

WHISTLEBLOWER

THE NEWSLETTER OF THE FARNHAM & DISTRICT MODEL RAILWAY CLUB

9 August 2020 – Special Edition No 11

EDITORIAL

It's a rather hot and sultry afternoon to be sitting down putting together this edition of Whistleblower, but here goes. Thankfully, I have a reliable flow of iced Pimms to keep the grey cells from overheating. Of course, the coolant may generate the odd typo, but I'm sure you will understand and you will get WB on time.

Last Sunday, Julian Evison organised the 3rd of our Club Zoom Ins and 16 members signed in for some chat and banter, I only spotted one cat photo bombing the session. Amongst other things, there was also discussion about if and when we might get together back in the Wrecclesham Community Centre. That said, I believe that all Groups are keeping in contact by getting together one way or another, either physically or virtually.

Reminder for those of you interested in meeting up at the No 2 Club House, namely the Bat & Ball. Andrew Wrobel has pencilled in the next B&B lunchtime gathering for Wednesday 19 August at 1215. The pub has registered for the Chancellor's £10 off meal deal (not the beer, sadly) and Andrew has a couple of outside tables provisionally reserved. If you are interested, please confirm to him by Friday 14 August to Andrew@Proj-X.co.uk.

I have had a strong response to my earlier suggestion for articles about your projects that you are tackling, including those that are work in progress. Thank you for all the contributions that are continuing to flow in. Next Edition will be Sunday 23 August

Jon Faulconer

PETER'S LOCKDOWN PROJECT – Peter Lawrence

My diorama wasn't conceived as a lockdown project - it just worked out that way with the timing fitting nicely to occupy some time. I have done little or no modelling since I was a teenager, so, with retirement approaching, it was a good time to refresh and improve my skills prior to building a layout at some point in the future, I hope.

I had just built three O gauge wagon kits so I decided on an "edge of the goods yard" scene to accommodate them. With no recourse to shopping, construction was based on what was available in the workshop. That meant plywood on a basic frame, with a couple of sheets of polystyrene glued on top, edged with hardboard. I wanted to create an embankment so I could try out



some scenic treatment, and the polystyrene enabled me to (rather messily) shape a slope. Some plaster bandage shaped it a bit better and held it together, and some shed paint (the only brown paint I had) gave a reasonable impression of underlying earth.



Grass and some undergrowth were added on the slope - Peco and Woodland Scenics. Thanks to O gauge group members for pointing me in the direction of suppliers, since a lot has changed since the

early 70's, although Peco was a familiar name even then, of course.



I wanted a building of some sort and settled on a simple lineside hut - a laser-cut kit from Intentio. Geoscenics provided "track grime" and the clinker ground cover, while fence posts came from Slaters with fence wire (seven strands correctly spaced!) made from EZ Line. This is elasticated and works very well although it was rather tedious gluing each wire to each post.



I'm happy about the greenery as a first attempt. Variety of colours and textures seem to be the key in producing a realistic result, although next time I would like to try out a static grass applicator to improve the "3D-ness". (Some of the colour in the following pictures is "real" though.) Wild flowers, buddleia and leeks were added too (Model Scenery Supplies). Beyond that, I added various goods loads to the scene, along with a white metal kit of a horse and cart. Several figures came from S&D Models.



The final item was the oil drum with a fire in it... actually just an LED. My software skills are better than my electronics skills so I decided to attach a programmable controller to it (Arduino compatible) and program a random-looking flicker for the fire. And since the controller had WiFi capabilities I can even turn it on and off from my mobile phone (although I haven't yet worked out why I would want to!).



Overall, this was a manageable project in the timescales for a relative beginner, with an end result which encourages me to do more. In the absence of anywhere to put a full layout I am now thinking of another diorama - slightly larger perhaps and aiming to address some other modelling techniques.

2mm PROJECT – Paula Martin

I go to a selection of exhibitions in the south with the 2mm Association Roadshow so when it was decided to celebrate 60 years of the Association in 2020 with a small layout challenge, I thought this was a perfect way to construct a micro layout to take with me on the Roadshow. The dimensions a 60cm by 9.42ins is restrictive so I settled on an area of Bourton on the Water.

The pandemic has moved the deadline by a year to June 2021 so progress has slowed without the threat of a deadline, but so far I have built the base, the track and a couple of the buildings are progressing. The goods shed and the water tower are nearly there and the signal box is still a very partial model.



For rolling stock I decided on a 14xx and was given a Peco body which was a great help leaving just the chassis to build. Several years ago, I spent a week with John Greenwood learning the techniques but as his modelling is so intuitive, I was lost when I tried again with an etch from the Association. So, I booked a weekend at Missenden Abbey for the kit building sessions. This was most informative as I had to redo some of the building I had already done, to prevent problems later. The chassis was not finished in that

short time frame but with a weekend away with another 2mm modeller I have got to the point of a working chassis. There are still plenty to do to the loco but there is a chance that by June 2021 it will be a working layout.



The benefit of being an active part of a national



association is that at every exhibition there will be someone from the 2mm family, either with a finescale layout or, as with Wickwar, an N gauge model utilising the techniques of the Association. Running the Roadshow amplifies this as I sit and chat the whole weekend, meeting old friends in the Association as well as modellers of all scales who I meet year on year. It all adds to the fun of this hobby.

THE SCHOOL SPORT'S DAY – Ian George

It was summer in 1960 and I was feeling very happy. My 3 friends, who were several years older than I was, had told me that next Saturday they intended to make a cycle trip about 10 miles south from our home in Warrington to a small village called Acton Bridge. When I had asked “why there?” they had explained that it had a station on the west coast mainline, but importantly it was a few miles south of Weaver junction where the Liverpool line peeled off the WCML. There they would be able to watch all the London -Liverpool expresses that we missed seeing on the WCML at Warrington, such as The Shamrock, The Red Rose, and best of all, The Merseyside Express which I was informed was one of the longest and heaviest express on the WCML. The best news of all was that for the first time they had invited me to go with them. I had got parental permission for the trip. The only remaining obstacle was the fact that my school Sport's Day was also due to be held that same Saturday.



The annual Sport's Day was a big thing at my school, the occasion where all those pupils who were good at athletics had the chance to show off their prowess in front of their parents. Although I was quite effective trundling around a rugby pitch, I was rubbish at athletics; I hated Sport's Day and did my best to avoid having to attend. Selection to take part in the big day was done by means of a series of “heats” held during the previous week. All pupils were obliged to enter heats for at least 3 events, the first 3 finishers in each heat being expected to compete on the big day. With my thoughts firmly on my planned trip to Acton Bridge I was determined to avoid any first 3 finishes so I deliberately picked the 3 events at which I was the most rubbish.

The day of the heats arrived and I had no difficulty in coming in a respectable next to last in my heats for the hundred yards sprint and the high jump. Only one heat left to go and that was the 110 yards hurdles, at which I was total rubbish. I felt confident. As I lined up at the start of my heat, I realised that my fellow competitors, while not good athletes, were all considerable better than I was. I felt even more confident, realising I wouldn't actually have to fake it. I could run my best effort and still be totally out-classed.

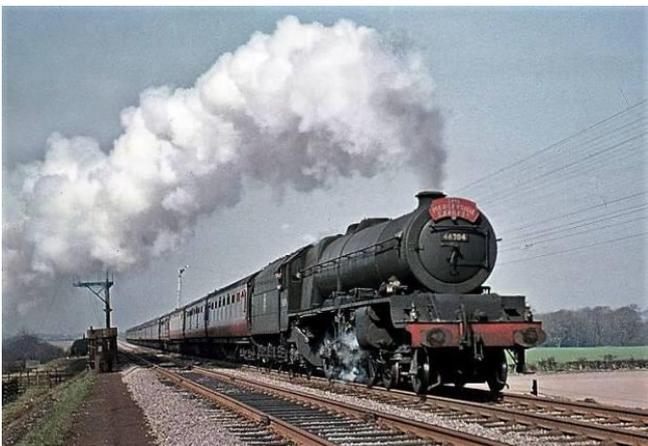
The starter's whistle blew and off we went. We were about half way down the track when I first realised something was not right because I was actually several yards in the lead. I carried on and anticipated that my fellow competitors would soon come rushing past me. But it didn't happen. Then came the horrible realisation that none of my fellow competitors wanted to attend Sport's Day either. I started to slow down, while maintaining the appearance of making maximum effort so as not to fall foul of the watching Sports Masters. Still nothing happened. A glance over my shoulder revealed that my fellow competitors were also slowing down whilst also displaying signs of maximum effort.

The finish line was now fast approaching and desperate measures were called for. Trying not to appear too theatrical I let out a cry, clutched my hamstring and hobbled along at as

slow a pace as possible. Still no-one passed me. I looked round to see the runner in second place behind me was also hobbling along clutching his hamstring, whilst the runner in third place had mysteriously fallen over. To my immense good fortune the runners in 4th, 5th and 6th position were completely taken by surprise by the remarkable scene taking place in front of them and had no time left to adopt counter-measures before their momentum swept them over the finish line to claim the 3 places at Sport's Day. I then had to face the wrath of the Sport's Master positioned on the finish line where I was told "I was a disgrace to the school", a phrase I was to hear many times during the following years. I didn't care; it was "mission accomplished" and I was going to Acton Bridge.

Early on the following Saturday I was sitting with my friends on the grassy embankment just outside Acton Bridge station enjoying the sunshine and waiting eagerly for the show to commence. In particular, according to my friends, the chance if we were lucky to see some 8P "Princess" Pacifics. Although BR treated its 12 Princess and 38 Duchess class 8P Pacifics as a single class for scheduling purposes the appearance of a Princess during day-time hours on the WCML through Warrington was limited, the only usual possible appearance being a Crewe North shedded Princess on the down "Birmingham Scot", which followed ten minutes behind the 8P Duchess class hauled down "Royal Scot". In contrast, I was told that Liverpool Edge Hill shed could usually be relied on to turn out 3 of its Princesses on 3 of the named London -Liverpool expresses.

A really early start to our bike ride had been necessary to catch the first express to come through, but it was worth it, the up "Shamrock", 14 coaches hauled by a Princess. One of my older friends who somehow knew these things told me that she would return to Liverpool later that evening, long after we had to set off for home, on the down "Merseyside Express". We then had a 2 hour wait, watching the usual stuff we saw on the WCML through Warrington until the big one, the up "Merseyside Express", 16 coaches including a 5 car dining set, and another Princess. My knowledgeable friend told me she would return home



with the overnight Euston – Liverpool sleeper train. We then had a long wait during which time we saw more of the familiar favourites that we would have seen further along the WCML at Warrington. At about 15.30 the final Liverpool named express went through, the down "Red Rose" with the third and final Princess, this one in maroon livery. I was told she was returning home having worked up to Euston with the previous evening's express parcels train. It was by now time for us to head home also.

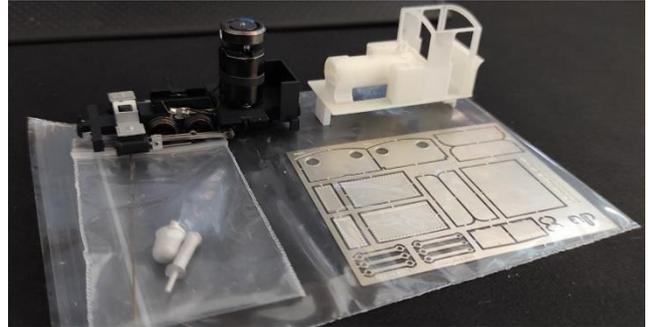
The numbers and names of all the engines I saw that day have long since disappeared into the mists of time but I still remember the first, and last time I saw 3 Princesses, and in particular, seeing The Merseyside Express. More importantly for my future interest in trains, I was fascinated by my older friend's knowledge of engine schedules. He knew that e.g. the engine that worked up to London on train "x" would be scheduled to return on train "y". How did he know that? That was the day my line-side interest moved on from just collecting names and numbers. A whole new world of rosters, schedules and "working timetables" opened up for me. I was hooked.

NARROW PLANET OO9 BAGNALL 0-6-0 KIT – Alex Holt



Recently my efforts have been focused on improving and expanding my fleet of OO9 narrow gauge locomotives and rolling stock. Part of this has included buying a Narrow Planet Bagnall Side Tank Locomotive Kit.

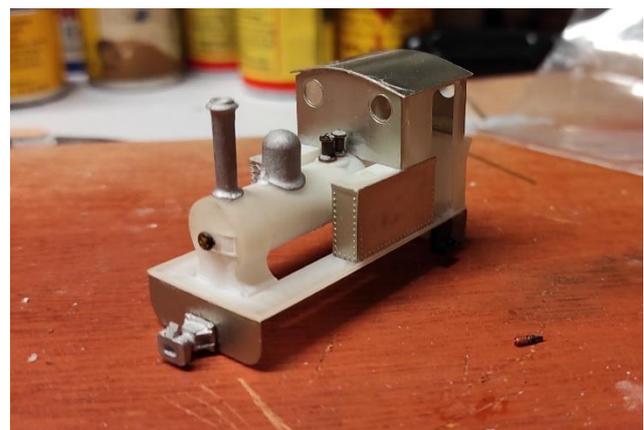
The Bagnall Side Tank Kit is made from a variety of materials, using a 3D printed bodyshell as a base and etched nickel silver tank sides, cab front and back as well as buffer beams for the finer detailed parts. Also included are a white metal chimney and dome as well as a length of 0.45mm brass rod. The instructions for the kit explain most of the steps needed to complete the kit, with a few things being left up to the modeller's choice. The kit itself is fairly simple to put together and mounts on to a Minitrains Porter 0-6-0 Chassis.



Included in the kit are also parts to convert the 0-6-0 chassis to a prototypical 2-4-0 or move the connecting rods to the centre wheel. I have decided to leave the chassis as is, with the connecting rod driving the rear wheel as the less messing around with the chassis the better in my eyes. The chassis needs minimal modifications, removal of the front and rear buffer beams and filing down the smokebox saddle moulded as part of the cylinder block is all that needs modifying to be able to accept the Bagnall bodyshell. The chassis supplied by Narrow Planet does appear to be second hand, as the pickups were dirty and making the model run poorly at first. Although it

does now appear to be running much better after cleaning it out.

The bodyshell is where most of the work has taken place. The first step was cleaning the 3D print and sanding it to give a smoother finish, this was then followed by filling the boiler and tanks with as much lead as possible to give the model enough weight to run smoothly. After adding the weight inside the model, I then added the white metal chimney and dome, these simply glue in to pre drilled holes. The etched nickel silver parts were also added once the glue for the white metal parts had fully set. The etched sides were easier to add to the 3D print than I had initially thought, with enough time before the glue sets to position the etches properly. The etched parts really add to the detail of the model and are a big improvement over the flat sides on the 3D print. I have added my own safety valves and whistle to the model as the safety valves printed as part of the kit didn't look right to me. I have replaced the safety valves with ones from a Hornby Jinty, the whistle was one I had in my spares box and has



been added to the cab roof. Separate clack valves included with the 3D print have been added to the boiler sides by drilling holes in the boiler and then gluing them in place, I then used some of the supplied 0.45mm brass rod as the pipework for them. I have also used a length of this brass rod to create the handrails on the cab sides, tank fronts and the ejector pipe for the brakes. Narrow Planet white metal 'Bosna' couplings have been fitted by drilling a hole central in to the buffer beams and gluing them in place. Positioning these was fairly easy as I just needed to line them up horizontally, as long as the bottom of the coupling



moulding is in line with the bottom of the buffer beam then they are at the right height for OO9 stock.

The model is currently in its first coat of primer and the plan is to paint it in RAF Blue similar to the locomotive Douglas on the Tallylyn Railway.

N GAUGE GROUP RUN OUT – Jon Faulconer

On Wednesday 29 July, the N Gauge Group set up their running track in Andrew Wrobel's garden. We were blessed with a glorious sunny afternoon in a lovely peaceful setting surrounded by arrays of impressive hydrangeas and other fauna. And then we had the added bonus of Chef Andrew on the BBQ turning out massive burgers and sausages, good thing no one was going anywhere in a hurry that afternoon.



After the BBQ, we got down to serious discussion about our next exhibition project. For those fortunate not to have been involved in this debate, it has taken many months to narrow the choices down to 2 candidates: Saltash & Tamar Bridge or Weymouth Station including the quay track to the ferry terminal. The aim was to finalise which project by the end of July, however.....

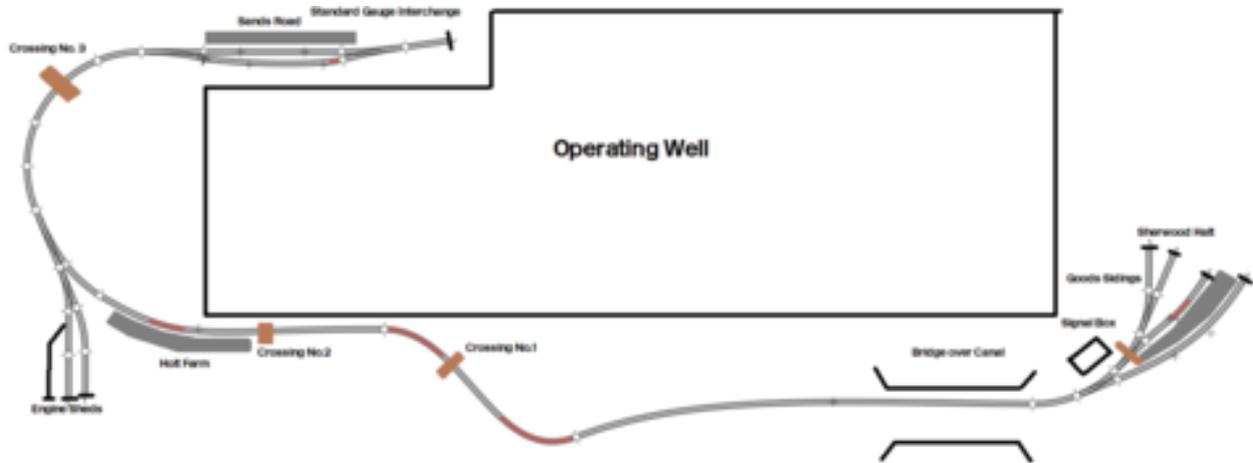
Despite much lively discussion, fuelled by Hog's Back TEA, general enthusiasm for the 2 projects has waned, although Weymouth still retains residual interest from an outspoken aficionado. To maintain momentum, other sites were introduced and Okehampton attracted strong interest. Of course, this now entails Gentlemen's Days Out for on-site recces, but before our eminent modellers can be despatched, you can see that the group would need to smarten up, as well as improve their social distancing. For the record, please note that David Harrington is adamant he does not appear in this group photo.



In all, a great day was had by the group, we got to run some trains and play with Noel's N Gauge radio-controlled truck. We also covered lots of other topics including advice for the Government on handling COVID and Brexit. Over all, a great afternoon and many thanks to Andrew and Gill for their arrangements and allowing us to enjoy their lovely garden.

OO9 LAYOUT EXTENSION – Alex Holt

Over the past month or so I've been working on a small layout extension for the OO9 narrow gauge section of my layout. This is to give the narrow gauge locomotives and rolling stock a longer line to run on, as our board for the OO9 club layout is unable to be used at home.



I've included a track plan, made using AnyRail and MS Paint to show the route that the line takes, in this article I will mostly be focusing on the extension section from Holt Farm to Sands Road.

The line previously ended at Holt Farm. It has now been extended around a curve to join up with the standard gauge station. This has involved building small board to go across one end of the operating well to allow the line to be extended. A small 2ft x 1ft board and 3-inch x 1ft board have been added to create an L shaped extension board, allowing enough room for the curve and a passing loop at the interchange station. The line itself runs on an automatic shuttle unit from BlockSignalling, with trains on the lines operating as a push-pull service. The extension only required a single wire to be moved to where the new terminus is located and a small gap in the rail for it to operate properly.

Holt Farm Station has been rebuilt. The line previously had a straight platform so I've had to build a new platform that matches the curve of the line. The extension uses Gaugemaster Spring Grass Mats and Hattons Highland Ballast for the fields and track. Peco fences have been used for the field within the curve, this is intended to be another farmers field and at some point, I plan to add some pigs or horses to populate this field.



A new engine shed and yard has been built at Holt Farm station for locomotive storage. The engine shed has been built using an Outland Models automotive shelter as the framing of the shed and Wills Corrugated Iron has been used for the shed front, back and sides. Wills Corrugated Asbestos was then used for the shed roofing. 12v LEDs have been fitted inside the engine shed and wired up to the lighting circuit on the layout. I may at some point paint



the engine shed or weather it as it is currently in the colours the plastic is moulded in. This is because the engine shed was built where it is standing rather than building it separately and adding it to the layout later. The grounded coach body nearby is the station shelter for Holt Farm, whilst the grounded wagon body outside the sheds acts as a storage container.

The new interchange platform at the mainline station Sands Road has been created using matchsticks for the sides of the platform and filler for the platform surface which has then been painted in a grey colour to look like tarmac. A short path goes between the narrow gauge and standard gauge platforms, with both platforms sharing the shelter from Platform 2. The retaining wall behind the platform was created using coffee stirrers for the planking and cocktail sticks for the supports.



The trees came from a Chinese supplier and have been added to give a little bit of height to the scenery on the extension whilst not blocking out anything behind them. The pathway through the farm was made using left over Woodland Scenics Soil from when we made the WW1 trench layout. Towards the mainline interchange the line enters a small cutting to give the illusion that landscape around the line isn't entirely flat. There are only a few small details left to add such as animals in the fields and some figures on the platform. Overall, the extension has turned out quite well and adds more interest to the narrow gauge section of the layout.



AND FINALLY, THE QUIZ – Mike Le Marie

Answers to Quiz 9

Original questions in Italics: Clues to the names of 12 railway stations past and present within about a 20 mile radius of Farnham.

- To the north of this station is a tunnel upon which sits amid 19th century fortification.*
Aldershot – the tunnel to the north of the station passes under Redan Hill
- Trains to this station carried many of their passengers in wooden boxes.*
Brookwood – the vast cemetery once had its own station which received special trains from Waterloo.

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.*
Tongham – once passenger and through freight services ceased on the Guildford to Farnham direct route the line was cut back to Tongham and became a long siding serving the local gas works.
4. *This station had a siding which led into the spiritual home of another form of transport.*
Farnborough – a siding off the main line led into the Royal Aircraft Establishment.
5. *This station on a now closed line is the home of a long serving member of our club.*
East Tisted for Selbourne on the long closed Meon Valley line
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.*
Basingstoke – Thorneycroft opened its factory in 1898. It was rail served by sidings from the old Basingstoke to Alton line.
7. *This closed station may remind you of a type of cooking apple.*
Bramley – first station south of Guildford on the closed Guildford to Horsham line.
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.*
Effingham Junction on the Guildford 'new' line.
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.*
Gomshall – next village to Shere on the Guildford to Redhill line
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.*
Wokingham – junction of the Guildford to Reading line and the line from Ascot
11. *Were the Watercress line ever to extend in a westerly direction this would probably be the next station.*
Itchen Abbas
12. *This station is close to a factory which built a magnificent 4 engined jet aircraft meant to rival the Boeing 707*
Weybridge – the BAC VC10s were built in the factory located on the former airfield.

Quiz 11

Now for some anagrams! Unscramble the words to find the names of railway stations located somewhere on the main line between Woking and Weymouth.

1. tokens bag is

2. triumphant photo oars

3. flinch wide

4. bucket thorns

5. women lint

6. stretched hour so

7. yum we hot

8. hear maw

9. helm vice red

10. washy glint

God luck