

WHISTLEBLOWER

THE NEWSLETTER OF THE FARNHAM & DISTRICT MODEL RAILWAY CLUB

22 September 2020 – Special Edition No 14

EDITORIAL

This 14th Special Edition of Whistleblower is a couple of days late due to my break up in the Lake District. Hearing today's news, it looks like we took the break just in time as the weather is about to turn and the COVID measures are now ramping up once again. In addition to the glorious scenery and the friendly folk, I even had an enjoyable ride on the Ravensglass & Eskdale Railway; no holiday to Cumberland would be complete without a ride on the Ratty.

Back to business. Last week Richard Puddephatt circulated the measures we will have to comply with to enable the Club to reuse the Wrecclesham Community Centre. These are repeated below along with the Club Admission Rota; please note that this table now includes the Rota dates to ensure no misunderstandings. If this information has to be reviewed in the light of the Prime Minister's announcement today, or any other inputs downstream, we will keep you informed. Likewise, the Rota will be updated as we go along.

The next edition of Whistleblower will be circulated on Sunday 4th October. Grateful if contributors would let me have their articles by Saturday 3rd October.

Jon Faulconer

CLUB OPENING TIMES - Chairman

Unfortunately, the recent upward spiral in Covid-19 cases and Boris's latest response has put a spanner in our attempts at reopening the Club and we have had to think again. A number of members have told us that they are keen to find ways in which we can keep the Club open and inclusive while obeying the latest stay-safe rules. Having thought long and hard about this and after consulting the Wrecclesham Community Centre Trustees and Farnham Town Council (their landlords) we are now going to implement the following programme to which they have agreed.

1. We have use of our Club Room 24/7 throughout the year. It has been agreed by the Trustees that, even if another hirer is using the main hall, we can still meet in the Club Room provided we isolate that room from the rest of the building while it is in use. So we have prepared a plan utilising the Club Room throughout each week. This is attached to this E Mail.
2. We must still observe the maximum number of 6 members in the room but a group could split a day in two and have 6 in the morning and another 6 in the afternoon but sanitisation must be done between "shifts".

3. Each Group will have one day each week and one Group will have the addition of the afternoon on a Wednesday in the main hall after 2 pm to erect their layout(s). Again, maximum of 6 members only this time to include both the main hall **and** the Club Room. Each group will have a Wednesday over the four week programme.
4. It will be up to the Group leaders to decide how to allocate their day amongst their group members and leaders will be in contact with you.
5. Entry to the Club must be by the rear doors and, if other hirers are on the premises, the toilets will be out of bounds to us during these occasions. If no-one else is using the hall then the toilets may be used but they **must** be sanitised when the hall is locked up at the end of a session.
6. If other hirers are on the premises, the Door between the Clubroom and the main hall **must be kept closed. At these times there must be no access in or out of the Club Room via this door.**
7. Full sanitation of the Club Room and the main hall if used must be carried out as per the instructions you have already received.
8. As we have said before, there will be no kitchen facilities so please bring your own food and drink with you.

We fully appreciate that this is not the perfect solution but we feel it gives everyone an opportunity to still be involved in the Club and to feel a part of it. Jon Faulconer has also agreed to continue with the fortnightly Whistleblower. If you have any problems with any of this, do please contact me. My home number is 01252 850396.

How long this programme will continue is anybody's guess but we hope that it will work and keep us all together. It is vitally important that we keep strictly to the rules – one false move could see us closed down for the duration of the pandemic.

Thank you for your patience over the last 6/7 months. Keep safe and happy modelling.

Richard Puddephatt

F&D MRC CLUB ADMISSION ROTA

N.B. REMEMBER NO MORE THAN 6 MEMBERS ON THE PREMISES AT ANY ONE TIME.

WEEK	DAY/DATE	GROUP	CLUB ROOM	MAIN HALL	Hall in use by other groups
1	Monday	OO9	Yes	Not available	NO
	Tuesday	OO Gauge	Yes	Not available	NO
	Wednesday	N Gauge	Yes	Yes after 2 pm	NO
	Thursday	O Gauge	Yes	Not available	YES
	Friday	Open to all**	Yes	Not available	YES

2	Monday	21/9	O Gauge	Yes	Not available	NO
	Tuesday	22/9	OO9	Yes	Not available	NO
	Wednesday	23/9	OO Gauge	Yes	Yes after 2 pm	NO
	Thursday	24/9	N Gauge	Yes	Not available	YES
	Friday	25/9	Open to all**	Yes	Not available	YES
3	Monday	28/9	N Gauge	Yes	Not available	NO
	Tuesday	29/9	O Gauge	Yes	Not available	NO
	Wednesday	30/9	OO9	Yes	Yes after 2 pm	NO
	Thursday	1/10	OO Gauge	Yes	Not available	YES
	Friday	2/10	Open to all**	Yes	Not available	YES
4	Monday	5/10	OO Gauge	Yes	Not available	NO
	Tuesday	6/10	N Gauge	Yes	Not available	NO
	Wednesday	7/10	O Gauge	Yes	Yes after 2 pm	NO
	Thursday	8/10	OO9	Yes	Not available	YES
	Friday	9/10	Open to all**	Yes	Not available	YES

NOTE: ** To be booked via the Secretary on a first come – first served basis. Minimum 2 up to a maximum of 6 members.

Use only the entrance direct to the basement and the Club Room if the Main Hall is occupied

Do not go into the main entrance when anyone other than Club members are on the premises.

Wipe down door handles, light switches etc. whenever you use the main entrance and of course very importantly in the club room as the cleaner doesn't go in there.

Toilets can be used if no-one other than Club members are on the premises but must be sanitised when locking up.

TALES OF WALES: GLYNCORRWG – David Mulvey

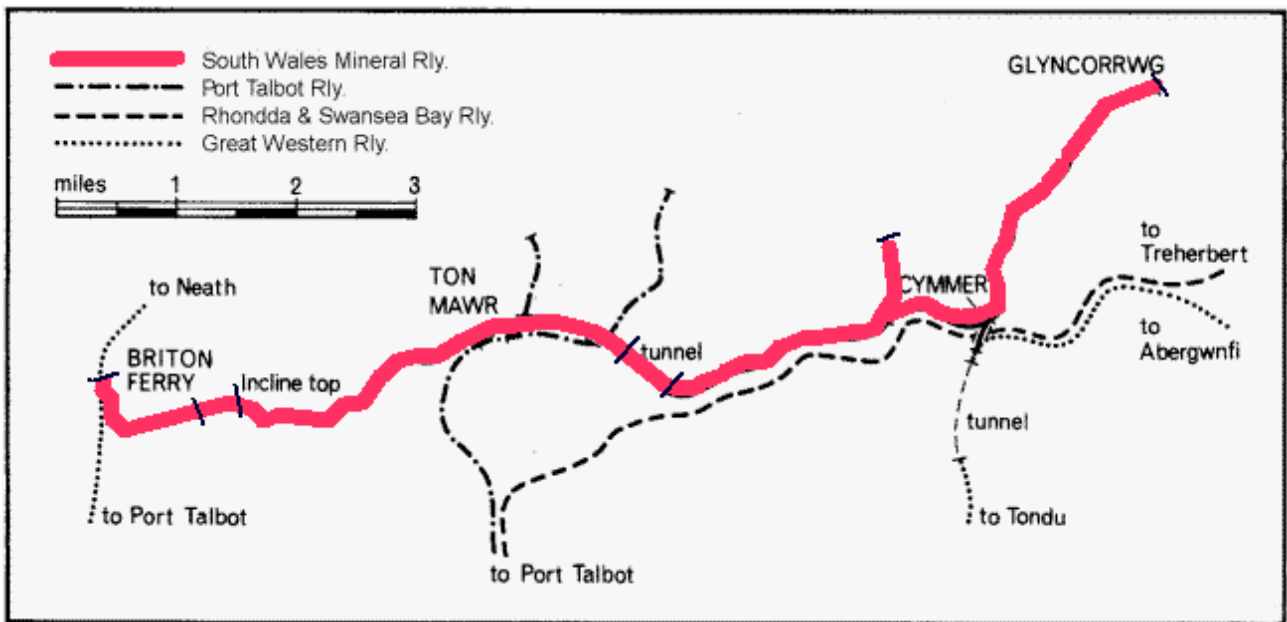
Glyncorrwg has surely a strong claim to be the most obscure village in the British Isles. Its rail link was certainly one of the most remote backwaters of the UK network. It did have a passenger service even in the British Railways era, but this was an unadvertised miners' service out of Glyncorrwg to somewhere even more remote, with no connections to any other passenger service of any kind.

The village is just under twenty miles north of Bridgend in South Wales. It is not a place in which you end up by chance. By car, you have a choice of a steady climb from Bridgend through Maesteg or alternatively a more interesting route via Ogmere Vale but then you have to brave multiple hairpin bends on the A4107 linking the heads of the local valleys. Either way, it's a



sharp turn just outside the local town of Cymmer, dropping down onto the dead-end road leading to the village. There are no antique shops in Glyncorrwg, shall we say.

The railway history of the village began in 1853, with the incorporation of the so-called South Wales Mineral Railway (SWMR). This was stated to be for the highly dubious purpose of conveying coal from the mines at North Rhondda, owned by the unprofitable Glyncorrwg Coal Company, to the South Wales Railway (now the Newport to Swansea main line) at Briton Ferry, between Neath and Port Talbot. Laid out by Brunel, the line was initially built to broad gauge and included a cable worked incline at Briton Ferry as well as a 1,109 yard tunnel at Gyfylchi. It opened in stages from 1861, finally reaching Glyncorrwg in 1863. The line was converted to standard gauge in 1872.



The SWMR was in financial difficulties from the start and was eventually taken over by the neighbouring Port Talbot Railway (PTR) in 1908, under an agreement with the GWR. The PTR diverted all traffic south of a junction between the two lines at Tonmawr to their line to Port Talbot, closing the Briton Ferry incline in 1910. This continued until 1947, when a landslide at the Gyfylchi tunnel caused all traffic to be rerouted over the GWR line from Cymmer to Bridgend via Tondu.

Various attempts to start a passenger service were rejected by the Board of Trade, until in 1918 permission was given for a public service from Cymmer to North Rhondda Halt, due to the then importance of coal for the war effort. The public service lasted only till 1930 when it was reduced to an unadvertised miners' service, later curtailed to start from Glyncorrwg. This owed its continued existence solely to the fact that there was no road up the narrow valley from Glyncorrwg to the two pits in the area (South Pit and North Rhondda Colliery).

In the late 1950s the train formation consisted of a 57xx pannier tank and two Dean clerestory coaches. As the gradient varied between 1 in 28 and 1 in 22, the pannier tank was coupled chimney first at the lower end of the train and propelled the coaches up the valley at not much more than walking pace. The leading coach was fitted with a guard's observation window and a bell, but there was no auto gear and the driver remained on the



footplate. At that time, the coaches were still gas lit as the speed of the train was insufficient for a carriage dynamo to charge the lighting batteries.

*GWR Pannier 4484 at Glynccorrwg
June 1955*

“Steam in South Wales” Vol 1 (see Further Reading) has four atmospheric black and white pictures of the scene at Glynccorrwg in 1957 and further up the branch in the early 1960s (plates 137-140). In the picture of Glynccorrwg station, a miners’ train is standing at the wooden platform. Pannier tank 4695 is coupled to two disreputable looking clerestory coaches, W1971 and W3026 (both all thirds of diagram C10 built in 1898 and 1896 respectively). On a siding behind the platform is coach W1339, a former all second (reclassified to third) of diagram C19 built in 1901, and next to it a “Cordon” gas tank wagon, presumably used to refill the coaches’ gas cylinders. For Great Western coach modellers in our midst, yes, all three coaches do seem to have the vertical scroll irons by which the bogies support the coach body, betraying the presence of the original Dean suspension, by then highly antiquated.

Although this is supposed to be British Railways, in the best Colonel Stephens tradition W1339 has unrepaired accident damage, which doesn’t look as though it’s going to get fixed any time soon. Whatever livery the coaches had when they were last painted, it now seems to be some kind of faded greyish-brown colour. The miners just get benches - no monogrammed antimacassars.

The miners’ service was cut back to South Pit in March 1963 with the closure of North Rhondda Colliery, and the last part of the service, from Glynccorrwg to South Pit, ended in November 1964. Amazingly, the line lasted for freight till August 1970, shortly after the closure of South Pit.

The miners’ service would be reasonably straightforward to model in 4mm – just need one Bachmann 57xx pannier tank and two Hornby clerestory coaches. You do have to bash one end to form the observation windows, add a bell then steel yourself to do the weathering on the coaches. With the train done, the project then becomes a challenge to your scenic skills!

Further Reading

A Regional History of the Railways of Great Britain Volume 12 South Wales D.S.M. Barrie David and Charles

Steam in South Wales Volume 1 The Valleys Michael Hale OPC

Great Western Coaches 1890-1954 Michael Harris David and Charles

LAST SLIP COACH WORKING – David Harrington

This video comes from Prsurr1066. It was filmed for the Railway Roundabout series and shows the very last Slip Coach working to Bicester in 1960.

[Here's the video...](#)

OO9 KIT BUILT STOCK – Alex Holt

Recently I've been building some new kits for my OO9 Narrow Gauge collection. I've built a set of Coaches and an Autocoach for passenger trains and have finished painting the Narrow Planet Bagnall 0-6-0 kit I was working on over the summer.

The first coach in the set is a Dundas Models Freelance Planked Compartment Coach. This has been painted in Vallejo Carmine and been given some LNER 3rd Class Transfers, I've also painted the door handles in Rose Gold.

The second coach is a Meridian Models Penrhyn Quarry Open Coach, this coach was one I already had but wasn't happy with so I've rebuilt and repainted it. Part of the problem I had with it was it was curving up at each end, so during the repaint I've submerged it in hot water and reshaped it so it is now straight again. I've then repainted this coach in to Vallejo Carmine and fitted some seated figures to it.



The third coach I've made a Single Compartment Glyn Valley Tramway Coach. This is another Dundas Models Kit which I've finished in Crimson and Cream Livery using Vallejo Carmine and Vallejo Pale Sand. The transfers on the doors are SECR Coaching Stock Transfers which I felt worked better on this coach than the numbered LNER style transfers I used on the other compartment coach. I've also painted the door handles the same as the other compartment coach.

Finally, for the passenger set is a 3D Printed Brake Van from an ebay seller called cachet_cabal. This is a flat pack 3D printed kit which requires assembly, couplings and wheels to complete. I've added N gauge pin point bearings to make it run smoother, as well



as a guard figure and hand brake to the veranda end of the van. This has then been finished in Vallejo Carmine the same as the rest of the set. The entire set of coaches uses woodworm2014 couplings which are easy to fit and offer reliable coupling between all of my stock.

The last of the coaches I've been building recently is a Meridian Models Ashover Light Railway Coach which I have converted in to a Narrow Gauge Push/Pull Autocoach. To do this conversion, I've converted one end of the coach in to a driving cab. A small control desk and driver have been added to the interior of the cab. Externally I've added a Brake Pipe and a Warning Bell from an Airfix Autocoach, this was to make it look more like a coach that has been fitted for push pull working. I've also removed the truss rods from the underside

of the coach to allow it to clear the curved platforms at one end of my layout. The coach has been finished in Vallejo Medium Olive, with a Danger Yellow Warning Panel and a Light Grey Roof. The transfers for the class and coach numbers are Fox SECR transfers, the transfers on the drivers door is from a BR set of EMU transfers.



Woodworm2014 couplings have been used on both ends of the coach, however I've cut the loop off the drivers end to improve the look.



I've also finished off the Bodyshell for the Narrow Planet Bagnall 0-6-0 I was building. This has been finished off in Vallejo Sky Blue, with details such as the clack valves, safety valves and whistle painted in Rose Gold. Modelmaster RAF Roundel Transfers have been added to the cab sides and a Narrow Planet Nameplate added to the tank sides, a builder's plate has also been added to the rear of the bunker. Real coal and a driver figure have also been added to the model. I do think its the best OO9

locomotive I've made so far, but sadly the Minitrains chassis the model uses has failed and I'm currently waiting for Narrow Planet to supply a replacement. The chassis has been nothing but trouble ever since I got it with a number of running issues, but what finally caused it to fail was that the wheels had become loose on the axles and with every axle being geared it locked up and wouldn't move. Considering the £135 price tag of the chassis, it's really not what should be expected. Hopefully, the replacement chassis is better than this and I can actually get a decent running model at the end of all this.

F&DMRC DIARY

Recent changes in **yellow**. Running starts at **14:00** in WCC (Wrecclesham Community Centre) Hall.

Heading 'Run'g' = **Priority use of Hall from 2pm; ALSO Tidy/vacuum Club Room AND Lock up**

DIARY 2020 – ALL may change if vaccine available		
Date	Run'g	Event / Layout at Exhibition/Show
Wednesdays: Clubroom available from ~09:00 [use rear entrance]; Hall from 14:00.		
Wed 23 Sep	OO	Week 2 of Admission Rota
Wed 30 Sep	009	Week 3 of Admission Rota

DIARY 2020 – ALL may change if vaccine available

Date	Run'g	Event / Layout at Exhibition/Show
Wed 07 Oct	O	Week 4 of Admission Rota
Sat 10 & Sun 11 Oct	--	F&DMRC Annual Club Show, Aldershot CANCELLED
Wed 14 Oct	TBA	
Wed 21 Oct	TBA	
Wed 28 Oct	TBA	
Mon 01 Nov	--	Start of new Club Year [fees due]
Wed 04 Nov	TBA	
Wed 11 Nov	TBA	
Wed 18 Nov	TBA	
Wed 25 Nov	TBA	Final date for submission, in writing, of AGM Agenda items to Secretary, viz. at least 14 days prior to AGM.
Wed 02 Dec	TBA	
Wed 09 Dec	TBA	AGM at 19:30 via Zoom (to help co-ordination, Executive may all be in Secretary's garage !!) [within 2 months of Club's year-end, for paid-up 'Full' members]
Wed 16 Dec	TBA	Christmas Club Dinner (optional) CANCELLED
Wed 23 Dec	TBA	Last Club Day of the year

DIARY 2021 – ALL are subject to change / cancellation

Date	Run'g	Event / Layout at Exhibition/Show
Wed 06 Jan	TBA	1 st Club Day of the New Year
Wed 13 Jan	TBA	
Wed 20 Jan	TBA	
Wed 27 Jan	TBA	
More to be added		<i>The following are known about events / Shows</i>
Sat 06 & Sun 07 Feb	--	Wickwar (N): Alton CANCELLED by organisers
Mon 03 May	--	Early May Bank Holiday – usually a Group Open Day
Mon 31 May	--	Spring Bank Holiday – usually a Group Open Day
Sat 12 OR Sun 13 Jun	--	Farnham OO9 Show (other Clubs invited): WCC
Sat 26 & Sun 27 Jun	--	Wickwar (N): Perth Show
Sat 09 & Sun 10 Oct	ALL	F&DMRC Annual Club Show , Aldershot [Most of the layouts that were invited for 2020 will be attending in 2021 instead.]
Wed 15 Dec		Christmas Club Dinner (optional) 18:30 for 19:00 @ The Mill House, Odiham
Wed 22 Dec		Last Club Day of the year

DIARY 2022 – ALL are subject to change / cancellation

Date	Run'g	Event / Layout at Exhibition/Show
Sat 05 & Sun 06 Feb	--	Wickwar (N): Alton
??		Brixcombe at a show