



# Newsletter

Issue 77: September 2019 Editor: Allan Trotter  
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## Editorial.

### Are model railway customers are their own worst enemy?

Looking through the RM Web website forums, I know, I know, a sad pastime, there was an item on the Hornby page discussing the possibility or not of Hornby introducing a Class 74 electro diesel to compliment their current Class 71 electric locomotive. The general mood of the discussion was rather astounding.

Instead of being all welcoming about the introduction of a new model not already made by a larger manufacturer, though Silver Fox do offer kit and ready to run models, most of the comments were not very positive about the idea. Strangely, the pundits were more concerned about DCC, lights and sound features and not about the actual model itself.



As a bit of background, for the 1960 Kent Coast electrification, twenty four Class 71 locomotives were provided to haul such prestigious and well loaded services as the Golden Arrow and Night Ferry between London Victoria and Dover Marine and other loco hauled services. The Class 71 was also used on freight, newspaper and parcels trains. With the demise of such services there was not a lot of

work for electric locomotives. In the mid 1960's, Southern Region, always an economical and versatile operation, converted ten of these Class 71 locos into Class 74 high power electro diesel locos for the newly electrified London Waterloo to Southampton and Bournemouth line to work the Channel Islands boat trains to Bournemouth and the Cunarder boat trains into Southampton docks. Their diesel power was most useful to take the trains the last half mile into the docks adjacent to the Cunard liners. Once again with the eventual demise of such prestige services the Class 74 locomotives once again found themselves with little work and were laid up as seen above at Eastleigh in 1978. All the ten locos eventually went for scrap.

So why are the keyboard pundits so negative about the Class 74 model? By observation there are more similarities than differences between the two models. Main ones are the body side panels, the roof panel now has no pantograph but a diesel exhaust, some underframe details are different and

now they have EPB MU jumpers on the cab fronts. Is this a simple and economic project? Not so according to the self proclaimed "experts".

One challenge mentioned is due to the current business practice of out sourcing manufacture to China, resulting in any Class 74 model not necessarily being made in the same factory as the Class 71 thus negating any economy of using the many shared components and even the packaging.

Perhaps model railway customers should be more wary of what they wish for and post on forums, they may get what they wish for or then again they may by their own actions, miss out on another new model. **Allan Trotter.**

## **Events Diary.**

Tue 3<sup>rd</sup> Sep            Committee Meeting, 19:30, Clubroom. All members welcome.

Sat 23<sup>rd</sup> Nov            Southport MRS Model Railway Exhibition. All Saints Parish Hall, Park Road, Southport, PR9 9JB. 10:00-16:30.

## **Chairman's Report.**

In your editorial you might give a plug for "Short Circuits". I am going to mention it following my look at the work being done on electrics for the OO circuit on HS3. I have spoken to people and drawn diagrams about how to wire up a passing loop particularly when live frog points are used. Needless to say, it appears that either I was not listened to or members do not understand the basics of electricity. Part of the problem is probably that Jim did not consider it necessary to provide a circuit diagram for what was considered a very simple track plan.

"It was good to see how many of our members were at the 'Big Model Show' earlier in August supporting both our own Club's layout and also Derek's.

For those who have been to clubrooms in recent weeks, you will have noticed some changes and improvements. Firstly, David and Mick have done a splendid job in decimating the weeds. It is now almost a pleasure to wonder down to the little room at the end of the garden without getting nettled or trousers wet from damp foliage. You will have also seen that it difficult to get into the old shed as we have had to nail the door shut to stop it falling off. Could this be the final nail in the coffin?

But of much more interest to you is the progress on HS3. The track work for the OO section has been completed and good progress is being made on connecting up track to the bus bars. However, a minor hiccup was found with the wiring of the loops which resulted in a complete short. The use of live frog points does require some rules to be followed in order to prevent this and wiring diagram is a help.

I would commend our members to have a look at Allan's series of papers on his website, please see the "Short Circuits" page at [www.eastbank.org.uk](http://www.eastbank.org.uk).

Work is well under way in laying the 32mm track work on the upper circuit with perhaps only a couple of lengths of track now to put down. Also, a start has been made on the 9mm section with the cork underlay almost completed. Track planning should commence soon, ideas please.

With autumn rapidly approaching, it is time to start thinking about our programme of talks and film shows. Offers will be gratefully received by John. I would like to remind you all that our exhibition is on Saturday 23rd November when Monsal Dale will have an outing. There are posters available in the club rooms. So if you are out and about to other exhibitions or events, please take a few to distribute. **Ian Shulver.**

## **Secretary's Report.**

We continue to make rapid progress on the race-track project and by the time this appears in print the 'top shelf' line will have been laid almost right round the upstairs of our clubroom enabling 32mm gauge trains to travel right round. There are no points and the standard used is Peco 16mm track so that coarse and finescale standard and narrow gauge trains can be run in steam, battery and clockwork. At present there is no track electric provision but that can be easily arranged if required, so if you are tempted by some of the recent finescale O gauge offerings from Dapol, Heljan and others, now is your chance, domestic authorities permitting!

Now we have HS32, and HS 16.5 nearing completion and expressions of interest are invited for HS12 (ie TT and narrow gauge on 12mm, ie OOn3 and HOm). The 9mm (aka HS9) is being developed with a start made with laying cork on the bottom shelf. And there may be room for a 6.5 mm line if you are interested, just ask. I'm not asking about T Gauge, not just yet but I did admire the scale model of the Forth Bridge that appeared at Bala show alongside Walmer Bridge from our member Derek Pratt. A nice spot has been identified outside in the garden (recently tidied by David Reames) for a dog bone HS45 circuit for which we have been offered some track.

Our club was represented at the Big Model Train Show at the Southport Convention Centre on 10th October and thanks to those of you who were able to attend on that day and to support the club as well as to enjoy a fine show of mostly bigger model trains. Your committee are now preparing very actively for our late Autumn Show, which will take place on 23rd November at All Saints Church Hall. We are also in the process of sounding out funding grants for the electrical re-wiring work required on site. If anybody has access to a qualified electrician please could you contact me. **Jim Ford.**  
No report submitted.

## **Where's Allan?**

Last month, once again I have been underwhelmed with just one response to the August 2019 "Where's Allan" quiz. The first and only answer received was

from Tony Kuivala who correctly stated *"This is Fort William with Caledonian Sleeper stock awaiting its return to London"*. Well done again Tony.



The September "Where's Allan" may not be quite so simple. Having just completed a three mile walk from Derbyshire "Under the Hill", the local railway reference given for the Pennine moors above the tunnel. I am about to emerge into the daylight of the White Rose County. This prominent railway route was at one time one of the main arteries for bringing coal from the Yorkshire coalfield to the

electricity generating plants in Cheshire, Lancashire and Merseyside. The tunnel still brings energy to the Northwest but it is now in the form of electricity, not coal. Alas, since 1981, the railway line is no more. Where am I?

## **Members Miscellanea.**

### **The BIG Model & Hobby Show Southport Convention Centre**

**Saturday 10th August 2019**

The BIG Model and Hobby Show was conceived to fill a gap in the Local Events calendar following the demise of Woodvale Rally. Hence the choices of an August date during Holidays although the reality was steered by availability of prestige venue and being one week later than we would have liked. Our twin emphasis centres on inclusive BIG and Hobby including Boats, Planes, Lego, Meccano, Soft Toys and our failure with Dolls Houses together with showcasing Local Organisations to outreach to a wider potentially family focussed audience. The choices of Gauge 1 Model Railway Association as lead organisation and Convention Centre as venue (both by Peter Wood) were inspirational. We are a Show rather not an Exhibition.

Not everything went according to Plan but does it ever? From patronage perspective the refreshments were inadequate whilst the air conditioning was very effective. 1250 square metre gives vast scope for the BIG. Some of the boats present just about fitted to ceiling. Dobson Bridge in Gauge 1 (from Lancaster) was our cornerstone exhibit supported by West Lancashire O Gauge Group, Southport Model Engineer's massive (and very heavy) live Models, North West G Scale, Derek Pratt's local Walmer Bridge Garden Railway and Southport Model Railway Society's Clairmont Layout. The enthusiastic support from these groups was tremendous contribution to creating the vibrant atmosphere.

The Convention Centre's staff was superb. At least two were on hand continuously throughout. Nothing was too much trouble. Parking for Exhibitors

and Traders which we thought might be tricky turned out to be excellent. It did help that the adjacent Underground Car Park we were allowed to use was part of the Complex. Then when the barriers failed with only 50% occupancy they resolved issue by isolating barriers for rest of day. It was then all free to everyone.

Thanks in large part to the support of our Traders and Exhibitors the 2019 Show exceeded our expectations. We are well on with 2020 planning – the date will be Saturday 08th August. And a full range of hot and cold refreshments will be available all day commencing with bacon butties from 08:00. **Tony Kuivala.**

## **THRELKELD JULY 2019**

Over final weekend of July each year Threlkeld Quarry & Mining Museum hold their Annual Gala.

This was my seventh annual pilgrimage into truly stepping back into past.

Apart from Quarry and Railway this is the home of Vintage Excavator Trust which dramatically adds to the overall ambience of stepping back to early 1960's.



Being part of the operational staff adds elements that public are not aware of. The visiting locos arrive early in week. On Thursday they get light up, road tested to check clearances then used for an evening Photo Charter. In amongst

the normal Friday passenger operations there is a continuous but separate Photo Charter happening.

On Saturday and Sunday passenger services ran every half hour or so. Virtually every train left passengers behind on platform for next train. Saturday was busiest day ever. Until the Sunday that was. As the coaching stock is air braked the resident loco SIRTOM either usually either headed or top and tailed.

This created a constantly changing combination of motive power.



All four visiting locos took their turns. At most times there were a minimum of one visiting loco shunting waggons (the local preferred spelling) around in the Top Quarry



LIASSIC, JACK LANE and Roger are from Statfold Barn. Kidsbrooke is a smaller sister to SIRTOM based at Yaxley on Mid Norfolk Railway. This was the first occasion it has visited another Railway. There will be a final opportunity to sample her at Statfold Barn's Road Rail and Real Ale Festival on 06<sup>th</sup> to 08<sup>th</sup> September as Boiler Certificate expires shortly thereafter.

Threlkeld Quarry & Mining Museum reopened to public on 23<sup>rd</sup> May 2010.



To celebrate 10 years of progress the new Extension will be opened in May 2020 followed by an extra special Gala weekend at end of July. **Tony Kuivala.**

## A Conundrum.

I recently received this enquiry via the LMS Society concerning a poster promoting visits to the Isle of Man and using LMS railway services.



I assume that the intention of the advertisement was to encourage holidaymakers to travel by means of an LMS service and then transfer to a ship for onwards transportation to Douglas. The question is, would any of our members have any idea as to the possible date of this promotion and also to the somewhat intriguing pictogram on the sail of the Viking long ship? **Allan Trotter.**

**END**