



NEWSLETTER 104 : Dec 2021

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Editorial

Andrew Chrysler

One thing that caught my attention when visiting model villages was the humorous shop names. Bekinscot had "Shoose the Chemists" and "Mark Owney" who sold radios, Southsea had "Daily Reed" newsagents and "Len D



Cash" pawnbrokers, although they may need to revise their shop signs with recent news of the return to the UK of "Toys R Us", which is currently successfully trading in Australia and New Zealand. The first stores are not due to open until 2023, so court action may not be exactly imminent...

Possibly a Pre-Christmas visit to Wakefield could be called for, not only for the Hollywood-style handprints of the Yorkshire songstress Jane MacDonald, but also to view "Britain's Biggest Model Railway" which is on display at the

Market Hall from 4th to 19th December. More information is available on line at

<https://experiencewakefield.co.uk/event/britain-s-biggest-model-railway-heaton-lodge-junction/>

Elementary research indicates there is a local Premier Inn, and the menu of Mumbai Boss shows several interesting special dishes!



I guess the editorial wouldn't be complete without a paragraph about Island Line. Hana and Steve (of Brooke House B&B, Shanklin) took the first departure this morning. They sent this photograph, and report that the journey was far smoother than before, despite storm related signalling issues causing a

10 minute delay. It also probably wouldn't be the Island Line without a breakdown, and surely enough services ground to a halt shortly before 4 pm, with the cause being a lineside fire at Sandown caused by a blown conrail jumper cable. Service resumed after a couple of hours.



Derek Pratt has again been in contact, both with a contribution for "And Finally..." which is a reply to that of last month's issue, and also with the answer to his challenge of last month. It transpires that he was not modelling ex-Island Line class 483 trains after all, but SAR ballast wagons, of which two are on the Welsh Highland railway.

With Christmas rapidly approaching, we can now look forward to the time of the year when model railways are allowed in every living room across the nation*, even if limited to a simple circle under the tree.

*Subject to management approval, of course...

Speaking of management, my wife was rather taken by this particular tree (I think she was impressed by the use of recycled materials) and she has promised to start work on our very own tree, which should be ready for next year. Hic!

All that remains is to wish you all the best for the Festive Season and a Happy New Year for 2022.



Chairman's Report

Ian Shulver

Our annual family model rail show in early November was certainly successful, both financially and socially. It was nice to see so many people, both the public and exhibitors, enjoying themselves - we had many favourable comments. Unfortunately we did not have the pleasure of Austin attending due to him having tested positive for Covid. However, he did manage to get a good selection of his rolling stock and track to Dave who set up and operated that as well as his own O gauge layout- thanks Dave.

On the day, the weather was really kind and I am sure Southport Model Engineers appreciated that. One slight disappointment was that we could have done with a couple more of our members to help operate our own club layouts, consequently I am giving plenty of advance notice for next year's show so that you can suitably organise your social and domestic arrangements. The date will be Saturday 12th November.

The last week of November saw us welcome a new member - Timothy. Timothy has very recently moved to Southport, visited our show, liked what he saw, and so joined. At present he does not have a layout but does have quite a bit of rolling stock, and will no doubt be bouncing ideas off our established members regarding track plans, baseboards construction and all the myriad things needed to build a successful layout.

As you probably know, the light in the shed failed and rather than try to find out whether it was the tube, choke or starter, we purchased a new LED unit. When going to shed now, you must remember to take your sunglasses - it is brilliant (boom boom).

As for modelling, HS9 is progressing slowly. Probably about 10m of track has been laid with another 50m or so to go as well as the passing loops. Two or three members have started to re-energise fishy tales - perhaps not in its original format, but as something more manageable. But more of that at a later date.

At the moment, these notes are being penned in a very snowy and cold Sheffield, but fortunately the wind has died down. As I was reading through them, I realised that once again we will not have any secretary's contribution, which leads me to make a heartfelt plea for someone to offer to take on that particular role. Jim will be a hard act to follow, but I am sure that one of you out there will fill the position.

Where's Andrew?

Congratulations to Tony Kuivala who correctly identified my location last month, when I was at the Beer Heights Light Railway which is located at Pecorama in Devon, although I have to confess to mild disappointment that there appeared to be a total absence of beer - even light beer.



Fortunately we managed to make up for that later in the evening at Seaton - firstly at "The Shed steakhouse & grill" which comes most highly recommended, (indeed we went back the following night) and subsequently at the bar of the Premier Inn which was our base for our visit.

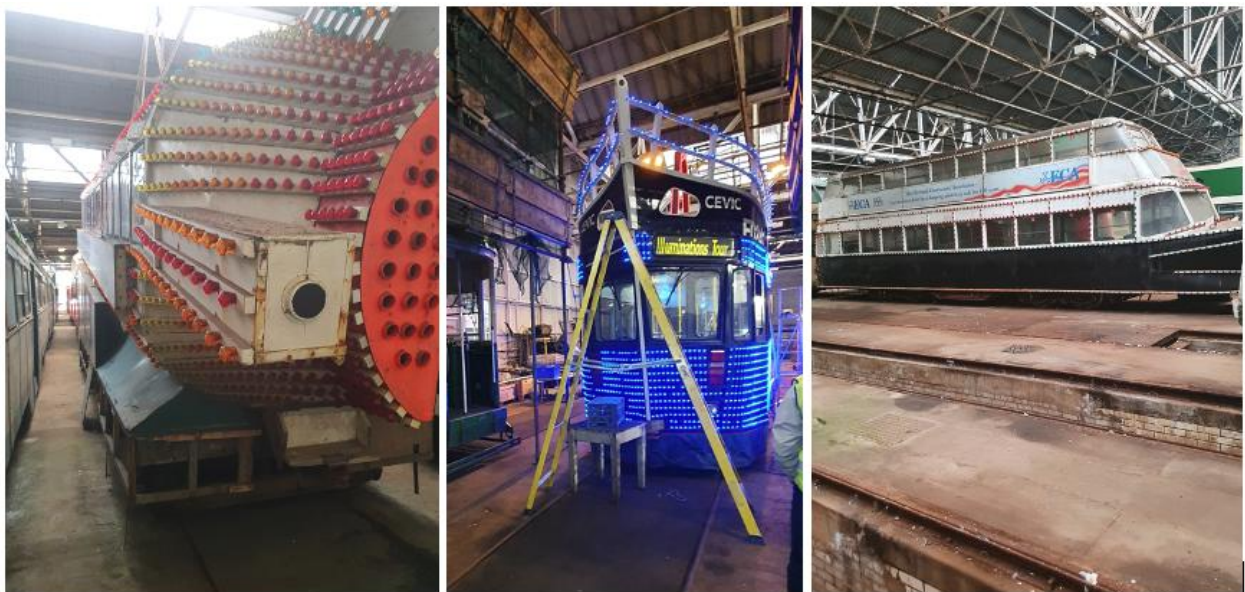
This month I am considerably further afield, at a recently built railway which has a connection with one closer to home, which was the answer to a previous "Where's Andrew?". But, where am I?

Rigby Road trip (part 2)

Mike Sharples

Next, we went into the depot itself then had a look at the back roads of the depot where trams were awaiting restoration or just stored, and saw some old favourites - mine was tramnik 1 (aka the rocket tram) which I remember as a kid.

Then into the electrical shop where they had no 737 trawler tram illuminated up for us. The money for the tram itself came from the family that owns the Fisherman's Friend brand who personally put the money into the tram. Also in there where we saw stored blackpool standard 143 and one of the boat tram then next door to the depot, where we saw a few more balloons and different versions of trams stored.



Left - Tramnik 1. Centre - 737, illuminated. Right - Hovercraft (735)



Left - Western Train.

Right - Blackpool Frigate (736)

I came across this in the weekly newsletter from World of Railways and I thought it might be of interest. We have all been to exhibitions where the hall lighting has left a lot to be desired and if a layout does not have its own integral lighting, then no matter how brilliant that layout might be, all the effort put in is wasted. Consequently, I have always tried to provide some lighting. But have I provided the correct lighting to enhance the layout?

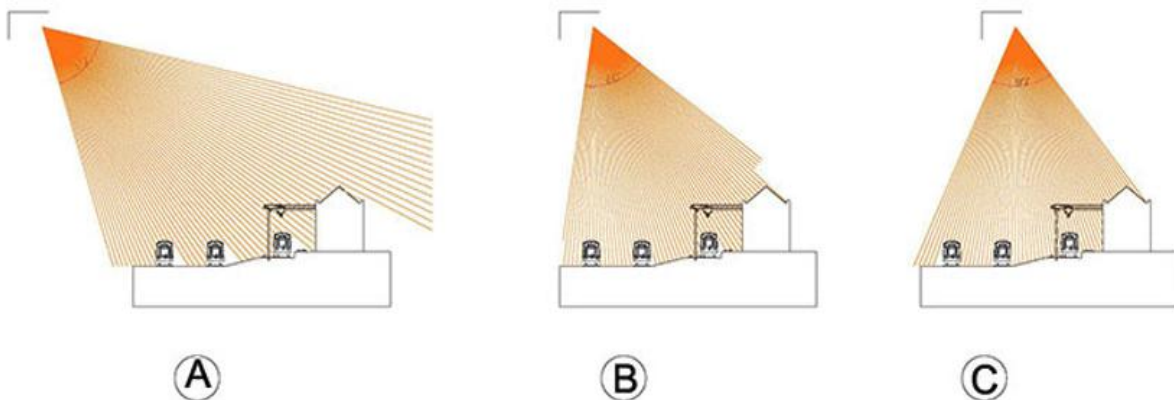
Credit is given to Giles Favell, a theatrical consultant as well as a modeller, for the basics on which this article is based.

Both in theatre and in model railways we strive to create a realistic, plausible world – one full-size, and the other to a much smaller scale, but both intended to draw us in, and free us from the distraction of the ‘real’ world.

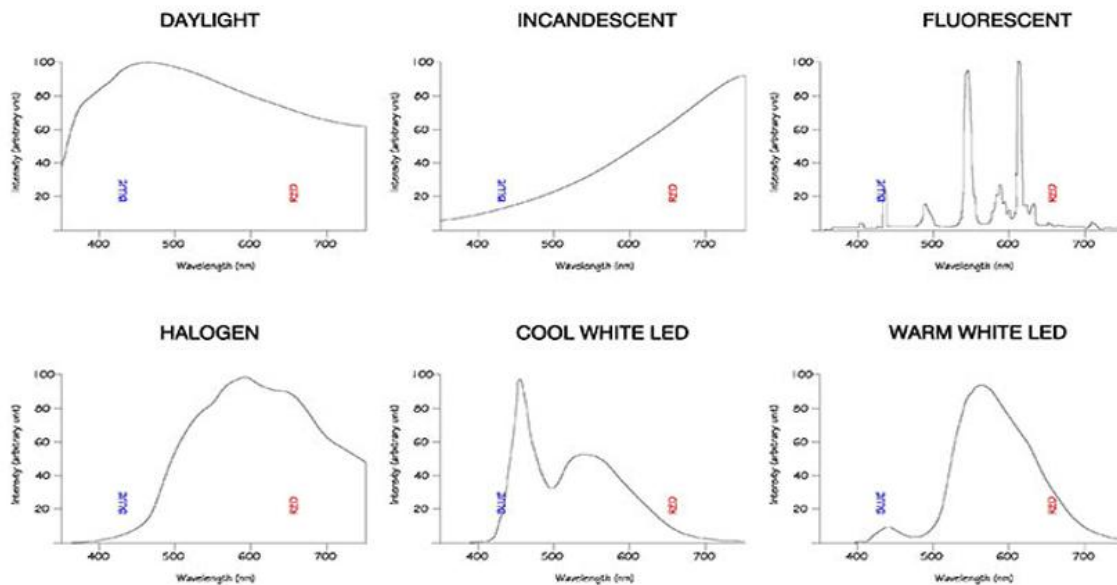
With a model railway, we are mostly presenting an ‘out-door scene’ in ‘daylight’ to be viewed from the front and slightly above. Distractions serve to weaken or break the illusions that we are striving to create so provide a back-scene - sky or distant view. This hides the view of inappropriate real-life that would otherwise be seen. Similarly, a nice fascia should be provided to smarten the layout front in the same way.

One of the most important aids to a good theatre performance is lighting and in the same way, a layout can be visually helped by good lighting – both at an exhibition and at home.

Aside from the colour (more of this later), we must firstly consider the beam angle and positions of the lights. Generally, if you walk outside, light coverage is even, unless you go into shadow. In the theatre, the textbook position for a light is 45 degrees to the side and 45 degrees in the vertical plane to enable good, even illumination. And this holds true for model layouts. All too often we see extremely nice layouts that are poorly lit towards the front, because the only available lighting is from above (“C” In the diagrams below). “A” is the ideal situation – any shadows fall towards the back and the front of any object is well lit. In the theatre, it is comparatively simple to achieve this directionality, but it may not be possible to rigidly adhere to this when lighting a model railway so “B” would be a decent compromise.



Most layouts portray the scene as during daylight hours, and generally during the middle part of the day. Real daylight is broadcast across a wide spectrum of wavelengths and, although it may look typically white, it is made up of all the colours of the spectrum to a greater or lesser extent. Artificial light sources, typically broadcast on much narrower wavelengths, making objects look flatter and more lifeless than in daylight. The diagram below shows the spectral intensity for daylight and various light sources.



Halogen lamps produce a good colour range, albeit on the warm side whilst traditional incandescent lamps also broadcast over a wide range but are warmer than halogens. Both these types produce a great deal of heat, however, and neither are energy efficient.

Fluorescents can be unpleasantly 'spiky' in their output, giving 'flat' colours and a harshness to the lighting. LEDs broadcast a little more than their primary colour, but still aren't perfect. However, they are very low wattage, producing very little heat. LEDs come in various options – GU10 style, battens (fluorescent replacement), strips and panel lights. Some are even dimmable. And remember you can use two or more types of light to enhance effects.

As well as lighting directionality and spectrum, the temperature value of light should be considered. The table below indicates this for various times of the day and seasons although of course you would need to adjust the lighting intensity depending on whether you were trying to achieve a noon time scene or evening.

<i>Temperature</i>	<i>Condition</i>	<i>Illumination type</i>
6500K	<i>sunlight with blue/white sky</i>	
6000K		<i>LED cool daylight</i>
5740K	<i>average noon summer sun</i>	
5500K		<i>photographic white</i>
5070K	<i>average noon winter sun</i>	
5000K	<i>outdoor light for most of the day</i>	
4500K	<i>late afternoon sun</i>	<i>LED neutral white</i>
3500K	<i>1hr after sunrise</i>	

3200-3400 K		<i>photo flood-standard indoor 'white light'</i>
3000K		<i>1000W incandescent tungsten halogen lamp</i>
2870K		<i>100W incandescent light bulb</i>
2500K		<i>LED warm white</i>
2000-2500 K	<i>dawn or dusk</i>	

As well as following the guidance above, here are a few useful tips:

- *Use the same light for your modelling (especially painting!) as you will use to light your layout. Different lights make the same object look different...*
- *Ensure shadows always come from the same direction.*
- *Season, time of day and weather will all dictate your lighting – if using different coloured LEDs, have them on dimmers so you can fine-tune or change your lighting.*
- *Daylight comes at us from all directions – even on a sunny day. Light is reflected from impurities in the atmosphere, the ground, or structures. The sunnier the day, the more unidirectional the light is.*
- *'Specials' - lights that are focused to shine through doors and windows - provide shafts of sunlight or moonlight. These add to the mix, enhancing the layout.*
- *Paint any visible 'off-stage' areas black, or a very dark colour – it makes the intended focus much clearer.*

And Finally...

This month's contribution comes from Derek Pratt.



The November newsletter referenced the need to have an even number of rail wheels. Not this one, which also has an odd number of road wheels. Or to put it another way, it's wheels are a bit odd: If you're interested (or even if you're not) it's a restored locomotive and coach from the Patiala State Monorail Trainways, now at the National Rail Museum, Delhi.

It was built for the Maharaja of Patiala, Sir Bhupinder Singh. Whilst not maharaja-ing he played cricket, becoming captain of India and touring England in 1911. As well as his own monorail system, he had a fleet of 44 Rolls-Royces. With at least 5 wives (some say 10, others 365), plus 350 or so concubines, an estimated 88 children and pots of other people's money, presumably nothing else would do. He died at age 46, possibly of exhaustion.