

# WHISTLEBLOWER

JUNE 2015

## The Newsletter of the Farnham & District Model Railway Club

Welcome to the June 2015 edition of Whistleblower. This edition not only looks to the future but has items of current interest and includes news from a former member who fled to the colonies.

### Car Park

There are no allocated parking spaces. First come, first served. Members are asked not to block the access route to the rear of the building or to park blocking other cars' exits. It is very likely that we will, at times, have to share the car park with other users of the Community Centre. We have no priority in this respect. If the car park is full, Members are asked to park on the road, but without causing difficulties or annoyance to neighbours.

One such other user, SureStart, have a need sometimes to use the front car park for children's play and activities. This is incompatible with use of the area for parking. Members are therefore requested not to use the front car park between noon and 3pm on Wednesdays unless it is known that SureStart are **not** intending using it for play and activities that day. The Club and SureStart are in communication regarding this use of the car park and therefore Members can be advised, on the day, whether restrictions apply.

David Harrington (Chairman)

### Aldershot Model Railway Exhibition – 10<sup>th</sup> and 11<sup>th</sup> October 2015

All the layouts and most of the traders expected are now on the web site. Traders appreciate club members giving them business (it helps get them to come back next year) so if you need anything that one of our traders is likely to have and it is not urgent, could you delay buying it until the show? Many will give a discount if you are wearing a club shirt.

John Yarham is going to run a second-hand stand again this year, it was a great success last year even though done at the last minute. We will try and be more organised this year, advertising it in the local press and to layouts attending. You might like to sort out items you want to sell (with a percentage going to the club), don't forget books. We should have forms available soon in the clubroom on which you can list items and the sort of price you expect. We are regularly offered collections for free that we could sell at the exhibition, but they usually end up cluttering up the basement of the clubroom - is there anyone with spare storage in, say, a garage where they could store items until the exhibition?

Noel Leaver (Exhibition Manager)

## **Quarterly 5<sup>th</sup> Wednesday Presentation – 29<sup>th</sup> July 2015**

Airbrushing for the Beginner ó Ron Patterson  
Starts promptly at 7.30 pm

Many members have asked about airbrushing as they are not confident in using an airbrush. So the club is holding a presentation, demonstration and practice session on the 29<sup>th</sup> July to, hopefully, help get members started in this area of modelling.

Ron Patterson will explain what is needed to get started, some tips on the best methods of approaching airbrushing and encourage members to ðhave a goö in trying their hand. We urge everyone to bring along a pencil and note pad to take notes so as members have a record to refer to when starting. Also, for those members who would like to have a practice attempt, please bring along a model and paint. As a point of clarification, this presentation will be based upon enamel paint and NOT acrylic paint.

If you have an airbrush that you would like to try, please bring it along with a suitable air line and adapter. Unfortunately we only have one compressor and can only run one airbrush at a time.

The whole presentation is expected to last around 1 hour but those members keen to practise their skills can use the rig until the end of the evening. If ongoing help is required then Ron is happy to give ongoing consultation.

### **Dates for your Diary**

July 8<sup>th</sup> American Evening All the test tracks will be in use. Bring along your American stock. If you don't have any then European, Japanese or anything non British is acceptable. American style food will be served.

July 29<sup>th</sup> Presentation Evening. Airbrushing by Ron Patterson. See above.

September 12<sup>th</sup>/13<sup>th</sup> Brixcombe attending the REC Woking show.

And looking ahead:

Annual General Meeting December 2<sup>nd</sup>

Christmas Dinner December 16<sup>th</sup>

### **Data Protection Act**

I am sure that most members are aware that the information they provided on their Membership Application Form is stored electronically. The information is held by the Secretary. The Chairman and the Treasurer are provided with copies of the full list and the Group Leaders have copies of the membership details relevant to their groups. It is club policy that details of the full membership will not be given to any other organization or individual.

To comply with the Data Protection Act it is necessary for the Club to have the written agreement of each individual member for their data to be recorded electronically. In

order to comply with this, and at the same time to check that our records are up to date, all members are requested to complete the Membership Record Form at the back of this newsletter and either give, post or email to the Secretary.

If there are any members who object to their data being held electronically then they are requested to contact the Secretary so that arrangements can be made for their details to be stored manually.

### **Letter from America**

I have discovered over the last three weeks or so that I have an incurable addiction. Coming at my age, this has surprised me as I thought I had much more strength of character. I gave up smoking some 25 years ago. Walked out of the doc's surgery with his warnings ringing in my ears, and have not touched a single cigarette since. I like my glass of wine, but can go for at least 24 hours without one. I have never been interested in gambling. And of course, being a gent like wot I am, one does not discuss the fair sex.

However, as a result of the last three weeks I have found that I cannot live without railway modelling. It was bad enough having to pack up all my models, kits and equipment. I hope that they are, with the rest of our belongings in a container which should now be through the Panama Canal and approaching the Golden Gate Bridge. But the real agony turned out to be not being able just to sit down at my bench, put on some music of the news or whatever, and make some progress on the current project.

Still, it is surprising what one can do if necessity requires. Fortunately I had anticipated such a situation, and made some provision. For the time being, and until we can find a house, we are in a two bedroom condominium unit. This is pleasant enough, with a nice view over an inlet of San Francisco Bay, but it most certainly does not have the space I had in Sunningdale. Nevertheless, I have purloined a corner of the kitchen, in which a "computer table" has been installed, giving me a modelling space of about three square feet. What can be done with this? My proposed 4mm layout of Newbury (GWR) would seem to be out of the question, and so also any heavy etched kit construction, certainly not in gauge one, not yet having a vice, bending bars, or a selection of soldering irons. But what I had done was to put aside from the general packing up some old oddments of 4 mm coach sides and other components. Could I do anything with these with just glue, modelling knives and a few drills and files? I am pleased to say that I have made a start, and the little men in white coats have been told to bugger off as their services will not be required for a while.

My box of goodies having made its way through US customs, yielded some 4mm sides and ends for GWR coaches from BSL (bow end third and 70 brake third ) Comet "sunshine" stock, Trevor Charlton etched aluminium newspaper and Post Office vans, some AF Hammond saloons and TPOs a Mallard 70 toplight brake third and a few others. Making these conventionally would require more kit than I presently have to hand here, but I have found that one can achieve what, for me, are acceptable results by butchering old Hornby Airfix and Bachmann body mouldings, and glueing the new sides onto the remains. This is far from being a new idea, but most articles I have read about it seem to suggest removing unwanted plastic from the moulding with slitting discs in a mini drill. When I tried this a while ago in the UK I found difficult messy and even dangerous. I have now found that it is much easier just to cut out the whole window area

with a Stanley knife, and then clean up with coarse files. There is no need to leave any intermediate bits of plastic; the finished assembly is quite strong enough. The replacement side can be detailed with hinges, door stops and droplights before assembly, and then assembled to the remains of the old plastic body with superglue. There may be some small gaps at the ends, but these can easily be filled. Roof detail can be added with plastic strip and the usual castings. I make up the underframes with plastic sheet and strip, but resort to my small soldering iron and brass sections for the truss rods. So far I have, ready for painting, the ex BSL bow end third, and an ex Comet "sunshine" composite. Next up, I think, will be the Mallard toplight brake third.

Before leaving the UK I was worried about the supply situation. However I have had deliveries so far from Eileen's Emporium, and Hattons, so the Pony Express seems to be getting through. Also, five minutes away we have, wonder of wonders, a splendid old fashioned ironmongers. One can spend hours happily wandering around. If you are looking for something specific, you search for ages, cannot find anyone to help, and just as you are about to lose the will to live you find exactly what you want, generally with three alternatives. It happened to me yesterday when I was looking for solder and flux. I eventually found several choices of solder, paste flux and spirit flux. There are also some good model shops. We have one about 20 minutes up the freeway, and it is fine for things like plastic, glues and scenic stuff. Yet to be solved is the question of paints. It seems impossible now to get any UK supplier to send any liquid. Eileens refused to send me any flux. And the Authorities are really cracking down. Our son in Toronto tried to send us some hot sauce for Christmas, and it has been impounded by Customs at the airport. Presumably they think that we might use our hot sauce to blow up the Golden Gate Bridge. Reminds me of the Scottish couple some years ago who were visiting friends in Boston, and tried to take a haggis. US customs seized it, took it out onto the tarmac and shot it.

What with Christmas and one thing and another, I have not done much on the railway social side. I have joined something called "The Bay Area Garden Railway Society" but December and January are quiet months for garden railways even here. The AGM is in February, so I shall go to that. I will also try to visit what I am told is a large club on the other side of the bay.

So that is about the news from California for the present. I hope all at F&DMRC had a splendid Christmas, and I send everyone best wishes for successful modelling in 2015.

Jim Wheaton

*Editor's Note: The above item was held over from a previous edition. Since then the following update has been received from Jim:*

Hello chaps, and greetings from California.

Great to see Brixcombe getting even more publicity. What a splendid picture, and this time not in breach of copyright.

We are getting settled in to our new house. I never want to see another packing case. However our belongings seem to have survived the long journey with remarkably little damage, apart from some of my Gauge One signals, which were always going to be at risk, and look a little bent.

I have started making some railway chums. I went to a "Bay Area Garden Railway Society" meeting last week. A fun layout, and a nice bunch of people. The owner turned out to be a fellow Brit, who had come to San Francisco with Barclays Bank 30 years ago, and who stayed when Barclays packed up. It's funny how things turn up. I ordered some shelves for what will be my office and workroom, and the chap who came round to measure up turned out to be another model railway fan. He is involved with a local group who are building a HO model of a long closed depot at a place called Tiburon, just up the road. The period is 1910. It should be interesting. Tiburon was at the South end of a line called "The North West Pacific" and was a mix of narrow and standard gauge. Apart from the usual passenger and freight services, the line brought logs from the North, which were then ferried to San Francisco. My new chum is heavily into DCC, and trying to persuade me to take it up in a big way. I'm not yet totally convinced. Hope all continues to go well with F&DMRC.

All best wishes

## **FIVE WENT TO PASTYLAND**

Well, nine if you count our day trippers during the Bristol show.

Greg was carrying, in one of his fleet of trucks, most of Wickwar's boards, plus lots of wire in boxes. Greg was late, which caused a certain frisson of anxiety among those who turned up on time. Not because of any real concern about his health or welfare, but because the clock was ticking and we had to get Wickwar up and running before the first punters streamed in at 1pm. So when he strolled in, casually, around 10, there were accusations.

But it didn't take long to erect the layout in an hour or so, tops. During that time I received my first bollocking (for putting somebody's stock on the wrong fiddle-yard line. Well how was I to know?) and Andrew stapled my finger to the display board. Andrew never goes anywhere without a full complement of power tools and several tubes of exotic glues. In this case it was an injudicious application of his power stapler after asking me to hold the item in place. There was blood. And pain. And language. It was noon before normal relations were restored and power was applied for the first time at a BIG show. Some trains ran, but not many and not for long. Suspicion fell naturally on Greg's magic stuff, but the faults were (disappointingly) more mundane in a dodgy fishplate, a loose connection, dirty point blades in but order was established and although nothing ran under the proper magic, trains moved up and down under manual control in front of an admiring crowd, who remained in total ignorance of the chaos behind the backscene. Indeed, the only clue that all was not well was Greg's head, appearing over the backscene as though he was on a pogo stick as he tried to tie together information on what was happening on the scenic side with what his Book of Spells was telling him should be happening.

Talking of heads appearing over the backscene, that was the memorable part of my second bollocking of the show. The bit that really impressed the punters was the appearance of a 2mm bus and a truck, trundling up and down the road. Those of us who were allowed to operate got quite blasé about making this happen. Until a bright pink face appeared over the clouds, clearly in the grip of some powerful emotion and like a

visitation from Gabriel, accusing us of allowing said bus to mount said truck at one of the turn-around points and of not taking action for at least ten minutes. It wasn't me. At least, I don't think it was me. It was probably John, the other operator. John got bollocked several times each day, so he was probably due for one anyway.

Oddly enough, the Group's arch-bollocker, Chris, turned up to help for a day, but he must be mellowing, because there was no evidence that he applied any corrective training to anyone the entire time he was there. Or maybe it was the moderating influence of Paula, who generously made us beginners feel much better by changing points under a train.

Twice.

All this time Greg was very busy, literally behind the scenes. There was a collective panic at one stage when he mislaid his Book of Spells, and another - during which he remained disturbingly calm when nothing would move on the DCC side. We were running DC on the up line and DCC on the down so our display was a bit one-sided. But normal service was restored by the mysterious process called 're-setting', involving finger-tip operation of several very small switches, in sequence, and a lot of reassuring muttering from under the peaked cap.

All this time admiring groups of punters were gathered behind the metal barriers so I, not being allowed to run any of my stock of 4-wheel milk tankers, felt an obligation to go out front and engage the voters in learned chat leavened with merry banter. I was in the middle of an intense discussion on the art of tree-making with two such gentlemen of locals judging by the pasty crumbs on their shirts when I was sternly instructed by Gabriel not to stand in front of his brewery. It was good to hear one of my new friends protest: 'Do you mind! He's talking to us!' Deep, albeit fleeting, joy!

By Sunday, all the show-stopping snags were way behind us, crises were forgotten and the trains ran up and down almost perfectly although not under magic control. It still required a multi-fingered switch-flicker at each end of the layout to call-on the next movement. That WILL be sorted as soon as we recover from the trip. The only cloud in this sunny backscene was Saturday's rumour that 'Melton Mowbray North' had won the cup. 'How could this be?' we asked, as we dragged ourselves miserably into the Saturday night dinner. Well, as you all know by now, the rumour was foul calumny and there was noisy jubilation on our table when the overall 'best in show' prize was awarded to Farnham. Of course, that was only the flip side of the dinner and the main event was me winning the raffle (although the reaction when that was announced fell a bit short of 'noisy jubilation')

A speciality of this show is the accommodation and we were allocated rooms in a Holiday Inn at Filton, no more than a 20 min drive away, or 40 mins if Greg is navigating, when it is possible to pass Filton several times. It was election week, so we were mildly disconcerted to learn from the breakfast room TV set that 'the Duchess of Cambridge has entered the early stages of Labour'.

The show organisation was slick and efficient and 'Time' was called at 5pm on Sunday and all the metal barriers had been whisked away by 5.10. Eric, who'd joined us for the day (he brought cakes!) and had stoically acted as one of the call-on operators for several hours, almost single-handedly packed and loaded by 5.45. We were back home by 7.15. Brilliant!

David Harrington

## Finally, its farewell to 'East London'

As regular attendees at the club will have seen work has been progressing steadily on the new 0 gauge group layout under the working name of 'East London'. What probably has been baffling to on-lookers has been the seemingly endless discussions that have been taking place over the exact geographical location of the new layout, and more importantly its eventual name! A few details will help to explain why this has taken so long to resolve.

This new layout was planned to be a small (by 0 gauge standards) exhibition layout that would bridge the gap between the eventual demise of Weydon Road on the exhibition circuit and the building of its yet to be determined successor. Weydon Road, which began life on the circuit in 2005, is still out there representing the club and currently has exhibition bookings through to the end of 2017, but we do like to plan ahead!

To be a success on the exhibition circuit a layout has to appear credible, run well and to look attractive; those 3 factors are givens. Beyond that we believe that an exhibition layout has to appeal to Exhibition Managers and magazine Editors who are always on the lookout for something different for their respective audiences. With that in mind we did a survey of all the railway modelling magazines to identify which types of layout were most frequently represented and which appeared the least often. Unsurprisingly the most frequently featured were the picturesque GWR or SR origin branch lines. To achieve that 'something different' we decided that those were the areas which we should avoid repeating. Apart from the really obscure such as the Great North of Scotland railway, which we thought would be a bit too much of a minority taste, the least featured areas, certainly in 0 gauge, appeared to be anything relating to the LNER generally, and its Great Eastern Railway constituent in particular. We therefore decided to include an element of the GER in our plans.

This was the start of our dilemma as we had already decided on a small passenger terminus and goods yard set in an urban landscape but using a track plan we had found based on a rural backwater of the Cambrian railway, and using a scenic plan we had found based on Bootle on Merseyside. We had also decided that our location must have been an actual railway site, not an entirely fictional creation. As an additional crowd-intriguer we wanted to include a larger version of Edø's patented 'auto-shunting' shuttle that features on Weydon Road. Finally, as a further attempt to include that 'something different' we had decided that we would feature a working wagon lift.

We quickly came to the conclusion that the most feasible area to locate all these features would be somewhere in east London, hence the working name for the project but as usual 'the devil lies in the detail'.

Blending together all these disparate elements was never going to be easy, and we made several false starts. One suggested name, 'Barking' was rejected on the grounds that the public might assume this described the operators rather than the location. Another suggestion, 'Bow Locks' was rejected on the grounds of decency, plus we had no room to include a canal. Undeterred, Ron spent many hours consulting reference books and finally hit the jackpot. He found a location in the Aldgate area of east London, just north of the Tower of London, where a small passenger terminus had been built. The station had closed on the opening of Fenchurch Street station a little further into the City and was replaced by a goods yard and warehouse complex which lasted into the BR era. The site

had former Great Eastern railway involvement, as well as being visited by pick-up goods trains from other railway companies. This 'mixed use' element was important as we weren't exactly over-blessed with ex Great Eastern stock ; now we could legitimately mix in some stock from other regions for which we did have suitable stock.

Another distinct advantage for us is that panoramic photographs of the site appear to be almost non-existent. This would allow us maximum use of artistic licence with our track and scenic plan. The few photos we did find showed close-up details which oozed the kind of atmosphere we hope to copy. The icing on the cake; in the background of one of the photos was a wagon lift.

Julian, our expert on railways in that part of the world, was confident he could weave together fact and fiction to create a plausible back-story for our small passenger terminus and goods yard originally used by the Great Eastern and others, and its survival into early BR days. The history of the site that he has produced is intriguing and utterly believable, telling the story of how 2 major railway companies each built a terminus in east London that came to be used exclusively by the other company. And so, from now on its farewell to 'East London', and welcome to **"Haydon Square E1 "**

Meanwhile, any volunteers out there to build us a working wagon lift?

Ian George

FARNHAM AND DISTRICT MODEL RAILWAY CLUB

MEMBERSHIP INFORMATION FORM

(Please complete in block capitals)

FULL NAME:í í

AGE:í í í í í í .

(Note: we require this for insurance purposes and to comply, in the case of younger applicants, with the Child Protection Act and associated Club rules).

ADDRESS:í í

í í

POST CODE:í í í í í í í í í í ..

EMAIL ADDRESS:í ..

TELEPHONE: Homeí í í í í í í í í í . Workí í í í í í í í í ..

Mobile:í í í í í í í í í í í í í í

OCCUPATION:í .

INTERESTS: Scale:í í í í í ..

Gauge:í í í í í í í

Area/Period:í í í í í í í í í í í í í í í í í í í

If you have your own layout would you be prepared to exhibit it?.....

If -yesøplease give details:í í

í í

í í

Memberø Signature:í í í í í í í í í í í í í í . Date:í í í í í í

Data protection – storage and use of Members’ Records

Each member accepts that basic personal data about them may be stored, accessed and used for the purposes of Club Administration. Such records may be held and used electronically. The Club adheres to the principles and requirements of the Data Protection Act 1998. By signing this form you are acknowledging and agreeing to the Clubø policy in this respect.

