



November 2016 Edition

NEW CLUB YEAR

Time fly's when you are a club member - another club financial year has finished. A new club year is starting and the Treasurer (yes, that's me as well) is now asking for money again. **CLUB SUBSCRIPTIONS are DUE.**

For those of you that can't remember or are new to the club, the annual subscription fees are:-

- Full Membership £75.00
- Associate Membership £20.00
- Junior Membership £20.00

Cash or a Cheque (made out to F&DMRC) is acceptable which should be paid as soon as possible. Please contact the Treasurer (Ron Patterson) if you have any questions regarding payment..

COMMITTEE FEEDBACK

- A committee meeting was held on 26th Oct. All committee members attended.
- The AGM will be held on the 7th Dec. A statutory notice and minutes of the previous AGM will be published on the club notice board 28 days before the meeting. Items for the agenda must be submitted in writing to the club secretary no later than 14 days prior to the meeting.
- A new proposed club constitution is on the club notice board and website for members to read and digest before the AGM. This will be a key item for approval at the AGM so we urge all members to read this. If you want a personal copy for bed time reading, please contact the club secretary.
- The opening of the club room on Mondays is being restarted and Greg Phillips will be the key holder that provides access. Please contact him for access times as they may vary.
- Layout group budgets have been agreed for year 2016/7 - please see your group leader for more details.
- The club open day will be held on 20th Nov 2016. Andrew Wrobal is coordinating this and will be looking for members to take on a number of jobs to make this a success. Layouts on show are Bolden, Round the Bend, Greenfield Sidings, Wilf Pateman's OO layout & Box File Modular.
- As I am sure you have heard, the club exhibition was a success again this year making the club a substantial profit (full details at the AGM). Attendance was up by 7% which was an additional 120 people through the door. Well done all.

CLUB DIARY FOR 2016/7

2016	Running Night	Event	Notes
Wed 2nd Nov	O Gauge		
Sat 5th Nov		Layout @ Wycrail	Brixcombe
Wed 9th Nov	N Gauge		
Wed 16th Nov	OO		
Sun 20th Nov		Annual Open Day	
Wed 23rd Nov	OO/P4	Brixcombe Photo's	
Wed 30th Nov			
Wed 7th Dec	O Gauge	Annual General Meeting	
Wed 14th Dec	N Gauge	Annual Xmas Dinner	
Wed 21st Dec	OO/P4		
2017			
Wed 4th Jan	O Gauge		
Sat 7th Jan		Layout @ Maidenhead	Wickwar
Wed 11th Jan	N Gauge		
Wed 18th Jan	OO/P4		
Sun 22nd Jan		Layout @ Astolat	Greenfields
Wed 25th Jan	OO		
Wed 1st Feb	O Gauge		
Sat 4th Feb		Layout @ Yate	Bolden
Wed 8th Feb	N Gauge		
Wed 15th Feb	OO/P4		
Wed 22nd Feb	OO		

CHRISTMAS DINNER

The club will be holding it's 2016 Christmas Dinner on Wednesday 14th December at the Bat & Ball pub in Bourne, Farnham. The reserved tables are limited to 32 places. Prices are better than last year and offer good value for a super night out.

- 2 courses = £20.00 (including gratuity)
- 3 courses = £25.00 (including gratuity)

The menu and booking form will sent out on 1st November. If you want to come along please complete the booking form with your menu choices and give this back to me asap WITH a cheque (made out to F&DMRC) for the full amount. Sorry, but no payment, no booking. It's first come, first served - when the 32 places are gone we cannot take any more. Book early! David Taylor will be organising a quiz again this year.

A CHALLENGE FOR THE CLUB

The club committee would like to make and then raffle a small children's OO layout at next year's exhibition with all surpluses being donated to local charities. This is something that would be attractive to families, help publicise the club and benefit the community. This does not need to be complicated (basic loop or a 3 road shunt) and will be funded from raffle receipts.

The challenge is to find some club volunteers to build this. This is an ideal project for members to learn layout construction skills without taking on a major work task. You don't need to be a OO gauge modeller to help - all skills are welcome. The Chairman is willing to act as "project manager" and is now looking for half a dozen or so volunteers. First thing to do will be to agree on a design for a children's layout (only one or two points). Then we will need:

- A baseboard builder (probably 3x2 max)
- A couple of track layers
- A wireman
- Two or three scenery builders (Chairman will do the trees!);
- Somebody who can source stock at knock-down prices
- A PR guy who will advertise and produce leaflets/signs/labels etc.

The project team's first meeting will be in November and we have just under a year to make it happen – come on – step up to the plate and help your club help the local community! Let the Chairman know you want to be part of this!

LAYOUT REPORTS

N gauge group: Wickwar ran very well at our exhibition, we had far fewer problems than at previous exhibitions.

Over the next few months we will be working on a "night" running mode for Wickwar, with one of the three fiddle yard roads each direction having illuminated trains. After experiments at the exhibition we decided no layout lighting is better than reduced lighting, but we need some sort of blackout covering over the top of the layout, and to strengthen the lighting gantry so it can take extra weight, probably with a central support from the rear. We will do further work to improve running on Bolden before it appears at the open day.

We are attending several exhibitions over the next few months: 20 November Bolden at Open Day; 7 January Wickwar at Maidenhead; 4 February Bolden at Yate; 11-12 February Wickwar at Bournemouth; 11-12 March Wickwar at Basingstoke.

We are not far enough advanced in planning either our modular layout fiddle yard (to fit with members own modules) or our next major layout to submit a budget now, We are submitting a budget for existing layouts and then come back to the committee later - maybe next financial year.

OO gauge group: Having now completed the construction of the baseboards and laid all the track and point work, we are about to embark on turning it into a working layout by completing the electrics and landscaping. Some of the buildings which are under construction by certain individuals within the group should start to appear over the next month or so. Hopefully now we have reached this chapter in the construction our work parties will grow in number. So for those OO members reading this that hasn't yet had any input into this new project now is your chance to show you're artistic and modelling talents so please come along and have ago.

P4 gauge group: Following productive testing days in September our appearance at the Club exhibition demonstrated better reliability and operation for both the 'eras' depicted. With significant support from our non-local colleagues we were able to achieve a 'first' with all original creators of Brixcombe joining all newer members of the P4 group to provide a 'full-strength operating team for the event. Our experimentation with electromagnetic uncoupling was a success and we have agreed to do a full upgrade to this technology as soon as possible.

Our next exhibition appearance, and the last for some considerable time, is Wycrail on 5th November. We will depict the pre-WW1 era. We have arranged to make the layout available for 'professional' photography in the main hall from 15:00 hrs on Wednesday 23rd November in anticipation of a feature in Model Rail. We will swap 'running nights' with the OO group, who now have the previous Wednesday Nov 16th.

O gauge group: We were very pleased and somewhat surprised with the way Haydon Square E1 performed at our club exhibition considering we had been unable to do much pre-exhibition operating. Above all we proved our original ambition that a small layout doesn't have to be boring to watch or to operate. We received many favourable comments, plus 1 definite and 1 possible exhibition booking. Having promptly worked our way through the surprisingly short snags list we took our first trip on the road with HSE1 to the Liphook club Open Day on Sunday 23rd Oct. Again the layout ran well and received a lot of positive feedback.

Our long-standing group member John Throssell is still poorly in hospital and we continue to send him "best wishes" from all his club friends.

TRAIN FACTS

by Liam Rasbid

1. In Japan, trains are so punctual that any delay over 5 minutes usually incurs an apology and a "delay certificate" for passengers on their way to work. When trains are delayed for an hour or more, it may even make the news.
2. It is possible to travel from Portugal to Vietnam solely by train. At 17,000 km, this is the longest train journey in the world.
3. In 1886, 3 people were killed and many more were injured in a Texas train company's publicity stunt. They had invited the public to watch two of their trains crash head-on into one another at full speed, promising a good show.
4. In 1907 a Mexican railroad brakeman named Jesus Garcia saved the entire town of Nacozari, Sonora by singlehandedly driving a damaged and burning train containing dynamite six kilometres away from the town before it finally exploded, killing him.
5. Hogwarts Express Train used in the Harry Potter movies is an actual train that runs even today in Scotland. The line winds through gorgeous settings, including highland valleys and beside lochs.

NATIONAL RAILWAY MUSEUM PRESERVED ENGINES.

by Ian George

In addition to sending me to our railway club every Wednesday my wife has other ways of keeping me out of the house; I spend Thursdays as a member of the Mid-Hants Railway Building Department. The day's routine for the members of this department has been described by our despairing manager as being "one long tea-break punctuated by short periods of activity". During one such tea-break the conversation momentarily veered away from the three usual topics of immigration, painful medical procedures, and which weather-girl has the finest chest and onto the subject of engines preserved by the National Railway Museum as part of the "national collection".

In particular we discussed the benefits of the NRM's policy of entrusting engines from its national collection into the care of preserved railways, the Mid-Hants currently having two such engines, "Cheltenham" and "Lord Nelson". We concluded the policy was a win-win; the cash-strapped NRM has its engines maintained by some-one else, the preserved railways have additional popular engines to attract the visitors, and the public have the opportunity to ride behind well cared for engines that otherwise would have been rusting away quietly in a storage yard at York.

Before the conversation took its predictable route back to the usual three subjects it got me thinking of how certain engines had been selected to be preserved as part of the national collection whilst others had been overlooked. The stories behind some of the choices reveal an interesting mix of chance, rivalry, and a hint of skulduggery as illustrated by the choice of the following two members of the collection.

Being the most numerous, most wide-spread, and arguably the most successful British mixed traffic engine there was always going to be a Black 5 included in the national collection. Many people assume that the engine chosen, 45000, was picked because it was the first built, emerging from Crewe works in Feb.1935 and indeed Crewe works had been awarded the contract to build the first 20 engines, 5000- 5019 (the 4..... being added as part of the BR renumbering). The order for the second batch of 50 engines, 5020 – 5069 was given to Vulcan Foundry, located outside my home town of Warrington. No doubt being keen to begin receiving payment, Vulcan cracked on with their batch as a result of which their first engine, 5020 rolled off their production line in August 1934 some 6 months before 5000 was finished at Crewe. So as the first built why wasn't engine 5020 selected to represent the Black 5 class in the national collection?

Here fate played its part. As part of the GWR practices brought to Crewe from Swindon by W.A. Stanier the first Black 5's and Jubilees built in 1934/35 had been fitted with GWR style dome-less boilers featuring low levels of superheat. This design feature proved less than ideal in service on the LMS. Embarrassingly the Jubilees proved to be worse steamers than the parallel-boilered Patriots they were designed to replace. A revised style boiler with higher superheat, a dome and a larger firebox was quickly designed to sort out the Jubilees and was subsequently also fitted to newly built Black 5's from engine 226 onwards. To accommodate this revised style of boiler these newer engines required a modified design of frames and this in turn meant that the two types of boiler were not interchangeable. It was then decided that in order to provide a pool of spare boilers for the early design of engines a batch of 13 of these original engines would have their frames modified to take the new style boiler thereby releasing their original boilers as spares. The 13 engines picked for the conversion were whichever happened to be in Crewe works at the time. By fate 5020 was in the works and was modified to carry the new style boiler, which it subsequently carried for the remainder of its career.

When it came to choosing an engine to be part of the national collection the 1934-built 45020 was not picked as with its revised style of boiler it was not in original condition, the choice then falling on 1935-built 45000 which still had the original dome-less style of boiler. The story does have an addition twist however as Vulcan built 45025, which also still has its original style boiler, was privately preserved on the Strathspey railway and being built in 1934 is therefore the oldest surviving Black 5.

The choice of which 9F to preserve in the national collection is equally convoluted with more than a hint of controversy. The 9F class was the most numerous of the BR standards, contributing 251 to the total of 999 standards built and was also undoubtedly the most successful. One was always going to be included in the national collection. The first 9F's had rolled out of Crewe works in Dec 1953 and as with the rest of the standard classes the Western region was determined to have as little as possible to do with any of them. Acknowledging that it needed replacement freight engines Swindon had in fact unsuccessfully requested permission from BR to build another batch of 28xx's, a design dating back over 50 years. The Western went on to successfully reduce its first year's allocation of 20 9F's (including the 10 Crosti's) down to just 8, then diverted half of its second years allocation of 20 to elsewhere and then avoided taking any of the third year's production batch.

In an attempt to get the Western on-side, Swindon was offered the contract to build the 1957 batch of 18 engines, with Crewe contracting for the 1958 and final batch of 30 engines. Had everything gone to plan therefore the final 9F and final steam engine built by BR would have been Crewe built 92250. Not for the first time the Western ensured all did not go to plan. While Crewe produced its contracted 1958 batch as agreed, the final engine, 92250, being completed in Dec 1958, there was no sign of the 1957 batch coming out of Swindon. In fact the first 15 of the Swindon 1957 batch engines weren't delivered until 1959, and the final 3 not until 1960. How ironic that this delay gave the region that had been most anti anything BR the honour of producing the last BR steam engine. Swindon certainly milked the occasion when the final engine, 92220 was finally rolled out in March 1960, over 3 years late, but painted in GWR style, with copper-capped chimney and bearing a traditional GWR "Star" class name.

After a working career of just 5 years 92220 "Evening Star" moved into the national collection, whilst Crewe-built 92250, its place in history usurped, went to the scrapheap. It's interesting to speculate if things had gone to plan and Crewe-built 92250 had been the last engine to be built. I think it's a pretty fair bet to say it wouldn't have been turned out by Crewe with a copper-capped chimney, painted GWR green and named after a "Star" class. I think it would have looked superb in LMS style lined maroon. What a shame!

There was a final twist to the 9F tale. When Evening Star was withdrawn from service in May 1965 it was in poor condition, having suffered front end damage from a "heavy shunt". Discrete discussions took place between BR and the NRM over whether it was actually worth the cost of repairing it for preservation. It was finally agreed to have it repaired and repainted, which took place in 1967, not at Swindon but at Crewe. So the superb looking engine that finally went on display at York may have started life at Swindon but was finally finished at Crewe.

Many enthusiasts have their personal nominations for engines whose historical importance was such that they should have been preserved as part of the national collection but were passed by. One candidate could possibly be a "Grange", arguably the best of the Western mixed traffic 4-6-0's. Another candidate surely could be 45500 "Patriot", the ex LMS memorial engine. My personal choice that definitely deserved a place are the ex LMS "Twins", diesels 10000 and 10001. Despite being the first successful mainline diesels when introduced in 1947/48 and being the direct forebears of later classes such as the 37's, 40's etc. the Twins were shamefully cut up in the mid 60's. My first of many encounters with the Twins occurred at Preston station in the mid 50's whilst travelling to Scotland with my parents. Sitting in the cafeteria I heard a strange rumbling from outside, so loud that it made the crockery rattle. I rushed out onto the platform in time to see the Twins cruising along the centre through road at the head of the up "Royal Scot". Once clear of the platforms they both opened up to full power in an unforgettable crescendo of noise and smoke; definite candidates for preservation. The Twins spent their final years in the early 60's at Willesden shed. Working singly they were used on mundane duties including local passenger trains and interestingly, on trip freights around the North London line. Could they have visited Haydon Square E1? That would certainly be an interesting modelling opportunity.

WHERE ARE THEY NOW?

Here is a list of past Chairmen of the club - does anybody know where those in the last century are now??

FDMRC Chairmen and Chairwoman

1975 Don Flawith

1978 Percy Riddle

1982 Peter Adams

1985 Paul Martin

1988 Len Parker

1991 Paula Martin

1994 Mike Brown

1997 Alan Wilson

2000 Robin Baker

2003 Graham White

2006 Mike Brown

2009 Paul Kirkup

2011 Ron Patterson

2014 Keith Wright

2015 David Harrington

Thanks to Robin Baker, Paula Martin and Ian Gordon for their inputs.

As you can see, I have received lots of articles for this edition - 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