

# WHISTLEBLOWER

THE NEWSLETTER OF THE FARNHAM & DISTRICT MODEL RAILWAY CLUB

April 2018 Edition

## EDITORIAL

Thanks to those few who have responded to my request for articles, but more are always welcome. Similarly let me know if there are any items you would like to see in this Newsletter.

**Julian Evison (Editor)**

## FAREWELL VIC BEYER - Richard Harris

Over recent months Club Members learned, with much anxiety, of Victor Beyer's failing health and hospital confinements. His passing at the beginning of March was, thanks much to the fortitude of his wife Wendy, at home as he had wished with her by his side. Many, including a strong contingent from our Club, were gathered in Dorset on the 20<sup>th</sup> to pay their last respects.

Although I was only formally introduced to Vic when I joined the Club in 2011 I feel I have known him longer. His was one of the faces to be seen behind the exquisite 4mm finescale GW layouts of the Ipsley Circle which I had watched at length at numerous exhibitions over the previous decades. They were quite an inspiration.

Most railway modellers have a personal 'dream' project. For Vic this was Exminster, where he planned to depict Great Western traffic West of Exeter. With his encyclopaedic knowledge of GW coaching stock and correct train formations combined with his skill at finescale modelling that project was well underway. Nothing but the highest standards of authenticity and detail would do for Exminster!

Arriving about the time Brixcombe became exhibitable, it took me a little while to discover just how much research, planning and design Vic, together with Ian, had put in to persuade the Club Committee to approve the project in 2008. Brixcombe benefitted from visits of models destined for Exminster. Vic didn't just bring modelling skills and prototype knowledge to Brixcombe, he encouraged and helped others in the group to use their own skills in pursuit of a quality model. I remember when concluding, reluctantly, that the reliability of turntable alignment I had achieved was as good as it was going to get, Vic said "I don't know how Richard, but I am sure you can make that better." and he then proceeded to help. Outcome – success.

Vic was modest about his work over many years for Pendon Museum, but his role as coaching stock guru on the railway committee was significant and will be much missed there, as will his work maintaining and adding to their collection.

Members of the P4 group will all treasure the test track with uncoupling magnet that Vic generously made for each of us. That generosity was further typified in the advice and help with construction of their own items that Vic gave to many modeller colleagues. I think the Clubroom was never quite the same since Vic's move to Dorset, particularly so for lovers of strong (political) opinion with benign, measured doses of political incorrectness worthy of his/our generation.

Finally I have to mention Vic's amazing knowledge of English geography and where to find things. I don't know if this was acquired through his work assignments or just in pursuit of his other hobby, fishing. Go anywhere and Vic would know the shortest route, the best petrol station, the most appropriate hostelry etc. The accompanying photo was taken on a Gentlemen's Day Out last March. "Follow me!" said Vic, and the Group were marched directly to the best fish and chip lunch in Swanage, and possibly Dorset.

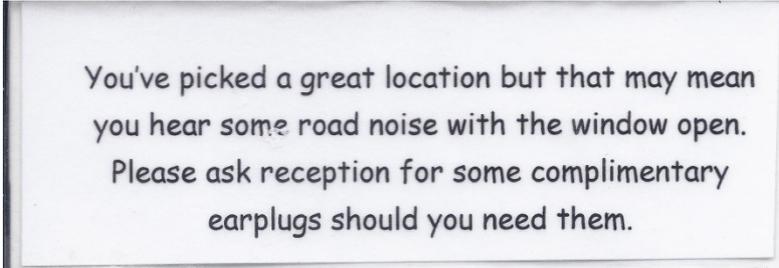


**Farewell Vic – I hope they have ham, egg and chips available, plus of course jam doughnuts with tea, and that there is a good view of the GW main line.**

## WICKWAR GOES TO NOTTINGHAM – DAVID HARRINGTON

After exchanging conflicting views on the best way to get there, a canary-yellow van and two cars set off on a Friday morning, heading roughly North, with the intention of meeting up at Jack's Hill caff on the A5 near Towcester. Greg attacked 2-and-a-half thick slices of black pudding while the rest of us chose more civilised, dainty portions of egg, beans, fried bread, bacon, tomatoes and sausages. So we were fortified enough to enjoy the M1 traffic jam that lasted all the way to the show-site. Andrew and I decided to obey the satnav's stern injunction to leave the M1 and approach Nottingham from the south. So did everyone else with a satnav. Our canary van was made of sterner stuff and ploughed on up the motorway to the pre-decided exit. Naturally, we all arrived at the show within minutes of each other.

Unloading and setting up was a breeze (except that our pitch was furthest from the entrance – we really do need one or two lightweight folding sack-trucks). So around 6pm we aimed ourselves at the Best Western, around 20 mins drive. I had a room that provided some attractive views over the M1, about 200 feet from my window. This notice was less than reassuring:



You've picked a great location but that may mean you hear some road noise with the window open. Please ask reception for some complimentary earplugs should you need them.

Anyway, the pub wasn't bad, despite boasting a choice of only three dismal beers. Noel bought a round. Andrew had half a cider. Some noisy people from the pitch next to us lowered the tone, but since one of them was a dead ringer for Gandalf with a bush hat, we let it go. The walk back was much shorter than the trek there.

Saturday had loads of punters, despite the advent of more snow. Back to the Best Western that evening and, being sensible and forward looking, we took a taxi to a more distant pub. This one had only two beers on offer. Andrew had a much bigger cider. And Greg ordered a few rounds, including a free one. Just as well, because the taxi-ride back could have been hair-raising had we been able to notice.

On Sunday we (well, Noel really, 'cos it was his kit) won a shield for a 12-wheel restaurant car and a cup for the brewery building.



Some other layout (probably close relatives of the show organisers) won the “most entertaining layout” trophy. We collected a few invitations for other shows. So honour was just about satisfied.

The trip home was one of those best forgotten. High winds, snow in the air and on the ground. Noel wanted to be dropped off at some convenient railway station so we ploughed on, gung-ho and trophy-free, and at one point negotiating, in the dark, a multi-car pile-up on the M40 (featured on the TV news that night). Of course, our chosen exit was closed, which meant the dreaded M25 and another diversion to BR at Staines. Thus it came to pass that only 4 hours after leaving Nottingham we were within 200 yards of the club. Quirkily, our canary van, having gone straight down the M1 to the M25, arrived within minutes of us. But my car refused the slope onto Greenfields Road – all that way only to fail the last two hundred yards. I have to confess that this particular adventure left me (and Andrew – sorry mate) cold!

Hey-ho for Epsom and Ewell in April. Do they have black puddings in Surrey?

## **RAILWAY MILK TANKS – NOEL LEAVER**

Milk tanks were first introduced in 1927 for bulk shipment of milk from creameries to the bottling plants. Traffic from farm to the creameries was either by churn or by road, and churns continued to be used for some milk sent to bottling plants. Rail traffic finally ended in 1981, all transferred to road.

All 4 group companies built milk tanks but the LMS and GWR had a lot more than either

SR or LNER. The first few had 4 wheels but proved unsatisfactory at high speeds, and were soon remounted on 6-wheel chassis, which were used for all new builds.

An oddity of milk tankers is that the tank itself was owned by the dairy but the chassis was owned by the railway company. They went where the dairy wanted, so it was common to see tanks away from their own region.

Tanks were usually "Glass Lined", meaning steel with vitreous enamel (a layer of glass) baked on, like old fashioned enamel baths. Later some were made of stainless steel. The tanks were covered with an insulating layer of cork, about 2" thick, to avoid them getting too hot; a few early ones had a sun shield instead over the tank but these were soon removed. They were loaded from the top and discharged from the bottom, sometimes with additional air pressure via the top valve. After they were steam cleaned before return.

The tanks from one creamery would normally all belong to the same owner and short trains of identically liveried tanks were common, though some companies had subsidiaries with their own liveries, and I think the IMS and MMB tanks could also get mixed in. In the 30s and 40s there were many colourful liveries, but during the 50s most tanks became plain silver with a plate giving the owning dairy.

Creameries separated the cream out and chilled the milk, and were usually on branch lines. A feeder train would take full tanks of milk to the junction during the day: on the end of a passenger train, as a separate train, or as part of a goods train. There they would be attached to a dedicated evening milk train with tanks from other creameries (and therefore a mix of owning companies). Almost all milk trains went to London bottling plants, for example Kensington Olympia and Vauxhall. There were many other bottling plants around London and many trains had tanks for several different plants. In the morning the empty tanks were returned by mainline trains then branch trains to creameries, in a reverse process.

As milk tanks were coaching stock and travelled at express speeds the brake van had to be a passenger brake (unless part of a goods train). It was often part way through the train rather than at the end, and if the tanks were attached to a passenger train they would be behind the passenger carriages (one of which would be the brake). The Stove R was a popular choice for brake van in BR Steam days and could be seen on milk trains far from their home London Midland Region.

A loaded milk tank weighed almost as much as a coach, so 20 tanks would be a very heavy – a GWR King, perhaps the most powerful GWR steam locomotive, was restricted to 17 loaded milk tanks.

One photograph I have shows a Jubilee with (in order from front) a MK1 CCT, a Stove R, 3 12T vans, then 9 apparently identical silver milk tanks.



*Milk Tank at NRM York. An LMS tank, note the 4 saddles supporting the tank and large coach wheels. The straps go under the outer insulation to the metal tank.*

Milk tanks were far from all being the same. Some of the more obvious differences were:

- Rather than the ladder going all the way up, a lot had a small platform about half way up the side and the ladder just went to this.
- Many had the ladder at the end of the tank, not the centre (nearly all with it at the end had platforms).
- Some had sloping tanks.
- The GWR chassis usually had 6 “saddles” supporting the tank, the other companies only used 4 saddles.
- The brake gear differed between companies and different tanks for the same company; the GWR had both Churchward style brakes (a very short lever next to the buffer beam) and more normal brake levers.
- Some had catwalks on the top of varying lengths, many did not have a catwalk.
- There were some with different sized tanks, either 2000 gallons rather than 3000 or twin 1500 gallon tanks (sometimes joined, sometimes separate, always with 2 ladders). As the tank had to be completely full or empty when travelling, a different size was useful if you did not have the full 3000 gallons.
- LMS tanks had coach wheels (3' 7" diameter), the others had wagon wheels (3' 1" diameter).



*A scratch built model in N of one of the more unusual milk tanks. The tank is only 2000 gallons, is sloping with a platform at one end, and was one of the few tanks with a colourful livery in the 1960s. The chassis is hacked from one and a half 4-wheel chassis, the logo and orange strip was printed onto decal paper using an ink-jet printer.*

A few dairies used tanks on road trailers that were loaded onto flat wagons:

<https://www.flickr.com/photos/kindredspirituk/3306081413/>

This video includes shunting milk tanks:

<https://www.youtube.com/watch?v=7ch7cBCgmno&feature=related>

Here are more photos of dairies:

<http://www.asgq57.dsl.pipex.com/3218/s&d/branch/milkie/index.htm>

<http://www.disused-stations.org.uk/h/hemyock/index.shtml>

[http://www.warwickshirerailways.com/gwr/moreton\\_marsh.htm](http://www.warwickshirerailways.com/gwr/moreton_marsh.htm)

<https://www.flickr.com/photos/28083135@N06/5373989780/>

<https://www.flickr.com/photos/chippy1966/4514451694/>

<https://www.flickr.com/photos/rgadsdon/4438606686/>

<https://www.flickr.com/photos/31514768@N05/3530165513/>

<https://www.flickr.com/photos/16179216@N07/5146315659/>

## **MODEL RAILWAY WORKSHOPS**

The series of model railway workshops continues most Wednesdays with good attendance and appreciative audiences. They are open to all members, but are aimed particularly at those who wish to develop their skills from beginner level. Please come along to as many as you like. The programme is included in the diary at the end of this Whistleblower. If you would like to run a workshop on a relevant subject please contact David Harrington.

## CLUB DIARY TO END JUNE

<b>DIARY</b>			
<b>Date</b>	<b>Run ning Night</b>	<b>19:00hrs Course</b>	<b>Layout at Exhibition/Show</b>
<b>2018</b>			
Wed 4 Apr	O	Scenery 1 (David H)	
Sat 7 Apr			Kinlochlaggen [Mike Le Marie's layout]: Berkshire Area Grp, N Gauge Soc, Sindlesham. St.Mary's [Julian Evison's layout]: Narrow Gauge South, Eastleigh
Wed 11 Apr	N	Scenery 2 (David H)	
Sat 14 Apr			Aldermouth [Jim Edward's layout]: Fordingbridge Model Railway Exhibition, Fordingbridge
Wed 18 Apr	P4/009	Scenery 3 (David H)	
Sat 21 Apr			Aldermouth [Jim Edward's layout]: De Havilland MRS Exhibition, Welwyn Garden City
Wed 25 Apr	OO	Trees 1 (DH + Terry)	
Sat 28 Apr			Haydon Square E.1(0): Rotarail Exhibition, Fareham
Sat 28 & Sun 29 Apr			Wickwar (N): Epsom & Ewell Show
Wed 2 May	0	Trees 2 (DH + Terry)	
Mon 7 May			0 Gauge Open Day, Club Rooms, Wrecclesham
Wed 9 May	N		
Wed 16 May	P4/009		
Sun 20 May			St. Mary's [Julian Evison's layout]: Stow-on-the-Wold Model Railway Exhibition
Wed 23 May	00		
Sat 26 May	Advise David H.	by 01 May or earlier.	Gentlefolk Day Out – 'Cotswold Festival of Steam', Cheltenham.
Mon 28 May			00 Gauge Open Day, Club Rooms, Wrecclesham
Wed 30 May			
Wed 6 June	0		
Wed 13 June	N		
Wed 20 June	P4/009		
Sat 23 & Sun 24 June			Haydon Square E.1(0): Romsey MRC exhibition, Romsey
Wed 27 June	00		

Please let me know of any forthcoming events. Thanks, Julian