

The Whistleblower

August 2013

THE LULL BEFORE THE STORM

As we all know, July and August are the months when railway modelling takes a back seat, although a number of us went on a day trip to York to see the remaining six A4 locos at the NRM. September is the month when activity at the club takes off again - please see the programme below. I urge everyone to get engaged in the Modelling Competition, the Annual Exhibition, the Club Open Day and the Photography Competition. Also please do not forget the AGM in December where we need to a new Chairman and Secretary. A busy time coming up.

COMMITTEE FEEDBACK

- A committee meeting was held on 24th July. All committee members attended.
- The committee have decided to move its savings from Scottish Widow's to Cambridge and Scottish Bank who offer a much better rate of interest. This will be done in December after the new members of the committee are appointed.
- Additional fund raising in 2012/3 has now reached £449.76 with \$49.70 raised for the food on the American night. This significantly contributes to keeping annual subscriptions from increasing.
- Richard Harris has agreed to carry out an inventory of all club tools. The purpose of this is to identify old tools for scrapping and new tools that are required. We will also try to assemble the tools in a central location.
- Please note that it is our turn to organize the photography competition to be held in November. Entry information will be published in September.
- The club has been asked by the Old Kiln Light Railway based in Tilford if we would help organize their annual exhibition held in May each year. Noel, Richard and Wilf met with them on 7th August to assess the situation. F&DMRC would share in the profit made at the event and could generate >£500 per annum. The committee opinion is that we should proceed with this subject to finding a club member to lead the organization of this event. Please let us know if you are

PROGRAMME FOR 2013

Date	Group Rota	Event	Subject
August			
Wed 21	P4		
Wed 28	O	00 gauge running night	
September			
Wed 4	N	0 gauge running night	
Wed 11	OO	N gauge running night	Committee meeting
Wed 18	P4	Modelling Competition	Details for entry in below
Wed 25	O	00 gauge running night	

October			
Wed 2	N	0 gauge running night	
Wed 9	OO	Exhibition briefing	Members attendance @ 8pm
Friday 11	-	Exhibition set up	Loading 3.00pm. Hall 5.00pm
Sat 12 / Sun 13	-	Club exhibition	Attendance of all members req'd
Wed 16	P4	N gauge running night	
Wed 23	O		
Sun 27		Club open day	Organised by Dave Harrington.
Wed 30	N	00 gauge running night	
November - 2012/13 subscriptions due			
Wed 6	OO	0 gauge running night	
Wed 13	O	Competition	Photography comp @ F&DMRC
Wed 20	N	N gauge running night	
Wed 27	P4	00 gauge running night	
December			
Wed 4			
Wed 11	OO	Annual General Mtg	Members attendance @ 8pm
Wed 18	O	Social event	Christmas dinner
Wed 25	-	Club closed	

MODELLING COMPETITION - SEPT 18TH

The modelling competition will take place this year on 18th September. This will be held in the main hall so no layout activity will be allowed on this night. The competition is intended to be a "fun evening" and an opportunity for all the club members to take part and demonstrate their modelling skills at all levels. Category trophies and Best in Show will be awarded.

Categories

(open to scratch built, kit built or modified proprietary models)

- 2mm scale locos and rolling stock - N and 2mm fine scale
- 4mm scale locos and rolling stock - OO, EM, P4 fine scale
- 7mm scale locos and rolling stock - standard & narrow gauge
- "Other" scale locos and rolling stock (From Z to Gauge 3)
- Trackside/Scenic features (Any scale) - a railway/scenic feature not exceeding 2 sq ft.

Please note all locos and rolling stock must be running models.

Rules of entry

- All entries must be owned by club members.
- The closing time for entries will be 8.00pm.
- A completed entry form must accompany each item (available on the night).
- Voting will be on a one vote for each category basis.
- The winner of each category will be that with the most votes.
- The Best in Show will be chosen from the category winners based upon the highest number of votes.
- The adjudicator's (Chris Webster & Ron Patterson) decision will be final.

To encourage members who do not want to compete, there will be an additional non-judged category:-

Loan Category - Any model, any scale, out of the box, completed or under construction. Your chance to either show off "work in progress", seek advice/encouragement in completing a model, show off an uncommon proprietary item or just bring along your latest acquisition.

TORNADO LECTURE - OCT 3RD

We have received the following invitation to this event. If you want to go, please use the application form attached to the newsletter.

May I introduce myself, I am Roger Boys. I represent the organising team who are promoting on behalf of the **MG Car Club, Abingdon**, the fourth in a series of lectures which features the great **British Engineering** achievements. In the last few years we have featured **Bloodhound** the 1000 mph project, **Vulcan** and the Falkland's then we celebrated the 50 years of the **MGB**.

This year the MGB Lecture, due to take place on the **3rd October 2013**, at the **Amey Theatre in Abingdon** Oxfordshire, will feature the building of the **A1 Pacific Steam locomotive "Tornado"**. I am confident that your members and friends will be familiar with this story but may not have had the opportunity to hear the story told by those who were the motivation behind this magnificent achievement, the illustrated Lecture covers the epic tale of how a conversation in a pub turned into a generation long struggle to build a new steam engine from scratch, mainly funded by asking members of the public to donate "the price of a pint"

I have taken the liberty of sending to you the "flyer" and Press Release which gives the details of the event and how to book tickets and would ask if you would be able to bring the details of this event to the attention to your members and any others who you think may be interested and perhaps feature the Lecture on your web site. We have 400 seats available and everyone is welcome to attend. Should you have any advise as to other ways we can ensure that Railway enthusiasts are made away of this event we would appreciate your advice.

Should you require any further information on the event please contact me. Thank you.

EXHIBITON DIARY

Club layouts

- 12/13 Oct - Greenfield Sidings @ our exhibition.

Exhibitions of interest

- 7/8 Sept - Int'l N Gauge, Leamington Spa
- 7/8 Sept - Guildex 2013, Telford
- 14/15 Sept - ExpoEM North, Manchester
- 14/15 Sept - REC show, Woking
- 21/22 Sept - Erith MRS, Bexleyheath
- 28 Sept - Bentley MRG, Chippenham
- 28 Sept - Loddon Vale MRC, Reading
- 28/29 Sept - Scaleforum, Aylesbury
- 29 Sept - Hurley O Gauge, Bourne End

ANNUAL EVENTS IN 2013

Diary dates for members, here are the club events to be held throughout the year.

- The modelling competition. To be held on the evening of Wednesday 18th Sept. please see entry criteria on page 1 on the newsletter.
- The Club Exhibition. To be held on the weekend of 12th/13th October at The Connaught Centre, Aldershot. Greenfield Sidings will be attending. All members are requested to make themselves available for this. Briefing on jobs to be carried out to be held on 9th Sept.
- The Club Open Day. To be held on Sunday 27th October. The club layouts being erected will be Basingstoke, Brixcombe and 2 private OO layouts. All members are requested to help.
- The photographic competition. This will be organised by F&DMRC and held in our club rooms on Wednesday 13th November. Entry instructions to be published in Sept newsletter.

LAYOUT REPORTS

N gauge group: All the track is now fixed down, and work on the electrics has started. David has made a trial version of the station building which looks good, but he believes he can do better and will make a new version for the layout. The Faller road is complete (though lacking its final surface and control magnets) and vehicles have made complete circuits.

OO gauge group: The main occupation of the technical members of the group is the continuation of the extension and associated works. The 3 way points have been removed and replaced by a series of turnouts cascading off the main line in each direction. These are now placed on the corner boards No's 1 and 5. Ian has been wiring up the points and indicator switches underneath the boards with leads to the sockets for the inter-board connectors. His next job is modifying the wiring in the control panels at home.

Alan has been working under supervision from Ian, usually after a cry of "what do I do now". He is slowly making the track connections between the baseboard ends, and later on, a series of short jumper leads for the corners. General opinion from onlookers is that they like what they see and I must say that the new geometry of the points, laid by Wilf, does look rather good. Remember - only 10 weeks to go for the club exhibition.

Meanwhile, David and Charles (not the publishers) have been sprucing up the fencing and foliage behind the shunting sidings. Not to be left out, Wilf and Richard have been doing running repairs to the test track, smoothing out bumps and tidying up the woodwork. It is beginning to show signs of its heavy use.

P4 gauge group: No report.

O gauge group: The 'o' gauge new layout is progressing well, we have three boards assembled and all three do fit together!! Boards 1 and 2 have had legs fitted, some at last Wednesday meet, may have seen these boards standing but a bit wobbly (no locking stays yet fitted). The group hope to have all three units up next Wednesday(14th). We are trying to get as much of the woodwork done so that then we should be able to push on with the track work which seems to have taken a backseat at the moment.

WHAT TO DO WITH HALF A "B-SET"

by Ian George

Some time ago I was browsing EBay looking for a project that would be interesting, different and above all cheap! I spotted an un-built kit for a GWR coach, diagram E147, which is a non-corridor brake composite. As GWR buffs will know these coaches normally ran in permanently close-coupled pairs as the famous "B-sets". I followed the progress of the auction and with only a few minutes to go the item had attracted very little attention; not surprising really as who would be daft enough to want half a "B set"? I placed a ridiculously low bid and become its proud owner. Daft maybe, however, I had a cunning plan.

By co-incidence I had just finished building a GWR auto-trailer and during the research for this model I remembered reading that during the 1930's the GWR found itself short of modern auto-trailers following their extended use in the South Wales valleys. To solve the shortage Swindon began to use standard non-corridor brake coaches to convert into what they referred to as "driving trailers". Construction of these driving trailers continued alongside the traditional auto-trailers until 1955.

These driving trailers were visually very different from the conventional bow-ended, open saloon style of auto-trailer. They were flat-ended, non-corridor, compartment coaches, the brake end being the driving end where 1 large window was provided instead of the usual 3 smaller windows. 18 of these conversions were based on all-third brake coaches but in 1936, for reasons unknown, 2 coaches from the last batch of E147 "B-set" coaches, numbers 6818 and 6820 were converted into driving trailers and given the diagram A32. This quirky decision gave me what I could build from my half a "B-set"!

These 2 driving trailers contained some different features from the ex brake third versions. Most obviously they retained their one first class compartment, which I think made them the only GWR-built auto-coaches to include first class seating. Also, unlike the brake third conversions, the driver didn't have an access door in the coach side, nor was there a driver's compartment as such; the driver entered via the guard's door and stood behind a small screen at the end of the brake compartment. Imagine how interesting that would have been to watch. Unusually, after their conversion these 2 kept their original coach numbers whereas the ex brake thirds were re-numbered into the auto trailer number series.

All the driving trailers contained several unusual features for GWR coaches:

- a characteristic of GWR coaches is that the bogies are usually mounted at the extreme outer ends of the body; on the driving trailers the bogies are set notably inboard from the ends. I assume this was to allow space under the floor at the driving end for the various linkages associated with the driver's controls.
- for reasons I haven't been able to explain, the battery boxes were located in the centre of the chassis contrary to normal GWR practice of locating them next to the bogies. The attached photographs of my completed model of 6818 illustrate these features.

These 2 "ex B set" driving trailers remained in use in the Oswestry area until 1961 and were well liked by local railway buffs, appearing in several surviving photos and snatches of cine film looking smart in their last livery of BR lined maroon.

So if you ever see a single B-set coach on EBay, don't hesitate, grab it.



ARTICLES FOR THE NEWSLETTER

As you can see, I have received another article since my last appeal. Keep them coming - why not write something for the Newsletter yourself. It can be about anything around railways and if you have pictures as well then that's fantastic. Any electronic delivery method is acceptable.

Thanks
The Editor