



Newsletter

Issue 67: October 2018 Editor: Allan Trotter
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Editorial.

Liverpool, Crosby & Southport 170th anniversary event.



This year marks the 170th anniversary of the opening of the Liverpool and Southport Railway and for this occasion Southport MRS organised an event including an excursion at 13:28 from Southport Chapel Street Station to Waterloo Station by a Class 507 Merseyrail electric train and returning to be followed by grand tour around Southport on a Don Fraser coach, visiting some places of historical interest, accompanied with a

most informative running commentary by our secretary Jim Ford. To sum up;

*Around the Southport byways, I take my precious load,
At twenty miles per hour in the middle of the road.
It's worth it just to ride inside,
That thirty-foot long by ten-foot wide,
On board the monarch of the road, Observer of the highway code,
That big six-wheeler, Brightly painted, Fraser Transport,
Diesel engine, Ninety-seven horsepower, Omnibus.*

(With inspiration from Flanders & Swann).

After the excursion the members of Southport Model Railway Society and also some members of the public who had joined in on this occasion retired to the Southport MRS Clubroom for speeches, photographs and for some refreshments to celebrate the event. It was a most pleasant day indeed.

Events Diary.

Tue 16 th Oct	Liverpool, Crosby & Southport Railway, Clubroom. Jim Ford.
Fri 26 th Oct	Visit to Austin Moss. See external events below.
Wed 7 th Nov	The Night Ferry. St Jerome's Society, Formby. Allan Trotter.
Sat 10 th Nov	SMRS family model railway exhibition, All Saints Church Hall.
Wed 14 th Nov	Forty years of Merseyrail, Clubroom. John Ryan.

Chairman's Report.

At the moment we are away on a tour of European Imperial Cities by rail, thought we had better get this done before Brexit derails everything. This was therefore written earlier in the month, just after the celebrations for the 170th anniversary of the Liverpool, Crosby and Southport Railway and the subsequent building of our clubroom.

This event went extremely well and was enjoyed by all those who attended and I hope there is a fuller report elsewhere. Many thanks are due to Jim and Tony for having organised things. Included are a few photographs of the motley crew, some in appropriate Victorian apparel at both Southport and Waterloo stations and later enjoying the 'cold collation' refreshments after returning to the clubrooms.



We have also started on the construction of the "racetrack". As can be seen, some boards have been fitted to one of the walls to check out spacing. It is proposed that the bottom shelf be for a OO gauge track with the middle shelf being the preserve of N scale. At the moment the top shelf may allocated to any scale but could be 3mm/TT or even O scale.

Work will continue with this over the next few weeks with a target to get something running by the end of the year. **Ian Shulver.**

Secretary's Report.

September has been a busy time for your Secretary. Our 170th anniversary celebration of the Liverpool line - and of our building involved a lot of work, and in the case of the bus transport, much nail-biting, but thanks to Tony we got a last minute replacement for the Heritage Group which let him down at the last minute. Moral of the story, never work with children, animals or *especially volunteers!*

However, I think that the trip was an outstanding success and certainly generated a lot of publicity and hopefully, goodwill, which we will need if we are to build our membership and to respond to challenges like the decision of Network Rail to outsource our lease. As regards the latter, we really need to be

very much identified as part of the heritage railway community.

With regards to membership, I am pleased to be able to introduce to you a new paid-up member, Al, whose full name is Albert Hancy. Al has lived in Spain until recently and is interested in N gauge. He describes himself as a newcomer to the hobby, and along with two other recent prospective members, Bruce and Mike, we need to be considering how we share our skills with our new recruits.

I have also been working on the Winter programme which will consist of talks on the third Tuesday evening of October, November, December, January, February and March. Richard and Allan are working on the details and the arrangements on the day, but these will be open to the public and hopefully announced in the editorial sections of local newspapers. Members of the public will be asked to notify their attendance by e-mail to the talk team, and we will provide refreshments and "posh chocolate biscuits"; non-members will be expected to offer a donation of £3 each, but members can give what they wish. We also expect to have a raffle with railway prizes.

The first talk will be given by myself on the Tuesday 16th October and will feature the Liverpool Crosby and Southport Railway; the second will take place on Wednesday the 14th November when we will be privileged to be treated to John Ryan, the liaison engineer for the Merseyrail project – the Loop and Link. John's original colour slides are quite a sensation for those who have seen them and we expect this talk to be a sell-out. Each talk will start at 1930 for 1945.

On the Tuesdays of the weeks when there is no talk, there will be a cinema night organised by Ian Graham and John Howard which will last for about an hour from 1945. There will be no charge and the film nights will not be advertised, but please pay the usual donation for your brew and if you have any interesting subjects then please contact John or Ian G. The first cinema night, which will be projected on a screen using our recently acquired data projector, will be the legendary Night Mail, with music by Benjamin Britten and words by Auden. This will take place from 1945 on 23rd October.

An external visit to Austin Moss's home will take place on 26th October details of which appear elsewhere.

Looking further ahead, I have pencilled in the last Friday before Xmas for our Party at the Clubhouse. **Jim Ford.**

Treasurer's Report.

No report submitted.

Exhibition Coordinator's Report.

No report submitted.

Tours & Events Organiser's Report.

Our next event in the programme will see us in the company of Austin Moss when we pay a follow up visit this time to his home at The Old Chapel where he has a range of layouts in varying gauges.

Commencing at 19.00 on Friday the 26th of October 2018, Austin's address is The Old Chapel, 224 Moss Lane, Burscough, Lancashire L40 4AZ. This road can be busy and this makes parking a bit difficult. Austin has made a couple of spaces available and there is alternative parking in the Tudor style house opposite. Car sharing might be the order of the day. I can offer a lift to those interested, please let me know. **Frank Parkinson.**

170th Anniversary of the Liverpool Crosby and Southport Railway

As you can see from the photos, some of our club members came to the anniversary celebrations in appropriate period costumes. Not to be outdone others attended in club colours and together with other invited guests we all boarded the train at Chapel Street to enjoy a return trip to Waterloo courtesy of Merseyrail. Waterloo was the other end of the line in 1848 and travellers would alight here to visit the beach, if you wished to travel onward to Liverpool then it was necessary to board a stagecoach.

This was followed by a bus tour, with an informative running commentary from Jim Ford, of the town as it was in 1848 ending Eastbank Street, site of the original station. The party then moved on to club headquarters which as we know is the last of the station still existence, where they enjoyed a traditional cold collation accompanied by a toast of bubbly and "See the conquering hero comes", a piece of music traditionally played by a brass band at the ceremonial opening of a new railway. As the revelry continued a raffle draw took place with the winning tickets pulled from Jim F's top hat, 1st prize – a bottle of Scottish wine. (Not Buckfast! Ed).



Celebrations continue at 19:00 on Tuesday 16th October when a talk on the Liverpool, Crosby and Southport Railway will be given at the clubhouse, please e-mail the secretary on drjimford@btinternet.com if you wish to attend.

Another date for your diary is Saturday 10th November when the Society will be holding its' annual Family Model Railway Show at All Saints Church on Park Road. Austin Moss's Big Trains will be there to entertain visitors of all ages!
Frank Parkinson.

Contributions by Members.

Six listed sites surviving from the age of the steam train

11 August 2018 marked 50 years since the last main-line steam trains carried passengers in "style" across Britain. Steam locomotion had changed the world, and a series of celebratory steam-hauled train journeys marked the withdrawal of those services in 1968. Diesel, and later-on electric, services replaced much-loved steam locomotives, many of which went to the scrap heap, but with some thankfully on display in heritage railway museums.

In homage to this iconic era of travel, **English Heritage** took a look at some of the most important listed sites associated with steam locomotives in England. This is their selection (and words), but may not be your choice.

1. Stockton and Darlington Railway, County Durham (various listed and scheduled monuments in the area)



Remains of The Stockton And Darlington Railway, Stockton-On-Tees 1905 © Historic England Archive

The first ever public railway, Stockton and Darlington saw 'Locomotion No 1' take its maiden voyage on 27 September 1825, carrying 550 passengers. Parts of the original railway line survive protected as a scheduled ancient monument,

including Skerne Railway Bridge, one of the first ever railway bridges and the oldest railway bridge in the world still in use, along with the original Stockton and Darlington Railway carriage works in Darlington (Listed Grade II).

2. Stephenson erecting works, Newcastle (Listed Grade II)



Locomotion No 1 at the Darlington Railway Centre and Museum



Stephenson's Rocket at the Science Museum, London.

One of the most important names in early railways is that of engineer George Stephenson, 'father of railways'. The Stephenson erecting works in Newcastle were the first purpose-built railway works in the world, the site where the 'Rocket' locomotive was constructed in 1828-29. Another early steam locomotive survives in Kent: the 'Invicta' (Listed Grade II). This locomotive was also designed and constructed by George Stephenson, and is logged in surviving records as Locomotive No 12 – the 'Rocket' being Locomotive No 11.

3. Liverpool Road Station, Manchester (Listed Grade I)



Liverpool Road Station in Manchester CC BY-SA 2.0 via Wikimedia Commons

Now the Museum of Science and Industry, Liverpool Road Station in Manchester dates to 1830 and was designed by George Stephenson as the eastern terminus of a dedicated passenger rail line for steam locomotives. This

was a world first, the earlier Stockton and Darlington Railway being designed with freight, not passengers, in mind.

At the western end of the Liverpool and Manchester railway line is Lime Street Station (Listed Grade II). This 1836 station is the oldest grand terminus mainline station still in use in the world, and was the departure point of the last mainline passenger train to be hauled by steam locomotive power on 11 August 1968.



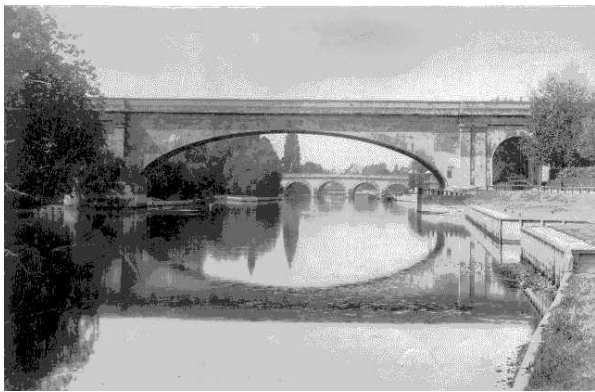
Lime Street Station in Liverpool © Historic England Archive BB72/04632

4 Huskisson monument in Saint James' cemetery, Liverpool Grade II.



Huskisson monument in Saint James' cemetery © Historic England Archive DP026261. The Huskisson monument pays homage to Sir William Huskisson, MP for Liverpool, who was tragically run over and killed at the opening of the Liverpool and Manchester Railway in 1830. Huskisson has the dubious honour of being the first person in the world to have been killed in an accident by a locomotive.

5. Maidenhead Railway Bridge, Taplow, Buckinghamshire (Listed Grade I)



Maidenhead Railway Bridge, Taplow, Buckinghamshire HT03999



J. M. W. Turner: Rain, Steam and Speed – The Great Western Railway. Oil on canvas (1844)

On a happier note, an important piece of steam locomotive history that is still in use, the Maidenhead Railway Bridge carries the main-line from London to the west. Constructed in 1837-39 to the design of famed mechanical and civil engineer Isambard Kingdom Brunel, it is the largest brick-built arch bridge in Europe, and features in the famous railway painting by Turner 'Rain, Steam and Speed' (1844), one of the most iconic images of the railway age.

6. Birmingham New Street Signal Box (Listed Grade II).



Exterior view of New Street Signal Box, Birmingham © Historic England Archive DP158002.

A sense of how transitory a period the 1960s was for the railways comes in the youngest railway listing. Birmingham's brutalist New Street signal box (Listed Grade II) was constructed in 1964, four years before the end of steam-hauled services, and is still in operational use. It offers a stunning contrast to the more romantic imagery of the railways. **Ian Shulver.**

NOTE. Would any member wishing to contribute to the SMRS November 2018 newsletter please submit your copy before 09:00 on Monday 29th October. Your cooperation with this will be appreciated. **Editor.**

END