

NEWSLETTER 110 : June 2022

Newsletter Editor : Andrew Chrysler

Email apc253@gmail.com

Editorial

Andrew Chrysler

While it is another month before my annual visit to the Isle of Wight, there is still an Island-related aspect to this month's newsletter. I was very surprised to learn that as well as using re-engineered Underground trains, there is another Island connection with the London Underground, and all is revealed in a short article later in the newsletter.

Meanwhile, and as a postscript to last month's visit to Statfold Barn, I have received a souvenir of my visit in the form of a parking fine from the Premier Inn at Tamworth, despite having entered my car registration in the terminal at Reception. A company called Parkmaven says I should pay £100 (but they offer to reduce it to £60 if I pay within 14 days). Needless to say I will not be taking them up on their "generous" offer.

I caught a repeat of "The Repair Shop" on Quest recently, and the boys were tasked with carrying out repairs to a loco and carriages from the "Long Suffering and Smugglers' Reach Railway" which was built by Frederick Roland Emmett, who also built props for Caractacus Potts' workshop in the film Chitty Chitty Bang Bang.



A YouTube video of the LS&SR can be found at <https://youtu.be/KgvRouHJiro>

He was also involved with the 15 inch miniature railway at the 1951 Festival of Britain and a (silent) film can be found at <https://youtu.be/lZMsyBbB9aU>

The locomotives on both films certainly look reminiscent of the crazy inventions that were a feature of the film. He also built the water powered "Aqua Horological Tintinnabulator" (or "The Time Fountain") - which I remember from my childhood - at the Victoria Centre, Nottingham and which is pictured alongside.



Apologies for the quality of the second photograph - it was snapped from the television screen in my office, when I should really have been working...

A longer film - which also makes fascinating viewing (and yet another distraction from work) can be found at

https://www.youtube.com/watch?v=yxN_2TkzAyk

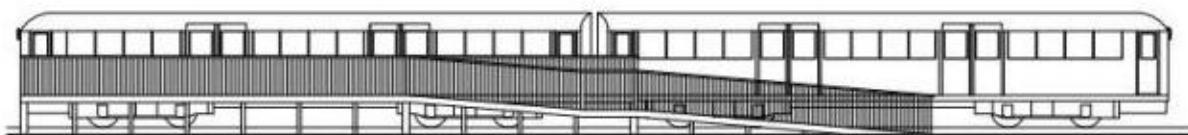
This video was taken earlier this month in Nuneaton. Not so much "leaves on the line" as something rather larger! Take a look at what happened...

<https://www.facebook.com/watch/?ref=saved&v=1162448160895242>

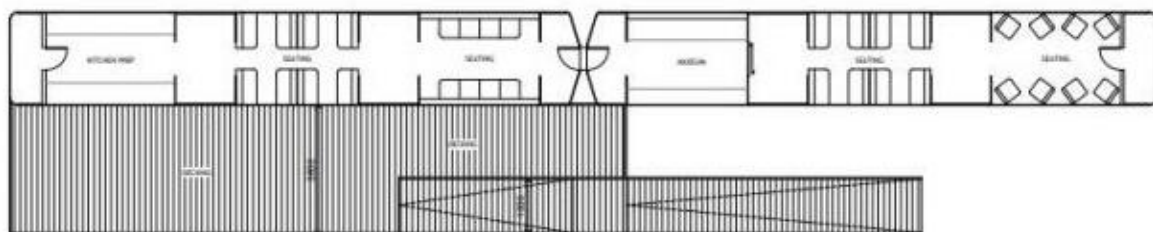
Further afield, this restaurant in India uses model trains to deliver food to diners <https://www.facebook.com/watch/?ref=saved&v=1610445912661618>

Rather closer to home, next month's newsletter will come from the Isle of Wight, once again courtesy of the Wi-Fi at Brooke House, Shanklin. I will finally (hopefully) get my opportunity to try out the new - well, 40 years old is new for Island Line - Class 484 trains. Also on the Island, Holliers Park announced their plans for 483004 which is expected to become both a museum during the day and cafe serving meals in the evenings.

The menu has not yet been announced, but hopefully it will be more like a first class dining car and less like an Inter-City buffet, but there is no news regarding food delivery by model trains. Seems rather like a missed opportunity to me.



South East Elevation



Every time I had read Chairman's notes I wondered how they managed something fresh each time. Their words were always enjoyable. In my fifteen years as Exhibition Manager my reports were largely about what had occurred summarising progress with Layouts and Traders attending then after the Exhibition reviewing the successes or otherwise. Largely reactive, now I have to look forward proactively.

So where shall I start? When I took on this daunting Office I had three major items on my Agenda. I believe that we need a three year period consolidation of what we have. During this time we must develop what we have in our people and their skills whilst protecting our Clubhouse. We have to plan two and even three years ahead. My Objectives are the means by which my Agenda is achieved.

Next year is SMRS's 50th. It does not seem 10 years since our 40th. Fifty Years is a celebratory milestone. We have to make something great out of the opportunity. Between us we have the skills to map out the "whats" "hows" and "whens". We have a year to plan and implement. There is a spin off into reintroduction of evening Social Events. These should be in-house initially then opened up to a wider audience from autumn 2023. This needs a two year plan.

Each November we have a successful one day Exhibition. All is in place now for 2022 which frees up opportunity to be looking at the content for 2023 and 2024. There is also "style" to consider. What can we improve? What should we omit or rest? Exhibitions revolve around layouts. We need to have new ones to be publicity when we take them to Rainhill, Wigan, Liverpool, Big Model & Hobby Show etc. In turn these open doors for good layouts coming to us. This is a dual carriageway not a one way street.

Our new layouts are founded upon our ideas, skills, perseverance and dedication plus a dose of funding from our Accounts. New builds are also major opportunities to develop our own personal skills. We can also learn much from renovations and rebuilds. And there is the vital social side of working as a non-exclusive team.

There are opportunities around consolidation of two shed contents into one and disposing of excess. Our garden is an asset – how many other Clubs

have what we have? For some years we have talked about an outside 45mm (G Scale) live steam or battery operated or track fed layout. Stock was to be Member's own. Jim Ford is sadly missed after unexpected demise last September. By kind permission of Fiona I can formally tell everyone that Jim has bequeathed us a substantial amount of largely LGB stock including locomotives. This can remain in situ until we are ready to take in. This is a catalyst to complete sorting sheds, remove the semi derelict one, replan what we want for the garden then get on with spades in the ground.

Possibly my Objectives might seem too wide ranging. Not everything can be done at once. That does not mean that we sit on our hands. It does mean however that we start thinking, talking, planning. Now is a good time.

In my opening Agenda is a three year period. I shall conclude by reaffirming my belief that rotation of Officeholders is healthy. When I retire as Chairman in 2025 (unless it is your wish that I stand aside earlier!) I would like to be assured that my 2022 Agenda and Objectives were successfully accomplished.

May I conclude these notes with an item from tonight's Committee Meeting in which we considered our Priority actions for the rest of 2022 and into 2023. Areas covered included preparatory work on our 50th Anniversary next May, the garden renewal, winter in house scenic activities on HS3, dark night's social activities for example talks, CPR and First Aid training, Exhibitions including ours in November. As a Committee we are functionaries of and responsible to you the Members. What do you see as SMRS's priorities please so we can include the arrangements? Please drop me a quick (headlines only) email at tony.kuivala@btinternet.com so we can all move forward together.

This is my first contribution to the SMRS newsletter. I have recently been appointed as Secretary to the Committee.

My first meeting in this role was last night and as a consequence do not have much to report in this newsletter. So, a little of my background in terms of modelling.

I had a model layout during my teens. Very basic with my limited skills. This was packed away in my parents' loft when I went to university, but I continued to buy locomotives for the 'one day'. Lockdown meant I could get the models back out and with a move to Southport I have started again, firstly buying a kit to construct the base board, which has been set up, and working out track configurations is now under way. The old models are gradually being resurrected.

What I would like to touch on is the wellbeing aspect of modelling. I have watched a number of Budget Railways modelling videos. Besides the 'just get on with it attitude', Mike refers to sitting and watching his models go round as being therapeutic when various personal issues were troubling him. I understand this.

To me the strength of our society and which we should nurture is the comradery, and value the friendship and support we can provide to each other.

Cutting flexi track.**Ian Shulver**

How do you normally cut flexitrack using a Xuron cutter? I have always cut it from side to side, but this tends to squeeze the flange a little so that some cleaning up with a fine file is required.

However, whilst reading a short review about the new Legacy fine scale track from DCC Concepts, I noted that the track should be cut from top to bottom (or maybe bottom to top, depending on whether you are left or right handed). I guess this must make cleaning up the track easier.

Must give it a try whilst we are laying the 12mm track on the club layout.

Where's Andrew?

Last month I was in Alaska, at the Anton Anderson Memorial Tunnel, possibly better known as the Whittier Tunnel. A 2.6 mile long tunnel, it was converted from a railway tunnel in 2001 to a "multi-modal" tunnel for road and rail traffic and as well as being the longest rail/highway mixed use tunnel in North America, it also provides the sole road access to the town of Whittier, Alaska.

This month I am relatively close to last month's location. But where am I? (For a bonus point - what is the nickname of the railway?)



Looking back over earlier Newsletters I was horrified to see how long it's been since my first article (March 2021) on the Puffer was submitted and to realise after 15 months it's still not finished. However at least it is starting to resemble a boat.



March 2021

Moving on a couple of months the bulkhead ribs had all been fitted and I was in the process of laying down the skins of 0.8mm ply planking. This was probably the most time-consuming part of the process. Each strip between 20 -30 mm wide is whetted to make it flexible before glueing and overlapping, pinning to the bulkheads and allowing 24 hours to dry.

Having reached this stage, it was only then I realised we had one of the steam cleaners you use to clean the tile grouting in the bathroom. This was a boon. Running a jet of scalding steam along the planking (don't forget the protective glove or similar) had the plank resembling a limp rag which was then easy to form along the sides.



May 2021

Jumping on a few months the hull is complete but along the way had involved the spreading of Polyfilla type material over the overlaps then sanding to a smooth finish. This was over the Summer months fortunately, so much of the sanding could be done out on the patio - there was a lot of dust.



November 2021

Over the winter months decking was installed and the superstructures built, at the same time the builders were in, ripping out and installing the new kitchen which then needed decorating. I know a weak excuse to explain away my tardiness but it's the best I can muster. So here we are for the final hurdles, a paint job and installing of motor and electricals. No, it's not steam powered, if only but that would be another story.

I will report back on progress soon, hopefully not after another 15 months though.



May 2022

The Class 484 trains in service on the Island Line (ex "D" stock) are not the only Isle of Wight connection with the London Underground. There is another - and more up to date - connection.

Isle of Wight business AJ Wells & Sons, which has been in operation since 1972, is one of just a few enamelling plants in the UK and was awarded a number of contracts to provide signage, vitreous enamel and stainless-steel cladding, stainless-steel brackets and CCTV housings for many of the 41 stations that make up the new Elizabeth line – also known as Crossrail. They have been making roundels for the London Underground since 1990, when the requirement for all signage to be fireproof was introduced following the 1987 Kings Cross fire.



Above - A mocked-up platform at the factory.

Cedric Wells, one of the directors at AJ Wells & Sons, told the Island Echo: *"Although we have produced signage for the majority of London Underground stations, the Elizabeth line presented a new challenge for us. It was the first time we have used purple across such a wide range of materials*

and it performs quite differently whether it is enamelled, printed onto glass or illuminated.”



Above - New signs being loaded for delivery.

Below - Inside the factory, situated at Newport, Isle of Wight.



And Finally...

