

WJVintage

October 2022 Newsletter



Welcome to the October 2022 WJVintage newsletter. Wow, what a month we have had in the UK! Following the sad death of Her Majesty Queen Elizabeth II, we have seen her son Charles become King Charles III. The Tory party finally appointed a successor to Boris Johnson after weeks of campaigning by the candidates. Liz Truss won, then promptly 'tanked' the economy with a disastrous mini budget. She resigned after just 45 days, and we now have Rishi Sunak as our third Prime Minister in just two months. Crazy times!!

In other news, I have had my second cataract operation successfully carried out and am now free of glasses for the first time in over twenty years! To be fair I do still need specs for reading but not for everyday life. It makes an amazing difference. Aside of my (relatively minor) health issues, I would just like you to spare a thought for Len (Leon) Mills from Ace trains. Len has just come through a very serious operation and is now convalescing at home. He is likely to be out of action for some months so I would like to wish him a speedy and full recovery and look forward to seeing him again when he is fit and able to get out and about.

Between eye operations I have also managed to get 'Out and About' myself to a couple of really nice club meetings and I am pleased to report on these below. Attendances seem to have recovered, almost to pre-pandemic levels, which is fantastic to see. The last Sandown show in September (no report below) was also the busiest I have attended since before Covid restrictions. Now let's hope we can all ride the storm of economic uncertainty this coming winter and enjoy some normality next spring!

Stay Safe &
Keep enjoying your trains



Out & About



Bassett-Lowke Society Running Day, Cowper Arms, Digswell - Saturday Sept 24th

I always look forward to these Digswell meets but sadly (me catching) Covid and an event clash meant I had missed the previous two, so this was to be my first visit of 2022. Fortunately, it was well worth the wait, and I enjoyed an excellent day, with, as usual, some fantastic locos on display.

Two in particular were highlights for me. It often seems to be the case, that when I launch a particular new locomotive, I start to see other manufacturers' versions of the same model. One such instance was the appearance of David Peacock's wonderful Leeds Model Company C1 Atlantic at Digswell.



It is a beautiful model, resplendent in LNER lined green livery. With running number 1443 it is a superheated version with cutaway tender sides, so very similar to the version I am expecting to have delivered in the very near future (with running number 3283).

It's the first time I have ever seen a Leeds Atlantic and I suspect it will be a while before I see another – they are extremely rare!

But just like when you wait for a bus, you often wait for ages and then two come along at once. Well at this Digswell meet we had another vintage Atlantic, I am pretty sure this was a Bing for Bassett-Lowke version (though I stand to be corrected on this). It represented an earlier saturated steam version with running number 4452



It had a nice patina with slight crazing to the LNER lined green paintwork. The hole in the rear splasher shows it was originally clockwork (although I think this one had been converted to 3-rail electric).

It is rare to see one, let alone two O Gauge Atlantics at shows and club events, so I'd like to think that the **WJVintage** version has brought them into the limelight a little and has subliminally inspired these beautiful vintage versions to be dusted down and displayed. 😊

By the way, the eagle eyed will note the loco body shown behind the Atlantic. This is a prototype body for the forthcoming Ace Trains P2. Len Mills was showing three different body styles for this much anticipated release.

Elsewhere, there was a lovely mix of old and new, which is refreshing to see and adds a great variety to the day. I have shown a selection of photos below with apologies that the notepad failed to record all the details. It was also great to see such a good attendance. I hesitate to say too much as I know Covid is still around (as I type my wife actually has it!), but it does appear to be much milder now and as I mentioned in the newsletter introduction, it is noticeable that attendance numbers are on the increase which is good news.



The weather also helps attendances. It was a lovely 'Indian summer' sunny day and several people enjoyed sunning themselves over lunch and/or just chin-wagging with good friends. These events do seem to create a lovely, friendly atmosphere that is quite unique.



The next Digswell event will be in December, so I doubt very much we'll be outside for that one (and even Graham may have ditched the shorts by then!). However, it is of course, the Bassett-Lowke Society Christmas meet, and it too has a wonderful atmosphere of its own. I am very much looking forward to it. The date to note is Saturday December 17th



HRCA Cambridge Group, Fulbourn Village Hall, Fulbourn - Tuesday Sept 27th

Another bustling and super-friendly meeting at Fulbourn and, once again some incredible locos on display. The general theme was 'my first trains' but I think this was perhaps interpreted as 'my oldest trains' by some. I'm not complaining either way as I got to see some more fantastic locos I had never seen before!

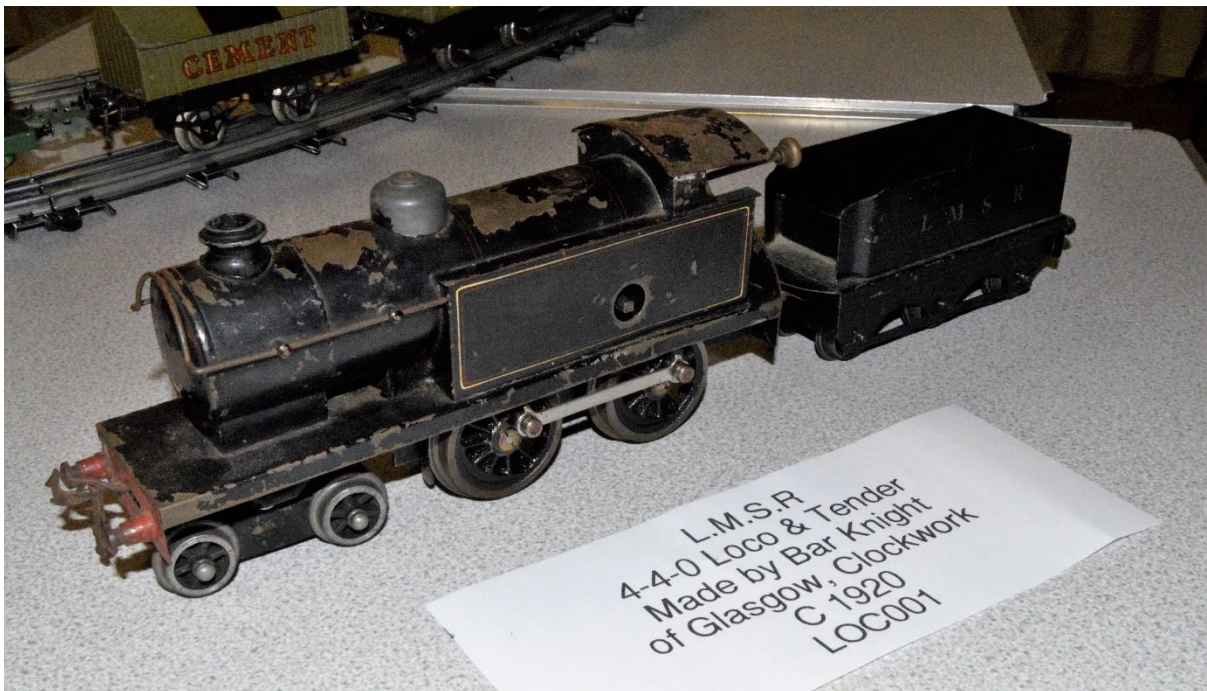
Martin Dawes has an eclectic collection and, I think it is fair to say, a taste for the unusual. He was displaying a locomotive that certainly fits the bill on all counts – a pre-grouping Midland & Great Northern Johnson 4-4-0 tender locomotive.



What a gorgeous looking thing it is too! What really surprised me is that it isn't as old as I had thought it would be. It was produced during the 1950s by Douglass (correct spelling) Models and features a fibre glass body, metal fittings and a Bonds motor.

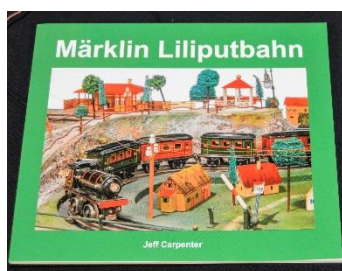


The next rarity was another 4-4-0 tender engine. This was a LMSR clockwork locomotive produced by Bar Knight around 1920. It had the right unmolested patina of a model that had been well played with over its 100-plus years yet looked in remarkably good mechanical condition



Finally, I wonder how many of you are familiar with the name of Jeff Carpenter? Jeff is a well-known expert on old toy trains and is a regular at

Fulbourn where he often treats us to a real rarity. His offering on this occasion was one of only three (to Jeff's knowledge) in existence. It was a wonderful Maerklin display/diorama set that he managed to acquire through a contact in Europe.



The trains are from the Maerklin Liliputbahn range modelled in 3-rail, 00 (26mm) gauge. Jeff is very well versed in these and has even written a book about the range which ran from 1912 to 1932 (clockwork and electric). The diorama is presumably a shop window display item – absolutely fabulous!

Customer Corner

A Fine Figure of a Man!

I really have to start off this month by thanking Keith Preston for a wonderful gift that he presented to me at the last NAROGG (Northants & Rutland O Gauge Group – report to follow next month). It's a beautifully sculpted figurine of..... Me! Obviously, it's a slightly younger 'me' with a full head of dark hair, and obviously pre-cataract surgery as I'm still wearing glasses. What a lovely gesture and what great workmanship. I shall treasure him Keith, thanks so much!



Atlantic over the Atlantic



This wonderful tale comes courtesy of two regular customers from the USA, Gordon Sandell and Ed Ives. Both are part of an O Gauge group that meet at various shows and who have ingeniously developed a modular layout that has different themes supplied by each participant. Gordon sent a brief review following a show in Lynden:

I thought you might like a couple of photos I took last week at the train show in Lynden (in Washington state, up near the Canadian border). I belong to a group of O Gauge Hi-railers who take modules to local train shows, where we assemble them into a complete layout. The modules are built to connect up to each other but reflect the particular modeller's tastes. So, an American urban module may be next to one representing rural France.

Anyway, I am not the only member of the group to be a customer of yours, and at the Lynden show Ed Ives brought along his new Atlantic and began by running it in. I took photos of it at Clochemerle en Beaujolais (my modules, with a rural French theme) and on another member's module, where it is crossing a typical American trestle.

Later on, it ran as the Flying Scotsman, with a 9-coach rake of Ace LNER teak carriages (including a 3-car articulated dining set), but I didn't get pictures of that, I'm afraid.



A week later, Gordon emailed again, and this time with the header photo shown above – The full 'Flying Scotsman' on route to Paris. Here is Gordon's explanation:

Well, you asked for the full Flying Scotsman, so here it is.

We had another show this weekend (our last of the year) in Maple Valley, WA, and Ed Ives again brought along his WJ Vintage/Raylo GNR Atlantic in LNER livery and his 9-coach Ace Flying Scotsman coaches, so we were able to take the picture we missed last time.

The only problem is that the Flying Scotsman appears to be passing through a French station, so Ed suggested that perhaps the Victorians had completed the Channel Tunnel (Sir Edward Watkin did start...), and the Flying Scotsman now started in Paris. The signal box (from Jep) does have a sign indicating it's 15 km from Paris!

Ed Ives also emailed with his version of events and a full explanation of how the Flying Scotsman ended up 'flying' through the French countryside:

Unlike permanent train layouts, the modular layout has variable configurations at different shows, in part due to different participants. Each participant builds his module(s) to specific physical, structural and electrical requirements but is free to select the scenery content, whether it be the badlands of North Dakota or the Swiss Alps or the waterfront of Torquay. Modular layouts depict what might have been, what could have been and what never could have been. And so, it was this last weekend when our modular group attended the Maple Valley train show. Whilst happily running trains one observer commented on how could a LNER Atlantic locomotive hauling the Flying Scotsman train be passing through a suburban French station? I could have responded that it was an error on part of the signalman and left it at that, but not so, we have a better explanation.

The Chunnel Tunnel as it is called, was constructed in the latter part of the 20th century. However, there were several aborted attempts at building this tunnel in many years prior connecting Europe with the UK. Imagine what if in Victorian times the tunnel had been built. It is without a doubt that the Southern and Nord railways would have had the Golden Arrow train run from London to Paris through the tunnel instead of a ride on the ferry across the English Channel. This would have antagonised both the industrialists of NE England as well as the Scottish politicians. Scotland would indeed want closer ties between the French capital and the capital of Scotland. A slight stretch of the imagination leads one to see the premier LNER train being extended from Edinburgh to Paris.

As a result, Parisians would be treated to Scottish whiskey, kippers and haggis, probably not all at the same time. In return the Scots would have escargot and assorted French wines. Ah, but what about the Atlantic locomotive you might ask. Well, it is in the early 1920's and the LNER A3 locomotives were still not quite up to the mark and in short supply. On the southbound run the Pacific locomotive failed just south of Peterborough and a call was made for a replacement machine. All that was available was the Atlantic locomotive and it was pressed into service. As a result, the Flying Scotsman would be running late today. The word was sent down the line. By the time the message had arrived at Calais the message read that the train was cancelled. On arriving at Folkstone somewhat winded and ready to drop off its train for electric traction through the tunnel, there was alarm that NORD had dispatched their locomotive for other duties and there was no other available. What to do but haul the Scotsman through the tunnel with the Atlantic attached. Once completed the Atlantic hauled the Scotsman through the French countryside on their way to Paris. The Parisians had their kippers for breakfast OK that day.

Well, what more can I say? Sounds perfectly plausible to me 😊
Seriously, thank you Gordon and Ed for a fabulous story. Your combined imaginations know no bounds, and I think it is wonderful that your group meet up in the way you do with your ingenious modular layout. I would seriously like to come along to one of your shows – who knows, one day maybe?

Meanwhile, another Atlantic on this side of the Atlantic



Continuing the Atlantic theme, the beautiful photo above was sent in by Jonathan Ward, who took the opportunity during the lovely autumnal weather we have had this October, to give his now modified GNR liveried Atlantic an airing out on his garden layout. Here is Jonathan's explanation:

As we had a couple of friends from NYMR drop in on Saturday, Oliver and I made the effort to run some trains in the garden. Here is a shot of the Atlantic on the Yorkshire Pullman in the low autumn sun looking fantastic. I've also altered the loco's wiring, so it is now 2 and 3 rail. What surprises me the most with that is, like all the 4 coupled loco's ETS has produced it only picks up from the drive wheels, yet it still runs beautifully! If only I could get the same performance from some of the OO collection!

Diesel Delights

A notable trend for traditional O Gauge in recent years, has been the growth in popularity of Diesels. ETS and ETS for Bassett-Lowke led the way with the Class 20, followed by Seven Mill Models with the 03 Diesel Shunter and more recently Ace (Red Tree) with the Warship and Ace Trains with the LMS Twins and forthcoming BR Deltic.

Brian Edinboro, as a former BR (East Coast) man, is a big fan too and has been lobbying for some time for a BR Class 25 in O Gauge. He also takes a keen interest in preserved heritage railways and has sent some photos of one or two diesels he has spotted on his travels.



The impressive looking Class 20 above (D8110) was photographed at Shackerstone Station on the Battlefield Line in Leicestershire.

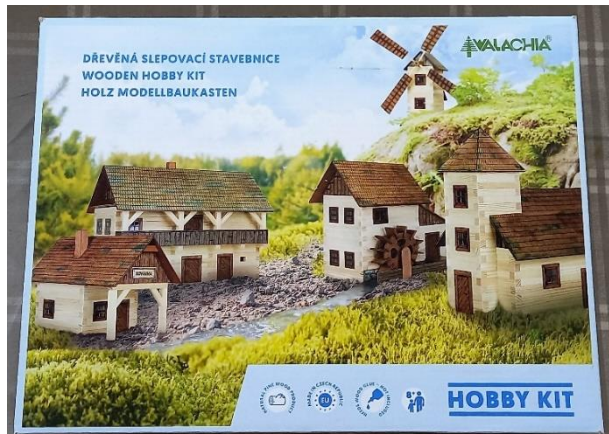


Not the sharpest of photos but here we have two more Class 20s, 20189 and 20192 hauling a charter train through Ancaster station on route to Skegness on the Lincolnshire coast.



Finally, a partially covered Class 33 'Crompton', D6508 spotted again at Shackerstone Station on the Battlefield line in Leicestershire. Thanks for these photos Brian and we look forward to some more from your travels in a future newsletter.

A Nice Autumnal Project



I knew last month, when I announced that I would construct one of the Walachia wooden building kits and document the build in a short series of articles, that I was creating a rod for my own back. And so it has transpired! Sadly, I have had very little time to progress far with this kit yet. I will endeavour to get some more done soon and report back in next month's newsletter. Apologies!

What's New?

C1 Atlantics – The 'superheated' LNER locos are on the way!



I'm pleased to report that the final livery of the new Atlantics is due to arrive in about a week's time. This is the second LNER release featuring a 'superheated steam' loco with cut down tender front and featuring the loco number on the cab rather than on the tender. The running number is 3283, representing a locomotive that was based at the Grantham shed throughout its service life which spanned from 1904 to 1947.



It's another super looking locomotive featuring a number of subtle differences compared to the earlier 'saturated steam' LNER release (R/N 4433 shown below). I do still have quite a few of these available to sell, so please get in touch if you would like to add one to your engine shed. Please note they are all for 3-rail operation only.

The price of all Atlantics is **£695.00** each plus P&P

Due to an order cancellation, I now have just one of the beautiful GNR liveried locomotives available. These were sold out on pre-orders alone, but sadly sometimes circumstances change, and for one customer this is now the case. It is one of the alternative running number GNR locos, number 1450. The loco is shown below and note the other difference is that the makers plate is affixed to the front splasher rather than on the side frame.

It is a quite superb release, and I don't expect it to hang around for long. Please call me or drop me an email quickly to secure it – first come, first served.



I also still have a few of the 'superheated steam' British Railways unlined black and one of the earlier LNER 'saturated steam' locos, both with the non-cut away tender, available to sell, so please get in touch quickly if you would like to secure either one of these.



With an open cab such as the Atlantic's, you may wish to consider a crew set. I have just received a re-stock of the excellent Graham Lock figures range. They are priced at **£15.00** plus P&P per set. These are available now so please get in touch if you would like a set.

Pre-war



Post-war



If I should sell out, please don't worry, Graham can produce these pretty quickly so I will be able to order more with a lead time of about 2 weeks.

Darstaed single track, double length, Engine Shed £185.00 plus P&P



Here is a very rare opportunity to acquire a beautiful Darstaed Engine shed. This is pre-owned but in immaculate, as new, condition and with much of the hard work already done. It has been configured from an ES1

and ES1E (extension) pack with the doors already fitted at either end. All that is required is to join the two using tabs on the formed tinplate joining pieces (placed in position for the photograph).

It is beautifully detailed, both outside and inside and is wired with lighting fitted (requires 12v dc power not supplied).

These have long ago sold out here at **WJVintage** so please don't delay, it is unlikely to hang around for long, particularly at the price – just **£185.00** plus P&P

Ace Trains/Brian Wright Overlay Series GWR Siphon G, Bogie Milk Wagon - £110.00 plus P&P

Here is another real rarity on offer. Brian Wright is famous for his artwork produced for Ace trains and his overlay series coaches, produced in only small quantities, have become extremely collectable. This GWR Siphon G Milk Churn Wagon is pre-owned but in excellent condition (although the box is a little worn).



You are quite unlikely to see another of these for a while so do, please get in touch quickly if you would like it. It is strictly first come, first served.

Price is **£110.00** plus P&P

See us at Shows

As life returns to normal, so I am pleased to be getting out and about more regularly! I look forward to seeing as many of you as possible over the coming months as we head through autumn towards the winter.

Saturday Nov 5th – HRCA Merseyside (Preston Brook) Group

Preston Brook Village Hall, Sandy Lane, Preston Brook Village, Cheshire WA7 3AW - 11:30am to 4:00pm

NOTE – This meeting has returned to Preston Brook Village Hall for this all day event

Saturday Nov 12th – Sandown Park (Barry Potter Fairs)

Sandown Exhibition Centre, Sandown Park Racecourse, Portsmouth Road, Esher, Surrey, KT10 9AJ - 10:30am to 3:00pm

Monday Nov 14th – HRCA Cotswolds Group

Northend Village Hall, Top Street, Northend, Warks CV47 2TN 3:30pm to 8:00pm **NOTE – This meeting has returned to its old venue**

Tuesday Nov 22nd – HRCA Cambridge Group

Fulbourn Village Library, The Swifts, Haggis Gap, Fulbourn CB21 5HD 5:30pm to 9:00pm

Saturday Dec 17th – Bassett-Lowke Society Running Day, Digswell

The Cowper Arms, 31 Station Road, Digswell, Welwyn, Herts, AL6 0EA – 10:30am to 3:30pm

Please note The Cowper Arms is next to Welwyn North Station



Don't forget to like our WJVintage Facebook Page

With well over 500 Facebook 'likes', the WJVintage page is almost as popular as this newsletter! That said, many subscribers on Facebook are associates, friends and family with a passing interest in what I get up to – so not my key target audience. 😊 However, it keeps growing and all the latest news is often seen on Facebook before it appears in the newsletter as updates can be done instantly rather than monthly. If you are a member of Facebook, why not look us up and give us a 'like'?



Plus, we also now have a 'YouTube' Channel!

I have to confess, after a good start, the channel has been quiet for a while but I am pleased to say that a new video of the Atlantic running has now been posted.

I am hoping that this will be the first of many and that the videos will be able to recommence on a more regular basis in future.

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, 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.

Stay Safe Everyone!

Paul

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