



# Newsletter

Issue 66: September 2018 Editor: Allan Trotter  
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## Editorial.

### Coast to Coast, Merseyside (or Lancashire?) – Yorkshire.



An opportunity arose on the 5th of July 2018 and that was for an excursion promoted by West Coast Railways of a direct return journey from Southport to Scarborough. The only down side to the excursion was the early departure time of 05:55.

The publicity stated that the train would be hauled by a "Vintage Diesel Locomotive" and this actually turned out to be one of two Class 37's, 37669 leading and 37516 trailing the ten

passenger cars. After a 22 minute stand at Wigan South Junction, a change of direction saw 37516 taking charge to York.

At York Holgate sidings the leading diesel locomotive was removed and replaced with steam power in the form of rebuilt Merchant Navy Class 35018, British India Line and its associated support car, Mk.1 Brake Second Corridor 99312. Why this straightforward procedure took over an hour to perform instead of a few minutes defies all normal common sense logic.

Due to the extremely dry nature of the countryside and to reduce the possibility of exhaust sparks causing line side fires, the steam locomotive was not worked to full capacity with the diesel on the rear doing most of the work. The sounds and smells of the steam loco were still impressive though.

At Scarborough, once the passengers alighted the complex shunting operation commenced. The complete train backed out to the sidings where the diesel locomotive was detached. The steam locomotive was also detached along with its support car. The diesel then attached to the Scarborough end of the train, the steam locomotive support car was detached from the locomotive and the locomotive proceeded to the turntable to be turned ready for the return to York. Once the support car was reattached, they took up their place at the head of the train ready for the return. If this seemed like an interesting shunting operation, it sure was.

The journey to York was quite spirited and once there the motive power was changed back to 37516, again not in record time, for the return to Southport.



**Barry scrap yard, 1978.**



**Scarborough Station, 2018.**

This was not the first encounter with 35018 though. The last time it was seen was some forty years ago in April 1978 at Dai Woodham's material recovery and recycling facility (scrap yard) at Barry, South Wales. At that time it did not look as if it had long to live. By the dedicated work of its restoration team, the locomotive now looks brand new. A born again Bulleid.

## **Events Diary.**

15<sup>th</sup> Sep 2018 Southport & Liverpool Railway, 170<sup>th</sup> anniversary and tour.

## **Chairman's Report.**

After what has been weeks of seriously great weather, at least for garden railway enthusiasts and sun worshippers, we are back to normal and a little more incentive for us indoor modellers to be able to get something done without feeling too guilty. Perhaps this, the darker evenings and the proposed lecture and film programme may encourage a better attendance at the club. Earlier this month we kicked off our external programme with a visit to Windmill Farm. Thanks are due to Frank and Tony for organising this and of course to Austin for hosting the event. Although numbers attending were a little disappointing, perhaps August is not the best month to organise an event like this, those present had an enjoyable time, a cab ride for each of us as well as a number of coach rides, followed by a tour of Austin's workshop and loco shed, ending with a cup of tea and sandwiches.



Earlier this month, we took our caravan to Henley on Thames for a spot of grandchild therapy and whilst walking along the banks of the Thames came across a house with an amazing garden railway. I am not certain of the gauge but it looked to be about 10" or thereabouts and was extensive to say the least. Unfortunately we did not see it in operation nor could we find out any details, but I append a photograph of the part that was relatively easy to see, the rest being

guarded by hedges, trees and chain link fences. **Ian Shulver.**

## Secretary's Report.

First of all I would like to acknowledge our successful but moving visit to Tywyn to scatter the ashes of our late member and friend Keith Gregory at the Brynglas Memorial Garden. Mercifully dry but with plenty of wind to do the job for us and two old friends of Keith from his Tallylyn volunteering days in the early 1950s joined us on the station and another sent a nice e-mail. More details appear elsewhere but I feel that we saw Keith out in style as a true railwayman as his family wished us to. And you would not be surprised to hear that alcohol took a part in that! After running our steam trains on the Llechfan Garden Railway, we returned to Portmadoc for a meal and the evening male voice choir concert at the Welsh Highland Heritage (a former slate exchange siding) added to the poignancy of Keith's requested Welsh funeral.

We also had a very enjoyable visit to Windmill Farm thanks to Austin – again, report elsewhere.

Looking to the future, our re-scheduled celebration of the 170<sup>th</sup> anniversary of our building and the big railway next door will take place on Saturday 15<sup>th</sup> September. The greater time has allowed the trip to be set out more clearly, and we will leave Southport Chapel Street station (which wasn't there in 1848!) and travel by Merseyrail (bring your passes if you have them) to the current Waterloo station. On arrival we will de-train and take the next one back to replicate the journey as it was from July 24<sup>th</sup> 1848. On our return to Southport we will be met by an open-top heritage bus and will then embark on a compeered tour of Southport as it was in 1848, just 50 years after the first overnight guests stayed in the Original Hotel (known to the locals as the Duke's Folly). Detailed timings are to follow.

Our tour will take us to Churchtown where we will learn about how rich and poor got to Southport before 1848, when the town was unique amongst the emerging seaside resorts in being served by a canal just over 5 miles away. Our bus tour ends at the site of the very first station on Eastbank Street and from there we will take the short walk along the site of what in the early days was the platform to our headquarters which was the ticket inspection platform and station master's house in 1848. On our arrival we will enjoy a glass of bubbly whilst "See the Conquering Hero Comes" is played in true Victorian style and we tuck into a 'cold collation' the traditional fare for the opening of railways. Members and their wives are welcome on this trip and honoured guests and if you cannot attend in Victorian dress, then please wear your dress uniform (SMRS fleece or sweatshirt) for the photo. To aid our plans for catering, **please advise myself by email if you expect to attend**. There is no actual charge but a voluntary collection will be taken to defer the bus expenses and all participants will receive a commemorative brochure.

On our trip we will learn about Southport before the railway age, and during the first half of our talk season this autumn, leading up to Christmas, this will be immediately followed in early October with a talk about the Liverpool Crosby and Southport Railway itself, known locally as the 'Shrimp Line'. Later

on in the season we expect to join in the celebrations of the big railway next door which will be commemorating the fortieth anniversary of the opening of the Merseyrail Loop and Link lines and the introduction into service of 507001, the first of our current fleet of electric trains. For further details of our programme of talks which will take place at the clubrooms on Tuesday evenings, please contact Richard Jones or Allan Trotter.

On those Tuesdays when there isn't a talk, Ian Graham and John Howard are arranging cinema nights when a variety of prototype and modelling films will be shown. What could be a better way to escape from television soaps as our parlour assumes its' cosy ambience with a cola fire and warm drink as Autumn turns into Winter? Again if you have any special requests, please contact Ian or John. So there is plenty to look forward to apart from our active modelling programme. Your Committee have been busy beavers, but all you need to do as members is to turn up! **Jim Ford.**

### **Treasurer's Report.**

No report submitted.

### **Exhibition Coordinator's Report.**

No report submitted.

### **Tours & Events Organiser's Report.**

#### **Farewell Keith Gregory.**



As you may be aware Wednesday 15<sup>th</sup> August was the day we said a final farewell to our friend Keith. On behalf of Keith's family a party of six met at Wharf Station on Keith's beloved Tallylyn Railway to scatter his ashes. Derek, Jim, Tony and myself were joined by Mike Green and John Smallwood, two of Keith's volunteer friends when they worked together in the early Preservation days, to board a compartment reserved for Friends of Keith Gregory to ride up to Brynglas

where the memorial garden is situated. On the way up Mike Green regaled us with many memories and stories of their adventures back in the day. We all took turns to scatter Keith's ashes while reading a dedication taken from Jim's book of railway poetry and stories.

We then returned to Wharf Station for a pie and a pint in the station pub in Keith's honour where the memories continued through the showing of the Carson Davidson film "Railway with a Heart of Gold" that features Keith on the

display system. Following lunch we moved across from 12" to the 1' to operate our own 16mm locos and rolling stock on the Llechfan garden railway. Thank you to Kes Jones for her help in making the garden railway available. So ended our day, sometimes sad but also some happy moments and memories of a much missed friend. RIP.

I would like to draw the readers' attention to the photos on Derek's blog at [www.railwaygardener.co.uk](http://www.railwaygardener.co.uk) Tallylyn August 2018, which pictorially echo the proceedings of the day. **Frank Parkinson.**

In addition, Jim would just like to add that the green bag contained Keith's ashes and rested on the footplate of a loco that he must have fired many times. Nicky Crombie, on behalf of Keith's family was sorry that the family were not able to join us on the day but were grateful that his railways friends were able to give him the send off that he wanted. **Jim Ford.**

### **Visit to Windmill Farm Railway.**

Only five of us were able to attend the visit to Austin's 15" layout, it seems that many of you had a clash of interests with other commitments, hardly surprising considering the time of the year. It turned out that Austin had a similar plight with his team of operators and at very short notice Marcus Dodd came in to act as driver whilst Austin guarded. It seemed that the weather wasn't in our favour either as threatening rain clouds gathered above as we boarded the open sided carriages, one carriage for each of us!



Fortunately the rain held off long enough for us in turn to ride upfront with the driver and benefit from the warm firebox. Our attention next turned to a guided tour of the engine shed and workshops. Here we were shown partly assembled cannibalised locomotives straight from Austin's head as well as other locomotives and rolling stock from railways across the country and a glimpse of his personal

history and involvement with small gauge railway starting as a youngster up to the present day. From there onto the office and mess room to partake of tea and coffee and light refreshments and discussion on things railway related.

Before departing Austin invited us to a return visit this time to his home to explore his vast collection of layouts and railwayana. This is likely to be in October on a date to be advised. Watch this space.

Next months outing is celebrating 170<sup>th</sup> anniversary of our clubroom and the adjacent LCS Railway on 15<sup>th</sup> September which Jim has been organising and as outlined in his Secretary's Report last month. **Frank Parkinson.**

## Members' Contributions.

### Make better trees

We have all had a go at making trees - haven't we? At one of our monthly talks some time, we had a session on tree making with demonstrations showing how to produce them from twisted wire and sisal (the bottle brush technique) and also a wire armature with horsehair and scatter material. Modeller Kevin Phare describes another technique, creating authentic-looking trees from natural products. The article was found in "British Railway Modelling Express" – the electronic version of BRM, to whom acknowledgment is made. It has been abridged.



I have been modelling railways for many years, although I have always found trees the most difficult to get right. Seamoss was a great discovery a few years ago, and its use has enabled me to get the 'feel' of trees correct.

It is my feeling that we, as modellers of the English landscape, never put enough trees on our layouts to make them look convincing. I currently have nearly 300 Seamoss trees of various sizes on my layout, with even more

planned. Look at any photograph of a train going through the countryside and the number of trees visible is amazing.

Here is a step-by-step guide on how I now build my 'prime' trees. By this, I mean those trees that stick out, stand alone or are placed in front of a wood and such. 'Secondary' trees, so to speak, are still made from Seamoss.

### Obtain the 'armatures'

The 'armatures' are a natural product from a sage brush bush, which grows mainly in the desert areas of the USA. They can be costly to buy, especially with the postage. The effects can be stunning, though, as the trunks look incredibly realistic, and no work is required on them other than trimming.

A good idea is to microwave each 'armature' for around 30 seconds, as this will kill any bugs in them. It's a natural plant, after all, and you don't know what you might end up 'infecting' your layout with!



### Building the tree

#### Step 1 – 'armature' preparation

This is the sage brush straight out of the box. Each piece is usually 4" – 6" tall. The next stage is to trim it in preparation for the addition of sprigs and leaves.

## Step 2 – seamoss

The seamoss comes in small bunches. It is trimmed to give sprigs. I find that a small scissors with curved blade is very useful for this job.



## Step 3 – building the tree



Adding the seamoss is a slow process, but with some patience you can build up a very effective tree. The first picture gives you some idea of how far the sprigs will go.

Always work from the bottom and build up the tree, but be careful if you are a little heavy handed as the sprigs are breakable. Keep turning the tree so you work on an empty area, and don't be afraid to add sprigs to another sprig to give a good 'feel' to the tree shape.

By using the accelerator the glue sets immediately and goes a white cloudy colour. A face mask and goggles are sensible, as the accelerator can be dangerous if inhaled. Likewise, a ventilated room is also a good idea.

## Step 4 – painting

Spray the tree with your preferred paint. I spray upwards and turn the tree as you're working. In view of the mess and the smell, I tend to work outside for this stage.

## Step 5 – foliage

Don't rush this bit – work on small areas at a time, and spray your tree with hairspray/glue then sprinkle flock on those sprayed areas. Do this slowly to build up the foliage, and knock off any unwanted flock as you proceed. Be prepared to go back over areas to give the effect you're after. Clean any flock off the trunk with a paintbrush. When finished, give the tree one good spray all over to hold everything in place.



## Step 6 – plant



My tree is planted on the layout just behind the farm house and next to the pig sty!

Pre-drill a suitable sized hole in your board, place the tree in it but don't glue it yet.

Trees, like any plant in your garden, will have their good sides so be prepared to turn yours around in its desired location to get it looking the best. Finally, fix it in place with any normal PVA glue.

This tree took me about 2½ hours to build, including the photo shoot. Happy tree building! **Ian Shulver.**

## Locomotive Liveries:



I have tried for many years to find a suitable method; first I tried transfers that once dipped in water and slid on like the old Airfix kits. Using A4 transfer paper and printing out the logo on the computer using Corel Draw on an Epsom photo printer and then using 2/3 coats of waterproof varnish to keep the colours from running. This is not a very successful method as the varnish

destroyed the integrity of the transfer paper.



Recently, I came across some A4 transparent self adhesive glossy vinyl printing paper on E-Bay. Again making the logo's in Corel Draw and printing out on the paper, peeling the backing paper off and sticking to the loco. This was by far more successful. A coat of matt water based varnish took the gloss shine off the gloss vinyl and was

air brushed on. A search on the internet, soon finds the company logo's that I can use. The text is done with the text tool in Corel and in most cases produces a much better result as may be seen here.



Peter Clare.

### A polite reminder from your editor.

It would be greatly appreciated if members intending to submit copy for forthcoming SMRS Newsletters would kindly adhere to the following requests as to the format of articles and associated images.

**Text.** Please send text in an ordinary email or as an attached MS Word document, preferably in .doc format rather than .docx format. Please do **NOT, I repeat NOT** embed images within the MS Word document. This is because files with embedded images may use fonts that are different to the standard Verdana 12 point as used in the newsletter and after conversion the images do not align properly. Different fonts within the newsletter look disorganized.

**Images.** Please send images as separate files, attached but not inserted, preferably in .jpg format in your email. It would be appreciated if a constant size of image is maintained throughout the series of images and the names of the files are a logical manner. If they are to be located at a certain location within your text, mark the location such as Image 1, Image 2 and so on.

There is no need to send images in the range of 6 to 10 Mb, a file size of 250Kb is more than adequate.

Some other formats of text and images such as PNG, TIFF or GIF can be processed and converted but it is quite a time consuming process. Your assistance with these requests would be appreciated. **Allan Trotter.**

**END**