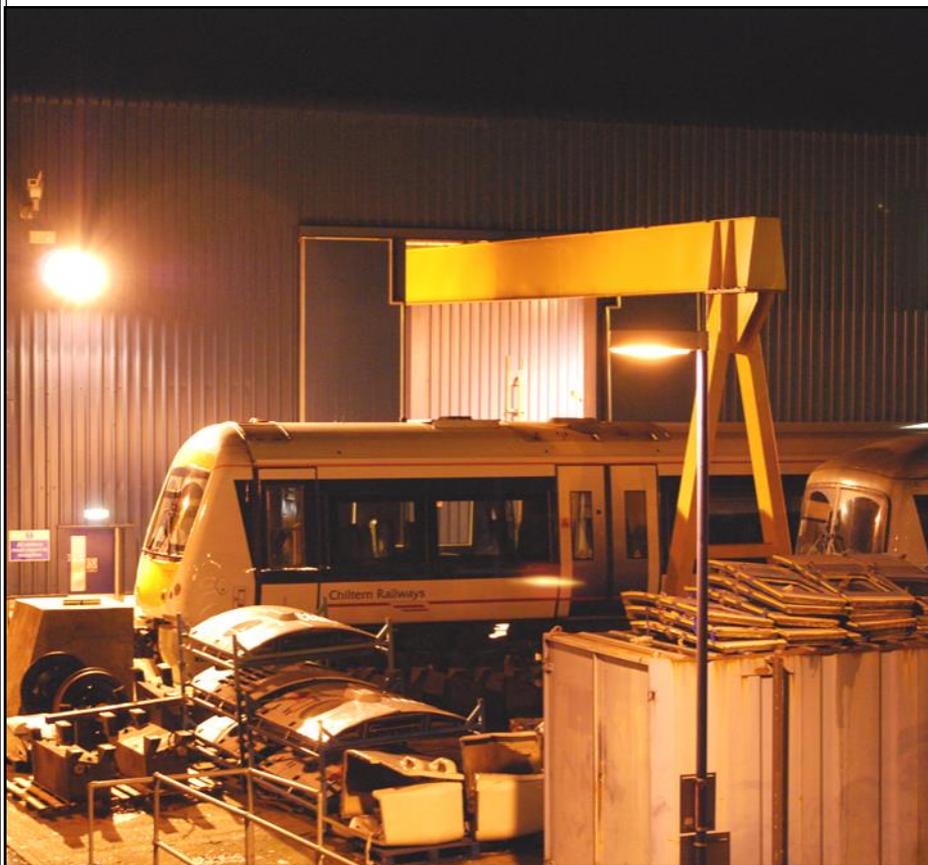


Risborough and District Model
Railway Club

April-June 2008 Spring

FOOTPLATE



Chiltern Clubman 168107, stabled at Aylesbury Depot 10/12/07 Pete Miller

| | |
|--|--|
| President | David Powell |
| Chairman & Footplate Editor | Paul Wright 01844 275748 rdmrc@btinternet.com |
| Secretary | Richard Neil richard@mris.freeserve.co.uk |
| Treasurer | Neil Fairbairn kieraneil@yahoo.co.uk |
| Members Reps. | Anthony Mead David Lane Ian Gearing |
| Membership Secretary | Robin Lane |
| Railex Manager | David Lane |
| Risex Manager | Ian Roll/Donald Rintoul ian.roll@terina.co.uk |
| Webmaster | Anthony Mead acm@gotadsl.co.uk |

Committee meeting on 17th Jan 2008



RN advised the purpose of the meeting was two fold, firstly to ensure the arrangements for Risex 2008 were in place. Secondly, Railex was moving away from the booking phase and the weekend organisation now need to be considered. Both events were on target. R&DMRC members will again be attending the CMRA TIME event. AM advised he was considering organising a meal at the new Italian restaurant in Bell Street, Princes Risborough.

The clubroom subcommittee are drawing up a document to say why we need a bigger clubroom and the benefits to the club and to the community. This will be used to explain our situation to councils, grants bodies etc.

WELCOME

Risex is our second most important event of the year and consistently brings in a good income for us to spend on layouts. This year we again had a good selection of layouts from our neighbouring clubs and a good variety of quality traders. The attendance seemed to be down slightly on last year but still gave a good atmosphere and there were many compliments about the catering. See photos pages 11-13.

Railex will soon be here and the organisers are putting the final details into the floor plan.

The table cloths with club logos have now arrived and can be used at all club events to give a more professional impression.

Wheeltapper produced some excellent modelling as usual, see pictures on pages 9, 10 & 24. Our workshops will be showing the techniques used in creating these works of art. All you need to do is have a go and then get some practice on the club projects!

The workshop on painting people showed some fantastic figures by military modellers. Most paints can be used but acrylics are faster and tend to give more texture to the surface being painted. Acrylics tend to be more transparent which can be used to good effect in building up layers of colour. I have no doubt that each of us will favour a different brand of paint. Use good quality brushes of the appropriate size, typically 0 down to 5/0. If painting metal figures I first give them a coat of primer which is quick drying and gives a better surface, then paint with acrylics. Plastic figures may need to be washed first to remove any moulding agents which can prevent paint from sticking. One particular point to note is the use of darker shades (not black) to give the effect of shadows. GRS in Station Road have a small selection of the Tamiya range.

For figures which are part of a layout consider the viewing distance to decide how much detail to add. Also the colours used will need to be toned down a little to give the effect of distance. We could get into a long discussion about "scale colour" but in most cases the exact colour is not critical even for models due to changes in lighting, distance portrayed and even our own eyes changing with time.

Have a go at painting and each figure you paint try to add a little more detail.

Welsh Highland Railway Track Laying Part 2

The Track Laying Working Parties

In the last article I noted R&DMRC's links with the FR and WHR and explained how I came to lay track on the WHR. This time I'll cover the track laying working parties.

North Wales has a certain reputation when it comes to the weather, so I packed plenty of waterproofs, along with steel toe capped boots, overalls and hi-vi vests. Incidentally, Phase Four is a construction site, not a railway at this stage, and consequently yellow high visibility clothing (technically known as green for some strange reason!) is worn. I needn't have worried as having arrived at Rhyd Ddu and changed into my overalls for a 08:30 start it was fresh but dry. Those requiring an induction travelled to 'canal curve', in Beddgelert forest, in the track



laying supervisor, Paul Bradshaw's Land Rover and then walked to the railhead. Incidentally, when I spoke to Paul on the phone the previous week I thought he sounded well spoken for a track worker - it transpired he's a retired lawyer!

Induction completed the first task was to rake and shovel a 100m length of ballast that the civil engineering contractors, who prepare the track bed, drainage and bridges, had unfortunately laid off centre. We managed to complete this and join in the track laying by lunchtime. By now the temperature had risen to around 18°C, the sky was clear blue and sun tan lotion was more important than waterproofs! By mid afternoon we'd almost completed a curve started the previous afternoon and the decision was taken to keep going until we had laid one straight panel.

So around 18:00 we finished off and I found a space on the works train – a simplex diesel and three wagons – to ride back to Rhyd Ddu. This



was a wonderful opportunity to preview of the route and also test the track we'd just laid. On the down side the wagons have no suspension, wheel flats, no seats and loose three-link couplings - the journey is somewhat uncomfortable. Sitting, cramped-up, in the cold evening air, for 20-30 minutes following a day's strenuous activity, also resulted in a distinct lack of mobility at the end of the journey.

By the end of the following day we had significantly more to show for our endeavours, 9



panels of track, equating to 162m. It was a long walk back to my rucksack at lunchtime! This was all laid with new Indian sleepers and rail clips (like Pandrol clips). By the end of the day you find yourself getting into the rhythm of things and start anticipating where the tools will be required next. Unlike laying model railway track the tools are significantly heavier and carrying one or two at a time, rather than a whole tool box, is each individual's limit.

I skipped the next day as heavy rain was predicted and

there were insufficient straight rails on site – rail deliveries from Dinas have to be fitted around the public service trains and so can not always be arranged to guarantee progress. A small group only managed to complete a slight bend and three panels of straight during the afternoon, but did put in the gauge widening at the start of canal curve. The following morning, good weather having returned and volunteer numbers restored, we cracked on with canal curve. This is the first of a

pair of 180 degree bends and starts in a shallow cutting, ending on a very high embankment. A forestry road runs alongside the outside of the bend and a number of tourists appeared to photograph progress during the day. By evening the end of the bend was in sight.

By the end of 2007 I'd been involved on three further occasions since this first week long event, so far completing 14 days track laying. Unfortunately, due to my work diary I only managed to work on the stretch from the south end of Beddgelert station through to Cemetery Crossing, the other side of Goat Tunnel, in April and May 2007. The October 2007 week took us from the north side of Nantmor ending just short of the A4085 road bridge approx 500m further on. One day that week was spent replacing defective track clips in the forest, whilst the Nantmor public road crossing was laid by the contractors.

The track laying weeks have proved very successful, typically attracting 30 volunteers a day. They are particularly popular for volunteers who live long distances away, like me. Otherwise we'd need to add one or two days holiday to a weekend, for travelling up and back to attend a weekend working party and only get two days track laying. Several further weeks were planned during early 2008. In between these two track laying gangs, the North Wales 'Black Hand' Gang and Paul Bradshaw's 'Rest Of the World Gang' work alternate weekends. The Tuesday Gang tends to undertake a range of other tasks, but sometimes get a go at laying some track.

In the next articles I tell you about who the volunteers are and the mysterious art of track laying.

Richard Neil

Morris Collection

Tim has now finished sorting our slide collection. There are almost 2000 slides which have been numbered and categorised by company and loco type. We will arrange a number of slide evening where we can enjoy the collection and probably add some more detail to the index. Many thanks to Tim for his hard work.

Wheeltapper 2008

This year's Wheeltapper competition saw a smaller entry than last year but the models were up to the high standard we expect. Mick was the judge this year and said that he actually found it much harder than he thought as the models were of a consistently high standard.

On the "work in progress" table we had Jean's diorama which uses the reverse side of a piece of leather to reproduce grass very effectively. Steve's bridge on his diorama is progressing well, the arch stones are built up from layers using a technique described by Alan Downes.

There were only two locos in categories 1-4, so these were put into one category for judging, with Richard's Steam loco narrowly beating Kevin's Class 27. There was a single entry in the coaching stock category (5&6) by David Lane of a Southern luggage van. Freight and Engineers stock (7&8) was well represented and won by Ian Gearing. Non road vehicles, boats etc (9) was won by Paul with a Dutch tug and barge and structures (10) was won by Richard T with a cemetery office.

Dioramas (11): Richard's tank diorama did have water but you had to look hard for it. Richard will be looking at military models to see what we could use for railway models. Neil's diorama was of a deep rocky gorge with a railway line crossing it on a very short bridge between two tunnels. A very interesting composition with the turquoise and white water represented with paint. First prize went to Richard T for his abandoned log drop. This had a very large tree with the river in front and a wealth of detail and outstanding colouration. Second prize went to James for a small engine shed. The tree James built is something of a hybrid, as the main limbs are made from twisted wire, then covered with seamoss pieces for the small branches and finally with fine green leaf material, all techniques we have seen in our workshops. This looks to be a good technique for larger trees which would take a very long time to twist from wire..

Winners list:

| | |
|-------------------------------|--------------------------------------|
| Locomotives (group 1-4): | Richard Turner |
| Coaching stock (group 5 & 6): | David Lane |
| Freight stock (group 7 & 8): | Ian Gearing |
| Road vehicles etc (group 9): | Paul Wright (Robbie Robinson Trophy) |
| Structures (group 10): | Richard Turner |
| Dioramas (group 11): | Richard Turner (Jack Kine Trophy) |

Wheeltapper, the best model from category 1-8: Richard Turner for his loco.

Wheeltapper 2008

Photos of some of the models entered in the Wheeltapper competition:

Page 10:
Steam loco (Richard T)

Class 27 in P4 (Kevin W), Kevin starts with a RTR loco and adds details such as fans, grills etc before painting and subtly weathering his locos.

SR parcel van in P4 (David L), Another excellent model from David.

Limpet in O gauge (Ian G). Ian produces a wide range of engineers stock, both kit and scratch built, usually with lots of rust and muck.

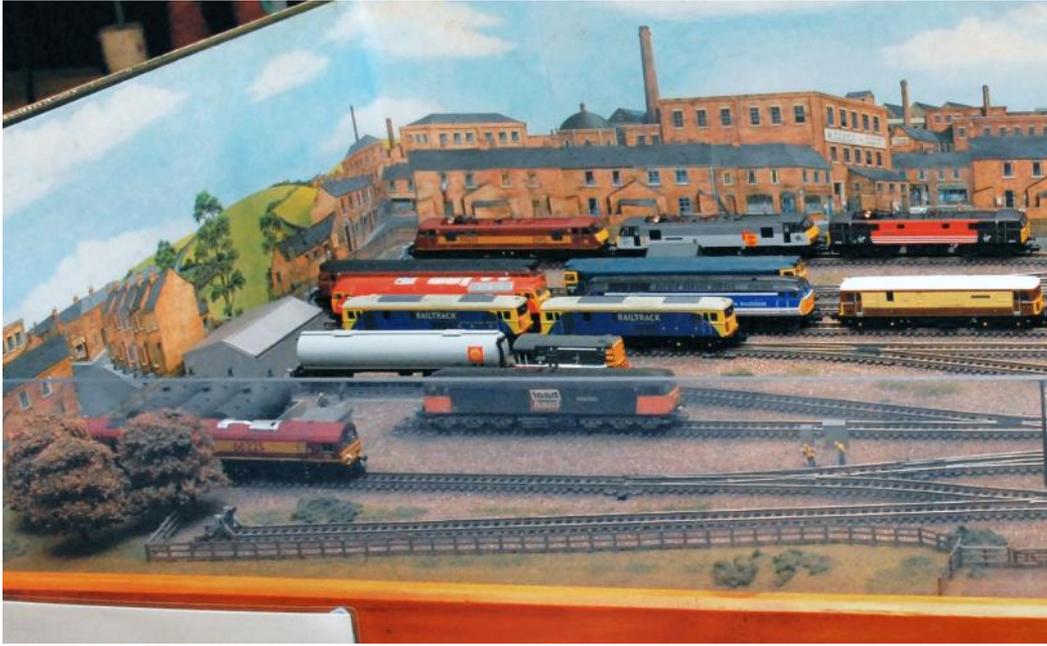
Left: Richard's diorama incorporating the three elements of water, trees and rock/brick. The two things that struck me was the use of height and colour to get maximum impact.





Risex 2008





Risex

Above and below: Stapleforth TMD in N gauge.
Previous page upper: Aldermouth in O gauge and previous





2008
page lower: Bambleford in OO.



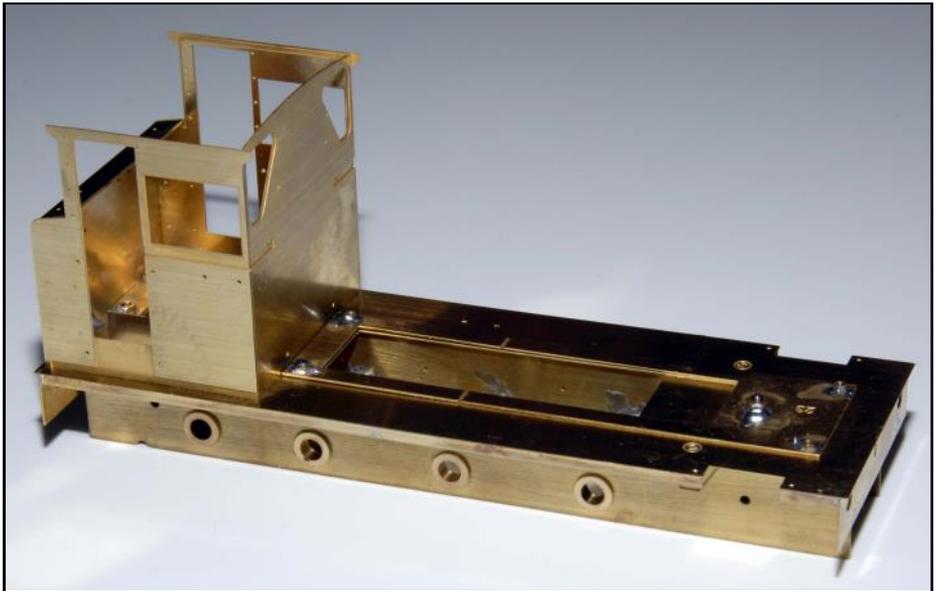
Barclay D2400 Shunter, from Judith Edge Kits

I started building 0-gauge brass kits about eighteen months ago, just after RAILEX 06, and I've finished four trucks since then with another three kits nearing completion. Not a particularly large total, but there again completion speed is not the aim of this game, and even in that short time I have begun to learn how to tell a good kit from an average kit. And the conclusion is that Judith Edge's latest offering of the D2400 kit is a little gem.

Now I'm not exactly a fan of Eastern Region locomotives or rolling stock, so this kit had one strike against it before I'd even taken it out of the box. But this began to fade into the background when I opened the box and started building the kit – little things began to surface that make you stop and think "Gosh".

The chassis for example. You start with the chassis, and I *know* it's a brass kit (so it ought to go together, and so many don't do), but as soon as you start cutting the bits off the fret and soldering them together you realise how much thought has gone into the design of this kit. Everything is the right size, even the width of the half-etches that the cross members sit in on the main side-frames. Once the parts have been touched by a file to remove any last cusps they all just fit together without any fuss. The other 'gosh' point here is the wheels and bearings; I borrowed a Masterchassis jig to assemble the chassis but I honestly believe that with this kit I didn't really need it and the chassis would have run properly even if I had assembled it without the jig.

The footplate comes next (again with side-valances soldered into half-etched recesses) and then the cab. With the use of a small try-square to get the front



of the cab actually upright to start with, and some careful tack-soldering before launching into seam-soldering the whole thing solid, the cab is a little beauty to put together. A swift run-over with some emery cloth afterwards and all the joints just disappear.

At the rear of the cab is a section where the back is bent over to meet the window section at the top, and to be fair this part worried me – the bent-over part sits between the sides and all the curves are supposed to match while the top edge is supposed to rest against the window section. Fortunately this was not a real problem as the back comes with several half-etched lines to aid bending and allow the bending device (a 6mm drill) to sit straight on the part so that the bend is at ninety degrees to the rest of the material. Again a very few strokes with a fine file ensured that the curves on the sides matched the back part. Excellent.

The engine casing was the part that really had me frightened as the top is a gentle curve and the transition to the sides is a much faster curve but not quite a sharp bend. The part comes in one piece and needs to be bent with the intention of ending up straight, square, level and with the sides just the right distance apart to sit over the engine base plate – a fair piece of three dimensional art, in fact. I had some difficulty with shaping this part, I just couldn't see how to get the top to the right curve and get the sides spaced properly at the same time, and the end result was that the sides were upright with the gaps left by the imperfections of the top being filled in with solder.

After this the rest of the build is adding decoration and all the little bits that turn a toy into a respectable model, and here we meet another little design goody: after the window frames are fitted all the window glazing sits in recesses from behind. The net result is that the modeller only needs to get the window glass *nearly* the right size. Provided it sits in the recess and doesn't show any gaps on the outside it's fine. I hadn't seen that trick before and was suitably impressed.

My overall impression of the kit is that Michael Edge has put a large amount of effort into designing it. Fair enough, he may well have used techniques and tricks developed from previous kit designs, and if that's the case then I for one will be buying more of their kits in future. The parts all fit in their correct places and the calculations have been done so that they are all the correct size, with the end result that the kit makes up into a very believable model. I like it.

Ian Roll

12 inches to the foot - part 2.

In the first article, I described my first weekend as a volunteer on the Bluebell Railway. Surprisingly that first experience did not put me off and I've been back for more Sundays, as well as 3 days one after the other at the beginning of the May bank holiday week. I also told other club members about the experience, which encouraged Pete Joels and Richard Turner to join me one Sunday.

Pete fancied joining the signal box crew, and spent part of the Sunday discussing the possibility with the Sheffield Park signalman. Becoming a signalman is a major undertaking it would appear, so once lunchtime arrived it was clear that there was not going to be the opportunity to do any more with signals that day, and Pete joined us in the shed.

Richard and I had turned up in the shed, clad in our overalls and proper steel capped boots this time and wandered around trying to find out what we could do. You have to find the Sunday works manager, Chris Shepherd, because he is the only one who has an overall picture of all the jobs in hand, who is doing what, and what is a priority. There are two works managers to cover the 7 day working week, but only one is on shed on a Sunday, and a different one on a Saturday. Both are full time employees of the Bluebell, and their families make sure they have part of the weekend at home. Eventually, we found him, on the footplate of Eddystone with a long steel tube prising open the regulator which had decided to stick.

We watched for a while, as he yanked the lever back and forth trying to get it to move a bit more smoothly. It is not a good idea to have the regulator stick open if you are trying to stop the engine. All the while, steam was issuing forth at a dangerous level out of all the cylinder drain cocks. Quite a sight.

Once we'd gained his attention, he asked us if we fancied doing a bit of welding. I'd ticked the "I've welded before" box on the form I filled in last time, so as far as he was concerned I must be an expert. "I last welded about 25 years ago", I reminded him, but he was not at all phased.

"First, you'll need to cut out these holes on the "C" class tender sides, make up a plate to fill the hole, and weld it all back together. Maybe one of you could sit inside the tender holding the plate in position while the other welds it from the outside." It seems that the tender had behaved more like a sieve when they tested it the previous week.

Since Richard had never welded before, he got the short straw, but before he could tackle any of this, he went away to fill in his medical form and experience form. I got out the angle grinder and proceeded to cut away the wasted metal. We then cut out a new bit of plate, and found enough welding helmets, gloves and ear defenders for the task in hand. Chris came over to talk me through the use of the welding equipment, reminding me what I must have known all those years ago.

At this point, Richard had to climb into the tank. The only way in is via the filling hatch, which is a hole about 15 inches in diameter, if that. He climbed in while I passed him a light and the grinder, as he had to clean up the tank inside before fitting the plate as you can't weld to rust. Until you try it out, you have no idea how noisy it is to use an angle grinder inside a hollow metal tank. After a short while he reappeared through the filler a funny orange colour. The rust had filled the air space and he was covered in dust.

Time for tea – at least we could let the dust settle.

After a bit more grinding we were ready. We agreed that he'd hold the metal plate against the inside of the tank with a wooden stick, and I'd get the welding gear ready. Just as I was about to strike the arc, I'd bang on the side of the tank so he could get his helmet on. There was quite a gap round the plate so we knew that the blinding blue light from the arc could sear his eyes. All was ready – I banged the side of the tank with a handy hammer. There was a short cry from inside the tank, and a voice called out "Not so loud". I'd rather forgotten how the tank would echo and amplify the hammer blow.

I struck the arc and stuck the rod firmly to the tank side. A waggle and it was free, ready for me to have another go. After a while I managed to get the arc running nicely and proceeded to form a weld along the edge of the new plate. Well, it all looked pretty good considering how long ago I last welded. I got the hammer and proceeded to knock off the slag. A second later and a head appeared through the filler cap. "Oi! I'm still inside, and that's loud". Oops, forgotten about him!

Once the slag was cleaned off, was it a good weld? Er, no. Actually, all I had was a few spots of weld left and some bigger holes than were there when I started. Some bits of weld had joined the plate to the tank, so Richard was not needed inside anymore. Time to let Richard have a go. Now, Richard had never welded in his life before, so I gave him a quick guide on how to strike the arc and how to hold the rod against the metal. He picked it up really quick and like me welded the rod firmly to the tank. A few more goes and he had placed some weld along the plate. Once again, after the slag was hammered off, we had more holes than when we'd started. I was getting a bit concerned,

as we were going backwards. However, there was a lot of tank left to melt.

Chris came over to find out how we were doing. He said, “Let me show you how to do it – it’s not easy as the metal is a bit thin.” He struck the arc while we both watched from behind our welding helmets. He carefully moved the rod across the gaps, moving slowly across then down, across and down. It all looked lovely. Out came the slag hammer – bang, bang and ... more holes. Oh well, its good to know even the experts can’t do it either.

At this point we decided that we’d better give up. This was obviously beyond us. Richard decided to go and see if he could find an engine to ride. All this time, Pete was outside with others fixing the sandboxes back onto the O2 as they’d had a problem with the engine and had to remove them to gain access. Getting them back on was less than simple. The coupling rod was inconveniently in the way, and with a dead engine, not easy to move. He was nicely filthy – I was so pleased!

The end of the day came all too soon, and we packed up, cleaned ourselves and changed for the journey home. Richard and Pete both said how much they’d enjoyed the experience, and wondered when I’d be down next time. Perhaps I’ll write about it!

James Aitken. Jan 2008.

Railex 2008

Please sign up for jobs at Railex with the chief steward (Ian Roll). We will need 1 or 2 people to go with the van Friday to Welwyn to collect barriers and return them on Mon. Plus the essential work of floor marking and electricians teams, car park stewards, sign fitters, stand erectors, general porters etc. Plenty of jobs for everyone!

Clubroom organisation

New racks for Rannoch Junction have now been constructed. These use the same construction as before allowing boards to slide in/out of the rack. As these racks are screwed together they can be changed in the future for new projects which have different sized boards. Thanks to Ant, Richard & Steve for this work.

On the top shelf are a number of boxes of items that have not been touched for years. Please have a look though these to see if there is anything you want. The space can then be used for tools, paints and other modelling materials. Our library also needs more space. Also for disposal are some old boards from a junior project and O gauge project.

With the new large projects now under construction we need all the space we can find, so anything that does not have a use needs to go.

Useful internet addresses:

- | | |
|--|---|
| www.railwayherald.co.uk | Railway Herald on line magazine now has a Worldwide issue. |
| www.gersociety.org.uk | The Great Eastern Railway Society. |
| www.sataniemill.cd2.com | An N gauge industrial railway. |
| www.transportarchive.org.uk | The Transport Archive tells the story of Britain's transport system since the eighteenth century. |
| uk.youtube.com/watch?v=TeS_U9qFg7Y | A really cool model! |
| www.ipswich-underground.co.uk | |

Figure painting sites:

- | | |
|--|--------------------------------|
| www.brifayle.ca | painting figures black first. |
| www.btinternet.com/~MODEL.SOLDIERS | British Model Soldier Society. |
| en.wikipedia.org/wiki/Figure_painting_(hobby)#Paints | |

Viessmann track cleaner 7840

This is a very useful gadget specifically for cleaning track underneath catenary wires. The slim bent arm allows easy access through and under the wires or even into tunnels. The pad can be positioned so that it suits N and TT (below right) or HO/OO (below centre) track. The pads are double sided so can be turned over

when dirty. The cleaning head needs to be pulled off before it can be reattached in a number of fixed positions. I modified my cleaner by replacing the clip for the head with a screw so that it can be rotated to any position. The cost is Euro 8.35 from Wentink in Arnhem. I have not yet seen this item in the UK but I am sure someone will import it as it is so useful.



DVD Review

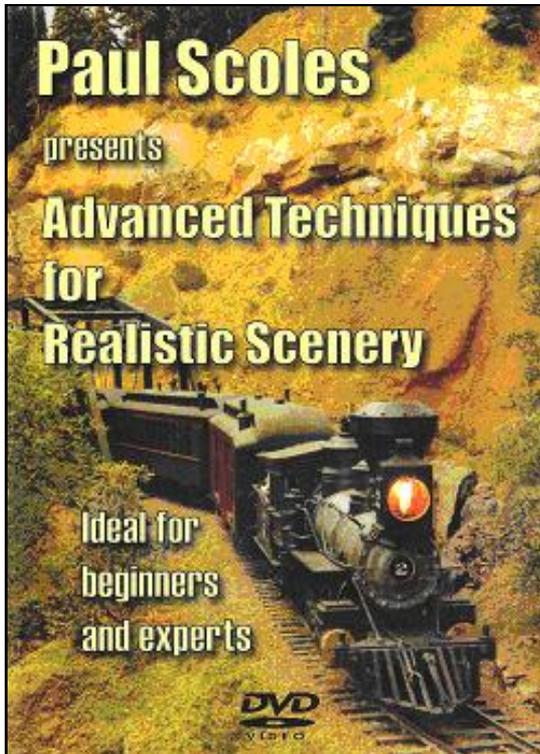
Paul Scoles presents Advanced Techniques for Realistic Scenery

This DVD I think complements some of the various scenic modelling workshops that have been held at the club on Friday Nights. Paul is one of the best-known scenic modellers in America today and has had many articles published in Model Railroader.

This 2 hour programme explores rock casting and painting, ground cover, building fir and deciduous trees, the placement of such trees, the positioning of buildings and also covers the planning of scenery, which should form part of the track planning stage, all of which are covered in some detail.

The way he puts across the various topics with ease and clarity allows the viewer to understand how simple these techniques can be, and how this can give you superb results very easily. He uses part of his Sn3 Pelican Bay Railway & Navigation Company layout to illustrate all the above using his techniques and choice of materials used. In the last part he takes us on a journey of his layout, which is fully DCC with sound.

Whether you are a beginner or an expert you can learn from this, and use the techniques for



your layout or diorama project.

I purchased my copy from SPV at a cost of £21.95, website www.spv.co.uk. I also find that Model Junction in Slough has a good selection of Woodland Scenics materials.

ANT

Club workshops.

Building from plastic sheet and strip TBC

Ballasting trackwork TBC

Would anyone be interested in revisiting some of the topics already covered such as kit construction and weathering?



Modelling Saturdays

The following Saturdays have been booked for the morning and afternoon:

April 5th
July 5th
Oct 4th

May 17th
Aug 2nd
Nov 1st

June 14th
Sept 6th
Dec 13th

Recycling

Cardboard and cans.

Just a reminder that Mick Smith will collect our cans and cardboard for recycling so please put these to one side and not in the rubbish bin.

Stamps

Also John Franklin is still collecting stamps to raise money for an MS charity. Any stamps will do, just tear off the corner of the envelope and place them in the envelope on the notice board.



Club Diary

| | | |
|-----------|---------------------|--|
| April | 5 th | Modelling Saturday |
| May | 10 th | CMRA Delegates Meeting, ALSRM Exhibition, Reading |
| | 17 th | Modelling Saturday |
| | 23 rd | Railex Set Up |
| | 24-25 th | Railex 2008 Exhibition, Stoke Mandeville Stadium |
| June | 14 th | Modelling Saturday |
| July | | Footplate Summer edition |
| | 5 th | Modelling Saturday |
| | 12 th | CMRA TIME (Totally Interactive Modelling Event) Westfield Community College, Watford. |
| August | 2 nd | Modelling Saturday |
| | 31 st | End of club financial year. |
| September | 1 st | Club Membership Subscription due. |
| | 6 th | Modelling Saturday |

Test track Evenings

| | |
|-------|------------------------------------|
| April | 11 th |
| May | 2 nd |
| June | 13 th |
| July | 4 th & 25 th |



Additional evenings if space is available.

Back page top: Richard receives the Wheeltapper Trophy from Mick who was the judge for the night.

Lower: James' diorama of a small Southern Engine shed with a stream in the foreground.

