



NEWSLETTER 114 : Oct 2022

Newsletter Editor : Andrew Chrysler

Email apc253@gmail.com

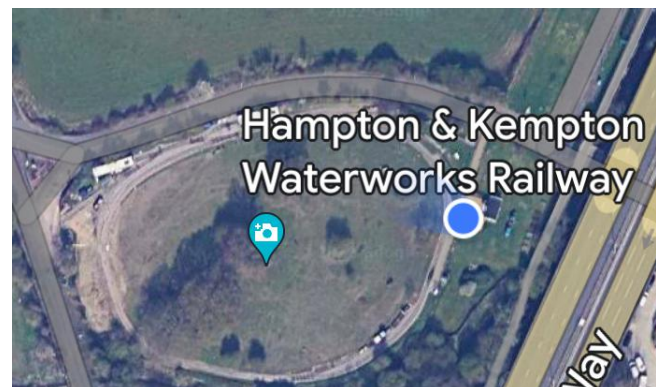
Editorial

Andrew Chrysler



Recently, Derek Pratt shared a video of the “St Aubyn Circular Floral Tramway”, and I got to thinking about the likelihood of a full size circular railway being in existence. Coincidentally, while on our journey to Gatwick Airport to

catch a flight to Canada (for our second attempt), I happened across the Hampton and Kempton Waterworks Railway which is as close to a prototype as I think can be found. Not only vaguely circular, it is also apparently the only narrow gauge heritage railway



located within the M25 - itself broadly circular (although much, much larger). We rode twice round the circle, in a clockwise direction, in well under 10 minutes. I believe the M25 takes considerably longer. Around the circle, starting just below the blue dot on the map, travelling clockwise, are located a rudimentary platform, a workshop and a small loco shed converted from a shipping container (pictured below).



Its origins lie in the Metropolitan Water Board Railway which was built between 1914 and 1916 to carry coal from a wharf on the river Thames to the furnaces of the coal fired pumping station. It closed in 1945, the track becoming a roadway for maintenance workers.

In 2003 the Metropolitan Water Board Railway Society was formed with the intention of opening the railway between Hampton and the Kempton Great Engine House, and the current circle opened in 2013. Future plans are for extending the line from the current 0.18 mile circle to a 3 mile towards Hampton and the lease for the land was signed in 2018, but for the moment, until this line is built, the prototype for a circular railway exists - and is open to the public at weekends - in Feltham, TW13 6XH.

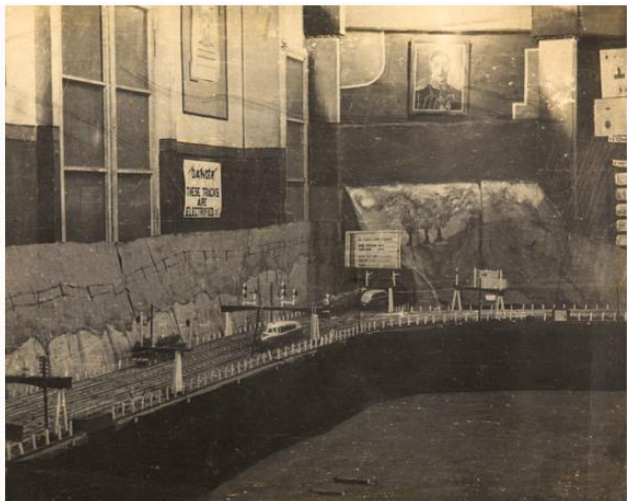
Barry Miltenburg also shared - via the club WhatsApp group - photographs of model locomotives made by a British POW while incarcerated in Germany during World War 2. This led me to look further into the subject - and Google quickly supplied more information on this fascinating story.

Stalag 383 actually had a complete model railway in a hut that was allocated to the modellers by the Camp Commandant. The National Army Museum curates this extraordinary example of what could truly be termed "Lockdown Modelling"

You can read more at <https://www.nam.ac.uk/explore/model-train>



Scenery on the model railway at Stalag 383, c1943



A section of the model railway at Stalag 383, c1943

Photos above - National Army Museum

Finally, can I thank all those who responded to my recent appeal for articles. Those which are not included in this month's newsletter will appear next month - but please keep the contributions coming. It is only with your help that my "article cupboard" can remain stocked and the newsletter filled each month. Thank you all.

September has been a period of reflection. I was taken by surprise by Queen Elizabeth's sudden departure. We all knew in our hearts that HM's health was not good. Right to the end her Royal Duties continued – one Prime Minister out, a new one in. Nothing remains the same forever in any part of our lives.

Here at SMRS we continue positive activity on modelling and preparation for Exhibitions. The past sets our memories of great Exhibitions, some strange ones and few if any bad experiences. What we do now creates our futures. From my personal (non SMRS) experiences during September one lesson is absolutely clear to me that – that is it is too easy to make either no decisions or poor decisions. Usually a poor decision is better than no decision.

We have our Exhibition on Saturday 12th November. There will be an Open Meeting on Tuesday 25th October to run through everything. It is vital to have the most important pieces on the board before then. The Layouts are there as are the Traders. The key vital pieces are yourselves. Without you there is no Exhibition. May I ask please that you each confirm to me either by email or text or word of mouth quietly your commitment for Friday evening and during Saturday?

Our 50th Anniversary will be next May. How do we celebrate the milestone? What messages should we be presenting of our history, that which we are about now and how we see our future aspirations?

Last night we held a Committee Meeting including a review of 50th options. Many great ideas are on table for development – informal meal rather than a Dinner, BBQ on the day, Grand Tour of Lancashire Heritage Railways, logoed knitwear – more details and other activities later. But let us revert to SMRS of the future as part of the 50th Celebration. The next 50 years. What do you our Members envisage, so what should we be putting into place now? There are many thoughts including skills sharing, 3D Printing, DCC, participation in Modular Layouts, Virtual schemes, scenery cameos. Now is the opportunity for each of us to reflect and most importantly make an input. Your views count. Please let me have a few words each so we can collectively capture the future flavour. Every individual aspiration has its value.

One of the first practical activities will be 50th logoed knitwear. This will commence in October. I will deal with this as a separate matter. Intention is to have everything delivered and into your hands early in 2023.

Thoughts from the Secretary

Timothy Gascoyne

On 21st September I enjoyed a day out to Stranraer with Intercity behind a couple 20s, a 47 and an 86. I put some photos on whatsapp. The day's enjoyment was added to by glorious weather.

This morning less than a fortnight later there is condensation on the car and the central heating is on. It reminds me that the year is moving on rapidly.

I echo Tony's comments about our late Queen and the reflections engendered.

I spent yesterday at the Wigan Model Show. Its an impressive affair with a number of excellent layouts We were showing Clairmont. I was struck by the number of parents accompanying their children. The kids were excited by the trains. They wanted their own layouts. Thomas was the inspiration for many of them. How many of us read about James and Gordon? How many watched the TV programmes? Personally, I preferred Ringo's narration.

Whilst I was there, I spent some time discussing with an exhibitor why he chose to model French outline trains...'Because I used to go on holiday to France when I was a kid.

This is the joy of modelling, building something that we have a connection with.

Which brings me to the question of the future role of the club. Tony has asked what our members want. Please contribute. If we are simply an 'Old Man's Shed group' that is fine. Personally, I would like to see club modelling, something that the club can be proud of.

It is your club and it's your club's future.

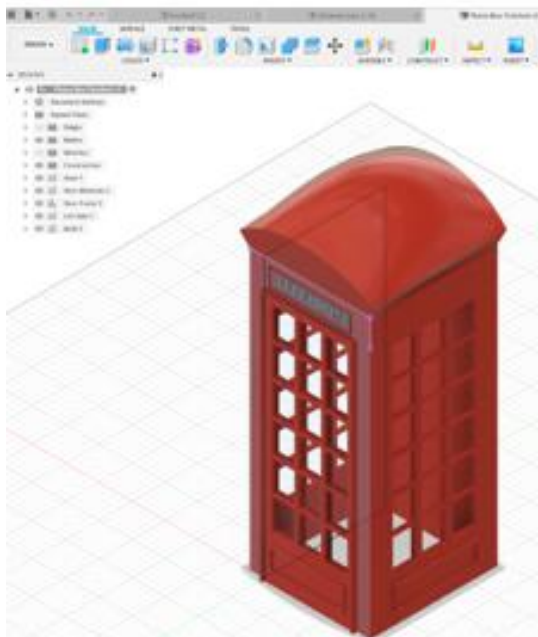
Where's Andrew?

Last month I was at Wimborne Model Town, in Dorset.

This month I am at a football stadium, where the train passengers have a better view of the match as they pass through the stadium than the spectators, whose view is somewhat obscured by steam from a locomotive on a heritage line. But where am I?



Well they are green and not blue! I have been learning to use [Autodesk Fusion360](#), a full blown CAD program which is free to use for personal use to create 3D models for printing. So for my first project I modelled some phone boxes based on the K5 version. I couldn't find a fully dimensioned version so there was some guess work. I only have green resin so some clean up and paint work to do. I will also be trying out Rocket Glue 'n' Glaze for the first time on the prints.



I also thought I would share some photos of the modelling that I was completing for my N gauge layout prior to the move to Southport, hopefully soon they will find home on a new layout. The following are all Scalescenes models, which once purchased may be printed and reproduced as many times as you wish.





I have now completed the fire station, with exception of the glossy signs. I have substituted the rolled paper soil pipes with cocktail sticks coloured appropriately and used the same for the chimneys. It has been built in stages over a number of weeks and yes I did include the firemen's uniforms hanging on the pegs and the fireman's pole! Not sure they will ever be seen but I know they are there! The model is complemented by a couple of red Oxford models, fire engines and a visiting Green Goddess.





While Volk's Electric Railway at Brighton - the oldest electric railway still operating in the world and a recent "Where's Andrew?" - is relatively well known, there was another railway at Brighton also built by Magnus Volk, that was much shorter lived.

The Brighton and Rottingdean Seashore Electric Railway opened in 1896 but only lasted five years. It was an ambitious attempt to build a railway in the sea, and although ultimately unsuccessful, it carried up to 150 passengers during its short life at speeds of up to six miles an hour at low tide - slower at high tide. 44,287 passengers in 1887 alone rode on what Volks named the "Pioneer" which was nicknamed "Daddy Long Legs" owing to its 25 foot long supports that ran on two parallel tracks.

The twin 19kW motors were powered from overhead 500 volt electrics which was generated by a steam driven dynamo sited beneath the pier at Rottingdean. These motors, operating through worm drives, were drastically slowed by high tides, but Volk could not afford to improve the motors. The final blow was dealt by the council who installed a beach protection barrier which would have required the line to divert around the barrier - without funds to afford this, Volk closed the railway and the track, car and other structures were sold for scrap but some of the sleepers are still visible at low tide.

There has been much informal discussion recently regarding modular layouts and so I thought that I would explore the genre. I apologise for the title pun!

Modular layouts are not new and are more popular amongst our American cousins. They are not new to Southport MRS of course and Frank Parkinson produced a nice example containing a canal boat – typical of the man who built all sorts of things.

There are a number of choices however that need to be made before we all dive into construction. I have assumed, rather typically for a 4mm modeller perhaps, that we will build in OO gauge although there is no reason why a 2mm version could not be entertained. Board size is an interesting question. The DIY sheds sell MDF or (my preferred option) 9mm ply in two sizes. A small size of 810mm x 405mm or a larger 1220mm x 607mm. The latter is 4ft x 2ft in old money. Of these two, the larger one offers a better chance to get a small station or array of sidings using Peco Streamline Code 100 trackwork. This trackage option also opens the door for those wishing to use up any Peco Setrack they may already have.

However, 24 inches is very wide for such a short board and, as I have found mucking about with AnyRail, a 12 inch wide board is actually enough. This has the advantage that you can get two boards out of one sheet of 4 x 2.

As you will know, I drive a small hatchback car. A 4ft x 12 inch baseboard will fit into the back of my car and so this would seem to be a manageable size – and not too onerous to carry under one arm if required. Furthermore, it's not too big for storage either at the club or in the shed/garage at home.

Making sure that all of the modules fit together means that the tracks must all cross the baseboard end at the same place – a suggested 4 inches from the front. Back in AnyRail, I experimented with central joints but to get enough room for loops and sidings, having the main line off centre is a good thing.

We would need to agree on a method of moving power around the whole layout. One suggestion is to use DIN plugs. This is where the experience of others is worth listening to – why reinvent the wheel? A 9-pin DIN allows for feed and return in either DC or DCC, 16v AC for point motor feeds (where required – all forms of point control are available), 9V for lighting and a few pins others for spares.

And the subject of each module? – well, that's up to you. A small halt, some PW sidings, a loco shed or a tiny terminus. A couple of hours playing with any design software will give you plenty of options. Run-around loops are a challenge in 4ft but there is no reason why every board should have one. On the real railway, sidings tend to face one direction or the other and so are shunted by trains travelling either Up or Down – our system can follow suit. Writing this has already started my brain ticking.

If you are a beginner to the hobby, a basic halt with a single siding and plenty of room for a bit of scenery. A building kit, a few trees, perhaps your first attempt at ballasting or track weathering with an airbrush? A road overbridge kit or how about a scratch-built hut? A Dapol signal or, for the more adventurous, a Ratio signal built from a kit. For the brave, add the operation wires and get it to work!

What a great way to get into proper modelling if your only experience has been a Hornby train set. A great way to try out new skills or to make something that you haven't made before.

So, what would you do? If you have any thoughts on the parameters or just a few ideas, come and have a chat.

And finally...

This picture comes from Legoland Windsor, where the model of Buckingham Palace has the Union Flag at half mast, and the miniature public laying floral tributes.

