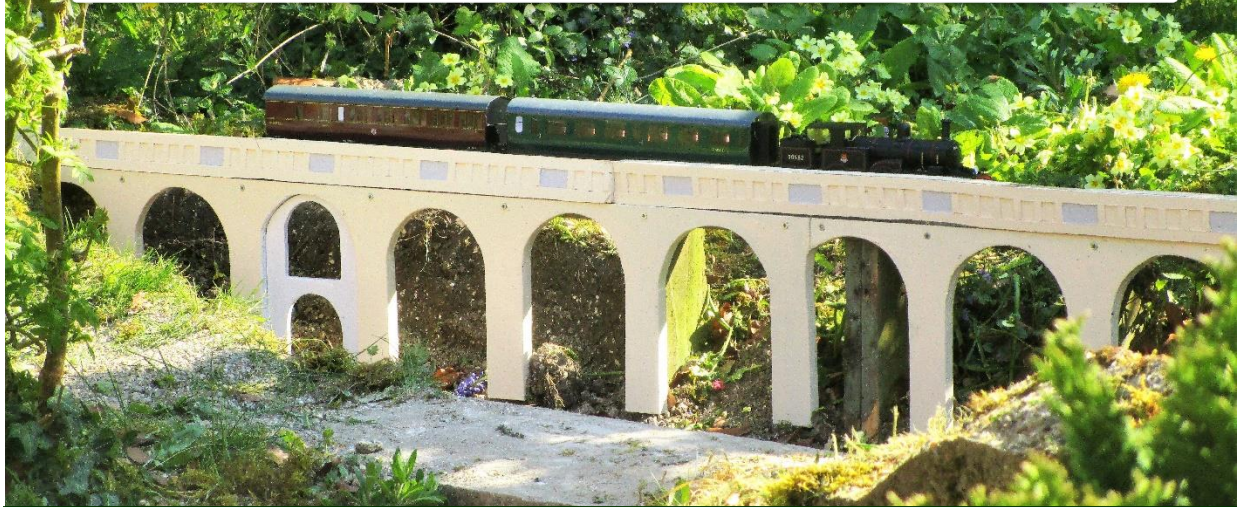


WJVintage

Pandemic Special Newsletter

May 2020 – Pt1



Welcome to the third edition of my new 'Pandemic Special' WJVintage mini-newsletter, which now sees us six weeks into lockdown. The header photo to this edition comes courtesy of Kevin Byrne from Micheldever who has been busy in the garden and has sent in this fantastic photograph of his Adams Radial crossing the Cannington viaduct on the Axminster to Lyme Regis line. See more from Kevin in the 'Out and About' section below.

I am truly grateful to so many of you for sending me photographs of your locos and layouts. They have been arriving thick and fast so please don't be upset if they don't appear immediately as I am trying to spread them over the fortnightly publications. I will show them in one of the future issues! We may not be able to get out to events but we sure can play trains at home and these photos really add interest for everyone.

The 'What's New' feature has the very latest J94/Austerity 0-6-0ST news with the announcement, among other things, of an additional new livery! Scroll down for full details of the range.

There is also the launch of another new 6-wheel tank wagon. Like the recent St Ivel Wagons this is another post war scheme, and this time features 'Independent Milk Supplies' (IMS)

There is also an update on the much-anticipated Mineral Wagons which I would ask you all to review. I want these to be the best available and have made some changes to help achieve this.

That's all for now. I hope you enjoy the newsletter and remember

**Stay at home
Stay safe and
Keep Enjoying Your Trains!**

Delivery Situation

Just a quick update on the current situation with deliveries. On the whole both the postal services and courier services are operating well, albeit with some delays in certain areas. Please be aware of this when ordering and do allow a few days extra for goods to arrive.

I too am limiting trips to the post office with parcels to around twice a week. Last week I extended that to three times as I had a lot of orders to despatch so I can be flexible but prefer not to over-expose myself to risk if I can help it.

My main problem has been sourcing boxes for packaging orders. With no show purchases or collections currently possible, everything is going by post/courier and the local company that allows me to collect and recycle its waste packaging materials is currently not operating. However, a plea for help to my community page on Facebook has had a very positive response and I have had several people from the village dropping boxes on my doorstep. What a lovely community I live in!

Just to repeat my statement from previous newsletters:

Staff and Premises

- As a one-man-band I am continuing to operate from the WJ Vintage HQ in the Northamptonshire countryside.
- Currently I am fit and well and keen to crack on as usual, whilst exercising all possible caution according to government guidelines.
- I operate from a home office, plus a small, custom-built storeroom/pick and pack area and I am currently taking extra care to ensure a clean working environment with surfaces being regularly cleaned and disinfected.

Deliveries

- I am currently continuing to work with Royal Mail, Parcelforce and other delivery services to get your parcels to you in good time.
- In most cases, delivery drivers will drop off parcels without you having to physically sign for them.
- The royal Mail have advised that domestic deliveries may now be subject to some delays. Overseas deliveries may be subject to longer delays.
- Public Health England (PHE) has advised that people receiving parcels are at virtually no risk of contracting the coronavirus. From experience with other coronaviruses, we know that these types of viruses don't survive long on objects, such as letters or parcels.
- This works in tandem with my own policy of regular hand washing and use of sanitiser gel when handling and packing goods.
- As I am currently unable to meet customers at shows I am going to offer **free postage on all UK orders over £100.00** until the end of April 2020, when I will review the situation again.

Note: Overseas postage will be discounted by an amount equivalent to the standard UK postal cost.

Made Me Grin

I know there is absolutely nothing funny about COVID 19 and we all really feel for everyone affected by this awful disease, and particularly for the families of those who have tragically lost their lives to this 'killer'. However, the British way of dealing/coping with things in times of adversity is very often through black humour. There have been some very funny and creative interpretations of life under lockdown. Here is one that particularly caught my attention for obvious reasons, and I do hope it does not offend or cause upset.

"Dad, you've got to come home!"

"You know I can't, son. I have coronavirus."

"MOM'S TRYING TO SELL YOUR TRAINS..."



And here's another less black style of humour



Customer Corner

(aka - Your 'Lockdown Locos')

This is the area where you take over the newsletter and let everyone see what your lockdown projects have involved. With the fantastic weather most of us (in the UK) have enjoyed in the past few weeks, it has clearly given an opportunity to those lucky enough to have an outdoor layout to get out in the garden and enjoy the trains.

First up for this edition, we have the wonderful garden layout of Kevin Byrne.

I was talking to Kevin a couple of weeks ago and he mentioned that he was going to play trains in the garden and that he would try to take a few photos of some of his **WJVintage** stock in action. However, he mentioned that he was still doing some work on his viaduct and wanted to include the Jack Arch that is such a feature of the Cannington Viaduct. The end result is the fabulous photo I have used as the header shot for this newsletter. Here is another view:



The viaduct is 7 ft long and actually has one extra arch compared to Cannington but, as Kevin says, 'what's an extra arch amongst friends?' Here are a few more shots of Kevin's impressive outdoor setup.





I have to agree with Kevin, the Adams on the bridge, amongst the Primroses is such a wonderful sight – almost enough to make you forget about the current troubles of the world. I imagine it must be even better in the garden itself with the wonderful smells and sounds of nature all around – perfect!

Thank you so much Kevin for taking the time to take these fantastic shots.

Next up, John Roberts of Wincanton brings us a couple of unfortunate mishaps from his outdoor layout.

These are from a few years ago but do illustrate that running an outside rail operation is not all plain sailing! I'll hand over to John:

'There are two incidents involved - with two different locos but with the same (almost) rake of coaches (ACE BR Pullmans). The first one with the A4 shows what happens when the lifting section in the track isn't quite lined up properly! The loco stopped dead and the six coaches toppled over in slow motion. The tender was left hanging over the drop and was in danger of falling onto the concrete path below. The 'hand of god' dictated that it was carefully placed on the grass, where it is in the pic, whilst the camera was fetched! Everything else is as it happened. Note the authentic positioning of the loose coach bogie left on the track - I never did find the bogie securing nut.'



The second episode with the Britannia (with borrowed West Country tender) shows what happens when you leave a train running - after several incident free circuits - whilst you go indoors to answer the phone! The loco became uncoupled for some reason and then continued round the track before coming into violent rear end collision with its own train. Luckily at some point the loco became derailed sufficiently enough to cut the current off.

Amazingly no locos or rolling stock were harmed in any way during these incidents - the power of 'course scale tinplate'!



The subsequent Boards of Enquiry absolved both loco crews from any blame and placed the cause of the accidents squarely on the shoulders of the track maintenance and train operating departments.'

Thank you, John for sharing these fantastic photos of your two disasters – here's wishing you a smooth-running summer this year!

Finally, for this month we head back indoors for some very nice photos from Steve Smith, whose beautiful A4s featured as the header photo in the last issue.

Steve recently contacted me to say he was having a lockdown WJVintage running day! Sounded like an excellent idea to me 😊 and even better he offered some photos too!

Steve is Lowestoft based and so remembers the Sentinels that worked around the docks.



Civil Engineer's Departmental Locomotive No.38 in particular was a Lowestoft based Sentinel, so it is particularly at home on Steve's layout.



A couple of old favourites are the Terrier 'Bodiam' in Kent & East Sussex Railway livery, and the Southern USA Tank in BR late crest Malachite Green livery. There are some very familiar Private Owner coal wagons behind the USA Tank as well.



Last, but by no means least, a very recent addition to the fleet is the Hunslet Austerity 0-6-0ST in Longmoor Military railway livery. Steve reports of the loco that it 'looks good and runs very smoothly' which is excellent news! For a more authentic train, Steve is on the hunt for a couple of blue LMR coaches if anyone knows of any, do let me know and I will pass on details.

Who Made Me?

Finally, for this edition, a plea for help from Toby Ross in Malta. Take a look at this beautiful Star Class 4-6-0 loco named 'Knight of the Grand Cross'.





Here is Toby's story and plea for information:

'I found this Star on ebay about eight years ago. Can't remember how much I paid for it, but somewhere around £500.

I'm going to suggest that it is an early fine-scale loco, inasmuch as it is probably from the late fifties or early sixties. Detailing is really very good. The paint looks like it is probably original.

It has a Bonds mech, and is 3rail, but possibly originally 2rail? I had to have the flanges milled off the center driving wheels, which I would consider as something between coarse and fine scale.

There is a triangular Bassett Lowke Railways sticker on the back of the tender, so probably sold through them, either new or secondhand. Or a red herring?

The build quality is very good, as is the paint.

It is one of my favourite locos, and obviously irreplaceable. Could you or your readers shed any light as to its origins?'

Well over to you! Can anyone shed any light on the possible origins of this lovely model? I do hope someone can. Let me know and I will pass any information over to Toby.

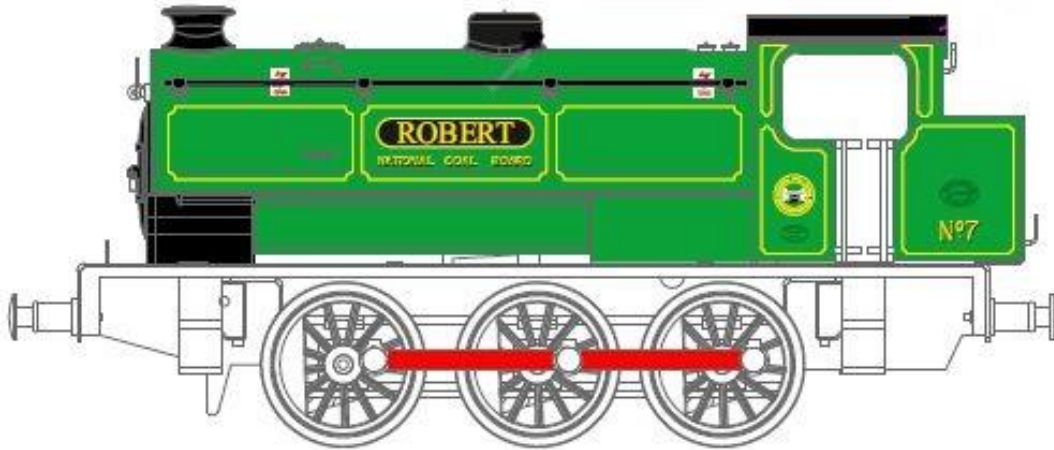
What's New

J94/Hunslet Austerity Update

The next Austerity 0-6-0ST to arrive will be another beautiful lined and named version. This time it will be 'Robert', another NCB loco in a stunning green lined livery, that will make a great partner for 'Harry'.

Several other manufacturers, apart from Hunslet, produced the Austerity 0-6-0St locos and 'Robert' was in fact made by Hudswell Clarke & Co Ltd in 1943. The makers plate on the model has all the correct detail shown (although you may need a magnifier to see it!).

'Robert' should be delivered during May and I hope to have a production photo or two for the next newsletter in a couple of weeks' time. I am only getting 10 of these delivered so please don't hesitate too long. I already have pre-orders for this little beauty!



Supplied for three-rail only running as standard, the loco is priced at **£375.00** plus P&P.



I want to thank Keith Preston from Peterborough for the fabulous photo of 'Harry the Hunslet'. He has just taken delivery of a 2-Rail version of the loco and he was keen to show me it running successfully on finescale track. I'm sure you will agree this is a fantastic shot and almost looks like the real thing. Many thanks Keith!

I do still have just 2 of the beautiful maroon lined 'Harry' Austerities available, both in 3-rail only configuration. Let me know if you would like one for immediate shunting duties! **£375.00** plus P&P.

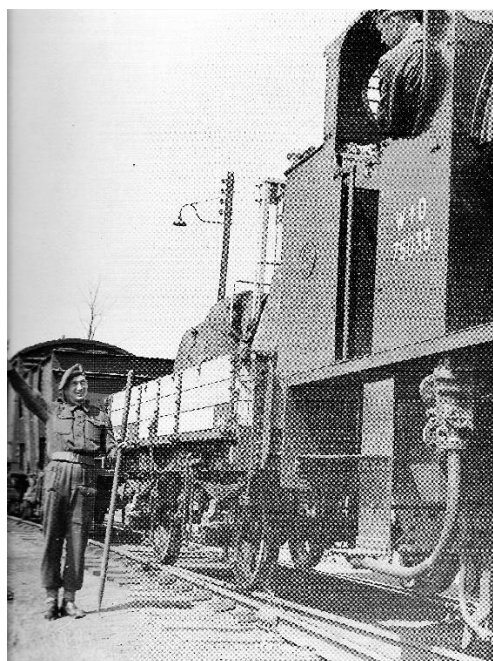
There are still limited stocks of some of the earlier releases available – although sadly no more of the Longmoor Military Railway, as these sold out very quickly indeed.

Get in touch to reserve LNER, Port of London (PLA), BR early and BR late crest versions. All **£375.00** plus P&P.



Further J94 Liveries

The final J94/Austerity livery was to have been the British Army version.



This is still planned for production and indeed we are looking at producing both wartime and post war versions. Both will be in Army Green, one with the wartime WD number 75039 and the other with the post-war number 98 (it was later renumbered 198 as below).



With the popularity of this release, we have now decided to add a further J94 variant. This will be a 'British Railways' unlined black loco R/N 68061 as shown below.

As there are only a limited number of parts available this is going to be an extremely limited edition of just 10 pieces, with my allocation being just 5 models.



All future J94/Austerity locomotives will be priced at **£375.00** each plus P&P and, as always you are welcome to pre-order in order to secure one of these very limited releases.

WD Sulphuric Acid Tank Wagon

I have just 5 pieces left available at time of writing so, as predicted these are going to sell out quickly. Please let me know if you would like me to reserve you one.



They are priced at **£44.00** plus P&P each and are available now.

6-Wheel Milk Tank Wagon – Independent Milk Supplies (IMS)

I am delighted to announce that I will soon be taking delivery of another 6-Wheel Milk tank Wagon. Like the St Ivel version, this is another post-war scheme and is in the very distinctive and colourful blue livery of Independent Milk Supplies (very different to the pre-war maroon livery that we produced some time ago).



Once again, my allocation of these will be just 30 pieces and there will be two running numbers so 15 each of No.23 and No.29. They will be priced at **£55.00** each plus P&P. They should be available later this month

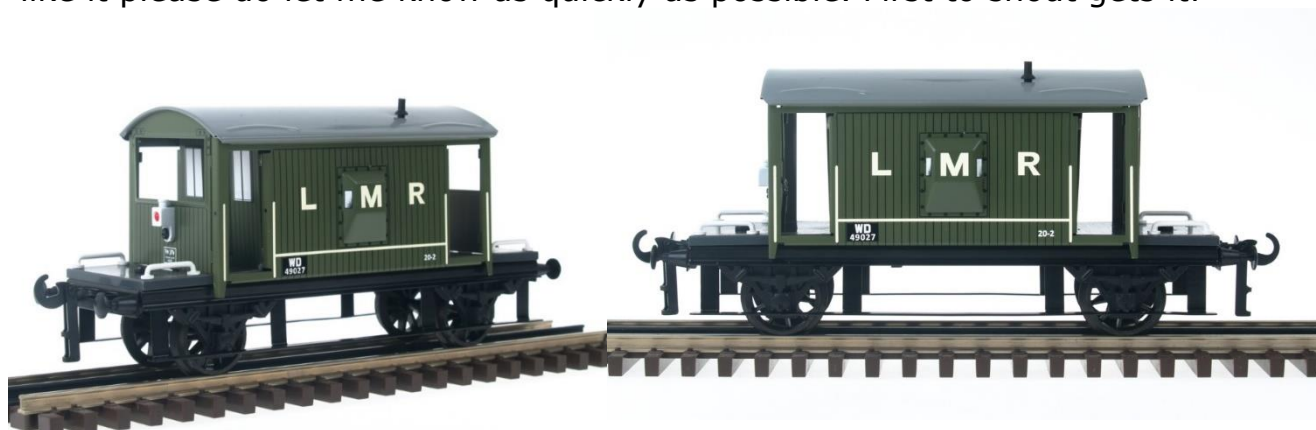
6-Wheel Milk Tank Wagon – St Ivel

The final batch of St Ivel Milk Tank Wagons have now arrived and I am working my way through the orders if you would like to add to your milk tank rake, please let me know asap as I only have 5 left to sell. They are priced at **£55.00** each plus P&P



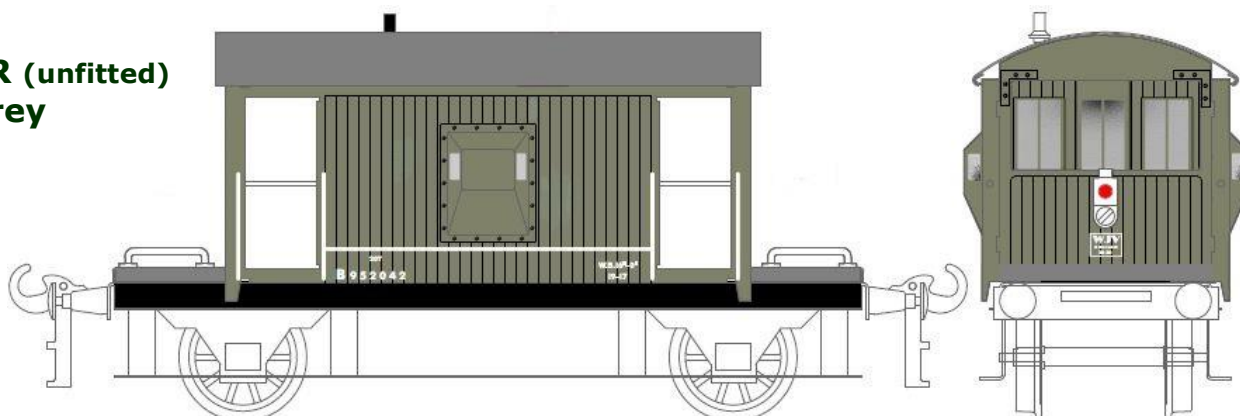
20 Ton Brake Van Range

The first production pieces of the 20 Ton brake van in Longmoor Military Railway (LMR) livery have just arrived and they really do look nice. These were reported as sold out in the last newsletter, but due to an admin error (on my part), I actually do have just 1 piece available. If you would like it please do let me know as quickly as possible. First to shout gets it!



More brake vans will be introduced over the coming weeks and I do now have the approved artwork for the next two, namely BR Grey and LNER Brown (Bauxite). These will be followed by a London Transport variant which has gone down very well and is half-way to sold out already. Please let me know if you would like one of these reserving in your name.

BR (unfitted) Grey



LNER Brown



London Transport



Note: Photo shown is just a representation found on the internet and is subject to change

These will all be released over the coming few months so keep an eye on future newsletters for further details and timings.

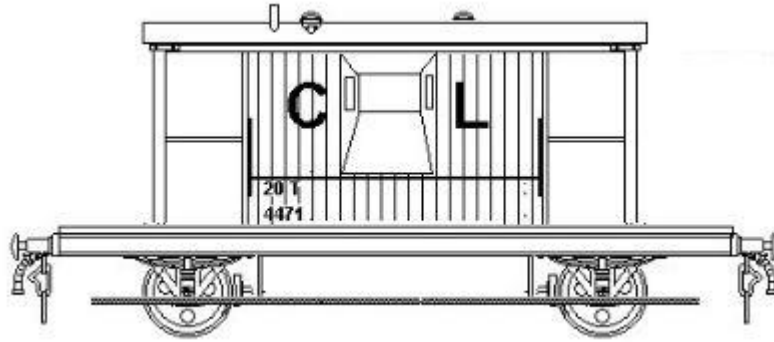
They each feature a working taillight, which is powered by a slim button-cell style battery (supplied) mounted on the underside of the chassis (along with an on/off switch).

They are priced at just **£65.00** each plus P&P and a battery is included.

Cheshire Lines Committee

Before we leave the brake vans, I have had a suggestion for a further authentic version for the Cheshire Lines Committee (also known as the Cheshire Lines Railway). The van was a standard LNER style and was used in the CLC livery until well into the 1950s. Unusually, the CLC was not amalgamated into the big four as part of the grouping of 1923, and remained independent until nationalisation of the railways in 1948.

The livery was LMS grey with white lettering.



If there is sufficient interest, I would certainly consider a short run of these. Please let me know what you think.

Mineral Wagon Update



Many thanks for all your pre-orders for the mineral wagons. It has certainly given me the confidence to take the project forward, but this has highlighted a small problem – although this in turn will result in a better product! I have been working on the costings for the wagons and I am afraid the price is going to have to increase slightly. This is largely due to my desire to produce these properly which means creating a new disc wheel. As the quantity is relatively low, I am proposing a computer produced turned wheel rather than a tooled and moulded option (the latter method being best suited to many thousands of pieces rather than hundreds). Here is a photograph of the style we are aiming to achieve:



The bottom line is that the price for the wagons will have to increase to **£39.95** each for a single wagon and **£150.00** for a set of 4 wagons.

I am really sorry to have to do this, but it is the only way to preserve the economic viability of the project.

If you have already placed a pre-order I will assume you still wish to proceed unless I hear from you otherwise.

Delivery of the new wheel is circa 6 weeks so I would allow at least 3 months for first availability of the wagons as they have to be assembled, packed and shipped.

Latest from Graham Lock

Station Porters

You probably won't be surprised to hear that Graham is beavering away during lockdown with various figure projects. A new porter figure is planned, this time holding a station sign. The idea is that you get to choose your own railway company and station name – see below for an example.



Let me know your choice of operating company and station name and Graham will custom make a figure for you – all for just **£9.00** each plus P&P

Cricket Figures

Do you recall the beautiful cricket sets that Graham produces (still available by the way)? As a reminder below is a set sent to Tim Fox in Australia. Tim's 17 year-old son is cricket mad and just loves his Aussie team. He was so excited to receive it that he immediately set the field for a test match on the kitchen table!



Well, Graham has now decided to offer individual cricketer figures (see above right). You choose the type of player (batsman, bowler, fielder, umpire etc), then specify the cap colour and jumper striping (if required) and Graham will do the rest for just **£9.00** per figure plus P&P. Let me know your requirements and I will get them ordered!

See us at Shows (sadly not!)

Well, I'm afraid we won't be meeting at a show for the foreseeable future. As you will be aware current government advice is to stay home and save lives! As a result, ALL shows have quite rightly been cancelled.

As soon as this changes I will of course be quick to respond and book myself in to as many as I can, but I have a feeling it will be several months away yet.

However, I am still open for business, indeed I could do with your support more than ever at this tricky time financially, so do remember that I can still take your orders and despatch by post. Ordering and Payment options as below.

Ordering from WJVintage is still 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, direct bank transfer or cheque. Please note our email address is: wjvintage@outlook.com

BACS

A growing number of customers are now choosing to send money direct to my account by BACS transfer. If you would like to use this method please contact me and I will send you my bank account details.

All the best

Paul

WJVvintage

Tel: 07711 092497

www.wjvintage.co.uk



Find us on:
facebook®