

WHISTLEBLOWER

THE NEWSLETTER OF THE FARNHAM & DISTRICT MODEL RAILWAY CLUB

August 2018 Edition

EDITORIAL

I am glad to say that my plea for more articles has been answered by various members, so many thanks to (in no particular order): David Bristow, Ian Welch, Mike Le Marie, David Harrington and Ian George. Some of the articles will appear in future editions so I can keep the newsletters roughly equal in length. This doesn't mean that further articles aren't welcome – they definitely are, so please keep them coming - gbjev1(at)btconnect(dot)com

Finally, the compilation of the club diary is now firmly in the hands of Andrew Wrobel, so please send him any updates

Julian Evison (Editor)

009 GROUP UPDATE – David Harrington

The new 009 Group in the club is taking a different approach to getting the benefits from club membership. Rather than building a group layout we have decided each to build our own modules which can either be run as individual layouts or joined together for larger operating sessions. It is not the intention that the resulting modules will be exhibited as whole, so there is no overall plan, theme or period; each member can choose their own provided that the boards conform to the defined physical and electrical standards.

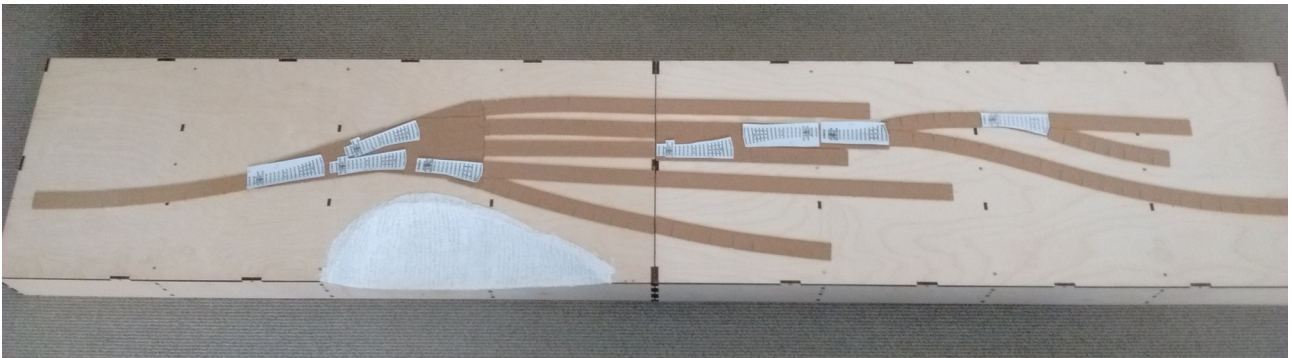
Here is where some of the Group members have got to so far.

Julian

The 009 Group's modular standard requires using boards 4 feet long by 18 inches wide from the baseboard supplier Tim Horn. These were delivered to us on time and in accordance with our specifications. I opted to build a layout using two of the baseboards. They took a couple of hours each to construct including waiting for glue to dry, but I am sure they can be done quicker. They go together very easily and accurately with everything pre-cut or drilled. The end result is a bit heavy (a function of using 9mm and 6mm ply), more so than if I was making something myself, but I am very happy with the result. The boards mate together nicely using the supplied metal dowels. I have not yet added the diagonal cross-pieces because their direction will depend on point motor locations, etc.

One downside of this approach is that you end up with a very flat landscape. To avoid this I decided to cut out a section of the baseboard, so I got out the horrible vibrating saw thing

and attacked the baseboard. Woodwork is definitely my least favourite part of this hobby as it always goes wrong in my hands. I have to accept this and try to minimise the consequences of the inevitable mistakes. I first repositioned the retaining screws in the baseboard parts that weren't going to be cut away, then set to with the saw. When I had finally finished cutting I felt like lying down in a darkened room with a glass of brandy. However it was done, and the board still seemed pretty stiff which was encouraging. I then added new cross pieces in the areas of the hole to 1) provide strengthening and 2) act as a former for the material to fill in the hole. I used Modroc (plaster impregnated bandage) to give a base for scenic work. I then got on with laying down 3mm cork for the track which is where things stand at the moment.



Mike Le M

I have to admit that very little progress has been made apart from constructing the baseboards. My priority has been to finish my N Gauge Kinlochlagen layout for our show in October. I will then concentrate on the 009 project. My layout will cover 2 boards and will be able to operate in modular form or as an independent layout. I plan to call the layout 'God's Bridge' with the track layout based on the upper terminus of the Vale of Rheidol railway, hence the name of the layout.

David H

After several false starts I decided on the layout shown in these two pictures. It's essentially a single board featuring a rustic village halt with a passing loop and a single track quarry line climbing gently up behind the cottages. I've given it the working title of "Spruce Hamlet" I wanted to create a scene where the train winds its way past cottage gardens and between stone walls, with limited clearances. So my layout will depend as much on scenery as it does on track plan and operation.



So far I've got as far as lightly gluing down some cork underlay (still to be trimmed to final shape and size) and I've made a start on a few cottages and some spruce trees. The cottages and trees are positioned in the pictures only to give some idea of what the final scene might look like. Next step is track laying!

We now look forward to hearing of progress, however limited at this early stage, from other

members of our 009 Group!

HORNBY 00 LIVE STEAM SUMMER MEET – David Bristow

It all started with an email from the Live Steam Club telling of their Summer Meet and inviting us to attend. “Come and run your loco. Have any problem with your loco fixed.” Well, both Richard Puddephat and I had non-running locos so this seemed a wonderful opportunity to solve the problems we were having. The invitation was accepted and so in the morning of Saturday July 7th we set off for Chatteris in the Fens.

After two hours plus and one traffic jam the Sat. Nav. delivered us to our destination - the home of one of the Club's members. Fortunately it looked as the photo in the invitation except the parking space was now virtually full but we managed to squeeze in the one space available. Going through the side gate we found the Club members in the final stage of setting up the Club's test track – they were using a laser to level the track. We were quickly introduced to all the Club members present and made to feel very welcome. When we explained that we had not formally joined the Club and paid any subs. no problem was the reply “membership is free”.

The Club's test track is approximately the size of our OO test track and is very well made. It is supported on pillars topped by substantial plastic jacks that are used to support flooring systems for modern offices where space is needed below for cabling etc. for computers. These jacks allow for considerable adjustment whatever the ground condition. There are four circuits with the three inner ones interconnected by crossovers. The outermost circuit is separate and is set down from the level of the other three and runs round the edge of the layout. It has a perspex side on its outer face so the train effectively runs in a cutting. The perspex allows the audience to see the train passing. It was explained that this arrangement prevents any disasters when novice drivers are driving the train as the loco is prevented from toppling over – most important with live steam as the loco does not stop running when the power is switched off.

Soon we were asking questions – the learning curve was almost vertical! We learnt how the loco was controlled and why voltage drop was so important as it severely affected the control of the loco, that only a tear drop of steam oil was used rather than the syringe full said by Hornby, why tender wheels froze up and how the ring main was connected to the track rails and the frequency of droppers. Then we noticed two black boxes linked between the controller and the track – all their controllers had them. What's this? “We don't use Hornby's controller now this is our Live Drive Controller which gives much greater ease of control of the loco. The Club sells a kit for you to build one.” Nick the Club member who runs the Club's shop explained that there were three options one just the parts, one partly made or one fully assembled. We opted for the middle option and two kits were purchased! It became apparent later in the afternoon how well set up the Club is as the Club Shop offers spare parts for the repair of locos along with various items to help make operating easier. All the items are professionally packaged with the Club's name prominently displayed.

By now it was lunch time and refreshments arrived. Once lunch was over two of the Club's members began to have a look at our locos to see what the problems were. Richard P believed his loco was suffering from a steam leak and had no power. Soon Club member Maurice had Richard P's loco's body removed and was checking for possible leaks. New piston seals and gland seals were recommended and fitting got under-way. This necessitated stripping off much of the mechanism.

Meanwhile Richard H (the Club President and the person who developed the idea of the OO Live team) freed the tender wheels on David's loco with the help of WD40 and some expertly applied finger pressure. Richard then began to check over the loco and found it did not perform well. Again the loco's body was removed and the steam supply to the cylinders was being checked to find the source of the blockage. An air compressor was used to provide the necessary pressure rather than steam for testing being much more convenient than firing the boiler.

By the end of the afternoon the repair to Richard P's loco was complete and the loco was put on the test track for Richard P to test run it. The loco ran but Maurice felt it was stiff and suggested they keep it to run the following day. Richard H was unable to complete the work on David's loco and offered to take it home to finish the work. So it was arranged for both locos to be picked up from Richard H's home the following Thursday by Richard P on his way back from Yorkshire.

It was now well past the 5 pm finishing time and orders for fish and chip suppers were being taken. We gracefully declined the offer giving as our excuse the two hour journey home. Shortly, after saying our goodbyes and grateful thanks for a great, enjoyable and interesting day, we left for home. Fortunately the journey home was uneventful but gave us a chance to discuss what we had learnt during the day.

CURIOUS NAMES – Ian Welch

We are all familiar with railway Station names but railway Junction names tend to be accessible only via books and more recently Realtime Trains. Here are some examples:

- Dr Days
- Indian Queens
- Pyewipe
- Vandyke
- Cogload
- Wooden Gate

- Proof House
- Stoats Nest
- Bopeep
- Parsley Hay

Do you know where they are situated and what are their origins? To make it slightly more interesting I have included one GPO exchange and one electricity substation. They illustrate how monopoly industries allocated romantic (?) names to often very boring locations! For a supplementary, how many of these junctions can one travel through on a single (timetabled) train – my count is four but happy to be corrected.

(Editor – answers from Ian next time)

CLUB DIARY – Andrew Wrobel

DIARY 2018

Date	Run'g Night	19:00hrs Course Workshop	Event / Layout at Exhibition/Show
Wed 25 Jul	00		
Wed 01 Aug	0		
Wed 08 Aug	N		GPC Meeting 2pm if room avail.
Wed 15 Aug	P4/009		
Wed 22 Aug	00		
Wed 29 Aug	Any		
Sat 1 & Sun 2 Sep	--		St. Mary's (7mm NG) [Julian Evison's layout]: Welshpool & Llanfair Gala
Wed 05 Sep	0		
Sat 8 & Sun 9 Sep	--		Wickwar (N): TINGS, Warwickshire Event Centre, nr. Leamington Spa; Haydon Sq. E.1(0): REC Show, Woking
Wed 12 Sep	N & P4/009		
Wed 19 Sep	ALL	Apologies for 1 week delay	Club Modelling Competition [Leads: Richard Puddephatt and Richard Harris]
Wed 26 Sep	00		
Wed 03 Oct	0		
Sat 6 Oct	--		Greenfield Sidings (00) Horsham MRC 10 th Anniversary
Sat 6 & Sun 7 Oct	--		Brixcombe (P4) Fareham 'Railex'
Wed 10 Oct 7pm	N		Annual Show BRIEFING [Noel]
Fri 12 Oct even'g	ALL		Prepare the Show

Sat 13 & Sun 14 Oct	ALL	F&DMRC Annual Show , Aldershot; Greenfield Sidings (00) ; Kinlochlagen (N) [M. Le Marie's layout]
Wed 17 Oct	P4/009	
Sun 20 Oct	--	St.Mary's (7mm NG) [J. Evison's layout]: Central Southern 0 Group, Wimborne
Wed 24 Oct	00	
Wed 31 Oct	Any	
Sat 3 Nov		Newport Road (00) [Liam Rasbid's layout, Wycrail, High Wycombe St.Mary's (7mm NG) [J. Evison's layout]: Hampton Court Club exhib'n, Tolworth
Sat 10 & Sun 11 Nov		
Wed 14 Nov	N	
Sat 17 2pm (set-up) & Sun 18 Nov	ALL	Club Open Day [Sun 10:00 to 16:00, then put away. Organiser: Mike Le Marie]
Wed 21 Nov	P4/009	
Sat 24 & Sun 25 Nov	--	Wickwar (N) and Haydon Square E.1(0) : Warley, Birmingham
Wed 28 Nov	00	
Wed 05 Dec 8pm	0 & ALL	AGM
Wed 12 Dec	N & P4/009	
Fri 14 Dec	Payees	Club Christmas Dinner @ Bluebell, Dockenfield
Wed 19 Dec	00	
Wed 26 Dec	--	CLOSED

DIARY 2019

Wed 02 Jan	0	Possibly open
Wed 09 Jan	N	
Wed 16 Jan	P4/009	
Wed 23 Jan	00	
<more Wednesdays to be added>		
Sat 09 & Sun 10 Feb		St.Mary's (7mm NG) [J. Evison's layout]: Bournemouth MR Exhib'n, Hamworthy
Sat 16 &? Sun 17 Feb		Wickwar (N) : Milton Keynes (MKMRS) 50 th (possible Sunday)
Sat 23 & Sun 24 Feb		St.Mary's (7mm NG) [J. Evison's layout]: Eurotrack, Southampton.
Sat 09 & Sun 10 Mar	--	Haydon Sq. E.1(0) : Basingstoke Club Exhib'n, Basingstoke
Sat 23 & Sun 24 Mar	--	Wickwar (N) : The London Festival of Railway Modelling, Alexandra Palace
Fri 03 open 1pm, Sat 04 & Sun 05 May	--	Haydon Sq. E.1(0) : Bristol Club Exhib'n, Thornbury. [Travel Fri early]

Mon 27 May (Bank Holiday)	--		0 Gauge Open Day, Club rooms
Sat 08 Jun	--		St.Mary's [J. Evison's layout]: 7mm NGA 40th Anniv'y Exhib'n, Burton-on-Trent.
Sat 10 Aug	--	Unconfirmed	Haydon Sq. E.1(0): Bexhill MRC, Bexhill
Sat 06 & Sun 07 Oct	--		St.Mary's (7mm NG) [J.Evison's layout]: Fareham MR Club Exhibition, Fareham.
Wed 09 Oct 7pm	TBA		Annual Show BRIEFING [Noel]
Fri 11 Oct even'g	ALL		Prepare the Show
Sat 12 & Sun 13 Oct	ALL		F&DMRC Annual Show , Aldershot; Wickwar (N); Haydon Sq. E.1(0)
Sat 02 & Sun 03 Nov	--		Haydon Sq. E.1(0): Spalding MRC, Spalding.

Please let Andrew know of any updates.