



# Newsletter

Issue 46 December 2015  
Editor: Peter Mills

We are fast approaching the festive period with all the fun that it brings. But as modellers, it does give us a chance about what we would like to add to our collections on our own personal Christmas wish lists. As my project at home progresses, future planning is all part of the process. It can be a fun part of the hobby, researching the place and period that you plan to model. For example, stock. The correct coaches and wagons for the period being modelled is just as

important as the layout working without prodding fingers from above.



Left is a picture from a group that I'm a member of on Facebook. Facebook can be a valuable resource tool and provides another way to get it right. What the picture shows is the mixture of locomotives, coaches and general wagons at the time that I want to model. I am modelling the North West of the Scottish Highlands and there are some interesting mixed train formations that ran well into the 1990's. This has

to be taken into account when putting your wish list together.

I know the term 'Wishlist' sounds like it is from childhood when you wrote your letter to Father Christmas. But often even now, family members ask what I'd like for Christmas and often something for the railway is my reply. A wagon there and a coach there makes all the difference in getting the feel for your layout right. Anyway, as a modeller, you always need things for your railway. Plus, I rather



have something that I'll enjoy, than a pair of socks or aftershave. I have been playing with model trains from when I was a toddler, in a galaxy far far away.... in that time, the standard of what you can buy has gone up substantially. From locomotives to scenic materials and glues. There is so much choice now. These needs will change as your project progresses and it all helps to assist you in presenting the best layout that you can.

However this should NOT come at the cost of enjoyment! At the end of the day, its about having a go to the best of your ability and have fun playing with your train set.

As seen here, every home should have a train running

around your Christmas tree.

Wishing you a Merry Christmas and a Happy New Year. **Peter Mills.**

### **Chairman's Notes**

Here we are almost at the years end and so much seems to have taken place during the intervening period since I last put pen to paper or finger to keyboard. Uppermost in my mind is the visit to Colorado railroad as part of our transcontinental east to west American holiday, a journey from which I know some of us feel we have still not quite recovered. Hardly surprising when considering the vastness of the landscape we were travelling through, the sheer magnitude and magnificence of the mountain ranges. Colour too was apparent with such contrast in the trees and foliage, in the variety of weathered rock strata, soils and sand, all set against the huge endless skies mixed with photogenic cloud formations. We attempted to capture these experiences through our collective photography which we could later relate to fellow club members and other interested parties a few weeks later.

The resultant presentation was a wide pictorial cross section of American images, the vast landscapes of wilderness and natural beauty, the buildings and architecture and of course the varied transport systems, not forgetting the network of railroads both heritage and current. I hope we were able to convey all of this through our slide presentation which was only a small part of a plethora of photographs taken by the group. By the way there is plenty of unseen material available should there be any further interest.

In between these events we managed to stage another important rail related exercise in the form of our own 2015 Model Railway Exhibition. This was considered to be to date a most successful show by exhibitors and traders alike who expressed positive feedback on this newest venue at Greenbank High School. I would at this point like to give thanks not only to Tony for ably raising the standard to bring us another very entertaining show but also giving thanks again to all those of you present for your effort and selfless support in opening, during and closing of the Show.

I would also like to express our thanks and appreciation to Ian Shulver for his sterling work in, arranging, organising and constructing a superb and robust new Shed.

As this year draws to a close I take this opportunity to wish you all a peaceful and happy Christmas. And here's to a prosperous New Year along with a constructive and productive time in whatever is your chosen Gauge. Enjoy yourselves.

**Frank Parkinson.**

### **Exhibition Manager's Report**

**2015 Exhibition.** We presented 25 Layouts with a deliberate slant towards America. Adrian Hall from Sutton Coldfield (he of UK Model Shops) brought his new On30 Bear Creek which featured the scenic contrasts of Colorado. Kevin & Angela Smith from Askam In Furness presented Shasta in Z Gauge DCC featuring Sacramento River. Nearer to home is Schull, Irish Narrow Gauge in 1930's modelled in OOn3 in 4mm, from Alan Gee in Fowey. In contrast there were the larger gauges including Black Road 7mm Live Steam and West Lancashire O

Gauge Group with their large oval multiple tracks.

Prizes as judged via our senior Traders were awarded to:

**Bear Creek for Best Scenics**  
**Heatherley for Best N Gauge**  
**Schull for Best Rolling Stock**  
**Ludlow for Best Layout**

As a separate internal matter we awarded a special Cup to Hugh Barker for his efforts and support and patience.

At the final count there were 19 Trade including two new ones.

Apart from some minor teething problems our organisation for first year at Greenbank High School went smoothly which is great credit to everyone. We were all cleared up and away by 19:45pm which was remarkable. The weather was poor so attendance fell marginally below expectations. Nonetheless the overall financial result was satisfactory.

Feedback has been overwhelming positive with some significant positive improvements identified. Some are parallel to our in-house discussions on Sunday afternoon. Others are more fundamental requiring a balance of judgement prior to presenting back to our Members. **Tony Kuivala.**

## **Layout Reports**

**Portland Street** is operational in non DCC mode.

**Monsal Dale** is being worked on prior to Team Training in New Year linked into being at Warley in 2016.

**St Lukes** continues towards completion.

## **Building Report**

**Inside** - Nothing worth mentioning. The aftermath of Exhibition is largely tidied away. There is more to be done, particularly upstairs.

**Outside** - The wood for sides and roof arrived during September and October. Oak timbers floor for shed had been sourced through Jim Ford's generosity. Ian & his team completed the basic structure and underlying weatherproofing prior to Exhibition and in advance of the monsoon season. Neat timing!

Perhaps the most important feature to report is that apart from collapse of one life expired fencing panel - for which we already held a replacement on site - is that our 1848 Grade 2 Listed property has not suffered any wind or rain damage from recent severe weather. **Tony Kuivala.**

## **Ladies in Grey**

Whilst the vast majority of steam locomotives were painted black, a number of locomotives employed on the more prestigious duties were sometimes painted in more prominent colours such as green, maroon or blue. However a colour not usually associated with steam locomotives was grey.

When a new steam locomotive was completed it was often take outside to pose

for its official portrait. However a locomotive painted all black tends not to show at its best in the monochrome (black & white) photography as used at that time. This situation was overcome by temporarily painting the locomotive in a brighter grey colour. Normally the locomotive would revert to a more traditional colour before main line running commenced but like many rules there were exceptions and the two described here are the "Ladies in Grey" of the title.

### **London & North Eastern Railway W1 No. 10000**



The LNER W1 No. 10000 (also known as the Hush-Hush due to its secrecy and Galloping Sausage before rebuild due to its shape) was an experimental 4-6-4 four cylinder compound steam locomotive fitted with a high pressure water tube boiler. Nigel Gresley was impressed by the results of using high pressure steam in marine applications and so in 1924 he approached Harold Yarrow of shipyard &

boilermakers Yarrow & Company of Glasgow to design a suitable boiler for a railway locomotive, based on Yarrow's design. The locomotive was completed at Darlington Works in 1929.

The locomotive had a corridor tender and ran non stop London Edinburgh services to time in 1930. Nevertheless steaming was relatively poor during test runs and in spite of a number of modifications initially to the exhaust, boiler performance never reached the standards of an equivalent fire tube boiler. A problem never fully solved was air leakage into the casing.

When it was deemed that no further progress could be made, the locomotive was taken to Doncaster Works in 1936 and rebuilt with a conventional boiler and three simple expansion cylinders on the normal Gresley principal. A modified A4 boiler was fitted which had 50 square feet (4.6 square metres) of grate area and 20 inch (508 mm) diameter cylinders. The valves were considered undersized for the large cylinder diameter and this somewhat limited the speed capabilities of the engine. Its haulage capacity was nonetheless appreciated. The rebuilt engine still retained its additional axle, resulting in a more spacious cab for the crew.

No. 10000 never carried a name, although it did carry small works plates on the smoke deflectors bearing the number 10000. Plans in 1929 to name the original engine British Enterprise were dropped, although nameplates had already been cast. A 1951 plan to name the rebuilt engine Pegasus did not come to fruition either. From 1948 under British Railways it was renumbered 60700.

On 1 September 1955, 60700 had just departed from Peterborough when the front bogie frame broke. The locomotive derailed at a speed of 20 miles per hour (32 km/h) at Westwood Junction. It was recovered and repaired.

60700 was withdrawn on 1 June 1959 and was broken up for scrap at the Doncaster Works later that year.

The 00 scale model illustrated is a superstructure kit by South Eastern Finecast

and the running gear is a modified Hornby A3 chassis with a tender drive.

### **Southern Railway Leader No. 36001**



The Southern Railway Leader was a class of experimental 0-6-6-0T (C-C) six cylinder articulated steam locomotive, produced to the design of the innovative engineer Oliver Bulleid. The Leader was an attempt to extend the life of steam traction by eliminating many of the operational drawbacks associated with existing steam locomotives. It

was intended as a replacement for the ageing fleet of M7 class tank engines still in operation on the Southern Railway. Design work began in 1946 and development continued after the nationalisation of the railways in 1948, under the auspices of British Railways.

The Leader project was part of Bulleid's desire to modernise the steam locomotive based on experience gained with the Southern Railway's fleet of electric stock. Bulleid considered that attitudes towards the labour intensity of steam operation had changed during the post war period, favouring dieselisation and electrification. In an effort to demonstrate the continued potential of steam, Bulleid pushed forward the boundaries of steam power, allowing it to compete with diesel and electric locomotives in terms of labour saving and ease of operation.

The design incorporated many novel features, such as the use of thermic siphons and bogies and cabs at either end of the locomotive, resulting in its unique, for a steam locomotive, a modern diesel like appearance. Several of its innovations proved to be unsuccessful however, partly accounting for the project's cancellation in the early 1950s. Five Leader locomotives were begun, although only one was completed. The single operational locomotive was tested on the former Southern Railway network around Brighton. Problems with the design, indifferent reports on performance and political and media interference surrounding spiralling development costs, led to all five locomotives of the class being scrapped by 1951.

The 00 scale model illustrated was supplied as a ready to run item by Golden Arrow models of Hastings. **Allan Trotter.**

### **Short Circuits No. 23. Generic Visual Route Indication.**

As with point route setting circuitry there is no single standard circuitry for route displays since just as on real railways each schematic display panel has to be individually designed specifically for the group of points that they display. No matter what the track layout is though, this principal is standard and applies to

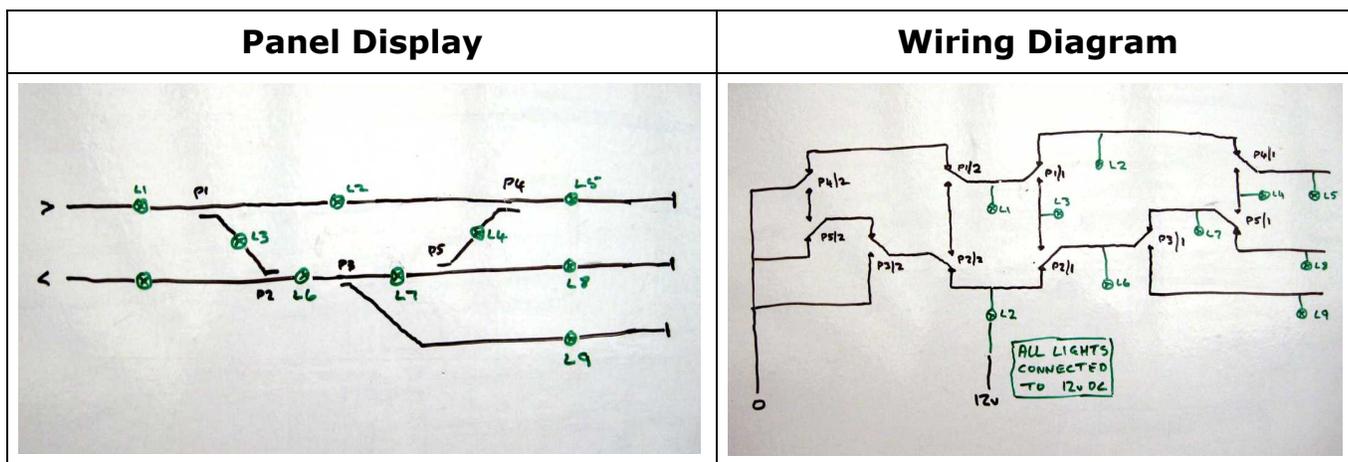
any track configuration. Be warned though that if there are a large number of points then consequently the circuitry does become rather involved.

The requirements for this system are to have two change over contact units for each point. This can be provided using either a double pole change over unit accessory switch per point or to reduce the wiring between the layout and control panel, a relay connected to a single accessory switch on each point is all that is required. If using relays only for the route display they require two change over contact units. Using a relay with four change over contact units allows for the provision of switching of the track power and the controlling of associated signals. The principal of this system is that one set of contact units per point is wired just as the way the points are arranged. At the approach end the other set of contact units are wired as a mirror image of the track layout and the two sets are then connected. At the mirror image end of the circuit all ends are connected to the earth common and on the mimic end each location where an indication is required is connected to a lamp or LED with a resistor which is then connected to the 12 volt DC supply. This can be either positive or negative 12 volts but obviously if using LED's, these must be connected with the correct polarity.

For this type of installation a wiring diagram is absolutely essential. Points should be numbered, allocated a normal and set position and all the indicators numbered too. Following the plan logically and methodically is essential to avoid errors.

Is this all a bit confusing? If there is one instance where diagrams can explain things better than text then this is it. An additional feature is that as you would expect, once the power is turned off the display darkens. However when the power is restored, the panel will indicate the true setting of the routes even if any of the points have been changed manually. A simple track plan is illustrated along with the wiring diagram but you can work out that if there is no through route then none of the indicators will light up.

There you are, you now have a display just like in a real signal box. **Allan Trotter.**



For more see: [www.eastbank.org.uk/circuits.htm](http://www.eastbank.org.uk/circuits.htm)

**AMERICA - THE EPIC**

It was a long time in the planning, and quite a long time in the execution. The financial impact was significant, to the point that it became necessary to invoke the cure-all phrase 'it's only money'. Was it worth it? Well of course it was, and we're not just saying that to justify the last-but-one sentence.

It was epic in a number of ways, and you didn't have to be a railway fan to appreciate it (although it helped considerably). As in a lot of things American, size was a factor, from the length of time needed to go coast-to-coast, to the dimensions of the world's largest steam locomotive, to the number of railways visited in a three-week period.

A detailed travelogue would take too long to write and would not survive the editor's editing. So here are a score of highlights, in roughly chronological order:

### **1 Walking around New York**

London on steroids. Virtually everything you might find in a large UK city is there, but it all looks different, bigger and quicker.

### **2 The view from the Empire State Building**

I'm not a fan of heights nor of the high-speed lifts that get you there, but seeing New York laid out like a (very) large-scale map was amazing.

### **3 Central Park**

From the Empire State, a large unbroken rectangle of tree canopy. At ground level, people-watching could fill the whole day.

### **4 New York Yankees v. Tampa Bay Rays**

My first baseball game. An experience not to be missed, but more for the spectacle than the sport. Contrary to popular belief it's slower than cricket, and a lot less nuanced. See ball, hit (or more likely miss) ball.

### **5 Amtrak sleepers**

If you've got a big loading gauge, flaunt it. Humungous double-deckers, with multiple accommodation options plus toilets and showers. The beds transform into seating during the day, bijou but comfy. The restaurant car service was an experience - if it's a choice between being addressed as 'sir' or 'precious', the latter gets the style vote every time.

### **6 The South Shore Railroad out of Chicago**

An inter-urban line with sections running down the main street, a rare feature nowadays.

### **7 Denver station**

Almost demolished when trains became infrequent, but renovated and transformed into a bus and light rail hub. UK developers take note!

### **8 The Colorado Railroad Museum**

Not only an impressive collection of prototypes, but also the Denver Garden Railroad Society, whose members obligingly turned out to operate their layout for us.

### **9 Riding behind a Shay at the Georgetown Loop**

The geared loco was a bonus I wasn't expecting. Visually and aurally unlike anything else, even without the trestle and the echo. And Georgetown itself was a very agreeable small town.

### **10 The lift at the Mollie Kathleen gold mine**

1000ft straight down, packed tightly into a tiny double-decker cage. Breathing by

numbers, with no room for even a sardine.

### **11 The workshop tour at Cheyenne**

It was a privilege to be shown round by the visionary engineer masterminding the Big Boy restoration from concept to well on the way to completion. The professionalism and attention to detail were unrivalled.

### **12 The Pike's Peak Cog Railway**

So high they sell bottled oxygen for those of a delicate constitution, or of a nervous disposition. Not even the relentless running commentary could spoil the views from the upper reaches.

### **13 Riding the Durango and Silverton Railroad**

Atmospheric steam and spectacular scenery, with a real sense of what it was like in the days of gold and silver mining.

### **14 Ditto the Cumbres and Toltec**

With the bonus of seeing the steam-powered rotary snow plough, sorry plow, parked up ready for the winter snowfall.

### **15 The Great Sand Dunes National Park**

A bit of a filler, but worth the diversion across featureless scenery to see what looked like a big chunk of the Sahara piled up against the foothills of the Sangre de Cristo mountains.

### **16 The chapel of the Air Force Academy**

Another filler, with extraordinary purple stained glass.

### **17 The Rio Grande Scenic Railroad**

Proof a diesel train can still give you a good time, with great views from the observation cars, excellent food and drink, and attentive staff. The run past was an enjoyable extra.

### **18 The Sacramento boardwalks**

Complete with railroad and paddle steamer. Somewhat touristy, but a welcome contrast to the more modern shopping streets elsewhere.

### **19 The streets of San Francisco**

My favourite city of those we visited. A different mode of transport at every turn, interesting buildings, and three-dimensional roads. On the waterfront the Breitling Jet Team and a seaplane competed for attention with the bridges, the ferries and of course that convict island.

### **20 El Capitan in Yosemite National Park**

3000ft of straight up. Respect to all who climb there. A bit whistle-stop, but worth the early start. **Derek Pratt.**

**For images of the epic excursion see:**

<http://www.railwaygardener.co.uk/Photos/World-railways/USA-2015>

## **Forthcoming Illustrated Presentation.**



The next Illustrated Presentation will take place at 19:30 on Friday the 18<sup>th</sup> of December 2015. The venue is the residence of Jim & Fiona Ford, 42 Hesketh Road,

Southport. The subject of the presentation is entitled "Scenes of British Railways in the 1960's".

**END**