

WHISTLEBLOWER

THE NEWSLETTER OF THE FARNHAM & DISTRICT MODEL RAILWAY CLUB

July 2019 Edition

EDITORIAL

My 'cupboard' of articles is getting dangerously bare again. Please do use some of the long summer holidays to help restock it – go on, you know you want to!

Julian Evison (Editor)

TALK ON LASER CUTTERS – Noel Leaver

At Railex this year there was a stand showing examples of what Risborough MRC have produced using their new laser cutting machine, which impressed several of us. They have made an O Gauge wagon chassis from plastic, 4mm wagon sides from thin ply, N Gauge buildings from engraved plastic sheet, and O gauge leaves from green paper. Two of their members have agreed to give a **talk and show examples of what they have done at our club on 18.30, Wednesday 7 August**. Please put a note in your diaries.

Their club bought a fairly top end laser cutter that cost £3,000, but you can spend anything from a £150 to £10,000+. Chris Webster thinks £1000 would buy something that could do all we might want, which might be something for the club to consider. Compared with 3D printers they seem a fairly stable technology and they are clean to operate - there is not likely to be a new type that makes existing ones obsolete, and there are no messy chemicals to clean up afterwards.

THE WOODLARKS CENTRE 70TH ANNIVERSARY SUMMER FETE

We received the following thanks from the Woodlarks Centre for the support we gave them recently.

“Thank you for your kind help supporting the 70th Anniversary Celebration Fête at Gostrey Meadows on Saturday. I believe all visitors, residents and volunteers had a good time.

“As you may know, we are currently fund-raising for a new wheelchair accessible bus for the residents and the fête has drawn us £5173.72 closer to our goal.

“All the Residents, Staff, and Trustees extend their appreciation of your taking the time to help out on the day. The Woodlarks Centre could not do what they do without the kind and generous support of busy people like you and the caring community of Farnham and surrounds.

“Thank you again for your support.”

BUILDING IN NEED OF CRAFTSMAN'S REPAIR – Andrew Wrobel

I have received an interesting request from a neighbour; he is seeking a member who would be interested in repairing (for a fee) a doll's house.

It is a 1930s house 65cm high, 45 cm length and 120 in length, so quite substantial. It needs general repair (window replacement, some rusted hinges).



If you can help, or know some one who can please contact Andrew – mobile number 07779 150 008.

BR 9F 2-10-0s – Ian George

I have to admit that the BR 9F's are one of my favourite engines. It was love at first sight.

BR's choice of a 2-10-0 configuration for its proposed standard heavy freight engine was not a straight-forward decision. Building a standard 8F 2-8-0 freight engine was quickly discounted as there were already plenty of adequate engines of that type and power category to handle the slow mineral trains and unfitted freights. What BR felt was needed was a more powerful engine to reduce the journey times of its fast fitted freights which were facing increasing competition from road hauliers. The initial plan was to build a 2-8-2 engine, which would have basically been an enlarged version of BR's new "Britannia" Pacifics. However, shortly before the final build approval was given for the 2-8-2 design a case for made for an alternative approach, a 2-10-0.

The thinking behind this new proposal is interesting. It argued that although an enlarged "Britannia" type of freight engine should be capable of running faster on level track or going downhill those attributes wouldn't necessarily reduce overall journey times. The continued use of short-wheelbase wagons meant it would not be possible to increase the maximum permitted speed limits applying to these trains, and the engines currently pulling these fast, fitted freights, such as Black 5s, Halls or V2s were already quite capable of running their trains at these maximum speeds on level track or downhill. In order to reduce overall journey times for these fast fitted freights what was really needed was an ability to increase the speed of these trains when pulling away from a stop and when climbing gradients and it was here that the 2-10-0 with its smaller driving wheels would be a clear

winner.



Anyone who has witnessed the way the Mid Hants based 9F can accelerate its train away from the stations will vouch for its speed out of the blocks. Peter Smith in his excellent book "Mendips Engineman" about his footplate career on the Somerset and Dorset Railway tells a story of the occasion he was crewing a 9F on a passenger train when it was signalled to make an unscheduled stop. After pulling up at the next station they were told they had been stopped because the train didn't have a guard on board. The reason for this was that at the previous station stop the guard had stepped down onto the platform to give the "right away" hand signal whereupon the 9F had set off at such a pace that the guard felt it was unwise to try to jump back on board, and was currently chasing after his train in a taxi. Whoops!

The 9Fs went on to be the most successful and most numerous of the 12 BR standard classes, appearing on every type of train from the slowest unfitted coal train to arriving at Paddington at the head of titled expresses. They were at home on 1000 tons iron ore or oil tank trains while their smooth riding at 80mph+ put BR's new flagship Britannia pacific counterparts to shame. BR management were further embarrassed when the 9Fs demonstrated that BR's much vaunted titled express train schedules could be managed comfortably by a freight engine. The sight of a 9F pulling into Paddington minutes early at the head of the up "Red Dragon" must have had the top brass choking on their morning coffee!

Reading about the building of the 9Fs gives an interesting insight to the problems faced by the newly formed BR in the 1950's. Although they were referred to as "standard classes", in reality BR had problems trying to impose any form of standardisation on its regional managements who still clung to their pre-nationalisation independence. An example of this lack of standardisation was the type of tenders proposed for the new range of standard engines. BR proposed 3 types of tender to cover the 9 types of standard tender engines; they finally built 12 different types of tender. For the 9F's alone BR built 5 different versions of tender.

The original BR plan was to use the BR 1G type tender for the fleet of 9Fs; this was acceptable to the Western region. However, the London Midland region insisted on more coal capacity so 9Fs built for that region had a 1C tender with 9 tons of coal. The Eastern region wanted more water capacity so engines built for them had a 1F tender with 5600 gals of water. The Southern region wanted even more water for their allocation of 9Fs, 6000gals. At this point it was suggested that perhaps the Southern didn't really need any 9F's anyway; that tender variation didn't get built. The North-Eastern region wanted a lower axle weight so their 1B tenders had reduced water capacity. So it was possible to identify for which region the 9Fs had originally been built by the style of tender pulled. The Crosti boilered versions also pulled a 1B tender to offset the heavier engine weight. Finally, a BR 1K tender was built for the mechanical stoker-fitted batch.

The nonsense of all this regional variation requirement was soon made clear when engines were subsequently transferred between regions, for example the Western quickly transferred most of its 9F's with their 1G tenders to the London Midland where they worked out their lives successfully despite not having 1C tenders. Meanwhile in 1960 the Southern found it could use some 9F's after all, principally on the Fawley to Birmingham oil tank trains; the Western happily agreed to transfer some of its 9F's with their 1G tenders to Eastleigh shed.

During the early 1960s Birkenhead shed became a mecca for 9F enthusiasts like me, its total allocation of c. 60 engines including over 50 9F's. These included single and double chimneyed versions, the ex-Crostis, the ex-mechanical stokers, the solitary Giesl ejector fitted 92250 and the former headlight-fitted Lickey banker. Only an air-pump fitted "Tyne Docker" variety was needed to complete the full set!

The fleet of 9F's had scandalously short lives, the first engines being withdrawn in Feb 1964 after only 7 years in service. The last to be withdrawn was ex mechanical stoker 92167 at Carnforth shed in June 1968 when 10 years old. In a curious throwback to the start of the 9F story 92167 ran for the last few weeks of its working life with the rear-most section of its coupling rods removed, effectively making it a 2-8-2.

Ten 9F's survived as candidates for preservation. Two were preserved directly from BR. 92220 "Evening Star" became part of the National Collection. 92203, after hauling the last steam-hauled Birkenhead to Shotton 1000 tons iron ore train, was bought direct from BR by David Shepherd for £3000, becoming "Black Prince". The remaining 8 languished at Dai Woodham's scrapyards where sadly 92085 was cut up in 1980.

Of the 9 eventual survivors, 8 are engines built with double chimneys and the Western style 1G tenders. The 9th engine, 92134, is an earlier Crewe-built example with a single chimney and a 1C tender; a typical LM region style engine. This engine is nearing completion of its restoration on the North York Moors railway. Sadly, no engines with the large Eastern region style 1F tenders were preserved. However, the preservation

movement has come to the rescue with a newly-built 1F tender being pulled by 92212, currently on the Mid Hants railway, thereby re-creating the typical Eastern region double chimney/ 1F tender combination. So today it is possible to see an example of most of the 9F variations, except of course for a Crosti. Is there any chance of a new-build project for one of those? I wouldn't hold my breath.

PS. Mid Hants based 92212's boiler certificate expires at the end of this year so don't delay if you wish to experience this magnificent engine storming up the Mid Hants "Alps".

CLUB DIARY – Andrew Wrobel

Recent changes in **yellow**. Running starts at **14:00** in the Hall.

'Run'g pm' = Priority for use of Hall AND tidy/vacuum Club Room + **if avail** Lock-Up

DIARY 2019		
<i>Date</i>	<i>Run'g pm</i>	<i>Event / Layout at Exhibition/Show</i>
Wed 03 Jul	0	International [formerly American] Running Night Hot Dogs & Pancakes from ~18:30.
Sat 06 & Sun 07 Jul	--	Aldermouth (0) [J.Edwards's layout]: Basildon MRC, [40th Exhib'n], James Hornsby School, Basildon, SS15 5NX
Wed 10 Jul	N	
Wed 17 Jul	P4/009	
Wed 24 Jul	00	
Wed 31 Jul	Any	2pm GPC meeting.
Wed 07 Aug	0	Laser Cutter talk 6:30pm by Risborough Club
Wed 14 Aug	N	
Wed 21 Aug	P4/009	
Wed 28 Aug	00	
Wed 04 Sep	0	
Sat 07 or Sun 08 Sep		Statfold Barn Railway 'Road, Rail & Ale Day' https://statfoldbarnrailway.co.uk/events/road-rail-ale/ Chairman will propose a Club Outing, trip by train.
Wed 11 Sep	N	
Sat 14 & Sun 15 Sep	--	Kinlochlagen (N) [Mike Le Marie's layout]: TINGS, Warwickshire Event Centre, nr. Leamington Spa Greenfields (00): REC (Railway Enthusiasts Club) Show, Woking Leisure Centre, Kingfield Road, Woking, GU22 9BA
Wed 18 Sep	P4/009	
Wed 25 Sep	00	
Wed 02 Oct	0	2019 Club Modelling Competition
Sat 05 & Sun 06 Oct	--	St.Mary's (7mm NG) [J.Evison's layout]: Fareham MRC Exhibition, Fareham Leisure Centre, PO16 7JU
Wed 09 Oct 7pm	N	Annual Club Show BRIEFING [Noel]
Fri 11 Oct evening	ALL	Prepare the Club Show
Sat 12 & Sun 13 Oct	ALL	F&DMRC Annual Club Show , Aldershot; Wickwar (N); Brixcombe (P4)