greatest Gathering.

The 1975 Shildon Rail 150 Steam Cavalcade



It's August 30th 1975 and my Gap Year before going up to University: I set off on the East Coast main Line heading north to Durham to spend the night in student accommodation before heading to Shildon to view the Cavalcade of thirty-five locomotives (thirty-three steam-powered, one diesel-powered, and one electric-powered), which had been gathered there from across the UK, mainly by means of the BR rail network – a thing which one could achieve in those more relaxed days before “’elf n’ safety” and ‘commercial necessity’ began to prohibit such wonderful practices.

I had purchased a ticket in advance for seated accommodation in the stand, located on the north side of the line, which meant that the side

of the locomotives facing the on-lookers in the stand was in shadow – resulting in some rather un-repeatable remarks from those having travelled a long way to photograph this unique event..... However, fortunately I was able to purchase,

after the event, a series of rather wonderful 35mm colour-slide views, of each locomotive in the procession, produced by a photographer wise enough to view the event from the other side: most of the views reproduced below are from this series, which I have had to credit as Open Source, as sadly I have no record of the name of the photographer: I am indebted to fellow Club member Roger Noble for digitalising these colour-slides.



The Cavalcade was headed by Stockton & Darlington Railway replica Locomotion No.1, followed by a number of North Eastern Railway, Great Northern, and LNER locomotives, and then featured an appropriate selection of other Pre-Grouping and 'Big Four' engines; while the British Railways/British Rail era took up the later part of the Cavalcade, ending with prototype HST unit No.252001.

The numbers in brackets below are as given in the Rail 150 Souvenir Guide, the locomotives highlighted here being a selection from the total of the thirty-five participating.



1 (1) A full-size working replica of Locomotion No.1, specially constructed for the Rail 150 celebrations (because the 1825 original was too fragile to operate) headed the Cavalcade - following which event, she could for many years be seen at The Living Museum of the North, at Beamish, County Durham, and is now based at the Hopetown Darlington museum.



2 (24) Appropriately enough, local Hunslet Austerity National Coal Board (North East Area) 0-6-0ST No.2502/7 Gamma followed Locomotion No.1 in the procession: she is believed to be currently operational on the Tanfield Railway, County Durham.



3 (8) Collett 0-6-0PT No.7752 had been built for the GWR in 1930 and withdrawn by British Railways in 1959, becoming London Transport No. L94, and was re-painted in full GWR un-lined green for the 1975 event. According to the Cavalcade souvenir guide, No.7752 and other GWR locomotives

attracted applause from the on-lookers for playing tunes on their whistles, including 'On Ilkka Moor baht 'at'. No.7752 is currently based at Tyseley Locomotive Works, Birmingham, and is in operational condition.



4 (15) Ex-Metropolitan Railway locomotive No.12 Sarah Siddons was the sole example of an electric locomotive in the procession, remaining incidentally still to this day an item of Transport for London stock rather than belonging to the London Transport Museum. She is currently maintained in full

working order by London Underground, and is usually based at TfL's Ruislip Depot.



5 (14) Sarah Siddons was hauled by Longmoor Military Railway WD 2-10-0 No.600 Gordon. No. 600 is currently on static display at the Severn Valley Railway, Shropshire.



6 (17) Of the locomotives featured in the procession, two Great Northern Railway locos appeared in both the 1925 and the 1975 events: one of these, single-wheeler No.1 is seen here being hauled by LNER No.4498 Sir Nigel Gresley. GNR No.1 can normally be viewed as a static exhibit at the National Railway Museum in York,

while Sir Nigel Gresley is currently based at the Locomotive Services' Crewe diesel depot, and is used on rail-tour excursions.



7 (18) The second GNR veteran from the 1925 Cavalcade was Atlantic No. 990 Henry Oakley, seen here running under her own steam: Henry Oakley is also a static exhibit at the NRM.



8 (16) A third locomotive to have appeared in 1925 (and in 1875) was NER 2-4-0 No. 910, being the only actual locomotive to have appeared in all three anniversary processions, and is seen here hauled by LNER No.4472 Flying Scotsman. No.910 was one of four NER locomotives running in the Cavalcade, and can now normally be

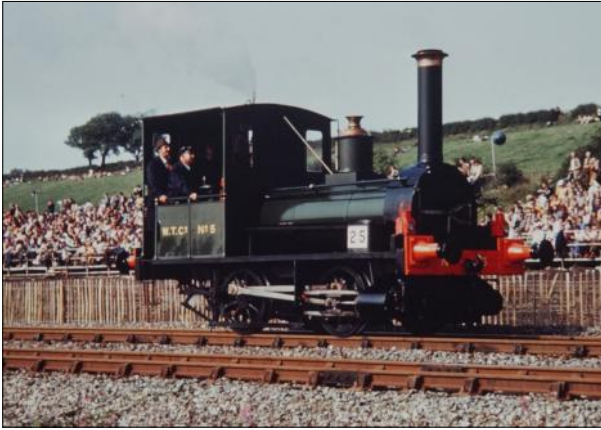
viewed as a static exhibit at 'Locomotion' museum, Shildon, a sister Science Museum Group location to the NRM. No.4472 is a working museum exhibit in the national collection, and frequently appears at special events across the UK.



9 (20) Other Pre-Grouping locomotives included LNWR 2-4-0 No.790 Hardwicke seen here running under her own steam; No.790 is preserved as part of the national collection, and on static display at 'Locomotion' museum, Shildon.



10 (20) The Midland Railway was represented by Compound 4-4-0 No.1000 built at Derby in 1902, and withdrawn for preservation, as part of the national collection in 1951. She can normally be viewed as a static exhibit at Barrow Hill Roundhouse Railway Centre, Derbyshire.



11 (25) The oldest locomotive in the Cavalcade, 0-4-0T No.5, known as Shannon (or Jane), was built in 1857 for the Sandy & Potton Railway. It was sold to the LNWR in 1862, and later purchased by the Wantage Tramway Company; now part of the national collection and a static exhibit in the care of the Great Western Society, at Didcot Railway Centre, Oxfordshire.



12 (26) One of two surviving Lancashire and Yorkshire 0-4-0ST Class 21 Pugs No.51218, built at Horwich in 1901, and now owned by the Lancashire and Yorkshire Railway Trust; she is currently on static display at the Keighley and Worth Valley Railway (Oxenhope), awaiting future refurbishment.



13 (27) The London, Brighton and South Coast Railway boasted the renowned 0-6-0T 'Terrier' locomotive Fenchurch built in 1872 as no.72, later re-numbered 672; she currently resides in full working order at the Bluebell Railway, Sussex.



14 (2 to 28 - various) The 'Big Four' were represented by fourteen locomotives, from all four companies, such as LMS Stanier Jubilee 4-6-0 No.5690 Leander, built at Crewe in 1936. Leander is currently based at the West Coast Railway Company, Carnforth, Lancashire.



15 (29 to 33) The British Railways period was represented by five locomotives including Standard Class 9F No.92220 Evening Star (number 33 in the Cavalcade), built at Swindon in 1960 - the last steam locomotive to be built by British Railways. Evening Star is the only British main line steam locomotive to be destined

for preservation from the time of construction, being the 999th locomotive in the BR Standard Class range of locomotives. She may normally be viewed in full running order at the NRM.



16 (34) One must not forget that 1975 was barely seven years after the demise of steam power on British Rail and no doubt it was nostalgia that drew so many on-lookers to this event, as witnessed by the rather undignified reception of booing which greeted the rear-guard of the Cavalcade - the latest in BR technology of the time: 1972-built High Speed Train (HST) prototype No.252001. I have

read that quite a headache ensued for the driving crew of this unit, to maintain such a low speed over such a long distance.

List of locomotives in the Cavalcade as given in the Rail 150 Souvenir Guide:

- 1 Locomotion (replica)
- 2 LMS "Black Five" 4-6-0 No.4767 George Stephenson
- 3 NER 0-8-0 No.2238
- 4 NER 0-6-0 No.2392 (BR 65894)
- 5 LNER 2-6-0 K1 No.2005
- 6 Caledonian Railway 0-4-4T No.419 (BR No.55189)
- 7 LNER D49 4-4-0 No. 246 Morayshire (BR No.62712)
- 8 GWR 0-6-0PT No.7752 (ex-London Transport No.L94)
- 9 GWR 4-6-0 No.7808 Cookham Manor
- 10 GWR 4-6-0 No.6960 Raveningham Hall
- 11 LNER 2-6-2 V2 No.4771 Green Arrow (BR No.60800)
- 12 LNER 4-6-0 B1 No.1306 Mayflower
- 13 LMS 8F 2-8-0 No.8233
- 14 Longmoor Military Railway 2-10-0 No.600 Gordon
- 15 Metropolitan Railway Electric Loco No.12 Sarah Siddons
- 16 LNER 4-6-2 A3 No.4472 Flying Scotsman
- 17 LNER 4-6-2 A4 No.4498 Sir Nigel Gresley
- 18 GNR 4-4-2 Atlantic No.990 Henry Oakley
- 19 GNR Single-wheeler No.1
- 20 LNWR 2-4-0 No.790 Hardwicke
- 21 Midland Railway 4-4-0 Compound No.1000
- 22 LMS 4-6-0 Jubilee No.5690 Leander
- 23 LMS 4-6-2 Princess Royal No.6201 Princess Elizabeth
- 14 NCB Austerity No.2502/7 (Bagnall 2779)
- 25 Wantage Tramway Co. 0-4-0T No.5 Shannon
- 26 L&Y 0-4-0ST No.51218
- 27 LB&SCR 0-6-0T Fenchurch
- 28 SR S15 4-6-0 No.841 Greene King
- 29 BR ex-SR Merchant Navy 4-6-2 No.35028 Clan Line
- 30 LMS Ivatt 2MT 2-6-0 No.41241
- 31 LMS Ivatt 2MT 2-6-0 No.43106
- 32 BR Standard 4MT 2-6-0 No.75029 The Green Knight
- 33 BR Standard 9F 2-10-0 No.92220 Evening Star
- 34 Prototype High Speed Train (HST) No.252-001.

However, in the actual Cavalcade, GNR Atlantic No.990 Henry Oakley (18) was preceded by GNR Single-wheeler No.1 (19) hauled by A4 Pacific No.4498 Sir Nigel Gresley (17), and was followed by A3 No.4472 Flying Scotsman (16 – shown in photographs as 17) hauling NER 2-4-0 No. 910 - an additional locomotive not included in the Souvenir Guide list. Number (24) 0-6-0ST NCB

Austerity No.2502/7 actually appeared as the second locomotive in the procession. Thus a total of thirty-five locomotives ran in the Cavalcade. Little did the audience expect that this would in fact be the last opportunity to witness an authentic line-up of steam-powered rail locomotives in motion all together in the UK - ever: by 2025 steam power had been superseded in our common perception by diesel and electric power, while the logistics of a cavalcade in motion had been elbowed out by modern 'safety' constraints – but that is a story for Part Three of this account, to be published in the next Edition of FOOTPLATE.

All images in this article are Open Source.

For a comprehensive gallery of locomotive views:

<https://andrewstransport.smugmug.com/BritishheritagerailwaysI/Shildon-cavalcade-1975>

A rather beautiful eight minute silent amateur film of the Cavalcade:

<https://www.youtube.com/watch?v=wB-1crvHakM>

A 2025 two-part article from Steam Railway magazine (Subscribe or Accept Cookies, to view):

<https://www.steamrailway.co.uk/blog/features/the-stars-of-1975/>

<https://www.steamrailway.co.uk/blog/features/the-stars-of-1975-part-two/>

Andrew David

Club refreshments

Tea, coffee & squash are free. Canned drinks will be in the fridge if we have any.

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.

Club Diary 2026

- 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
- 22 **Railex setup**
23-24 **Railex**, Stoke Mandeville Stadium, Harvey Road, Aylesbury, HP21 9PP
- June 6 Milton Keynes Model Railway Society, Walton High Brooklands, Fen Street, Brooklands, Milton Keynes, MK10 7HE
- 6-7 Diesel and Electric Modellers United, Wyndley Leisure Centre, Clifton Road, Sutton Coldfield B73 6EB
- 13 Marlow, Maidenhead & District MRC, Knowl Hill Village Hall, The Terrace, Knowl Hill, Reading, RG10 9XB
- July 11 **Club Openday in Princes Risborough.**
- 18-19 Chatham & District Model Railway Club, Slip 5, Main Gate Road, The Historic Dockyard, Chatham, ME4 4TZ
- Sept 5 Tring & District Model Railway Club, The Cottesloe School, Church Street, Wing, Leighton Buzzard, LU7 0NY
- 26 **Haddenham Model Railway Show**, Haddenham Village Hall, Banks Road, Haddenham, Aylesbury HP17 8EE