



Newsletter

Issue 59: February 2018 Editor: Allan Trotter
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Editorial.

Exhibition shopping time again.

It's February and the exhibition season is once more upon us with major model railway exhibitions at for example Stafford, Doncaster and of course Glasgow.

With the demise of most local full service model and hobby shops, exhibitions have now become one of the few venues where new models may be seen before purchase. Due to the saturation of the model market where almost all common prototype examples have been represented in model form, some of the so called new models are just retooled models of items that have been in production for some time, even decades.

The manufacturers' justification for this duplication is that if previous models have been good sellers then a model from new tooling will sell just as well. Many of the so called updates involve the addition of numerous tiny detailing parts that either requires the customer to attach themselves, which is assuming a comprehensive fitting instruction sheet is supplied or ones that have been previously installed by the manufacturer.

Once these appendages are applied, some models will not be able to be returned to the comparatively protective safety of their original box and anyway, once these models are handled, operated and even played with, the tiny parts have a most annoying habit of falling off and getting lost.

This ever continuing change for change sake in models is only following the trend set by Apple in the mobile telephone and tablet market where the loyal but somewhat naive flock of iSheep must have the newest model whatever the cost and whether there is much difference or not.

It is just as well that Apple does not make model trains or more seriously, any other product. If they did you would find that they would have found a way of making their older model trains run erratically and use more electricity. Now, think what the situation would be if Apple made automobiles?

Diary of forthcoming events.

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| 23-24-25th Feb 2018 | Monsal Dale exhibiting at Modelrail Scotland, Glasgow |
| 24 th Feb 2018 | Canadian Pacific, Southport Lecture Society, Jim Ford |
| 10 th Mar 2018 | Night Ferry, Southport Lecture Society, Allan Trotter |
| 28 th Apr 2018 | Spring Model Railway Exhibition, All Saints Church Hall |

Chairman's report.

No report, Chairman on holiday.

Secretary's report.

Comrades,

We are docking in Havana all day tomorrow (We are five hours behind you) and having immersed herself in reading about Castro and Guevara, I may have a problem getting Fiona back aboard. However I have devised a cunning plan as we have bought tickets for the Tropicana show which may be sufficiently sexist to make her want to return urgently to the capitalist running dogs aboard Black Watch.

Myself, I too have read about Cuba and whilst the Communist government seems to have sustained a high level of education and healthcare development, they started off from a pretty high base and before 1990 were heavily supported by the USSR. Now they are getting a lot of investment from the Chinese as is everybody else including Liverpool. Guess who paid for the red cranes at Liverpool 2.

Fresh from a visit to the Museum of the Revolution in Havana, your secretary is now just four days away from his return to the UK. I have no club news to report as we have been away since the last newsletter appeared, but I'm grateful for the updates on the progress with the Network Rail work from Tony, although it sounds as though the general direction is not forwards, many of the problems being of Network Rail's own making.

Whilst in Cuba I wasn't there long enough to explore their railways but I was interested to note the continuing use of traditional goods wagons as well as loco-hauled passenger trains. My train cravings were finally satiated yesterday when we passed through the Panama Canal hauled through each lock by six of the fabled mules. Powered by concealed third rail and assisted by a Fell rail, they tow the ships, running along short straight tracks with a turntable at each end, just like one of Mr Pratt's garden lines - has the Panama Canal Authority infringed his patent? We are now sailing south to cross the Equator overnight.

The tropical rain that fell all morning has now ceased and the sun lizards are beginning to reclaim the loungers by the pool. We have a Tango class this afternoon and tonight we will be celebrating Burns night. **Jim Ford.**

Treasurer's report.

No report received.

Exhibition Coordinator's report.

No report received.

Members' contributions.

Progress at the Clubrooms.



There is some progress to report. The scaffolding went up early on Sunday morning. Much more simple structure than I was envisaging. Work was in progress Monday and Tuesday. There was no track possession. However there was a

track possession planned for Sunday 28th January, Sandhills to Southport.

Report: Tony Kuivala. Photos: John Howard.

A Hornby 2018 enigma.



Having recently received a copy of the Hornby 2018 catalogue, I was surprised, nay astounded by the illustration on the front cover. This image is of a painting depicting the pre war up Night Ferry passing Folkestone Warren hauled by 855, a Southern Railway Lord Nelson class locomotive named Sir Robert Blake. Behind the locomotive, the illustrious blue CIWL Type F Sleeping Cars are prominently illustrated.

With eager anticipation the catalogue was duly scrutinised and sure enough models of the Lord Nelson class locomotives in three different eras were on offer but alas, as for the sleeping cars, they were conspicuous by their absence.

This is not the first time that Hornby and other manufacturers have disappointed their prospective customers by inserting illustrations on their catalogue covers of models that they do not make. In the case of the sleeping cars however, once upon a time Hornby's predecessor Tri-ang Railways did actually offer a Continental type sleeping car of sorts in their range. Read on for this intriguing saga.

One of the more esoteric models produced by Tri-ang Railways was the R625 Compagnie Internationale Des Wagons Lits Et Des Grands Express Europeens (CIWL for short) Continental Sleeping Car. It was introduced in the 1963 catalogue and remained for a further two years. The listed price also remained

constant over the three years at 11/6. That's 57½ pence in new type decimal money.

This model would have been a reasonably economic model to produce as it was simply a Series 1 Pullman Parlour Car turned out in CIWL dark blue with the insignia of Wagon Lits and lettered Sleeping Car and Voiture Lits. However, the model contained the interior of a Series 1 Composite Corridor coach and this is where things start to get bizarre. The Sleeping Car has six passenger windows per side but the compartment interior has seven compartments and an off centre central vestibule. To conceal this abnormality, the windows on the compartment side were made opaque. The model did not really represent any prototype CIWL Sleeping Car and anyway a much more realistic but H0 scale model of a Type F Sleeping Car was offered from Playcraft.



Sleeping Car, compartment side.

Sleeping Car, corridor side.

When the Tri-ang R625 CIWL Sleeping Car was reviewed by the model press at the time, the reviewers were not very complimentary to the model. They also suggested that it would have been more appropriate to remain with the original Pullman Parlour Car seated interior and brand the car as a Continental Pullman Parlour Dining Car, advice that Tri-ang Railways chose to decline.

Despite all this negative criticism they must have been reasonably popular as around 4,800 models were produced between 1963 and 1964. Although not the best models of their type, they are very much in demand on the used train market today. If evidence is required that the most sought after models are not necessarily the best representations of their prototype, you need look no further than a Tri-ang Railways CIWL Sleeping Car.

More accurate but H0 scale models of the Type F sleeping cars have now been produced by LS Models. See below. **Allan Trotter.**



ILLUSTRATED PRESENTATION



Canadian Pacific.

The Company that Spanned the World.

Presented by Jim Ford.

Saturday 24th February 2018

19:00

**Southport Lecture Society,
Friends Meeting House,
Court Road,
Southport, PR9 9ER.**

