

# FARNHAM & DISTRICT MODEL RAILWAY CLUB



April 2017 Edition

## CLUB DIARY

2017	Running Night	Event	Notes
Wed 19 Apr Sat 22 Apr	00/P4 gauges	Rotarail Fareham – club members' layouts present	Garsdale Head (Mike Le Marie), St. Mary's (Julian Evison)
Wed 26 Apr	00 gauge		
Mon 1 May		O Gauge Open Day	Clubroom
Wed 3 May	0 gauge		
Sat 6 May		SWING Felpsham – club member's layout present	St. Mary's (Julian Evison)
Wed 10 May	N gauge		
Wed 17 May	00/P4 gauges		
Wed 24 May	00 gauge		
Sat 27 May		Club Layout at Northolt MRC	Haydon Sq E.1.
Mon 29 May		OO Gauge Open Day	Clubroom
Wed 31 May			
Wed 7 Jun	0 gauge	Visit to Pecorama	See Mike Le Marie
Wed 14 Jun	N gauge		
Wed 21 Jun	00/P4 gauges		
Wed 28 Jun	00 gauge		
Wed 5 Jul	0 gauge		
Wed 12 Jul	N gauge		
Wed 19 Jul	00/P4 gauges		
Wed 26 Jul	00 gauge		

Would club sections please keep me (Julian) informed of exhibition invitations. Likewise for club members who are attending exhibitions with their own layouts.

While the club section open days are run by the individual sections, they can only function well if other members of the club are able to come along and assist on the day. If you are able to do this, please sign up to the lists pinned to the door of the clubroom.

## VISIT TO PECORAMA – Mike Le Marie

As previously mentioned, a Club visit to Pecorama has been arranged for Wednesday 7th June. 2017. The visit will include a factory tour, a behind the scenes visit to the Beer Heights Light Railway, a visit to the permanent exhibition and shop and a presentation by Michael Pritchard (MD Peco) on Peco followed by a question and answer session. Final travel arrangements will be made in due course but in the meantime please add your name to the list displayed on the Clubroom door.

## COMMITTEE SUMMARY

- The committee met on 29<sup>th</sup> March and co-opted the new Treasurer (Les Inwood) and new O Gauge rep (Robin Baker) until the AGM to replace Ron Patterson and Ian George respectively.
- The committee also looked to appoint a new editor for Whistleblower – subsequently agreed to be Julian Evison, also until the AGM.
- We have been advised that work will be undertaken soon to replace the hand dryers in the toilets and to attend to the outside security lights.
- The storage racking project in the basement is now complete. Additional storage space had been created and the exhibition boxes are now readily accessible.
- The Annual Club Modelling Competition will be held on the 13th September.
- Mike le Marie has taken over the role of Christmas Dinner co-ordinator from David Taylor now that he has moved to sunnier clime (well, Portishead)
- The progress on new tools and PAT testing is covered in detail in the next article.
- The next committee meeting will be held at 7pm on Wednesday 31st May 2017.

## CLUBROOM TOOLS – Noel Leaver

The committee agreed to spend up to £1000 on new tools and consumables; here is a summary of what we have done so far.

### PAT TESTER

We bought a PAT tester for checking the safety of mains equipment. Three club members (Richard Harris, Eddy Jackman, and Greg Phillips) will be trained on how to use it. We will use it to check all club mains electronics – tools, cables, and layout power supplies and lighting. As the people doing the testing are not insured we will not put the official green labels on items but white ones. A Council appointed tester should do the testing but this has not happened for a couple of years – we are chasing them. The tester lets us show we are checking equipment ourselves and therefore taking reasonable precautions, and we will be able to use the tester at our exhibition to check visiting layouts.

### LARGE TOOLS

We have bought the following large tools for general use:

- Standard rechargeable drill.
- Oscillating multi-tool and various blades (for cutting holes in baseboards – the thing that makes a lot of noise!). It is in a blue canvas bag.
- Small Proxxon bench drill with machine vice
- A large pillar drill and machine vice. The intention is to sell the drill in the basement. The replacement drill will be kept in the basement.
- A rechargeable portable vacuum cleaner. This is on the shelf immediately on the left as you enter the clubroom from the main hall. If you use it please plug the power cable in when you return it (it should manage 15 minutes on a charge).

We have reorganised the upper part of the small cupboard on the right that has the vacuum cleaner on the floor to have the larger power tools on its shelves so people know where to find them. As well as the new tools, it has the airbrush, compressor and paint booth; mini-drill; glue gun; and lathe. Please put them back after use!

### SMALLER TOOLS

Smaller items will be left on the benches ready for use:

- An additional machine vice

- 6 soldering iron tip cleaner pots
- A Jeweller's vice (mounted on a block of wood) – excellent for working on small metal parts as the jaws close very parallel
- 3 new quick release clamps are in the cupboard by the kettle.
- Some 4BA nuts and 8 BA nuts, and assorted small metric screws and nuts have been bought.

Not new, but there is a rechargeable soldering iron in the cupboard between the door and N Gauge cupboard that I did not realise was there – I tested it and it works.

## **FURTHER ITEMS UNDER CONSIDERATION**

Additional items that have been suggested are:

- Ultrasonic cleaner. It needs to be quite large for O gauge use, say 3 litres – Maplin do one for £110.
- Chris Webster commented that the most useful tool he had purchased was a linisher – a 1" belt sander mounted vertically with a horizontal table so you can hold work against it to remove bits and polish. A cheap one would be about £85.
- Guillotine (single sided razor blade type). David bought one that costs about £11 but it is useless. The standard NWSL one is more like £55. We will try to make one out of aluminium angle following some instructions on RMWeb.
- Rivet machine. Perhaps £80, I can't find details of the GW one which may be the best.
- Staple gun – cost between £5 and £15.
- Rolling bars. Not sure which, very few seem to be available.
- Bench sheers. Not sure exactly what, but probably £100 – 150.

We have spent nearly all the initial budget, but the committee will consider further items if enough members think we should buy them. So if you have any views on the items above or further suggestions please tell Richard Harris or myself, Noel Leaver.

## **SWANAGE RAILWAY BULLEID GALA – Julian Evison**

Three car loads of members set off on Friday 31<sup>st</sup> March for the Swanage Railway's Bulleid Gala marking 50 years since the end of steam on the Southern Region. The Railway's chosen method was to gather as many operational Bulleid Pacifics as they could in one place at one time, which resulted in five of these locos (in both un-rebuilt and rebuilt guises) being used on trains. In addition both M7 and Standard Class 4 tank were in steam and doing ECS duties at Swanage.

Once arrived people did their own thing, but most probably did some, or all, of the following:

- Eat bacon rolls
- Drink beer
- Visit Corfe Castle
- Learn all about Eli Kitkat
- Take too many photos
- Travel the length of the line at least twice even as the timetable fell apart
- Loose other members of the party
- Find the remains of the Swanage Fish Tramway (but probably that was just me)

Over the three days of the gala, approximately 5700 paying guests took part which I hope gave adequate reward for the prodigious feat of organisation by the Swanage Railway.



## TARE WEIGHT RE-WEIGHING CAMPAIGN MARKINGS – Noel Leaver

I recently became aware of small markings that appear on a lot of BR wagons that I have never seen described or even referred to. The markings are next to the tare weight and are one of a variety of symbols: an inverted T, an inverted L, a right angled triangle facing left or right, an equilateral triangle. There many others, the exact shape is often difficult to be sure of as they are only about 1" high and in many photos little more than a splodge.



Under Weights and Measures legislation, the tare weight of a wagon had to be accurate. Over time it was possible for it to change because of wear or rusting. Therefore, periodically a memo went out from the CM&EE Derby to regional HQs saying that tare weights had to be rechecked if an empty wagon was at a yard with a weighbridge, and giving a special symbol to be painted next to the tare weight to indicate it had been checked. These were known as "Tare Weight Re-Weighing Campaigns".

They appear on BR wagons well into the 80s, and on LMS wagons from the 30s onwards though not on wagons of other group companies. By no means all wagons had them, and you could see adjacent wagons with different codes.

Unfortunately I have not found any list of codes and their dates.

Fortunately they are so small I don't feel obliged to add them to my stock, and anyway my 2mm wagons are too early.

## **YET ANOTHER TRIP TO PASTY-LAND – David Harrington**

We've all warned Andy that walking to the pub and drinking water (when he could be sitting down in front of the telly with a pint and her-next-door) is not the optimum life-style. So it was no surprise when he claimed to be poorly when our crack o' dawn squad called to collect him on our way to the Sodbury Vale show on a Saturday in February. But we managed without him – just – because his restraining influence on Greg (who tends to forget himself when within ten miles of Bristol) can be invaluable.

The occasion this time was Bolden. We'd had an away fixture only once before, at Fareham, when it didn't go too well, so some of us were a bit nervous. Especially since our team was riven between those who believe that shunting in N-gauge is not only do-able, but also enjoyable; and those who regard the tooth fairy as a product of overworked imaginations. So much of our pre-show practice time had been devoted to fitting and adjusting exotic couplings to otherwise acceptable rolling stock followed by much searching for under-track magnets amid the ballast.

What was needed, of course, was a tried and tested routine of cassette-juggling in accordance with a mutually agreed running schedule. But, being ever optimistic, we made do with a simple list of trains available and shouted instructions from one end of the layout to the other. That was fun, especially when the shunting-faction occupied the main line with Syphon and tanker to-ing and fro-ing in la-la-land while the real-world, end-to-end faction was trying to despatch the B-set. Even though the venue was in a church, divine intervention on the side of the shunters wasn't much in evidence. This lack of celestial aid led to advice being loudly exchanged (as is the N-gauge norm) and the crowd was thereby vastly entertained. So the overall objective was achieved.

Greg remained on his feet for most of the day, seemingly content not to have to crawl under the layout for once. Noel had a brief go at shunting but retired, hurt. Several men took pictures and one man arrived with a tape measure and took notes. Small boys were hoisted on chairs, the better to see trains running smoothly back and forth, unhindered by shunting tedium. Older chaps enquired about LEDs, how to put chips in tiny locos and how cassettes were made. A tiny boy submerged in a huge peaked cap admitted to having a DCC layout at home. Paula managed to Velcro herself to the back of the layout. Alison, no doubt bored with shunting capers, retired to the local shops. Andrew and I randomly pressed switches and buttons on the mysterious control panel (designed by Stargate aliens) until the right points and signals and electromagnets did what we hoped they might do. Only two or three locos failed during the day. The working level-crossing gates were much admired. Often the crowd was three-deep. We drank lots of free coffee and had two buns and a bag of crisps each for lunch. This time, nothing fell off the layout or caught fire. So, overall, the team done good.