



## TRACK RECORD #2 June 2023 - the Newsletter of the SCMRC

Welcome to the second edition of TRACK RECORD! - our clubs' new newsletter for the membership of the SCMRC.

### Editorial

The first issue of Track Record was well received by members and I would like to thank everyone for their feedback. However some members were unable to open the newsletter, I still don't understand what the issue was/is and can only assume the file was too large. It was always the intention to also place copy on the club website. It is probably advisable to read this document online as well as to save your printer ink and paper.

In this issue there is a new feature called "Meet the members". The idea behind this is to get to know our members better. This issue features Joe Holmes. Next issue will feature two members otherwise it will take years to cover everyone!

The second part of Andy Hobden's article on the Gauge 1 layout bridges concludes as does the remainder of his report on the heritage railways of Australia and Tasmania in particular.

There are also updates on other gauges and an article with photos by John Dedman of his home layout.

Talking about photos there is an important section on Copyright and the laws/rules and restrictions around use of others photos, videos etc.

I hope you enjoy TRACK RECORD number 2. Look out for Issue 3 around late August/early September. Have a great summer everyone and visit lots of shows and Heritage Lines. And if you do please send me a summary of what you see.

As usual please send all feedback and suggestions by sending comment to [juliantominey@icloud.com](mailto:juliantominey@icloud.com). Please don't use the general Rails email address.

## Club News

Joe Holmes and David Mc Crory are now joint reps for OO gauge. Many thanks to Chalkie White for a great job when the rep for this gauge. Andy Hobden is now the Gauge 1 rep as Andy Ford's commitments to the restoration of Sir Frederick Pile takes up all his time and effort.

Roger Smith has stepped down as our Company Secretary with immediate effect. Joe Holmes has taken over this role and has been made a Director of the club. Julian Tominey agreed to shadow David Wicks in his Treasurer role and has subsequently been made a Director for Communications and Media.

## Club Polo Shirts

If anyone wants a club polo shirt with logo and optionally your name printed upon it please contact me at [juliantominey@icloud.com](mailto:juliantominey@icloud.com) stating your size and name if option is wanted. As a guide to cost, the last polo shirt with a name printed on it cost £24.18p

## Club AGM 2023

The annual AGM took place on 30th April. Minutes issued.

## Exhibition July 2023

No apologies for repeating this. This years exhibition details follow. Please let friends, families and colleagues know about it and encourage them to attend. Also pick up some Flyers (see example below) and distribute around your area. The Flyers can be found beside the signing in book at the clubhouse. If you can't make the clubhouse you can print off copies of the Flyer at this location:-

<https://www.southcoastmodelrailwayclub.co.uk/exhibition>

## Exhibition Setup and Decommissioning - HELP NEEDED

The Exhibition Manager is always looking for help setting the exhibition up and taking it down again. Please contact Steve Mosedale directly to offer your help.

## Timings and show details

- \* Friday 28th July setup 1500 to 2000
- \* Saturday 29th July setup 0700, doors open 1030 until 1700
- \* Sunday 30th July setup 0800, doors open 1000 until 1600
- \* Packing up until 1900

Admission fees £8.00 adults

Under 16s free when accompanied by an adult  
14 layouts in scales from N to O gauge  
Full trade support



There will be a members (only) bring and buy stand as usual.

### Membership News

The club currently has 51 members.

### Meet a Member

Introducing Joe Holmes!



Joe Holmes - nickname Sherlock

Where born? - Battersea

Now Lives in - Highcliffe

Family? - Married with two kids who have grown up and moved out

Nearest mainline railway? Southern

School? St George's primary then Battersea county secondary

Any famous or noted folk associated with your school? Yes the classical guitarist Julian Bream

Favourite Big Four Company - Southern.

Did you have a model railway as a young child? Yes when I was 4 or 5 years old my dad brought home a model railway and I went on from there!

Were you a trainspotter and did you see any notable locos? Yes I was. Bullieds and all the "Belles".

How long have you been a Member of SCMRC Rails? I have now been here 2 yrs.

How did you hear about the club? I heard about Rails through a friend of my wife's who was a friend of Alan Middleton our chairman.

Which scale do you prefer?: 00

Do you have any club responsibilities? Yes I, along with David McClory have just become joint rep for 00 scale.

What career did you follow?

I was in the Army's Royal Green Jackets (now merged into the Rifles) for five years reaching the rank of Lance Corporal. Spent time Germany BAOR based at Celle and also Belfast.

After leaving the Army I became a fireman for the next 30 years and ultimately became a White Hat based in fire stations at Basingstoke, Aldershot, and was Newbury station commander in the middle of those horrible shootings in Hungerford. I also commanded all the stations in Reading.

I was Commander at Windsor castle's fire where I was based on the roof I was also at the S4 vehicle pile up on the M4 where 11 folk died.

After I retired from the Fire Service I moved out to Spain where I was self-employed and ran my own PC shop, for 18 years, doing repairs, upgrades, sales etc of computers, laptops, tablets and mobile phones.

What got you interested in Railways and Model Railways? Dad bought a Model Railway when I was young

What scales do you work in? OO

Do you have a home/garden layout? I am in the process of building an OO gauge layout named "Patmore Railway".

Editors note:- Hopefully this home layout may feature in a future edition of Track Record!

## Reports from Gauge reps

### 1 Gauge/Live Steam

In the first edition of TRACK RECORD Andy Hobden provided a very interesting description of the Bridges on the Layout.

#### THE BRIDGES OF BASHLEY COUNTY(?) - Part 2

Following on from issue 1 Andy Hobden concludes his description of the bridges on the SCMRS Gauge 1 layout at Bashley Part 2.

### The Henry Greenly Bridge

We acquired the large girder bridge (see below) immediately adjacent to the OO Gauge layout on the basis that it was "free to a good home". It has quite a fascinating history which I will not detail here but suffice to say it was designed\* by the doyen of miniature railways in the early 20th century Henry Greenly (friend and colleague of Wenman Basset Lowke, Count Zobrowski of Romney Hythe & Dymchurch and motor racing fame, contemporary of Charles Rennie Mackintosh and probably a huge number of other worthies).

\* I find it hard to believe that the great man would actually get his hands dirty however it is certainly a simple but effective piece of construction - imagine it is in effect a piece of well-constructed garden trellis that is now well over 100 years old. Photos of children climbing on the bridge, illustrating its ability to take a considerable load, exist in two millenia!



Photo 1 The Henry Greenly Bridge

For anyone interested, a great treatise on the bridge was written by Ned Williams (from whom I acquired the bridge) which appeared in Garden Rail No 318 in February 2021.

Interestingly, Ned maintains that this was from a Gauge 2 garden railway (lots of pictures available etc) but on deconstruction to enable it to accept three Gauge 1 lines, I found only evidence of it being a double track Gauge 3 structure. You pays your money and you takes your chances...

Having provided a safe haven for this historical structure, I have added a few personal touches and I invite interested parties to view the "cast" plaques now evident in the end pillars of the bridge.



Photo 2 - Personalisation on Henry Greenly Bridge

### The (not) Maidenhead Viaduct

The latest and as yet incomplete structure to appear on the Gauge 1 layout is a homage to Brunel's Maidenhead Viaduct which whilst it is in no way a scale model, does actually have one arch of the correct size (span 128', rise 24') which was and remains the longest, lowest elliptical brick arch in general usage, now and forever, amen. So the model you see is actually the right size but you would need two of them to span a scale Thames River were it to ever be diverted through Bashley.

### The Final link in the chain (the lift up bit at the end of the Maidenhead Bridge).

This is now in place and is based on the Windsor Thames crossing (designed by Brunel of course). This allows for reversing Locos around the track. Further work to complete the bridge is underway. Photos of this bridge can be found below.



Photos 3,4 and 5 The Maidenhead Bridge





## N Gauge Report

Progress is steadily being made but two key members are unable to attend regularly due to ongoing illness and work experience commitments. Leaving just two active members. At the current rate of work and assuming it continues as such, probably within six months at most a year from now should see some regular operations underway.

The big news is that the layout now has a name. "Bashley Road". A totem in LMS/Midland railway colours has been sourced and will shortly be fixed to the wall. The colour scheme was chosen to reflect the fact that Richard and your Editor were both born in St. Albans where the Midland Railway built the four track mainline. So its the LMS invading Bulleid territory! In fact the first station in the City was the now abandoned GNR branch from Hatfield. Effectively put out of business by the LMS. A short article on this line will appear in Track Record number 3.

### Progress to date

1. Track has been tested on a few occasions and works
2. Two branch lines have been installed, one is permanently fixed in place the other to be fixed. The latter will eventually connect onto the N gauge shunting layout already built and operational.
3. The main station area has had its platforms built. The station building, a Metcalfe kit, is complete and will be glued to the platform in due course.
4. Both helixes have had covers built and installed
5. Scenery is approx 75% complete
6. Numerous interesting places have been built and installed
7. Static grass applicator has had great use and is a boon
8. Photos of the layout and a video (thanks John Dedman) have been posted to the website N gauge section.

Richard Denley is doing a marvellous job at carving up insulation board into hills and mountains. Some minor rewiring is being done to enable some scenery to be applied to viaduct support. Mitchell has the switches for swapping between analogue and digital, we just need a controller.

Julian Tominey

June 2023

## 0 Gauge Report

A corner of the layout has been developed to include an army base and an oil depot.

John Dedman/Rob Ward

June 2023

## 00 Gauge Report

Joe Holmes and David McClory are now the joint reps for the 00 gauge layouts. Very many thanks to Chalkie White for his prior support to the scale.

## Main Layout

Available for running, but some maintenance is needed on several points and on the power feed to the main goods yard and engine terminal. One signal gantry currently under repair. Further development is planned by Chalkie and Rob to add a road overbridge with main station buildings at bridge level to the through station at the rear of the layout.

A future improvement to the control of the layout is to combine the separate controllers into one unit along with a mimic board showing points and signals in one place.

## Canalside

Available for running. Only work currently needed is to check and adjust some track joints between the tunnel sections and storage loop boards, and to fit replacement home and starting signals to both up and down lines in the stations. Any donations of the old Hornby Dublo junction signals would be welcome.

## 00 Gauge exhibition layout

Design has now been settled as a small city terminus with a through branch passing on high level, with main and branch lines to fiddle yard in a U shape. As mentioned at the recent AGM, many thanks to Charles for building and donating the baseboards, and to everyone who has helped so far on other construction. Good progress now being - tracklaying on the level sections is nearing completion, next steps will be to complete the

upper level, install wiring (which will allow for analogue or DDC), and construct control panels.

Buildings, signals etc will be as generic as possible, that said the suggested name for the layout is Bournemouth East.

Photographs by Joe Holmes.



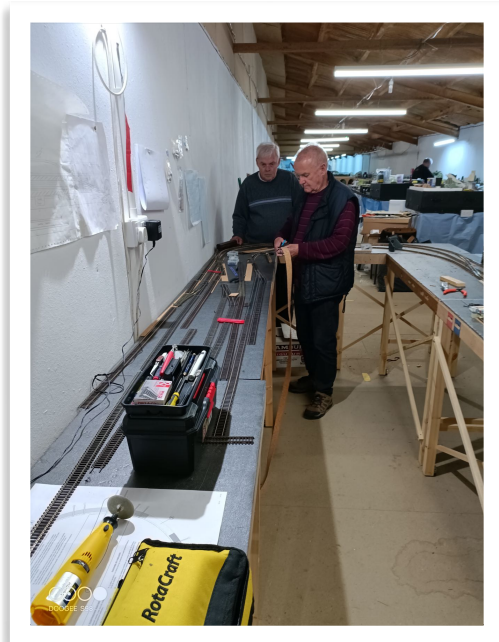
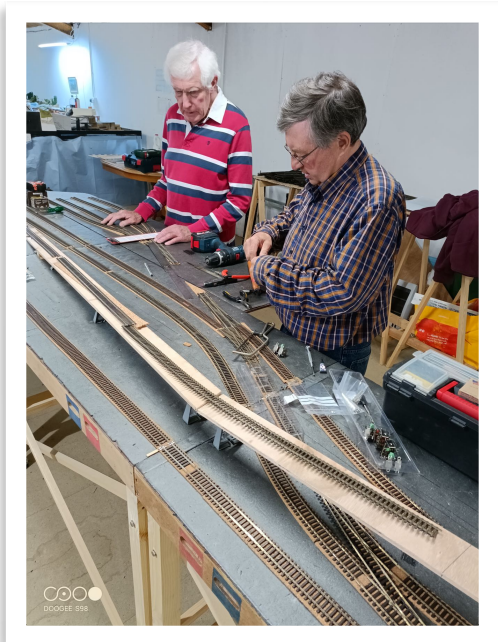
Photo 1 A view of work in progress



Photo 2 Build in Progress



Photo 3 Deciding details



Photos 4 and 5 The build team deep into the build

Joe Holmes/David Mc Clory  
June 2023

## Model Railway Shows

Most if not all members probably know about this but if you are looking to attend a model railway show any time soon a current list can be found at [www.ukmodelshops.co.uk/exhibitions](http://www.ukmodelshops.co.uk/exhibitions).

Your editor was fortunate enough to be invited to exhibit his home N Gauge layout at the May 4<sup>3</sup>rd NFMRC annual exhibition. Because my layout is housed in a wooden uninsulated garage I had to rewire the whole layout due to damp and corrosion caused by the damp winter. (This caused me to pull out of the Lymington show at Easter). So the hobby being the hobby, everything worked perfectly the week beforehand but on the morning of the first day of the show two problems decided to show themselves. One was a system short out caused by a brand new 8F, cause unknown (even now), as it ran ok on the other main line ok and no other loco caused any issue in the problem area The second was again caused by an 8F derailing. It was hitting a very slightly raised soldered dropper wire. Easily fixed but one wonders why it didn't cause any problems in the week preceding. Anyway the show had a great turnout over both days and I believe covered its costs on its first day.

## Home Layouts

This time John Dedman has provided photos of his home layouts for this issue but first he has provided some very interesting background.

## Interesting Snippets

Quote from April 1953 Trains Illustrated magazine:

"On the evening of 4-2-53 a massive train of 103 empty tank wagons was seen proceeding away from Fawley to Eastleigh double-headed by a Standard 3MT and an Ivatt 2MT. That would be 82xxx and 413xx tanks".  
(Trains Illustrated Magazine 1953)

## Merchant Navy Locos in Blue Livery (see photo below)

Malachite Green was the standard livery until March 1949 when Blue with Black and White Lining was introduced as the new livery for British Railways class 8P Locos. All of the class were painted blue in the following 2 years except 3 members of the class, those were 35011, 35014 and 35023. In June 1951 the blue livery was abandoned and all express passenger locos were to be Green with Orange and Black Lining. The last Blue Merchant Navy was 35004 which was repainted Green in July 1954.



Photo 1 above Merchant Navies 35024, 35003 and 35013 at Highwood shed

Photo 2 below = 4 CIG units 7348 + 7357 forming the Waterloo - Lymington Pier at Eastleigh 12-7-80





Photo 3 Schools class 30908 'Westminster' with a Waterloo - Lymington Pier service passing through the New Forest Waterloo

### Lymington Pier Boat Trains

These trains ran on summer Saturdays from July to September. In 1961 there were 3 down trains leaving Waterloo at 08:45, 09:42 and 12:00, surprisingly there were 5 up trains leaving the Pier at 09:00, 10:30, 11:43, 13:28 and 15:30. The 09:42 down and 13:28 included a buffet car. The locos used were restricted to those which could fit on the turntable at Brockenhurst. During the 1950s they were often hauled from Waterloo to Brockenhurst by a D15 4-4-0 class. In the early 1960s the regular locos were Schools class 4-4-0s which had been transferred from the Eastern Section after electrification. I have seen a photo of the first up train of the day at Brockenhurst with a Lord Nelson which I would assume would come down tender first from Eastleigh with the empty stock as it was too big for the turntable. After the 1967 electrification of the Bournemouth

and Lymington routes these trains ran composed of a pair of 4VEP or 4CIG units with a 97 headcode.

### 00 Gauge in the Loft

Although I usually run 0 Gauge at the clubroom I have an 00 gauge layout in my loft called Highwood. I have 2 sets of stock to run on it, 1950/60s BR Southern steam or BR 1980s diesel and electric. I will do a more detailed write up on it in the future but I have included some photos here.



Photo 4. 4-4-0 D15 464 at Highwood Depot



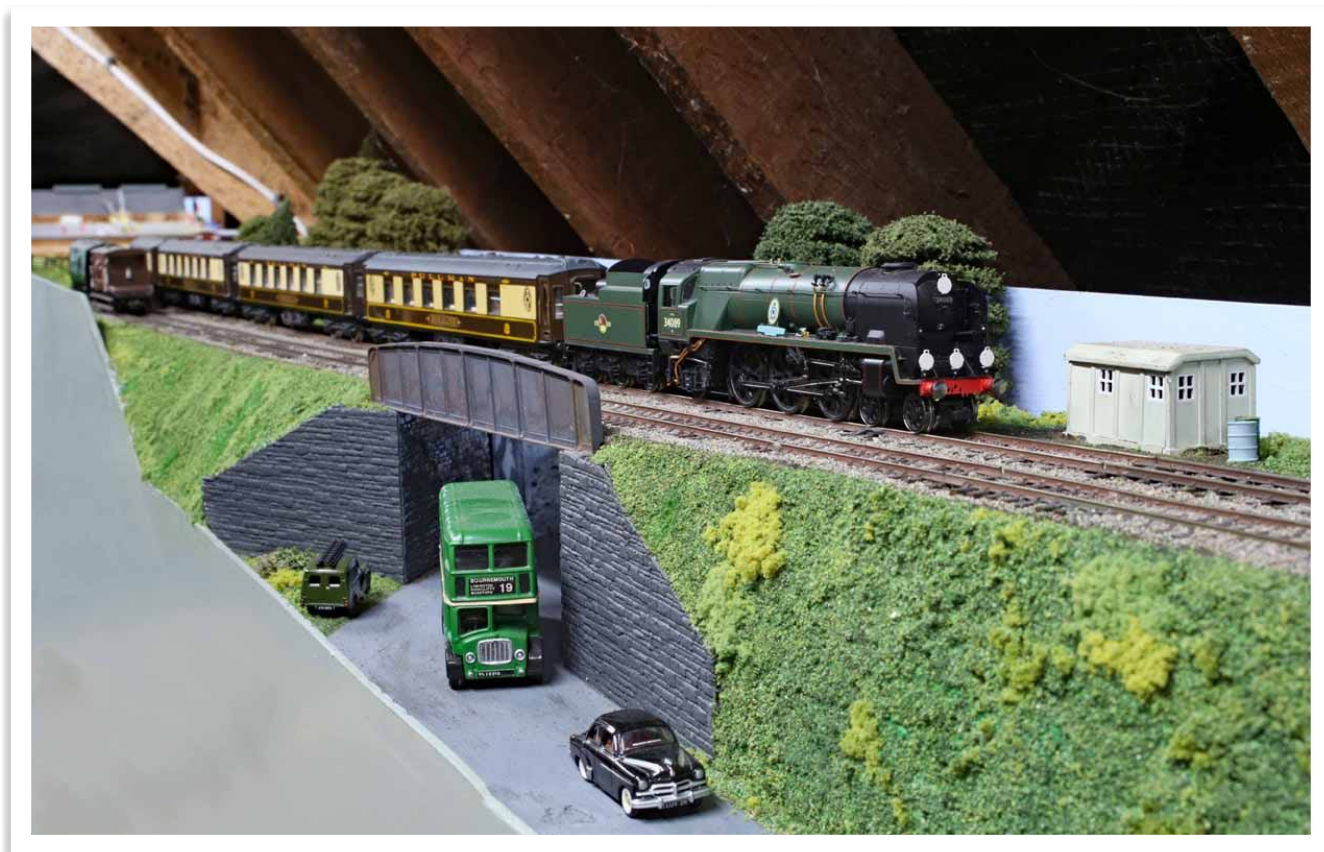


Photo 5. 34089 '602 Squadron' with Royal Train at Highwood.

John Dedman

March 2023

If you want your home layout featured in the newsletter please send its description and any photos or videos to [juliantominey@icloud.com](mailto:juliantominey@icloud.com)

## Heritage Site Visits

TRACK RECORD's Foreign Correspondent Andy Hobden travelled to Tasmania, in particular Launceston. Andy provides the following report. All photographs Andy Hobden.

Not quite, but a couple of hours inspecting rain forest flora and fauna, and its immediate lower strata from about 18" distant and at about 7mph, can get a little tedious.

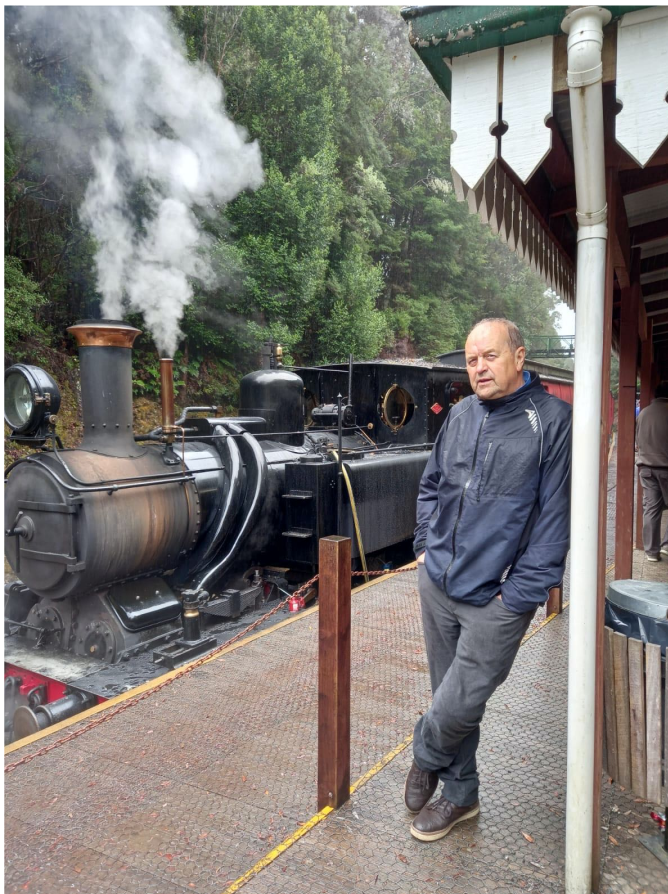
If this appeals to you, book yourself onto the West Coast Wilderness Railway from Queenstown Tasmania down to Strahan on the coast. I'm telling a little porkie here - I only did the top section from Queenstown down to Dubbil Barril (yes really, spelt as it sounds in true colonial fashion(!)).

At about half way, just before Double Barrel (sorry I just couldn't do that again) the King River Gorge is fantastic. Stupefyingly, frighteningly gorgeous (sorry!!).

It's a 3' 6" gauge line built to shift copper down to the coast and parts are 'Abt' assisted which was a principle reason to ride the line. The STEAM engines are lovely - elegant little beasts from Dubbs of Glasgow, the coaches are nearly as nice, but today's obsession with elf and safety has removed the opening windows in favour of AC. (It's probably for the best, the rain forest is often so close the 'inner Tarzan' in us all would result in some nasty accidents). I think the rear 'veranda' would be the ideal position to see the line at its best, though be warned, it rains in western Tasmania - a lot. And it's very wet rain. Soft, dense, very very very wet rain. Most of the time. (Actually 300 days a year - or more!).

So would I do it again? Yes but I'd book the rear verandah and go one way all the way to Strahan. How you get back to Queenstown, god only knows! (And quite frankly why stay in Queenstown when you can stay in Strahan, miles better!) It's not altogether dissimilar to the Ffestiniog, Blaenau is an ex mining town and it shows - as is Queenstown, Strahan was a port, now a yacht haven in the style of Portmadoc.





Cool Dude - Andy holding up the platform awning. And "big town station at Queenstown



Interesting pointwork



Station at Strathan



Is this life imitating Life?



Mind The Gap!



Lovely old coach

Zeehan Tasmania - My dad would have loved it. The conversation that is.

"Where you been today ,son"

"oh you know the very first Garrett?- the one that ended up on the Welsh Highland? , Well it was actually one of two built for the Dundas Tramway running out of Zeehan , Tasmania!"

"Go on son"

"Well I was in that neck of the woods -"

"Blimey" interjects Dad,

"So I went to Zeehan ,to have a look see ,and a mooch around the extensive museum there....."

Pool"Oh if I had the chance ..."

Don't bother.

Four hours on a road resembling the bastard child of the big dipper at Blackpool and a Scalextric track to find a run down mining town with a very very very boring museum to match\*. Then four hours back.....

Highlight: I want a Big Mack truck for Christmas (with two trailers ,at least)! To see one of these majestic beasts emerge from the distant mists, must be the nearest thing to see a broad gauge express heading towards you!! Tall, elegant, massive , stately, two exhausts blowing hard ,.....imagine

Turner's 'Rain, Steam and Speed' come alive' (ok ok I know it's a railway club but I do think they look 'broad gauge'!!)

\* If you find yourself in Launceston, they have AN EXCELLENT MUSEUM. Lovely train section, lots of other stuff, all beautifully presented. DO NOT MISS IT!!

### A 'not quite Brunelian factoid'!

Brunel was exceptionally well educated both in France and England. As such he would be well versed in both S.I. and Imperial measurement. It appears he had an unusual fascination with 'pi' or  $\pi$  (the ratio between the circumference and the diameter of a circle).

When it came to choosing a gauge for his Great Western Railway the world, to quote Arthur Daley, "was his lobster". Apart from the leading standard gauge of 4'8 1/2", there were many wider contenders. In the end IKB chose 7' or 7' 1/4" if you like - and that's where the contention lies. Some degree of gauge relaxation on corners is desirable; virtually all engineering dimensions have a tolerance, ie 7'-0,+1/4". Brunel chose  $\pi$  - 1 metres for his gauge.

Try it. It's close, very close, depending on your interpretation of 'the 1/4" !

PS. I was told this by a Brunelian scholar whose name escapes me. I have never seen this in print!

Andy Hobden

March 2023

### Copyright

Recently a local Women's Institute was fined £362 by the Visual Rights Group (VRG) for copyright infringement. Basically one of their members downloaded a photo from the Exbury Gardens website to their own website as part of an invitation for a WI members proposed day out. The WI appealed the fine stating that as a charity with limited funds they couldn't afford the fine and offered £50 to settle. The offer was rejected by the VRG acting on behalf of the photographer saying they had already taken that into account. So the fine could have been much bigger. Our club can least afford to be fined and we are not a charity (not yet anyway).

As a result of this, knowing we have photographers and video makers in our club I thought it wise to advise members to be careful about using materials that don't belong to them. This includes text.

The rules about copyright from the Government website state as follows:

1. Copyright protection is gained automatically - you don't have to apply for it or pay a fee.
2. There isn't a register of copyright works in the UK.
3. People automatically get copyright protection when creating original literary, dramatic, musical and artistic work, including illustration, video and photography.

Personally, I have found it impossible to track down named copyright owners of images on the web, so I strongly suggest using only links to such materials in these circumstances.

In the UK copyright lasts for the life of the creator, plus 70 years, from the end of the calendar year of their death; although the length of the copyright period will depend on when the material was created.

Thus copyright of all photos, videos and text on our website and the contents of this and future Track Record documents belong to the originator where all rights are reserved. No part may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording or by any information storage and retrieval system, without prior permission from the originator in writing.

[End of Lecture !]

### Letters to the Editor

Please email your letters to the editor of TRACK RECORD at [juliantominey@icloud.com](mailto:juliantominey@icloud.com)

### Items For Sale

If you have any items for sale please send them to [juliantominey@icloud.com](mailto:juliantominey@icloud.com). Please include an item description, its price and how to collect with your contact details.

### Finally.....

Instead of buying each other Christmas cards a donation to charity box was placed by the signing in book. This year's charity was Prostate Cancer UK. We sent them the contents of the box, £37. We have received a lovely letter from the charity below:-





Fourth floor  
The Counting House  
53 Tooley Street  
London SE1 2QN

Telephone 020 3310 7000  
Fax 020 3310 7107  
info@prostatecanceruk.org  
prostatecanceruk.org



c/o David Wicks  
6 The Coppice  
Brockenhurst  
SO42 7QZ

**Supporter reference: 2077090**

12 May 2023

Dear all at South Coast Model Railway Club Ltd,

Thank you for fundraising for Prostate Cancer UK. Your generous donation of £37.00 is already being put to good use to help beat prostate cancer. Please pass on a huge thank you to everybody who made a contribution.

**Your gift means we will find a better way to diagnose and treat prostate cancer sooner. You're also helping us to support more men and their families when they need us most.**

It takes time and effort to fundraise and we can't thank you enough for your dedication and hard work. We couldn't do this without you.

Thank you again

Jade and Charlie  
Community Fundraising Team  
Tel: 020 3310 7023  
Email: communityfundraising@prostatecanceruk.org