

Newsletter

Editor: Peter Mills.

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Firstly, my apologies for the lack of newsletters of late. But we're back on track now and usual service will resume. Firstly I must congratulate all for the great response to the relaunch of our newsletter. I have even kept one or two pieces back for the January edition. I plan to publish in the last week of each month. So keep sending the articles in, remember, the more articles by you the member, the better the newsletter will be.

Congratulations to All members for our recent exhibition, I'm sure that a lot of work went into making it the success that it was. It was important for us to have a exhibition and the family theme was perfect for us to relaunch it with. Also, I believe that this size exhibition is about right for us. Many clubs like ourselves are struggling to hold exhibitions and many are falling of the radar as they say. Its nice to go to Model Rail or to Warley, but its also nice to go and support small local exhibitions. After all, they're just as good and just as important to our hobby.

I suppose we must face facts that we are enjoying an old fashioned hobby and in the long term, you could argue that we are managing decline as the cost of models is going up and fewer people are taking up the hobby etc. I hope that I don't sound too pessimistic, but I fear that lots of clubs are in a similar position to us and are struggling to attract new members. We are in fact, in a much better position than others because we have such great Clubrooms to enjoy our camaraderie and friendship.

So finally, enjoy the festive break and I hope that you get some modelling items in your Christmas stockings.

Merry Christmas and Best Wishes.

Peter

Chairmans Notes

Dear gents

Has the newish chairman and this my first newsletter well a few things. The festive period is almost on top of us that time of year to dig out them forgotten projects that lie in the cupboards and draws waiting to get finished our put back for another year. And has we are on a high from the one day show in November.

I cannot believe how much of a success it was they is certainly a need for model railway in shows in southport apart from organising the show and putting up a few tables it was a lot easier than previous shows with messing about with barriers and the alike.

I think the future lies with one day shows has they are cheaper than a big show the days of the big exhibitions at schools are gone if you look around you will see that others clubs are

doing the same thing anyway that is enough off my going on all the best for Christmas and the New Year.
See you out there

Mike Sharples Chairman

Secretary's Notes

Dear Members, it is with great pleasure that I welcome the return of the SMRC newsletter, not least because I should release me from the pain of circulating occasional Secretary's Bulletins!

So just a quick reminder of two recent successes - firstly our Family Train show which although on a much more modest scale than our previous shows was itself a great success both financially and in terms of putting ourselves and our hobby before our friends and the others in the town. And the smiles on the faces of the kids said it all. All of the layouts were made by our own members or ex-members, and apart from the sheer pleasure of operating and displaying our own layouts, this also resulted in a considerable cost saving for the club. We all enjoyed a busy couple of days with a Sunday to recover - and still did this with the grateful assistance of those members who wished to take part whilst respecting the wishes of those who didn't wish to. The Committee are minded to run a similar family show next year at the same time and location and would like to hear members views, as well as the idea of staging a Saturday show in the Springtime with a modellers perspective. If you are interested in working with the Committee on this project, please get in touch with myself or with another Committee member.

Towards the end of last month a small team from SMRC also accompanied Monsal Dale to the NEC Warley show. A great time was had by all and I understand that the layout performed faultlessly under show conditions, a reflection on all of the work undertaken by Ian Shulver and others to eliminate the gremlins.

Ten days ago I met up at our clubroom with a former Southport man, now resident in Toulouse who is building a model of a class 502 unit. Rick had been in touch previously regarding the appropriate LMS maroon paint and I was able to find him a tin in my basement which although more than 30 years old, proved suitable for the job, as proven by his pictures. I am hoping that next time that Rick visits his relatives in the town, it will be possible for him to see the real McCoy at Burscough. Rick has worked all over the world as an aeronautical design engineer but vividly recalls our signal box from his childhood.

Jim

I do not where to start really this is article/ review of the loco in question

Generally I don't have anything to do with Thomas the tank I mean it is good for kids so it gets them in to the hobby but for some strange reason I was drawn to this model just before Christmas 2015 I read on a narrow gauge railway modellers forum that I am member that Bachmann U.S not Europe where doing a model of a loco called Skarloey in 009/Hon30.

After much searching I come across a company called Totally Thomas which is a U.K based company which at the time where taking reservations for the model so I sent a email to reserve one because of the massive response he had to up his order from 35 to 60 to cope with

demand which wiped out stocks back in America the problem is that you cannot go into a U.K shop and buy one has due to licensing laws the loco is not available to buy in the U.K so the only way to get one is to import from America which I am surprised about has Bachmann Europe has missing a golden opportunity to make a few bob.

I have enclosed pictures which is next to a meridian models 009 Talylyn railway no 1 from my own collection you can see it is a exact copy of the loco maybe a slightly bit bigger compared to to the Meridian version the only grumble from the 009 community is that the cylinders are a bit to big which I suppose they need to be to allow for room around tight curves I can honestly say I am quite made up that I have got my hands on one.

It is a lovely runner I cannot believe that this is meant to be kids toy the level of detail and smooth running is unreal hopefully they will following up with more locos from the Skarloey railway which is based on the Talylyn railway where Rev Audrey worked has a volunteer guard in the 1950's so the Skarloey railway characters are based on locos from the line Skarloey itself is based on Talylyn Railway no 1 has a few modellers are converting / repainting there Skarloey Into T.R no1

Mike Sharples

Monsal Dale at the Warley Exhibition

Having exhibited Monsal Dale a few times with the track configuration in Monsal Station as per actuality, we came to the conclusion that Midland practice of trailing crossovers, including that in the single slip was not ideal for operation at an exhibition. In reality it meant that to use the down loop for holding coal trains required blocking both up and down lines and reversing long train and, in N gauge, the consequent danger of derailments. The decision was therefore made to change the trailing single slip to a facing one - and so started a chain of events that resulted in a complete retire of the layout, including a new control panel. I never did find out what the cause of the problems.

However, we eventually erected the layout in Jim's cellar and fortunately all worked perfectly. Exhaustive testing in the days preceding the Warley show to check out the electrics and give a measure of operator training occurred, and so we were ready to go.

By the Friday morning of the show weekend, two of our team had to cry off - Jim through family commitments and Malcom because of illness (hope you have recovered now). So three of us (Frank, Tony and myself) loaded the van and set off for the NEC via the service station on the M6 toll road. Arriving at the NEC we were directed to the holding car park and sat there for well over an hour before being allowed into the exhibition hall to set up - not an auspicious start to the weekend. However, things started to look up and we put up the layout, cleaned he track and had locos running within an hour. A quick cup of tea and off to our hotel in Tamworth through the horrendous Friday evening Birmingham traffic.

An early start on Saturday morning to the NEC, firstly to get our breakfast and secondly to fully populate Monsal Dale with locos, coaches and coal wagons so that we would be ready by the [9.00 am](#) deadline. Derek arrived mid morning, as did Richard, to help us operate the layout and give us a chance to inspect, at least some of, the other as well as make 'much needed' purchases. The day passed with few incidents, other than self inflicted ones

(operators forgetting to reset points and so, for example, attempting to install coal and passenger train in the loop at the same time).

A slightly later start on Sunday, but with stock already in place, we could get straight down to running trains. John Howard joined us during the morning, even missing his train back to help us pack up. Although it only took us 1/2 hour to pack up the layout, it took a further hour for us to get the van into the hall, load up and be on our way.

We had a lot of very positive comments from the public and many questions about how the dry stone walls were made. Overall, Monsal Dale performed exceptionally well for the whole weekend. There were very few problems with layout - only a few intermittent and unexplained derailments, but a couple of locos failed (within a few minutes of each other) and a replacement loco that was purchased ran, shall we say, like a "pig" being returned for a refund.

My thanks to Frank, Tony, Richard, Derek and John for helping out over the weekend and hope that they enjoyed themselves. I suspect that, like me, their feet ached and they slept well on Sunday night.

I will leave it up to someone else to give a resume of the rest of the exhibition."

Ian

Comrades

You will have noticed the notice pinned to the clubroom door which informs us that Network Rail has applied to Sefton Council for listed building permission to make alterations to our building. They are proposing major restoration work including internal re-plastering upstairs and re-pointing outside. It is going to be a lot of hassle for us but after the experience of last Winter, very much overdue. The drawings are here:-

<http://pa.sefton.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=OFC928NWMBH00>

This is obviously good news for us as the upstairs of the building has for a number of years been virtually unusable in the Winter. However in the short term it will cause us major disruption and it is likely that we will need to dismantle Portland and clear the upstairs rooms. The Committee plan to meet with Network Rail but it is likely that the work will take place during the Springtime.>>

Merry Christmas to you and Chris and all my friends on the Ratty – not forgetting David and his dogs.

Jim