

WHISTLEBLOWER

THE NEWSLETTER OF THE FARNHAM & DISTRICT MODEL RAILWAY CLUB

28 Jun 2020 – Special Edition No 8

EDITORIAL

Here we are at the end of Week 14 of the Lockdown and hopefully senses of humour are still intact; I have had no reports of members being incarcerated in the soak away by their partners!! That said, coming up on 4 July we see a reduction in the social distancing, albeit with caveats, and the reopening of pubs and other social capabilities, again with conditions.

Below is a message from the Chairman about our October Exhibition and also article on how the OO Brigade broke out their test track from Wrecclesham for a great day out. Maybe some of the other groups could follow this initiative.

Next week, Julian is holding the second Club Zoom Session, detailed instructions are below. Whilst our Club meetings at Wrecclesham are obviously the preferred option, these Sessions are really good at bringing Members together to discuss issues and display their models. I thoroughly recommend signing in, see you there.

Finally, next Whistleblower will be Sunday 12 July, please keep up the flow of your articles.

Jon Faulconer

MESSAGE FROM THE CHAIRMAN

As you will have seen from the message from Noel, we have decided to cancel the Club Exhibition for this year. This decision has not been taken lightly but the Committee feel that it is right to cancel now rather than wait any longer.

Noel, Mike and others have already put a huge amount of work into the planning of this year's show so I would like to record our sincere thanks for all their efforts. Our show is always one of the best in the South of England, if not **THE** best and I know how disappointed they and you all will be.

However, we will be back next year for our **46th Show** and we just might – fingers crossed and no promises – be able to do something as recompense in the New Year.

Thank you for your understanding.

Richard

2ND VIRTUAL CLUB MEETING – Julian Evison

Following the success of the first virtual club meeting using Zoom where we had nearly 20 participants, here are the details for the second meeting, taking place from 3pm to 4.30pm on Sunday 5th July.

Julian Evison is inviting you to a scheduled Zoom meeting.

Topic: F&DMRC Virtual Meeting No. 2

Time: Jul 5, 2020 15:00 London

Join Zoom Meeting

<https://us04web.zoom.us/j/72070551909?pwd=WnNLMnpZM3ZzNk1YU1BJSDIyYTM5QT09>

Meeting ID: 720 7055 1909

Password: Farnham

The format is the same as last time and is very easy to use, so please don't be put off from attending by the technology.

I propose, as last time, to ask around at the beginning of the meeting for people who have topics they would like to present which can be anything to do with modelling. You can do this either directly to camera or sharing a few photos from your PC. Any technical queries ask me upfront and I will try to help.

NAMED BRITISH TRAINS (Part 2) – Ian George

Mike Le Marie's earlier article about Named British Trains had provoke Ian to describe 4 employed on the West Coast Main Line (WCML). In the previous issue of WB, Ian looked at both "The Lakes Express" and "The Welshman" which travelled between London Euston and various departure points in what is now Cumbria and from North Wales. This time, Ian describes "The Ulster Express" and "The Caledonian" which both differ by being single destination trains that ran at higher speeds. They were also equipped with increased dining capacity and used more of the latest BR Mk 1 stock.

The Ulster Express, running between Euston and Heysham, was interesting in several ways. As part of its determination to compete with the LNWR, the Midland Railway built a new line leaving its newly built Leeds-Settle-Carlisle route to head west into LNWR territory to the busy holiday resort of Morecambe. There, it built its own station and then on to



Heysham where it built a splendid new ferry port to compete with the LNWR's Irish Sea ferry port of Fleetwood. The first London - Heysham boat expresses therefore ran to and from the Midland's London St Pancras via Leeds. When the LNWR and the Midland were combined into the LMS Railway, the new management adopted the elegant solution of choosing Heysham in preference to Fleetwood. However, they ran the

Ulster Express along the LNWR's shorter WCML route. At the same time, to continue to provide for the former Midland passengers in the north, they ran additional boat expresses to Heysham from Leeds and from Manchester.

Reflecting its high profile, the train included a three-car dining set, a full kitchen car flanked by a dining open second and a dining open first. It also ran to a fast schedule and stopped only once on route, at Crewe; they had a boat to catch!

During the period when I watched the Ulster Express it was memorable in that the "down" train, Euston to Heysham, usually had only 10 coaches, but was allocated the precious resource of an 8P Pacific. The reason for this was that having delivered the evening "down" train to Heysham the engine was serviced and turned to head the following morning's "up" Ulster Express, which consisted of the 10 coaches from the "down" service plus another set of 4 coaches; hence the need for the 8P Pacific. Why the "up" service always needed 4 extra coaches remains a mystery. As an aside, the extra 4 coaches used were a standard set (BSK+SK+ CK+ BSK) and was one of many such sets that the LM region habitually used on complex routing schedules that saw them travel extensively around the network being attached to numerous different trains, often taking up to a week before arriving back at their starting point.

The passing through Warrington of the "up Ulster" at around 08.30, an 8P Pacific hauling 14 coaches was always a great start to my day by the lineside.

The Caledonian ran between Euston and Glasgow for a short period only. It was first introduced as late as 1957 as LM region's equivalent to the Eastern region's high speed "Talisman" express. Because of the longer and more difficult west coast route, the only way the LM region could compete timewise was to limit the train strictly to 8 coaches and provide an 8P Pacific for the duty. The train was scheduled to cover the 401 miles in 398 minutes, one of very few steam era expresses to maintain a "one mile a minute" schedule. It was advertised as "non-stop" although it did have to make a brief unadvertised stop on route for a crew change, usually done outside Carlisle station, the LM region not having the advantage of the Eastern region's corridor tenders. Reflecting its status, like the "Ulster", it had a three-coach dining set and included the latest BR mark 1 coaches.



An unusual feature of The Caledonian was that the "up" and "down" services passed each other at London Euston, the "up" service arriving at 15.45 just as the "down" service was departing. The start of heavy engineering works on the WCML in preparation for electrification brought an end to high speed running and The Caledonian ceased running in autumn of 1964.

The Caledonian brings back happy memories for me. Watching the "down" service pass through Warrington, an immaculate maroon 8P Pacific going like a bat out of hell, brought the evening curtain down on my day by the lineside. Time to cycle home for tea. Happy Days.

LAYING GRASS – John Yarham

I liked the idea of static grass but spending £100.00+ on a Noch Grassmaster was way past the railway budget allowed by the domestic authorities. So, having searched the web and found a few people had made their own, I thought I'd have a go and here are the results.

What you need is one tea strainer. Mine is about 2.5 inches but actually the size doesn't matter (I am sure there's a joke here somewhere). Cost around £2.00



One electronic fly swatter the sort that looks like a tennis racket see picture. Cost varies between £2-£5.00.

Take the fly swatter apart after removing any batteries as a 1000v wakes you up a bit if you press the button while holding the mesh.

Remove the racket end, there are normally 4 or 5 screws holding it together and cut the wires as close as you can to the racket head, you don't need the racket head just the handle part. I am still thinking about what I can reuse the mesh for. You should be able to get the tea strainer to fit into the handle, but you may need to trim the tea strainer handle to fit inside so that the fly swatter handle will close and doesn't foul the circuit board.

In my picture, there are 3 wires that come off the circuit board; the two white ones are the common, the red is the live. Twist the white ones together and extend them by soldering some black (can be any colour) 7/0.2 wire to them and wrap some insulation around the joint for added strength and protection. Make a small V shape in the handle with a file to let the wire out. Useful tip - tie a knot in the wire as close as you can to the hole in the handle on the inside so that should the wire get pulled, it pulls the knot tight against the handle rather than pulling the wires off the circuit board. I also put a crocodile clip on the other end of the wire to connect to whatever I am applying static grass too.



Bare the red wire to so that it's long enough to go around the tea strainer handle. If you can solder it to the tea strainer is better, but it's difficult to solder to stainless without a really good soldering iron. If you can't, then twist the bare wire around the handle and make sure the bare wire is touching the handle; solder it to itself and wrap some insulation tape around the handle and wire to make sure it's got a good contact.

A quick test here is to put the batteries in and if you have a multi meter with a range above 1000 volts, use this to test. Put one probe on the tea strainer and the other on the black common wire. It should read around 1200 volts when you press the button on the side. If you haven't got a meter, then you can test by holding the bare black wire close to the tea strainer, a spark will jump between the tea strainer mesh. Warning – do not hold the tea strainer and the bare wire as you will get a shock! (Don't try this without a responsible adult present!). Having tested that the unit works, lay everything down as if you are going to put it together.

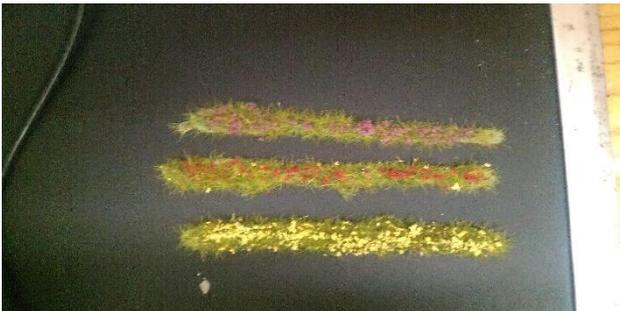
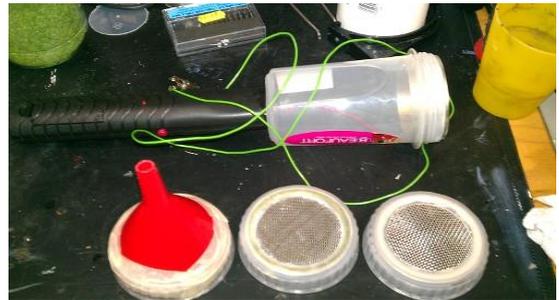


Use araldite or similar to fill the space in the handle where the tea strainer sits. If you put a piece of tape just in front of the circuit board, you will not use so much glue. Once dry, close up the handle and start applying static grass to your layout. Here's a picture of my finished one. I cut the fly swatter bat end to fit the tea strainer but depending what sort of fly swatter used, you may not be able to do this.

I am currently on a MK5 version with interchangeable ends, 2 types of mesh and a funnel attachment; testing so far, this is possibly the best one yet. The funnel works fine for small spaces. Also, the most expensive fly swatter £1.99, Maplins funnels £1.99, screw top tumblers x 3 £3.00, tea strainer £1.50, brass strip £1.00 - total cost about £9.50.

Static Grass Tips

Lay down some PVA and put the static grass in the tea strainer, clip the common as close as possible to the area you are applying grass to. Hold the tea strainer between 1 and 2 inches above the glue and gently tap the strainer the grass will fall through the mesh and get attracted to the glue end on and stand up. I use a clean vacuum cleaner to reuse the grass when its dry, as it doesn't all stick.



To get really good results let it dry and apply more PVA with a paint brush and do it again. The flowers below are 6mm applied first then 2mm second. I then paint PVA across the tops of the tufts again and apply coloured flock, then seal with cheap hairspray.

I have also discovered a few things regarding static grass application. For some reason PVA doesn't like Roses tin lids (you have to eat the Roses first, which probably applies to any other tin-based confectionary), but I have been making flowers and grass borders this way in strips. I have also made a 3 by 2 inch patch using the tin lid.

Another variable seems to be the amount of PVA to use; if it's too thin, it won't support the grass so it doesn't stand up, so it seems to be a thicker application is best. I tried using hairspray which works too, but you have to be quick. The hairspray is better for a second application of grass to get thicker tufts and sealing.



Hopefully, this will help a few people out with regards Static Grass Applicators. It's a good bit cheaper than the NOCH and other makes of Grass Applicators.

The shed in 00 and the factory in N have all had different coloured static grass applied to them, they are all made from downloads obtained from <http://www.modelrailwayscenery.com>

OO GROUP BREAKOUT SESSION – Richard Puddephatt

Six members of the OO gauge group met today at my home. We had asked the trustees of the Community Centre if it would be possible to enter the premises to take the Test Track out. They agreed and we brought the track to my home on Saturday. We followed the cleaning protocol demanded by the trustees following the visit.

Six of us then met today on the hottest day of the year so far but in shade and had a great day operating trains, just like old times. Everyone provided their own lunch and drink was all in sealed cans, alcoholic as well as non-alcoholic!!

It is planned to repeat the experience again next week and then, after we see whether further lessening of the restrictions occurs in the coming weeks, to invite more Club members to participate either actively or as viewers.

Some photos below show how we managed the day.

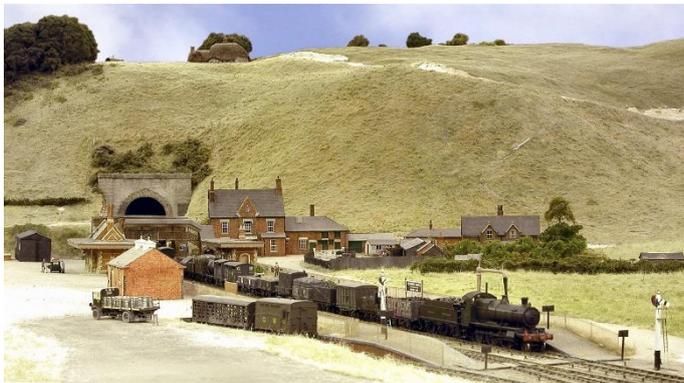


THE VALE SCENE VIRTUAL TOUR – David Harrington

Perhaps some Members will find this website interesting:

[“Virtual Tour of the Vale Scene](#)

A virtual tour of the Vale Scene at Pendon is now freely available on their website. For anyone not familiar with Pendon, The Vale Scene is a very large indoor diorama, one of the largest anywhere, and is a highly accurate model of the landscape, buildings, and trains in the Vale of the White Horse around 1930. The diorama has taken 50 years to construct and has so far involved over 250,000 hours of volunteer time.



The virtual tour is for anyone, anywhere and of any age, with an interest in social history, transport history, buildings and architecture, and in scale models.

The tour can be found [here](#). The full tour shows 3 trains, Pendon Parva station, 4 farms in the Vale, including Cowleaze Farm, 2 pubs and numerous other buildings and shops. Each section of the tour includes a detailed description complemented with high-resolution photographs, audio commentary and video clips where appropriate. Enjoy!”

AND FINALLY, THE QUIZ – Mike Le Marie

Answers to Quiz 6

1. Ye Tor – SR West Country Class 34026 and BR Class 60 60043.
2. Hermit – LNER A3 class 60109.
3. Penyghent – BR Class 44 D8 and BR Class 60 60021.
4. Wandering Willy – LNER Class D30 62440.
5. St Helena – LMS Jubilee Class 45624.
6. County of Hants – GWR County Class 1016.
7. Tommy – LNER Electric EM1 26000.
8. Maude – LNER Class J36 65243.
9. Empress of Britain – BR Class 40 D210.
10. Sir William A Stanier FRS – LMS Princess Coronation Class 46256 and BR Class AL6 E3191.

The numbers quoted above were the numbers allocated when they were brought into BR service. Diesel and electric numbers were changed with the introduction of TOPS and in some cases changed again when they were modified into sub-classes. For example, E3191 was redesignated as a Class 86 and allocated the number 86101. When modified for trials at a higher speed, it was renumbered as 86 201

Quiz 7

The answers for this quiz refer to cities only.

Where there was more than one major station in a city, they were suffixed with a further name eg Manchester Piccadilly and Manchester Victoria. Below are 10 suffixes. They all refer to major city stations that have been closed by British Railways or its successors. None of them are in London and in certain cases there could be several answers. Name the cities.

1. Buchanan Street.
2. Victoria.
3. Exchange.
4. Central.
5. Snow Hill.
6. Green Ayre.
7. St Marks.
8. Green Park.
9. Chesil.
10. Friary.

Finally, which of these closed stations have since been re-opened?

Enjoy