



# Newsletter

Issue 71: February 2019 Editor: Allan Trotter  
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## Editorial.

### Hornby 2019.

A loud thump behind the door announced the arrival of the Hornby Railways 2019 catalogue, a mighty tome indeed at 196 pages, all in full colour.

On the cover is illustrated Princess Class locomotive 46208 Princess Helen Victoria in BR maroon leading a Mk.1 BSK passing through Lichfield Trent Valley Station. Although prominently illustrated, a model with this actual name is not offered. A similar situation existed in 2018 with illustrations on the cover showing CIWL Type F Sleeping Cars but not included in the range.

However there is a vast range of passenger carriages on offer but perhaps the most surprising thing is that Hornby are duplicating a limited number of Mk.2f carriages which are already offered by Bachmann. Not the complete range though as the RFO, RLO, RSS and the DBSO in ScotRail and Anglia versions are absent. The real surprise is the recommended price, around half the price of the Bachmann ones. Beware if ordering remotely though; some of the printed descriptions are in conflict with the models illustrated. Also offered is a range of sliding door Mk.3 vehicles at similar prices to compliment the ScotRail, Cross Country and GWR HST power cars.

Not all items marked as new are what they seem. The GWR Clerestory brake third and all third carriages are actually models from the Tri-ang Railways range introduced in 1961 for the Lord of the Isles set. You cannot state Hornby are not getting good value from their inherited models. This economy is passed on to the customer as they benefit too as the models are very reasonably priced.

Perhaps the biggest surprise though is the monochrome background image on page 148 introducing the freight rolling stock. The scene is familiar as it shows the approach to Southport Chapel Street Station looking towards St. Lukes. However ignore the ex LMS brake van in the foreground; it is what is behind the van that is significant. Now a Class 502 unit at Southport is of course not unusual but this one is very special indeed. It is no other than Driving Motor Brake Second Open 28361 and Driving Trailer Second Open 29896, resplendent in restored LMS crimson lake and complete with the appropriate LMS lining and insignia.

Now the question to ask is: will a model of a Class 502 ever be produced by Hornby?

## Events Diary.

Mon 4 <sup>th</sup> Feb	The final years of the Night Ferry. Southport Probus Society, Christ Church, Lord Street, Allan Trotter. Starts 10:00.
Wed 13 Feb	Cheshire Lines Southport Extension Railway. Atkinson Centre, Lord Street. Keith Hick. Starts 13:00, free.
Tue 19 <sup>th</sup> Feb	Video evening with the theme being Foreign Railways.
Tue 26 <sup>th</sup> Feb	A brief history of the Manchester Ship Canal by Ian Shulver. Clubrooms. Starts 19:30.
Tue 5 <sup>th</sup> Mar	Visit to Peter Clare. View layouts and making custom decals.
Tue ?? Apr	Forty years of the Merseyrail Class 507 and 508 units. Fred Kerr. Clubrooms. Starts 19:30.

## Chairman's Report.

Well, it is nearly the end of January and thankfully I have noticed that the evenings are getting a little lighter (not by much though). My notes this month (and the next one) will include some comments that are normally dealt with by Secretary Jim.

Firstly, I have to give you the sad news of the passing of Joe Griffin earlier this month. Joe was a stalwart member of the Club for a good number of years but sadly his eyesight and general health deteriorated a few years ago which severely curtailed his attendance at the Club.

Secondly, in the January newsletter I forgot to welcome two new members to the Club, Colin Hardwick who has rejoined after an absence of many years and Albert Hancy. My apologies for this omission.

Following the Christmas break, which I hope you found enjoyable and invigorating, we changed our regular Friday evening meetings to Thursday mornings with Tuesday evening meetings continuing as normal. This arrangement will continue for the next two or three months when we will review meeting times with Club members. Hopefully these timings will encourage more of you to attend and join in some of our activities.

There are four work areas ongoing at the moment and it would be helpful if someone could put their name forward to take responsibility but not necessarily do all the work, for each of these areas:

Cut up the barrier legs for firewood. This is dependent upon the weather, but we are making steady progress although there is still quite a lot to do.

The racetrack, or test track, around the two upstairs rooms has now been renamed HS3, unless anyone has a better idea. This project has two components, the first part being to finish off the preparation of the baseboards in the south room. The other component is to prepare the OO track that we have and start to lay it out on the already prepared baseboards. We have been

donated a large number of videos and books as well as some rolling stock which needs sorting out.

In the middle of the month, John Howard kindly put together a video evening which was enjoyed by those who attended. The feature film was Night Mail with support from short videos of the LNER viaduct inspection facility (health and safety were clearly not a concern at the time), the Seven valley line at Bewdley (whilst still GWR) and shot of steam and diesel over Shap. See calendar for the next video evening.

Last week we had a 'committee' meeting, mainly to appease our secretary. We did consider trying to contact him by Whats App or Skype but decided that he might not appreciate us disturbing the peace of the Indian Ocean. Although the meeting was not quorate as far as committee member were concerned (due to holiday, prior engagement and sickness) we continued with an impromptu meeting since a significant number of ordinary members were present.

**Ian Shulver.**

## **Secretary's Report.**

Nothing for the Secretary to report this month as he has been on the high seas since the 5th of January and is currently sailing from the Bay of Bengal into the Indian Ocean with port calls at Cochin, Goa and Mumbai in the next week.

It is then it is across the Indian Ocean and into the Arabian Gulf, where Fiona will be joining the ship at Dubai to replace my brother Simon who flies back to California after his prolonged Christmas visit.

It is very hot on the deck but it looks like a tropical downpour is heading our way. Members will already have heard of the sad death of Joe Griffin, of whom many of us have fond memories, not least seeking an Indian restaurant in Scotland which served gammon steak and pineapple during the marching season. RIP Joe. **Jim Ford.**

## **Contributions from Members.**

### **Obituary.**

On the 12<sup>th</sup> of January 2019 Southport Model Railway Society lost a member and good friend with the passing of Joe Griffin.

According to Society records, Joe joined the Southport MRS in 2004. Before his retirement he was a member of Merseyside traffic police. He was particularly interested in the Class 55 Deltic locomotives and had modelled in both N and OO scales.

Attached are some photos taken at his 80th birthday celebration on the 3<sup>rd</sup> of March 2002 as provided by Tony and another provided by Allan taken in 2006

on a Southport MRS visit to Carnforth Station whilst enjoying refreshments in the Brief Encounter tea room on Carnforth Station. **Allan Trotter.**



### **Merseyside Narrow Gauge Group.**

For those who don't already know I am a member (seven of us on a good day) of this small local group of the 009 Society based in Runcorn. We meet once a month for about two and a half hours in the Grange Community Centre. We decided a while back to build a small exhibition layout that could be displayed at local model railway shows and easily transported in a member's car. As you might imagine progress has been steady but slow particularly as we encountered operating and electrical teething problems (who hasn't) though these are now resolved and we are now at the stage where it's beginning to look like a working railway system. The layout board and accompanying fiddle yard each measuring 3'x18" depict a scene in 09 scale (or 7mm scale) using 009 track representing a 15" gauge railway system of the type found on large private estates or light industry concerns.

The as yet un-named layout portrays an industrial exchange yard with a nearby canal side quay with transfer shed and leads on to a hidden fiddle yard complete with motorised turntable. The buildings are a mixture of Wills loco shed and scratch built structures resembling, as can be seen in the first picture, Penrhyn in former years. We have to thank the better half of one of our members for the back scene painting which already brings life and character to the layout. In picture two, a close up of the engine shed on the right can be seen the loco Dot, presently housed in the Tallylyn Railway

Museum which I hope will be see soon running on the layout. Elsewhere track bed detail needs to be added along with other line side ephemera which I will report on in due course.



**Frank Parkinson.**

**LMS D3/7 locomotives in Italy.  
(From Tutto Treno and Binari).**



Just after World War Two a small group of diesel shunting locomotives were sent to war torn Italy, where its railway infrastructure and equipment was in urgent need of repair or replacement. These locomotives with their 1930's technology gave sterling service and

indeed one example still survives in active service today on the Transporto Ferroviario Toscana (Ex LFI) network after thirty years of service in the main FS marshalling yards in Liguria.

The four British diesel electric locomotives arrived in Italy via the headquarters of the Allied troops during the Second World War and entered into the FS fleet as Class Ne700.

These were originally D3/7 type locos originally built by the London Midland and Scottish Railway, forty examples of which were built in their Derby works between 1939 and 1942. The D3/7 locos, numbered from 7080 to 7119 were a development from the D3/6 locos built between 1934 and 1936. They were a hallmark of English technology of that era in the field of heavy shunting locomotives consisting of electric transmission with transfer of motion to the wheels via connecting rods.



In 1942 the Ministry of War obtained ten locos as logistical support for war operations in the Mediterranean area. At the end of the hostilities, six units remained in Egypt and four were transferred to Italy.

The thirty locomotives which remained in the United Kingdom were renumbered, classified 12003 to 12032 when they were transferred to the ownership of British Railways in 1948 and were withdrawn from the service between 1963 and 1967. All the

examples in the UK were scrapped while Italy's Ne700 were more fortunate, being in regular service right up to the mid 1970's and today two examples survive, one of which is still in active service.

The four LMS locos, 7103, 7105, 7106 and 7109 were transferred to the War Department directly from the works in 1941 and renumbered WD70.052, 54, 55 and 58. They arrived in Italy following the landing of the Allied troops during the latter half of 1944 where they were assigned to the Traction Control Centre at Falconara in June 1946 but their absorption into the FS fleet did not take place until 1948 where they were given the Ne classification. This classification indicated the presence of a diesel (nafta) engine with electric transmission, the number 700 originating from the WD70 which they would retain to the end of their career. In 1951 after a heavy overhaul at Foligno works, locos Ne700 001, 002 and 003 were assigned to Savona Locomotive Depot, which from 1952 had also hosted the three German D236's. Here they would perform shunting services for the next quarter of a century, principally in the stations of Vado Ligure, Albenga, Oneglia and San Guiseppe di Cairo, except for the periodical turns at Genoa Rivarolo and Novo San Bovo.

Ne700 004 would join the others in Savona later and was indeed the first to be retired from the fleet in 1977. In fact 004 was transferred to Florence in December 1946 and a year later to Torino, undergoing a heavy overhaul at the FIAT works. In 1951 the unit was again reassigned to Florence before finally moving to Savona. As the fleet moved from Falconara to Savona the Ne700 fleet earned the nickname "locomotives of the two seas".

At the beginning of 1948 the three surviving units, already in storage or a few years, were sold for demolition to the Officine di Arquata in Liguria but two were saved from the cutter torch. Number 001 was sold to infrastructure maintenance company Cariboni di Colico for use on maintenance trains in the Lake Como area. In 1998 Cariboni was bought by Bonciani SpA who retired the locomotive from active service and sold it to the Museo Ferroviario Piemontese

where it is currently stored at the museum workshops at Torino Ponte Mosca awaiting restoration.

The second survivor, Ne700 003, after being reconditioned by FERVET between 1991 and October 1993 returned to service on the network of La Ferroviaria Italiana where it is still used for shunting, principally at the private sidings of Baraclit SpA. The sidings are connected to the Trasporto Ferroviario Toscana (Ex LFI) network at Bibbiena Station.



One of the later series LMS built shunting locos, 12107, similar to the BR built Class 08 is seen awaiting its end at McWilliam scrapyard, Garrowhill, Glasgow in July 1968. The observant viewer will notice the line of less than eight year old North British Type 2 Class 21 diesel electric locos awaiting a similar fate.



**Allan Trotter.**

**END**