

WJVintage

September 2023 Newsletter



Welcome to the September 2023 edition of the WJVintage newsletter. Well, I often say that we tend to get nice, settled weather in September, but I don't think any of us expected temperatures over 30 degrees for over a week! That said, the typical British weather has now been restored and at time of writing we have gales and rain, with more of the same predicted this week – that's much more like it 😊

It has been another quiet month for me on the show and events front and I was particularly disappointed to have to pull out of the Sandown Toy Fair, as this event traditionally signals the start of the autumn show season. I can't remember the last time I missed a Sandown, but it must have been the best part of 10 years, if not longer! I will definitely be at the November show so put it in your diaries now 😊.

All that said, I would definitely recommend you scroll down to my 'Out and About' feature below. 'Quantity' has definitely been replaced by 'quality' so it is well worth a read.

My 'See Us At Shows' is also now fully updated and it looks like a busy autumn and winter schedule is coming up.

Excitement is building as the delivery of the first H2 Atlantics draws ever closer. There is an update in the 'What's New' section, along with a chance to acquire a new Ace Deltic, plus some unexpected additional finds from the Brian Edinboro collection'.

'Customer Corner' has a lovely, and very personal account from long-term customer, Chris Holmes. There is also the start of a new 'Customer Wants' section which might prove popular.

Lots to keep you busy – I hope!

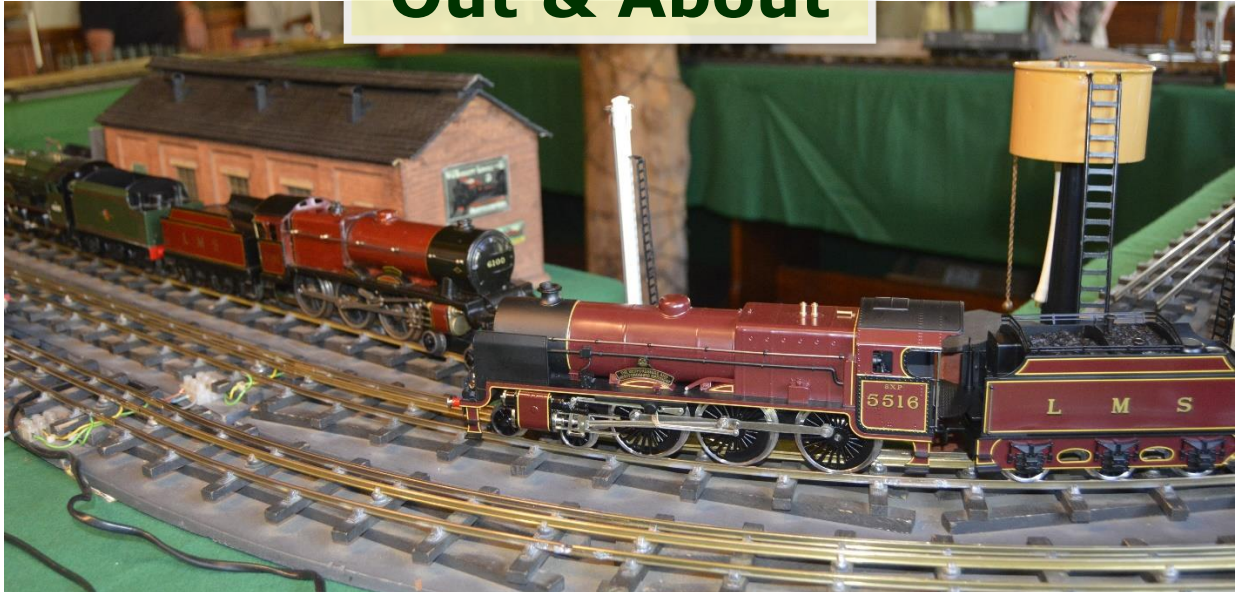
Stay Safe &
Keep enjoying your trains

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Out & About



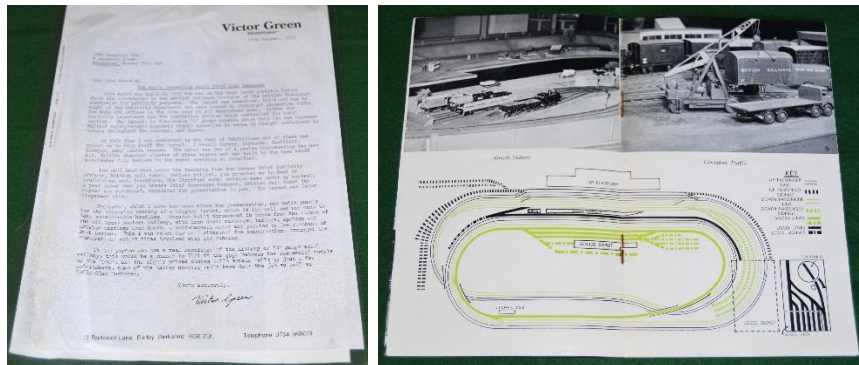
Bassett-Lowke Society Running Day – Digswell, September 16th.

I seem to be constantly extolling the virtues of the Digswell meets, but it is not without complete justification. Not a meeting goes by without someone bringing along a rarity, the likes of which I have never seen before! This particular meeting did not disappoint, in fact it exceeded expectations to the point where I am running out of superlatives to use in my descriptions!

Let's start with Bob Burgess and the magnificent Clan Class 4-6-2 'Clan Buchanan', 72000. This superb loco was scratch built in 1955 from brass and a collection of Bonds parts. It is a one-off professionally constructed for a British Railways portable layout used for publicity purposes during the latter days of steam.



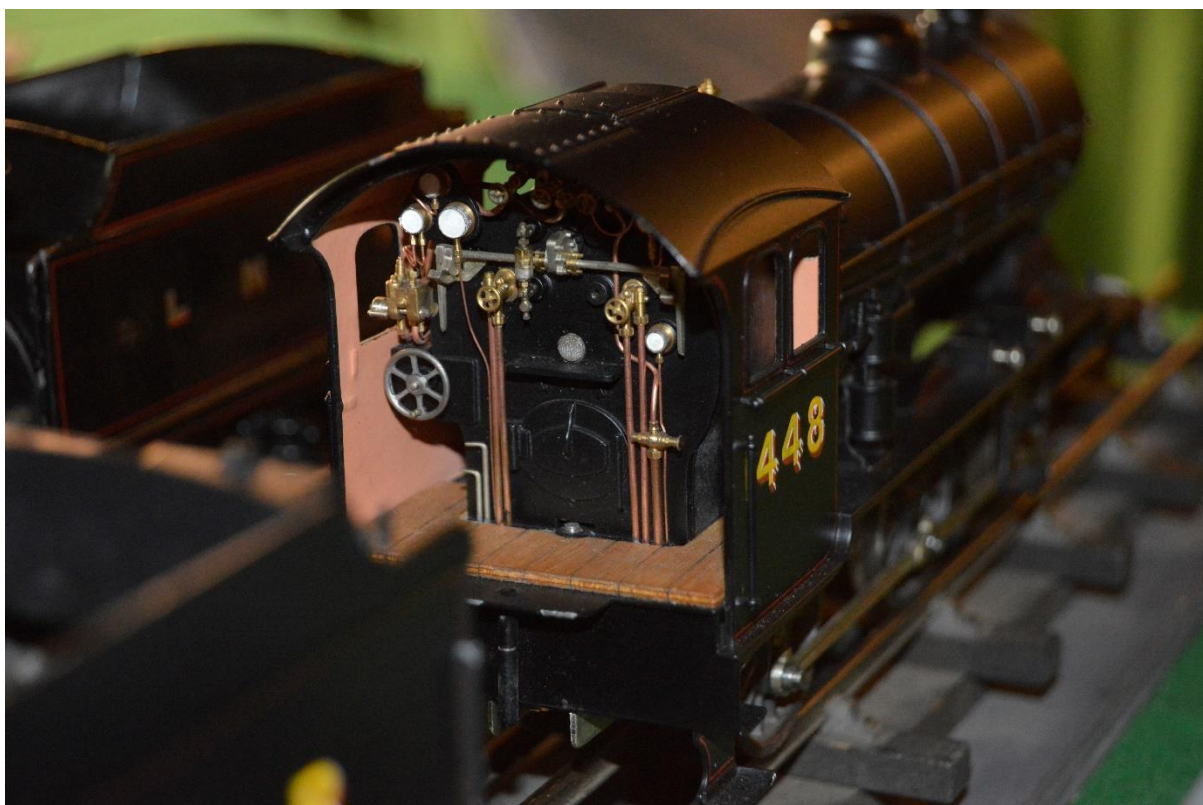
What's more, Bob has some superb provenance in the form of a letter from the then BR Deputy Exhibitions Manager, Victor Green which outlines the model's construction, use on the layout and eventual restoration. He also has a booklet showing the actual BR publicity layout. It makes for fascinating reading and really enhances the history of the loco.



How do you follow that? Well, many of you will know, or know of, Mike Delaney. Mike has an enviable reputation as one of the world's top dealers in vintage trains, and he also has a rather enviable collection of vintage trains himself. Just look at this beautiful LNER Class J39 0-6-0. It is by loco maker extraordinaire James Stanley (Stan) Beeson, sometimes referred to as the Faberge of the model world.



The beautiful detail of this model has to be seen to be believed but perhaps the shot below of the cab and back head will give a better idea. It really is quite exquisite!



Beeson was well known for his locomotives but did also make few (but not many) wagons.

Mike also brought along a couple of superb examples of Beeson Sulphate high-capacity bogie wagons. It is believed that only 6 pieces were ever produced, and he doesn't know where any of the others are, or even if they still exist. They are quite reminiscent of the WJVintage tinplate version of this same wagon – but a good deal rarer, I might add!



Maintaining the 'rare' theme was a most beautiful Southern H Class 4-6-2T 516 'Redfern'. This was built by Rex Stedman, founder of the Leeds Model Company, and this is one of just two examples ever produced! Thanks to David Peacock for bringing this superb loco along.



Perhaps not intentionally rare back in the day, but nevertheless some 120 years later, pretty darn hard to come by nowadays, was a fabulous Bing for Bassett-Lowke Midland Railway 4-4-0 tender locomotive dating back to the early 1900s. What an absolute stunner!



Last, but by no means least, I have to include a little light-hearted rarity. This is a one-off Thomas the Tank Engine in O gauge featuring an ERTL body married to an ETS mechanism for 3-rail operation. It is owned by Richard Tremaine and was produced/modified by yours truly during a moment of modelling enthusiasm! Who knows, a hundred years from now someone may be writing a model railway newsletter and trying to find a suitable superlative to describe this unique piece 😊 😊



All in all, another excellent show as you will have gathered by now. I take my hat off to those who bring along and run these magnificent, and in most cases, very valuable rarities. The next Digswell event will be the Christmas meeting on Saturday, December 16th. It is bound to be another great day so why not put it in your diary now!

Customer Corner

This month we have a very personal and fascinating piece written by Chris Holmes to his Grandsons as a Christmas message last year. I am really grateful to Chris for his permission to reproduce this lovely account and I do hope you will all enjoy it as well.



To My Grandsons.

Christmas 2022

Grandad Chris and "Flying Scotsman"

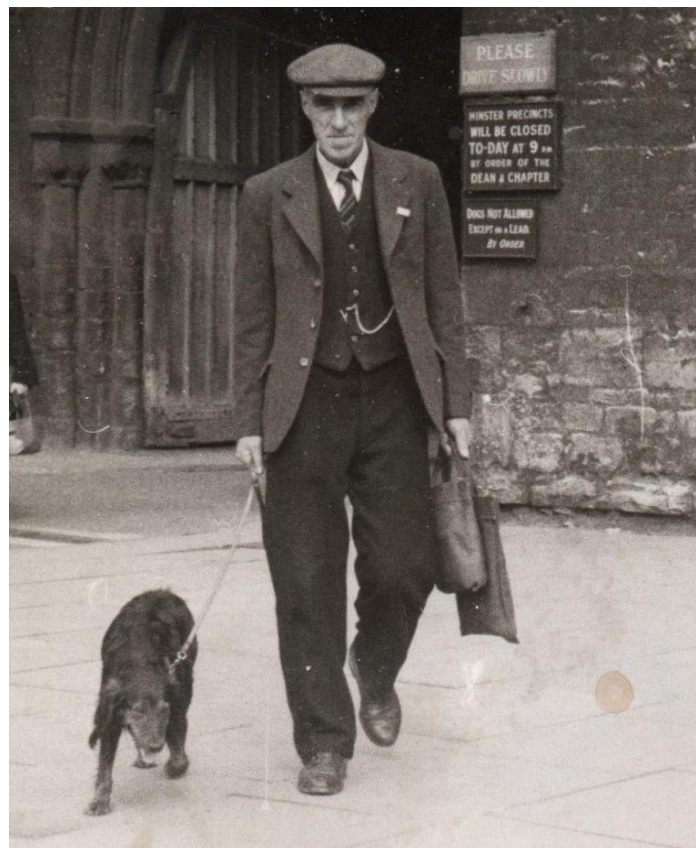
Chris Holmes

Having read the new book "Flying Scotsman and the best birthday ever", which celebrates the forthcoming centenary of "Flying Scotsman" entering service in 1923, I thought you two boys would be interested to read about my ride in the Driver's cab of Flying Scotsman, nearly 70 years ago.

In the spring of early 1953 when Flying Scotsman was just 30 years old, and I was about 2 $\frac{3}{4}$ years old, my Mmother and father took me by train from Kings Cross station in London to Peterborough to stay with my grandfather and grandmother Holmes for a weekend. They lived at 680 Lincoln Road, New England, Peterborough, which was close to one of the biggest engine sheds and marshalling yards for coal trains on the East Coast Main Line from London to Edinburgh.

At the time my grandfather – your Great, Great Grandfather – Arthur Alexander Holmes, worked as a Railway signaller at Westwood Junction Signal Box north of Peterborough on the East Coast Main Line, from where he retired in early 1954.

Here he is seen with Pattie, the dog, outside the gates to Peterborough Cathedral in the late 1940s.



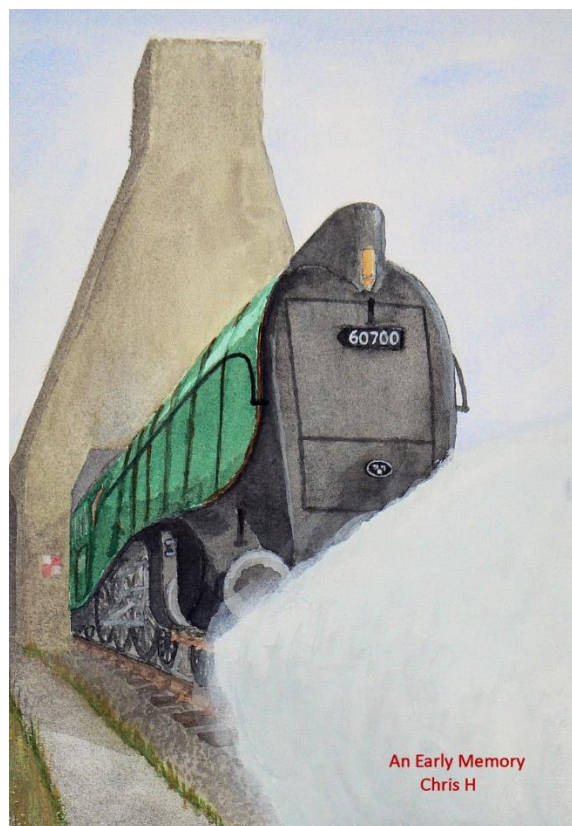
I think this was the first time I was taken to stay with my father's parents. As it was a special occasion, my mother had made me a posh new, light coloured, overcoat.

As we were going to visit, Grandfather Holmes had arranged to have a day off work so that he could be at home when we arrived.

As soon as we got to the house, Grandfather put his coat on and insisted that Father and I go with him on an adventure, to see something interesting in the engine shed sidings. So, we went straight out to the railway yard entrance – about half a mile – leaving my Mother, with Grandmother Holmes, wondering what state my beautiful new coat would be in when we returned?

At the yard gates we were allowed through, as Grandfather was well known in the area, then we had to cross some of the "Goods" lines on a special bridge with ramps to allow the workers to cycle safely over the railway on their way to and from work at the Engine sheds. Then we turned right onto a footpath to the huge Coaling tower that was used to fill the engines' tenders. As we got near to it the nearest engine started to move towards us leaving me with the memory of being enveloped by the cloud of steam coming from the cylinder drain valves.

I have I tried to show my memory in the painting below. I am not sure that I painted the right engine, but shortly after Grandfather retired engine 60700 had a bad derailment and almost hit the signal box where he used to work.



The engine we met at the Coaling tower was 60103 "Flying Scotsman", which was a rare visitor to New England shed at the time, and the reason Grandfather had taken us on the adventure.

The driver, who was a friend of Grandfather, invited all three of us into the driver's cab for a short ride – from the Coaling tower then along two sides of "The Triangle" to turn the engine, so it faced the right way ready to haul its next train.

My memory of the ride in the cab of "Flying Scotsman" is very hazy, but I do have a memory of being picked up by the driver and told to "Hold on tight" to a big lever while he pulled me, the lever moving to let steam into the cylinders. So technically I drove "Flying Scotsman".

Although both of these memories are fleeting – they are nearly 70 years ago – they were confirmed by both my Father and Mother when I was much older.

So, what happened to the "posh new, light coloured, overcoat"? – I don't remember?? – But I think it might have got slightly grubby, as my Mother reminded me of the adventure not long before she died in 2018.

I am hoping that we can take you both to see "Flying Scotsman" in 2023, when it is 100 years old.

"Extras"

- **A trip with "Flying Scotsman" – 16th July 2017.**

Five years ago, Nana and I went to stay in York for a long weekend so that we could travel on a special train hauled by "Flying Scotsman", from York to Carlisle and back on the day before my 67th birthday. It was a beautiful summer day, and we had a very good trip, with breakfast and dinner served on the train.

Here is "Flying Scotsman" just after it arrived at Carlisle.



- **My model of "Flying Scotsman"**

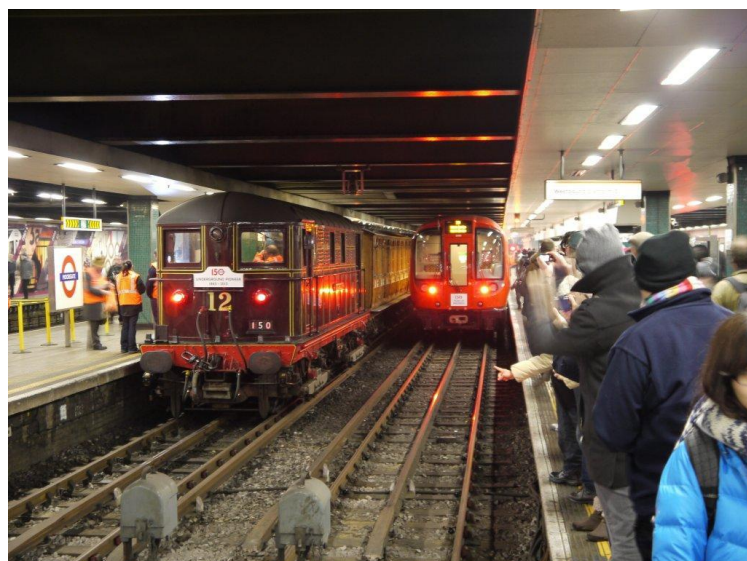
As you will remember one of Grandad's model engines is an "0" gauge model of "Flying Scotsman", with its original LNER number – 4472 – and livery.



- **"Sarah Siddons" - Another 100-year-old locomotive.**

The Metropolitan Railway's Electric locomotive No.12 "Sarah Siddons" was also introduced to traffic in 1923. It was one of a fleet of 20 locomotives, used to haul trains from the City of London as far as Rickmansworth, where steam engines took over for the run to Aylesbury and Verney Junction, until the line was further electrified to Amersham in 1961 and new "A60 Stock" trains took over the services. Afterwards "Sarah Siddons" was used for testing brake blocks for Underground trains and more recently for hauling special passenger trains.

When your Grandad was working for London Underground he had a responsibility for checking the condition of "Sarah Siddons" and its fitness to run on special trains to celebrate 150 years of the Underground in 2013. Here is a picture of "Sarah Siddons" taken at Moorgate Station on 20th January 2013 having just arrived with "The Underground Pioneer" special train, alongside a then new "S" Stock train – another type that Grandad worked on.



Hopefully arrangements will be made for the two Centenarians – "Flying Scotsman" and "Sarah Siddons" to meet for a joint celebration in 2023 – something like this.



Thank you so much Chris for this wonderful recollection of your 'Flying Scotsman' and 'Sarah Siddons' experiences. I do hope that meeting of the Centenarians will still take place, but I haven't seen any news of this so far this year.

Customer Wants

A long-standing customer has suggested that it might be a worthwhile idea for me to offer a '**Customer Wants**' service via the newsletter. I think this might work, so I think I might give it a try.

If you have a particular item you have been looking for but without success, why not send me the details and I will publish it in a forthcoming newsletter to the entire readership. If someone has the item and is looking or willing to sell, then I can put you in touch with one another to complete the deal. I will charge a small fee for this service, but I need to give some thought as to what this might be. I will sort this out, along with some rules, for the next newsletter but in the meantime, by way of a trial and to assess the level of interest, here is the first item being sought:

WANTED

Darstaed LBSCR 2-6-2 Tank

The Darstaed 2-6-2 tank engines were produced in a huge range of liveries, but I have one particular customer who has been trying to track down a version in LBSCR Umber livery. If you have one for sale, please get in touch with details and price and I will forward to the prospective purchaser.



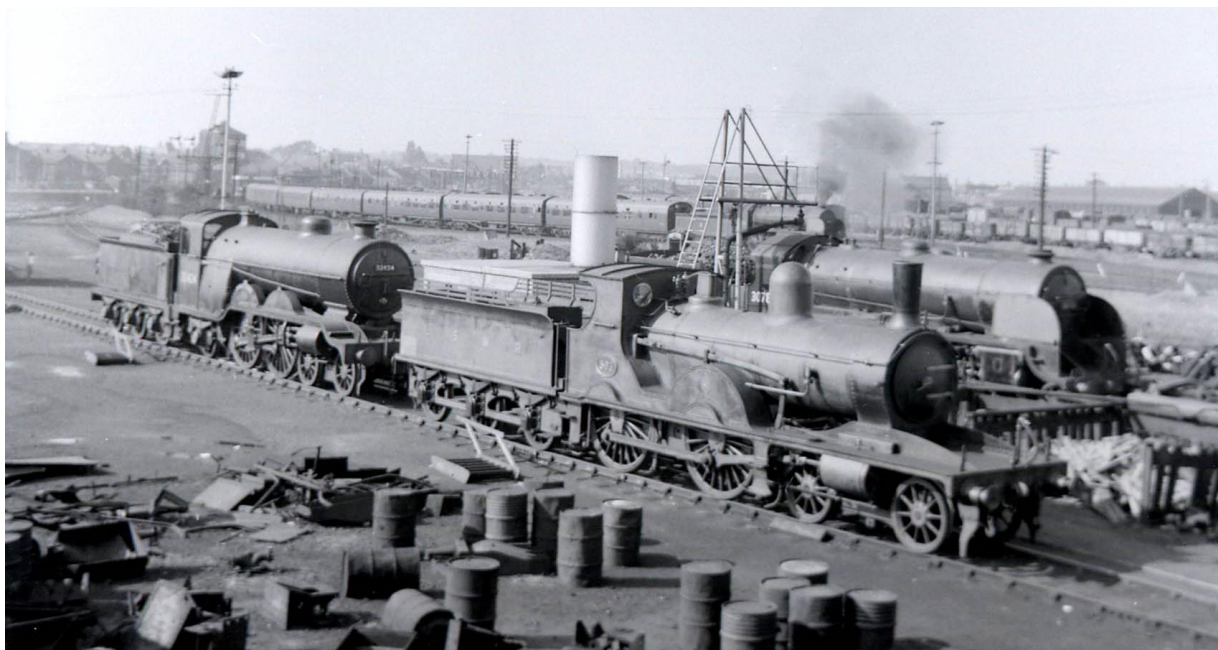
What a Picture

This month this feature should really be entitled 'What Pictures' as I have not one, but three fantastic photographs taken by a youthful Bill Allen at the Eastleigh Works Open Day, back in 1958 (the year I was born!) The main header photo to this newsletter shows H2 Atlantic 35424 'Beachy Head' either just before or just after she was withdrawn from service.

The photo below shows 'Beachy Head' again from a different angle and with a bit of a crowd gathering.

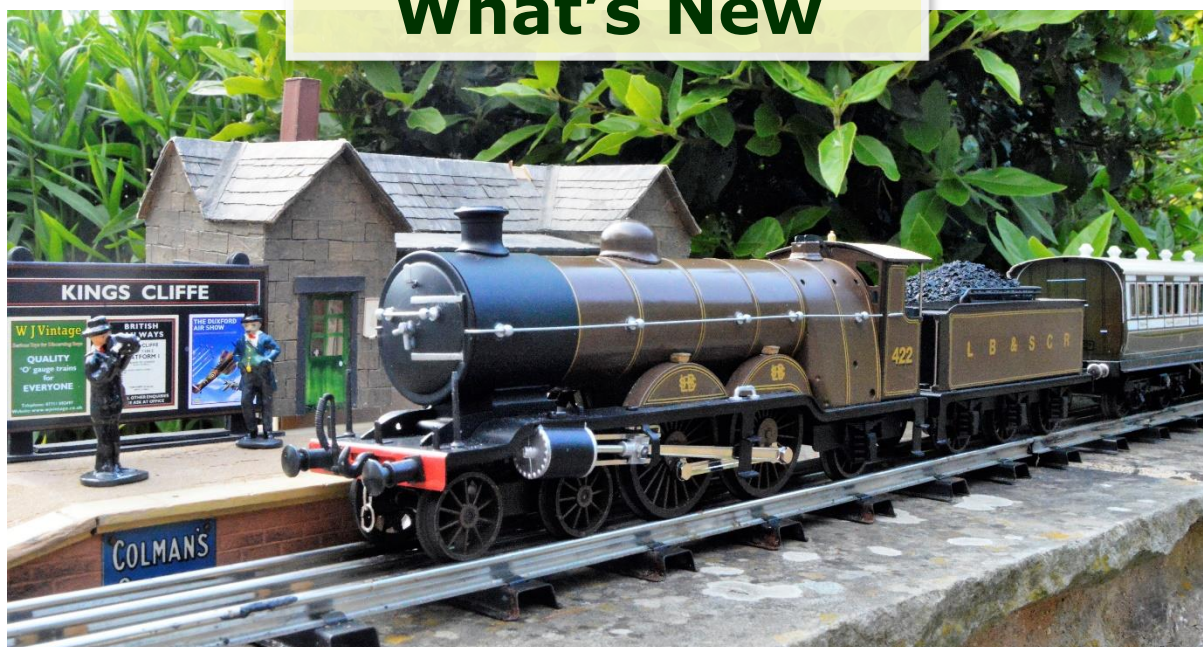


Finally, the shot below shows an Adams T3 in front of 'Beachy Head' and a Maunsell King Arthur behind them. In the background behind the King Arthur is the Botley to Fareham line with a train headed by a H15 4-6-0 passing by.



Wow, fantastic photos Bill and thanks so much for sending them to me and allowing me to share them with the newsletter readership. You must have some wonderful memories of this time and it is so lovely to have captured these great images on film.

What's New



LBSCR H2 4-4-2 'Brighton' Atlantic

It is getting quite exciting now, as the first of the beautiful H2 Atlantics are due in a little over a month or so. Since last month the pre-orders for the 'Brighton' Atlantics have slowed a little, but even so, I now have just 11 pieces to sell. The remaining locos are still very evenly spread with the following available from each of the liveries:

LBSCR Umber – 3 Pieces
SR Maunsell Green – 2 Pieces
SR Malachite Green – 3 Pieces
BR lined Black – 3 Pieces

The total allocations of each livery are shown in the table below so you will see that the LBSCR Umber livery remains the best seller, closely followed by the SR Maunsell Green.

Thanks to everyone that has placed a pre-order for one of these. Your support during difficult financial/cost of living times is really appreciated. If you haven't seen the prototype in person (and I appreciate that many of you won't have yet) do remember, I have a short clip of the loco in action on my Youtube Page – here is a link:

<https://youtu.be/hiU1XtYIIvg>

Plus you can take a look at it from a few more angles below:



The specification will unsurprisingly be pretty similar to the GNR Atlantic but with one additional key feature – **this version will be 2/3 rail switchable**. Here is the full list of features:

- Precision engineered, (7mm to the foot) O gauge model.
- Hand-built tinplate construction.
- Beautifully tampo-printed authentic liveries.
- 2/3-rail switchable.
- Includes ON/OFF isolating switch.
- 10–14 Volts DC operation.
- Twin motors with super-smooth clutch drive mechanism.
- Fitted with standard Bassett-Lowke/Ace style couplings on tender.
- All-metal construction
- Suitable for minimum radius 27-inch (686mm) curves.
- Will run on raised centre third track.



Production numbers are going to be kept pretty low and my allocation across all liveries will be just **75 pieces** so I would advise early ordering to avoid disappointment.

The planned liveries/quantities/deliveries are as follows:

WJVintage		
Livery	Allocation	Expected
LB&SCR lined Umber	30	October/November
SR lined Maunsell Green – ‘Trevose Head’ and ‘The Needles’	25	December/January
SR lined Malachite Green – ‘South Foreland’	10	February
BR (early crest) lined Black – 32424 ‘Beachy Head’	10	March

Expected dates are estimates based on current production info. We will do our best, but these can slide due to any number of unforeseen delays. We also reserve the right to amend these allocations according to demand but the total quantity produced will remain 150 total with just 75 pieces allocated to **WJVintage**

Below are some images found on the internet to show how the Southern and BR liveries will look.

Lined Maunsell Green



Lined Malachite Green



BR Lined (early crest) Black



The superb H2 Atlantics are scheduled to start arriving from late October 2023 and the anticipated price will be **£750.00** each plus P&P.

Note - We will do everything we can to maintain this price but if there are serious cost fluctuations between now and production, we do reserve the right to review pricing and will advise all customers as quickly as possible.

Please get in touch to pre-order/express interest in any of the 'Brighton' Atlantics and I will take your details. Progress updates will be available via this newsletter with the first 'LBSCR' liveries due very soon.

...Still available - C1 Atlantics

I do still have a few of the C1 Atlantics left in just two schemes

LNCR (superheated)

BR (superheated)



9 remaining



4 remaining

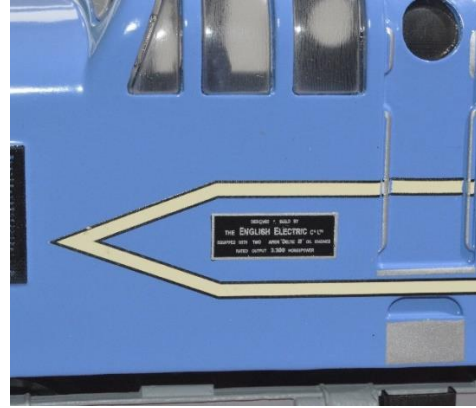
As you can see, these are now in very limited quantities and are priced at **£695.00** each plus P&P

Ace Trains 'English Electric Deltic' Co-Co Locomotive

Way back when it was first announced by Ace Trains, I ordered a small quantity of these stunning locomotives, as I had a feeling they would prove really popular. I am pleased to say that they have just arrived, and in the interim, I have sold all but one of my batch!



So, if you would like to snap up this beautiful rendition of one of the most iconic BR diesel Co-Co's, in its beautiful prototype gloss blue scheme, please drop me a line quickly.



Priced at **£795.00** each plus P&P, this magnificent engine is 2/3 rail switchable, runs on 3ft radius curves and features authentic diesel sounds. With twin power bogies it operates from a standard 0-20 volts DC power supply at around 1 – 2 amps.

The Brian Edinboro Collection Bassett-Lowke (Corgi) J39 Class 0-6-0 – 64757 BR (late crest) unlined black

This locomotive has been well used as you will see from the photo of the pick-up spoons below. As such it is not offered in pristine condition, but it is nevertheless a very good, very useable locomotive and is, I think, priced very well at the reduced price of **£230.00** plus P&P.



The box is in very good condition too and the instructions are present. There is a smoke unit fitted but this has not been tested.



WJVintage C1 Atlantic 4-4-2 – 62822, British Railways unlined black



This is quite a difficult one for me. I wasn't expecting to be selling a used Atlantic whilst I still have new ones available! As you can imagine this loco is not very old and has seen very little running. It presents in almost 'as new' condition, as does the box – instructions included.

Now priced at **£625.00** plus P&P so a good discount from the 'brand new' price.

Wagons Roll!

Brian recently contacted me to say he had found a small box of wagons which had been left in his loft. I have just collected them and I'm please to now offer them to you all.



Ace Trains Colman's Mustard
Van – unboxed, overall very
good
£20.00 plus P&P



Ace Trains Caledonian Railway
Van – unboxed, overall very
good
£15.00 plus P&P



Paya Fyffes Bananas Van - unboxed, chrome plating on wheels and buffers not too bad (it is not normally very good on Paya rolling stock), overall very good
£12.00 plus P&P



Paya Jacob's Cream Crackers Van - unboxed, chrome plating on wheels and buffers not too bad (it is not normally very good on Paya rolling stock), overall very good
£12.00 plus P&P



ETS 6-wheel Tank Wagon, Vacuum - unboxed, overall very good
£20.00 plus P&P



Merkur Broumov Brewery Tank Wagon - unboxed, overall very good
£15.00 plus P&P

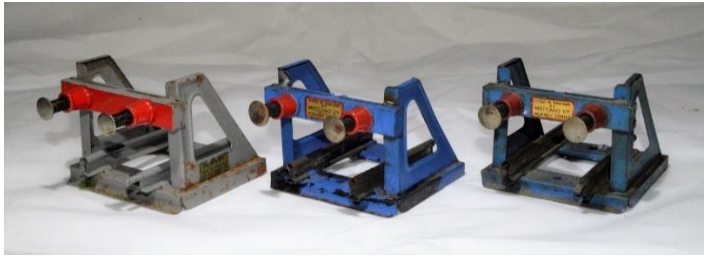


Unknown BR Van, Plastic moulded body, droplink coupling one end, hook and 3-link chain the other - unboxed, overall average
£7.00 plus P&P

Hornby Buffers – Set of 3

Set of 3 Hornby Buffers in reasonable condition. The sprung buffers work well on all 3 and all have decals in reasonable condition. For overall condition see photos (one has had tabs soldered, one is missing a connecting pin).

Bargain price of **£10.00** plus P&P the lot!



Dinky 190 Caravan Cream/Blue



Produced between 1956 and 1960 this caravan is in nice, play-worn condition with a few paint chips as can be seen in photos. The tow hook is complete, and the jockey wheel is in place. Tyres both look to be in good condition. Price **£5.00** plus P&P

Cararama/Oxford Diecast Volvo FH12 1:50 Scale Low Loader Rawcliffe & Sons

This truck comes boxed and is in very good used/displayed condition. Box is also in good condition with slightly dusty window. This looks great with a Volvo Digger as a load (sold separately see below) Price **£15.00** plus P&P



Motorart Volvo EC280 1:50 Scale Excavator

This is a very nicely detailed model in good condition and in great working order (tracks revolve, jib arm and bucket are fully articulated, and the body rotates). It is very much a collector model rather than a toy but does not come with box. It looks great on the Volvo low loader (sold separately see above).

Price **£20.00** plus P&P



Maisto Articulated Tractor Digger/Plough

In contrast to the above, this is much more of a toy and actually has a friction motor which seems to have a slipping clutch so doesn't run too well. It is all complete and will display well after a bit of a clean.

Price **£5.00** plus P&P



See us at Shows

Here we have a comprehensive schedule of events going forward as far as January 2024. With rising fuel costs and a general decline in spending with cost-of-living rises, I have reduced my travelling to some of the general Toy Fairs and I am focussing instead on the Model Railway club meets and shows. I look forward to seeing as many of you as possible over the coming months. **Do check back on these dates with each newsletter as I have already had to add, subtract or alter some events and may continue to do so as necessary.**

Tuesday September 26th – HRCA Cambridge Group

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

Saturday October 7th – HRCA Autumn Exhibition,

British Motor Museum Gaydon, CV35 0BJ

10:00am to 4:00pm – Free Admission for HRCA Members

Monday October 9th – HRCA Cotswolds Group

Northend Village Hall, Top Street, Northend, Warks CV47 2TN 3:30pm to 8:00pm

Saturday October 28th - Yorkshire, Vintage Toy, Tinplate and Live Steam Railways Fair 2023

Eccleshill Mechanics Institute, 93B Stone Hall Rd, Bradford BD2 2EW –
10:00am to 4:30pm

Saturday November 11th – Sandown Park (Barry Potter Fairs)

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

Monday November 13th – HRCA Cotswolds Group

Northend Village Hall, Top Street, Northend, Warks CV47 2TN 3:30pm to 8:00pm

Tuesday November 28th – HRCA Cambridge Group

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

Saturday December 16th - 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

Monday January 8th – HRCA Cotswolds Group

Northend Village Hall, Top Street, Northend, Warks CV47 2TN 3:30pm to 8:00pm

Sunday January 14th, 2024 – Bassett-Lowke Society, Vintage Toy Trains at Bromsgrove

Dodford Village Hall, Priory Road, Dodford, Bromsgrove, B61 9DD
10:30am to 3:30pm – Free Entry for all Bassett-Lowke Society members

Tuesday January 23rd – HRCA Cambridge Group

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



Don't forget to like our WJVintage Facebook Page

With close to 600 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, remember our 'YouTube' Channel!

I have to confess, after a good start, the channel has been quiet for a while but the most recent post is a rather nice video of the prototype LBSCR H2 Atlantic running.

I am hoping that there will be more to come 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

WJVintage

Tel: 07711 092497

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