

The Whistleblower

October 2012

EXHIBITION COUNTDOWN

The club 38th annual exhibition will be held on 13/14th October at The Connaught Leisure Centre, Aldershot. Public opening hours are 10.00 - 5.00 on Saturday and 10.00 - 4.30 on Sunday.

Briefing: There will be a briefing in the clubrooms on Wednesday 10th Oct at 8.00pm - we would like all club members to attend this. There will be a list of jobs available for people to do - if you can't get to the Wednesday meeting but are able to help let the Exhibition Manager know. We particularly need hall stewards, front desk manning, etc.

Helping out: All members are requested to help on Friday 12th Oct afternoon/evening to marked out the halls and get layouts/equipment ferried from the clubrooms. Loading of the van at the clubroom will start at 15.00. Access to the Leisure centre for marking out starts at 17.00 - the Exhibition Manager will be there at 16.00. Also, help after the exhibition closes on Sunday getting everyone and everything out is essential. Some of the layouts/traders may be short-handed and appreciate occasional relief (hall steward responsibility) - if someone is struggling please help.

Club Corner: Ron Patterson will be overseeing club corner. He is looking for members to man the club display stand talking to the visitors about the club, it's activities, etc. whilst thrusting an open day leaflet into their hand. You don't need to be an "expert" (knowing the difference between N and O gauge is sufficient). If you are interested please let him know at the briefing.

Member's Sales Stand: If anyone wishes to **donate** items to the club to be sold at the exhibition, there is a cardboard box in the clubroom in which they may deposit such items. They do not need to label or list them, the P4 team will sort that out on the day.

Any items to be sold on a **commission basis** need to be labelled and listed on a copy of the attached form. David Taylor has some coloured labels and can give advice on how to list the items. These need to be brought to the member's sales table during Friday set up or early Saturday morning. They will then be checked in by the team before going on sale. At the end of each day of the exhibition sellers can collect their money, less commission, from the P4 team. Please don't all come at once!

Parking at The Connaught Centre: If you intend to park at the centre please park on the far left as you come in the gates nose to tail. If you want to get out before the end of the day, please park at Aldershot Lido and walk to the centre. All main car parks are allocated to the paying public.

Saturday Night: There will be a short party in the exhibitor's mess room when the "Most Appealing Layout" award will be presented after the show closes. Drinks are on the house.

Lunch: Don't forget, if you want lunch over the exhibition weekend then you must have signed up on Mike Brown's list - please don't leave it to the last minute. This measure is to reduce overspending on unused food.

Special offer: This year, on Sunday only, up to 2 children will be allowed free entry with each full adult ticket (OAPs need to pay adult rate to take children in). This is designed to help large families afford the entrance charge and also encourage people to attend on the Sunday which is usually quieter.

Traders: If there are things you are thinking of purchasing that are likely to be on sale from a trader at our exhibition, could you try to buy them at the exhibition please? It increases the trader's turnover and the likelihood of them wanting to come back next year. If you are wearing a club shirt many will give you a discount.

COMMITTEE FEEDBACK

- A committee meeting was held on 3rd October.
- There was much discussion on the Exhibition activity - this is on track and everything is in place. Thanks to those volunteers who have taken on some of the jobs requested in the previous newsletters. We do need a couple of members to work along side Noel Leaver and Mike Brown to organize layouts and traders for next year and beyond - it's not difficult. Please talk to Noel and Mike about the help that is needed.
- Over the last month, we have had Weydon Road, Greenfield Sidings and Brixcombe attend a number of shows and events. All of our layouts have been well received and enjoyed by the public. We made £226 for "Help for Heros" at the Wellington Centre in Aldershot - thank you to all those who helped.
- Dave Harrington is organising the club open day on Sunday 4th Nov. He has already allocated a number of jobs to members so everything is in place to make this a success. Of course, the Farnham Town Mayor will be coming along.
- In this edition of the newsletter there is a formal notice of the AGM being held on Wednesday 5th Dec. Group layout representatives on the committee need to be appointed at the AGM so I would remind all groups to discuss and decide who is going to represent you in 2012/13.

Farnham & District Model Railway Club

PROGRAMME FOR 2012

Date	Event	Subject
October		
Wed 3	0 gauge running night	
Wed 10	Briefing for exhibition	Attendance of all members requested @ 8pm
Friday 12	Exhibition set up	Loading @ 3.00pm. Hall available @ 5.00pm
Sat 13 / Sun 14	Club exhibition	Attendance of all members is required
Wed 17		
Wed 24	00 gauge running night	
November - 2012/13 subscriptions due		
Sunday 4	Club open day	Organised by Dave Harrington. Members 8.00 – 17.00hrs
Wed 7	0 gauge running night	
Tues 13	Competition	Photography competition at Astolat MRC, Guildford
Wed 14		
Wed 21	Presentation	Howard Watkins of MERG - DCC, C-Bus, MERG products
Wed 28	00 gauge running night	
December		
Wed 5	Annual General Meeting	Attendance of all members requested
Wed 12	Presentation	
Wed 19	Social event	Mince Pie night before Christmas
Wed 26	Club closed	

Reminder: 2012/13 club subscriptions are due on 1st Nov 2012

NOTICE OF AGM

The Annual General Meeting of the club will be held on Wednesday 5th December 2012 at the Wrecclesham Community Centre, Greenfield Road, Wrecclesham at 8.00 p.m. to transact the following business:

- Apologies for absence.
- Minutes of the previous Annual General Meeting.
- Matters arising from the previous Annual General meeting.
- Chairman's report.
- Treasurer's report and accounts for the year to 31 October 2012.
- To set the annual subscription for the year 1 November 2013 to 31 October 2014.
- Exhibition Manager's report.
- Election of Officers and Layout Committee Representatives
- Election of Independent Reviewer of the accounts.
- A.O.B.

Please note: At least 14 days before the AGM all items for inclusion in the agenda should be presented either to the Secretary or to another member of the Executive Committee.

EXHIBITON DIARY

Club layouts

- 13/14h Oct - Basingstoke, Club exhibition
- 20th Oct - Weydon Rd at Beckenham
- 3rd Nov - Brixcombe at Lancing
- 4th Nov - Weydon Rd & Brixcombe at Open Day
- 17th Nov - Round the Bend at Sth Hants
- 24/25th - Weydon Rd at Southend

Exhibitions of interest

- 6/7th Oct - Fareham MRC
- 6/7th Oct - Manchester MRC
- 20th Oct - Abingdon MRC
- 21st Oct - Guildford O gauge open day
- 27/28 Oct - Railex, Taunton

ANNUAL EVENTS

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

- The Club Exhibition. To be held on the weekend of 13th/14th October at The Connaught Centre, Aldershot. Please offer help on the many jobs need to be carried out.
- The Club Open Day. To be held on Sunday 4th November. The club layouts being erected will be Weydon Road (0), Brixcombe(P4) plus a small private N/OO layout. Dave Harrington is organising this.
- The Photographic Competition. This is being organised by Astolat MRC on Tuesday 13th November. Get your snaps ready and see below.
- The 2011/12 AGM. This will be held on Wednesday 5th Dec in the main hall at the clubroom. Any resolutions or points for discussion must be logged with the Secretary 14 days before the meeting.

THE PHOTOGRAPHY COMPETITION - TUESDAY 13TH NOVEMBER

Astolat Model Railway Circle are running the competition this year at their club rooms in Guildford - it will be organised as follows:

- The evening is to be an Exhibition, rather than a Competition
- Chris Nevard, Photographer for Model Rail Magazine has kindly agreed to come and comment on the submitted photos. Having oood, ummed and aarhed, he will then chose up to 5 to receive a certificate of merit and one to be classed as 'best-in-show'.
- The event is in the Astolat clubroom on the ground floor of the Guildford Methodist Church, Woodbridge Road, Guildford, GU1 4RG (next to the cricket ground). Please arrive from 7.30 for a start at 8pm. Light refreshments will be available during the evening.
- All entries are to be prints, either black & white or colour, of either 6" x 4" or 7" x 5" in size. This way film and digital users are on an equal footing and digital users are free to enhance their photos as they wish.
- Each person can submit up to 5 entries and they must put their name on the back of the photo. All photos will be displayed on a professionally made double-sided display board and will not be seen by Chris before the evening.
- Photos are to be of any UK railway related topic.
- Entries are only permitted from members of Liphook Modellers, Farnham and District MRC and Astolat MRC and that none of photos have been previously entered in any competition or exhibition.
- An entry form (attached) and your photographs and be submitted to Ron Patterson to arrive not later than Wednesday 25th October 2012.

CLUB SHIRTS & SWEATERS

The previous batch of club T shirts and sweaters are now sold. Richard Puddephatt will be posting a new requirement list on the notice board within the next week - if you want to order shirts and/or sweaters then please place your order. Generally the sizes are slightly smaller than expected so we recommend that you order a size larger than your normal size. Prices will be shown on the requirement list.

We need a minimum order of around 2 dozen items to place an order with the suppliers.

LAYOUT REPORTS

No layout reports this month as we are concentrating on the exhibition.

MODELLING COMPETITION

The modelling competition held on the 19th Sept was again very successful. We had 25 entries in the judging categories (3 more than last year) and more entries in the "Loan" category. The standard of the modelling was excellent. Winners were:

- 2mm - Noel Leaver with a cement wagon and scratch built containers.
- 4mm - Jim Wheaton with a P4 Saint 4-6-0.
- 7mm - Ron Patterson with a dirty BR(W) 28XX.
- Other scales - Jim Wheaton with a beautiful BR(M) Princess.
- Scenic - David Taylor with a 4mm model of Bordon station.

The "Best in Show" was a tie between Jim Wheaton and Noel Leaver so they opened the wine and toasted each other - well done to both.

Brakes and Couplings

The instanter coupling was essentially an improved version of the three link, with a specially shaped centre link. This could be placed in the "long" position to facilitate coupling and uncoupling during shunting, or the "short" position to reduce the slack in the coupling for when the train was running.

The wagons used for high speed work would often be fitted with screw couplings, as used on most steam engines and much non-corridor passenger rolling stock. The screw coupling can be wound up tight to virtually eliminate slack between vehicles, but it was not the ideal choice for vehicles which had regularly to be marshalled, as uncoupling could not be undertaken with a train on the move, and takes significantly longer than for three link and instanter couplings. Much modern goods stock is fitted with Buckeye couplings – normally the preserve of through corridor passenger rolling stock in the UK during the steam age. These couplings are conceptually similar to the simplex and Kadee couplings used on models (the latter, particularly with their uncoupling leg removed, making a pretty fair representation of the prototype coupling) and share the property of the model couplings that automatic coupling is possible. Uncoupling is achieved by going between the vehicles and pulling on a chain that opens the coupling jaws, so again uncoupling on the move is not possible. A difference between the Buckeye and its model equivalents is that the prototype coupling can be hinged down when not in use – e.g. when the train is to be coupled to an engine equipped with screw couplings.

Unfitted, Fitted, Partially Fitted and Through Piped Trains

Unfitted trains have been adequately described above. The brake van would always be the last vehicle, although there might be brake vans at both ends if the train had to reverse during its journey. The brake van would normally also be unfitted (grey) since, without a vacuum pipe connecting it to the engine, there would be no advantage in using a fitted or piped brake van.

A fully fitted train would be composed entirely of vehicles fitted with the automatic brake, in most cases painted bauxite, including the brake van. Although the brake van would usually be found at the rear of a fitted goods train, this wasn't a necessity, as if any vehicles broke away, they and the rest of the train would automatically stop. Other than to provide somewhere for the guard to ride in, a brake van is not really necessary at all with a fully fitted goods train, and modern freight workings seldom have them. If a guard or shunter is required to travel with the train, he rides in the rear cab of the diesel engine. However, brake vans were the norm in the immediate post-steam era (e.g. early blue diesel) as it took a while for the unions to agree the current working practices.

The partially fitted and through piped variants are intermediates between the unfitted and fully fitted cases. The partially fitted train will have a number of (bauxite) fitted wagons next to the engine, so that their automatic brakes provide additional brake force. There might be some piped wagons among them, but all unfitted wagons would normally be marshalled behind the last fitted one, since, as explained above, the automatic brake of any fitted wagons marshalled to the rear of an unfitted wagon cannot be used.

As with the unfitted case, a brake van would always be the last vehicle, and this would normally be unfitted. Thus when marshalling a model goods train, the bulk of the grey wagons should be placed after the bauxite ones, and the brake van should also be grey. One can think of exceptions to this. For example the wagons in a pickup goods might be marshalled in an order which made shunting at the intermediate stations more convenient. However, this class of goods train would normally be run as a class 9 (unfitted) even if the automatic brake was operational on some vehicles.

The partially fitted but through piped train consisted entirely of fitted and piped wagons. Unlike the partially fitted variant, the ideal arrangement for the through piped train would be to have the fitted wagons spread throughout the train, rather than to have a long unbraked section. These trains would normally run with a fitted (bauxite) brake van at the rear, but provided that there were sufficient fitted wagons at the rear of the train, they could run with a fitted or piped brake van located elsewhere.

With both the partially fitted and through piped trains, the speed and classification of the train would depend upon the proportion of vehicles able to assist the braking of the train.

Tail and Side Lamps

All trains have some means of marking the last vehicle, allowing staff to check that no vehicles have become detached en-route, although this is perhaps less critical on the modern railway where signalmen operating power boxes may never see a train, but such an occurrence would show up on their mimic diagram and would be automatically protected by modern signalling systems. For most diesels and multiple units, this marker takes the form of illuminated blinds or electric lamps, but loco hauled stock and older multiple units require lamps to be placed on a bracket of the last vehicle.

Traditional rolling stock lamps divide into three sorts. Loco lamps, which have a single lens and an internal filter that can be rotated to show either a white or red light, tail lamps, which have a single red lens, and side lamps, which have a white lens facing forward and a rear lens which can be set to show either red or white. In BR days, the bodies of loco lamps and tail lamps were normally painted white, and those of side lamps black. In earlier days, many companies coloured their lamps red, which was not a good idea, as they often didn't show up well against the vehicle they were protecting during daylight.

Passenger trains and fully fitted goods trains have a tail lamp on the rearmost vehicle. Ideally this would be placed in the centre of the vehicle, but this was not always possible, for example in the case of passenger vehicles with corridor connections. The rearmost brake van on all other classes of goods train should have a tail lamp and also two side lamps. These, as their name implies have to be fitted on the side of the vehicle so that a white light can shine forward. Most modern brake van models include some representation of the light brackets, so the modeller can easily work out where the lamps should be fitted. For modelling purposes, the side lamps should be showing a red light to the rear.

Springside models produce quite a nice range of tail and side lamps, both BR and some pre-nationalisation styles, with the lens depicted by coloured glass, which gives a more than adequate effect unless you want to run your trains in pitch darkness.

They also provide loco lamps, which are quite commonly used on 4mm scale models, but these are basically of the same pattern as the tail lamps, whereas all the loco lamps I have ever seen have been cylindrical rather than square in section. As a result they tend to look somewhat over scale on most buffer beams.

Loco Head Codes

The following gives some examples of the Railway Clearing House standard head codes used for goods workings.

All the following would show white lights, although as explained above loco lamps could also show a red light as was required on the rear of the engine when travelling light. A loco used for shunting would also display one red light and one white light both at front and rear.

Fully fitted express freight (e.g. livestock or perishables): Lamp on right of buffer beam, Lamp in centre of buffer beam

Partially fitted express freight (at least 30% fitted wagons behind loco): Lamp on right of buffer beam, Lamp on top fitting of smoke box

Unfitted express freight (max speed typically 35 mph): Lamp on left of buffer beam, Lamp on top fitting of smoke box

Unfitted mineral train (max speed typically 25 mph): Lamp on right of buffer beam

Stopping (pickup) or short haul goods: Lamp on left of buffer beam

Although the above was used by most railways, the Southern Railway/Region used head codes to provide the signalman with route indication rather than to indicate the class of train. E.g. a train running from Waterloo to Exeter (whether express passenger or parcels train) would display a lamp in the centre of the buffer beam and one on the top fitting of the smoke box. During the day the Southern used discs rather than lamps. From a modeller's perspective, the Southern system offers an advantage, because the same locomotive can be used with different classes of train and still display the correct head code.

As a point of interest some of the pre-grouping companies that later made up the Southern Railway appear to have used complex head code systems in an attempt to indicate both the class of train and the route it was to take. To provide the wide range of combinations necessary for this, the LSWR used diamond shape route "discs" as well as round ones, while the LBSCR resorted to route discs bearing a white cross (as can often be seen when pre-grouping engines are running on the Bluebell Railway). The LBSCR were also known to use head code combinations including green lights when running after dark..

CRICH CELEBRATES GLASGOW 50 ANNIVERSARY

By Paul Kirkup

2012 has been quite a year for anniversaries. In May came 50 years since trolleybuses finished in London. In July came 60 years since London trams finished. In September came 50 years since a real tramway giant abandoned its tramway system. This was of course the city of Glasgow. Once the second largest tram system in the country with over 1000 tramcars, 136 miles of track and one of the longest tram routes in the country. It took over 7 years to close the system down!

On Saturday 15th September I drove up to the National Tramway Museum for an enthusiasts day to see four Glasgow trams on display. This included one I have been trying to get a ride on for over forty years – a Glasgow Coronation car.

The day started with a special ceremony of the entry into service of a new open top tram Glasgow 68 in a striking dark blue and green livery. It was driven out of the workshop, with a piper in front, towards a big crowd of Glaswegians all taking photographs and videos. It was then lined up on the depot forecourt with two standards (an open balcony tram and an enclosed type) alongside the Coronation. After speeches by the chairmen of the Museum and the Scottish Tramway Society the trams lined up in procession and set off. I was on the top deck of the Coronation waving to the crowds like a member of Royal family and being deafened by numerous Scottish accents.

The procession attracted a lot of interest most of it directed at the Coronation tram. Dating from 1938 it has not seen much service at the Museum in recent years. Also on display were recently donated trio of Blackpool trams; an open boat type and a railcar dating from 1934. Following the modernisation of the Blackpool tramway this year these veteran trams have become surplus. Many of the old fleet have been dispersed to museums up and down the country. Hiding in the workshop was another huge double deck Blackpool tram built in 1984 and sporting a hideous purple livery. I think this will be changed to the traditional green and cream livery.

The tram museum is a marvellous place to visit with over thirty working trams. It is also not far from the Midland Railway Centre with a fine collection of steam and diesel locos, public service vehicles and other attractions. If club members are interested I could organise a weekend visit to both places perhaps next year.