

WHISTLEBLOWER

THE NEWSLETTER OF THE FARNHAM & DISTRICT MODEL RAILWAY CLUB

18 October 2020 – Special Edition No 16

EDITORIAL

The warm colours of the Autumn leaves that we currently enjoy provides some cheer to the otherwise cooler and dank weather that has followed what was this year has been a glorious Summer – obviously, this has to be tempered with our experiences of the COVID pandemic.

Of course, as modellers, we have the perfect excuse to ignore the miseries of the outside world. We have the luxury of being able to shut ourselves in our workrooms or sheds, or wherever, and quietly beaver away on our latest project. Alternatively, we can just play trains. However, now is the time to be finishing off the final details of these projects in readiness to submitting them for our 2020 Club Modelling Competition. The Chairman has already circulated details of how this year's competition will be run and the timelines; however, this information is repeated below.

The next issue of Whistleblower will be Sunday 1 November. Please let me have your articles, photos and links on Saturday 31 October at the latest.

Jon Faulconer

F&DMC MODELLING COMPETITION 2020 – Chairman

Yes, we are going to have a modelling competition this year despite all the palaver over Coronavirus!! However, as we have mentioned before, it will be virtual as is everything else at the moment.

So for this year only (we hope!) entries and judging will all be on-line. Entries will be by **TWO** photographs and judging will be by all members by an on-line entry form which Noel has organised. All instructions on entries and hints on taking the photos can be found via this link to the Club's website at https://farnhammrc.org.uk?page_id=3779 Entries close on 24 November. Around 27 November, I'll send out another email with a link to view the entries, and details of how to vote for your favourites.

All the winners will be announced at the virtual AGM to be held on December 9th at 19.30.

So, hurry up and finish all those projects you've been working on during lockdown and get them to us on line. Please do make a big effort to vote for your choice of winners – this will demonstrate our support for the modelling talent within the Club.

I look forward to a host of entries and a host of votes.

A BOOK REVIEW – Ian George

“The District Controller’s View: No.2 Chester to Holyhead”

The above title is the second in a series of books published following the same format by Xpress Publishing under the strapline “Railway history by railway professionals”. The premise of book is neatly explained by the authors as follows:

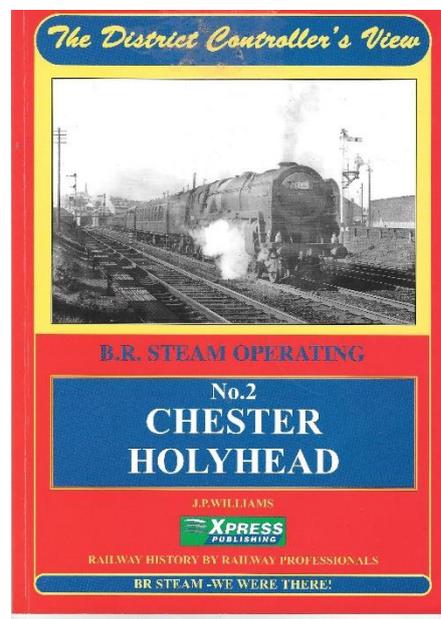
“This book puts the reader in the place of the District Controller for 24 hours as he superintends the working of the line on an hour by hour basis, showing each train in a typical mid- 1950’s day and the sequence of events during the day. Also included are the full workings of the line, passenger and goods, the services over the connecting branch lines, the operating patterns of each of the main goods yards in the area, and the loco allocations for the various sheds along the route “.

The pre-amble gives an overview of the 84 miles of mainline railway stretching from Chester and the industrialised Deeside area, through the coastal area between Prestatyn and Llandudno comprising holiday resorts and up-market residential areas for Liverpool/ Manchester, then the more sparsely populated areas of north west Wales and Anglesey, and finally the Irish Sea ferry port of Holyhead. Apart from 2 short lengths of double track near Flint and near Colwyn Bay the line was quadruple tracked for the 44 miles between Chester and Llandudno Junction where the lines diverge as a short double track branch to Llandudno itself and the double track mainline continuing to Bangor and then on to Holyhead.

The main section of the book comprises of a series of charts, one for each of the 24 hours, showing the position and make-up of every train on the line, backed up with a commentary to explain the key movements that are taking place that require the Controller’s close attention. For example, will that WD 2-8-0 plodding along with its 60-wagon coal train get clear of the double track bottle-neck section at Flint before it impedes the fast- approaching 07.40 Llandudno-Manchester “club” train with its businessmen clientele? A signalman delaying any of the three morning “club” trains was certain to receive a “please explain” memo from HQ.

The charts showing the workings of the numerous and varied branches give a fascinating insight into how the branch passenger and goods services interlinked with the mainline services so that even the most remote areas had access to rail services.

The charts showing the loco shed allocations show how during the decade the older ex Midland and LMS types such as 4-4-0 passenger loco’s and 3F or 4F goods engines were gradually phased out in favour of Ivatt “Mickey Mouse” tanks and moguls, and later Standard designs. Some of the changes were welcomed by shed managers, e.g. the 4-4-0s were barred from use on unfitted goods working which limited their usefulness in emergencies. Other changes were very much welcomed by all involved e.g. the replacement of the WD 2-8-0’s by the more user-friendly and reliable Stanier 8f’s. Not all the introductions of more modern motive power were successful e.g. the first batch of “Britannia” Pacifics sent to



Holyhead shed to replace the ex LMS "Scots" on the heavy Irish Mail boat train expresses were found to have insufficient coal capacity (7 tons) to cover the 265 miles to London Euston resulting in un-scheduled diversions into Rugby shed to collect more fuel; the "Scots" were rapidly recalled to action until later batches of Britannias with 9 ton tenders were built and moved in.

Although the bulk of the book takes the form of charts and tables, these are backed up by sufficient explanatory narrative, well-chosen photographs, and anecdotes to help with the general "readability". So, who is the book's intended readership?

It certainly hits the spot for anoraks like me who have a fascination for the logistical detail of how the railways actually worked: shed allocations, operating instructions, and working rosters for loco's, carriages and footplate crew ("diagrams" and "turns" to use the correct railway terminology). I was particularly interested in the detailed explanations of how the freight was worked, so totally different from modern methods and volumes. For example, the yard at Menai Bridge, just west of Bangor, was a fan of just 7 sidings plus a head-shunt, but each night it received 2 goods trains from Mold Junction yard (outside Chester in the east of the region) bringing in between them up-to 140 loaded wagons. Menai Bridge had 2 tank engines tasked with shunting the yard and these quickly set to work sorting and reforming the incoming wagons into 6 / 8 pick-up goods trains which then fanned out around Bangor and the surrounding branch lines. Mid-morning another 2 trains would arrive from Mold Junction yard with another up-to 140 wagons which would be shunted at a frantic pace to form the afternoon pick-up goods trains. The volumes moved, the levels of activity, the manpower employed are all so different from today.

For anyone interested in social history the book gives many further insights into the extent that the UK has become a post-industrial society. For example, the north Wales coast would certainly not be thought of as being heavily industrialised, but in the 1950's/60's the first 25 miles of railway from Chester contained over 30 rail-connected businesses ranging from sites with a single rail-connected siding to sites with complete private railway systems such as John Summers steelworks at Shotton, Courtauld's factories at Flint and Holywell (at peak over 10,000 workers and the UK's the largest producer of artificial fibre / fabrics), Connah's Quay A and B and Rockcliffe Hall coal fired power stations, Point of Ayr colliery, and Mostyn docks. Between them these sites produced volumes of rail freight (and employment) unimaginable today.

Finally, these books are an absolute goldmine for anyone modelling any of the lines covered in the series. Modellers can easily pick out the iconic loco's and trains that are "must haves" for any depiction of a particular line. In this case it would have to include the venerable Midland compound 4-4-0's on the stopping passenger trains, the immaculately turned out Black 5's on the "club trains", the Scots or Brits on the 16 coach Irish Mails, and the "anything that moves loco's" pressed into use on the summer Saturday holiday excursions. Also, I think



One of the distinctive final pair of Black 5's approaches Llandudno Junction station on the four track mainline with a Manchester-Llandudno express. The 27 mile single track Conwy valley branch to Blaenau, Ffestiniog curves away to the right.

an overall learning point for us modellers is that we under-estimate the sheer volumes of goods trains that should populate our miniature worlds. Let's see more 8 coupled loco's ambling along on lengthy unfitted goods and mineral trains, mixed traffic 4-6-0's speeding along on express fitted van trains, and elderly 6 coupled loco's scurrying around on short pick-up goods.

In summary this series of books offers something different from the usual photo album or "tales from the footplate" style of railway book. Give it a look, particularly if you can find one that covers a line you intend to model. Recommended.

F&D MRC CLUB ADMISSION ROTA 19/10 – 6/11

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
6	Monday	19/10	O Gauge	Yes	Not available	NO
	Tuesday	20/10	OO9	Yes	Not available	NO
	Wednesday	21/10	OO Gauge	Yes	Yes after 2 pm	NO
	Thursday	22/10	N Gauge	Yes	Not available	YES
	Friday	23/10	Open to all**	Yes	Not available	YES
7	Monday	26/10	N Gauge	Yes	Not available	NO
	Tuesday	27/10	O Gauge	Yes	Not available	NO
	Wednesday	28/10	OO9	Yes	Yes after 2 pm	NO
	Thursday	29/10	OO Gauge	Yes	Not available	YES
	Friday	30/10	Open to all**	Yes	Not available	YES
8	Monday	2/11	OO Gauge	Yes	Not available	NO
	Tuesday	3/11	N Gauge	Yes	Not available	NO
	Wednesday	4/11	O Gauge	Yes	Yes after 2 pm	NO
	Thursday	5/11	OO9	Yes	Not available	YES
	Friday	6/11	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.

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		
<i>Date</i>	<i>Run'g</i>	<i>Event / Layout at Exhibition/Show</i>
Wednesdays: Clubroom available from ~09:00 [use rear entrance]; Hall from 14:00.		
Wed 21 Oct	OO	Week 6 [2 of 4-week cycle]
Wed 28 Oct	009	Week 7 [3 of 4-week cycle]
Mon 01 Nov	--	Start of new Club Year [fees due]. Secretary to issue Formal Notice of AGM , viz. min. 28 days prior to AGM.
Wed 04 Nov	O	Week 8 [4 of 4-week cycle]
Wed 11 Nov	N	Week 9 [1 of 4-week cycle]
Wed 18 Nov	OO	Week 10 [2 of 4-week cycle]
Tue 24 Nov 23:59	--	Entries for Club's online photo 'Modelling Competition' closes.
Wed 25 Nov	009	Week 11 [3 of 4-week cycle]. Final date for receipt by the Secretary of AGM Agenda items and Nominations (proposed & seconded in writing); viz. min. 14 days prior to AGM.
Fri 27 Nov 00:01	--	View 'Modelling Competition' entries.
Wed 02 Dec	O	Week 12 [4 of 4-week cycle]
Mon 07 Dec 23:59	--	Online votes for 'Modelling Competition' closes.
Wed 09 Dec	N	Week 13 [1 of 4-week cycle] AGM at 19:30 via Zoom [within 2 months of Club's year-end, voting only for paid-up 'Full' members]. To help co-ordination, Executive may meet (distanced) in Secretary's garage !! Winners of 'Modelling Competition' announced.
Wed 16 Dec	OO	Week 14 [2 of 4-week cycle]
Wed 23 Dec	009	Week 15 [3 of 4-week cycle] Last Club Day of the year

DIARY 2021 – ALL are subject to change / cancellation		
<i>Date</i>	<i>Run'g</i>	<i>Event / Layout at Exhibition/Show</i>
Wed 06 Jan	O	Week 16 [4 of 4-week cycle] 1st Club Day of the New Year
Wed 13 Jan	N	Week 17 [1 of 4-week cycle]
Wed 20 Jan	OO	Week 18 [2 of 4-week cycle]
Wed 27 Jan	009	Week 19 [3 of 4-week cycle]
More to be added		<i>The following are known about events / Shows</i>
Mon 03 May	--	Early May Bank Holiday – usually a Group Open Day
Mon 31 May	--	Spring Bank Holiday – usually a Group Open Day
Sat 09 & Sun 10 Oct	ALL	F&DMRC Annual Club Show , Aldershot [Most of the layouts that were invited for 2020 will be attending.]
Wed 15 Dec		Dinner (optional) 18:30 for 19:00 @ The Mill House, Odiham
Wed 22 Dec		Last Club Day of the year

AND FINALLY, THE QUIZ – Mike Le Marie

Diesel Locomotive and Multiple Unit Nicknames

The object is to answer the clue with a locomotive or multiple unit class number. All have operated in the UK in either the British Railways or Privatisation eras.

1. I am a busy little engine making up and pulling trains apart. I could be found all over the country. I am sometimes referred to as a 'Gronk'.
2. I was to be found all over the Southern Region of British Railways although I did sometimes migrate further afield. Some of my class were built with narrower bodies and were given the nickname 'Slim Jims'.
3. I started life on the West Coast Mainline but was later sent to the Western Region and at one time was also to be found on the mainline out of Waterloo. Some referred to me as a 'Hoover'
4. I am a product of the privatisation era and can be seen almost anywhere on the network in large numbers. I am rudely referred to as a 'Shed'.
5. I was built in Glasgow but employed on the Western Region. Some referred to me as a 'Baby Warship'.
6. I was built in various forms but the first of my class were named after British mountains hence I was referred to as a 'Peak'.
7. I received a nickname of 'CoBo' based on my unusual bogie axle arrangement.
8. I was built for the Southern Region of British Railways and was referred to as a 'Thumper' because of my engine noise.
9. I was one of the first mainline locomotive classes built for express passenger work. I started life on the London Midland and Eastern/North Eastern Regions. I became known as a 'Whistler'.
10. I was another early locomotive but I only had a cab at one end. My nickname was 'Chopper'.
11. I was built specifically for freight work in both the UK and Romania. I was sometimes referred to as a 'Grid'.
12. I am one of the longest serving locomotives and have worked on everything from express passenger to branch line freight. Some of my number found their way to France and Spain to assist in the construction of high-speed lines. I have several nicknames one of which is 'Growler'.

Answer to the Last Puzzle – Chief Mechanical Engineers

The answers to Mike’s Hidden Wordsearch puzzle in the previous Edition of Whistleblower is shown by Red Lines; note, these red lines are not the same ones used in the BREXIT negotiations. The arrows show the direction of the names.

Well done to anyone that got them all. I only cracked the easy ones, namely Fairburn and Stanier.



ADAMS
COLLETT
FAIRBURN
IVATT
RAVEN
THOMPSON

BILLINTON
DEELEY
GRESLEY
MAUNSELL
RIDDLES
WAINWRIGHT

BULLEID
DRUMMOND
HAWKSWORTH
PICKERSGILL
STANIER
WORDSELL