

TRAIN COLLECTOR



Issue 12
September 2009

Jamieson Handcut Kits

Jaypee Kits

Hargreaves Coal

The Löwy Collection

KBN

TCS Sandy 2009

Arnold Shunting Engine - 2

Early Canadian Tri-ang Sets - 2

Celebrating 1920

Robilt Spirit of Progress - 2

The Trains of Georges Carrette - 10

Alresford 2009

NRM Signal Training Layout

Hornby Dublo Myta-Binns

Radley 2009

ANY MAKE - ANY GAUGE - ANY AGE



Train Collectors Society

This is the magazine of the Train Collectors Society and is published four times a year, at the beginning of March, June, September and December.

The TCS was founded in Britain in 1979 for those with a broad interest in the collecting of toy and model trains. It caters for any make, any gauge and any age.

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TRAIN COLLECTOR

Editorial

We are back to 52 pages this time but with the bonus of an additional index to the first twelve issues of *Train Collector*. Twelve is also the number required to fill the new TCS magazine binders which are now available from Rod Hannah. You can also use the binders to store copies of *TCS News*, the forerunner of the current magazine. Don't forget, also, the TCS 30th Anniversary wagon which Rod is distributing. This is a limited edition and in recent years, wagons have become a very popular subject to collect - with prices of earlier ones reaching new heights on eBay.

As you will see from the index, we have covered a lot of subjects in the last twelve issues but there are many gaps to fill which should keep us going for many years yet. In most cases we can record only the history as we know it but cannot be sure that it is without errors. If you spot anything you know to be incorrect in the articles we publish, please write in and let us know. An important purpose of *Train Collector* is to record our combined knowledge for future generations of train collectors and so any feedback from readers is both important and most welcome.

Pat Hammond TCS 29,
Editor

Cover Picture

A Lone Star Push-along (Digital!) Layout by
Simon Culverhouse

Wilag (Switzerland) Gauge 1 Mitropa (Vectis
Auctions)

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Please first discuss any proposed articles with the editor.

Copy deadline for the next issue will be
15th October 2009.

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Jamieson 'Handcut' Range

by Robert Forsythe - photographs by Tony Wright

Jamieson kits can be thought about in three ways. The classic Jamieson kit range was originated in 1946 by H. Jamieson, in Preston. He quickly sold the infant range, in 1947, to Messrs Boynton and Pearce at Mid-Taphouse Works near Liskeard. Very much later in life, H. Jamieson re-entered the model locomotive kit market with the Jaycraft range.



Jamieson kits remained located in Cornwall. However, Eames (the Reading model shop) bought the Jamieson brand in 1961 and while the packaging and marketing went to Reading, the Pearce family continued to make the kits for Eames. The Jamieson range was produced until March 1989, although latterly at a low ebb.



Above: SR Lord Nelson Class 4-6-0

The third element is the 'Handcut' range. Now, it may even be wrong to call them Jamieson 'Handcut'. What is known is that they were an initiative by Eames. The Eames 'Handcut' models started in 1961 and these were a limited production, priced at roughly 3-4 times that of a Jamieson kit. There is some uncertainty as to where the 'Handcut' kits were made, but it is known that direct requests from potential customers led to a list appearing.



My own list of Jamieson/Eames 'Handcut' locomotive kits is given here.

The earliest known date each was advertised is given in brackets:

MR/LMS 999 4-4-0 (2.61)
 GWR La France Atlantic 4-4-2 (10.62)
 GCR/LNER/BR B9 4-6-0 (10.62)
 LNWR/LMS/BR 0-8-0 (8.64)
 LNWR/LMS/BR Cauliflower 0-6-0 (8.64)
 CR/LMS Cardean 4-6-0 (2.65)
 GWR/BR 97xx 0-6-0PT (2.65)
 LMS/BR Fowler 0-8-0 (2.65)
 GCR/LNER/BR B5 4-6-0 (4.65)
 GWR/BR 1361 0-6-0ST (4.65)
 GCR/LNER/BR C14 4-4-2T (2.66)
 LNWR 2-2-2-2 (2.66)
 GWR/BR Manor 4-6-0 (2.66)
 CR/LMS/BR Dunallastair 4-4-0 (4.66)
 LMS/BR Princess 4-6-2 (4.66)
 CR/LMS Sir James Thompson 4-6-0 (6.66)
 LMS/BR Patriot 4-6-0 (9.66)
 LNWR/LMS Jumbo 2-4-0 (9.66)
 CR/LMS/BR Pickersgill 4P 4-6-2T (11.66)
 GWR 2-4-0 Barnum (3.67)
 GWR No. 36 4-6-0 (3.67)
 SR/BR Lord Nelson 4-6-0 (3.67)
 GNR/LNER/BR Atlantic 4-4-2 (12.67)
 GER Decapod 0-10-0T (2.67)
 GER/LNER/BR J15 0-6-0 (5.68)
 L&YR/LMS/BR 2-4-2T (5.68)
 LNWR/LMS Claughton 4-6-0 (5.68)
 SR/BR Z 0-8-0T (5.68)
 L&YR/LMS/BR Barton Wright 0-6-0 (8.68)
 L&YR/LMS/BR Aspinall 0-6-0ST (8.68)
 BR Standard 4MT 2-6-0 (8.68)
 NER/LNER/BR Q7 (11.68)
 FR/LMS/BR 0-6-0 (4.70)
 LNER/BR Claud Hamilton 4-4-0 (by 5.70)
 LMS/BR Stanier 3MT 2-6-2T (by 5.70)
 MR/LMS/BR Lickey Big Bertha 0-10-0 (by 5.70)
 LMS/BR Ivatt 2-6-0 4MT (by 5.70)
 GWR/BR Grange 4-6-0 (by 5.70)
 NER/LNER Raven A2 4-6-2 (4.72)
 NBR/LNER Atlantic 4-4-2 (4.72)
 SR River 2-6-4T (4.72)
 BR 9F 2-10-0 (4.72)
 SR/BR Baltic rebuild N15x 4-6-0 (4.72)
 LSWR/SR/BR Beattie 0273 2-4-0WT (1.73)
 LSWR/SR/BR B4 0-4-0T (1.73)
 LNER/BR A2/2 4-6-2 (by 1979)
 LNER/BR K3 2-6-0 (by 1979)
 LNER/BR L1 2-6-4T (by 1979)
 GCR/LNER/BR A5 4-6-2T (by 1979)
 LNER/BR D49 Shire 4-4-0 (?)
 LNER/BR A2/1 4-6-2 (1979)
 LNER/BR A1/1 4-6-2 (not made)
 GWR City 4-4-0 (no date known)

Above: assembled and finished Class A2.

Far left: Jamieson boxed kit.

Below: an unmade kit for a Class K1.



Jaypee

Right: P.J. Models advertisement

Below right: box and examples of coach bodies sold as Jaypee

Letter Lone Star

A nice edition again of Train Collector. Well done

I was intrigued by your comment in 'A Year to Celebrate - 1979' that there was an aborted attempt to relaunch Lone Star. Do you have any written evidence to support this?

No, not a criticism or a challenge, but I have never seen any and would dearly love to see some, especially if there was any more than bare details. Admittedly, my 1979 magazine collection is a little sparse (new kids etc.) Some years ago, when I was writing my notes on Lone Star, I saw a colour picture of an HST, which was claimed to be a prototype for the new range, but I have neither heard nor seen nothing else about it. None came up with any written references at the time so it was always a bit of an unanswered question. 1979 would tie in with an HST, but what else?

There is nothing in the Bumper Book of Lone Star but that's not surprising - it's not the best of histories! If you do have any more information I would love to hear about it and update my notes.

Bob Fleming

Reference to this, with dates and planned models not made, are provided in Donald Troost's excellent Lone Star Reference Guide and also in the historical notes at the start of the Lone Star chapter in Ramsay's British Model Trains Catalogue. On page 13 of Troost's volume 1, there is a list of models that were planned, including prototypes made, but did not make it into production. There is a coloured photo of some of them and planned new packaging for 1979 - Ed.



ALL BRASS COACHES PAINTED AND LINED (L.M.S.) OR PLAIN BRASS

We now introduce our coaches painted and lined 57 ft. L.M.S. Bulk order. One of the nicest coaches on the market regardless of price. All brass body shell (with fully painted detail) ...

Coach ends with all brass flexible corridor connections (2 per coach) all black	4/5 painted	4/11 unpainted
Floors and rubbing plate black brass (2 per coach)	11d. each	
Slaps (4 per coach) black	5d. each	
Battery boxes with ready made tie rods	21d. each	74d. each

To go with above

2 Rail Bogies Spring complete per pair	8/3
2 " " " " " " " "	7/4
H.D. Type " " " " " " " "	7/4
1 Link Scale Couplings, per set	6d.

Assembled and Painted complete

With 2-rail spring bogies, 18"0; 2-rail spring bogies, 17"0; with H.D. type spring bogies, 17"0. Postage extra.

Trade enquiries will be passed to manufacturer (or direct supply).



P. J. MODELS & HANDICRAFTS
87 MOSS LANE, ORRELL PARK,
LIVERPOOL, 9

Has anyone any information on a firm called P.J. Models & Handicrafts Ltd, based in Liverpool in the early 1950s? They produced a range of 4mm coach kits and components which were sold under the name 'Jaypee'. I have found a couple of advertisements for these in contemporary issues of the *Model Railway News*, from which it would appear they initially used plastic sides with wooden roof and floor and diecast ends. Later, however, the plastic sides and wooden roof were discarded in favour of a one-piece brass body.



I have a number of the latter brass bodied models and the quality is excellent. Each model appears to be of a specific vehicle and the lithography is fully up to Exley standards. The models I have are in either LMS or GWR livery and I have yet to come across any in Southern or LNER colours.

Of more interest is the article from July 1951 when the *Model Railway News's* roving reporter was sent into the frozen

North to see what was afoot. One of the firms he visited was P.J. Models where he was able to inspect the drawings for their proposed loco kit of a Drummond C14 tank. I have never come across one of these and assume that the proposal never reached fruition, but would be glad to learn otherwise.

J.R.Cow

The only notes I have on this brand are as follows - Ed:

Jaypee 00 gauge coach kits were launched in April 1948 and were originally made at 45 Symonds Road, Preston but moved to 21 Cross Green Road, Dalton near Huddersfield in 1949 with a change of ownership. The first subject was a brass LMS side corridor coach kit with a high standard of finish. It had hardboard ends, wooden floor and celluloid for glazing and was held together by four pins. GWR bow ended and SR versions were also available, with a BR livery following in 1950. 1951 saw the addition of a parcels van. Jaypee provided the BR coaches finished in maroon, green and maroon & cream. There was also a restaurant car.

An article in the July 1951 issue of *Model Railway News* refers to the address being, "87 Moss Lane, Orrell Park, Liverpool 9", suggesting a further move. The Liverpool address was described as a shop, with a workshop behind.

Of the Drummond LSWR motor-train tank kit, the article goes on to say that it will be a 'no soldering' kit for 00, the whole thing being held together by concealed screws. The material used for the superstructure would be tinplate so that anyone wishing to solder the model together could do so. There was ample room inside for either the Zenith XI or a Romford mechanism, plus a good deal of ballast (the company planned to design and install their own motor in time).

The kit was to be marketed in several forms; firstly as a ready-made loco, complete with cylinders and valve-gear, or the same without the cylinder and valve-gear and finally in kit form. There was to be a choice of scale wheels or those suitable for Hornby Dublo track.

Jamieson - Jaycraft - Jaypee, can anyone add to this story or dispel the myths?

GEORGES CARETTE

by David Ramsey - Photographs by Keith Bone

Part 10

Once again, I am indebted to the various members who provided me with feedback on part 9, including Nicholas Oddy who put me right on the manufacturer of the various signal items shown on page 28 of Issue 11. His comments were as follows:

"I have always thought this range to be post-Great War Bub; indeed, I have no evidence of its existence prior to the mid '20s. It was later replaced by a more modern looking series with solid posts, usually lithographed with lattice against a grey ground. I have gone further in a recent article in the July 2009 issue of The Hornby Railway Collector (No. 444) entitled 'Tracing the Origins of the Hornby Control System', in speculating an introduction of c1924-5 and inspired by the Hornby range, rather than the other way round. This is based on the peculiarity of the design of the junction signal's flying brackets. Such brackets were not used in reality, but they were utilised by Hornby because they merely converted the arm of the double yard lamp to do the job.

"To my knowledge Carette signals fall into three series. The earliest, pre-1904, are impossible to attribute, but I reckon that they were built by Issmayer. My reasoning is that both Bub and Carette developed their own, very individual ranges after this, using no common components to the previous range. The top range early signals have oil lamps that are almost (but not quite) identical to Marklin, and separate glass spectacles soldered to the arm end. All the larger series have little domed caps, like skull caps. The footbridges had the same arms, but rectangular section posts with red painted flat caps. There were both gauge 1+ and gauge 0 size arms provided on the unlit footbridges, but I have only ever seen the gauge 1+ arm lit.

"The second series is the most common. Typical of makers of this period, it was loosely scaled to gauge 3 with huge rectangular arms with integral spectacles. These appear on three sizes of solid post gantry, one, two and three doll lattice gallery signals and various

single arm signals. Usually they are lit using massive square female oil lamps (these were adopted by Bub post-war but underwent a sex change to male in the process). A very cheap, unlit range on round posts was developed mainly for sets and periodically attempts were made to 'gauge 1' the arms of the better signals by slicing off the lower third of them! Alternative to the lamps, were very lovely circular, cast dummy lamps (early, 04-06 or so) and, later, white discs, which are rare in Carette, but common in Bub. The single post and one-doll gallery signals were made by Bub post 1917, but they were very different in being tab (rather than solder) constructed, and by having male lamps. The male lamps also differentiate the Bub solid post gantries.

"The third series is small, but fascinating. It is the 'scale' gauge 3-ish range of 1907, brought in to compliment things like the Smith 'Compound' and 'Claud Hamilton'. These really attempted to be accurate to British practice... but failed! This does not stop them being rather wonderful though and they do seem to have inspired Bing to produce a more successful rival range. Only a single arm distant, left-hand bracket splitting distant and four-doll gantry were made; all use the steps designed for toy boats and, therefore, these are grossly underscale.

"Carette never used tab construction for any of their signals and only briefly did they experiment with litho arms, in about 1905-6, before going back to enamel."

As I mentioned in part 9, Ted Leech also commented on the series as follows:

"With reference to part 1 on page 3; according to the Carette biographies, Georges and his wife drove to the nearest part of Switzerland as fast as they could on learning of the start of WW1. After the war, they lived in Belgium, (perhaps the French considered him a traitor). Also, I understand that Josephthal, being a reservist, was called up in 1917. Perhaps he was killed on the Front, which would explain the demise of the firm. The GNR electric 'Atlantics' by Carette didn't appear until 1910.



Letter

Unusual Peco Wagons

Congratulations on yet another great TCS Magazine, there is always something new to read about and learn from.

Regarding the subject of Peco Wonderful Wagons, this week I was given three Peco wagons in a bit of a state. They have been allowed to get damp.

The interesting thing is that two of them are ostensibly first series, which should have had full 7-plank height plywood bodies. These have 5-plank diecast bodies, and previous examples I have are supplied with plastic extensions to raise the height to that of a 7-plank. These wagons have what looks like thick black card components. Made up of two pieces comprising the sides and half the end width.

The two from the first series are Craven Llewelyn and Shelley & Sons; a third example is Wm. Tickle. All three are equipped with the deep flange Trix type wheels.

Are these an interim construction between the ply and the diecast body construction?

Martin Hale



Above: the cheaper MR tender.

Upper far right: MR and GWR tenders.

Far right: MR 0-4-0 loco with cylinders and piston rods.

Lower far right: GWR coach; MR coach; John Hardy's set.

Bottom far right: GNR and L&NWR tenders shown with a higher quality MR tender.

Below: GWR 0-4-0 loco from John Hardy's set.



Below: Tunnel from set.



"Part 2 on page 6; the early couplings (with the lump) ceased to be made by 1905. The 6-wheel coach on page 7 is not CR but is, of course, WCJS.

"Part 4 page 10; the 0-4-0 c/w loco and tender in GNR green was numbered 530 on the cabside – not 503.

"Part 5 page 13; You won't find any gauge 0 diagonal Bassett-Lowke opens without "Lithographed in England", however, all the gauge G1s are without it. Carette, or someone else, had to do the artwork for the extra batches of CR open in gauges 0 and 1 and the ED in gauge 0 (the originals being given to some firm in England to do the lithographing) but, since they had the earlier pattern of Bassett-Lowke open, they must have suggested it's use with another colour.

"Part 6 page 23; The NER Boiler Wagon shown in part 5 page 13 – the lumps are the boiler inspection hatches and the tall one is a dead-weight safety valve. The full size one had a pile of disc weights so that by removing some you could vary the 'blow-off' point. The gauge 1 boiler has 4 fittings with the addition of a slightly larger hatch cover.

"Part 8 page 22; 'Clemenson' should, I believe, be spelt 'Clemencen' – not your mistake, I hasten to add, but that of Greenly or Bassett-Lowke - or else it was a way of getting round a patent."

We now move onto a delightful boxed set from John Hardy's collection which includes a British outline signal (cat.647/71), a c/w 0-4-0 fixed key GWR No.811 green loco and 4-wheel tender, a 4-wheel GWR coach, a metal tunnel, a Neville Junction station (as shown in part 9 page 26) and some track. The tunnel and the signal are also shown again, alongside another in continental outline (cat.647/85).

A GNR tender is then shown with an L&NWR version and a higher quality MR

tender. The cheaper MR version is shown separately, but only the GWR version has the GC&CoN trademark incorporated into the litho on the rear.



The MR tender, 1191-M is shown with its 0-4-0 loco complete with cylinders and piston rods.



The GWR coach is shown as well as an MR version (cat. 126/3/35) and a GNR coach (cat. 126/1/35) and guards van (cat. 124/1/35).



John's lithographed GNR 4-4-2 'Atlantic' No.1442, with its' 6-wheel tender, is then compared with the tender of the LNWR lithographed version.

Right: GNR coach and guards van.



Left: GNR 'Atlantic' No.1442 with 6-wheeled tender.



Far left: LNWR lithographed tender.

During the past year, I have been particularly pleased to, firstly, pick up a 'cheapie' lithographed 4-wheel LNWR coach (cat. 128/3/35) and MR guards van (cat.128/2/35) to complement the items shown in part 2 on page 7 (please note that I am still on the lookout for a GN guards van). Secondly, I was

The L&NWR guards van (cat. 882V), mentioned in the same text, was also inadvertently missed out in the same photograph - so I have included it now to compare it with the CR version (with double apologies!).

I am still searching for the 0 gauge versions of the SECR Railmotor, the Peckett tank, the LNWR George the Fifth (loco only) and the Vaulclair Compound. If any member would be willing to supply photographs of any of these items, they could be included in a future issue of *Train Collector*.

Lower far left: LNWR coach and MR guards van.



fortunate to successfully bid for some interesting 4-wheel lithographed items at an SAS auction, including a LNWR 'passenger car' (cat.882/P), a CR 'passenger car' and a CR guards van, in the same colouring as the LNWR item. These last two CR items were presumably sold before 1905, along with the GER 'passenger car' and guards van, and NER 'passenger car' shown in part 1 on page 3 - (the latter unfortunately being missed off the text). Although the supplement for 1905, published with the trade catalogue for 1911, in Allen Levy's *The Great Toys of Georges Carette*, lists these models (for the British market) only in LNWR, GN, and MR liveries. The illustration of the 'Clockwork Railway with Station', in the middle of page73, features a GER set.

I hope you have enjoyed reading this series half as much as I have in compiling it. My thanks, once again, to all those members who either lent me items to be photographed, or added to our knowledge. Remember, we are only temporary guardians of these items, which form such an important part of our heritage.

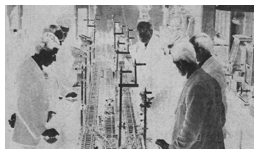
Below: CR guards van and coach; LNWR guards van and coach.



The Oldest Operating Layout?

by Merv Rogers

Following the suggestion that the Braille gauge models were the smallest ever, I wondered if the ex-Lancashire and Yorkshire signalling layout, currently in the National Railway Museum at York, is the oldest that is still working. However, I am sure someone will come up with something more venerable.



Right: the L&Y signalling school layout when originally in use.

Below: The surviving piece from the LMR signal training layout.



This gauge 1 layout was constructed at the Horwich works in 1912, incorporating signals made by Bassett-Lowke, to familiarise operating staff with the block system. Up to 1952, it was demonstrated to operating staff. However, having passed into BR hands from 1952 onwards, pupils operated it themselves.

It was taken out of use in 1995 and sent to the NRM in 1998. Having seen this layout in pieces at the NRM, I can only admire the 4 years of very hard work by the volunteers who brought it back into use. The huge amounts of '19th century' fabric covered wiring had obviously been torn apart in very haphazard manner and must have been a nightmare to understand and replace.

The layout was originally run on 40 volts. The rolling stock, as now used on it, is original except that the motors and control system have been replaced with a 12 volt system. The wiring has, of course, been replaced. Everything else is as it was.

This layout has recently been awarded the Marsh Award for Museum Learning by the British Museum as an example of volunteering excellence in explaining to the public a very complicated procedure.

The layout is usually operated on the first Saturday in every month but there are variations and other days as well. It is therefore very advisable to check beforehand if you wish to see it operating. I would suggest a visit could be invaluable to anyone who wishes to learn about signalling practice for their own layout.

There is an excellent demonstration of the fully restored L&Y signal training school layout on Youtube at <http://www.youtube.com/watch?v=7DrqwxgIMTU>. The video clip is called - *The Lancashire & Yorkshire Railway Signalling School Layout Being Demonstrated at the N.R.M., York on 21.06.2009*. In it, volunteers demonstrate its workings to the public. It is well worth a look, if you have an Internet connection.

Another signal training layout featured this year in the Summer issue of *Model Rail* magazine. This is the 0 gauge training layout at the Longmoor Military Railway and dates from the 1930, replacing a 3.5" gauge layout that was built in 1907. Part of the 0 gauge version survives to this day and includes a Bassett-Lowke Standard 0-6-0T in LMR blue livery. The original 18 lever frame was also built by Bassett-Lowke and surviving parts of the training layout are in The Royal Engineer's Museum & Library, Prince Arthur Road, Gillingham, Kent ME4 4UG (ten minutes walk from Chatham Historic Dockyard, which is well worth a visit) - Ed.

Off The Rails by Jeff Carpenter

Issmayer

This Issmayer armoured train turned up recently in an American sale room and unfortunately I was not the winning bidder!



The train dates from around 1900 and epitomises the word 'rare'; with top Issmayer collectors confirming that this is the only example known to exist, it would perhaps be on the top of the list for collectors of this manufacturer. Most military trains from this period are uncommon, compared to more regular passenger and goods trains. Perhaps

boys who liked playing with soldiers were not so keen on trains and vice-versa. However, with a few lead soldiers and a little imagination, great fun could be had shooting the enemy from the cover of your armoured wagons.

This rather plain (by Issmayer's standards) box shaped train still managed to push bidders to their limits, ending with a price tag well into four figures! The locomotive contains a clockwork motor and the whole train is just under 11" in length.

My thanks to Noel Barrett Auctions of Pennsylvania for use of the photograph.

Hargreaves Coal

by David Peacock

Back in 1993 Derek Brough, who had already been more than helpful in supplying some of the rarer Leeds Model Co. rolling stock for the Leeds Stedman Trust archive, presented me with a litho open wagon 'Hargreaves Coal Leeds'. Quite clearly made in the LMC style and with R.F. Stedman & Co Ltd on the solebar, there was no doubting its pedigree - but what was its background? It was never a catalogue model. Derek thought Rex Stedman had made a special run for a personal friend. The date on the solebar was June 1927, just about the time when Rex was working on the new post grouping wagon and coach litho range and preparing to repurchase the LMC and run the company under his own name

An appeal via the 'Leeds Lines' series, I was publishing at the time, in the Gauge 'O' Guild Gazette produced no further information and, for the next nine years, the wagon sat in the archive an intriguing enigma indeed.

From 1999, when my daughter moved to Australia, I began regular visits there, taking time to call in on LMC enthusiasts with whom I had hitherto only corresponded. Geoff Taylor was one such and I had no trouble in identifying his handiwork when, in 2002, a pale blue copy of the Hargreaves Coal lithograph turned up one day in the mail. Geoff has subsequently explained the aberration of colour on the printer, but what the litho provoked was a detailed recollection of the 'Hargreaves' layout from Nigel McMillan (he of Lyncross Colliery fame), and something I had not considered doing, a critical inspection and report on the litho itself. Calling the layout 'An Early Icon' he wrote:

"When I was 12 in 1942, my mother took me to stay for a spell with her sister in Halifax. My uncle there, a doctor, was away on business and the locum looking after the practice was a young graduate Dr. Michael Whiting. Dr Whiting was a gauge O model railway enthusiast! He and his brothers had, for several Christmases, put on a show layout in Lewis' department store in Leeds and also had a large layout in their house. He showed me photos of the exhibition



layouts and the home line. What an eye opener for me, still at the Hornby-on-the-floor stage of my life!

"After my uncle returned, and Dr. Whiting had left, I plagued my mother to take me through to Leeds to see the railway. Arrangements were made and we went by train and tram to a large villa on the outskirts of the city. It was some railway!

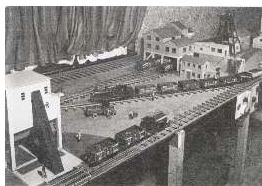
Above: The original Hargreaves coal wagon and the blue version by Geoff Taylor (Pat Hammond).

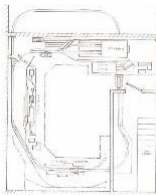


It filled a large attic room and spilled out onto the landing and roof space. It had a four platform terminus and a goods yard feeding onto a double track oval with a through country station at the other end of the room. Between the two was a large colliery layout with working headgear. Standing in the colliery sidings were more than a dozen 'Hargreaves Coal' wagons. I made a sketch of the track plan - all LMC track to BRMSB standards - which I have kept to this day.

Above: picture taken in 1942 showing the country station with a Hornby 'Shire' waiting.

Below left: 1939 picture of the coalmine with some Hargreaves wagons beyond a Bonds 0-4-0ST.





Above: Nigel McMillan's original drawing of the layout.



Above: the cover of the 1946 LMC catalogue showing the Lewis's Store layout.

Above right: Lewis's Store layout - June 1937.

Above far right: another view of the Lewis's Store layout posters.

Far right: the Silver Jubilee train. Note the tennis court and Britains etc. lead figures.

Far right: loco depot nearly completed in 1939 with Bassett-Lowke 2-6-0 on the turntable.

Right: two pictures of the layout, built in the Spring of 1937, at the Friends Meeting House.

"Shortly after this visit, we returned to Scotland. I tried to keep in touch, but there was a war on and Michael was due for call-up. This railway, however, provided a major inspiration for my own railway development and my bias towards LMC products. A few years later, the first post-war LMC catalogue, 1946, featured on its cover the 1937 Whiting layout for the Lewis store. This shows the pithead gear, the LMC 0-6-2T, the Hornby Yorkshire and some of the stock. (Note the Hornby Pullman – the only vehicle I recognised on that momentous visit!)"



In his careful inspection of the Hargreaves Coal litho, Nigel found its match to the Stedman eight plank SR open wagon which was drawn at the same time. The number is changed to '2340' by dropping the 1 from the SR '12340' and, on the solebar, the shop date is changed from '6.27' to '5.27'. The 'SR' has, of course, been removed but a perceptible local thickening of the plank line shows where the 'R' met the line on the SR wagon.

The story now moves to 2005 and correspondence between Pat Hammond and Don Hastelow, whose mother was nanny to the Whiting children - three brothers, of whom Michael was the eldest. The Whitings were a Quaker family and their first exhibition, a static display of their Hornby collection, was at the Friends



Meeting House in Leeds. Don goes on to report that, as a result of this display, their friend Alan Pickard (who also built the coal and coke distribution section of their home layout), persuaded them to put on a display at Lewis', where the LNER were holding an exhibition featuring the new Silver Jubilee service. Buying property



sleeper LMC track from money received in advance, they set up an electrified oval on which a Milbro model of the Silver Jubilee was run (all day every day without a hitch). The show's success generated enough money for them to start the ambitious attic layout.



For a large layout, there were relatively few locos; between them Nigel and Don identify the LMC 0-6-2T in LNER livery No.5756; a Bassett-Lowke LNER 'Mogul' No.56, (which might have been a Stedman/ LMC special); a Hornby Yorkshire, a former clockwork model fitted



with and LMC electric motor and chassis; a homebuilt J39, a Bonds 0-6-0T; an LMC 0-4-0ST and a Midland 'Compound'. We are indebted to Dr. Michael Whiting for the photos shown here.

By the mid 1940s Don reports that the layout was gradually dismantled and eventually everything was sold. So, where are all the other Hargreaves Coal wagons?

Desert Island Trains

with Colin Duthie



Hopefully the desert island has electric power; perhaps a wind powered generator? Selecting five trains, as always, is a problem - but here goes. These are not necessarily in order of preference.

Live steam (in case of electric power failure on the island) would be a Cranko 'Mogul'. As long as the burner wicks are in good order and a supply of Methylyated spirits is on hand, there is nothing quite like live steam. It was a toss up whether I took the Bowman 234 or the Cranko, but the New Zealand made loco won the day.



For a reliable electric powered loco, I shall take my Lionel 2025. Dating from 1947, it is the epitome of smooth running, with great quality and with a heavy diecast body, even though not a large loco. It has smoke & whistle too!



Included in my roster to take to the island is my home-made semi-replica of an Ives 1694. The original was made by Lionel in 1932 after the Ives take-over. My replica has a 22 volt can motor but runs fine on my Hamman and Morgan 'Duet', which will also need to be included. I had better take some USA style rolling stock and some pre-war American Flyer coaches will suffice.



Something Hornby should be taken - a Princess Elizabeth perhaps? However, the island may be sandy so, instead, a good old Hornby 501 will do. Besides, clockwork power is good to have for emergencies. The 501 runs a good distance, is always reliable and, with a few four wheeled wagons, makes a great toy train. A 501 is what I wanted as a boy, but I had an M1 instead. I had better not forget the key! Last, but not least, is something from pre-war times. It its day it represented the latest in railroad



Below: Hornby clockwork 501.

Far left: Cranko 'Mogul'.



Above: Marx M10000.

Far left: Lionel 2025.

technology. However, this toy version is simple and was cheap, compared with other brands, but runs and runs. It is a Marx M10000. It snakes around the tracks at speed, just like the real Union Pacific diesel streamliner of the 1930s.

A book is allowed and so *The Hornby Gauge 0 System* will do nicely. There are many books on toy trains and, although I am interested in all brands, it was Hornby where I started.

Finally, I am allowed a luxury item, so perhaps I will settle for an item from another hobby - model aircraft.

Radio control requires a lot of paraphernalia, so I will take a small free flight model, powered by a late 1940s Mills diesel. If I am flying from the beach I had better make sure the breeze is not blowing out to sea!

Far left: Replica Ives 1694.

The Löwy Collection

and the Irish Connection by Michael Gilkes



Below: the cover of the catalogue produced for the 1907 Model Engineer Exhibition



Letter

Bing NBR Gauge 0 Tank Loco

Congratulations on another great issue of the "Train Collector" magazine. I always look forward to the magazine, especially the current series by David Ramsey concerning Carrette products.

In this issue I was pleasantly surprised to see a picture of my Bing NBR gauge 0 tank loco in the article by Andrew Emmerson. Since I acquired it from Vectis, I have replaced two of the three missing control knobs. It is the only one I have seen to date, and is a particularly striking colour combination.

Thank you for all your hard work on making the magazine great.

Roland Digilio - Lima, Ohio

A little while ago Chris Littledale, the Founder and Director of the Brighton Toy and Model Museum, whose knowledge and skill in these fields is unparalleled, said to me, "Michael, do you know anything about the Löwy Collection?" I replied that I had never heard of it. Chris said that it was an interesting collection that somebody ought to research sometime.

The matter lay fallow until the preparations for the Centenary Model Engineer Exhibition of 2007 led me to consult the early volumes of *Model Engineer* of 100 years before. This revealed a harvest of fascinating information, because the Model Engineer Exhibition of 1907 was indeed the first one to be held - some time after the founding of the Society of Model and Experimental Engineers in 1898. It seemed to me that it would be very desirable to obtain a copy of the programme guide for that event, but I had a strong feeling that this would be a matter of some difficulty and such an object would be in the nature of a 'hen's tooth'.

However, in a moment of serendipity, it occurred to me that I might consult the Science Museum Library in South Kensington, which has a remarkable stock and whose staff are very helpful in welcoming researchers to view it. To my amazement, I discovered that a copy of the 1907 catalogue was in their files and, furthermore that, if I could wait for a short period of time, it would be produced. This was duly done and I found myself inspecting a fascinating document which not only contained the details of all the exhibits of that very fine exhibition, and the exhibitors, but interesting sidelines, such as the detailed programme of the musical entertainment which was proffered to visitors during the course of the exhibition. It became apparent that a significant element of the exhibition consisted of the models collected and exhibited by one Ernest Löwy and these were obviously models of the very greatest and varied interest, listed as the following:

- Original model locomotive
- Model of Maudslay table engine
- Model of the LB&SCR locomotive *Albert*
- Model of the 'Planet' Class locomotive
- Model of a 'Haystack' type locomotive
- Model of GNR locomotive
- Model of the old broad gauge GWR locomotive
- Model Midland Railway locomotive
- Model of Gissing's Patent marine engine
- Model of the Caledonian Railway locomotive
- Model horizontal engine
- Model of a Howard's plough
- Toy model of old Beattie-type locomotive
- Model of marine paddle engine
- Model of *Fletcher's Express* locomotive

An interesting feature of the catalogue was that the cover design had been done by E.W.Twining, a notable figure in the history of model engineering, stained glass, model aeroplanes and other artistic matters, and I was very fortunate in being able to make a good copy of this particular item.

Sadly, my suggestion to the management of *Model Engineer* that the 2007 catalogue might contain a reproduction of its centenarian predecessor was not followed and one does have to say that the quality of the 2007 catalogue in no way matches that of its predecessor.

However, during this period, further interesting developments appeared, mostly related to the problems of Ron Jarvis of Portland who, at 96, had decided that it was time that some policies were achieved for the preservation of his gold medal winning models of engines, railway locomotive machinery and steam vehicles of various sorts. Interestingly enough, this led me into approaching Robert Guinness of Straffen, near Dublin, who had founded a very fine steam museum at Straffen, based on the rebuilding of the original Railwaymen's Chapel from Inchicore, near Dublin. It further transpired that a significant element of the Guinness Collection was related to the Löwy Collection which had been bought by Robert Guinness's father, in 1946, from the descendants of the original collector E.D.Löwy.

Ernest Daniel Löwy died in October 1947 and his obituary in *The Times* describes him as a "prominent figure in Anglo-Jewish affairs". Educated in London, at the City



of London School, he appears to have always had a very considerable interest in mechanical engineering but, however, was intended for business and, as a young man, to a stockbroker's office, remaining a member of the Stock Exchange for the rest of his life. It is not known when he started making his collection, but it seems likely that many of the models were acquired in the last two decades of the 19th century. However, at the present time, it has not been possible to acquire any details as to the provenance of the items in the 1907 exhibition.



These may comprise a remarkably eclectic collection and some of them obviously with an important historical involvement such as the Trevithick road engine, the Liverpool & Manchester engine and the large scale *Vulcan* which was originally described as having only an associated tender 1st class carriage but has since, in

following years, as it is now in the Straffen Collection, has three further carriages and wagons. Chris Littledale, who is currently undertaking some restoration work on this particular set, has raised some very interesting questions with regards to its origins and whether there may indeed be a Sheffield & Midland Railway association. The 1946 catalogue informs us that the original Löwy Collection was housed in the boardroom of the Metropolitan Railway, at Baker Street, and that some of the models were lent to the Government of Australia for a World Fair Exhibition, held there between the two Great Wars.

Later, the collection was moved to a hall of the London Passenger Transport building at St James's Park but, from about 1936, the models were on loan to the London Museum at Lancaster House, St. James's. Presumably they were deployed somewhere for safety during the course of the war and by 1946 (and possibly associated with Löwy's increasing age) came the time for the collection to be sold.



The collection was then purchased by Richard Guinness, Robert Guinness's father. It is understood that for a number of years the collection remained in storage in Ireland; aspects of the details suggest that a number of other items were acquired from time to time. However, with the establishment of the Straffen Steam Museum, incorporating the rebuilt Inchicore Railwaymen's Chapel, the whole collection, with possibly some additions, became a part of the Straffen Collection. Again, it is clear that certain models were not part of the Löwy Collection. This includes the wonderfully detailed, museum quality, 4-4-0 loco *Luitpold* by Schoenner, concerning which, Robert Guinness's father appears to have approached Bassett-Lowke with a view to having a sufficiently detailed and quality tender made to match the engine, but it seems that this never came to fruition.

The final aspect of the museum story is that a few years ago, Ronald Jarvis, a distinguished model maker of Portland, Weymouth, whose models had on numerous occasions achieved Gold Medal awards, wrote to the editor of

Far left: Glasgow & Edinburgh Railway Vulcan with tender and first class carriage. Vulcan was the first 4-coupled engine to run on this railway.

Below: Caledonian Railway Dunalairstair No. 2, a 4-coupled locomotive with tender.

Far left: Trevithick's 1797 steam road engine which was at the 1907 Model Engineer Exhibition.

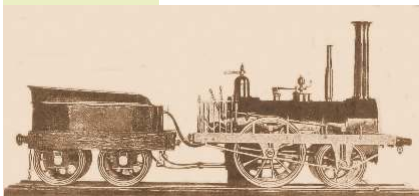
NEWS

Train Set to Auction at Leicester

Up for auction at the TCS autumn meeting in Leicester will be a Bachmann Digital starter set (No.30-050), containing a diesel locomotive, coaches, track, and a DCC compatible controller.

The set has been donated by Bachmann, who we thank) and is brand new and unused valued at around £130, it will make a nice Christmas present for someone. The auction will end at 14:00 and all proceeds will go to TCS funds.

Below: Mercury, a 1831 'Planet' Class locomotive built by Fenton Murray.



Far right: an early 'Single' of the Great Northern Railway.

Model Engineer, enquiring that, in view of his advancing years (he was 95 at the time), he would like to consider the possibility of a secure home for his superb collection of models. Many of them are described in his own book *Art and Old Iron*. The writer was in touch with Ron and, after a consideration of a number of possible outcomes, Robert Guinness was approached and expressed a great interest in the possibility of adding the Jarvis models, in due course, to the Straffen Collection.

In the fullness of time, it seems virtually certain that this will be achieved and they will add a most significant and important aspect to this already outstanding steam and model museum.

It is possible that the collection now at Straffen, or indeed offered for sale in South Kensington, was not the entire Löwy Collection and there have been one or two engines which people have reason to feel might not have been part of the original acquisitions.

It is quite clear that there is ample scope for further research as to the origin of virtually all the models in the Löwy Collection. These are an outstanding demonstration of railway and engineering history, the model makers art and the fascinating consequences of the collecting urge.

Below: The Straffen Museum



Certainly, when the Jarvis and Löwy models are all together, the combined collection will be at least the equal of any of the comparable museums of the world.

One of the purposes of reporting these matters is to remind people of what a treasure trove, in terms of model engineering models, is to be found in Ireland. Not only is there Robert Guinness's own museum in Straffen, but there are the incredible Fry Railway maintained by Dublin Corporation at Malahide, the Belfast Museum of Science & Technology, the Dublin Maritime Museum, the Dublin & Kingstown Railway (one of the earliest in the World) and many other features of model and full size engineering interests.

The Collection

Caledonian Railway

- Dunalastair No.2, 4-coupled, with tender.

North Eastern Railway

- Fletcher's Express with tender, 1873.

Midland Railway

- 4-coupled with tender, fitted with Joy's valve gear, polished brass model.



Tilbury & Southend Railway

- Tank locomotive, 1907.

Shrewsbury & Chester Railway

- Goods locomotive, 1846, a Stephenson long-boiler with 'Haystack' firebox.
- Beam engine by Boulton & Watts, 1810 (?).
- Marine Paddle, 2-cylinder, under-type beam (c1840).

Liverpool & Manchester Railway

- Mercury (a 'Planet' type) with tender, 1831, model built by Fenton Murray.

Garnkirk & Glasgow Railway

- George Stephenson 1831, driven by George Stephenson at the opening of the railway.

Glasgow & Edinburgh Railway

- Vulcan with tender and first class carriage, the first 4-coupled engine to run on this railway.

Concluded on page 15

What is it?



Well, I can confirm it is Karl Bub, or at least, Karl Bub British Made! I have a boxed set with the same picture with the label. However, this is where it gets interesting. I cannot tell from the picture on page 45 if the contents are British Made or Nürnberg manufactured products reboxed in the UK My set is definitely of British manufacture. The locomotive is almost exactly the same as the later Betal locos. My scenario is the Karl Bub directors came to the UK in the early 1930s. They found a British company to make their trains - Dunham, White Co. Ltd., of West Ham Lane, Stratford, London E15. They were established pressed tool makers and metal stampers. When the Karl Bub directors closed their operations in 1936, Dunham, White Co. tried to continue under their own name - DW. However, they were engineers, not toy sales and distribution specialists. They appointed Alec Cohen and Randall Ltd as distributors in June, 1938. I do not think they had much success.

After the Second World War, I had thought they made the trains for J. and H Glasman Ltd., proprietors of Betal toys. Wrong! Thanks to the superb detective work of Richard Elkan, he came into contact with Joe Glasman, grandson of H

Glasman and through him Alex Glasman, son of J. Glasman. Now a very fit man in his 80s, he used to work in the Betal factory in Plaistow, the old huge LMS carriage repair shop they leased in 1935. Alex informed us over lunch that J. and H. Glasman actually made everything they sold in their premises. They could make a better profit by being the original manufacturer. The word 'Betal' being, not as thought a shortened version of British Metal Toys, but 'Beat All', meaning always the best/lowest price. As their large tinplate Bus features their advert - 'Always the winner'. They manufactured the entire Betal range of trains which, as we learn more of this brand, was really quite extensive.

Richard Elkan, John Hardy, others and I think we now have it covered between us.

The whole production being featured in this new book I am putting together.

Michael Foster

Letter

What is it?

Once again you have come up trumps, as regards *Train Collector*, the Anniversary issue being outstanding.

I have this afternoon been to see my friend John Osgood to have our fortnightly chat, mostly about trains in general - also, to discuss issue 11 of *Train Collector*. Regarding page 46 and the 'What is it?' feature, we both are sure the train set is by KBN. John actually had this set when he was a young lad. In fact, he still has one red coach from his set. He took a colour print of it. As always seems to happen, the rest of the set has regrettably disappeared over the years. John said the loco had a pointed smokebox and the scale was 0.

I hope this information is of use.

Keep up the good work.

John Sanders

Great Northern Railway

- Single, an early class express engine.
- Sterling's 8' 1" single, 1863, with tender, as altered with large boiler.
- Engine with tender, 1887. A 'Single' designed by Sturrock.
- Road engine (*Catch Me Who Can* 1804), 1805, one of the three models built for Trevithick.
- Steam traction engine.

KBN



Letter

Tabletop Tycoons

Of the many things that I enjoyed in the latest *Train Collector*, two in 'Tabletop Tycoons' have particular interest for me.

Firstly, in the paragraph on KBN, I have the set contained in the box illustrated. It is 'S' gauge clockwork and the train hurtles around an oval of track only to stop if the signal is set against it, and proceed when it clears - all purely mechanical! I have attached photos of the box and contents and also the set as operated.

Secondly, my wife has a "Chesham Teddy Bear" made by the Chiltern Toy Company (L.Rees and Co.) It was possibly made by her aunt who lived in Chesham and worked for them for some years. It (the Teddy) is now somewhat threadbare and showing signs of a much loved early life.

I hope that these facts and pictures are of interest to you.

John Dickens



Continued from page 14

Great Western Railway

- 'City' Class, with tender, 1903.
- Broad-gauge, with tender, as run with driver's cab.
- 'Beaconsfield' type, one of the earliest classes after conversion to narrow-gauge.

TCS Sandy 2009

Report by Bob Leggett - Photos by Dave McCarthy, Keith Bone & Pat Hammond



Above: the TCS 30th Anniversary wagon.

Right: the Bachmann layouts and displays.

Below far right: Geoff Trenholme's 'Two Short Planks and a Bit on the Side'.



Above: The HRCA stand.

Below: Pat Hammond's Bachmann display.



The TCS again delighted modellers and collectors with another excellent exhibition at Sandy Upper School sponsored by The Bachmann Collectors Club.

The show is probably the only one that has a full mix of collectable toy train layouts and model railway layouts plus over 50 sales tables selling old and new trains. It is spread over 5 halls and I will briefly describe the action as we move around the building. In the entrance hall, Bachmann, who are celebrating 20 years in the UK market, had two show cases for Bachmann and Graham Farish, showing both new and planned models.



I was particularly impressed with a mock up of the Southern 4-CEP EMU and the model of the A1 Class *Tornado* which will be getting a new tender before its launch later in the year. Also, there was Graham Farish N gauge, the company having been taken over by Bachmann in the year 2000 and production moved out to China. There was a newly built demonstration layout on which, amongst other things, the new N gauge Voyager model was running.

The main Bachmann layout had been built by Milton Keynes Model Railway Club and was running Bachmann stock, including the latest Class 150 units in Central livery.

To commemorate the 20th Anniversary of the Bachmann Branchline 00 range, Pat Hammond had a display of Bachmann trains spanning the last twenty years. Also on his stand, a display of past issues showed the development of the one page TCS newsletter of 1979 into

the June 2009 60-page full colour *Train Collector* magazine.

The TCS Information stand was also in this hall, manned by various members including Keith Bone, Eric Large, Malcolm Pugh and Rod Hannah. The TCS test track, with six gauges from Z to G, was busy all weekend helping potential purchasers test their engines. Also on sale here was the TCS 30th Anniversary wagon, made by Dapol using the original Hornby Dublo mineral wagon mould. At £8.50, this is an excellent buy. Specially produced binders, which take 12 issues of the TCS *Train Collector* magazine, were also on sale.

The entrance hall was also shared by The Hornby Railway Collectors Association (HRCA) and this was manned throughout the weekend by HRCA Chairman, David Embling.

The next hall, the refectory, was the main domain of the contemporary model railway layouts as well as serving as the main dining area. The first model railway, as one entered, was Geoff Trenholme's neat industrial 00 quay side scene called 'Two Short Planks and a Bit on the Side'.



This is his first exhibition layout and was loosely based on Hythe near Fawley in Hampshire. The scenic modelling was excellent but the main attraction was the sound fitted diesels that ran on it throughout the weekend and kept some visitors rooted to the spot.

The next layout was 'Borchester Market'. Built by the late Frank Dyer in 1975, this is one of the most famous model railway layouts and, since 2005, has been restored by members of Newhaven Model Railway Club. Trains ran to a timetable also using the bell system to let operators know what was coming next.

Despite its age, it still looked wonderful and was much admired over the weekend.



Paul Brookes, with mechanical help from Martin Doubleday, was running Hugar Southern Electrics trains, built in 1947, on Hugar track. The latter consists of solid blocks of wood with rails embedded in them, and there are even points. Alongside, was a collection of Hugar buildings. Paul was also selling his well illustrated book on the Kemlow company and had a good selection of Mastermodels (made by them) for sale.

The next layout was 'Norgate' (my favourite model railway at the show). It was built by Tim Page and John Harrison, in association with Milton Keynes Model Railway Club. It is N gauge and over 60 feet long, with a looped figure of eight and four main running lines. Steam and diesel trains, from 1930-1967, were running. Despite its length, there was hardly a straight line on the layout, just lovely long curves with excellent scenery.



The final layout in this room was 'Bilton', a 3mm (TT) railway built by Tony Briddon. It was started in 1995 and was originally only 4 feet long. It has grown over the years and is now 20 feet in length. The layout has been well made and depicts a



mainly industrial scene, with warehouses and loading areas and has excellent 'weathering'.

Passing back through the entrance hall we come to the theatre. Here were three Hornby Dublo layouts. Dave White and his son had set up a large loose lay 2-rail layout with an extensive Hornby Acho high level system, based on the plan of the Dublo exhibition layout at the 1963 trade fair. This had been staged to promote the E3002 loco and the then new Simplex points. The plan was made from photos seen in Michael Foster's Hornby Dublo book (pages 140 and 175) and Dave kept as close to the original as possible.



Derek Smith and friends had his excellent Dublo 3-rail 'Kingsend' layout. I was particularly impressed with a Dublo Brighton Belle. An interesting conversion using Hornby Dublo Pullmans and an EMU motor bogie.

Alongside, Peter Willis and friends had a Hornby Dublo scenic 2- and 3-rail layout called 'Binns Road II'. This also included some interesting stock. The layout had both metal and plastic buildings.

Andy Hyleman had a very interesting layout which combined the products of various Austrian manufacturers, including Kleinbahn, Liliput and Roco. The main attraction was the 12 stall roundhouse complete with catenary.



In the middle of the room Elaine Hyleman was selling, as too was Mike Fowler, who has started to sell the accessories and stock from his well known layout that made a final appearance at this show two years ago.

Nick Gillman, as usual, enjoyed playing trains and had set up a Tri-ang industrial layout using Standard track. The main interest was the hopper trucks unloading into a Tri-ang freighter. This delighted people all weekend and it is the first time I had seen a Tri-ang boat being used in such a way. Nick was also promoting the Tri-ang Society.



Above: Dave White's Hornby Dublo layout.

Above far left: the historic 'Borchester Market' layout.

Left: Derek Smith's Dublo 3-rail 'Kingsend'.



Above: Peter Willis's 'Binns Road' layout.

Far left: the attractive N gauge 'Norgate' from Milton Keynes MRC.

Left: Andy Hyleman's Austrian roundhouse.

Far left: Tony Briddon's 'Bilton'.

Below: Nick Gillman's Tri-ang industrial layout.



Below: Ivor Walton's Meccano models.



Far right: Detail on David Holt's late Trix scenic layout.

Right: Peter Dunk's gauge 1 layout.

Far right: Brian & Gill Arnolds' Trix Twin layout.

Right: Graham Farish 00. Peter Berry is helped by Steve Knight who had the adjacent Kitmaster stand. Note the 1930s card kit villas.

Far right: Simon Culverhouse's Minित्रix display.

Letter Biggleswade

My friends and I enjoyed the AGM at Biggleswade. It was an excellent exhibition with lots of folk there. The trade stands were good and there were lots of exhibits, layouts etc.. It is great that we 'oldies' can get together and have a chat. The *Train Collector* gets better and better, with your efforts for which we are all very grateful. Keep up the good work. John Sanders

A nice display of Meccano by Ivor Walton was on the far wall. I was particularly taken with a collection of Meccano sports cars from 1919 -1979 - each built in the Meccano of its period. There was also an 0 gauge Meccano diesel on a short track, with Hornby wagons.



Hugh Bennett had a display of Dublo Dinkies showing the complete range, including some rare variations.

In the next hall, Peter Dunk and helpers had a gauge 1 layout. A superb Bing Pacific from the 1920s was hauling a rake of LSWR coaches, also by Bing c1902. On the inside track, a Marklin 'George V' was running round with a train of Carrette wagons. Earlier I had seen running a Southern 4-4-0 T9 which had been expertly built by Peter.



Opposite the gauge 1, Peter Berry, with help from Martin Doubleday, had a Graham Farish 00 gauge layout working. This was the best one so far built by Peter and included a complete Brookdale station and two very rare card kits of 1930s' villas, by Graham Farish. A good selection of stock was running and Peter was celebrating 60 years of Graham Farish 00 gauge, which had started in 1949.

Alongside Peter, Steve Knight and Ashley had their Kitmaster display and were selling Kitmaster accessories and other stock. Also in this hall was a display by members of the Sandy Transport Society.

Next we move on to the largest of the five halls, the sports hall. As we enter, we find the remainder of the layouts around the outside, with most of the traders in the centre.



On our left is the Trix contingent. First up is David Holt with a new display layout featuring Trix and Liliput from the 1960s. David has rebuilt his layout to a very high standard to accommodate larger curves and includes various card kits made by Trix at that time. A variety of stock was running, including a 5-car Railcar set. Various members of the Trix Twin Collectors Association were manning the TTRCA stand.



Alongside, Brian and Gill Arnold had an excellent Trix layout using c1936-1959 stock, including most of the pre- and post-war buildings and a working Trix coal conveyor.

Simon Culverhouse completed the Trix line-up with his excellent N gauge British Minित्रix. The layout ran stock dating from 1967-1997 and he also had a display of boxed models and sets.



Mick Flye, with help from Neil Trump, was running S gauge American Flyer. Although this range originally finished in 1966, it was reintroduced by Lionel in the 1980s and now has a small but decent following in the States, with several new manufacturers. The stock running was 50/50 old and new. A circus train was running at the time I visited.



Dave Coddington had a very impressive display of Tri-ang Battle Space and at one stage had two trains running with no less than ten ambulance cars. I understand he also had four Turbo cars warming up for a photo shoot! These may be seen in one of the videos of the Exhibition which may be found on the TCS website. Dave also had a collection of power units, including ones built in South Africa, Australia and Canada, for local use. What surprised Dave was that he had more comments regarding the power units than he did about the Battle Space!



Next in line, Bryan Pentland had his tinsplate layout, with three levels of track. Seen running were Brimtoy, Marx and Hatchette. I was also impressed with a tinsplate windmill in full working order and a plane circling over the display.



Next came Richard Bingham had his Lionel Standard track layout. Production of Standard gauge ceased in 1942, when the USA entered the war, and was not to return when the hostilities were over.



Hence, Richard was running stock that was over 60 years old.

Dave Peasant had his vintage 0 gauge layout, which is crammed full of accessories, including Britains farm, Tri-ang Minic cars, buses, a fire station and garages. Running round was a Bassett-Lowke *Prince Charles*, which had been acquired by Dave during the weekend. At the front of the layout was a Lionel *Thomas* to entertain children.



Far left: Mick Flies American Flyer S gauge.

Left: Dave Peasant's vintage 0 gauge.

Phil Goater and his son were running Tri-ang Big Big, in its various guises, dating from 1966-1980. There were at least three trains running at any one time and, with its various accessories, it was a colourful layout.



Far left: Dave Coddington's Power Units which proved to be a great attraction

Left: Phil Goater's Tri-ang Big Big.

Steve Guest had a layout using 0 gauge Atlas 3-rail track and this was used to exhibit the latest ACE trains. These included the Battle of Britain Class locomotive *Winston Churchill* which is not yet in production. Sporting a Southern livery on one side and BR livery on the other, it was running all weekend and attracting a lot of attention. I'm sure the production loco will be an excellent seller.



Far left: Brian Pentland's tinsplate heaven.

Left: ACE Trains BB/WC Class loco on Steve Guest's 0 gauge layout.

Below: Reg Harman's Decast Display.



Far left: Richard Bingham's Lionel layout.

In the opposite corner, Reg Harman was displaying his fast growing collection of decast trains which include models by Gaiety, Budgie, Dinky Toys and Moresone. There were also three Teddy Toys streamline trains. Reg also had a large display of decast signals by Crescent

Concluded on page 25

THE SHUNTING TRAIN FROM ARNOLD

A SUCCESS: STILL COPIED AFTER MORE THAN HALF A CENTURY

Part 2

by Joseph-Jean Paques

5. Soviet Version

The version in figure 5 shows a shunting train looking like the Arnold Type A (as in figure 1) but the inscription, in Russian, identifies the builder as The Northern Leningrad presses factory, as shown on figure 6.

Figure 5: Soviet version

had been carefully sewn with white thread, maybe by a mother or a grandmother anxious to protect its precious content. Dating this train is rather difficult and we have to examine modern Europe history to draw conclusions. It is a well known fact that links between Germany and USSR were developing until 1941



The colours and manufacturing quality are poorer than those of the Arnold versions. Some detail has been simplified - such as no cut-out windows in the engine cab, no hole for its chimney. On the other hand, two small inside slides have been added under the track, inside the base, possibly to facilitate operation. A particular clue to me is that, of the 12 tabs which hold the bottom to the base, on my example, seven have been broken. This suggests that this toy has often been opened for

Figure 6: Detail of the inscription in Russian on the Soviet version

when Germany invaded the USSR. After the war, Nuremberg, where the Arnold company was, fell within the US zone and so it is unlikely that tooling and machines used to build the original Arnold train were removed by the Russians. Based on those facts, it can be deduced that this model was either built in the USSR under licence or was copied, with or without German support, before 1941. It would be interesting to confirm this hypothesis with real proof. There remains the possibility that this toy was built after 1942 with tooling made before 1941.

6. Argentinean Version

repair. Inside it, the leather belt which drives the locomotive shows several repair points. This belt is the weak point of the toy and the replacement of the original belt by a rubber one improves operation but reduces authenticity of the toy.

A touching detail can be added to the model in figure 5. All the ridges of the (brown) box in which this toy was packed

A version of the Arnold Type C toy was made in Argentina (figure 7). As the tin used for the base and some other parts has come from recycled tomato paste tin cans produced in Argentina, it may have been made between 1940 and 1950, when times were hard. The inscriptions are in Spanish and, as the name of the station is the 'Estacion Berlin'; the German influence is obvious. The lithography of

Figure 7: Argentinean version



the base is a copy of the Arnold version, but slightly different, and the urban landscape is the same on both sides, so there is only one tunnel on both sides. This train is named 'El trincito' ('the small train') on the rear of the car shed. The locomotive and the car are the same as those of the Arnold Type C version, including red plastic wheels. As dimensions are the same as the Arnold trains, we can call it a 'version', rather than a copy.

7. Japanese Copies

At least two copies of the Arnold shunting train have been produced in Japan. The first one (figure 8), mentioned in his book by Mister Marsella, was produced in Japan under American occupation, from 1945 to 1951. It was produced by Modern Toys (trademark 'MT') and was a Japanese copy of the basic Arnold Type A. However, this copy is somewhat simplified, particularly of the passenger car shed. It has several interesting characteristics: a signal has been added at the entry of the car shed to be used as start/stop level, the car is a goods

seems to have been no bell. The passenger car has only five windows, against six in the Arnold model. Dimensions of the locomotive and the car are smaller than those of the Arnold model and the mounting details and assembly are also different. Lateral openings of the car shed are identical with those in the passenger car and the front of the locomotive is clearly less elaborate than the original model. On the other hand, the strong and reliable mechanism is a very positive point of this copy, which works very well. No tab in the base seems to

Figure 8: First Japanese copy



have been bent. This is not so with most of the old versions referred to above. Two alternative colours seem to have been used for the roof of the passenger car, which is red in figure 9 and which is green on some otherwise identical models seen on Ebay.



Figure 9: Second Japanese copy

van (with no opening) and the engine (not shown on figure 8) is decorated with shining colours. During operation a small bell can be heard.

I was lucky enough to find another copy (figure 9) of the basic Arnold Type A, which has very significant variations from the Arnold model. Firstly, the base is shorter (30 cm for the Japanese copy against 37.6 cm for the Arnold version) and the mechanism is fully located inside the base. This means that the station building is only decorative. This copy is also marked 'TM' and so it could be a different version of the first copy. All the dimensions are slightly different and there

8. Chinese Copy

Figure 10 shows a modern post-war copy of the Arnold Type B. This was produced for Schilling, in China, in 2000. It is a fine model, with good colour, fine finish and operates well. The decoration of the boiler has been made the wrong way round, so that the black area that represents the smoke box is up against the cab! The mechanism is good and usually operates well, although some samples have proved to be unreliable. The box for this model gives some historical detail about the original Arnold version, which dated around 1934.

Figure 10: Chinese copy



Tri-ang Hornby

Early Canadian Train Sets - 1965 & 1966

Part 2 of 5

Farewell to David

Based on an article by Dennis Tyler in Sidmouth Herald (Supplied by Peter Shelley)

Sidmouth has said a fond farewell to one of the country's leading authorities on Hornby trains, David Salisbury, who died on April 1, aged 79.

David was a lifelong train enthusiast, from models to full scale steam, and was involved in several West Country steam train operations. He also created a museum and shop which celebrated the golden era of Hornby trains and Dinky Toys.

He was educated at Merchant Taylor's School and had received his first model train set from his father in 1934, bought and delivered from Gamage's to his home in North Ealing. In time, David became one of the country's leading authorities on Frank Hornby's trains and accessories.

After having kept a toyshop at Exmouth from 1949 to 1953, David Salisbury became a stockbroker and moved to Sidmouth in the early 1960s. He later worked for Sidmouth District Council in the finance department and, when he retired, with his wife Margaret and son John, he ran the Vintage Toy & Train Museum at Fields' Department Store in the centre of Sidmouth. It received around 10,000 visitors per year, even though the museum was open only for a 6-month season. In later years, David devoted his time to his Vintage Toy and Train Shop in All Saints Road, Sidmouth.

David Salisbury was a perfectionist with sharp business acumen, coupled with great integrity. He was an exemplary model of a true English gentleman who will be fondly remembered and sadly missed by all who knew him.

Set numbering

The numbering of Canadian sets can be confusing. For 1965, the standard sets were numbered from CTS.1 to CTS.6. 'CTS' stood for 'Canadian Train Set'. The presentation sets were numbered from CPS.1 to CPS.4 and 'CPS' stood for 'Canadian Presentation Set'. But, the special 1965 train sets produced for the department store chains and mail order companies were numbered from Set No.651 to No.654; the first two digits referring to the year of manufacture.

In 1966 the standard sets continued with the same CTS numbering. The CPS prefix was dropped from the presentation sets and they were numbered as Set No.1 to Set No.5 (or #1 to #5 - depending on which Tri-ang Railways publication you happen to be reading). The special 1966 train sets were renumbered with the CTS prefixes added to the three-digit number; again the first two digits being the year of manufacture. An 'R' suffix was also added (e.g. CTS.661R) the purpose of which is not clear.

These sets continued to be available until Autumn 1967 when new sets were introduced and the set numbering system was again altered, as it was done several times in the following six years.

The 1965 Set Boxes

The 1965/1966 catalogue does not show any set box artwork.

As has already been said, there is a lack of surviving original sets from this period of production; this is largely due to the nature of the locally sourced set packaging. The set boxes were cumbersome and overly large for their contents, not particularly resilient to everyday wear and tear and the contents were individually boxed (with the exception of the transformer). Consequently, there was no real need for the train operator to preserve the outer set packaging, as would have been the case with the earlier UK produced sets which had individual open card tray inserts for each model.

Construction was of a rather poor quality white surfaced corrugated cardboard

which was folded inwards to form the separate base trays and lift-off lids.

The hand-drawn box lid artwork was printed all in red and featured the Transcontinental 4-6-2 locomotive and tender No.2335, in full steam, pulling a train of seven freight cars. To say the least, the artwork was primitive. One fellow collector recently described it as being 'as rough as old bags'. Certainly, it



was uninspiring and failed to complement the quality of the models.

The side of the box lid carried the 'LINES BROS. (CANADA) LTD. WATERLOO QUE.' address.

The original printed box lids included the slogan 'NOW MADE IN CANADA' above the locomotive. However, this was incorrect as only the set packaging was made in Canada; the contents being manufactured in the UK, with the exception of the transformer which was manufactured in the USA. Consequently, the slogan had to be removed (to comply with the Canadian version of the Trade Descriptions Act) and a replacement second printing was made, minus the slogan. All was not lost, though, as the remaining unused box lids were utilised on some of the special train sets which were produced later in the year for the department store chains and mail order companies.



The inner trays were manufactured as separate inserts. They were die-cut to accommodate each individual boxed item (the Transformer was supplied without an individual box). The 'Tri-ang Railways' logo was printed in red as were the slogans 'More Play-Value in Less Space' and 'REALISTIC SUPER-4 TRACK'. Two short sections of straight track and 'OO/ HO SCALE' were printed in black.

On final packaging, the base trays were shrink-wrapped for safety, with the lid being left removable, so that the contents could be easily viewed or displayed in retail outlets.



The R.167 Track Pack was not available as a separate item. It contained an oval of Super 4 track, uncoupling ramp and power connecting clip contained in a specially printed, illustrated box.



The PA.102C Transformer was manufactured in the USA and was for a 120 volt power supply and was rated at 1 amp. It had both 14 volts controlled DC output for train operation and 17 volts uncontrolled AC output for the operation of electrical accessories.

The 1966 Set Boxes

The 1965 standard sets continued to be available throughout 1966 and were not superseded until the Autumn of 1967.



1966 brought a new, more attractive three-colour picture box lid featuring a

design very similar to the front cover of the 1965/1966 catalogue, but with a CN Diesel and four freight cars in the foreground and the silver and red Transcontinental diesel with three coaches on the higher level track in the background. The inscription on the side of the box lid now read 'DISTRIBUTED IN CANADA BY MECCANO-Tri-ang Ltd. TORONTO, ONTARIO'



The printing on the inner trays, now all in black, was also revised. The 'Tri-ang Railways' logo continued as did one short section of straight track but the slogans were removed and replaced by an illustration of a crossing warning sign and, usually, a semaphore signal and a member of railway personnel carrying a lantern. On both the box lid and the inner tray, a dual language label, in English and French, listing the set contents, was affixed.

There were also minor specification changes to some of the standard sets issued in 1966:



The R167 Track Pack was now supplied in the more common window box.

The PA.102C transformer was replaced by the improved quality Model 2200 transformer in the late-Autumn of 1966. The Tri-ang version of this transformer was made in Japan; the later Meccano-Tri-ang version being manufactured in the USA. It had a 16 volts controlled DC output and 18 volts uncontrolled AC output. It is known that they were included in the Special Train Sets for that year and the later repackaged issue of the CTS.3 set.



Page 22 centre: 1st type (original) 1965 style box lid - set No 652 (T. Eaton).

Page 22 bottom: 2nd type 1965 style box lid - with 'NOW MADE IN CANADA' removed.



Far left: the pictorial boxed R.167 track pack as included in the 1965 sets (Peter Zimmerman).

Left: the R.167 track pack as included in the 1966 sets.

Far left: PA.102C train pack transformer control unit as included in the 1965 sets.

Left: model 2200 train pack transformer control unit as included in the later 1966 sets.

Far left: 1966 style box lid - set CTS.662R (T. Eaton).

Hornby Dublo Myta-Binns

by Allan Trotter

In the book *Hornby Dublo Trains* by Michael Foster, one of the most intriguing chapters was the one about models that were proposed but never entered regular production. These types of models are usually referred to as 'Neverwazzas' but in the instance of Hornby Dublo trains, they could really be more appropriately described as 'Myta-Binns' - with due reference to the location of the main Meccano factory.

The first task was to dismantle the carriage. The body was attached to the underframe with a central retaining screw and eight metal tabs. This screw was removed and the eight tabs bent up to allow the body to be removed and put aside. For the Bogie Timber Wagon, the vehicle numbers were applied with transfers at the appropriate locations and coated with varnish to ensure they stayed put. The rest of the underframe surrounding the numbers was painted grey, in a colour closely matching that of the 4605 Bogie Well Wagon. Once dry, the whole underframe was given a coat of varnish to produce a semi-gloss finish.

The next task was to fabricate the bolsters that hold the timber load in place. A fairly thick strip of plastic card was cut and this strip was then cut and formed into bolsters, using plastic solvent. Two are required per wagon. I achieved the correct appearance, matching the illustration in the book, by trial and error until a satisfactory looking result was obtained. The principal is that, if it looks right, it is right. Once the plastic solvent had set, the sharp edges on the bolsters were rounded off with a file and each bolster was given a coat of black paint. Once the paint dried, the bolster assemblies are attached with adhesive to the painted carriage underframe, over the top of the bogie pivots, and the basic wagon itself was complete. The load consisted of three pieces of varnished dowelling and these were glued together and the load glued onto the two bolsters. As a final piece of authenticity, a loop of string was tied over the load and there you are, a genuine 'fake' Hornby Dublo bogie timber wagon.



Above: the finished bogie timber wagon based on the planned 4612 Bogie Timber Wagon which was dropped when Hornby Dublo production ceased.

While some of these proposed models would require some serious engineering to complete, there are a couple of Myta-Binns models that I found may be replicated with just a little effort and patience. The two vehicles I refer to are the 4612 Bogie Timber Wagon and the 4638 Bogie Container Wagon or 'Conflat P' with three containers. Both these vehicles were to be based on the underframe of the Super Detail passenger carriage therefore this is where a start is made.

Bogie Timber Wagon

I would not have the heart or the audacity to dismember a Hornby Dublo Super Detail carriage that is in good condition and so I scoured the tables at swapmeets for vehicles with broken plastic roofs, damaged plastic ends or ones that had been left out in the sun too long and were suffering from faded paintwork. Surprisingly, vehicles in these distressed conditions are quite scarce as it would appear that owners of Hornby Dublo items look after their prized possessions rather well. Eventually though, a number of carriages in poor condition were acquired and this permitted work to commence.

Far right: the finished wagon with its box.

Bogie Container Wagon

With the Container Wagon or 'Conflat P', the underframe did not require painting. A piece of fairly thick plastic card was cut to the same size as the underframe and around this was attached a plastic retaining strip, replicating the appearance of the standard Hornby Dublo 'Conflat A' wagon. This plastic strip was then painted a bauxite colour. On the bottom surface of this plastic assembly was attached a thin flooring of plastic card, representing the decking, and this was painted black. According to the book, Meccano Ltd did not intend to use their standard wooden container on this wagon, but planned to use new plastic containers. This is fortunate as plastic containers are easily sourced today. The vehicle designation panels were applied using transfers, then coated with varnish and the containers glued into position. That's was another Hornby Dublo 'Myta-Binns' vehicle completed.

It is also possible to use a Super Detail Pullman carriage for a Bogie 'Conflat'. I did acquire one vehicle that had faded to light grey and this was dismantled by removing the screws used as the bogie pivots. Suitable nuts have to be used to reattach the bogies to the flat underframe and these nuts will be concealed under the end containers. The spaces in the plastic retaining wall are filled in with plastic card then painted bauxite. Plastic card decking should again fitted and transfers for the vehicle running numbers applied. However, using a regular Mk1 type Super Detail carriage is the easier option.

Finally, being able to store these models in correctly labelled genuine reproduction Hornby Dublo carriage boxes, as supplied by Tony Cooper, really completes the charisma of these Myta-Binns models.

For some Tri-ang Railways and Tri-ang Hornby Neverwazas items, see Alan's Eastbank MRC website at: <http://www.eastbank.btinternet.co.uk/models.htm> If you have any comments, please contact Allan Trotter at: eastbankmrc@btinternet.com



Continued from page 19

The majority of the traders were in the sports hall. Amongst them, Bernard Ridgely was selling an Hornby style TCS 30th Anniversary coal truck for £40. The attendance on Saturday being higher than last year, most of the traders reported good sales that day. However, due to good weather on the Sunday, attendance was lower than last year and sales were not so good.

As usual, visitors from overseas attended the show and, from Canada, Tony Griffiths and his wife called in. Earlier in the day two Americans also came for a chat. The School caterers did a good job supplying food and refreshments throughout the weekend and the event was well supported by the vintage bus that provided free rides from Sandy railway station. Special congratulations must go to show organiser Eric Large for producing such a great event. Thanks also go to David Ramsey for his assistance and to all the other volunteers who helped make the show a success.

Below: The finished bogie container wagon which was to have had new plastic moulded containers instead of the wooden ones in use right up to the end of Hornby Dublo production.



Left: the container wagon with its box.

Lower left: suggested Myta-Binns box.

NEWS

NRM Acquires the Forsythe Collection

The National Railway Museum (NRM) is celebrating the acquisition of one of the most comprehensive private collections of transport history in Britain that was accumulated by TCS member Robert Forsythe and his wife Fiona.

The Forsythe Collection of Travel & Transport Publicity Ephemera focuses on transport publicity particularly that of the nationalised railway from 1948, but also covers bus, air and water transport in the second half of the 20th century. The collection includes gems such as the only booklet British



Rail produced specifically for women which proves particularly amusing reading to modern eyes, and a large volume of GNER-related material.

This vast collection, which consists of more than 125,000 items of railway and other transport ephemera, is now housed in Search Engine, the NRM's £4 million research and archive centre where museum staff are busy working on making it available to the public.

Robert has a lifelong interest in transport history and Fiona, a chartered librarian, has been sorting and organising the collection, which is now occupying around 108 metres of shelving at the NRM.

The Forsythe collection is highly regarded by the NRM as a key resource by historians.

A Year to Celebrate - 1920



Above: a 1920 issue of *Model Engineer and Electrician*.

Above far right: 4-4-0T *Britannia* was typical of models offered by Steven's Model Dockyard at the time.

Below far right: an early Leeds advert.

Below: Meccano Magazine for Spring 1920.



Far right: an early Bond's advert.

Below: Queen's Engineering Co. advert.



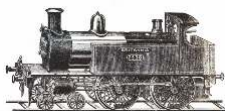
Up until now, with one exception, this series has depended upon model railway magazines as a source of information. 1920 is a difficult year to study as we have no magazine available that was specifically focused on toy trains and model railways. Our first such magazine, Henry Greenley's *Model Railways and Locomotives*, had disappeared the previous year when it was absorbed by *Everyday Science*, which in turn disappeared into Newnes *Practical Mechanics* a few years later. However, by 1920, many 'railway' advertisers had returned to *The Model Engineer & Electrician*, which they had deserted when Greenley had launched *Model Railways and Locomotives* back in 1909.

So, a study of *The Model Engineer & Electrician* tells us something of the companies that were around after the Great War. Our second source is the embryonic Meccano Magazine which, hitherto, had been exclusively a 'newsletter' for the Meccano Guild members. But things were about to change.

1920 was a strange year, sitting as it did on a volcano that was about to erupt. It is considered by some to be the 'birth year' of the modern British model railway industry. It was certainly a momentous year for the toy train and model railway market, bringing with it the birth of the Hornby 0 gauge system.

Two years after the end of hostilities, and with an entire generation decimated on the battlefields of Europe, anti-German feelings were still very strong and there was both a determination and an opportunity to break the country's dependence on Germany as a source for models and other manufactured goods. There was an interesting comment by the editor of Meccano Magazine that year, in which he was telling readers that the company were in the process of doubling the size of the factory: "We want to find employment for as many British workpeople as possible and to play our part in the National movement for providing British boys and girls with British made toys."

Judging by advertisements, the immediate post-war market was initially little different from that of the pre-war years - which was only to be expected, as existing companies would get back to doing what they did before the disruptions, prior to the arrival of any 'new boys on the block'. For now, we were offered model engines, boilers and fittings by Steven's Model Dockyard of London E1, Whitney of EC1,



Queen's Engineering Co. of Blackpool (they of the Smithies boilers fame) and a new company, The Leeds Model Co. Ltd of Harewood Street, Leeds. Later in the year, LMC would be advertising finished signals, followed by locomotives carriages and wagons - and they had a 0 gauge 4-coupled clockwork mechanism for sale.



There were also plenty of people willing to sell you a lathe and other tools you would need to build your own steam locomotive. One person, later to be very much associated with model railways, was A.W.Bond of Euston Road NW1 who wanted you to buy his gas blowpipe. Later in the year, Bond was advertising turned brass wagon and carriage buffers.



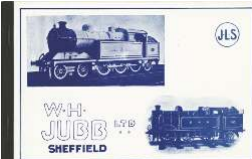
At the time there was great emphasis on education. Courses in model engineering were offered by The Cambrian Electrical School, The Bennett College and The Technical Institute of Great Britain Ltd. Various publishers were also keen to sell you their books on model engineering.

When in London, you were invited to visit 112 High Holborn, the London shop of Bassett-Lowke Ltd. and the sixth edition of the Bassett-Lowke Model Railway Handbook was published during the year. The 'A' section (model railways) of their catalogue was already over 60 pages long

and, despite the anti-German sentiments, it carried German made models. These included the Johnson 'Spinner', a freelance 4-4-0T (by Bing), the Peckett 0-4-0T, LNWR 'Precursor' 4-4-2T, LBSC 4-4-2T and 'Tilbury' tank - possibly pre-war stock.



Another model manufacturer from before the war, keen to catch your attention, was W.H. Jubb Ltd of Sheffield, who was offering a gauge 1 0-4-0 tank engine kit for £3-19-6. The company also offered the 4-coupled clockwork mechanism separately, track components in gauges 1 and 0, half inch scale locomotive parts and loco drawings.



Evans Bros. were trading from 137 High Street, Clapham in 1920, selling wheels and couplings, for railway modellers, which they manufactured themselves.



They were looking for agents to market them. What became of them is not known. Also advertising at this time was The Truscayle Co. of Northampton who had ballast and ED wagons ready assembled (with sprung buffers) in L&Y or MR livery.



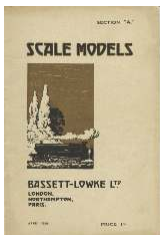
In the March/April 1920 issue of Meccano Magazine the editor told us: "Before next Winter I shall be able to announce that we have ready for delivery the finest series of clockwork railway trains ever made, all designed and built on a new principle." In the June/July issue he continued, "For a long time now we have been urged by the Government and by the public to produce clockwork trains to replace those which used to be imported from the Continent..." By the time of the September/October issue (now doubled in size), it is obvious that the trains were already in the shops but there is the following warning: "I want to warn you that supplies of foreign made trains have found their way into this country, and your only protection is to insist that what you buy has actually been made in this country". By the editor's writing in December, it was obvious that the first Hornby train sets had sold out very quickly. The locos were the No.00



tank engines in GNR, LNWR and MR livery and No1 0-4-0 tender locos in GNR, LNWR, MR and CR livery. The rolling stock that first year consisted of bolted



together open wagons, square-ish in shape, with silver wheels, brass buffers and clip-on letters for GNR, LNWR and MR. This was just the beginning....



Above: Bassett-Lowke catalogue for 1920.

Above centre: Truscayle Co. - whatever happened to them?

Above far left: Bassett-Lowke Johnson 'Spinner'.

Far left: Jubb catalogue and 1920 advert.

Left: Hornby No.00 tender loco.

Left: Hornby wagon of 1920.

Far left: Evans Bros. advertisement.

ROBILT

'SPIRIT OF PROGRESS' - STEAM LOCOMOTIVES

by Stuart Mangleson

Part 2 of 2

On this and page 29: clockwork 'Spirit of Progress' locomotive Edward Henty c1948, showing on page 29, brake lever (below handrail) and adjustable speed control (Glenn Ball).

Clockwork version (c. 1948 - 60)

The first model released was clockwork powered using a non-reversing, six-coupled mechanism designed by Ron Titchener, the founder of Robilt Products. The overall length of the locomotive and tender was 430mm.



The photograph below was scanned by Glenn Ball from a small Victorian industrial and technology museum booklet. This 'museum standard' 1/48 scale model of the Victorian Railways 'Spirit of Progress' locomotive was constructed in 1953-1954 by Ron Titchener, the founder of Robilt Products and designer of the Robilt versions of this locomotive. When he made it, he had already left Robilt Products, following the transfer of ownership to Jack Ryding, a few years earlier. It is understood Ron Titchener had been commissioned to build it along with models of several other VR steam locomotives. The models were used in displays as part of the Victorian Railways centenary celebrations in 1954, commemorating the initiation of government railways in the Australian State of Victoria during 1854.

The locomotive body was constructed by spot welding, using a combination of tinplate and pickled sheet steel, in a style that is a very reasonable representation of the streamlined prototype. However, it is only approximately 60% scale length, in deference to the design requirement to negotiate 610mm radius tinplate track. Light gauge tinplate sheet steel was used for the side valance panels and cabin, with pickled sheet steel being used for the boiler housing. A rearward sloping diecast zinc alloy nose section was fixed into the body by four small brass, round head, friction fit pins. This casting was well detailed, including central raised winged VR crest, shrouded headlight housing and rectangular lower grills. Two small circular impressions, on each side of the front body casting, represented marker lights.

Round brass handrails were fitted to each side of the locomotive body. These were attached with six steel split-pins and with the brass rod inserted through the eye of each pin.

A separate diecast zinc alloy cylinder was mounted at the front of the locomotive between the valance panels and attached to a body cross support with two round head machine screws. This casting provides a mounting attachment for the front bogie assembly as well as a guide

for the piston rods on each side of the locomotive. The rectangular diecast alloy front bogie frame was suspended under the cylinder casting and held with a specially machined brass screw, with a small steel coil spring and two flat washers.

The rear pony truck assembly was constructed in a U-shape from sheet steel with diecast zinc alloy axle boxes and was attached to a steel bracket that fitted between the clockwork mechanism side plates.

The construction of the four front bogie wheels, two rear pony truck wheels and eight tender wheels were changed over the production life of the model. When first introduced, 20mm diameter diecast zinc alloy wheels, with six open spokes, were used. These wheels were installed by way of an interference fit onto bright steel axle rods. At a later date, these wheels were superseded by similar sized solid centre sintered iron wheels, with raised spoke representation. Interestingly, some locomotives have been observed with a combination of both types of wheels, having the solid type on the front bogie and open spoked wheels on the trailing pony truck. This was probably the result of whatever was in the parts-bin at the time of assembly.

The clockwork mechanism had six-coupled 35mm diameter drive wheels, manufactured in diecast zinc alloy, each with 12 open spokes. The centre two drivers had their wheel flanges machined off to assist the negotiation of tinplate curves. This mechanism was quite powerful, providing sufficient power for the locomotive to easily haul the bogie tender and two bogie coaches, as well as giving a good run. It was attached to the locomotive body by two mounting screws and square nuts. The front screw was a counter sunk type that was inserted between the body and the cylinder casting. The rear mounting screw was a round-headed type that was inserted into a hole in the floor of the cabin.

The clockwork mechanism that was fitted to the 'Spirit of Progress'



locomotive was produced only in a non-reversing form, even though it was updated several times during its production life. Although some would consider that the clockwork mechanism should have provided both forward and reverse operating capability, Ron Titchener probably thought that not many young owners would have wanted to operate their sleek clockwork streamliner in reverse, thus saving the cost of a mechanism that provided both forward and reverse functionality. When it was first introduced, the clockwork mechanism was fitted with an externally adjustable speed regulator that protruded through the right hand front side of the locomotive body, adjacent to the brake lever. Later versions were operated with a flat steel, combined speed and brake control lever, that protruded through a vertical slot into the cabin. All clockwork bodies had a small semicircular cut-out on the lower left-hand side of the body to facilitate access to the winding spindle.

Simple hinged coupling and piston rods were fitted to the six wheels on the clockwork mechanism. They were initially attached to the drive wheels by means of round head friction drive pins that were replaced at a later stage by specially machined screws with hexagonal heads.

There were some minor changes in the construction of the locomotive body during the period of production, however, some were probably the result of assembly line inconsistencies, rather than deliberate changes. For example, not all models have the lower edges of the side valance panels wrapped around the front nose casting. For some unknown reason, unused buffer holes were retained on the rear of the locomotive throughout its life.

Matching double 4-wheel bogie streamlined tenders were manufactured to pair with the 'Spirit of Progress' locomotives, whereas the original prototypes had double 6-wheel bogie tenders. The tender has an overall length of approximately 160mm and, like the locomotive, has two redundant buffer holes at the locomotive end. It was coupled to the locomotive by a simple, flat steel, swivelling drawbar, with a circular hole, through which the locomotive coupling was inserted. The tenders were produced in a number of variants during their production life. The first ones had an upward flared coal opening, pressed steel bogie frames, with diecast zinc alloy axle boxes and a hood type rear coupling.

The bogie frames used on the earliest tenders were painted in gloss black enamel prior to being attached to the tender underframe with machined brass rivets. At a later date, the tenders were produced with a flush coal opening without the upward flared sides and the pressed steel bogie frames were replaced with compensating, Bettendorf pattern, diecast alloy bogie frames, that were lightly riveted to pressed steel bogie mounts, attached to the tender underframe by eyelets. The final versions had the bogie frames attached with split-pins, when it became evident that the earlier riveted type attachment was prone to failure. These tenders usually had solid sintered iron



type wheels with raised spokes. The rear train coupling was the automatic loop type, instead of the earlier hooded design.

Electric version (c. 1953 - 60)

It was approximately 5 years after the clockwork 'Spirit of Progress' model went on sale before an electric version was offered. By this time, Ron Titchener, the founder of Robilt Products, had left the business, after selling it to Jack Ryding. It was under the ownership of the latter that the electric version was developed. Although the majority of the electric models carry *Matthew Flinders* transfers on the valance panels, some *Edward Henty* examples exist.

Rather than develop its own electric mechanism, Rytime-Robilt, the name the business now traded under, entered into an out-sourcing relationship with Davis Electra Co., a Sydney based electrical products manufacturer, who also supplied the first step type transformers used to operate the locomotive from a household mains supply. Unlike the clockwork model, the electric mechanism provided both forward and reverse operation, although the reverse capability was somewhat superfluous, because of the absence of a front locomotive coupling.

The voltage chosen was nominally 20 volts AC. The electric mechanism was a six-wheel type, with the same drive wheel diameters as used on the clockwork version. The armature was mounted horizontally between the



Electric 'Spirit of Progress' locomotive Matthew Flinders c1955 (Stuart Mangleson).



NEWS

Telford Steam Railway Model & Collectors Show July 19th 2009

Report by Dave Angell

Now one of the railways most successful events of the calendar, this year's show followed a similar format to last year, with exhibits arranged around the Horsehay site.

One of the drawbacks of our site is that it is open, so many visitors try to avoid paying the entrance fee. This was something I was hoping to avoid by placing more exhibits in the rear yard, with just a small, manned, pedestrian entrance. However, best laid plans and all that, with rain falling for much of the morning, the 'wet play' plan had to be put into operation. This meant stalls being moved into all the sheltered areas available with the consequence that ticket monitoring was reduced.

However, a great day was had with many regulars and some

mechanism side frames, with the pinion supported by a bush in one side frame and the brush holder on the other side. The front wheel set was driven by means of a spur gear that was press fitted to the inside of one drive wheel, via an intermediate pinion gear and a smaller gear press-fitted to the end of the pinion shaft. Ryttime-Robit produced all the mechanism drive gears, drive wheels, axles and coupling rods. Rubber traction tyres were fitted into machined grooves in the two leading driving wheels. The wheel castings on the electric models were identical to those used on the clockwork versions. Electrical current was collected from the centre rail through a flat thin gauge copper strip pick-up, with two rubbing copper buttons riveted to each end of the strip. The pick-up itself was either riveted or attached by small screws to the underside of the mechanism.

The electric mechanism was attached to the body by means of two machine screws inserted in holes centrally positioned in the top of the boiler housing and the first versions were fitted with a manual reversing lever protruding through a slot in the top of the boiler, adjacent to the cabin. Forward or reverse was selected by moving the lever in an arc from side to side. There was a neutral position in the middle that allowed a locomotive to be parked in a siding that was 'live'. Later versions had a less obtrusive reversing lever protruding through a semicircular cut-out or slot in the cabin end panel. Interestingly, the electric 'Spirit of Progress' locomotives had a slightly lower overall height than the clockwork versions, due to differences in dimensions between the two mechanisms and resulting in the drive wheels on the electric version being positioned higher in the body.

In most respects, the electric locomotive body was similar to a clockwork version of a corresponding period. However, there were some aspects that were unique to the electric model. In addition to the slot in the locomotive housing to accommodate the reversing switch, the electric version had two punched brush holder holes low down on the left hand side valance panel. To prevent shorting of the knurled, nickel-plated, brass brush holder caps by coming

into contact with the tinplate body, orange rubber insulating sleeves were slid over each brush cap. Prior to the introduction of an electric specific locomotive housing, the first *Edward Henty* versions had modified clockwork bodies that even included a redundant cut-out for the winding spindle.

Although the majority of electric Robit 'Spirit of Progress' locomotives were supplied without an electrically lit headlight, original factory produced models were made with this feature and, in different configurations. Those models have a hole drilled through the normally blanked off headlamp shroud. One version had the bulb recessed behind the front body casting. The bulb was fitted in a globe holder that was mounted on a bracket which was, in turn, attached to the locomotive body. Another version had a small round bulb that slightly protruded through the headlight shroud on the front body casting. The bulb, in this type, was not fitted into a lamp socket but had an interference fit in the body casting. Two plastic coated wires were soldered directly onto the globe itself with one wire connected to ground and the other to an active connection on the mechanism.

From numerous examples observed, it appears that the electric Robit 'Spirit of Progress' locomotive was supplied from the factory both with and without a rear pony truck assembly. There does not appear to be a logical reason for this omission on the more costly electric model and it has been thought that it may have been due to the requirement to complete an urgent order without having the requisite parts on hand. However, Ken Heales, a long-term Ryttime-Robit employee, has written "actually, the rear pony tended to jump off the rails and shoot out, frustration set in!" Whether this meant that the company left them off or, they were taken off by owners is not certain, however, a boxed, near mint, example has been seen with no sign of having been supplied with the rear pony truck assembly.

Unlike the clockwork versions, those electric 'Spirit of Progress' locomotives fitted with a rear pony truck had this assembly attached by a bracket that was itself attached to the underside of the cabin floor with a round-headed machine screw, spring washer and a square nut. There was no provision to attach the pony truck assembly to the electric mechanism, as was the case with the clockwork version. At least two different types of mounting brackets are known to exist.

Livery

The locomotive body and tender were generally spray painted in deep Royal blue enamel, very similar to the colour of that the original prototype as most widely remembered. However, the hue changed from time to time, most probably due to supplier inconsistencies. Along with the blue versions, there are original examples of the Robilt 'Spirit of Progress' locomotives and tenders that were liveried in red or black. Other colours are rumoured to exist, but have not been confirmed so far.

The locomotive cylinder casting was painted the same colour as the locomotive body. Examples of the locomotive front bogie frame have been seen in both the colour of the body as well as gloss black. The front and rear clockwork mechanism mounts were painted gloss black. The rear pony truck frame, like the front bogie frame has been seen in either the body colour or gloss black. The brass handrail and its associated split-pins were not painted and were fitted after the body was sprayed. The concave recess for the central headlight, on the front body casting, was usually masked and left in its raw diecast state, although some original examples have been sighted with silver paint in this area. The winged Victorian Railways crest was over painted in gold by hand, as were the VR letters. Finally, the distinctive gold lining was hand painted onto the locomotive side valance panels, extending across the cabin, as per the prototype. A single small Robilt trademark transfer was applied centrally, low down, on the front body casting and distinctive gold lettered locomotive name transfers applied to both of the valance panels. The first locomotives, in both clockwork and electric form, had *Edward Henty* transfers on the valance panels. At a later date *Matthew Flinders* versions were offered. It is not known if locomotives with both names were available at the same time.

The tenders were spray painted in the same primary colour that was used for the locomotive bodies, with double gold lining, hand painted on each side. The first tenders had gloss black bogie frames. A small Robilt trademark transfer was centrally applied to the rear end plate and the appropriate gold lettered class number transfer centrally fixed to each side. The numbers were 302 for *Edward Henty* locomotive tenders and 300 for the *Matthew Flinders* versions as per the original prototypes.

Conclusion

Although the Robilt 'Spirit of Progress' locomotive has many aspects that modern day scale modellers would argue as being crude or toy-like, it was never sold as anything more than a toy train and was only ever targeted at the toy train market of the day. Although Ron Titchener had the know-how and capability to produce very accurate scale models of actual railway prototypes, which he demonstrated after he ended his association with Robilt, it was never his intention to produce and market Robilt 'Spirit of Progress' models with this level of detail and scale realism. To do so would have made them prohibitively expensive and largely unsaleable, especially in the small market available in Australia at the time.

Nonetheless, the lucky young recipient of a new Robilt 'Spirit of Progress' locomotive had a quality, robust toy that would give him hours of pleasure. In addition, because of its likeness to a real train that was the envy of all boys his age, it also allowed him to enter a world of make believe where he would think that he was on the footplate, skilfully driving his iron steed, as he thundered along in charge of the best train in Australia.

Acknowledgements

The author would like to thank Glenn Ball, Don Gibson and Bruce Macdonald (all members of the Hornby Railway Collector's Association of Australia) and Ken Heales from Rytime Engineering Pty Ltd for their considerable help in putting this article together and, in particular, to Glenn for his photographic skills.



newcomers putting on a superb display.

A Hornby Dublo 2-rail layout was on the main platform and behind the Phoenix Society's 5" gauge railway, they provided a tent full of magnificent engineering exhibits, ranging from a small 0-4-0 tank to modern day class 66 and 67 locomotives.

In the rear yard, we had a couple of 'auto trucks' and stationary engines; one with a water pump and one with a generator and lights! Our second-hand shop traded well, including a large number of N gauge vehicles.

Victims of the weather included more 3.5" and 5" locos and sales stands that had to hide in the loco shed and ticket office. Pickfords and Wynns lorries were also shown from the back of a van!

As is traditional now, many exhibits were inside our BREL/Leyland demonstrator railbus and included Lledo vans, Stobart lorries, Matchbox King Size vehicles and conventional cars. These fit in with the aim of this show which is to have something for everyone, not just railways. Indeed, there was local model railway show, to which a vintage Mancunian bus operated a shuttle service. Also in the railbus were miniature china cups, a dolls house, a Z gauge model railway complete with pigs, Playcraft trains and a small Lines Bro./Triang collection that included Minic Motorway, Jump Jockey, push-along animals and 'Nellie' locomotives.

Visitors could then take the short steam train ride to our other station, to view the resident 00 and N gauge railways along with more dolls house dioramas and memorabilia.

Members of the TCS were in attendance and a number of visitors took away membership leaflets!

Left: from 5" gauge to Z gauge.

Alresford 2009

Report by Bob Leggett - Pictures by Dave McCarthy

Far right: the Tri-ang Series 3 layout by Bob Beekhout and Malcolm Pugh.

Now in its 17th year the show again delighted approximately 700 visitors with a variety of layouts and over 90 sales tables. The sun was out all day and with, Real Ale, a barbecue, ice cream and a 'blues' band to entertain at lunch time, everyone had a great time.

The layouts were spread across two halls with all bar one of the smaller gauges in the Assembly Hall. Here we had David and Judy Holmes with a Trix layout complete with coal conveyor. Next, Eric

Right: the larger Trix layout by David and Judy Holmes.



Far right: a sensational Lego display by the Brickish Association.

Right: Eric Large's Tri-ang TT returns.

Large made a welcome return with his comprehensive Tri-ang TT layout. Chris



Cheney had a Hornby Dublo 3-rail layout which the public could operate and help raise funds for charity.

Right: Chris Cheney's 3-rail Hornby Dublo.



Far right: Les Martin's Tri-ang Super 4 layout



a pair of blue EMUs. It featured the first Tri-ang roundhouse with ten engine sheds (later increasing to 12) and six water towers!

Peter Corish and members of the Brickish Association again amazed visitors with a stunning Lego layout with a 30 inch high Lego Viaduct which carried the trains off the tables and back on again.



Les Martin, with stock from Neil Bowsher and scenery help from Paul Rees, flew the flag for Tri-ang Super 4. Neil's six coach 'Blue Pullman' treated visitors on the high level running for at least five hours and Minic Motorway was also running on high and low level circuits.



Steve Knight, with help from his son and Marcus, had set up a replica of the Blue Peter layout as per the 1969 Blue Peter Annual. This brought back many memories of Christopher Trace, Valerie Singleton and Peter Purves.

Around the outside of the hall were Bob Beekhout and Malcolm Pugh with an excellent large Tri-ang layout in Series 3. This ran beautifully all day, including

Dave and Karen White had a Hornby Dublo/Wrenn layout with a three canopy station while, in front of the stage, Peter Gurd had a display of Tri-ang Minic railways and toys, including two rare Mr Perrywinkle sets. Tony Stanford and Rod Hannah manned the TCS stand and I understand they signed up 5 new members and received several renewals.



On the stage were four layouts. Clive Gehle had set up a Lone Star Treble-o-lectric layout, with lots of accessories, as well as a display of boxed sets. He was running some very late stock which was designed for N gauge. Ray Jones



had set up a 6'x4' all electric '60s layout using Tri-ang Super 4 track. It had the first series Tri-ang Catenary throughout, including the points. On the layout he ran Trix and Tri-ang locos with pantographs.



The biggest attraction for the very young visitors was Gary and Pauline Williams' son's Tomy layout. This was the largest Tomy layout seen at Alresford and at least 12 trains, cars and lorries were running at once. Many parents had a tough time dragging their children away!



Adam Stratton was operating the Hornby 00 Skaledale layout, with stock kindly donated by Hornby, and which the public were allowed to operate.



In the Sports Hall, the large gauges dominated, although Ron Macaskie and Derek Smith, with friends from the Chiltern Rail group, had set up a large Hornby Dublo 3-rail layout, with many long trains.



Far left: Dave White's Hornby Dublo and Wrenn mix.

Left: Adam Stratton operated the Hornby Skaledale layout while members of the public snoozed after a heavy lunch.

Left: the large 3-rail Hornby Dublo layout by Ron Macaskie and Derek Smith.

Far left: Clive Gehle's Lone Star Treble-o-lectric.

The Bowman circle had a live steam layout, running engines built in the 20's and 30's and are still performing well today. Howard Star-Kedde and John Ovenden, with fellow members



Left: the Bowman Circle were running live steam.

Far left: a Tri-ang Super 4 catenary layout by Ray Jones.

of the Wessex HRCA group, had set up another excellent Hornby 0 gauge electric layout. I was particularly pleased to see a 'Schools' Class Eton running and, to compliment the 'War on the Line Weekend' on the Mid Hants Steam Railway, the layout included a bombed train and German Stuka that had been shot down.

John and Briony Hollands had a super



Left: the Wessex HRCA group's Hornby 0 gauge.

Far left: The super large Tomy layout with bags of activity.

clockwork 0 gauge layout and were running Hornby, Chad Valley and other makes. Another treat at the show was Bryan Pentland's three level tinplate

Right: Bryan Pentland's three level tinplate circuits with castle.



Far right: Richard Pretious's outdoor LGB.

layout, using Marx high level track twice to give a triple delight. As usual, Bryan had a variety of stock. Adam Heeley and Bob Boorman were operating mainly post-war Lionel with many of the items now made in China. This was a very colourful layout and well received.

Andy and Elaine Hyleman provided an



Right: Adam Heeley and Bob Boorman's post-war Lionel.

Far right: the Out of the Blues band.

interesting collection of Faller Hit Trains from the '70s. These are a little quirky but make an interesting display. Almost hidden amongst the traders was



Right: Andy and Elaine Hyleman's Faller Hit Trains.

Far right: Sustenance.

Clive Parker with his neat Trix layout. Over ninety traders came to the show and



Right: Clive Parker's smaller Trix layout.

most were in the sports hall. I understand trade was good, considering the current economic climate. The show also has outside attractions and Richard Pretious



Right: trading was good.

and family had set up a large LGB display and were running a large variety of stock and towards the end of the day ran some live steam.

David Lord ran his popular Scalextric



corporate layout for charity; The Aldershot and District bus group ran a vintage bus to and from Alresford Station as well as having a sales stand. Matt and Ted Hepenstal sold Itchen Valley Real Ale and raised £130 for charity. The 'Out of the Blue' blues band performed many well known songs over lunch. At 4pm we were treated to a fly past by a Spitfire



and Hurricane, putting on a display over Alresford and Ropley to celebrate the 'War on the Line' event.

Many thanks to Fiona and Claire for organising the refreshments, along with



their helpers - Julie, Wendy and Hillary. Also thanks to Four Marks Scouts for organising the car parking and 'Save the Children' for doing the door rota. I would also like to thank Rob Yearley who is on holiday from Australia who helped greatly with setting up and clearing up.

Thanks to everyone who came to the show; over £1250 has been raised for various charities.

Next year's show is currently planned for Saturday June 26th 2010

Radley 2009

Report by David Cooper

Brian Wright's annual Radley meeting is now well established as a friendly and fascinating event.

On Doug Baldock's 0 gauge layout, a Bassett-Lowke GWR 'Mogul' ran well, as did the ACE Coronation set, and even curiosities like a Lionel clockwork Zeppelin car. An MTH Chapelon 'Pacific' ran for a time, noise effects and all, and there was some animated discussion as to the merits of having so detailed a locomotive. The special effects certainly drew a crowd.



The Chiltern team's layout was nearly taken over by visiting children, who were completely absorbed in running Dublo trains. Messrs. Grieve, McCaskie, Lettin and Jarvis did another fine job. Needless to say, everything ran smoothly. The live steam men were out in force and there was always a crowd around their layout: Messrs Roberts, Dickens, Swain and Nicholson were joined by Armin Olbrecht, who ran two locomotives adapted to run on gas and very fast and powerful they were, too. Len Mills took a great interest in his GWR pannier tank which was altogether quite a revelation. There is no truth in the suggestion that the Bowman Circle had to sit down a lot to recover from the fumes from the meths!



Bill Foy and Rebecca Strong once again rightly occupied the centre of the hall, with six tracks in constant use. A Bing Apollo did well on 18 volts as did the Lionel

Kinlet Hall – the children liked being able to press a button to make the whistle work. This layout was the centre of attention, especially from visiting families, who loved the noise and the speed and the variety of the trains. This was toy train running at its best.

Static displays are always a feature at Radley. This year, Brian Wright's Meccano model of a steam crane and Allen Levy's huge Citroen cars and lorry caught a lot of people's eye, but equally interesting were John Lambourn's 16mm gauge stock and Gordon Stemp's early locomotives. Tim Cherry's Marklin stationary steam engine was a striking addition.

Traders were also there and if they did not sell everything, all they had was interesting to look at. Mike King, Len Champion, David Peacock, Gordon Stemp, Cyril Kennet, Bruce Palmer and John Davies were all busy. Len Mills and Allen Levy had a very good day, with a lot of conversation and running of their new models and, of course, Brian Wright's Mr Cat overlays were on sale too.

The catering staff – Eric Blanks and Barry Lloyd – provided tea and (very good) cake and bacon baps all day. The door staff – Margaret Wright, ably assisted by John Mayo and Anthea, took the money and people poured in, often in family groups.

People who have also run exhibitions will know the huge amount of work that goes on before and after the event – room plans are made, tables set up, catering arranged. The day before, Doug Baldock spent hours setting up the 0 gauge track and the Chiltern team (seemingly effortlessly) set up their layout boards. Clearing up was made easier by the efforts of Mike Little and Howard Starr-Keddle. Every year Brian is able to make a donation to the children's hospice at Helen and Douglas House. This year, in addition to his £370, Emily and Joshua Cooper sold raffle tickets to the value of nearly £200 for this cause. Many thanks to all those who came to enjoy trains and to those who also contributed.



Above: shed scene on Doug Baldock's layout.

Far left: ACE Empire of India and Coronation train on Doug's layout.

Below: John Davies and Bruce Palmer on their stand.



Far left: Bill Foy and Mike Little at Bill's layout.

New Collectables

Bachmann Trade Open Days

In mid July, Bachmann Europe plc opened its doors to retailers and the press and your editor attended, representing *Train Collector* magazine.



Above: the Bachmann Standard 2-6-2T at second sample stage.

Far right: one of the Bachmann sample 'Presflos'.

Far right: the Graham Farish Class 24.

Right: Bachmann Branchline Class 46 'Peak'.

Far right: Graham Farish 'cut-nose' Class 37.

Right: Bachmann Branchline Class 42 'Warship'.

The Branchline 00 scale Standard 3MT 2-6-2T has now reached the second sample stage and was displayed in that form. This looked absolutely superb with three different versions in unfinished grey. These will reflect the regional differences such as the larger roof hatch and extra handrail on those built for the GWR. An interesting comment made during a staff interview was that the model has as much detail as the Hornby Class 4MT. This exemplifies the leapfrogging that is going on between Bachmann and Hornby to meet customers' demands for ever more detail.

The tanks have opening smokebox doors and show the detail of the boiler tube ends inside. However there was insufficient space for this to be set back to leave the smokebox space. It was a case of leaving a plain wall behind the smokebox door, or showing the boiler tube ends, even if in the wrong place. Having seen them, I am glad Bachmann decided to include this detail.



Also in 00 was the first sample of the Class 47 in its post 1985 style. Versions of the Peak Classes 44, 45 and 46 diesels



and the 'Warship' Class 42 locomotives were also displayed, following upgrading. These locomotives now have a 21-pin decoder socket with the 'Peaks' having

DCC sound provision.

The 00 scale 'Presflo' cement wagon was also shown in four different forms. These models were announced earlier this year and should be available towards the end of the year. The models on display were in unfinished grey but show an incredible amount of detail. There were many small variations on the real wagons, depending on the wagon builder and the customer, and Bachmann have made provision to include them all.



In N scale, the Graham Farish Class 24 locomotives were shown in factory finished green and two tone green



liveries. These will be the first N gauge diesel locomotives to have changeable disc codes. The blue version was unveiled three weeks ago with models available towards the end of the year. Farish also revealed a new 'cut nose' Class 37 and a post 1985 Class 47 locomotive (following its first major refurbishment). These versions had not previously been announced.



Bachmann also took the occasion to announce two more completely new wagons in their Graham Farish N gauge range. These will be a 2mm version of the recently released 00 BR/GWR cattle wagon and a plywood-sided BR fruit van which was based on the LMS design. Pre-production samples of both were on display and the attention to detail, in such a small scale, was breathtaking. Speaking of attention to detail, we saw the new N gauge Birds Eye AF



containers and were told that a correct Class 31, specifically used for pulling the Birds Eye trains, was ready for



production. We also saw the pre-production model of a centre car for the N gauge Class 108 DMU - again, considerable detail was seen, both inside and out.



We were also able to see forthcoming Scenecraft buildings and, as last year, the emphasis is on railway related structures and industries served by the railways. The largest of these is a brewery but there will also be a cement distribution plant and a modern industrial unit with a choice of three shutters according to how open you want the entrance. 2mm versions of existing 4mm Scenecraft models were on display.

Hornby's New Models

Hornby have announced a new model that is not in the 2009 catalogue. This is a Mk3 DVT to be released in September.



This will be available in Virgin Trains and 'One' livery but will also be in a train pack

in EWS silver. They have now released their stunning model of a BR Standard Class 4MT which carries more detail than any previous model. Our picture shows the interior of the cab where even the gauges can be read.

Skytrex Expansion

Skytrex are quickly expanding their 0 gauge diesel fleet. The Class 101 DMUs are now available, with a centre car released in August. September will see the release of the Classes 31/1, 37/5, 40 and 55 and these will be followed in November by the classes 31/4, 37/9, 45 and 46. The following month we should see the classes 24 and 25. Next year, classes 44, 60, 66 and the HST are all planned. All are made in Britain, ensuring better control on supplies, and are supplied with a sheet of alternative numbers.

Other New Models

Kernow Model Centre, in Cornwall, has commissioned Dapol to produce a 00 model of the Beattie 2-4-0 well tank of which four versions are initially to be available, all in BR livery. Kernow have also commissioned Bachmann to produce two

Class 37s in a twin pack, exclusively for them. These will be 37905 in metals livery and 37906 in original Railfreight livery.

The ModelZone chain of model stores has commissioned Hornby to produce their Class 466 'Networker' in Network SouthEast livery and Bachmann to produce their 00 Class 47 diesel in the same livery as 47573 *The London Standard*.

For 0 gauge and gauge 1 modellers, Tower Models have produce models of the L&Y 0-4-0 'Pug'. They come assembled and finished in black with red bufferbeams.



Above: the cab interior of the Hornby Standard 5MT.

Above far left: the proposed Graham Farish GWR cattle wagon

Far left: proposed N gauge plywood-sided fruit van.

Left: the centre car for the Graham Farish Class 108 DMU.

Left: Hornby's proposed Mk3 DVTs.

Auction Watch

With contributions from Mike Ennis

Upper far right: WMK Marshal Aid box van.

Auction Diary

George Kidner
Lylington - 19th November

Lacy Scott and Knight
Bury St. Edmunds - 14th November

Special Auction Services
Midgham, Reading - 10th October
Midgham, Reading (Trains Galore) - 11th December

UK Toy & Model Auctions
Chester - 23rd November

Vectis Auctions
Teesside - 16th October
Rugby - 19th September

Wallis & Wallis
Lewes - 5th October
Lewes - 16th November

Upper far right: Carette 0-4-0T in L&NWR livery.

Far right: Bing LNWR Table-top set.

Below: Marklin LNER electric 0-4-0 tank.



3 Walker-Fenn Locos

In the last issue of *Train Collector* we mentioned three clockwork 0 gauge Walker-Fenn locomotive models that were to be sold by Vectis Auctions. We can now reveal that the 0-6-0 tank loco in LNER black No.36 sold for £140, the 0-6-0 tank loco in LMS maroon fetched £260 and with the 4-6-0 tank engine in LNER black No.1658, bidding ended at £380.

We can also reveal that the Bassett-Lowke 0 gauge 'Enfield Cable Co.' cable drum wagon sold for £340.

Hugo Marsh Joins SAS

Toy and train sales at Special Auction Services have grown substantially in recent years and a new arrival there heralds further growth and market strength.

From 1st June Nigel Mynheer, the Head of Toy and Train Department, has been joined by his old colleague from Christie's, Hugo Marsh. Hugo was previously a Director of Christie's and ran the Toy and Train Department there from 1989 to 2007. Before that, they both worked at Phillips. Between them, Nigel and Hugo have more than forty-five years experience in the toy auction business. They have handled many of the finest collections sold over the last twenty five years and bring together expertise in the subject and business practice with the flexibility afforded by a growing business.

Hugo will also be using his experience in other areas of collectors' auctions and business development and will be working closely with the principle directors of the company, Neil Shuttleworth and Thomas Plant, and Auction Manager Lucie Hobbs. This enlarged team will be on the road seeing clients and attending fairs and valuation days, both in the UK and in Europe.

Austrian Marshal Aid Wagon

A rather unusual 0 gauge box van, made by the Austrian company WMK (Wiener Modellbau Kompanie) and with the logo "U.S. Aid to Austria", sold for £305 at a sale held in Vienna by Dorotheum Auctions in June.



Trains Galore

Now in its 24th year, the classic 'Trains Galore' sale has moved seamlessly from Christie's to Special Auction Services. It had a very successful 2008 auction, achieving very strong prices. The 2009 event is already set to be an eclectic mix of makes. There will be interesting rarities and collections to admire and enjoy, in display cabinets, with ready-to-run pieces in most gauges.



Carette at Lacy Scott & Knight

Amongst the items for sale at the LSK sale on 15th August were a 0 gauge Carette 0-4-0T in L&NWR black (estimate: £50 - £70) and 12 wheel LNWR dining saloon, roof repainted, (estimate: £50-70)

Vectis July Sale

The following are some interesting items that came up for sale at the Vectis Train & Toy Sale at Rugby on 25th July: Bing Table-top LNWR clockwork passenger train set, containing 2-4-0 lined black



LNWR tank loco and three 4-wheel coaches etc. (£200), WH Jubb (Sheffield) pair of GN gauge 1 flat trucks (£35); Marklin LNER green 3-rail electric 0-4-0 tank loco (£220); Bub 0 gauge post-war passenger set containing a 2-rail electric 0-4-0 black tender loco, two 4-wheel coaches, etc. (£50); Jep 0 gauge 3-car Nord electric railcar in

cream and blue (£220); Highfield Models 0 gauge 3-rail electric GWR 0-6-0PT No.1369 (£160), Tri-ang Hornby Railway Children set (£120), Hornby Dublo boxed 'Stove' 6-wheel passenger brake (£70).



for others appearing in the auction and it spread like wildfire to other limited editions. Private owner open wagons and tankers are particularly popular and the highest prices paid recently have been for wagons issued at the Warley Exhibition.

Above: Carette LNER dining saloon.

Far left: Bub post-war passenger set.



Some of these have topped the £50 mark on Ebay - even though they are only three

Above: Jap 0 gauge Nord electric railcar set



Online Extravagances

Some of the above items were well above the estimated prices but the more popular collectable brands, such as Hornby Dublo, Tri-ang and Wrenn, have come down some way from the heights of popularity they once enjoyed.



or four years old and 500 of each were made. The hiking up of prices is now spilling over onto general release wagons and one wonders how far this will go before the bubble bursts.

Above: pair of Jubb gauge 1 flat trucks.

Above far left: Highfield Models GWR 0-6-0PT.

Left: this wagon recently cost the buyer £55, and yet 500 were made in 2004.

Far left: Hornby Dublo 'Stove' 6-wheel passenger brake van with box.

Below: Tri-ang Hornby Railway Children train set.



New kids on the block are Bachmann wagons. What started as a steady flow, as collectors tried to fill gaps in their collections, but became a torrent when limited edition models started to appear on Ebay. An early one to break the barriers was a 14T tank wagon in the livery of Lee & Green and commissioned by British Railway Modelling magazine in 2002. 750 were made and sold originally for £6-£7. Within three years, one sold on Ebay for over £30. This set the limit



EVENTS

Letter

Kemlows & MasterModels

Following on from the review of *The Kemlows Story* by Paul Brookes in Issue 11 (June 09) of *Train Collector*, I purchased a copy, courtesy of the gently persuasive Peter Gurd, at Alresford. I didn't really need much persuading, as I had always enjoyed the Mastermodels display put on by Paul at various shows and I wanted to know more about this range. If, like me, you enjoy the 'by-ways' of the Train Collecting hobby and the lesser known manufacturers, then this book is for you.

I always enjoy reading about the stories behind the toy companies and the book does not disappoint in that area. It even shows you the factories as they are today.

What I found incredible was the sheer range of accessories made under the Mastermodels brand. You could end up spending more time 'set dressing' the layout, than running trains, with all the models available. I do relate to this, as I can recall spending ages as a boy laying out all my buildings figures, stations and trackside accessories (especially those Merit bicycles in the bike stand) on my Tri-ang/Hornby 00 layout. This was on the floor, as there was no space for a permanent layout in my small room. No sooner were they out then it was time to pack it all up again!

There are a couple of points arising from the book; on page 25, in relation to model No.3 Assorted Figures, produced in 1951, Paul

Ashbourne Midland Railway, Ashbourne's Heritage Open Day.

On Saturday, **September 12th**, a working model railway, 17' by 2', will be just one of the exhibits at Ashbourne's Heritage Open Day. The line is based on a Midland Railway station proposed for Ashbourne, in Derbyshire, around 1860s - but the model is set in the 1950s-1960s. This will be on display at St Oswald's Church Hall, Ashbourne, and opens at 11:00am. It has been built by three members of the Linton Model Railway Club.

This exhibition is one of many being put on at an event organised by The Ashbourne Heritage Society as part of a national programme of events entitled Heritage Open Days. This national event is being co-ordinated by English Heritage.

Spread between three locations in Ashbourne, visitors will also be able to see videos made from cine film from the 1950s and 60s on railways and other subjects.

Celebration of Post War Toys

On Saturday and Sunday **12-13th September** at Winchester Discovery Centre, Jewry Street, Winchester, there will be an exhibition of popular toys with imagination, play value and durability, from 1945-1970. Exhibits will include the famous products from Binns Road, such as Meccano, Hornby Dublo trains, Dinky Toys and Bayko. Also there will be Tri-ang toys, such as dolls' houses, dolls, sit-on toys and, from 1952, Tri-ang Railways.

Toys with imagination, such as chemistry and electronic sets, 1950s' TV related toys, such as Watch With Mother, Lenny the Lion, Muffin the Mule and Sooty and Sweep will all be there. There will be learning toys, including wooden shops and card post office sets with play money and family games, including Monopoly, Totopoly, Risk and those from TV shows such as Take Your Pick, Double Your Money and Top of the Form. Construction toys will include Beta Bilda and Bayko plus the 'Toy of the Century' - Lego.

There will be toy cars and lorries from Dinky, Corgi, Spot-on and Matchbox. From the sixties there will be Barbie and Sindy and, of course, Action Man. What boy did not have an Airfix aeroplane hanging from their bedroom ceiling? Scalextric and Airfix model racing systems will be operating and hundreds of toys will be on display, many for people to play with.

A feature of the show will be a huge Tri-ang Railways layout from the '50s and '60s, which is probably the largest Tri-ang layout ever displayed.

Admission prices will be: adults £3, OAPs £2 and children £1

The Model Railway Club Courses

One of The Model Railway Club's aims, as it heads into its centenary celebrations, is to ensure that modelling skills are passed on to the next generation. It's perhaps easy for experienced modellers to forget how daunting it was to take some of those key steps in developing techniques, and all too easy for the less experienced to put something in the 'too difficult' category.

So The MRC is running a series of 'skills transfer' days, to allow a small group of people to try out something they may not have tried before - with more experienced modellers on hand to help them. During the day each attendee will work on the kit/parts supplied to learn the techniques and (for the first two courses) hopefully take home a working model. The modelling will be based on 4mm-ft, but the techniques apply equally to other scales.

Details of the first two courses are shown below, and there is a booking form, plus details of soldering and painting days in 2010 at the website - www.themodelrailwayclub.co.uk

Sunday 13th September 2009 - Introduction to Track Building - price: £18 (reduced to £12 for MRC and EMGS members). The cost includes the components to make a point (with thanks to the EMGS for their support).

Sunday **29th November 2009** -

Introduction to Plastic Kit Building - price: £18 (reduced to £12 for MRC and EMGS members). The cost includes a van kit and transfers (with thanks to the EMGS and Parkside Dundas for their support).

Courses take place at Keen House, 4 Calshot Street, London N1 9DA. Parking is free on Sundays and it's a few minutes walk from King's Cross and St Pancras stations.

Full information will be sent out to attendees nearer the time, including a list of any tools to bring. Specialist tools will be provided.

Booking is subject to availability - cheques won't be cashed until your place is confirmed. However, once confirmed, the MRC may not be able to refund the money if you have to cancel. If courses are oversubscribed, it is intended to offer additional dates.

Tri-ang Society Event

A Tri-ang Society Model Train Fayre and Exhibition is to be held on Saturday **19th September** at The Avenue Methodist Church, The Avenue, Sale M33 4PL (South of Manchester). There will be vintage layouts, displays and traders. Expert advice will be on hand. The opening times are 10.30am to 4.30pm and entry fees are adults £2.50, OAPs £2 and children £1. Refreshments will be available and there is good disabled access.

Leechpool Model Railway Show

This will be at Leechpool Primary School, Leechpool Lane, Horsham, West Sussex RH13 6AG on Saturday **September 26th** 10.30am - 4.30pm. Trix, Hornby 0, Hornby Dublo and Hornby Acho are planned and there will be sales stalls and refreshments.

Admission prices will be: adults £2, concessions £2 and children 50p. Money raised will go in aid of All Saints Church & Leechpool Primary School

For further information, please contact John Boorn (01403 217125) or Chris March (01293 514737)

Trix at Chelfont St Peter

The Trix Get-together at Chalfont St Peter Community Centre (SL9 9QX), Buckinghamshire is on **26th September** 10am-4pm. Entrance fees will be: adults £1.50 and children 50p.

For further information, please contact John Hills-Harrop on 01753 883800

Lone Star Day

This year's Lone Star Day will take place at the Whitewebbs Museum of Transport, Whitewebbs Rd., Enfield EN2 9HW, on Sunday **27th September** 10am-4pm.

There will be displays of many of the different kind of toys manufactured by Lone Star (the Toy Division of Die Casting Machine Tools Ltd (DCMT)) who were based locally for many years at Palmers Green and at Welham Green. Collectors will be showing their prized collections of Lone Star toy cars, 000 gauge railways (including, it is hoped, layouts by several TCS members), guns, dolls' house furniture, toy machinery, aeroplanes, construction kits, comic books, annuals and many other Lone Star and DCMT/Crescent products.

It is hoped that many ex-Lone Star employees will again be present, as this is always an opportunity for any Lone Star enthusiasts to put their questions to the actual creators of these wonderful toys.

The museum will also be open with an opportunity to see their unrivalled collection of historic vehicles. You will also be able to visit the shops, (two located in the former Enfield Chase station now re-erected on site). There will be a working 00 gauge model railway and refreshments will be served throughout the day

If anyone wishes to bring along Lone Star items for sale or display, please contact: Clive Gehle on 020 7836 7119 or clivegehle@hotmail.com.

Chichester Model Railway Exhibition

The Lions Club of Chichester's Annual Model Railway Exhibition will be in the spacious Main Hall and Gym of the Boy's High School, Kingsham Road, PO19 8AE (the same venue as last year) on Saturday **24th October**, 10am-4.30pm. Entry prices will

states: "Randall & Wood (Merit) bought 76,290 figures" and he speculates what became of this last order.

I was under the impression that 'Merit' was the trading name of J & L Randall. Randall & Wood, however, are interesting as they were a firm of toy importers based in 21 Tudor Chambers, Station Rd, Wood Green, which is very close to Kemlow's factory at 83 Westbury Avenue, also in Wood Green. Randall & Wood, in 1962, were responsible for the importation from Hong Kong of the Linda range of plastic copies of the Lone Star 000 railway, so perhaps, in 1951, the Kemlow figures were exported to Hong Kong?

While on the subject of copying, the No.26 Sleeper Buffer, illustrated on page 95, appears to have been copied in 000 scale by Lone Star for their Lone Star Locomotives. The Wee World K48 Cement Mixer (p.142) is very similar to that produced by DCMT and the KS51 Fire Engine, on page 144, is clearly the inspiration for the Lone Star 000 scale Gulliver County one. North London must have been a hot-bed of toy spying in those days.

This has clearly been a 'labour of love' by Paul and I would recommend it as an excellent addition to any TCS member's bookshelf!

Clive Gehle

Events Diary

Saturday 5th September
Barry Potter Fairs - Rugby
Vintage

Saturday 12th September
HRCA Auction

Saturday 12th September
Heritage Open Day -
Ashbourne

Saturday 12th & Sunday 13th September
Celebration of Post-war Toys -
Winchester

Saturday 19th September
Triang Society Exhibition - Sale

Saturday 26th September
Leechpool Model Railway
Show - Horsham

Saturday 26th September
Trix Get-together - Chalfont St
Peter

Sunday 27th September
Lone Star Day - Whitewebbs
Museum, Enfield

Sunday 27th September
Barry Potter Fairs - Rugby
Vintage

Sunday 18th October
Reading Vintage (Big
Southern)

Sunday 18th & Monday 19th October
Peterborough Model Railway
Exhibition
East of England Showground

Friday 23rd to Sunday 25th October
Eurospoor - Utrecht, Holland

Saturday 24th October
Chichester Model Railway
Exhibition

Saturday 7th November
TCS Autumn Exhibition -
Leicester

Sunday 8th November
Barry Potter Fairs - Reebok
Stadium, Bolton

Saturday 14th November
Brighton Museum Running Day

Saturday 14th & Sunday 15th November
The Frank Hornby Experience

Friday 20th November
Continental Day - Bramley

Sunday 22nd November
Barry Potter Fairs - Ricoh
Arena, Coventry

be: adults £4, seniors £3, under 12s £2 and families (2+2) £10.00.

Exhibits booked include: Hornby Dublo 3-rail 'Expressively Easter' (Chris Cheney) and 'Just More Fun' (Trevor Edwards) on which enthusiasts of all ages will be able to drive the trains, operate the Travelling Post Office equipment and run their own locos. Also present will be Roger Skinner's Dublo 3-rail 'Circa 1959', a Trix Twin layout by David Holmes, John Reeves' Trix Twin 'Happy Days', Simon Cole's 'The Tramway Arms' in 1:16th scale, bigger trains shown by Chichester and District Society of Model Engineers and modelling demonstrations. Bognor Regis Model Railway Club have promised their usual variety of layouts (at least three) and Barry and Shelley Thomas of Romsey will present one of their delightful N gauge creations. Rides in the car-park will be offered by Phil Dyson's 4"-scale traction engine and trailers. Martin Edwards' 5" gauge live steam portable railway is also expected.

Others expected include: Hornby 0 gauge clockwork (John Hollands) as well as Minic Motorway and Tri-ang Super 4 (Bob Leggett). Glen Butler of specialist vintage toys auctioneers, Wallis & Wallis (Lewes), is expected to be on hand to value any old toys you may have unearthed.

For further information, please call 07777 681292 or visit www.chilions.org.uk

Brighton Museum Running Day 2009

The Annual TCS Running Day at Brighton Toy Museum is arranged for the **14th of November** 2009 11am to 4:30pm with the theme of 'Speed - the Race to the North'. So its time to warm up those A4s and Duchesses, streamlined Coronations, Virgin and GNER HSTs, GN Atlantics, LNER P2s, Princess Royals, Precursors, Claughtons etc. for a run on the museum's 2-rail 00 and 3-rail 0 Gauge layouts. For pre-booked 'runners' admission is free.

The 00 layout is fine for Hornby Dublo and modern trains, but not coarse wheeled early Tri-ang. The 3-rail 0 is suitable for all makes of Toy Train from Hornby, Märklin, Leeds, Bassett-Lowke and even current Lionel and ACE.

The date avoids most major auctions (except Lacy Scott - sorry Steve) the TCS Leicester event and the NEC Model

Railway Exhibition. So weak excuses, such as I live in Scotland (Chris) or I'm on business in the USA (me), are not to be tolerated. Come on the train - the museum is under Brighton Station. Bring a train on the train - you know it makes sense.

If you need more details please contact
Tony Penn - tinplateatony@yahoo.co.uk

The Frank Hornby Experience

This is an exhibition of the life and products of British toy maker Frank Hornby, including Meccano, Dinky Toys, Hornby 0 gauge, Hornby Dublo, plus the Official Scalextric Roadshow and trade stands.

Admission is free.

The venue is Maghull Town Hall, Maghull, Liverpool L31 7BB and the dates are Saturday and Sunday **14th and 15th November** 10.00am - 5.00pm both days.

For further information, contact John Keogh (0151 285 1885).

Bramley Continental Day

Open to all members of train collecting organisations (please bring your membership card), it will be Continental Day at Bramley Village Hall, Surrey, GU5 0AX, on Friday **20th November**, from 2pm onwards. This will be a chance to run French Hornby and other Continental stock in the company of other enthusiasts. The event is principally 0 gauge but it is hoped to have a small 00 layout with Hornby Acho, Märklin, etc.

Refreshments will be available. There will be no entry charge but donations towards the hire of the hall will be welcomed. For further details, please contact Howard Starr-Keddle 01264 365012 or Bruce Coleman 01483 892373.

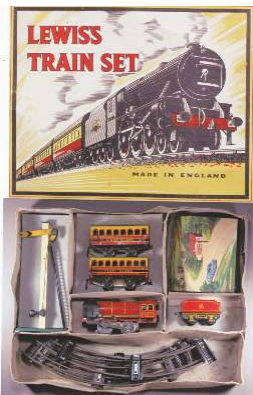
Brian Wright's Radley "Wind-up" - 2010

Following a further most successful and enjoyable event on 16th May 2009, subsequent to which Brian Wright was able to hand cheques totalling £370 to Helen House and Douglas House in Oxford, he has announced that next year's event will take place on Saturday **5th June 2010**.

The event will again be at Radley Village Hall with the doors opening at 11am.

What is it?

Can anyone give any details about this No.333 set by Brintoy?



More Letters

Warley

An invitation to TCS members.

We have been invited to exhibit our Meccano commissioned, and now fully restored, Hornby Dublo 2-rail demonstrator layout at the Warley NEC exhibition in November. Visitors are not only invited to participate in driving the trains on the layout (no charge of course), but may also bring along any of their own compatible models and see them run in a true 1960s' nostalgic environment. Details of the layout are at: <http://www.eastbank.btinternet.co.uk/trainset.htm>

We look forward to meeting everyone there.

Allan Trotter - Eastbank MRC and Southport MRS.

It was a wonderful 30th Anniversary Edition - you should be proud! They just get better and better.

Dave Clark

T Scale

Apropos the recent introduction of the new 'T' scale stock from the Far East, I happened to be consulting some old copies of *Model Railways* yesterday and, in the issue for August 1974, I came across an article by a Mr. A.A. Sherwood describing how he had built two steam outline electric locomotives in 1:480 scale, i.e. slightly smaller than the 'new' scale. One was an LNER N2 tank loco and the other an American Reading RR G3 Pacific. He had also made track and rolling stock, because he describes the 'Pacific' as hauling seven bogie coaches with ease. The same man had previously built several working steam locos in 1:240 scale!

It just goes to show that there is nothing new under the sun and that what is a 'tour de force' today is a commercial possibility tomorrow. I wonder what happened to Mr Sherwood's models.

The enclosed cutting shows another new item for collectors which I was not aware of. Perhaps you already know of it. Presumably you could amuse yourself with one on a long-haul flight!

Charles Underhill

Theme for 2010 Calendar.....

Engine Sheds - Roundhouses - Turntables.

It will include images that reflect the Society's motto - 'Any make, Any gauge, Any age'.

Now your bit!

We would like for photographs to be included in the calendar. If any member, or non-member, wishes to submit photographs for inclusion, please send them (preferably electronically, but good quality prints are fine) to TCS Webmaster, Dave McCarthy, at: tcsweb@ntworld.com and he will gather them together for the 'winners' to be selected.

The names of those selected to have their photographs included in the calendar (excluding committee members) will be placed in a draw to be held at the TCS Autumn Event at Leicester. The lucky winner will receive a year's free membership to the TCS as their prize. There is only one prize, but the rest selected will have the pleasure of their photograph being published and credited.

So come on then! Get your cameras out at the shows and events you are attending and think 'Engine Sheds' and you may have the pleasure of your work being published in the TCS calendar. Remember, we are looking for 'Any make, Any gauge, Any age'.

All entries will be published and Credited on the Web Site so they will all be seen.

Monday, May 19, 2008 **STUDIO 19**

Stay on track wherever you are with this tiny railway set

Briefcase encounter

Most businessmen keep clocks, agendas and even books in their briefcases - but now they can take their own men out wherever they go.

A mini-garage men-out - which comes with working locomotives and a choice of background scenery - has been designed to fit in the new, kudos-inducing briefcase.

It's not just railway enthusiasts who are snapping up the 3,200-piece set, costing up to £2,000, according to Uni-

by Joel Taylor

man makers Nash. They are proving popular with businessmen who want to travel by staying in the miniaturist.

Paul Nashman, sales manager at Nash, said: "People buy it because it's a great little set to show off to friends as well as a great talking point at dinner. And it's portable, so you can even take it to work if you have the urge to run a model railway in your lunch time."

First class: The briefcase train sets come with winter or summer scenery. (Photo: Nash)

Shops I Remember

Kemp Models

by Nick Stanbury

Kemp Models was founded as a retail business in Brighton in the mid-1970s, specialising in kits and components for the scratch-builder rather than ready-to-run. As a major supplier of SMP Scaleway track and components (00 and EM), Kemp Models also produced its own range of ready-made pointwork to match and brass track gauges.

In 1982, the business was sold to a new company (Enginebox Ltd), which continued to trade as Kemp Models and was expanded, moving to larger premises at 154 Church Road, Hove in 1983. A wider range of 'scale' products was progressively stocked and some 'own brand' tools and components introduced. Many of these were wholesaled to other model shops throughout the UK and overseas.

In 1983/84, Kemp Models significantly increased its activity when it took over two established businesses formerly located in Gloucestershire, for which it had been a wholesaler. These were Westward Scale Models (Brian Brown, Wotton-under-Edge) and Perseverance Model Railways (Rod Neep, Cheltenham, founded 1981), the proprietors of which joined the Kemp business. Between them, these two businesses had manufactured a growing range of kits and components, mainly for locomotives and rolling stock, with very little overlap and in keeping with the Kemp specialisation. Other integrated acquisitions included the Larry Goddard coach bogie kits, the Hays Developments coach kits, the TMD Models (Terry MacDermott, Dublin) etched loco and wagon kits and some etched coach bodies formerly produced by J&M Models Ltd of Dorset (not to be confused with J&M Products of Maldon, Essex). When M&R Model Railways (of Brighton) ceased trading, its British wholesaling arrangements and residual stock were acquired.

Some integration took place with Perseverance becoming the brand name for etched loco, coach and wagon kits and 'Flexichas' chassis kits and components; the Westward brand embraced white metal loco kits and etched, cast and turned steam/diesel detailing kits and loco/rolling stock components and a small range of lineside items. Although primarily 4mm scale, some 7mm kits and components were also produced. The production of 'Kempoints' to match Scaleway had to cease around 1985 because of a lack of reliable subcontractors.

In late 1985, the retail business of Bailey's Dailies Models (of 48 Sandy Park Road, Brislington, Bristol) was taken over by Kemp Models. The Bristol shop traded as a Kemp Models retail outlet, managed by its former proprietor, all other activity remaining at Hove.

Although further progress was made, the economic climate and increasing stagnation in the model trade began to affect the business and the Hove premises had to close when the lease expired in 1988. Although the business was then continued from Bristol, its viability was hit by its reduced market and high capital commitment and the company ceased trading in 1989. The Perseverance and Westward ranges were then acquired and continued by Puffers (and now by Chris Parrish of Grosmont).

Leonard
Charles
Disability

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INCLUDING A MAMOUTH TRI-ANG OO GAUGE LAYOUT



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Tail nd

As usual we finish the magazine with a bit of fun.

Word Square

S	T	D	U	N	S	T	A	N	S	N
U	I	R	A	A	W	M	T	E	Q	O
O	D	R	O	E	H	Z	X	S	Y	V
I	W	R	F	P	H	F	K	N	J	R
R	A	Z	A	R	H	Y	N	U	R	A
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S	S	E	H	R	G	N	U	O	S	R
U	D	F	Y	T	I	E	K	O	H	E
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L	R	R	O	G	N	A	B	O	E	C
I	B	E	C	T	R	E	N	C	H	E

This issue's word square contains 12 LMS Class Patriot Class locomotive names. See how many you can find.

Last Issue's Caption Competition



In no particular order, your suggestions were

"Look, those two idiots are back again. I chased them off a while ago for putting a track rubber on the line, hoping to cause a derailment"

Anon

"Ya see, if you watch for long enough, you can see all the little passengers getting on and off."

Richard Brunskill

"Where's that waitress? I'm starving"

Chris March

"Hey, you distract him while I switch that point."

Anon

"We don't normally allow Tour de France riders over our level crossing, do we?"

Dave Clark

Deep in thought, there are still two members unable to think up a caption for the previous competition.

Chris March

"If we both sit here with our eyes closed, could we wish for any train to come down the line?"

Richard Brunskill

One person attempted to start a Mexican wave!

Chris March

"Look, that signalman's pissed again!"

Anon

"I hate these TCS disciplinary hearings; you never know in what mood the committee is going to be!"

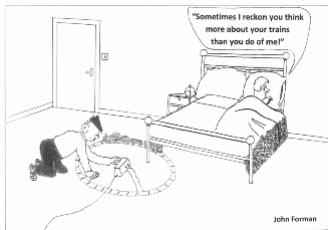
Chris March

The ew Caption Competition



You are invited to provide a caption to the above photograph of Bachmann's Public Relations Manager at their stand at Sandy. Please send in your suggestions to the editor (address on page 2) and the best will be included in the next issue.

Li e on the Slow Line



John Forman

Classified Ads

Service - painting, lining, weathering, restoration, repairs etc. see website at www.spanglefish.com/modelrailwayrepairs. Click on home page and browse links. Phone: 0195272307, mobile: 07906183643 (12-7 pm, 7 days a week).

Wanted - Tri-ang Big Train locomotives RV.256A yellow Hymek and RV.272A blue diesel shunter. Also, RV.304 buffer stops. I should prefer these locos individually boxed or in sets, but any in good condition considered. Please contact Steve Smith (TCS 743) - Mobile: 07717 454645 or steve964366@hotmail.com

For Sale - Bassett-Lowke locomotive 4-6-2 *Princess Helena Victoria* in LMS red. This was a limited edition locomotive, 3-rail, 12 volt DC, £500. Pictures may be seen at: http://www.webrequirements.co.uk/train/bracken_jodge.html. Phone Catherine Slade on 01747838720.

Information Wanted - On behalf of Michael Foster and myself, I should like to make an appeal to members, with regards to information about Mettoy 0 gauge large green A4 streamline locomotives made between 1946 and 1950. I have ten of these locos with different names and appropriate numbers as follows: 4463 *Sparrow Hawk*, 4464 *Bittern*, 4465 *Guillemot*, 4468 *Mallard*, 4483 *Kingfisher*, 4485 *Kestrel*, 4486 *Merlin*, 4487 *Sea Eagle*, 4495 *Golden Plover* and 4497 *Golden Plover*. If you have a different variation, or know someone else who has, which is not on the list above, please let me know the details; a photograph would be much appreciated. This would very much help with our research. We believe that there may be a 4482 *Golden Eagle* and/or a 4484 *Falcon*, but we do not have any proof. If you can help us, please contact me, John Forman, at 22, Cherry Walk, Kempston, Beds MK42 7PB or ring me on 01234 853737. Any out of pocket expenses would be reimbursed.

For Sale - 0 gauge loco, an assembled DJH Rebuilt Thompson A1 'Pacific' in Works Grey - John Sanders (TC252) Tel: 01525 403783

Wanted - Pascall Tin Soldiers. Jeff Carpenter 01279 505306

For Sale - Items from my collection of BETAL trains. Locomos from £10 each. Boxed clockwork set £45. Very rare Boxed electric set £150. Very interested in purchasing/swapping BETAL train items. Contact Richard Elkan 020 7272 1276.

For Sale - Brand new Lionel O gauge *Kinlet Hall* sets, GWR green loco with three choc & cream coaches, very few in UK. £345 each including post or £330 collected. Ace Trains *Shrewsbury Castle* £625, E/3BR black £250, E/3 Caledonian £270 all unused, E/3BR blue £260 slight use, C1/ESR EMU set £485 slight use. 01299 266702.

For Sale - Bing 0 gauge suburban station, 1930 final production. Through booking hall, front and rear canopies, platform extensions and ramps, station sign 'NEWSTREET'. Street side entrance steps are missing and canopies have been re-glazed; one ramp fence has been replaced; otherwise original untouched litho finishes, somewhat faded one gable end. Photos available, details anytime - ring 01775-761035, Geoff Spriggs.

For Sale - First 10 editions of the Tri-ang Railways catalogue in almost mint condition. Offers ring 0117 9690105 for a chat with Tony Pople.

For Sale - 20 professionally bound copies of Railway World magazine, 1976-1996 (1994 missing) £12 per copy. For further details, contact Ray Cooper tel. 01582 414040.

For Sale - Thinning out my collection - an absolutely new and unused Rivarossi Union Pacific set - F.E.F. 3 loco (grey) and 4 coaches, boxed with instruction sheet plus 3 additional coaches - £220. Also another Rivarossi & Pocher American railroad H0 models, new or in excellent condition. Why not give me (Laurence Weedon) a ring on 020 8979 4682 to find out more details

For Sale - Multiple Hornby Railways 1972 North Island New Zealand 8 page illustrated price lists available. This shows prices in NZ\$ with colour illustrations of NZ products. I am looking to swap for pre-war Dublo literature or any Meccano/Hornby/Dublo related point of sale material (esp. showcards). Contact Andrew Horner tel. 0208 666 1179 wk, mobile 07 918 711 782 wk or andrew.horner@bt.com

For Sale - Tri-ang, Tri-ang Minic Motorway, Hornby and the usual preowned 00 RTR (and some kit-built) locos, rolling stock etc.. Much of it on my website at: www.mailrail.pwp.blueyonder.co.uk Visitors by arrangement would be welcome at my Nailsea (near Bristol) home. Discounts of up to 50% available for bulk purchases. A break in your M5 travel to or from the West Country would only add a few miles to your journey! Contact Des Sheppard tel. 01275 854294 or email: mailrail@blueyonder.co.uk

Wanted - Serious Lima N gauge collector seeks any umber/cream Pullman cars (except *Cecilia*), but particularly *Anne, Garnet* or *Owen*. Also, any Class 31 locos (except D5509 green or D5518 blue). Contact John Barry on 01462 624177 (home).

Wanted - Bing Table Railway; Cab steps and spectacle plate for long wheel base 'type c' mech loco, would buy a complete loco in poor condition, part of a yellow box about 125mm x 75mm to repair a yellow box No7 set, a clock work instruction sheet or manual, single sheet showing accessories, any individual boxed item or dealers boxes that would have contained 3 locomotives, 6 coaches or wagons, 12 signals or telegraph poles etc. (with or without contents). Also, keen to buy full brakes, fish van, fridge van and 'Shell' tankers. Jeff Carpenter 01279 505306.

For Sale - Bound editions of the following: Trains Illustrated - 1956 - bound with covers. Model Engineer - Vols. 150 and 151 - 1983 - bound with covers. Model Railway Constructor - 10 editions between 1969 and '82 - bound without covers. Engineering in Miniature - Vols. 1 to 7 - bound without covers. Railway Reflections - 1 to 12 - bound with covers. Model Railways - Vol. 12 - 1983. The binding has been done professionally. Prices are negotiable and delivery/collection made at venues. Postage would be very high due to weight. Some loose copies of some other editions of the above, let me know wants. There is also a large library of railway books predominantly Great Western. Contact Peter Gomm.

Wanted - Exley 00 68ft LMS sleeping car, good price paid - Graham Wells (Cambridge) will travel. 01223 462004 or 07843 265666

Wanted - Airfix MTC locomotive receiver modules (chips) for the Airfix multiple train controller from the eighties. Also

a copy of the instructions for the controller. - Ian Treasurer
0121 4764490, email ian@treasurer.freemove.co.uk

Wanted - Trix Coronation in poor condition for renovation. Also, any outside 3rd rail 00 locomotives supplied by Hamblings and other companies - David Small 69 Uplands Road, Oadby, Leicestershire LE2 4NT Tel: 0116 2712671

For Sale - Hornby Dublo, MasterModels, Wrenn, Tri-ang Hornby Railways, Bachmann, Lima etc. Please send for list to RHG Smith, 27 Priory Road, Burgess Hill, West Sussex RH15 9HD

Wanted To Buy or Borrow - Model Railway Club exhibition guidebooks 1956 ONLY. Geoffrey Ford (TCS 1154) email tog.ford@bristol.ac.uk

Wanted - Hanson card coach sides - parts only, part built or complete items. - Greg Davis 01273 552968 after 6pm please.

For Sale - Bassett-Lowke (by Corgi) Southern Mogul electric, boxed, little used £400. Princess Elizabeth, test run only £600. French Hornby OBB Loco (20V AC) good condition with box £150. Will part exchange with ex-Minic Motorway or 2-rail Dublo. - Charles Russett 01489-860393. Mobile 07804-530259 (TCS 1145).

Wanted - Gauge 1 tinplate electric track (Bing, Marklin - others considered) - Charles Russett 01489-860393. Mobile 07804-530259 (TCS 1145).

Wanted - December 1993 edition of Model Railway Enthusiast to complete collection. Would also appreciate any of the Supplements released with the early editions. Contact Peter Gomm - peter.gomm@ntlworld.com or 01582 411716.

Wanted - Austrian made model railways and toy trains, any age, any gauge, any make, as per the TCS motto! Please contact Andy Hyelman 01527 893594.

Wanted - by NZ collector now in UK: Dublo, Hornby & Meccano Show cards and old ephemera. Also Pre War Dublo (any condition). Andrew Horner - Email horner196@btinternet.com Home 0208 772 8955 (TCS 1106)

Wanted - Exley 0 gauge LMS suburbans, 50ft. Condition of sides fair to good, original if possible, everything else not important. Geoff Spriggs (TCS1083) tel: 01775 761035 (Lincs)

For Sale - *The History of Model and Miniature Railways* - 2 volumes beautifully bound in light green £100 - buyer collects (Bedfordshire) - John Sanders (TCS252) - tel: 01525 403783.

Wanted - R408 electric turntable, R430 small curved brown side walls, R431 large curved brown side walls, R456 straight brown side walls, R496 double track level crossing, R180 viaduct, R189 brick bridge, R78c girder bridge, catenary mast bases and sets of R580 and R416-418 catenary sets. D Blow (TCS 1158) - tel: 01623 641828.

For Sale - Chad Valley 0 gauge 4-wheel clockwork reversing mech. engine and tender (British Railways), four tank wagons, three coaches, two tenders, one brake van, one open wagon. Also, two Wells Brimtoy bogie wagons and one tinplate tunnel. All are in good condition. £60 the lot. Sean Lanmour (TCS 831) - tel: 01892 664067.

Wanted - Corgi Classic 4-axle American PCC Tram Philadelphia, Boston or San Francisco. Sean Lanmour (TCS 831) - tel: 01892 664067.

For Sale - Small collection of Chad Valley/Brimtoy items. 67000 0-4-0 and tender BR (missing driving wheels but will look for them), two LNER grey bogie vans, one CV 4-wheel milk tank truck, 4-4-0 'Eton' and tender (over painted and missing cylinders). £20 plus postage. Stephen Willats - tel: 0207 262 3032.

For Sale - Official Distributor for all Darstaed products, also pre-owned model railway items - visit my website at www.raylo.co.uk or telephone 01582 873460

Wanted - French Hornby two-story station ("gare dit halte simplifiée") - Dijon, Nancy - to add to my collection. Eric Fogg (TCS 1080) email to foggstation@yahoo.com

Wanted - I would like to buy British pre-war models in H0 (3.5mm scale) by any manufacturer (apart from Trix and Bing). This includes locos, litho goods wagons, unused litho papers, track, mechanisms, catalogues, other paperwork, you name it! Andrew Emmerson - tel: 01604 844130, email to: andrew.emmerson4@ntlworld.com

Wanted - Lima 0 gauge carriages, LMS maroon. Three 6602 main line full length and one main line composite passenger / brake. Geoff Spriggs - tel: 01775 761035

For Sale - The book *British Tin Toys* by Marguerite Fawdry £10 and the New Cavendish Books reprint of the *1906 Bing Toy Catalogue* £10. Sean Lanmour (TCS 831) - tel: 01892 664067

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5. Class 8F 2-8-0 '48158'.



6. Castle Class 4-6-0 'Denbigh Castle'.



7. Class 4MT Standard 2-6-4 tank '80059'.

