

# The Whistleblower

January 2013

## IT'S A BIT LATE!

Sorry but this month's newsletter is a little later than normal. We have been awaiting the details for the club dinner to be held in March.

We are now into 2013 and much is planned for the year:

- We have 2 new layouts being built (N & O gauge) one of which already has an exhibition invitation.
- Greenfield Sidings is being modified to allow more operating room.
- There is a full programme of club events to be held throughout the year (please see page 2).
- Club layouts are invited to attend a number of exhibitions throughout the year.
- And, we are looking for inputs from members on social events to be held.

Also, I would like to welcome 2 new members, John Scambler (N gauge) and Colin Towner (OO gauge). Happy modelling for the New Year.

## COMMITTEE FEEDBACK

- A committee meeting was held on 16th January - All committee members were present.
- The Treasurer reported that 44 full members had paid subscriptions - a reminder will be sent out to 6 others. 2 associate and 1 junior have renewed. The income received is just sufficient to cover the cost of rent and insurance for the year.
- It was agreed that each layout group would attempt to raise £100 each to supplement funds during the year.
- A good response has been received from the appeal by Noel Leaver for help to organize the club exhibition. An exhibition committee is being formed and is planned to meet on 30th January.
- The layout expenditure budgets are agreed for 2012/3 and a number of receipts for the new layouts
- It has been agreed that we will not renew our CMRA (Chilton Model Railway Association) membership as it is not offering any value to the club.
- DONM 13th March

## PROGRAMME FOR 1Q13

Date	Duty Grp	Event	Subject
<b>January</b>			
Wed 2	N	O gauge running night	O gauge running track
Wed 9	OO	N gauge running night	
Wed 16	P4		Committee meeting @ 8.00pm
Wed 23	O	OO gauge running night	
Wed 30	N	P4 running night	Preparation for shows
<b>February</b>			
Wed 6	OO	O gauge running night	Weydon Road
Wed 13	P4	<b>Social evening</b>	Pancake night lead by Keith Wright
Wed 20	O	N gauge running night	
Wed 27	N	OO gauge running night	
<b>March</b>			
Wed 6	OO	O gauge running night	O gauge running track
Wed 13	P4	N gauge running night	Committee meeting
Wed 20	O	Presentation	
Fri 22		<b>Club Annual Dinner</b>	To be held at the Plume of Feathers, Crondall
Wed 27	N	OO gauge running night	

## CLUB ANNUAL DINNER

This will held on Friday 22nd March , one week earlier than normal as Easter is early this year. Following a number of inputs from members, we are holding this at The Plume of Feathers in Crondall ([www.plumecrondall.co.uk](http://www.plumecrondall.co.uk)) this year - the food is excellent (I've tried it) and the venue is great. This event is for club members and partners and we promise not to talk model railways all night. If you want attend, book early - the restaurant seats 35 people. The arrangements are as follows:

- The menu/booking form is attached for your selection.
- Please make your choice and enter this on the booking form.
- Submit your booking form with the appropriate payment to Richard Puddephatt.
- Drinks are not included and are the to be paid for personally at the bar.
- Cheques to be made out to F&DMRC.
- The closing date for bookings is 13th March 2013. Please note that all payments must be made on or before this date.

A large car park exists at the rear of the pub. We will sit down to dinner at 8.00pm - drinks are from 7.30pm.

## EXHIBITION DIARY

### Club layouts

- 2/3rd Feb - Greenfield Sidings @ Alton
- 16/17th Feb - Brixcombe @ Bournemouth
- 2nd Mar - Weydon Rd @ Abingdon
- 27/28th Apr - Brixcombe @ Epsom & Ewell
- 6th May - O Gauge Open day
- 11th May - Brixcombe @ Watford

### Exhibitions of interest

- 18-20th Jan - London Model Eng
- 19th Jan - Astolat MRC
- 19/20th Jan - Bentley MRG, Calne
- 20th Jan - Bristol O Gauge
- 26/27th Jan - Southampton MRC
- 2/3rd Feb - Alton MRC
- 16/17th Feb - Watford MRC
- 2nd Mar - GOG, Kettering

## ANNUAL EVENTS IN 2013

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

- The Club Annual Dinner. Booked for the evening of Friday 22nd March. Please see page 1 for details.
- The O Gauge open day. To be held on Bank Holiday Monday 6th May. Weydon Rd, Round the Bend, Aldermouth and Brookford attending + Gauge O Guild stand.
- Summer club outing. This year we may want to visit Mallard 75 in York in July to see Dominion of Canada and Dwight D Eisenhower - let me know on this as early as possible.
- Additional outing. A number of members have mentioned an outing to McAlpine's or Pendon museum. Let me know and I will organise it.
- American Night. Following the success last year we will hold this again on Wednesday 3rd July. We will invite other local clubs to this.
- The modelling competition. Planned for the evening of Wednesday 18th Sept.
- The Club Exhibition. To be held on the weekend of 12th/13th October at The Connaught Centre, Aldershot. Greenfield Sidings will be attending.
- The Club Open Day. To be held on Sunday 27th October. The club layouts being erected are still to be determined - please let me have your inputs now!
- The photographic competition. This will be organised by F&DMRC and held in our club rooms on Wednesday 13th November.

## LAYOUT REPORTS

**N gauge group:** The baseboards, trestles, and lids for Wickwar have all been built, a little more work is needed fettling them to go together smoothly and rest on the supports without wobbles. The track has been bought and track laying will start soon, work continues with making lists of prototype train formations.

**OO gauge group:** Greenfield Sidings was set up on Wednesday, 16th January, in preparation for the layout to attend the Alton Show on 2nd/3rd February - some minor faults were found and need to be corrected before the Show.

A Group meeting was held on 7th January to discuss the proposed modifications to Greenfield Sidings and work will be starting after the forthcoming Alton Show. The new 2' long side extension boards have been constructed by Alan with assistance from Ron and are now in the storage room.

The trestles for the running track have been tried out under the running track and considered satisfactory - some end stops have to be added to the cross supports on the trestles to locate the running track boards. A trolley to store the trestles has yet to be constructed.

**P4 gauge group:** Further to our appeal in the last newsletter for volunteers to assist at shows pending the departure of Jim Wheaton and Vic Beyer, we had several offers for which we are most grateful. Furthermore, news of Vic's departure was slightly premature and he has paid his subs and committed for another year - hooray.

Activity on the layout has been confined to tidying up the electrics and trying to fix the troublesome engine release turnout. Before ripping the whole thing up and replacing it in total we replaced one side of the switch only in an attempt to get it into gauge and this seems to have worked - at least until we test again! We are now gearing up for our first outing of the year at Bournemouth on 16/17 Feb and to that end we intend setting the layout up for a full test on 30th Jan - please note.

Looking further ahead, to a post war Brixcombe, several conversions of proprietary models have already taken place and more are on order.....

**O gauge group:** 2012 has been a successful year the last outing for Weydon Road at the Shoesburyness MRC in Southend. 2013 the group have now started assembling the materials for the new layout.

We have two outings booked, First on the 2nd March at Abingdon and the second on the 9/10 November at Tolworth. In between this we have the Open day on the 6th March. I will put up a list on the notice board for volunteers - as before, we need other club members to help man the door/kitchen and act as stewards etc. There will of course be the usual bacon rolls on sale.

## THE CONSTRUCTION OF COLIN'S WHARF

by Alan Riches

Early last year, Colin Freeman approached us with the request that we help build him a layout based on Milford Haven (short pause while we took this in). He then explained that he had seen a small layout on the internet and consisted of a small quayside area with a vessel, crane and a few sidings. The overall size was 6ft x 2ft - no legs were required as it would sit on any table (we started breathing again).

We studied the download which was originally published in the Peco Book of Small Plans. It showed a simple plan and the required track which was quoted as Peco Setrack parts. That made the costing fairly easy so we gave Colin a shopping list for the local model shop and timber yard. He appeared 2 weeks later with the required 6 mm plywood and some 50 x 18 battens.

The first job we did was to set out the track to give us all an idea what the finished layout would look like. The dockside edge was marked out as well as the viaduct and the separate fiddle yard. We also positioned the crane tracks but more about that later.

The base was surrounded with the 50 x 18 timber, glued and screwed to form a firm edging with three more lengths from front to back. This gave us a flat surface to work on. We then had to make the area for the water which of course was lower than the dock area. It was then that we wished we had proper drawings to work from as we were making it up as we went along. After several trial runs - "it's better this way or that way" - the saw was finally put to wood. One of the carers was a carpenter in former years so he was able to give us advice and even did some of the cutting. Colin was giving us advice and handing us the screws from his vantage point in the wheelchair.

The track was then laid out and pinned down. Some of the fiddle yard had foam ballast but as the main dock sidings would be inset track so the ballast would not be needed. At this point we, that is myself, Ron B, David B and Richard P were working under instructions from Colin as to what he wanted and where. The points were to be controlled by the latest Peco surface mounted motors ready wired so no holes had to be cut in the baseboard.

Part of the original agreement was that Colin was to take the layout home each week as space is at a premium at the club. Progress was rather slow as we could only work on the layout for about 2 hours on the days that Colin was able to attend the club. So I decided to take the baseboards home with me and work on them at my own pace, beside I had some ideas of my own about the scenery.

The dockside area has a wall around it slopping up to the back with a road, pavements and cottages. These buildings are in the "Model Yard" series pre-cut card very much like Metcalfe kits but not so quick in construction. These come in a terrace of fan units each full depth so I cut them along the ridge to make a front and back semi-relief thereby giving me twice the number - one half the fronts and the other half the backs. The fronts were again cut in two like slicing a cake and glued together to form a terrace. Fitting the front steps to the correct slope was a nightmare. Gutters and down pipes were added made off card strips and florists wire but I didn't bother with dustbins in the back yards.

The rail yard walls were made of thin ply faced with South Eastern Finecast plastic wall cladding sprayed with Halford's Red Oxide primer and weathered over with acrylic "dirty" paint. The pavements are Metcalfe self adhesive card paving slabs fixed with Evostick. The railings are Ratio fence posts with plastic rodding threaded through. A small piece of advice here - I planted the fence posts "ducks nest" fashion fixed with super glue. When I came to thread the plastic rods through the posts I found the glue had crept up the posts and filled all the holes so I had to rip the whole lot out and do it again (another wasted afternoon). In hindsight I think it would have been better to use brass rod but I was trying to keep the costs down. Some sections are showing signs of wear and tear already.

The roadways were easier made of Wills granite setts and Evostick. The whole dockside is divided in two by a viaduct running from front to back spanning the railway tracks and carrying a road. There are uncoupling ramps at various points so that in theory there can be hands-free shunting.

The subject of lighting was raised but by this time all the housing had been built and sealed up. I explained that the windows were dark and had no curtains so the houses must be empty - so no lighting inside. However, as a consolation I fitted all the streets and footpaths with street lights consisting of Kyte Lights. Because they are 6v bulbs running off a 12v source, I ran three circuits in series making 3v and 4v so bulbs are never at full load and look better. The supply comes from a tapping on the controller.

Meanwhile down on the harbour side I had to sink all the rails into the surface to make inset tracks. Actually, I raised the base surface up to the level of the railheads by means of one layer of cork flooring tiles, a layer of card, finished off by 320 grade wet and dry paper to represent tar-mac. Unfortunately, so far I have had to leave the point blade area open because the infill kept on lifting and fouling the underside of locos.

The layout is controlled by a Gaugemaster double unit which Colin happened to have in his box. Only one of the controls is used as the layout is operated by "one engine in steam". Other controls are by assorted Peco switches in banks for ease of operation which were found in the same box. These are mounted in a wooden cabinet that is hung on the front of the layout and connected by two home made multi-pin cables to the side. These were home made because I couldn't find any ready made short enough. That was a fun couple of hours. These two units can be easily disconnected when the layout is moved. There is a layout diagram on the front of the box as well as controls for street lighting switches for sections and points Also, for the travelling crane which unfortunately doesn't travel very far so far.

The crane is an old Airfix model made by my father about fifty years ago. It was never installed so I gifted it to Colin. I eased the wheels so they turned and ran on the inset track that spans one of the sidings. Underneath is a motor and gearbox with 1:250 reduction with a drum pulling a cable around a circuit of pulleys which are connected to either end of the base of the crane. The whole unit is powered by 2 AA batteries housed in a control box. So far it hasn't moved very far under its own power because the drum keeps slipping on the final driveshaft. The gearbox assembly was found on the Squires stall.

The dock needed some sort of vessel tied up waiting for a load. Colin showed me some plans of a small coaster he had found on the internet. I don't know if the boat was included in the contract but Wilf saved the day. He had just built the same model and we all agreed that it fitted the bill so it was handed over to Colin and money changed hands. Although there are bollards on the dockside, supplied by Ron, the vessel is left sitting on the water so that it can be moved when the layout is moved. The name "Colin's Wharf" is mounted on the dockside wall so the Captain knows where to park.

When I handed the half finished layout to Colin there was a lot of scenic work to be done in the fiddle yard. This has since graduated to having an engine shed, coaling and watering facilities made by Colin and Carer at home.

The whole layout has a backscene around three sides of which the external sides are a light oak colour. By removing the backscene, boat and buildings the baseboard can travel in the back of either my estate car or Colin's (fortunately we both have the same make of car). Otherwise it travels, fully assembled, in the people carrier to and from the club room.

That, as they say, is the story so far. Colin displayed the layout at the Club Open Day and it attracted a lot of attention both from the visiting Mayoress and several small children who wanted to play. A photographic record was made of the build and mounted in a small album and given to Colin as a memento.

## ARTICLES FOR THE NEWSLETTER

If you have enjoyed Alan's article on building Colin's layout why not write something for the Newsletter yourself. It can be about anything around railways. If you have pictures as well then that's fantastic.

So please send me your articles in plenty of time to allow me to publish them.

Thanks  
The Editor