

# **WJVintage**

## **Jan/Feb 2019 Newsletter**



**Welcome to an action-packed January/February edition of the WJVintage Newsletter. Why a combined issue? Well, firstly I have become aware that the newsletter was appearing later and later in the month, and so I thought I would realign it to the beginning. Hopefully going forward, the newsletter will now appear during the first week of each month.**

**Secondly, February is time for the big reveal!**

**Yes, our exciting new locomotive has just been announced and to co-ordinate the launch across the newsletter, Facebook and the website, the early newsletter release works perfectly.**

**To find out exactly which new loco we have chosen, you will have to scroll down to the 'What's New' section and all will be revealed. It's a little bit different and I really hope that it will be a popular new addition to the range. Look out as well for the latest Bogie Brick and Sulphate wagons that have just arrived – they are looking really good!**

**There has been an awful lot going on in the past few weeks and I have attended some really excellent events. Space is limited but I have tried to give a flavour of some of these in the 'Out and About' section as always.**

**Going forward, I would also like to hear from you about what future locomotive types you would like to see produced. Scroll down to the new 'What I'd Really Like' section and have your say!**

**Until next month  
Keep playing trains!**



# Out and About



## **Bassett-Lowke Society Tewin Show – Tewin Village Hall, 5<sup>th</sup>/6<sup>th</sup> January, 2019**

Every two years the Bassett-Lowke Society hosts a winter weekend event in the Hertfordshire village of Tewin. It is a little remote perhaps, but historically it was the home of organiser Peter Beale, and over the years it has become almost a 'Mecca' for Bassett-Lowke and other O gauge enthusiasts.

With Peter now retired and moved away, it was fabulous to see that the show, 'under new management' (Peter O'Kane & Mike Green) has lost none of its appeal. In fact, I would say that Saturday's crowds were amongst the best I have seen here.

The atmosphere was friendly and welcoming, and I think people were glad to be able to escape to a real train show again, after the excesses of the festive period. Plus, this is one of the few shows where you can see not only O gauge electric layouts, but also O gauge live steam, a superb Gauge 1 layout, and a Hornby O gauge layout (thanks to Monica Embling, ably assisted by David) with both electric and clockwork M Series stock.

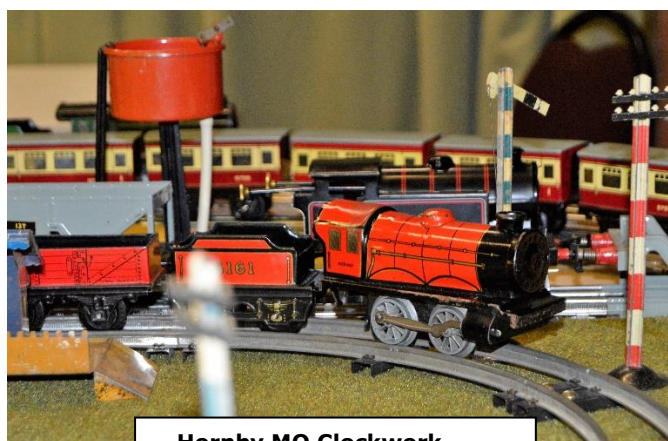


Live Steam boys hard at work

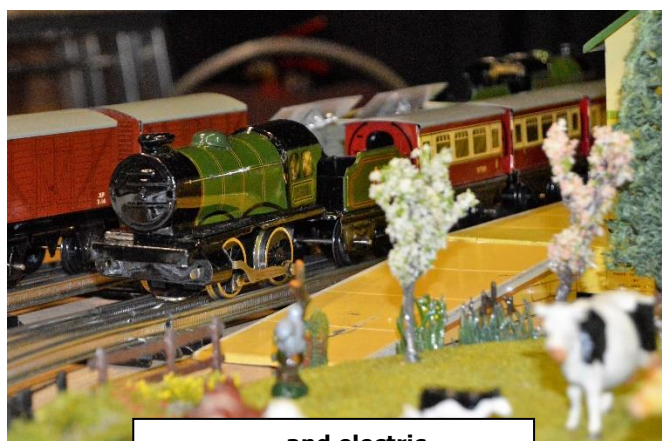




**Superb Gauge 1 layout**



**Hornby MO Clockwork .....**



**..... and electric**

Highlights of an event are difficult to summarise when you are at a show that is full of highlights. However, here are a few that caught my eye (and lens) in between serving customers.



**Rare Milbro wagons in fantastic condition for their age**





**Seriously rare Bassett-Lowke wooden bodied Underground Train**



**Rarest of the rare – Mike Green's beautiful Bassett-Lowke Deltic Diesel is one of only a handful ever produced**



**Perhaps not the rarest of engines on display but the 'Flying Scotsman' is always a thing of beauty**

This was undoubtedly a great success as a show and despite the protestations of some who would prefer it to be annual, I think being only every two years is part of the successful formula for Tewin as it is always eagerly anticipated – roll on 2021!





### **Tappers New Year & 10<sup>th</sup> Anniversary Meet – Bromley Methodist Church Hall, Saturday 12<sup>th</sup> January 2019**

This event slipped back a week this year to accommodate the BL Tewin meeting the weekend before, but it was still really well attended as local enthusiasts flocked to celebrate 10 years of this popular running group.

Founding members Graham Lock and Gerry Tryhorn were both on hand to blow out the candles on a specially constructed birthday wagon. A special book has also been produced to commemorate 10 years of the group and this is still available for just £3.00 per copy. As Graham explained, they are not making any profit from the book, they were just keen to see the history of the group properly recorded.





The large layout was a really nice Bassett-Lowke themed affair with no fewer than 4 ovals of track and some really excellent and authentic accessories like a turntable, engine sheds, station and footbridge.

Tony and Jez Laming then had a fantastic layout comprising 2 ovals of tinplate track and an inner of wooden-sleepered steel (or brass?) track. Inside the ovals and up the wall behind was absolutely crammed with stock – both vintage and modern issue of all types.



I even managed to snap one goods train that comprised a USA Tank loco hauling a long train of various wagons including Bogie Tanker, Bogie Bolsters, PO Wagons, 6-wheel Milk Wagons etc – mainly supplied by yours truly which was very nice to see.

I also love the way that Tony and Jez have hidden their controllers inside a pair of engine sheds at the two far corners of the layout – very ingenious.



A third layout was also in constant use throughout the day and appeared to be the main 'Run What Ya Brung' layout for 'anything goes' enjoyment. I have to say, I have never been to a Tappers event yet that I have not enjoyed, and this was no exception. A brilliant day in good company making it a really fantastic start to 2019, with Tewin being just



the weekend before. Let's hope it bodes well for the rest of the year and let's hope that 'Tappers' continues to thrive for another 10 years!



### **HRCA Cotswolds Group – Rye Hill Golf Club, near Banbury, 7<sup>th</sup> January 2019**

Tucked into its Monday slot between Tewin and Tappers was a really interesting meeting of the Cotswold HRCA Group to round off their first year at the new Rye Hill GC venue. So even though I am tight on space this month I feel it is well worth a mention.





Firstly, I would just reiterate what a success the new venue has been. The space is fantastic, the welcome from all at the golf club has been open and not at all stuffy as some may have feared, and the food that is cooked fresh for us at every meeting has been top notch. So, despite the cost doubling to a 'tenner' from the days at Northend Village Hall, numbers have held steady at around 45 enthusiasts per meeting. Plus, as I mentioned, we have been meeting here for one year, so we are well beyond the 'honeymoon' period. Well done to all involved in making it work.

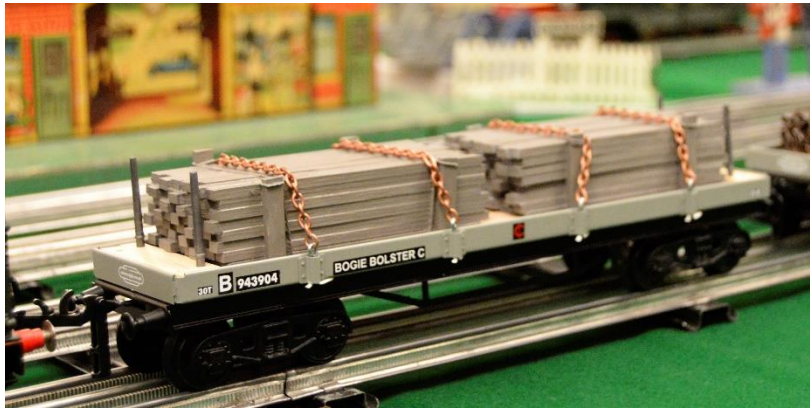
The January meeting was billed as an 'anything goes' and so, not surprisingly there was plenty of variety on show. However, for me one train stood out above all others and, of course it involves a degree of personal bias – but 'it's my party and I'll cry if I want to' 😊



David Trout's Seven Mill Models BR Green V2 looked magnificent with a rake of three Bogie Bolsters, each enhanced by superb, individually home-crafted loads that, in my opinion 'bolster' the realism of these wagons to another level (see what I did there? 😊).

However, they are actually pretty simple to construct, don't cost the earth, don't require any specialist tools and would therefore not be beyond the skill level or budget of most to fashion into a passable looking load. Let's have a look at what David has done.





- 1) Concrete posts – these are just strips of wood roughly cut to a similar length and sprayed grey – Halfords grey primer would be perfect. Chain is widely available on the likes of Ebay where it is sold for model boating use and the chains are attached to the mounting points using split pins of suitable size.



- 2) Railway track – this is probably the simplest load of them all. Who hasn't got some old lengths of rusted tinplate track lying around? Just hacksaw to a suitable length, chain the lengths together and then use the bolsters to hold the tracks in place and extra chain to secure the load using split pins again.



- 3) Steel Girders – this load makes use of parts from a Hornby Dublo turntable. These are simply sprayed a suitable colour, held in place with the bolsters and secured with chains again attached with small split pins.



That really is all there is to it. A little imagination and some basic practical skills are all that is needed.

Well done to David for having plenty of both and for really enhancing the basic Bogie Bolster wagons. Excellent work!

If anyone else comes up with a simple idea like this that they would like to share, please don't be shy. Let me know and I will be happy to publish some details.

## Customer Corner



There definitely seems to have been a theme recently to the photos I have received of your models in action. That theme is Adams Radials, and I have to say how wonderful it is to see them being enjoyed by so many of you. It is one of those locos that seems to look elegant no matter what scheme it is in, and from your reports it seems it runs as well as it looks. Thanks for the pictures and do keep them coming.

The first contribution this month (see above) is from Jamie Green. You may be aware that Jamie helps with the organisation of the recently set up Severn Valley HRCA Group which meets every 3 months at Quatt Village Hall just south of Bridgnorth. This photograph of Jamie's Adams Radial enjoying its first outing was not taken at Quatt, but rather at the January Bomere Heath HRCA Meeting in Shropshire. The classic Lyme Regis branch line look is achieved with the help of an Ace non-corridor BR coach. Doesn't it make a splendid sight?





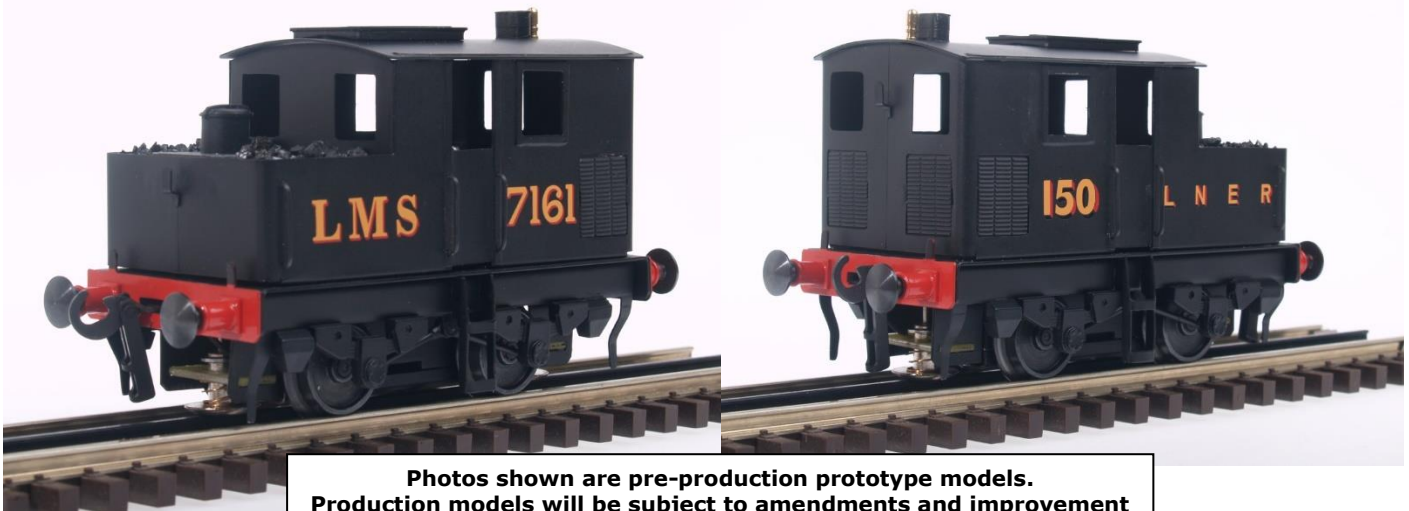
The next photo is from regular contributor Gordon Sandell from the USA. Gordon flies the flag for traditional British outline O gauge at the shows he attends. Having heard that the theme of our next NAROGG (Northants & Rutland) event was to be tank engines, Gordon felt he just had to supply this photo taken at an event in Puyallop, about 35 miles south of Seattle. As Gordon says it shows two very different types of tank engine. The Adams we are all familiar with. The other 'tank' engine is a modern reproduction by MTH of a tank produced by Lionel. The original was launched in 1917 around the time that the USA entered the fray of WW1.

Finally, I just have to include another shot from Gordon. Maintaining the military theme this shows his Adams Radial hauling a military train including a Gunpowder Van and a WD Bogie Bolster Wagon complete with Rolls-Royce Armoured Car. The trestle bridge they are crossing reminds me of the type that always seem to be dynamited in old western films! It certainly looks like a beautifully made and fascinating layout.





# What's New?



## Y1/Y3 Sentinel 0-4-0T Shunter

Yes, the wraps are off! The new **WJVintage/Raylo** collaboration is the Sentinel Centre Engine 0-4-0T, perhaps better known by its LNER designations of Y1 and Y3. As standard we will be offering this loco for 3-rail use only, but a 2-rail version will be available to special order. It will happily negotiate curves with a radius down to 18 inches making it equally at home as a starter loco for smaller layouts or in the shunting yard of a larger layout.

There will be no fewer than 9 different liveries and some of these will be extremely limited. The table below gives full details. There will also be detail changes in the grille configurations to be correct to prototype.

Sentinel Y1/Y3 0-4-0T	
WJV01097	LNER black unlined - 150
WJV01098	LNER black lined - 148
WJV01099	BR early crest black unlined - 68138
WJV01100	BR late crest black unlined - Departmental loco No.57
WJV01101	BR (Eastern) black unlined - Civil Engineers Dept No.42
WJV01102	British Railways black unlined - 47182
WJV01103	LMS black unlined - 7161
WJV01104	GWR (shirtbutton) Green unlined - No.12
WJV01105	WD khaki green unlined - 'Molly'

The price for all Sentinel locos will be just **£275.00** each plus P&P  
You can pre-order to reserve yours right away!

Deliveries are due to commence late in March 2019 with the LNER unlined black and LMS unlined black versions. Deliveries will then continue over several months with the various different liveries. I will update regularly via this newsletter as specific delivery information becomes available



Photos shown above are from the internet and are merely to give an idea of the liveries that will be available

### Here is a little history of the Sentinel CE Type.

All of the 'Big Four' railway companies trialled the Sentinel CE (Centre Engine) 0-4-0T Shunter. Although they did see some use hauling passenger coaches, their slow speed coupled with chain drive meant they were capable of drawing a constant drawbar over a distance and were considered best suited to work on small branches and in yards.

In the end it was the LNER who became the biggest customer and most prolific user of the type. The LNER designated Y1 was a single speed variant and was introduced from 1925, whilst a 2-speed version designated Y3 was introduced from 1927. Externally they were virtually identical.

At nationalisation in 1948 they passed into BR ownership, but withdrawals were fairly rapid during the late 1940s and 1950s, and only seven survived as departmental stock into the 1960s.

The LMS operated four of the CE Sentinels from 1930. These also passed into BR ownership but all four were scrapped by 1956.

The GWR purchased two Sentinel CE locos in 1926 and numbered them No.12 and No.13. They weren't particularly successful, and both were sold on into private use. No.12, however survives to this day in preservation and is based at the Buckinghamshire Railway Centre at Quainton.

Sadly, I have thus far found no information on the SR use of the Sentinel.



## **New and Available Now! GNR/LNER & BR High Capacity Bogie Brick Wagon/Sulphate Wagon**

I'm pleased to say that all four versions of the new High Capacity Bogie Brick Wagon/Sulphate Wagon have now arrived.



WJV01093	GNR Bogie Brick Wagon	Low Stock
WJV01094	LNER Bogie Brick Wagon	In Stock
WJV01095	BR Bogie Brick Wagon	In Stock
WJV01096	LNER Sulphate Wagon	In Stock

Once again, all four variants have been produced with two different running numbers, for those that may wish to order a pair to run together. Each wagon is priced at **£85.00** each plus P&P.

The GN Wagon is now down to the last 3 pieces and demand for the Sulphate Wagon has also been particularly strong. I have just 11 of these left to allocate.

If 2-rail enthusiasts wish to specify, I now have a few spare bogies with low-flange wheels. Let me know if you would prefer these at time of ordering and I will fit them for you.

### **'As New' O Gauge Train Collection**

A few weeks ago, I learned of the very sad, and quite sudden, death of my oldest and one of my most loyal customers, David Collins. We began talking when I was still working for Corgi and he enthusiastically collected much of the Corgi Bassett-Lowke range. When I established **WJVintage**, David once again looked me up and we became good friends. He was a regular at the Bassett-Lowke Digswell running days and also at the Sandown Toyfairs, and we would always swap stories and experiences whenever we met. Despite amassing a considerable number of O Gauge locomotives, rolling stock and other accessories he, like so many, never managed to complete a layout and so none of the items have ever been run. Most are effectively as new.

David died without any close family but with a couple of very good friends. They are now dealing with his matters and have contacted me (specifically at David's request) to ask that I sell his collection – which of course I am happy to do. They need the money to pay various solicitor bills and to cover the funeral costs.

Below is a list of most of what is available. There are still some mixed boxes of accessories and track which I need to sort through. At this moment, I don't have photographs, but I can vouch for it all being top quality. If any of these items is of interest please let me know and I can send photos for approval, if required. Obviously, these items are offered on a first come, first served basis.

There are some lovely pieces, including some of my own 'exclusive' issues that are long ago sold-out.

It is sad that David never got to enjoy these items on his own layout, but I know he derived great pleasure from owning them and I am sure he will be happy to know that they are all being offered to true enthusiasts to enjoy for themselves.



Prod No.	Description	QTY	£ each
ACL	L&Y Class 21 'Pug' 0-4-OST - 51222 BR Black	1	175.00
BL99030	Set of 3 x Goods Vans (2 x white, 1 x brown)	1	80.00
BL99031	J39 0-6-0 Locomotive - British Railways [late crest]	4	320.00
BL99033	Set of 3 x 7-Plank Coal Wagons - BR	2	75.00
BL99034	Set of 3 x 3-Plank wagons - BR	1	65.00
BL99036	7-Plank Coal Wagon - Bassett-Lowke Private Owner [green]	2	35.00
BL99037	3-Plank Wagon-Bassett-Lowke Private Owner (green)	1	30.00
BL99038	Tank Wagon-Bassett-Lowke Private Owner (green)	1	45.00
BL99039	20 Ton Brake Van-British Railways	2	40.00
BL99043	20 Ton Brake Van-LNER	2	40.00
BL99053	0-4-0 Peckett Industrial Locomotive - 'Wenman'	1	300.00
BL99057	7-Plank Coal Wagon-Bassett-Lowke Private Owner [brown]	1	30.00
BL99059	3-Plank Wagon - NE	4	22.00
BL99060	3-Plank Wagon-Bassett Lowke Private Owner [brown]	1	27.00
BL99062	Tank Wagon-Bassett-Lowke Private Owner [brown]	1	40.00
BL99063	0-4-0 Peckett Industrial locomotive - 'Joseph'	1	300.00
BL99065	Tank Wagon-Esso Petroleum	1	40.00
BL99070	Milk Tanker Wagon - United dairies	2	45.00
BL99072	7-Plank Coal Wagon-NE	13	24.00
BL99075	12 Ton Ventilated Goods van - NE	4	30.00
BL99078	7-Plank Coal Wagon - D.R.Llewellyn [private owner]	2	35.00
BL99079	7-Plank Coal Wagon - Firestone [private owner]	1	35.00
DARSTAED	Set of 4 x 6 Wheel Vintage Coaches SECR	1	200.00
DARSTAED	'Pool' Bogie Tank Wagon	1	45.00
DARSTAED	Modular Engine Shed - ES2/ES2E - Fully constructed (inc. boxes)	1	220.00
ETS140	0-6-0 USA Class Steam Tank Loco - BR (early crest) Black	1	275.00
H&M	Multipack Controller (mint – as new, time warp condition)	3	17.00
H&M	Power Unit Model DC.60 (mint – as new, time warp condition!)	1	20.00
Hornby	Portland Cement Wagon – boxed (vintage, not new)	1	22.00
WJV01016	Tank Wagon-WD Naval Store [Black]	2	37.00
WJV01024	WJVintage Tank Wagon - WW1 War Office	1	35.00
WJV01032	7-Plank Wagon - Bass Beer	1	25.00
WJV01044	7-Plank Colliery Wagon -North End	2	27.00
WJV01046	7-Plank Colliery Wagon - Winstanley	2	27.00
WJV01047	7-Plank Colliery Wagon -Sherwood	2	27.00
WJV01049	7-Plank Colliery Wagon -B.W.&Co Bentley	4	27.00
WJV01055	7-Plank Coal Wagon -Charringtons	2	27.00
WJV01056	7-Plank Colliery Wagon - C&G Ayres	2	27.00
WJV01058	7-Plank Coal Wagon - Cains	2	27.00
WJV01086	Bogie Bolster Wagon-LNER No.188507	3	65.00
	<b>NOTE – All prices are plus P&amp;P</b>		



# What I'd Really Like

In April, I hope to be travelling again to Prague to discuss future projects with ETS. It struck me recently that when I have conversations with customers there is very often a comment along the lines of 'I'd really like one of those' or 'have you thought about making one of them'. I do make note of these suggestions, but an odd comment here and there isn't necessarily representative of the market as a whole, and so I'd like to offer the opportunity for everyone to have a say as to which locomotives and/or wagons, coaches they would like to see produced.



I will be fascinated to see if there are any real front runners, or if the spread of 'wants' is really very wide.

So why not drop me a line to tell me which locomotive and/or wagon, coach etc you would really like to see produced?

Here are a few guidelines:

- Not too obscure please – there has to be a broad interest to make something financially viable.
- Not something that Ace or Darstaed have already produced – there really isn't any point.
- A long service history makes for several liveries which is always good. With a minimum order quantity of circa 200 locos, if it breaks down into 4 or more liveries then 50 or less of each livery is far easier to sell than just a single livery.



Have a think about what types might be suitable and do let me know. If there is a clear winner, you never know, it might just become a new release in a year or two's time.

I look forward to hearing from you all

Just as a reminder the email address is [wjvintage@outlook.com](mailto:wjvintage@outlook.com)



**By the way, the photos above are pretty random – some might be suitable, and some might not. Don't read too much into them!**



## See us at Shows

If it's convenient and you'd like to save the postage, why not come and see us at one of the regular shows we attend in the Midlands and East of England or occasionally in Mainland Europe, and you can buy on the day.

We always like to meet our customers face to face – it makes a pleasant change from the virtual world we seem to live in these days!

### Below are our forthcoming shows:

#### **Sunday Feb 3rd – St Ives Toy and Train Fair - formerly Huntingdon (JJ Webb Fairs)**

**NEW VENUE!**

One Leisure St Ives, Burgess Hall Events and Conference Centre,  
Westwood Road, St Ives, Cambridgeshire, PE27 6WU – 10:00am to  
2:30pm

**Monday Feb 4<sup>th</sup> - Cotswolds Area HRCA Meeting,** Rye Hill Golf Club,  
Milcombe, Banbury, OX15 4RU – 4:00pm to 9:00pm

#### **Tuesday Feb 5<sup>th</sup> - HRCA Merseyside Area Meeting**

Preston Brook Village Hall, Preston Brook, Cheshire WA7 3AW - 4.00pm to  
9.00pm

#### **Sunday Feb 10<sup>th</sup> – NEC (Barry Potter Fairs)**

Hall 18, National Exhibition Centre, Birmingham, B40 1NT – 10:30am to  
3:30pm – Free Parking for all visitors.

#### **Monday Feb 25<sup>th</sup> – NAROGG (Northants & Rutland O Gauge Group)**

Harringworth Village Hall, Gretton Road, Harringworth, Northants, NN17  
3AD – 4:00pm to 8:30pm Theme 'Tank Engines'

Everyone and all O Gauge welcome, £3.00 entry

#### **Saturday Mar 2<sup>nd</sup> – Sandown Park (Barry Potter Fairs)**

Sandown Exhibition Centre, Sandown Park Racecourse, Portsmouth Road,  
Esher, Surrey, KT10 9AJ - 10:30am to 3:30pm

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Preston Brook Village Hall, Preston Brook, Cheshire WA7 3AW - 4.00pm to  
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## Ordering from WJVintage is Easy Online

Please use the **WJVintage** website as a shop window and then place your order by using the dropdown menu on each product page to select and submit the item you wish to purchase. This automatically sends me your details and I will be in touch to confirm your requirements and take

payment. Alternatively select what you want and then give me a call or email me. Whichever method you use I will get back to you asap and I can confirm stock, particularly for highly limited items, and postage options. Please see below for full contact details.

### **Credit Card**

We have a credit/debit card facility, so you can telephone and place your order with us by calling **07711 092497** – please have your card to hand when calling.

### **Cheque**

If you would prefer to pay by cheque, that is no problem either. Just download the order form from our website and complete your requirements. Then make a cheque out for the total and post both order form and cheque to us at the address shown. Please make cheques payable to **WJVintage**.

### **Email**

Alternatively, you can place your order by email and payment can then be made either by card, PayPal or cheque. Please note our email address is: [wjvintage@outlook.com](mailto:wjvintage@outlook.com)

### **Shows**

We also take the credit/debit card machine to all our shows.

Best Wishes

*Paul*

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