



Newsletter

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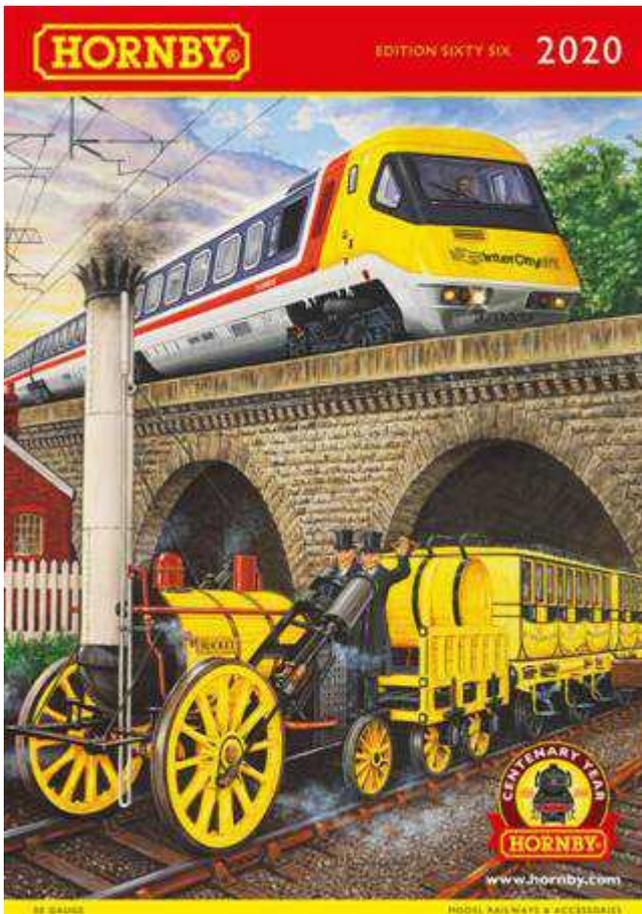
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Editorial.

A Century of Hornby.

Once again the arrival of the latest Hornby Railways catalogue was announced by a loud thump as the postman deposited the mighty 244 page tome through the letter box. So what inspirational items were scheduled to be produced for this new decade, the 100th anniversary year of Hornby Liverpool (0 Scale Trains) and the 70th anniversary year of present day Hornby Margate, (Rovex, Tri-ang Railways and Tri-ang Hornby)?



The first surprise is on the catalogue outer cover. This illustrates two significant trains depicting one of the earliest and one of the last British designed and built trains before the railways of Great Britain suffered the infestation of uncomfortable and inferior foreign designed and built trains. These British railway icons are the Stephenson's Rocket loco with three passenger cars and an Advanced Passenger Train (APT-S). Unlike previous years the trains illustrated on the catalogue cover are actually included in the Hornby 2020 range. The Stephenson's Rocket train is being offered in nostalgic 1960's style Tri-ang Railways packaging. Unlike in the past, the APT is now to be available with extra vehicles to permit various formations from five to fourteen cars. This must be one of Hornby's most ambition years yet.

Steam enthusiasts are not forgotten either as there are LNER Classes A2/2, 2/3 and astonishingly, a W1 Hush-Hush in both original and rebuilt streamlined form. Now we all know that computer spell check (smell cheque?) systems are not infallible and on Hatton's web page the R3831 Class A2/2 is listed as Thanet of Fife instead of Thane of Fife. Now Fife is a long way from Kent! Additionally a Standard 2MT 78xxx 2-6-0 is also proposed. Nostalgia once again includes a Crimson Lake LMS Duchess but in a blue, not red, Hornby

Dublo type box. Don't panic, it's not three rail but 2 rail. In keeping up with the times, it will be available as normal DC, DCC fitted or with DCC sound installed. Reliving 1972, there is the Class 9F Evening Star, in the Tri-ang Hornby Silver Seal type period packaging of the day.

There is now a range of LMS Coronation Scot passenger cars including a Brake First Corridor (BFK), Brake Third Corridor (BTK), First Corridor (FK), Kitchen Car (RK) and first class (RFO) and third class (RTO) open dining cars. Another addition is a BR Mk.1 Restaurant Buffet Car (RB or RBR) in various regional and corporate liveries.

An interesting comparison should be made with Hornby's main competitor, Bachmann. Although the loco prices are mainly on a par some passenger cars most certainly are not. Some Hornby carriages are about half the price of their Bachmann equivalent. In 0 scale, there are reproductions of the first Hornby tin plate locos made a century ago. The prices are definitely 2020 though!

There are of course many more new items this year including a small selection of Dublo Diecast road vehicles. However the best place to see all the new items in one place is not actually on the Hornby web site but on the RM Web site or on Hatton's dedicated Hornby 2020 web page where everything is laid out in a much more logical order.

Hornby are certainly making sure their vision for 2020 will be faultless.

Events Diary.

Tue 18 th Feb 2020	Committee Meeting, Clubroom, 19:30. All welcome.
Sat 22 nd Feb 2020	Morecambe exhibition with Claremont Old Quay.

Chairman's Report.

Due to personal circumstances our Chairman Ian has stated that he is unable to offer a report for the February 2020 SMRS Newsletter. Please accept his apologies for this omission. **Ian Shulver.**

Secretary's Report.

As I write this Secretary's Report, I heard that Ian our Chairman has been in hospital and having treatment for an eye condition. Please join me in sending him our best wishes for a swift recovery. Ian writes "Had a few days in hospital whilst they loaded me up with steroids to reduce inflammation of temporal arteries which has affected my vision. Fortunately I can see shapes and do some reading but only slowly and with difficulty. Hopefully things will improve. However, I suspect that 2mm finescale and N gauge modelling will be history, but we will see."

For this reason, we are not likely to have a chairman's report this month, so you will need to manage with just one from the Secretary! And I must offer my

apologies for the absence of a report from the secretary in the January Newsletter as unfortunately I had no computer access over the Christmas break until after Allan's deadline had passed. Anyway, there wasn't a lot of news to report as although by that stage we were aware that our crowd funding target on Spacehive had been met, we didn't have confirmation and more importantly, the money had not started to roll in!.

Well it has now been confirmed and we did very well, exceeding our target by £500, and by reaching the target we had triggered £500 from Sefton Council. So here is a big thank you to the members (and their friends, relatives and even their WAGs!) who dipped deeply into their pockets at a time of year when there are many other calls on funds. We are committed to "Modernise the electrical system to make it safe for visitors. Improve the garden area with planting and paving and internal redecoration" and this is exactly what we are doing.

I am pleased to report that the electrical upgrade work has now been undertaken and certificated and led by Colin our new Facilities Officer we have made a good start on refurbishing the decorations in the parlour. Unfortunately during the years when we were subject to continuous rain seepage from the west-winds before Network Rail undertook the refurbishment work has taken its toll and we are still dealing with the effect of severe damp penetration, most apparent in the stairs area.

We are looking to use some of our funds to get some professional assistance with the garden area as we feel that this may be too physically demanding for our current membership.

The next stage of fund raising will consist of obtaining grants and donations from businesses and from the National Heritage Lottery Fund to finance the story boards which will publicly record the history of our building and the adjacent Liverpool Crosby and Southport Railway.

On the subject of our historical connections, we will be kick starting our series of talks (which were suspended during the crowd funding campaign) with a repeat and update of the talk on the History of the Liverpool, Crosby and Southport Railway and Eastbank Lane Station on Tuesday 25th February at 19:30 for 20:00. As usual, light refreshments will be provided at a nominal charge and this will enable our newer members and crowd funding donors to hear about our fascinating history. After this we will continue to host monthly talks at the club until the lighter and warmer weather enables us to undertake a programme of varied outdoor visits.

I am intending to drive to the Festival of Model Railways exhibition in Doncaster on Saturday 8th February in order to view the OO gauge live steam society's portable layout. There are a small number of seats on offer to society members who wish to accompany me, first come first served. Email me on drjimford@btinternet.com if you want to come. Attending this show will enable me to ask a few questions of the core members regarding electrical supply

details and for anybody who accompanies me to see OO gauge live steam in full flow and at its best!

Meanwhile progress continues with wiring up the point motors on HS16.5 and a start will shortly be made on HS9. HS32 is fully operational and available for clockwork, battery and steam operation in O gauge and 16mm scale.

Finally, a reminder that the SMRS annual subscription of £40 is now due and should be directed to the Treasurer or via any of the Club Officers. **Jim Ford.**

Where's Allan?

The first response received for the December 2019 "Where's Allan" was from Ian Shulver who correctly stated:

Initially I thought that this particular Scarborough was a suburb of Toronto, but soon realised the error of my ways. It is in fact on the banks of the Hudson River in New York State and about 30 miles north of New York City. Its best claim to fame would appear to be its proximity to the formidable Sing Sing Correctional Facility.

Another response was received from John Howard who also correctly stated:

Allan, As long as you're not on en route to Sing Sing next door where you may 'receive a severe shock in the seat of your pants'. Quotation courtesy Damon Runyan.

Well done and thank you both for your contributions.

Back in Great Britain now and the date is Monday the 17th of June 2002. Here we see a classic example of what happens when Network Rail sub contract their track maintenance out to Jarvis. Fortunately there were no fatalities or injuries with this particular incident as the Class 92 broke loose and remained on the track. Only the OTA timber wagons derailed. It's just as well the first train over the newly relayed track was not a passenger train. Over a century ago at this very same location there was a much more serious catastrophe in which there were many fatalities and injuries. Where am I?



Members Miscellanea.

The PEP Family, Classes 507 and 508. Nearing the end of the line.

The PEP (Prototype Electro Pneumatic) family is a series of electric multiple units built in either three or four car configurations and consisted of Class 313 (25Kv AC and 750 Volts DC) Class 314 (25Kv AC) and Class 315 (25Kv AC). For third rail DC operations Class 507 and Class 508 were constructed. Originally the Class 508 units were allocated to Southern Region but were later reduced from four cars to three car sets and transferred to Merseyside to replace the LMS built Class 502 and BR built Class 503 units.

The first photograph below shows the 4PEP units approaching London Waterloo Station in July 1976 and the second illustrates a repainted 4PEP unit along with the single 2PEP unit at Derby in 1980 awaiting an uncertain fate.

After more that forty years of service the production series PEP units, the Class 507 and Class 508 units will go the way of their predecessor Class 502 and 503 units and in turn will be replaced by Class 777 units. Such is evolution.



Above left is a Class 502 unit on a Liverpool Exchange to Southport service and is seen approaching Seaforth & Litherland Station. On the right is another Class 502 unit this time at Ormskirk. Note that the bypass line permitting through access from Liverpool to Preston is still in existence. **Allan Trotter.**



The Friends of The 502 Group restoring our heritage

With thanks to Merseyrail for today's opportunity.

The 59 members of the Merseyrail Class 507/508 fleet are due to be retired from service as the new Stadler built Class 777 fleet are introduced. The first of the BREL York built Class 507's arrived on the Merseyrail system in October 1978, and at the time the Northern Line was operated by ex LMS Class 502 EMU's. As will happen with the 507/508's, the introduction of new 507's between 1978-1980 saw the once familiar 502's gradually disappear from the system.



The 502's were built at Derby between 1939 and 1942, and were revolutionary at the time. They were the first EMU's to be built by a railway company (LMS) that featured open saloons, wide entrance vestibules,



One of the then new units on a trip to Liverpool

air operated double passenger doors, air braked and had generous seating layout that was in a 3 +2 configuration. The design was modern, way ahead of its time, and set the 'standard' design cues for most EMU's built since.

The initial build was for 152 individual cars, with 59 Driving Motor Brake Seconds, 59 Trailer (Centre) Cars and 34 Driving Trailers. They operated as three or two car sets during the lifetime.

Their sphere of operation was the electrified routes radiating from the terminus at Liverpool Exchange, to Southport, Ormskirk, the North Mersey Branch, Crossens (on the route from Southport to Preston) and in their latter years (once Liverpool Exchange had closed), they were used on the then newly electrified routes to Kirkby and Garston. A new servicing depot and stabling sidings, specifically built for the new fleet was opened at Hall Road, Crosby by the LMS in 1939. Maintenance was also carried out at the long-closed Meols Cop Workshop in the Southport suburbs, and at Birkenhead North. Heavy overhauls were completed at Horwich Works.



The preserved unit at Birkenhead North in 1986

Most rolling stock has a fatigue life of around 40 years, and by the mid to late 1970's, the surviving members of the 502 fleet were definitely 'well-worn'. The last of the fleet were withdrawn from passenger service in September 1980. Due to the historical significance of the

design, the NRM at York and members of the then active Steampoint Museum at Southport, selected a pair of cars (DMBS 28361 & DTS 29896) for preservation in 1981. It became an active, operational exhibit and was eventually returned to its original LMS maroon livery. During the 1980's the unit operated over the Merseyrail system for open days and special events. When not in use, the unit was kept undercover at Steampoint. When Steampoint closed in 1999, the NRM claimed the 502 back, and moved it to secure but open storage at MOD Kineton. The historic and now vintage EMU suffered the ravages of the weather for several years, and rust erupted through the steel panels on both cars, the once pristine LMS livery being faded and weathered. Salvation came in 2007, when the 'Friends of the Class 502' group was formed, and

the two badly-damaged cars were moved initially to Tebay in Cumbria, and then to their current home at the Merseyside Transport Trust (MTT) premises at Burscough in West Lancashire. With the cars in secure, covered accommodation, restoration of the Driving Trailer Car (29896) has been progressing, with the cab end being totally rebuilt, the exterior steel panels being replaced, and the interior saloons with their polished woodwork being totally rebuilt and refurbished. Once the trailer car is complete, work will begin on the Motor Car (28361). A small band of dedicated volunteers are



The unit during its short stay at Tebay

ensuring that this unique piece of British railway heritage is being restored for future generations to admire. Our thanks to all at Merseyrail for today's tour.



The rebuilt trailer cab



Restored interior

The unit is on display at the Merseyside Transport Trust open day in July, for details check their website below. To see the unit at

other times (by appointment only please) contact either our Secretary, Paul Gorton at secretary@class502.org.uk or our Deputy Chairman at deputy@class502.org.uk.

If you would like to become a member, you can download a membership form from our website <http://www.class502.org.uk/> or ask one of our members aboard today's special.

You can also follow the restoration at our Facebook page <https://www.facebook.com/502group/>

Merseyside Transport Trust website <http://mttrust.co.uk/>

<p><u>Friends of the 502 Group</u></p> <p>Postal address</p> <p>57A Portland Street</p> <p>Southport PR8 1HN</p>	<p><u>Merseyside Transport Trust</u></p> <p>Postal address,</p> <p>9 Edington Street,</p> <p>Liverpool, L15 4NB.</p>	<p><u>Restoration base,</u></p> <p>Tollgate Road, Burscough,</p> <p>L40 8TG</p>
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Kendal 2020 Exhibition.

The Kendal MRC Exhibition is always one that I look forward too as the standard is usually very high with a varied mix of layouts of all gauges. It stands alongside Barrow and Solrail at Workington as the backbone of modelling in my part of the world. This year was special as 'Loch Syd' had been invited and I must admit that I've learnt a lot since I've embarked on my adventures with Loch Syd three years ago.



I've spent some time perfecting things and getting it right. People pay a lot of money to come to an Exhibition and having adopted DCC, it's too easy to get bogged down behind a laptop running an exact timetable. So I decided to go for the controversial theme of fun, don't forget they're all train sets! First rule: Entertainment, 2nd keep things moving & 3rd, talk to the visitors, engage with them, nothing much else matters.

The Kendal Exhibition has been established at the leisure centre for some years now having gone from a one day to a two day exhibition and in that time, the quality has continued to grow. As ever, there are ample traders who can sell you everything you need. They all seem to be mostly the same box shifters selling ready to run. Specialist traders are getting less and less in the smaller exhibitions as we see more and more internet shopping. Traders probably don't need to go as they can sell direct to the customer. However, the percentage between trader and layouts this year at Kendal was good. Our old friend Dave from SMTF is always there and we reminisced about our own exhibition.

On Saturday morning, the exhibition opened 10 minutes early due to the 100+ people waiting to get in with 700 through the door by 1pm. It certainly was a busy start to the weekend. Loch Syd was in the main hall next to a really good Swiss metre gauge layout and an N Gauge 1980's layout that seems to have an endless supply of trains in the fiddle yard. All the layouts at the exhibition all seems to be working well including one layout of that was controlled by computer technology as the operator was disabled and in a wheelchair. There was a real positive air about and I can say we all enjoyed a successful day. As at most exhibitions, if one day is busy the next day is less busy and this was the case at Kendal this year. Overall, the attendance at the exhibition was around 1600 people. Given that the weather is so awful on the Saturday, it's a real testament to the loyalty of the rest in public that go each year to this fantastic show.

In the last few months I have planted over 200 trees on the layout to give the feeling of the remote Scottish highlands station and the feedback that we received was wholly positive. The one thing I have learned with DCC is that you get the train moving before you put sound or light options on. Otherwise it takes a long period of time to go through the start up procedures before a locomotive moves. This is something you learn through experience as it's not mentioned in the manuals. It also seems overall much more reliable given the nature of it the whole system being alive.

Overall the 2020 Kendal exhibition for a Loch Syd was a really successful and positive one. Everything worked and we enjoyed a really good couple of days playing trains and talking to people. The Kendal exhibition is normally the last weekend in January and I would recommend if you get the chance to support one of the local shows in this area as it really very good. The entrance fee is £6.00 which is the average for exhibitions these days and it's compatible inside to our former two day exhibition of Southport. **Peter Mills.**

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