

CAMERA



The Newsletter of the Chiltern Model Railway Association

No. 10

November 2012

St Albans Exhibition - 12th & 13th January 2013

IT'S THAT TIME of year again and the CMRA's exhibition at the Arena in St Albans will soon be with us. I regret to say that this year I appear to be chasing my tail but I expect it will be "alright on the night". I have been struggling at times as I have had to cope with ill health resulting in not being able to drive since February. Fortunately, I have been encouraged by the support I have received from my colleagues and until recently seemed to be ahead of the game. Nonetheless, we have got another good selection of layouts for the next show – and we are well on the way to the 2014 selection as well. Unfortunately, as I write this, I need to find replacement(s) for a large layout which, for reasons beyond the owner's control, cannot be with us in January coming but will be in 2014. Of course I need to find something which is firstly available and, importantly, does not detract from the overall quality of the exhibition and complements rather than duplicates other exhibits; so it's not a simple task.

The St Albans show is much like a club exhibition in many ways; there is no dedication to any particular scale, gauge or prototype and it is intended to appeal to modellers but needs to cater for families as well, as most visitors are fairly local. However, there are very distinct differences between it and a conventional club show in the way in which it needs to be organised. The CMRA is an organisation for clubs spread over a good part of England and now even one in Wales. There are infrequent meetings between individuals and no St Albans nucleus. Club exhibitions tend to be run at a venue reasonably local to the majority of their members who tend to meet on a weekly basis. The difference is really noticeable when it comes to manning the show over the whole weekend.

We have a strong team of individuals, drawn mainly from the Management Committee, who front our exhibition effort and who start at midday on Friday and finally leave the Arena about 7pm on the Sunday. There is also support from the clubs who load, unload and transport the equipment from and to the Welwyn Garden stores. Abingdon and the MRC have performed these functions for many years and hopefully they will be able to do so again. We also rely on many additional volunteers to help out with running the exhibition over the weekend. Fortunately there is a core of individuals who do something to help each year but we will need more volunteers; we all get older and some volunteers drop out each year or have other commitments. As the years go by we recognise the need for us to become better organised which requires that we have a slightly bigger workforce. Friday evening, Saturday morning and Sunday at exhibition close are times when we need to have improved security. We will need help with setting up on the Friday, stewarding on Saturday and Sunday, and in getting everything out of the Arena again on Sunday after the exhibition closes. Sunday evening presents us with the most difficult problem for us; it is amazing how quickly the helpers tend to drift away as soon as the exhibition closes. It's good to get off home after a long day, or perhaps a long weekend and the pull to leave must be quite strong, particularly if a journey of any length is involved. However, giving us an extra hour after the show closes on the Sunday would be of immense value. Most setting up and clearing up jobs do require a certain amount of lifting and carrying but providing security monitoring, on Friday evening, first thing Saturday and on Sunday evening, and stewarding during the exhibition opening hours is not physically demanding. And there is the added attraction of plenty of time to look around the exhibition and enjoy a free lunch if requested. Please volunteer for something if you are sure you can help. Information on stewarding will be being sent out by email to those on our circulation list. Alternatively the information will be on the members' page on our website. I'm pleased to say that Peter Vestey and Alan Hannington will again be sharing the role of chief steward.



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Copy for future issues to be sent to the above addresses.
Deadline for the next issue : 14th January 2013

There will be the usual CMRA Members' Sales Stand in the basement, operated by John Baggaley and his crew, mainly drawn from Hemel Hempstead MRS. If you wish to sell things on the stand you will need to be prepared in advance. The form and details of the procedure to be used for selling things will be emailed to your club rep and will also be on the members' page on our website.

For those of you who just wish to come to the exhibition advance tickets will be obtainable from John Doyland at £5.00 each, almost a 30% saving. See page 4 for order form.

Opening times for the exhibition and so on can be found on the copy of the exhibition poster on page 1. The complimentary bus service will be operated by the 712 Preservation Group and will connect the Alban Arena to the Abbey and City railway stations.

I think we have got a good line up of layouts this year and no doubt a list will be published when I have finalised the line-up and cannot defer doing so any longer. But St Albans always seems to be seen as a good show and is well attended whether or not a list of layouts is published. You can be assured that there will be things there that you will really appreciate. I hope to see you there.

David Crossley,
CMRA Exhibition Manager

Notice of AGM

Dear Friends,

I hereby give notice that the AGM of the Chiltern Model Railway Association Ltd will be held at Ludwick Way Methodist Church, Ludwick Way, Welwyn Garden City, Herts AL7 3JA on 1st December 2012.

The AGM will commence with coffee at 10:00am and the meeting proper at 10:30am prompt.

Agenda

- 1 Apologies for absence
- 2 Consideration and approval of the minutes of the 2011 AGM
- 3 Matters arising from the minutes
- 4 Report from Chairman and Membership Report "
- 5 Report from Treasurer and Company Secretary
- 6 Receive and approve the CMRA Ltd accounts for 2011/2012
- 7 Election of the of Directors of the Limited Company
- 8 Election of the Applications Committee.

Reports and directions to the AGM will be available in the members' area of the CMRA website from the 12th November.

Yours Sincerely

Stuart Marshall, Association Secretary.

Editorial

Another issue of the newsletter hits the airwaves and the importance of this phrase strikes me of how invaluable electronic communication can be to our hobby.

With very few exceptions, this publication is sent to most of the member clubs using e-mail. John is now able to send out club show leaflets more easily by the same medium. Both of these events reduce the cost of postage and the use of paper and besides it is a far more convenient way of getting information out. I belong to a couple of line societies that also use the internet in a slightly different way. They have established chat groups so that members can discuss matters concerning their chosen prototype railway interest. These allow a message to be generated to all those that are registered with the group and a lot of interesting threads of discussion can be generated. These range from the most detailed and arcane research questions to what members have just seen on the railway lines that are of interest to the group.

This is very unlike the use of what is now called 'Social Media' – Facebook, Twitter and the like, which have recently caused so much anguish of late in the wider world. The closed groups I talk of do have their moments though, but through careful moderation, these interruptions are reduced to a minimum, and the members of the group are very aware that they are talking to a number of people at the same time, which is evidently not the case with some avid 'tweeters'. Whilst members are discussing research topics, any inadvertent errors that creep in can be quickly corrected and the record set straight, which is unlike the other great computing aid – Wikipedia. With any form of research, due weight must be given to primary, secondary and tertiary sources and with the electronic encyclopedias available to us on line it is not always clear which of the groups the information falls into. Even a usually reliable primary source should be also tested and checked.

As the e-mail mailing system used by the CMRA is so important to us, it goes without saying that the Association must have an accurate list of club reps to make it work, so please remember that when your club officers change, please let us know and give us the current contact address. This can be sent to either John or myself as we both ensure was are working from the most recent list.

Without preempting the AGM and the announcement of a new password for the members area of the CMRA website, Chairman John has let me have it so that it can be got out to a wider audience. The user name stays as 'cmra' and the new password is 'tornado'. This area of the website is most interesting and I urge that you use it. It also has an (almost) complete set of back issues of CaMeRA if you need to refer to them, or not have seen copies when they were published.

• Mike Peascod

Forthcoming CMRA Events

2012		
1 Dec	AGM	de Havilland MRS
2013		
12 Jan}		
13 Jan}	Exhibition	St. Albans.
13 Jul	Modeller's Day	

What's in a Name?

The Manchester/ Sheffield Electrics

Peter Denton
Chairman, Worthing Model
Railway Club



1. Why electrify the Woodhead line?

One of the principal earners for the LNER was coal traffic from the Yorkshire Coal Field to Lancashire and Cheshire. The problem was that the main line to Manchester and beyond from Sheffield and the branch from Wath traversed the Pennine range (the backbone of England) and with severe gradients either side of Woodhead these posed a real challenge to the operating department. If these were not enough, the severe winter weather created scheduling havoc. Double heading of steam locomotives was a regular occurrence and the LNER's only "Garratt", of wheel arrangement 2-8-0 + 0-8-2, built in 1925 and numbered by BR 69999 was used exclusively as a banker on the climb out of Wath Yard. It was later employed not entirely successfully, on the Lickey Incline but that is outside the scope of this article. Woodhead tunnel consisted of two single bores where the conditions inside were generally regarded as some of the most challenging that any loco crew had to face. Consequently, Sir Nigel Gresley in 1936 decided to electrify the line and whilst a start had been made prior to the second world war, all work ceased for the duration and it was not until the early fifties that the scheme was resuscitated.

2. The system

Gresley chose an operating system of 1500v DC with the first phase, to Wath Yard being commissioned in 1953 with the remaining part of the line to Sheffield Victoria being opened in 1955, later extended slightly to serve the now defunct Tinsley Marshalling Yard. Whilst ever there was a heavy demand for coal then the system coped but once the coal traffic subsided then the writing was on the wall for the system as the rest of the country had been electrified at 25kv AC. The two systems were incompatible. Through passenger traffic involved changing locos at either Manchester London Road (later renamed Piccadilly) or the other end of the line, Sheffield Victoria as no steam locos were allowed through the new Woodhead tunnel, opened to coincide with the electrification scheme.

The Locomotives

With hindsight, it is easy to criticise the LNER for choosing a less efficient system yet at the time it seemed the most economical and used well tried engineering principles. With the steep inclines on both sides of the tunnel, the opportunity was taken to include regenerative braking systems in the locos whereby when coasting downhill, power could be fed back into the system. 57 locomotives of the Bo-Bo wheel arrangement were built by Metropolitan Vickers. They were originally numbered 26001-26057 but under the TOPS system they became class 76. 30 were fitted to allow multiple working primarily on the freight only Wath incline route. These class 76 locos were well capable of handling all the passenger services but in fact a separate class of seven electric locomotives was built to deal solely with the express passenger services. These were of the Co-Co wheel arrangement, known as EM2's, later class 77. Three have been preserved whereas the

sole survivor of class EM1, 26020 is in the National Railway Museum in York. With the writing on the wall, passenger services were withdrawn in 1970 with freight traffic and hence the line in its entirety, being closed in 1981. The EM2 class were sold to Holland where the 1500v DC system is used but were withdrawn in 1986. 12 locos of class EM1 were named after Greek heros, Diomedes (26047) being named after a Greek favourite who fought in the Trojan War. The name means "Advised by Zeus". His death remains a mystery although it was alleged when he died the albatrosses sang, hence their family name Diomedea. The only other named loco of the class was the prototype: Tommy (26000) called affectionately after the British Soldier.

3. The Heljan/Olivia's Trains Model

A limited edition commissioned from the Danish Manufacturer, Heljan, by Olivia's Trains of Sheffield. It is powered by a five pole motor picking up solely from the track, the pantographs being purely cosmetic but no doubt one day some clever person will allow power to be collected via the overhead wires.

4. The photograph

Taken on my own model layout "Wadshill" with the locomotive emerging from Marcliffe Tunnel pulling a "blood & custard" carriage.

5. My own recollection of the line

I was born in the Middlewood district of Sheffield just one mile from the main line (and at the time even more importantly, less than half a mile from Sheffield Wednesday's ground) and the neighbouring station of Wadsley Bridge. I therefore saw the system develop and its demise. I do, however, have fond memories of travelling on the line en famille to "Ashburys for Belle View" via Woodhead and its isolated splendour.

6. On reflection

We know that Dr Beeching has a lot to answer for but at the time, the decision to close was taken on purely economic grounds and some years' after his initial report, although the operating principles that he established clearly influenced the decision to close the line. There are from time to time noises made to reopen the line and if it were currently open it would prove a most useful diversionary route as well as relieve the Hope Valley Line from Sheffield to Manchester. I myself cannot see the line being recommissioned. The track has been removed as have all traces of the overhead wire. A large voltage electric trunking cable is, I believe, now threaded through the "new" Woodhead tunnel. Suburban traffic operates in the Manchester area where the line has been re-equipped at 25kv AC. A single line has been retained to serve a steel works to the north of Sheffield. Sheffield Victoria Station is no more although the old Great Central built hotel "The Sheffield Victoria Hotel" is still very much in business with due recognition given in the foyer to its railway origins.

When we were young!

Dennis Swains

After reading about the early years of CMRA, a few more things have come to mind. The early exhibitions had their moments! Amersham was invited to take a layout to Luton and we accepted. On arrival at the Parish Church Hall in Luton we were directed upstairs. Both Church and Hall were old, so old that the wooden floor had been worn by countless feet leaving all the knots in the wood proud, being much harder. Everyone needed lots of packing! Next to us was a layout, I cannot remember where from, but they had a problem. Since accepting the invitation, they had increased its length by several feet. Mr B Lockey (mentioned in the first report) was, I believe, the exhibition manager. He produced a saw and told them that they must reduce the length or take the layout away. They actually sawed their traverser in half and ran short trains!

Bill Summers, a founder member at Amersham (no longer with us unfortunately) produced a lever frame from plywood with levers of 3/8" square wood. Passing contacts to energise sections were made from 'atomic' draught proofing strip (phosphorus bronze) from 'Woolies'. Nylon cord activated signals and points. It served us well and worked OK for some years. At Biggleswade exhibition, our layout was set up and running with signals working, points operating ages before that of our neighbour, a very well-known author and modeller (still with us) who was having no luck with his pristine layout and his frustration showed. Finally, he came across and asked Bill, 'Well, how do your things work so well?' 'String and rubber bands', said Bill and invited our dumbfounded friend to crawl underneath and have a look!

We took a layout to one of the university cities on a terrible rainy day. On a window sill behind our layout was a loudspeaker blaring out a recording of a Black 5 on a freight climbing Shap. When it had climbed it and eased for the summit, it climbed it again, and again, and again. We stuck it until lunchtime when Bill surreptitiously opened the window and placed the loudspeaker outside in the rain. It was quieter after lunch.

A few ancients like me may remember the exhibitions held in London a few times that were commercially sponsored. They organised competitions for layouts - one I remember was for layouts not more than 48 square feet in area. We asked if they would accept one 36 feet long by 1'4" wide? They agreed and our hump-shunting yard (3 reception sidings) beside a double track mainline took shape. Our layout was built in dampish

club rooms and the humped wagons rolled gently down into the sidings. Twenty-four hours in Central Hall and the track had dried out and the wagons rolled down like greased lightning! We managed to solder lengths of springy wire for retarders but with only moderate success - there was always a crowd to watch high speed humping - we actually won 3rd prize!

The late Den Nix's LNWR layout went to Bletchley, was put up and tested - OK, but no goods stock, which provided 50% of the timetable. A frantic phone call to his wife at home, to delay her departure to some function was followed by a dash down the infant M1 (as it was then) in a friend's Rover 2000. That was the beginning of my grey hair. We think my friend's time to Chorleywood and back is a record that still stands!

Many of you will have had disasters at exhibitions or happenings that produce at least a grin. Who remembers the chap from Southampton, I believe it was, who announced to his audience, 'A Castle comes next' and out of a tunnel bursts a model Castle Tower built on a motor-bogie? At a De Havilland's exhibition, he had a working waterfall - clever, but powered by a pump which every second went, 'Wherp - wherp - wherp'. Seven hours of that tested the friendliness of neighbouring operators!

Who remembers the group who, at Hemel Hempstead, found they had assembled their layout (which was 75% composed of a vast viaduct) the wrong way round? A dozen or so of exhibitors helped lift up the whole thing and maneuver it through 180° over the heads and layouts already set up. I recall a lad who spent most of the morning taking Dublo wagons out of individual boxes. The boxes today would be worth a fortune - hope he kept them - he spent ages after tea putting the wagons away again!

At Amersham, we always looked on railway modelling as fun. While fully appreciating the efforts of rivet counters (we had a few) and those who insist that their loco crews have the correct coloured eyes, we sought to create a smile at our exhibitions if only by a pun from the name of a shop - our dental surgery was Phil McCavity. At an exhibition to be judged by one of the 'Elder Statesmen' of the modelling world, in a corner of our layout we had two short lengths of 'N' gauge track stuck to cork and floating in a shallow plastic dish. The 'Elder Statesman' didn't appear to notice - but perhaps he did - we didn't win!

Advanced Warning

The CMRA Modeller's Day
will be held on the 13th July 2013

Advance tickets for St Albans Exhibition, 12th & 13th January 2013 for members of CMRA member organisations

Please complete, detach or photocopy, and return by 4th January 2013 with a cheque for the total cost and a stamped addressed envelope for return of the tickets to:-

John Doyland, 119 Ipswich Road, Colchester, Essex, C04 0E7

Club	Number of tickets required	Total cost @ £5 each
Contact name as on CMRA Register	Telephone	

One Track Minds Ian Hammond

At One Track Minds we meet in various homes to discuss our hobby and what we have achieved during the preceding month. Our meetings vary but we hold "What's on my workbench" sessions regularly which I must say drive you on to produce something which always brings something of interest from at least a couple of our members. We also have sessions given by a member (or invited visitor) on a specialised subject usually ending up with a "hands-on time."

In the spring we decided to have a "modelling day" so we hired a local village hall, set up some tables, put the kettle on and arranged with the local pub to supply us with food at lunchtime. We also invited a couple of like-minded friends with invitations sent out to neighbouring clubs to come along and meet us. Although not all our group were able to attend this

event, it was deemed a success and a further day was planned for the beginning of November. The future plan is to hold two events like this a year.

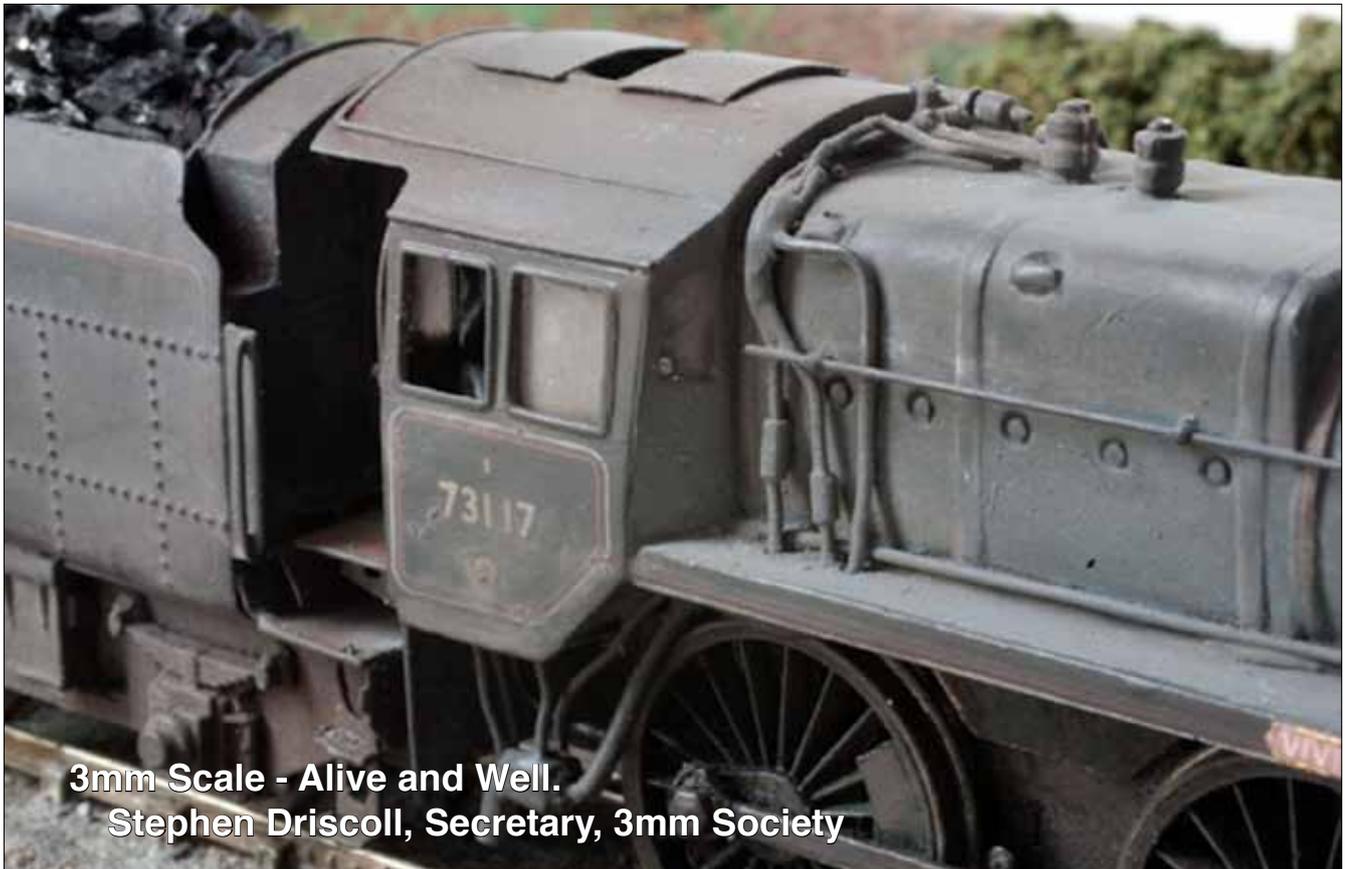
Our latest day in November was almost over subscribed as all tables were occupied and a very enjoyable day was had just modelling – well chatting, discussing, learning, modelling and drinking. We have all benefited from these days by seeing and learning from others on a practical one to one basis without any pressure and distractions that sometimes happens at regular club nights. The invitations to other local clubs saw a few like-minded visitors and hopefully we all went away having learnt something new. We make no charge to visitors, except for a cuppa, as it is our day and not an exhibition.

These images give an idea of our group at work(or play!).



Two images supplied by Ian - of what seems to have been a great day





**3mm Scale - Alive and Well.
Stephen Driscoll, Secretary, 3mm Society**

MORE COMMONLY known as “TT” in model railway circles, 3mm scale is very much alive. Supported by the 3mm Society the scale has gone from strength to strength over the past few years and in 2015 the Society celebrates its Golden Jubilee. The standard of modelling equals that of any of the larger scales. This was ably demonstrated at the Society AGM in May, where our resident photographer and long-time member Geoff Heliwell photographed a number of entries.

The scale is also well supported with not only products from the Society shop but also traders such as Worsley Works, Finney & Smith and 3smr, not to mention members who source their own kits such as Bruce Smetham who does a range of diesels.

The Society membership year runs from April 1st to 31st March and members receive a copy of *Mixed Traffic*, a quarterly which ably demonstrates modelling in 3mm scale. Any Society official or member will only be too pleased to answer your questions or point you in the right direction. There is also an Area Group network & you can go along to your local Group and make yourself known to your Group Organiser, who will introduce you to everyone. If you are interested in joining a membership form can be downloaded from:

www.3mmsociety.org.uk

So if you want to model something different or want to find a happy medium between N & OO why not give 3mm scale a try.

All photographs by Geoff Heliwell



Above.
*A British Railways standard
5MT 4-6-0 No. 73117 Vivien,
modelled by Stephen Moor*

Right.
*A nice group of local shops by
Howard Love,*



Nick Saltzman's model of an Adams 'Ilfracombe' six-coupled goods engine.



A rare subject to be modelled - a molasses tank wagon by Andrew Thomas

A Little Bit of Space Left Over

Can you fill it in future issues?
Please get in touch with the Editor
at newsletter@cmra.org.uk