



Newsletter

Issue 50: May 2017 Editor: Allan Trotter
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Editorial



As our Spring 2017 exhibition is almost upon us, the May 2017 Newsletter is being published slightly in advance to give notification of this event.

Not only will there be an excellent selection of layouts to view, see more details further on, the Society will have a well stocked sales stand with a vast array of pre-owned model railway items, accessories, books and other miscellaneous collectables for you to acquire at reasonable prices. Make sure that you fully charge your wallet before coming to this event.

Although it is only some 214 days until Christmas, it may be time to think about reviving a tradition of the past by having a train running around your Christmas tree. Don't have any suitable track? Well now is your chance to acquire some Tri-ang Hornby Super 4 set track at reasonable prices from the

sales stand at our exhibition. This Code 150 track is much more robust than present day Code 100 or Code 75 and all models from early Tri-ang Railways and Hornby Dublo to the current Chinese made models will run well on this track. Don't forget to buy a Super 4 power clip as well. These plug into almost any part of Super 4 track. **Allan Trotter.**

Acting Chairman's report.

The months leading up to last year's AGM was a period of considerable turmoil, not least with the question mark surrounding our annual exhibition and whether it could continue with its 2-day format - rising costs, falling attendance and an ageing membership meant its financial viability, and hence the viability of the club as a whole, were at the forefront of our minds. Frank had indicated his intention to step down as Chairman, and so it was with considerable relief that Mike Sharples generously offered to lead the Club in

what was always expected to be a difficult year. Unfortunately, Mike has decided for personal reasons to resign from the Club, hence my elevation, as Deputy Chairman, to providing this report for the newsletter. Mike, over the last year worked very hard during that difficult time and we have to thank him for being a steady hand - thank you Mike.

I must say that I am very pleased to welcome Allan Trotter as the editor to this newsletter. Having previously occupied that position for forty five editions over almost four years, I know very well the difficulties of that position - getting Club officers to provide their reports by the publishing deadline, cajoling members to write articles, checking articles and even occasionally rewriting them and so on. So please will committee members get their reports in on time, and please, please, please could you, the membership, let Allan have articles to publish. They do not have to be lengthy, erudite or highly polished literature. Anything of railway or modelling interest will do, particularly if there are pictures. The editor will lick the article into shape (I hope).

Now what has been happening in the Club, and more importantly what will be happening. I know that the Secretary has written quite a comprehensive report so will not regurgitate items to be found in that report. However there are two things that I must mention.

Firstly, Saturday 29th April sees our second one day show, and I would ask that you all do your best to support the exhibition team in setting up on the Friday night and at the show on the Saturday. A successful show will help give the Club a focus and also help allay some of the worries that treasurer has regarding the Club's finances (doesn't he always worry about that!!!).

Secondly, the AGM will be held on May 12th - the formal notice for this will be issued shortly. Nominations for the Club Officers (Chairman, Deputy Chairman, Secretary, Treasurer and ordinary committee members) are required. The elected committee is important to the Club in that it helps to direct the activities of the Club and, more importantly, carries out the members' wishes. If you would like to help in running your and are interested in standing for any of the above positions, please let the Secretary know.

Once the exhibition and AGM are over, and hopefully the building work has been completed, we can get cracking with many of the projects that have been put on hold for so long. **Ian Shulver.**

Treasurer's report.

Nothing to report.

Secretary's report.

By the time that you read this our first Spring Show will soon be taking place. This one is different from our previous shows in that it is one day show and is focussed on established modellers. Terry Tasker has acted as the co-ordinator

and has assembled 14 layouts covering a spread of gauges. A number of them are hands on layouts where shunting or other railway activities can be undertaken. There are no traders but a large club second-hand stall.

A very cautious approach has been undertaken with regard to costs and many layouts are travelling relatively short distances at little cost to our society. However one of the costs over which we have little control is the insurance premiums which reflect the value of the trains – and in short we can't expect to have high quality models visiting if we are not willing to insure them! We are actually being approached by other local clubs with exhibits of Railway Modellers standard that want to exhibit in our exhibition, which is a credit to Terry for assembling a first class show and getting about and promoting our club through it.

Our premises.



Elsewhere, if you have been to the club recently you will be aware that as a result of the building work, it has been necessary to dismantle Portland. A photo of the last train on the layout is shown herewith.

This of course leaves us without an operating OO layout and a proposal is being developed

within the club for "Fishy Tales", a satirical take on contemporary events north of the border using existing resources within the club.

A full specification is being developed for submission to the Committee, with the intention that Fishy Tales will be operational for Woodvale and/or Ainsdale. Watch this space – and if you are wondering what the fish are – perhaps it will come as little surprise that we are talking about *sturgeons* and *salmonds*.

Or as they really would like to be able to say in Scotland: "So long and thanks for all the fish".

Open Committee meeting.

Recently an Open Committee meeting was held to discuss the forthcoming show. The event was well attended and it proved possible to explore a number of other areas within the clubs activities. It seems as though the talks have faded in interest and for the present they will remain suspended.

However considerable interest was expressed in club visits to railway sites both near and reasonably far. Some interest was also expressed in DVD/video showings. Members also expressed interest in having a more fixed programme that we have had recently – perhaps more like the Model Engineers.

Proposed programme.

A possible programme could read like this for a four weekly cycle

Week one	Tuesday	British Steam Railway video or other <i>full-size railway</i> subject	Friday	Club night - Layout running and building
Week two	Tuesday	Demonstration night by members	Friday	Club night - Layout running and building
Week three	Tuesday	Video on <i>model railway</i> making - BRM etc.	Friday	Club night - Layout running and building
Week four	Tuesday	Club night - Layout running and building	Friday	Open Committee meeting

This would be accompanied by a summer programme of visits to nearby and slightly further attractions. The demonstrations would be held at the clubrooms with a nice fire in the winter, maybe even with some modest food etc. The programme would be announced in advance in the monthly newsletter.

Obviously implementing all of this would place a considerable burden on officers and to make it both successful and sustainable, we would need club members to step forward and to take on portions of the programme. Members views direct to the secretary by email or phone would be welcome, or ask for it to be discussed at the Open Committee meeting. **Jim Ford.**

Annual General Meeting

The Club AGM will take place on Friday 12th May. Venue to follow. **Jim Ford.**

Exhibition Co-ordinator's report.

This Year's exhibition is different from the shows we have had in the past. Previously we have never decided to favour one aspect of the hobby over another. Nor have we considered targeting small layouts. Due to the size of the hall we are using, I was limited on having large layouts and found there was only room for five of them. This I thought was unacceptable so I decided to have smaller layouts. I managed to secure fourteen exhibition models including 'N' 009 and OO gauge. Yes they are perhaps not what we are use to at exhibition. However, all are excellently presented and well worth looking at. When I attended exhibitions I find myself drawn to un-usual and different layouts of the type that would fit on a shelf, an alcove or to fit in a car. These are the layout I have brought together for our One Day show.

Tetfield under Bolt. Gareth & Bob Rolands. This is a superb layout. Modelled to a high standard and been to most of the large shows in the country.

New Mills. N. Bruce Garwood who is also exhibiting:

Canobury. N. Both are new on the circuit and should be an inspiration to would be meddlers.

Hironocho. By Peter Dibben. Yet another well crafted model and not often seen at shows.

Llanrug. OO9. John (Stan) Williams. This model of a narrow gauge line would make any one take up OO9 for a hobby in building a railway.

South West Lancs Light Railway. OO9. Roger Christian. Well known on the exhibition circuit and consummate builder of OO9 layouts.

Fablewood (Coed y Chwedlav). OO9. David Hennesey. I only saw this for the first time at the OO9 show last week. Nice little layout which is interesting to see run.

Leigh Bridge. OO. Craig Holt. This is a TDM layout, interesting movement of locos with sound. This is new to the exhibition circuit and should prove popular with all who see it.

Untermutten. H0m 12mm. Dave Howsam. I must say I have not seen this layout. However it has come as a recommendation from one of our members.

Sortem. OO. John Essex. This is one of our first Hands-On Layouts. Where you can have a drive and as the name suggests, sort the wagons out.

Midhurst Road Junction. OO. Tony Bates. Fancy being a signal man for a Day? This is your opportunity to do just that. This is the biggest layout we have coming. Nineteen feet in total with you in charge of the signals. Can't wait to have a go!

Old Fart Sidings. OO. Mike Eydmann. Think you can put three wagons in the goods shed in a limited space. Come and have a go. It's difficult!

Boxley Sidings. OO. Mike Eydmann. This is also a compact layout only three feet x two feet but full of movement for you to enjoy.

The Sidings. OO Nick Gumey. This is such a beautiful layout you must come along to see it. It features a DRS fuelling station with lighting which can be altered between night and day. It is featured in all of the Model magazines and also on U-tube. This layout is stunning. **Terry Tasker.**

Southport Model Railway Society members exhibiting at Modelrail Scotland (Glasgow) in February 2017.

Model Rail Scotland

In the year 2017, Southport Model Railway Society members had not just one layout but two layouts invited to exhibit at Modelrail Scotland at the Scottish Events Campus (SEC) in Glasgow. These layouts were Terry Tasker with Lastun and myself with my Hornby Dublo 2 rail nostalgia layout Binns.



After a prompt departure from Southport at 09:00, we made a perfectly timed arrival at the SEC at 13:00, just in time for access for setting up. Although vehicular access to the hall is permitted it is of course under organised control. As Binns is a simple exhibit to set up, we asked and permission was granted to leave the van next to an access door and wheel the layout in to its allocated location. After two trips everything was in the venue. One thing must be noted and that is the extreme helpfulness of not only the Modelrail Scotland stewards but especially the staff of the SEC, in fact completely contrary to the belligerent attitude presented by the obstreperous staff at a certain well known establishment near Birmingham.



Our layout was set up and was operational in a few minutes and after a quick perusal of the other exhibits it was time to retire to our on site Campanile Hotel for a well earned small intoxicating libation. After some discussion and a unanimous vote, we decided to decline the offer of the house specialty of the hotel restaurant, a Scouse Burger and dine in the Chinese restaurant in the adjacent Rotunda.



The exhibition went very well with many visitors taking a keen interest in the exhibit and asking many questions about the Hornby Dublo trains and also the small selection of Tri-ang Hornby Genuine Fakes models on display. Not only but also, Southport Model Railway Society received an invitation to exhibit Monsal Dale at the next Modelrail Scotland in 2018.

On arriving with the van on Sunday morning, once again the SEC staff could not have been more accommodating and ushered us to a parking spot just outside the access door. After a tiring but

enjoyable three days exhibiting, by the time the 17:00 closing time came on the Sunday, we were ready to pack up and load the van. Because of the ideal location of the van, this was achieved in record time.

Once again back at the hotel another small libation was enjoyed by all before dinner once again at the Rotunda. This was followed by a couple of nightcaps and then it was time to retire for a well earned rest.

The usual question that arises after finishing exhibiting a layout is "would you do it all again chaps?" Well, as you have now read, the answer was a resounding yes. **Allan Trotter.**

Excursion entitled "Following the routes of the Class 502.

For more about the restoration of the Class 502 see the Friends of the Class 502 web site at: <http://www.class502.org.uk/>

This following short article below was featured in LMS News No.185, April 2017.



For archive images of the Class 502 and other Merseyside electric trains in action go to: <http://www.eastbank.org.uk/mersey.htm>

LIVERPOOL-SOUTHPORT ELECTRIC STOCK



On Sunday the 2nd of April 2017 the Friends of the 502 Group organised an excursion by bus following the routes once used by the Class 502 electric units. Setting off from Southport, Seaforth & Litherland, Bootle and Sandhills were visited and arriving at

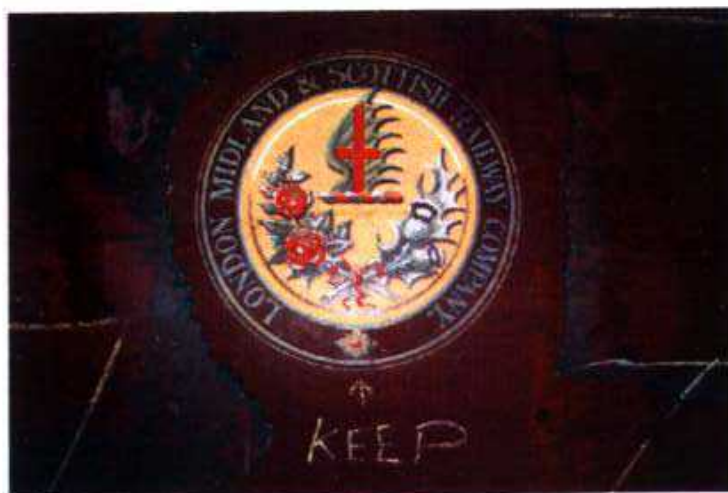
what now remains of Liverpool Exchange Station. Not really that much but the original station building has been refurbished as office accommodation but the real source of revenue is on what was once the platforms and the approach track area. The huge area is now a car park charging £6.00 a day for the privilege.

From there the excursion continued to the present day Aintree Station although this was once known as Sefton Arms Station. From there via Ormskirk to the final stopping off point at the Merseyside Transport Trust site at Burscough. This site hosts a large number of buses, some operational and some in the process of restoration.

Here behind all the buses the Friends of the 502 Group are in the process of restoring a two car Class 502 unit. As usual, pictures are worth a thousand words.

More of my images can be found at <http://www.eastbank.org.uk/mersey.htm>

Allan Trotter.



Coincidentally on 31/03/2017 just after Allan had sent in his photos, an enquiry from a **Mr Pete Wurcbacher** was received:

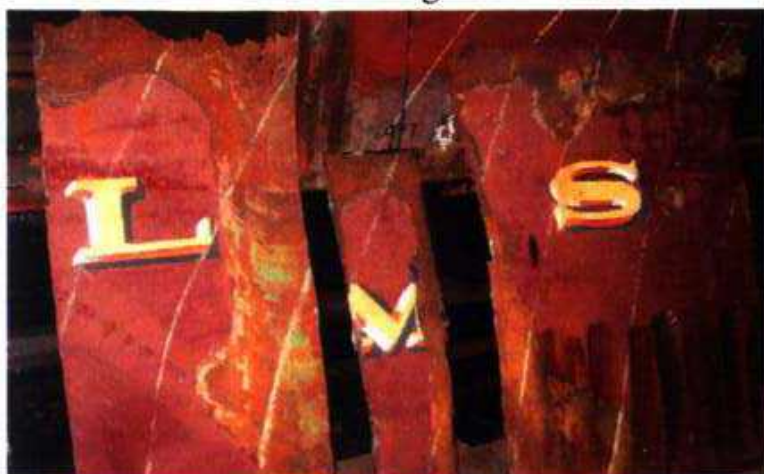
“I spent my early life near Derby and would often frequent the London Road bridge overlooking the shed on a Saturday morning, thus promoting an interest maintained thereafter. Many years ago I obtained a small oval works plate with the following information – LMS, Derby, Lot 1074, 1940. I would very much like to know to what vehicle Lot 1074 related. I was once told that it related to part of a class 502 electric unit (Mersey Rail Northern Line) which I know were built at Derby at that time, although I would expect it to refer to some more mundane item of rolling stock. Could you please enlighten me.”



The following reply was sent by the **Hon. Sec.:**

“I have checked our ‘standard text’ on LMS coaches: David Jenkinson & R.J.Essery ‘Illustrated History of LMS Coaching Stock, Vol.3’, page 168 (OPC, 2000) and this section describes the Liverpool-Southport electric units. I would assess that this was part of the 502 class electric units.

According to the information therein, your building plate came from a Third Trailer’ built to Diagram 2011, lot 1074 and built at Derby in 1939.



The ‘open stock’ was actually delivered over time period 1939-43. The same page also contains a photograph of the interior of third class seating in third trailer no.29545, which was part of the relevant batch.”

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