

WHISTLEBLOWER

THE NEWSLETTER OF THE FARNHAM & DISTRICT MODEL RAILWAY CLUB

17 May 2020 – Special Edition No 5

EDITORIAL

Here we are at the end of Week 8 of the COVID-19 Lock Down and although we are seeing some relaxations on the isolation, we are still a long way away from 'normality', whatever that will be. Closer to home, it may be some time before social gatherings will be allowed to restart, which of course includes our Club.

Andrew Wrobel has been to the Clubroom a couple of times and he reports:

Best wishes to all - especially those who have an ever-increasing LOOOOOONG list of jobs.

Yesterday, the Clubroom looked empty & forlorn - but still cosy in the afternoon's occasional sun. It was my 2nd trip in the past week, the first trip recovered a brewing plastic bottle of milk.

I can't recall the Centre's advice on cleaning - but I used an anti-virus spray on everything I touched (in my very fetching blue vinyl disposable gloves). When this all kicked-off we bought a large box of anti-bacterial wipes - which we then realised were useless for the virus.

So, my 2nd trip followed advice from Greg. It enabled me to retrieve from the far-end of the basement the following kits for the 'N' Charity layout:

Plastic 'Ratio':

*220 Goods Shed
223 GWR Wooden Signal Box
230 Round Water Tower
316 Coal Staithes*

Metcalfe (card):

*PN138 Wayside Station
PN932 Engine Shed (single track)*

Plus, there are 2 other Metcalfe card packs:

*PN110 Platform (in red brick) - will need the track layout & curve measurements.
PN901 Cut Stonework sheets - may be useful for someone wanting to do something bespoke (from a design in an old magazine perhaps).*

If members e-mail Andrew, no later than 23.59 on Wed-20-May, to say what they would like to build, he will post (or maybe do a gardening-escape trip) to get one to you. In the event of multiple requests, then Gill will do a luck-dip.

JOHN SCAMBLER

The previous edition of WB announced the death of John Scambler's and we have been advised that his funeral has been arranged for Thursday 21 May at 16.00. The funeral will be for family only, but there will be web cam access for anyone who would like to join the service. Please use the following capability:

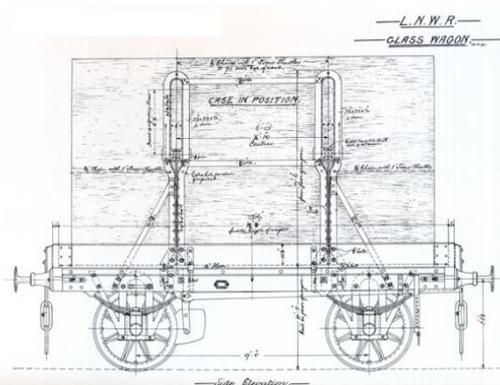
Log onto: www.obitus.com
Username: easthamstead8628
Password: 056124
Webcast live: From 15.55 (GMT + ! hr)
Test: Go onto the website to test connection at any time

LNWR SMALL GLASS WAGON – Adrian Jones

In the early 1890s improved techniques of glass manufacture made large sheets cheaper and traffic in this commodity increased rapidly. Before 1870 the largest plate glass regularly produced was 16ft 8in by 9ft 0in. Most of this came from the Pilkington Works in the St Helens Area and the LNWR was ideally placed to win the business. During the late 1860s and 1870s there was a tendency for the height between floors of buildings to be increased. This made larger plate glass more popular, particularly for pubs, large shops and department stores.



Initially glass was packed into wooden cases with the glass sheets standing on edge with the crates loaded onto ordinary open wagons and chained or roped down and sheeted over. As larger sheets became available specialist wagons were required and the LNWR addressed this by producing 6 different types between 1877 and 1909.



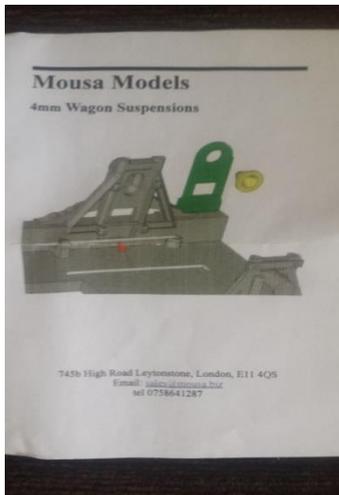
The subject of the model is the Diagram 39 – Small Glass wagon introduced in 1892 to carry 7 Tons. To produce these metal stanchions were added to the standard Diagram 1 - 2 Plank wagon. These were obviously deemed a success as 118 were produced between 1892 and 1900. All 118 survived to 1919 and 114 passed into LMS ownership in 1923.

The kit to build the small glass wagon is produced by Mousa Models (formerly Bill Bedford) and are produced in 3D printed resin. The kits come with suspension and sprung buffers. Detailing parts for this wagon – the shackles etc are in etched brass with brake gear again in resin. The modeller has to provide wheels, bearings, sheet glass load, paint and transfers. There are no instructions provided save for the suspension and to a limited extent the shackles so prototype references are essential. (See LNWR Wagons Volume One, Page 171, produced by the LNWR Society).

This was the first kit I have attempted in resin so I was interested to see what this material offered.

Mousa models produce their open type wagons as one-piece prints – less the suspension and detailing whilst their van kits tend to be two piece – body and chassis. As such, there is very little construction required. My first observation of the resin is the fragility and brittleness of the smaller parts, on this kit the stanchions. As such they are very delicate and easy to break, although painting seemed to strengthen these and provided a little more flexibility.

Oddly the 3 link couplings provided are also printed in resin and given the fragility issue mentioned above I replaced these with more robust Smiths metal 3 – link couplings.



The suspension system provided is straightforward and consists of a separate resin piece to which the bearing is fitted which is then held in place with a piece of thin wire (See diagram).

The main effort required is the modelling of a load (if required) and the chains and shackles. A reference is required here as the layout is complicated with 4 adjustable clamps holding the load horizontally and then chains over the top and at each end. Shackles are provided in brass with the very delicate clamps in resin. Chain has to be provided by the modeller. Putting together the clamps, chains and shackles is fiddly given the size and the fragility of the components. The glass crate was produced from plasticard as a simple box with some additional strapping.

Given the nature of resin the completed wagon is quite light and benefits from some added weight. I went for an oblong of lead fixed to the bottom of the chassis. The load could be used to provide additional weight but may make the wagon top heavy.

Painting was an initial coat of Halfords rattle can grey with Tamiya Sea Grey as the top coat (I await the discussion about what colour was LNWR grey! I should point out that I worked



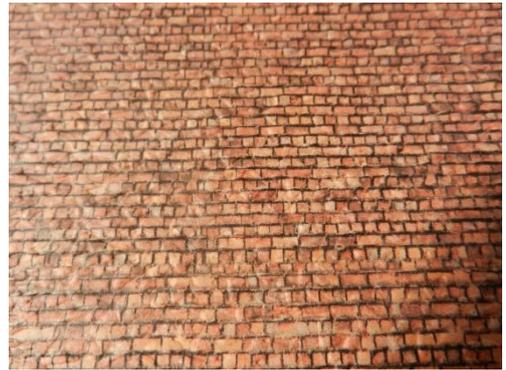
at Earlestown Wagon works in a previous life so I know my colour is correct!). Transfers were from HMRS who produce an LNWR Sheet (Sheet 16) which has all the relevant lettering for the wagon, less the number plate on each side which I represented with a Rotring Pen and white ink. Final steps were a light weathering with Humbrol Dark Earth Weathering Powder and a sealing coat of Halfords rattle can Clear Lacquer.

Overall, the kit produces an interesting, if fragile wagon, that I have not to date seen on any layout at a show.

EMBOSSSED PAPERS – David Harrington

It's sometimes difficult to source a decent embossed paper – for brick walls, for example. Redutex is frequently touted as one of the best on the market and I agree that it's pretty good. However, for a current project involving a random slate wall and an "old brick" wall I needed something even better than Redutex. I called on The Blessed Google for aid and he came up with <https://www.etsy.com/uk/shop/starboc1>. It seemed a bit pricey at £11.88 for 8 A4 sheets of old brick in 4mm. But that's probably cheaper than the Redutex equivalent, area for area, and they come post free.

Starboc1 is based in Thesaloniki, so the order took over a week to arrive. I had a moment of regret because I thought to look at customer reviews only after I'd placed the order and they were not very flattering. However, I needn't have worried – the embossed sheets, on what looks and feels like plasticised heavyweight paper, are first class. In fact there were 9 sheets in the pack of what looks like English Bond brickwork, so even better value for money at around £1.30 per A4 sheet. The picture doesn't really do justice to the product but it gives you some idea. At least this paper stands out on any model because it's unlikely to feature too often.



REMINISCENCES OF AN OLD TRAINSPOTTER – Richard Puddephatt

Previously, we have heard about Ron's Burnham's life on the railways, having started as a cleaner on the steam locos and the times he enjoyed as a fireman before calling it a day as steam was being phased out. Here we go back to his youth Richard has put together some amusing anecdotes of Ron's trainspotting.

While I had nothing as interesting to tell as Ron Burnham, I can vividly remember my teenage years and my addiction to trainspotting. I had always been fascinated by trains from a very young age and can remember as a 4 year old living in West Drayton very close to the Western Region main line as it had just become and seeing blue Kings hammering through "West Drayton and Yiewsley" station, junction for both the Uxbridge and Staines branches.

Having moved to Oxford in 1948 and living on the other side of the city from the station, I forgot about railways until invited by a school pal at the tender age of 11 if I would like to go with him to Didcot one Saturday afternoon to watch the trains and collect their numbers. We took a half fare, half day return ticket for 1/3d (6p) and stayed for over three hours watching so many expresses roaring through. Castles, Kings, Counties, Halls, Britannias plus numerous freights – I was hooked! From then on, it became my abiding passion – until girls came along!!!

Oxford was a wonderful place to spot trains of all sorts. It had originally been both a through station on the original GWR line to Birmingham until the line via High Wycombe and Princess Risborough was opened in 1910, and on the end of a LNWR branch from Bletchley on the West Coast Main Line. Their station, Rewley Road had closed in 1951 and services diverted to the ex GWR station. It was eventually dismantled and moved to the Buckinghamshire Railway Centre at Quanton Road and formally opened there in 2002.

However, the interest remained as locos from all four English regions could still be seen. In the summer months there were four daily trains to the Southern Region, a daily through service to and from Cambridge, and usually three trains to and from Bletchley plus constant freight services from all over the country including the daily fish train from Grimsby via the Grand Central. Evenings and Saturdays were spent on the station by a group of us and excursions to other destinations were frequent – Bletchley, Reading, Basingstoke, Banbury and, course, Swindon shed and works.

From about the age of 14, the local Loco spotters Club would organise trips to the works every month. We would cycle the 30 miles to Swindon, tour the works and shed, ride back to Long Marston to sit on the embankment and eat our sandwiches and then cycle back home. It was a pretty exhausting day, but very worthwhile. Apart from locos under repair

or in the scrapyard, we witnessed the construction of the whole of the last batch of 9fs and then the start of the building of the Diesel Hydraulic locos. On one occasion a friend and I cycled to London, bunked around six sheds and got caught at Hornsey by the police. My pal put on a great show of crying and the shed foreman took pity on us and kicked us out – we passed the policeman on his way in to deal with us but we got away with it!! Heaven only knows what my parents would have said and done had we not been “released”

The highlight of this obsession was a rail trip by just two of us to the North of England and Scotland in 1959 at the age of just 15. We travelled first to Edinburgh and there met up with a party of the Bournemouth Railfans Club touring sheds in both Edinburgh and Glasgow. Then over the Waverley route overnight to Carlisle, sheds in that area and then on to Leeds via the S&C. We stayed in a Pub in Leeds on B&B with fish and chip suppers. We toured all over the North Eastern Region as far as Newcastle on a weekly Rail Rover ticket which I think cost us just £7 each – incredible value. Then down from Leeds to Kings Cross and home via Paddington. I still have my notebook of that trip and dribble over it occasionally.

How things have changed. Two young teenagers travelling on their own or cycling to London for the day. No way would that be countenanced today. Great memories never to be forgotten.

Eventually girls and work intervened and loco spotting ceased. But the fascination with trains of all sizes has remained. It took until retirement for model railways to kick in and it has opened up a whole new world of railway interest.

009 3D PRINTED COACHES – Alex Holt

I have recently made some coaches for the OO9 section of track I have on my main layout at home, this section of track is around 8ft long and automatically runs up and down on a shuttle unit. It hasn't ever really had any suitable stock to run on it so I've bought some 3D printed kits, 2 coaches and a brake van for use on this section of the layout.



The kits are 3D prints which require gluing together and painting they are very basic and only cost £7.50 each however they do come with couplings and metal wheels, something that a lot of the other kits in this price range do not come with. The brake van was built as the kit intended whereas the coaches have been modified slightly, they were originally compartment coaches but I've cut the window and door frames out to turn them in to open coaches. They have been painted in SECR Coach Maroon and the transfers that were used were spare LNER Coaching Stock transfers left over from another recent project.

QUIZ – Mike Le Marie

Answers to Quiz No:3

Locomotive Class	Manufacturer	Year entered service	Region initially allocated to	Notes
Class 15	Clayton	1957	LM	1
Class 16	North British	1958	LM	
Class 20	English Electric	1957	LM	
Class 21	North British	1958	ER	
Class 22	North British	1958	WR	
Class 23	English Electric	1959	ER	
Class 24	BR Derby	1958	LM	2
Class 26	BRCW	1958	ER	3
Class 28	Metropolitan Vickers	1958	MR	
Class 30	Brush Traction	1957	ER	
Class 40	English Electric	1958	ER	
Class 41	North British	1957	WR	
Class 42	BR Swindon	1958	WR	
Class 44	BR Derby	1959	LM	

Notes:

1. Construction was sub-contracted to the Yorkshire Engine Company.
2. Many classes were often re-allocated to other regions within months of their initial allocation. Of the 20 locomotives in the initial Class 24 batch 15 were diverted to the Southern Region to cover for the late running Kent electrification scheme. Class 24s were also built at BR Crewe and BR Darlington.
3. The Class 26s started life on Eastern Region suburban services from Kings Cross but the entire class soon found its way to Scotland where for many years they were associated with the Highland mainline, the Far North and Kyle of Lochalsh lines.

I find it very interesting to look back and see the names of companies with fine histories of locomotive construction and whose names have faded into history. Of note is the North British Locomotive Company in Glasgow. They supplied steam locomotives throughout the world and, in particular, to the British Commonwealth. South Africa for example purchased over 2000 steam locomotives from the company.

I find it a sad fact that apart from small industrial locomotives, we now have to look to Spain and North America to buy our mainline diesel and electric locomotives.

Quiz 4

“List the terminal stations operated by British Railways in London as at 1st of January 1960.”

“For each one, give the BR region it served and state whether it is still open today.”

The aim of this series is not so much to test members knowledge of the railways but to provide questions which need some research and as a result will improve their overall knowledge of the railways. This also provides something different to do until we can resume some form of club activities.

Keep safe.

P4 IN LOCKDOWN – Richard Harris

During this enforced isolation the P4 Group have been refining their technical competences and we now enjoy our weekly Wednesday meeting online. Attendance is up by 50% due to



the inclusion of Greg Coady and Jim Wheaton, who both moved away from the Farnham locality several years ago. In the Skype originated 'screenshot' Paul was explaining the detail of his scratch-built goods-shed crane – a magnificent testimony to the practice of never throwing any odd bits away!

As well as discussing our own projects and railways in general, we enjoy the opportunity to review the efficacy or otherwise of our world leaders attempts to steer us through this pause in regular Club activity.

AND FINALLY – Practical advice for your next layout

This has come to me by a circuitous route, but it does offer some practical advice on project planning.

1. When planning any new project, always get your arrangements for making tea sorted first.

Bearing in mind, it is always a good idea to start with a plan.

2. Destroy all credit card slips before you get back home from exhibitions.

3. When soldering beneath the layout, do not sit directly beneath the soldering iron, as the little blobs of solder hurt.

4. Equally, try not to sit or lean on your soldering iron while it is on.

5. Do not test the adhesive qualities of super-glue by sticking your fingers together.

6. There is no Point 6

7. Do not spill Mek adhesive into the little plastic box containing all the parts of the kit you are building.
8. When building mountainous landscape using expanded foam cavity wall insulation, remember the word expanding is in the title. Bit of a pain when you look at the layout the next morning and all your trackwork has been covered in mountains without a tunnel.
9. If an opportunity arises, pass the buck.
10. At exhibitions, take a cup, as they will never have the cups ready until the following morning when the show opens.
11. If your layout is in your office, teach your secretary in detail how to clean the track.
12. Risk Assessment. By all means put little stickers on your layout that say "Please do not touch" but bear in mind every visitor you have will not be able to read. I say will not rather than may not, because they will all still touch it.
13. Buy your Grandchildren their own layout, so they don't touch yours. This policy doesn't actually work, but makes you feel better.
14. If you have electrical problems, invite members of your local MERG group to come and have a running session.
15. Never pick holes in other people's layouts. (Based this on the saying that people who live in glass houses should not throw stones).
16. Remember that your layout will always work perfectly without any derailments, until you invite someone to come and see it working.
17. If your chosen partner says "It's me or the layout" remember that the layout doesn't answer back and doesn't get upset if you forget its anniversary. And, it is more difficult to move the layout usually.
18. If you take a return loop through your partner's built in wardrobe beneath her dresses, because you need to in order to get the radius, don't try using dirty oil in your Suethe smoke generators to get a nice dark look to the steam. She will not find the nice dot-tint that you give her clothing that much of a fashion statement.
19. When your children say "I will help you with that Dad" just work out how much it will cost first. Is their car giving problems? Do they need a new suite? Do they need a baby-sitter? All these things must be costed in.