

Newsletter

Issue 72: March 2019 Editor: Allan Trotter
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Editorial.

~~Rain, Steam & Speed.~~ Rail, Dual Mode & maybe, Speed?

At one time the railway companies prided themselves on providing comfortable passenger accommodation, well in first class anyway, on premier long distance trains which travelled at a speed compatible with the other requirements of the railway such as local stopping trains and freight services. For the dubious advantage of taking a few minutes off a journey a whole new railway infrastructure and trains will be required and at what cost. If a small proportion of these funds were put into more immediate use such as much more rolling stock, we would have all trains of a minimum of six carriages or more on busy routes. This is all without requiring any increase in the capacity of track paths.

Is a speedy journey by road a viable alternative? No chance! Dual carriageway roads that for decades were designated suitable for 70 mph now have average speed, revenue generating cameras, (greedy, condescending politicians call them safety cameras), installed and set at an average of 50mph or some even at a paltry 40 mph. The French "Yellow Vest" movement have seen through this state sponsored scam and some have even done something about it.

Speed just isn't the luxury it used to be. Are cruise ships the fastest vessels on the high seas? No they are not. Do the wealthy elite cross the Atlantic in the shortest possible time? No they do not. They now travel overnight in an aeroplane in a comfortable first class cabin with facilities equivalent to many hotels.

The new sleeper trains from London to Scotland are fitted out with more up market furnishings because the operators know that there are plenty of people willing to spend their money on a hotel on rails journey. Making the travel experience more pleasurable rather than any faster is really where the market demand is today.

It would appear that the politicians of today pursuing their grandiose vanity project of HS2 never step out of their tax payer funded chauffeur driven limousines and have actually ever travelled by public transport and therefore do not experience the chronic overloading of regular service trains today with their measly two carriages fitted out with contemptuously designed cramped passenger seating. There is legislation on the welfare of the transportation of live animals but when it comes to human passengers, well!

Evolution in the quality of rail passenger transportation would appear to be in severe and terminal decline.

Events Diary.

Tue 5th Mar Society visit to Peter Clare's residence.

5 Norwood Avenue
Litherland
Liverpool L21 9HT
Tele: 0151 928 2864

Time 18:00 – 19:00. Peter is happy if people would like to turn up earlier and see his layouts. I suggest you call if you are going earlier.

His talk which will begin about 19:30 is on making logos and transfers for locomotives and rolling stock.

Peter will have the bedroom layout working and he hopes to get the garage layout working as well. If you haven't seen Peter's layouts before then you are in for a treat.

Parking can be difficult in his street so if you can, try to organise a car share.

Coffee and biscuits will be available. **Richard Jones.**

Tue 9th Apr The PEP family and forty years of the Merseyrail Class 507 and 508 units. Fred Kerr. SMRS Clubrooms. 19:30.

Don't know what the PEP family is? Well come along to the talk and find out.

Chairman's Report.

No report received.

Secretary's Report.

Nothing to report this month other than we have now docked at Southampton at around 07:00 on the 28 of February.

Treasurer's Report.

No report received.

External Events.

TV Alert.

James May's Big Trouble in Model Britain. Wednesday 6th March 2019, BBC4, (Freeview 9) 21:00-22:00. Part 1 of 2. A year inside Hornby Hobbies, an iconic British toy maker on the brink of collapse.

Contributions by Members.

How to model loads for model railway wagons



Coal might have been the lifeblood of the railway's freight services, but it wasn't the only commodity carried. Until 1962, the railways were designated 'Common Carriers' which meant they weren't allowed to turn down any load offered, no matter how awkward, at a nationally agreed rate.

Everything from food to building materials to racing pigeons was moved by rail. Much of this was stacked in box vans and so from a modellers' point of view, invisible. However, there were still plenty of open wagons and they needed to be kept full if they were to make money for the company.

Picking suitable loads for a model railway isn't as easy as you might think. All those lovely colourful private owner wagons would normally be full of coal, so putting anything else in them can require a little 'modellers' licence'. In other words, we've stretched the truth a bit to make our layout a bit more interesting but a little lateral thinking can provide suitable ideas.

Open wagons with loads give any model railway a sense of purpose. We're not just running trains around, we're operating a real service. Just like the real thing.

Modelling pipes

For OO gauge models, drinking straws are perfect for the job. Start by cutting them to length. Then cut a thin slice, around 3mm long for the collar at one end. Slide this over the end of the straw, fixing with superglue.



The pipes are glued with all-purpose adhesive to a piece of card cut to fit the inside of your wagon. If the gaps in the collars are placed at the bottom, no one will ever know they are there. Spray the load with red oxide coloured car primer. Hold the can several centimetres further away from the model than the instructions tell you. This way the paint is slightly dry when it hits the pipes giving a slightly rough look to replicate clay.



To protect the pipes in transit, straw would be packed around them. We've used beige electrostatic grass pushed into place but any fibrous material will work fine such as wool cut into short lengths.



Modelling a plank load

Planks start life as wooden coffee stirrers. Cut to around 5cm long and then sand the ends square. Then, using a sharp knife and steel rule, split in half along their length to give planks 2-3mm wide, just over a scale 6 inches.



Build up around 3 layers of planks using PVA glue to hold them together. We find it easiest to work with the pieces in the wagon but remove the load before the glue is fully dry to make sure it's not fixed permanently.






It's important that the ends of the planks don't stick out any further than the buffer faces. If this happens, on the real railway, a low empty wagon would be coupled up to stop the load hitting the next vehicle in the train. You could do this, but it makes marshalling the wagons trickier.



Modelling a tarpaulin-covered load.

To keep the British weather at bay, most open wagons travelled with a tarpaulin cover. Sadly, the only way to replicate this is to stick the sheet in place. As you can't tell what is in there, running the same wagon both to and from a destination doesn't look wrong - there could be something different under there for the return trip. OO scale tarpaulins are 86mm by 60mm. We're using a pre-



<p>printed Smiths sheet from Wizard models, but plain grey paper works just as well or you can download versions to print yourself from some suppliers</p>	
<p>To give the load a little shape, some foam is glued in the wagon. This isn't essential as some loads were lower than the sides, leaving the tarpaulin to dip in the middle, but supporting the paper isn't a bad idea or it's easy to poke your finger through it!</p>	
<p>Arrange the sheet so it's centred on the wagon and glue to the sides with all-purpose adhesive or thick superglue. Leave to dry before the next step.</p>	
<p>The ends are folded around much like wrapping a parcel and glued in place. On the real wagon, ropes would be used to tie everything down and you can use black thread to represent these if you like, although on a layout you don't really miss them.</p>	

How to model wagon loads for mining areas



In steam days, goods trains were the lifeblood of the railway system. Miles of wagons rolled around the country hauled by locomotives such as the Q6 by Hornby. On a model, we can do the same, but our wagons really need to be full. After all, transporting empties around represents lost money and companies didn't do this if they could help it!

Moulded plastic loads are available but these normally look exactly what they are, plastic. It's not difficult to do a much better DIY job, and often an awful lot cheaper too.

You don't have to glue anything into the wagons, so they won't be damaged. In fact, removable loads are the best idea as they allow you to run full trains to the destination, empty them, and have an excuse to run the train back in the other direction.

To start with we are looking at suitable loads for mining areas. Coal is an obvious choice, but coke, stone, ballast and ore all kept the railway in employment. Modelling each is basically the same, just use a different material.

Be aware though that coal weighs more than coke but less than stone or ore. All wagons have a maximum 'tare' (the weight they are permitted to carry) and should not be overloaded. Therefore you see a greater volume of coke than stone in a wagon, but this would still represent the same weight.

To complete the mining theme for steam era layouts, wooden pit-props were vital to the industry and millions were shipped from wood-yard to coal pit. This is another cheap modelling project, a pounds worth of cocktail sticks will load at least two wagons. Mind you, doing this is time consuming, but ultimately satisfying.

Filling up your wagons adds a real sense of purpose to a model railway. A few evenings work can transform a model and provide a reason that the trains are running, yet you only need knife to cut some cardboard and a bit of glue and coal.

Materials used:



R6599 – 21 Ton TIRPENTWYS wagon – Geoscenics coal loads kit

R6444 – Bedwas coke wagon – Crushed coal

R6473 – Mineral wagon* – Geoscenics stone

R6117 – Ammanford coke wagon* – Coop cocktail sticks

*Wagon is part of a 3-pack.

<p>A simple to use kit from Geoscenics containing some high quality corrugated cardboard and a bag of load material, in this case coal.</p>	
<p>Work starts by cutting a piece of card so it just fits into the wagon. This needs to be a good fit, but not tight.</p>	

More card is used to make up supports. For a coal load, the top should be around 2-3mm below the top edge of the wagon.



Once built, the load should be easy to remove by pushing one end. If it's too tight at this stage, trim some more card away.



A quick coat of black paint is followed by a sprinkle of load material held in place with diluted PVA glue (50/50 water/PVA). Note the little mounds showing where coal is poured into the wagon from above.



Using some old cereal packet, we've made a similar load for limestone ballast. This is heavier than coal so wagons weren't loaded so full, about 5-7 mm from the top is perfect.



If you have some foam or dense sponge to hand, try cutting it to fit the wagon and then trimming the top into a mound shape with a pair of curved nail scissors. As the foam is springy, it can be slightly bigger than the inside of the wagon.



We're using real coal here and crushing it with pliers. You can use a hammer but it's very messy. Coal sold for model engineers is best as it's nice and soft - try on-line auctions or exhibitions. We bought a lifetime supply for under ten pounds! *Note that there is no indication of glue used to stick the coal to the foam - I have used spray glue. PVA is not ideal since it dries very hard. Copydex might be an alternative. IS*



Coke is very light so the loads are much higher than those for coal. Wagons were often fitted with extension boards to allow the full capacity to be used.



Removing the load is easy if you take a length of wire (a straightened paper-clip will work) and bend a hook at the end of it. This is poked into the foam and the load pulled out.



Very specific instructions were laid down for transporting pit-props. We cut ours from cocktail sticks, each 28mm long, and fixed onto a cereal packet floor with PVA. Time-consuming but looks great once painted dark brown.



You'll see from this simple 11-step guide just how easy it is to create a variety of wagon loads, all of which are suitable for mining areas. We love how these loads are easily removed and transferrable to other wagons. Plus, they are really cheap to model. Try them for yourself! You can see from the picture just how effective they are. **Ian Shulver.**

END