

WHISTLEBLOWER

THE NEWSLETTER OF THE FARNHAM & DISTRICT MODEL RAILWAY CLUB

12 July 2020 – Special Edition No 9

EDITORIAL

As we approach the end of Lockdown's 16th week, there are increasing of relaxations of the restrictions put in place back in March. Steadily we are edging towards a normality that will balance the need for the Nation to get back to work, whilst coping with continued but low levels of the COVID-19 Virus. Of course, we will only accept that normality has been achieved for us once we are allowed back into the Wrecclesham Community Centre and the Club Sessions renewed.

Despite the lack of Club Sessions, Club members continue to innovate. Last weekend, we had the 2nd Virtual Club Meeting, curtesy of Julian Evison and the OO9 Group had an outing last Wednesday. Coming up this Wednesday is an intent for interested Members to meet up for lunch in the Bat and Ball, details in the e-mail from Andrew Wrobel.

Finally, next Whistleblower will be Sunday 26 July, please keep up the flow of your articles.

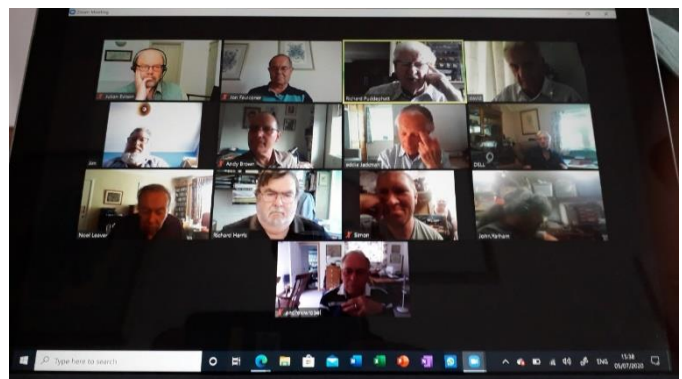
Jon Faulconer

2ND VIRTUAL CLUB MEETING – Julian Evison

We held our second virtual Club meeting using Zoom last Sunday afternoon. A couple of people contacted me beforehand to say they wouldn't be able to make it, but we still ended up with a good turnout with some new faces compared to the previous meeting. This time there was more 'chatter' and less show-and-tell, but I hope we can find a good balance between the two as we get used to what a makes an enjoyable afternoon.

We agreed that we wanted to continue so the next virtual meeting will be on Saturday 1st August at 3pm. Details here (which will be repeated):

Topic: F&DMRC Virtual Meeting
Time: Aug 2, 2020 15:00 London



Join Zoom Meeting

<https://us04web.zoom.us/j/7862331543?pwd=VUcrY3I5TURWTHVkem1KVVA4Tml3Zz09>

Meeting ID: 786 233 1543

Password: Farnham

P4 GROUP - LOCKDOWN MODELLING IN 4mm SCALE – Richard Harris

I hope many of you will have read David Mulvey's article in Whistleblower Special Edition No 7 last month. As he says the production of a prototype rosebay willow herb was in response to my request for detail items that we could apply generally to Brixcombe, once we are allowed to. Whilst David has perfected other species of weed too, which hopefully he will write about soon, other group members furnished photographic evidence of their lockdown modelling efforts prior to our weekly online discussions.

Joining us all the way from Kent, Greg Coady has shown us progress on his construction of early 20th century Great Western coaching stock. Of particular interest was the bringing together of parts from various different kits to create vehicles of the particular design he wanted. Here, in Greg's own words and pictures, is the lowdown on how to create such a hybrid model.

“The Ratio plastic kits for the Great Western 4 wheel branch line coaches have long been a base for conversion into types not available either from other kits or from ready to run. Having accumulated a fair number of these kits over time I set about seeing what else could be done with them which, as far as I am aware, has not been recorded by others. One of the interesting points about the Ratio kits is that in the 3 models you get every size of compartment, 1st, 2nd and 3rd as well as a brake/van.

“Having looked through a list of coach diagrams I settled upon a 1st/2nd luggage composite of which 15 were built in 1888. The diagram assigned to this was E17. This coach had 3 1st class compartments, 2 of which had access to a lavatory, a central luggage compartment and 3 second class compartments. The only other issue is that the E17 has a clerestory roof! So this is going to have to be scratch built.



“The basis of the build is the Ratio U4 composite which has compartments of the correct length. 3 of these plus the luggage doors from a T47 brake van were cut and shut to form the body. The ratio ends are the right width and profile for the main roof, which itself is 2 lengths from the U4 cut and glued together and braced with plastikard.

“While far from perfect, the model does resemble the real thing pretty closely. There is more work to be done including the clerestory roof, door furniture and finishing the painting and lining. I have bogies already built for it and eventually it may be seen on Brixcombe whenever we get clearance to resume our exhibition outings.”

Paul Huxford has been busy with buildings for a forthcoming layout. The now popular laser cut kits are only the start. Paul showed us the progress from basics to completed models and describes here just what that involved. We were particularly reminded that modellers should never throw anything away by the parts-list for the scratch-built crane!

“Tetbury Engine Shed: This is a Timbertracks kit. Construction was pretty much as per the kit instructions. Components were painted ahead of construction where it was considered prudent to do so. Doors have not yet been fixed and will only be fixed when placing shed in its place on a layout, as yet unbuilt! Painting was done using GWR Light and Dark Stone colours as appropriate. Walls were first painted with good old Magnolia and then swiftly removed to leave paint representing the cement courses. Colour was actually applied using watercolour pencils. First time I have used these and I am still not 100% happy so may well revisit before placing shed on layout. Tank filler hose is rubber tubing supplied in kit but may well be replaced with kitchen foil in due course. Shed was glued up using Deluxe Aliphatic resin which grabs a bit more securely than PVA. Roof tiling was as supplied in kit and glued on with PVA a few courses at a time.



[Insert picture DSC04777]

“Tetbury Goods Shed: This a Timbertracks Kit and again construction followed the instructions mostly. Components were painted ahead of time where necessary. Aliphatic Resin was again used for the overlays and sections completed before final assembly. The roof timbers were constructed and then glued to the roof rather than the other way around. This was done because a lot of detail was added to the interior decking and it may be useful to remove the roof to view the interior. It will be eventually fixed properly. Once the window frames were painted the windows were created using Deluxe Glue and Glaze. This takes some practice.



Swiping a cocktail stick with glue across the window frame works quite well but I had to apply a lot of glue to get some to work. Consequently some windows are quite clear and others look like very strong reading glasses ! I preferred this method rather than use the plastic glazing supplied but when the roof is fixed in place the plastic glazing would give a better view of the interior I suppose. I wanted the shed doors to be operable and the wooden representation of the door runners do not run. However, I positioned some wire across the width of the door run which prevents the door falling of the support bar and they can then be gently moved to

whatever position is desired. Roof tiles were again applied with PVA. I used paint for the brickwork. The shed was built using engineering bricks so blue was the main colour which looks really odd if applied too thickly so dry brushing was used to apply the Phoenix blue brick colour. As with the engine shed, I am not convinced I have done a good job so again a revisit is likely before adding shed to a layout. Were the club open I am sure club members could advise if I have been successful in achieving a believable colour. As mentioned, the interior staging has been detailed with suitable freight items and a shed crane was constructed also.

“Goods Shed Crane:“This is a scratch-built item. Using a photo from the Tetbury Branch book of the shed crane I concocted a crane using a variety of parts. The main stem is brass tube and the side supports copper-clad sleeper strip. The main wheel is a Hornby M7 wheel with the tyre filed off. The crane arms are actually sole bars from an old coach kit. Brass wire and plastikard were used for all other details and some 40 links per inch chain was used. I had no suitable hook for the chain so the end was lost inside a packing crate. Of course once the she roof is finally fixed virtually none of the interior will be seen but the crane will be visible through the shed doors if one cares to look.”



Last but not least Jim Wheaton, one of the builders of Brixcombe,



emigrated to California some five years ago. He has been busy and productive with a comprehensive layout under construction at his new home. Technology allows Jim to join our weekly chats and he makes no secret of his admiration of the Great Western Saint class locomotives. Some 30 years on from its introduction, the Hornby model falls somewhat short of today's standards and expected accuracy. Jim sent us a photograph of one such example under transformation, and a week later another of it newly outshopped. Jim explains here what was involved including depicting the detail of the particular sub-class he

wished to model.

“It seems a shame to me that Hornby have not recently done a GWR Saint to go with their lovely Kings, Castles and Stars, particularly now that there is the GW Society reconstruction "Lady of Legend " at Didcot. There have been a couple of kits, one from Wills and the other from Pro-Scale, both of which I have built, but no RTR apart from the version from Hornby about 30 years ago which is dated to say the least. I acquired a body shell of one of these ancient monuments a while ago and decided to see if I could make something of it. A Comet chassis and gearbox, Mashima motor, Romford wheels an old Ks tender and other sundries were acquired and battle commenced. I looked at the specimen to hand against drawings and photos, and came to the conclusion that the worst faults were a big hole in the underside of the boiler for whatever motor had once been fitted, an over long smokebox, and, worst of all the front footplate which did not "drop" nearly enough, presumably to keep clear of the bogie on sharp curves.



“What to do? The hole in the bottom of the boiler was fixed with a bit of black plastikard curved round a broom handle with the aid of hot water, lots of filler and a few curses. The razor saw took a couple of mill off the smokebox. That left the footplate. It then occurred to me that the first series of Saints came out with straight frames, and it was not until later that the more elegant curves were fitted to the front of the footplate and under the cab. I thought that since I was going to have to cut off the front footplate anyway, it would be much easier to replace it with flat bits of plastic than trying to replicate the curves of the later versions. Of course, this also meant that I would have to cut off the bottom of the cab, but this was a simple straight cut with repairs from more plastic, and some nice etched cab steps from Comet. Apart from making life easier this gave me a straight frame Saint in contrast with my kit built versions which are drop frame.

“In the end it was reasonably straightforward, and the result is in the photo. It is certainly not a showcase model and could be described as a bit of a lash-up but it looks OK to me on my layout, and it runs well. A bonus is that I have one of the "Lady" series of which I think the names are wonderful (Lady Disdain, Lady Superior etc.) and, as one of the writers remarked, only the Great Western could have got away with classifying Lady Macbeth as a saint!”

We have seen pictures and videos of the layout Jim has created in California and maybe Whistleblower will be graced with more information about that on a future occasion.

DANISH FINESCALE MODEL – Noel Leaver

We were sent details of videos of this impressive model of a small Danish station in 1928. I've watched a couple of the videos and they were very interesting:

Hi Farnham & District Model Railway Club

I recently produced five small films about Danish model railroads, which I believe might be of interest to your members.

The films focus on a specific model railroad club in the Danish town Ribe. The three members have been working on their model railroad for more than 30 years, which has resulted in a unique friendship, a passion for the work – and not least an impressive railroad landscape. In the films, they also share some technical tips that might prove useful to other model railroad hobbyists.

If you're interested, you can watch the films for free on my website: <https://vibefilm.dk/rhjms-english/>

The spoken language is Danish, but all the films come with English subtitles.

I was wondering if you would like to spread the word to your members? I really appreciate any help you can provide.

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009 OUTING – Mike Le Marie

The 009 group held its first outdoor meeting last Wednesday kindly hosted by our Chairman Richard Puddephat. Seven members attended and we were pleased to welcome Simon Tuley to our group. Nine modules were linked together and some showed the signs of not having been used for some time. We were however able to admire the progress that has been made during lockdown. We plan to meet again in a couple of weeks when hopefully some of the gremlins will have been ironed out.

Photo: Left to Right: Richard Puddephat, Simon Tuley, David Harrington, Alex and David Holt, Julian Evison. Photo: Mike Le Marie



AND FINALLY, THE QUIZ

Answers to Quiz 7 – Mike Le Marie

This quiz was about major city stations closed by British Railways or their successors.

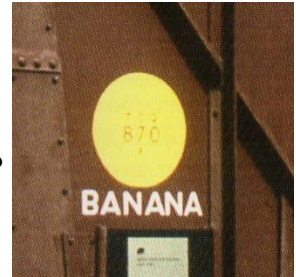
1. Buchanan Street was in Glasgow.
2. Victoria has 3 answers – Sheffield, Nottingham and Swansea.
3. Exchange also has 3 answers – Liverpool, Manchester and Bradford.
4. Central again has 3 answers – Manchester, Leicester and Leeds.
5. Snow Hill is in Birmingham. It was closed by British Railways as a mainline station but has since been reopened primarily as a suburban/commuter station.
6. Green Ayre was in Lancaster.
7. St Marks was in Lincoln.
8. Green Park was in Bath.
9. Chesil was in Winchester. Although closed in March 1960 it was reopened for Summer Saturday services in 1960 and 1961.
10. Finally, Friary was in Plymouth.

Quiz 8 – Wagon Markings – Noel Leaver

To give Mike a little relief, I volunteered to set the quiz this time. Answers to n.leaver@btopenworld.com

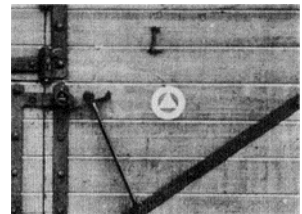
Wagons have a wide variety of markings, some obvious but others rather mysterious. What do these different markings mean?

1. Some banana vans in BR days had a large yellow circle on them. What did it indicate?



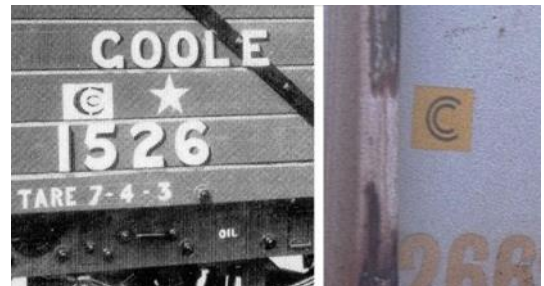
What was the meaning of a similar white circle on a GWR banana van?

2. In the 19th Century some wagons had a marking on the side such as this one of a white triangle inside a white circle. Other examples were a white diamond, or a shield on a blue circle.



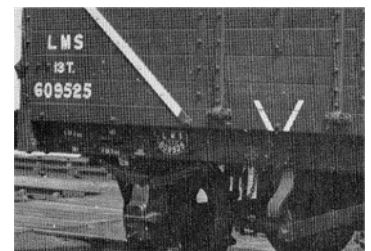
What was their purpose?

3. This picture of a PO coal wagon shows a double black C on a yellow square which appeared on many privately owned wagons from 1926, next to it is a yellow 5-pointed star which appeared from 1933. The second picture shows a version of the double C marking in the 1980s.



What did they indicate?

4. Some group company and BR owned coal wagons had a white V sign at the bottom of the side doors.



What did this mean?

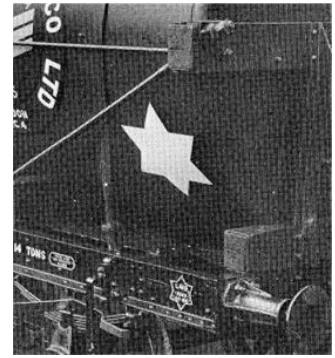
5. In 1966 the numbers of some coal wagons had a letter added to the end, for example K, L or N.



Why was this done and what did it signify?

6. From 1913 some wagons, mainly tank wagons, had a large 6 pointed star on the side. In the 1950s 2 or even 3 stars appeared. The stars were usually on a cast iron plate on the underframe as well, as can be seen in the photo.

What did they mean?



7. In the 1970s some wagons had a large yellow circle with the letters ABN on it.

What did this indicate?



8. In the 1960s and 70s a yellow circle with a downwards pointing arrow and the word 'Circuit' appeared on some wagons.

Why?



9. Some vans have a large yellow diamond, usually on the doors, with 2 digits.

What does the yellow diamond indicate?

What do the different numbers mean? (1970s to current day)



10. From 1987 many wagons sported a black diamond with a logo inside it, for example this one with a fox.

What did they indicate?

