

WHISTLEBLOWER

THE NEWSLETTER OF THE FARNHAM & DISTRICT MODEL RAILWAY CLUB

26 July 2020 – Special Edition No 10

EDITORIAL

Another fortnight has passed and yet another new normality has set in with more relaxation of the restrictions. Pubs and restaurants have reopened and we now wear face masks in retail outlets; however, new spikes of the virus continue to pop up in various parts of the country, so we need to continue precautions against this COVID-19 threat whilst getting on with our lives. Recent issues of Whistleblower have reported breakouts by Club Groups to both meet up and run trains. In the same vein, a lunchtime at the No 2 Club House, namely the Bat & Ball, has taken place and plans are in place to continue these gatherings – more of this below.

Model shops are something of a rarity these days. However, David Harrington mentioned his surprise, when he was recently on Fleet High Street selling The Big Issue, to stumble across a shop window full of Airfix kits and Hornby boxes. David wasn't able to go in because it's a tiny shop that doubles as a photographic retailer and he already had a customer. Apologies to those who already know about this shop, but for the rest of us, the shop trades as www.thelocoshop.co.uk and claims to stock Hornby, Airfix, Jarvis Scenics, Superquick, Dapol, Oxford Diecast, Humbrol, Hataka Paints and Modelling Tools. He also stocks "second hand". The proprietor is Kevin Whibley, 212 Fleet Road, GU51 4BY – just down from Ghurkha Square.

The next issue of Whistleblower will be Sunday 9 August. I am very grateful for all the inputs I have had over the weeks with the articles and pictures, do keep them coming and it would be really good to hear about any COVID projects that Members have completed, or even still in the process of completing.

Jon Faulconer

LUNCH AT THE BAT & BALL - Andrew Wrobel

On Wednesday 15th July, five of the 'N' sub-group plus Robin convened for lunch & drinks at the Bat & Ball. This was to provide a return of lunchtime business for the pub, which was much welcomed by them, and to give the opportunity to talk about the past weeks and discuss future activities for the Club, mainly in respect of 'What Layout Next'. The latter was both creative and sometimes whacky - but that is how we will try to create a layout over the next years that will prove inspiring to other modellers and awesome to the general public - hopefully creating long-term interest in our hobby, that along with gardening helped keep some sanity during Lockdown.

So, what next?

The 'N' group are probably meeting for a BBQ at Andrew's (our Secretary) on 29th July, but this time to chat about what layout next and to exercise trains on the 'N' Gauge Test/Running track (recovered from Community Centre storage), either in his garage or a small marquee.

More widely, Andrew has made two provisional bookings at the B&Ball on Wed-05 and Wed-19-Aug at 12:15 for 2 outside tables. This will have the added bonus of the Government's £10 off deal - for which the B&Ball have registered - they expect everyone to order the steak!!!

Instead of just asking the 'N' Gauge group and former B&Ball Lunch-timers, Andrew is inviting the whole Club's membership to express interest in attending one or both of these lunches. If there are more than 12 interested, then he will discuss with the pub the possibility of staggered arrival times by sub-group.

Andrew fully understands that because of age or vulnerability, of member or family, there are some who are currently reluctant to gather. He lost his mother to the virus.

Finally, after B&Ball lunches the 'N' group will again retire to Andrew's house, but this time to both exercise trains on the 'N' Gauge Test/Running track, but hopefully also Wickwar (DC and DCC) in the garden!!

Expressions of interest to Andrew@Proj-X.co.uk, which need to be solid to help the B&Ball, by 19:00 on 31st July and 14th August respectively please. Confirmation of receipt will be issued the following day. No need to say if unable to come.

SCENIC SNIPPET 2 – David Mulvey

You may recall that 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. Having had a go at Rose Bay Willow Herb (see earlier issue), time for something different.

Wind back to mid-May and we're going for an imagined walk on a sunny day in deepest East Hampshire, where the roads wind through dappled hollow ways and emerge into lush open fields where the banks on either side of the road are lined with... Cow Parsley!

So out with the squashed old box of Sea Moss aka Sea Foam and select a promising sprig – we are only going to use short stems so we can pick one that wouldn't have made the grade for making the young silver birch trees springing up at the edge of the goods yard.

First we take away the seeds – as we aren't doing a tree we don't mind if the sprig gets a bit flattened, so just barge in and squeeze it between your finger and thumb so the seeds drop off, trying hard to eliminate especially the tiny seeds that grow in the junctions between two branches. Cut off a suitable number of short branches to form the stems and paint them spring green.

Dab the ends with PVA and dip into a bag of mid green foam based scenic scatter. You should now be the proud owner of a bunch of beautiful miniature broccoli. Make about three times as many as you think you're going to need as we are now coming to the dodgy bit. With a very fine paint brush, dot the broccoli with very fine white dots to represent the flowers. Don't worry about green showing, just focus on getting some nice dots. Easy to overdo this, expect to have to throw quite a few away unless you're already an experienced 4mm plant bodger.

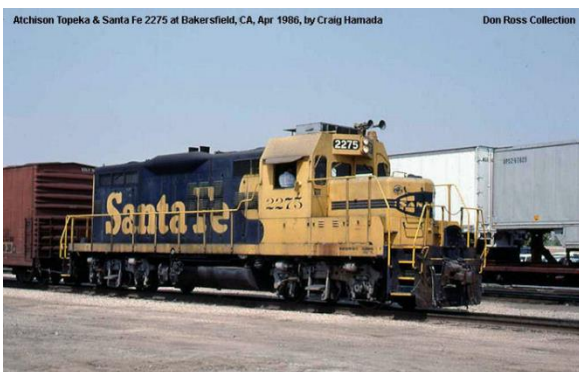
Having decided where to put the finished plants, the hi-tech bit is to cover the area with the same scatter as you used for the plants, to represent the undergrowth around the stems. By using the same scatter for the background, the exhibition visitor's eye won't notice that you didn't cover all the green on the broccoli, it will just pick out the white and decide it's some kind of flower. Result!



WEATHERING IN HO SCALE – Robert Strachan

Weathering in HO scale is no different to other scales. This is an example of my weathering style, and can be applied to locomotives, rolling stock and buildings.

My preferred choices of weathering products are Tamiya Weathering Powders and AK Interactive Weathering Pencils. These can be applied dry or wet for different effects. I don't use paints or an airbrush.



The first step is to find prototype pictures. The model I'm working on at the moment is a Walthers GP9u, extensively modified and detailed by myself.

The first stage is to give the darker areas a light dusting of Light Sand powder, and the lighter areas get a layer of Sand powder.



Then the truck frames get a wash of black using the black weathering pencil used wet.



The next phase is the dust streaks, dirt marks and body grime. Using the streaking dirt and dust and watermarks pencil, again used wet and applied with a thin brush. After these layers I use a light brushing of Soot powder. This is by no means the end of the weathering. More layers will be added then wiped back to simulate dirt being washed off.

With weathering powders, you need to lay it on thick, because after a blast of clear varnish, the effects are significantly reduced. I also tend to add a bit of variation to the weathering from the prototype pictures if I like the look of a certain weathering look, and in that case I'll use interesting patterns or unique markings from the prototype.



AND FINALLY, THE QUIZ

Answers to Quiz 8 – Wagon Markings – Noel Leaver

Original questions in *Italics*:

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

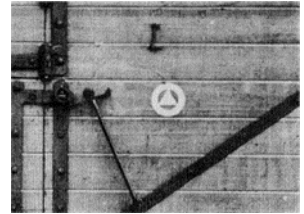
The large yellow circle on a banana van shows it does NOT have steam heating. Heating was removed from around 1956 when the shippers changed from ripening the bananas in transit (when they could not be allowed to get cold and blacken so needed heat in winter) to shipping them chilled and ripening them at the distribution warehouse (when insulation and some dry ice in summer was sufficient).



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

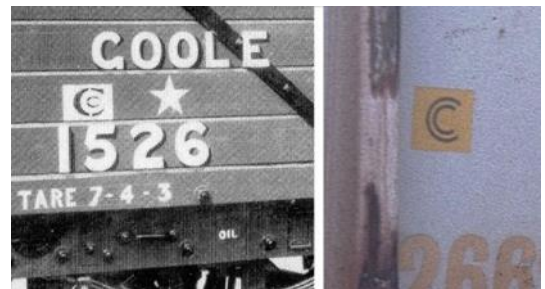
The white circle on a GWR banana van indicated it DID have steam heating. Some vans retained these well into BR days.

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?



In the 19th Century seven companies used such markings to identify their stock, in place of or in addition to letters. It is suggested the symbols were used because in the 19th Century many railwaymen were illiterate, but then why only 7 companies? It seems likely the main reason was the same as why modern companies use logos – to make their company identity clearer. A white triangle in a circle was L&YR, LNWR a white diamond, GWR an asterisk, LBSC a shield on a blue circle, HR two shields in a circle, North British a quatrefoil, North Stafford a knot.

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?



The double C and yellow star were indications that the owner had paid for the wagon to belong to Commuted Charge schemes where an annual fee was paid to avoid large numbers of small charges. The initial scheme in 1926 with double C covered costs associated with a wagon being damaged and needing to be moved for repairs. The second in 1933 with a yellow star covered return of empty wagons. The schemes avoided a lot of paperwork and saved money overall so nearly all PO wagons joined them.

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?

What did this mean?

A white V sign at the bottom of the side doors shows the wagon has bottom doors and can be unloaded via these at a coal drop.

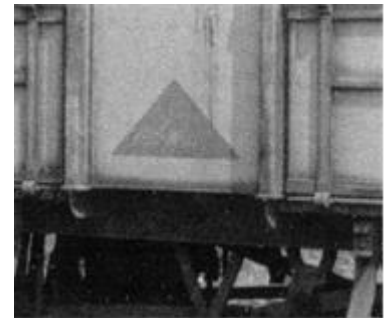
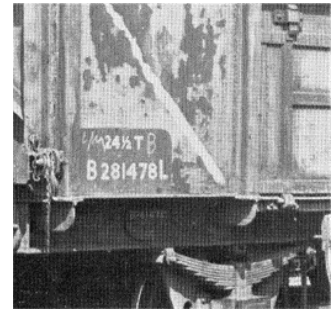


5. In 1966 the numbers of some coal wagons had a letter added to the end, for example K, L or N.

Why was this done and what did it signify?

The letters on the end of coal wagon numbers were added at the request of the NCB from 1966 to indicate the capacity of the wagon so they could tell this from a list of numbers. For example, 21T wagons had a K suffix and 24.5T wagons an L or N (L may have been 24t, with the change to metric exact sizes can be confusing); 16T mineral wagons did not have a suffix. It does not seem to have proved very useful as it was soon dropped.

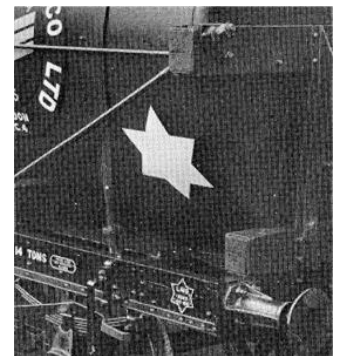
24.5T wagons were also distinguished about the same time by a yellow triangle painted centrally on the side, as shown in the photo.



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?

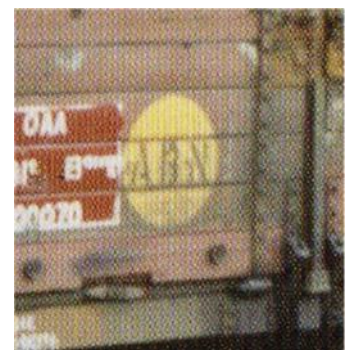
The large 6 pointed stars on the side of tank and other wagons indicated they were allowed to run in higher speed trains. The one star marking was introduced in 1913 for wagons able to travel in trains at up to 35 MPH. In 1955 2 star markings were introduced for operation at up to 60 MPH, and 3 stars for passenger train speeds (the last marking was rare, there were some 6-wheel heating fuel wagons that carried it).



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

What did this indicate?

A large yellow circle with the letters ABN on it indicates the wagon was air braked and would run as part of Air Braked Network trains. This was around 1970 when a network of fast air braked freight trains was introduced in parallel with the existing network of fast vacuum braked freight trains. The marking soon became redundant, a combination of most fast freights becoming air braked and the decline in wagonload traffic.



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



The yellow Circuit marking was to highlight that the wagons were allocated to and reserved for a particular traffic with details given below the arrow, such as 'To work between ' and 'Return empty to ...'. Later these details were moved to a yellow plate behind the label clip and the Circuit marking pointed to the label clip (on the lower left of the wagon).

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)



A large yellow diamond indicates the van is loaded with dangerous goods. The number on the diamond is the UN classification. The first number is the type: 1 = Explosive and 2 = Gas seem the common ones. The second is a sub-classification by level of hazard, the smaller the number the more dangerous. Thus 1-1 is an explosive capable of creating a mass explosion (it will all explode at the same time). More detail here <https://app.croneri.co.uk/topics/classification-dangerous-substances/indepth>

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?



In 1987 wagon maintenance depots were allocated logos, shown on cast aluminium diamond shaped plates with the ground painted black and mounted on the wagon side. The fox is for Carlisle Currock depot. The logo indicated where the wagon was to be returned if needing maintenance. (Modern privately owned wagons usually have a large rectangle, often coloured, containing information about who is responsible for repair and maintenance, typically a third party.)

Details of all the different logos can be found here: <http://www.railway-centre.com/uploads/7/2/2/3/7223531/depotlogo.pdf>

Quiz 9 – Mike Le Marie

Thank you, Noel, for giving me a short break from thinking up quizzes.

Now for Quiz 9. Listed below are 12 different clues to the names of railway stations past and present within about a 20 mile radius of Farnham.

1. To the north of this station is a tunnel upon which sits amid 19th century fortification.
2. Trains to this station carried many of their passengers in wooden boxes.
3. This station was for many years at the end of a long siding which served industrial premises that supplied a source of heating and cooking to the local community.
4. This station had a siding which led into the spiritual home of another form of transport.
5. This station on a now closed line is the home of a long serving member of our club.
6. 1898 saw the opening of a factory to manufacture steam powered lorries and in time was rail served from a minor branch line which headed in a southerly direction from the west of this station.
7. This closed station may remind you of a type of cooking apple.
8. Think of the sound of the first letter of a swear word, add a type of meat, and a place where 2 railway lines part company.
9. This station is in the next village to a place with an alternative spelling of a word which could describes a vertical or near vertical drop.
10. The first part of this stations name sounds like a junction to the north of Guildford but is in fact the junction of a non-electrified line with a 3 rail electrified line which also serves a famous race course.
11. Were the Watercress line ever to extend in a westerly direction this would probably be the next station.
12. This station is close to a factory which built a magnificent 4 engined jet aircraft meant to rival the Boeing 707 (*Once an RAF Mover, always a Mover – Ed's note*)