

WHISTLEBLOWER

THE NEWSLETTER OF THE FARNHAM & DISTRICT MODEL RAILWAY CLUB

14 Jun 2020 – Special Edition No 7

EDITORIAL

Week 13 of the Lockdown approaches and the COVID-19 restrictions are gradually reducing with non-essential stores being allowed to reopen on Monday which includes the model shops. Tomorrow, Alton Models and Kernow in Guildford, as well as other establishments wider afield and we can actually look at whatever we wish to buy. I am sure they are as keen to welcome us as we will be to visit them.

Last Sunday, we enjoyed our first virtual Club meeting using the on-line Zoom application and Julian Evison's management of those that participated. From my perspective, this was a really successful event and it was great to see other Club Members and even David Harrington's cat making a brief appearance on screen. Of course, nothing beats meeting up on a Wednesday at Wrecclesham; however, this virtual meeting did go some way towards drawing us back together as a group of people with a like-minded interest. More below from Julian.

I shall be pushing out the next Edition of Whistleblower on Sunday 28 June, do please keep your contributions flowing in. Many thanks.

Jon Faulconer

VIRTUAL CLUB MEETING – Julian Evison

On Sunday 7th June, for the first time in club history, we held a virtual meeting open to all members. 18 intrepid pioneers took part using the video conferencing system Zoom and they were nicely spread across all the club's modelling groups. Nine people chose to talk about what they are up to and we did this by handing over the virtual batten to a speaker for 5-10 minutes while they described their modelling, followed by questions. We used two different methods of presenting. One was to simply speak to the camera and then show things with the camera. The second was to use photos taken previously and share them on screen while speaking about them. Both worked well.

The variety of subjects covered was astonishing. We saw some lovely railway vehicles and scenic work; we saw some home layouts (indoors and out); we saw the application of electronics to a layout; we saw a tiny (2mm scale) RC lorry; and we saw the beginnings of a steam powered airship!

We all agreed that the event was fun and a success, so we have planned the next one for 3pm on Sunday, 5th July. The electronic invitations will follow in due course.

CAPROTTI 5MT – Alex Holt

Following on from last year's success of the Thompson A2/1 that I built, I've decided to have another go at modifying a ready to run model. It took me quite a while to decide what to make, until I remembered I had a 5MT that needed a quite a bit of work and a spare set of Caprotti Valve gear from the Hornby Duke of Gloucester. I have chosen to loosely model 73129 the preserved Caprotti 5MT at the Midland Railway Centre. This model has been on the workbench for the last three months now and has taken quite a while to plan out and build.

The model started out as a BR Green 73068, a model I have had for 15 years. It needed a large amount of work doing to it to restore it to its former glory, so I figured it would be the perfect candidate for the rebuild to 73129. I started off by stripping all the paint off the model using isopropyl alcohol as this would give me a good base for repainting the model later on.

A number of parts had to be moved to different locations on the model, the whistle had to be moved to above the firebox as originally it was on the smokebox. The lubricators had to be removed from the valve gear assembly and moved to the right hand side above the rear driving wheels. I've added a small crank to the driving wheel and a non-functioning lubricator drive rod to make it look more like the Caprotti 5MT. The other major part that needed moving was the steam pipes, these had to be cut off the smokebox and moved forwards to be in the correct position for Caprotti valve gear variants of the class. I have also had to remake a lot of the pipework on the model as a lot of it was missing from the donor, this has been made from nickel silver rodding which has been bent to shape and glued in.



The biggest modifications to this model have taken place on the chassis. The cylinders and valve gear both had to have some quite major surgery to convert them to Caprotti valve gear. The valve gear had to be cut up from the return crank all the way to the crosshead. I did this by cutting off the rivet heads on all of the valve gear rods so I could remove the pins that held them to the rods I wanted to keep. The plastic brackets that held the valve gear in place were then modified to be able to hold a set of Hornby Duke of Gloucester Caprotti Valve Gear. The cylinders were removed from the model and measured up before being given the chop. The top half of the cylinders above the piston were cut flat and had a piece of plasticard glued on top of them, this was to form the base for the 3D printed cam boxes to sit on. The sides of the cylinders then had a sheet of plasticard that had been filed to shape glued on. Finally, the front of the cylinders had new steam pipes added. Any holes were filled and sanded smooth. The model was then also given a new tender as the original one was warped and wouldn't stay on the tracks properly. The caprotti valve gear was then glued on to the cam boxes and the brackets I had modified to hold it.

The next stage of the build was painting. The model was given a coat of primer and then several coats of Vallejo Gloss Black, certain parts of the model were detailed with gold paint

The next stage of the build was painting. The model was given a coat of primer and then several coats of Vallejo Gloss Black, certain parts of the model were detailed with gold paint and the lubricator drive rod was painted silver. After the paint had fully dried, I added etched smokebox number plates, shed code plates and builders' plates to the model.



The model was then given its cab side numbers and lined out using a Fox Transfers 5MT lining pack. This was my first ever attempt at lining a model; it's not perfect but good enough for me. The model was then finished off with a coat of Vallejo Matt Varnish.

The model is by no means an exact scale replica of the real thing, but it gives the general shape and feel of the class and adds to my ever-growing collection of unique locomotives.

DAPOL GWR O GAUGE SIGNALS – Jim Edwards

About 5 years ago I saw on the Hattons Web site that Dapol were going to make O gauge signal. So, I pre-ordered 2 GWR lower quadrant signals for my layout Aldermouth. I did this to replace the damage one I took off. They finally came just before Christmas

Reading the fitting instructions, I had to drill a hole in the baseboard, fit the signal with the locking ring. Then the control box was locked into place. The signal comes with pre-wired switch which was fitted to the back of the layout. The signal runs off a 12 volt supply. Once adjusted they finally are working.



SCENIC SNIPPETS – David Mulvey

Shortly before the lockdown started, Team Leader Harris issued us with a challenge to develop our 4mm scenic skills by producing little cameos including some scenic feature or other. The spirit of this was “keep reducing the scope until you actually get something done”. Fair enough, what shall we model though?

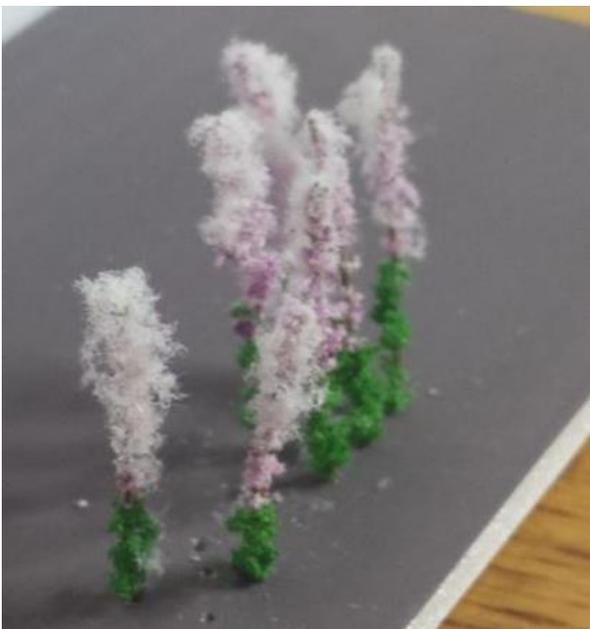
Just daydreaming, looking at the ceiling and imagining a walk alongside a typical Surrey station...

At the end of the carriage sidings, where the third rail peters out and the walkways end, on past the buffer stops and we come to an impressive stand of rose bay willow herb, so common on the less well maintained corners of railway property. Ha!

Rummaging through a load of disintegrating shoeboxes, managed to find a collection of scenic materials bought at exhibitions years ago and waiting to be used. Located the PVA glue under a pile of half-completed projects at the back of the work bench - ready to go!



To keep things interesting, I decided to go for two versions, one in full bloom and one two weeks later where some of the flower petals are still there but basically the whole plant is going to seed.



You take some Green Scenes plant stems, colour them spring green, glue on some medium to coarse green foliage with diluted PVA then add some pink stuff (from Scale Scenes in this case but Green Scenes do it as well). So that's the high summer one, to age it by two weeks just take off some of the pink stuff and add the seeds from grated toilet paper.

Plant the stems by the late summer grass on the slopes of the cutting and you've done it!

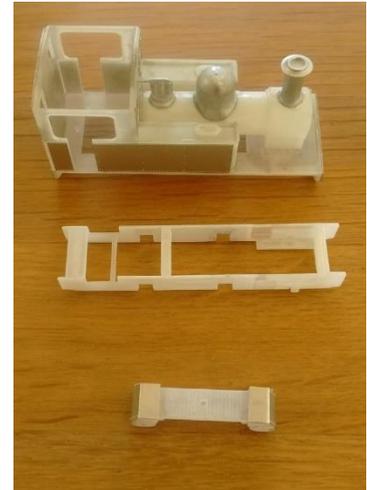
A MODERN KIT FOR A 009 LOCOMOTIVE – Julian Evison

The other day I was a bit horrified to find that my stash of unbuilt kits had grown beyond what I had imagined, so it needed 'managing'. Some things have already gone on eBay, but others I resolved to build (surely not). One of them I decided to make up is a recent purchase of a 009 locomotive kit, a Narrow Planet Beyer Peacock 0-4-2T which runs on a Minitrains F&C 0-4-0T chassis. Whilst the loco is freelance, it does take design inspiration from the two 0-6-0Ts which Beyer Peacock built for the Welshpool & Llanfair.

There is a lot to like about this kit. It has been well thought out to make the best use of materials for ease of construction and getting a good finish. The body comes as a high quality 3D print in to which are let rebates for nickel silver inlays to get fine rivet, etc., detail. The boiler is a separate 3D print which has means it can be printed in the correct orientation to avoid ridging. Finally, the boiler fittings are white metal castings to give a bit of weight, but also a good appearance.

Here is how it looks before final assembly:

Photo 1 – you can see the different materials that go to make up the body plus the parts for the replacement outside frames and the cylinders.



I didn't use the safety valve cover in the kit, replacing it with a different design from the spares box (I think from Meridian). I already had a Minitrains F&C chassis in stock. Perhaps the design has changed as it was more work to get it to fit the body that I had expected, or was mentioned in the instructions. However, I am very pleased with the end result and it runs beautifully. Here is the finished locomotive:



Photo 2: The loco is named 'Cap and Bells' after a racehorse which won the Oaks in 1901.

NAMED BRITISH TRAINS – Ian George

I enjoyed the quiz set by Mike Le Marie in “Whistleblower Special” #2 on the departure points and destinations of the various named trains, even though I guessed fewer than half of them correctly. Amongst the ones that I did know were 4 that I remember seeing along the west coast main line during my mis-spent youth. Each of the 4 had interesting stories worth recounting.

The first 2, “The Lakes Express” and “The Welshman”, were both multi-portioned expresses and are useful to modellers who don't have the space to model full length expresses but can copy individual portions to produce a prototypical train. These multi-portioned trains were usually not “high profile” trains and so tended to be made up of a more varied collection of coaches in terms of types and ages, in these cases a random mix of older ex LMS coaches and newer BR Mk1's. They were also interesting operationally in terms of the number of

engine changes along the route and the different types of engine used to deal with the various portions, often starting the journey behind an express passenger engine and ending behind a humble tank engine.

The Lakes Express was advertised as a “restaurant car express” between London Euston and the Lake District”, running as a named train during the summer timetable only. The “down” train passed through Warrington at about 15.00 and was a train that I particularly looked out for. Loaded to 14/16 coaches it was meant to be scheduled for an 8P Pacific although the crew frequently had to do their best with a 7P Scot, being worked to the maximum and sounding spectacular. Made up of 4 separate portions, it seemed to me like the LM region’s equivalent of the Southern’s “Atlantic Coast Express”, although Ilfracombe, Bude and Padstow sound much more alluring than Barrow, Whitehaven and Workington! Nowadays, it seems strange that these small industrial towns had several expresses per day to and from the capital, plus an overnight sleeper service.

The routing of the various portions varied over the years but a typical example would be as follows. The coastal portion of 6/7 coaches would be the first to be dropped off, at Lancaster, and taken on a leisurely trip round the Cumbrian coast calling at most stations including Barrow where 1 coach was dropped off before terminating at Whitehaven. The remainder of the train continued along the west coast mainline as far as Oxenholme where the Windermere portion was detached. This portion is of particular use for modellers as it is an example of a 6/7 coach train which included a two-coach dining set. The 10 miles long Windermere branch had been built to double tracked main line standards, Windermere itself having a substantial station to deal with heavy holiday excursion traffic. The final 3 coaches were taken further along the WCML over Shap summit to Penrith where, after an engine change, they turned onto the scenic and much missed branch line through Keswick and Cockermouth before terminating at Workington.

The “up” Lakes Express followed a different route pattern, as did the un-named winter timetable trains which also included a Carlisle portion.

The Welshman also ran as a named express during the summer season only and was a multi portioned train running between London Euston and North Wales. The first portion of 5 coaches was detached for Llandudno, the remaining train carrying on to Bangor where the 7P Scot plus the two-coach dining set and a brake coach were taken off and would have made an unusual sight going forward as an “empty carriage stock” working to Holyhead where engine and dining set were serviced for the following morning’s “up” service. The remaining 2 portions made up of 2/3 coaches each for Pwllheli and Portmadoc were taken on by tank engine down the long single tracked line from Bangor to the Cambrian coast resorts.

As mentioned in an earlier article, Portmadoc was one of that exclusive group of stations with “either end” departures to London, passengers having a choice of departing southwards on the “Cambrian Coast Express” to Paddington or northwards on “The Welshman” to Euston.

The other 2 WCML expresses included in Mike’s quiz that I remember were very different from the above 2 in that they were single destination trains, of a much higher profile, running at higher speeds and equipped with increased capacity for diners and more of the latest BR Mk1 stock.

Ed’s note – The Ulster Express and the Caledonian to follow in the next Edition.

SCENIC REPAIR – Jim Edwards

Looking at my layout Aldermouth the other day, I found that the plaster on the scenery at the front was loose and thought to make it more interesting by remodelling this section.

Firstly, I removed the old plaster and dropped the section to add another water scene. I also tried a different way of doing it by fitting cardboard formers, then filling with newspaper and covering with plaster cloth.



When the plaster had dried, I painted it with Devon soil colour and allowed it to dry before adding static grass.



I then add the water from Woodland Scenics. As usual, I did not seal it well and some ended on the floor of the garage. So, a second layer was added.



When dry, I added the final touches of fence, animal and bushes.

SOME POINTS FROM NOEL

A point on the dual gauge section of the Baie de Somme railway. Because trains run with standard and narrow gauge wagons coupled together, the narrow gauge track has to be central within the standard gauge so 4 rails not 3, and more complicated point work.



Just announced by DCC Concepts (4mm scale)

> **DCCconcepts Point Rodding - Ultimate Realism for your Railway**

There are some things that have just never happened in the hobby because they are seen as just too hard to manufacture. That's never really bothered us, as we love to think laterally and like to be different. We also feel that adding a little inspiration (and the occasional challenge) for those in the hobby that like to work with their hands to make something special is well worth doing.

[Working Point Rodding](#) is one of those things that we had to try for - and boy did we do it! Below are some images from members of [DCCconcepts Focus Forum](#) who used the new [Working Point Rodding](#) to stunning effect. Of course you can see their full stories on the forum if you wish by clicking on the images below!



AND FINALLY, THE QUIZ – Mike Le Marie

Answers to Quiz 5

1. *Where on the national network is the steepest gradient.* - Opinion on this is varied depending on where you look. The steepest appears to be a section of the Thameslink line at Farringdon where it dives under the circle line at 1:29. Another source quotes the line between Exeter St Davids and Exeter Central at 1:33. The answer also varies depending on whether you take an individual short section of line or the overall average gradient for the climb.
2. *Where is the longest platform on the national network.* - The answer I wrote down initially was Gloucester at 603m; however, the Eurotunnel platforms at Folkestone are 791m although of course it is a privately owned facility.
3. *What is the lowest point in relation to sea level on the national network.* - The Severn Tunnel at 144ft below sea level.
4. *Which is the longest bridge on the national network.* - The Tay Bridge at 3500m. However, if you take a looser definition of bridges then the arches between London Bridge and Greenwich are 5550m.
5. *In the latest published statistics, which is the least used station on the national network.* - According to the ORR statistics the least used stations on the national network for the year ending 31 Mar 2019 were Denton nr Manchester and Stanlow & Thornton in Cheshire with 46 passengers each.
6. *Which is the busiest railway station outside London.* - Birmingham New Street with just over 7.2 million passengers per year.
7. *Where is Britain's most southerly railway halt.* - Truthall Halt on the Helston Railway in Cornwall.
8. *Which is the largest town in Britain not to be served by a railway station.* - If you use the term town rather than larger municipal areas of the same name then the answer is Dudley in the West Midlands with a population of 79,379.
9. *What is the highest point in relation to sea level on the national network.* - Druimuachder Summit on the Perth to Inverness line at 1484ft.
10. *Where is Britain's smallest railway station.* - In finding an answer to this question I took the definition that a manned station is a station and an unmanned station is a halt. Some may argue otherwise. Based on this definition it is suggested that the smallest station in Britain is Damens on the Keighley and Worth Valley Railway.

Referring back to the London Terminus quiz, one member has pointed out that in 1960 the Waterloo and City line was operated by British Railways and asked if Bank could be considered as a London Terminus.

Quiz 6

Listed below is the names of 10 locomotives that have operated on the national network at some point between the formation of British Railways and today's privatised network. Some were steam locomotives and others diesel or electric. Some may have been used more than once! For each name find the running numbers/s and class/es of the locomotives.

1. Yes Tor.
2. Hermit.
3. Penyghent.
4. Wandering Willy.
5. St Helena.
6. County of Hants.
7. Tommy.
8. Maude.
9. Empress of Britain.
10. Sir William A Stanier FRS.

Enjoy!