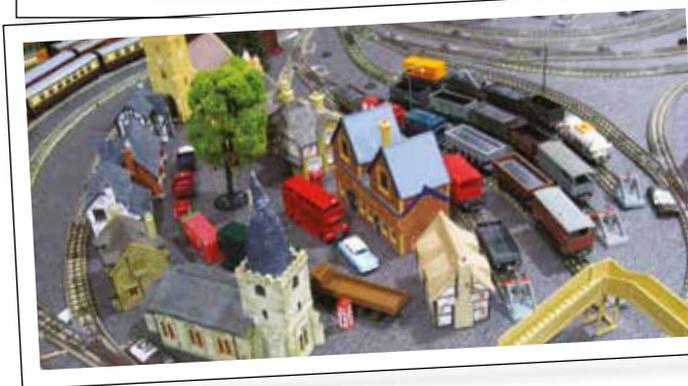
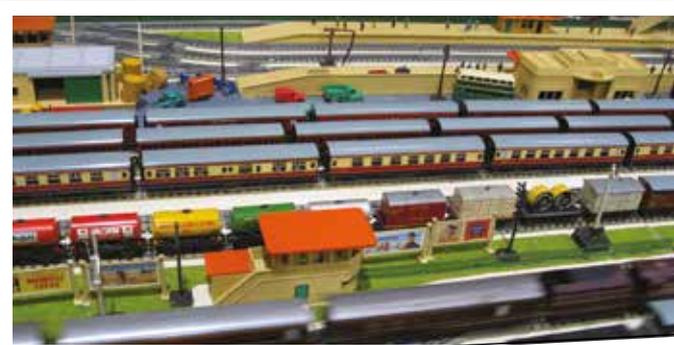
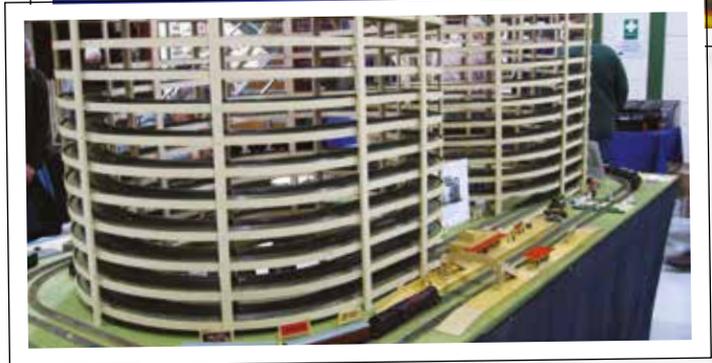
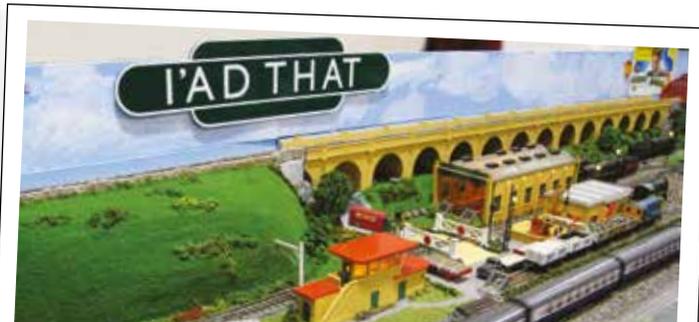


THE
HORNBY
RAILWAY COLLECTOR

POSTCARDS
FROM THE
A.G.M.

Issue 552 April 2020



See also pages 24 and 25

H.R.C.A. Founded April 1969



www.hrca.net

H.R.C.A. Ltd. Founded May 2018

THE HORNBY RAILWAY COLLECTORS ASSOCIATION

Founded April 1969

The names and addresses of committee members have been removed from this issue to protect their personal identity details.

GENERAL INFORMATION: The Hornby Railway Collector is published by H.R.C.A. Ltd., a company limited by guarantee, devoted to the collecting and operating of Hornby O gauge and Hornby-Dublo trains. The name Hornby is used in agreement with Hornby P.L.C.. The Editor welcomes all contributions received, which may be edited for publication, but cannot guarantee their appearance. H.R.C.A. Ltd. accepts no responsibility or liability for any material published in the Hornby Railway Collector. Such material may not be reproduced in whole or in part without the written consent of the H.R.C.A. Ltd.

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READERS SALES & WANTS: Members advertisements for Meccano Ltd. related products should be submitted by email to: smallads@hrca.net or by Royal Mail to David Occomore, 2, Scaws Drive, Penrith, Cumbria, CA11 8BH. Contact details must include, member's name, membership number, and a land-line telephone number. Please limit your text to fifty words and please either type, print or use block capitals on paper communications. Telephone submissions are not acceptable to avoid transcription errors. Advertisements will appear once only, in the next available edition of The Collector subject to editorial approval.

COMING EVENTS NOTICES: Events can be published only if members are putting on at least one vintage Hornby layout or display - please tell us which. The organiser, not H.R.C.A. Ltd., is fully responsible for events advertised here, including arranging appropriate liability insurance.

The Hornby Railway COLLECTOR

EDITORIAL OFFICE

April 2020

Completely extraordinary Times

WHEN I took on the role of editor a few years ago now, I never once imagined that I would end up penning words along the lines of which follow here.

Many of you will know that in another life, my wife and family own and run a village shop and Post Office in the Peak District village of Baslow. We happen to have an immensely popular holiday cottage directly beside the shop but this is by-the-by. You may also know that despite a fierce campaign of objection, organised by many well-meaning residents, the local planning authority nevertheless allowed a Co-op to open in the same village, some 10 months ago now. Within 10 days of it opening we saw our business effectively 'crash' and we were left with the dilemma of what to do next. The hope was that it would bounce back before long, but it didn't. Last Christmas and New Year proved to be the worse we had ever had and so as we entered 2020, we knew that something had to be done and in March we announced to the community that we had decided to call it a day and sell up - shop and cottage. The first thing we had to do was say 'goodbye' to the finest staff an employer could ever hope to have, leaving the business to be run by our family of four as best we could until a buyer could be found. Many customers were reduced to tears as the shop has been an integral part of the village since the late 1930s in one form or another.

All of these events were taking place in early March and at time of writing (17th March), despite having indicated to a particular firm of estate agents that we want them to undertake the sale for us, they have still not presented us with a contract to sign and a For Sale board has still not yet gone up, which may in fact be providential in the light of the extraordinary events which have engulfed the world in the past 2-3 weeks.

We have seen panic buying around the world and when the supermarkets became emptied of certain things, you can guess where concerned shoppers came looking. Over the weekend on 14/15th March, we experienced turnover at a level not seen for a long time and on Monday 16th our daughter described the shop as 'manic' at times. Add into this that one of our local G.P.s approached us on Sunday and as a result we are now the community hub of a local volunteer delivery service to the housebound, for provisions and even medicines; it's little wonder that we are not sure if we are literally coming or going!

Taking the madness a stage further, many of you will know that in yet another former life I was actually a police officer for 30 years and just today (17th) I have received a message which informs that

the French are now recalling retired police to help maintain borders and keep civil order. The suggestion is that we as a nation are not far behind in doing a similar thing. Whether my old uniform will still fit is quite another matter!

Then we get to the Hornby Front and on it there are significant issues as you might imagine. Coming up are the normal couple of pages of Diary Dates concerning the multitude of group meetings and other related events around the country. When compiled, all the events were 'ON'. Now, I think it fair to say that they are all either 'OFF' or postponed, and so I have left all the information, in particular the organisers contact details, as originally drawn up, so please, IF YOU ARE IN ANY DOUBT - contact the organisers to find out what the situation is.

This turn of events is obviously going to have implications for your Journal in that for the foreseeable future, it is unlikely to carry any Group Reports. As a result I would like to turn over more space to your own submitted articles and space permitting, I may well dip back into the archives.

There is much going on right now. It certainly is not a time to be cowed in fear, and in my personal opinion, God is still in his Heaven and still cares for you/us, so take heart.

David Upton



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COPY DEADLINE
MAY ISSUE
FRIDAY 10th APRIL
FOR EVENTS: FRIDAY 3rd APRIL

CHAIRMAN'S CONTEMPLATIONS.



ON page seven of the November edition of 'The Collector' I made the statement "This will be the Annual General Meeting held during Hornby's centenary year and although we can't justify a repetition of our own 50th celebrations, I believe that we should make a special effort in recognition of this special Hornby event".

I didn't doubt that "Hornby Boys" would respond, but I never dreamed that so many would respond with such enthusiasm. If you had seen the venue before we moved in on the Friday, you would have doubted even the H.R.C.A.'s ability to fill the space, but Ray and Mary Poxon knew otherwise. Maintaining the tradition of planning, using graph paper and cardboard stickers, they knew that we would be full, and full we were.

Full, but with a variety which covered almost every aspect of Meccano Ltd's output over many years, from the very early O gauge, to mighty Meccano constructions, and from Dinky Toys through to all aspects of Dublo and AchO. Equally pleasing were the layouts, with exhibits from as far away as Dorset and Edinburgh gracing the hall. Traders with items to appeal to all tastes and most pockets had also laid on tempting displays. May I take this opportunity to pass on the thanks of the members and the committee to all who contributed in any way to the success of the event.

I can't move on without mentioning the catering. This was, I think the first A.G.M. since I joined the committee, where I was not buttonholed by a member displeased with his main course, or more importantly his pudding. At Statfold Barns, one member advised me with great glee, that they had enjoyed two portions of sponge and custard!

The absence of "spares suppliers" was due to an unfortunate misunderstanding and no little "fake news". The spares tables will be back next year (traders willing) and so will all of us, for such has been the outstanding level of support and positive response from the membership over the venue, that we have booked it again for February 2021

The business of the day was however, less satisfying. With so much Hornby to enjoy I set myself the target to complete the business within the hour, but I failed. The meeting did struggle a little both on the reporting of accounts - these being the final amalgam of both H.R.C.A. Ltd. and H.R.C.A. (Sales) Ltd., prepared by our accountant. I did point out that on Feb 22nd 2020 we were dealing with the accounts from the period May 1st 2018 to April 30th 2019.

In view of the various questions about the figures, even after the accountants, committee and A.G.M. have accepted them, I have asked our accountant to prepare our next set of accounts as soon after April 30th 2020 as possible, so that they can be with you in the earliest available 'Collector'.

The second hold-up was in the election of Officers and Committee - usually a speedy, en bloc decision, but this time, due to more volunteers being available, it became mired in some confusion. There have been comments that some of the questions raised from the floor were inaudible to most of the meeting and so the responses from the front made little sense. For 2021 the H.R.C.A. will have its own roving radio microphone, ensuring that questions from the floor will be audible throughout the hall.

My final point following the A.G.M., is to thank Jim Gamble, Adam Heeley and Roger Burnish for their many years of active service on the management committee. In the ordinary way, this would have been in public, at the meeting, but these three stalwarts will be at events in the future and you can express your thanks for their efforts on a one-to-one basis at any of these activities.

Looking at the news bulletins as I type this, there are varying reports of the spread of the Corona Virus. Obviously I hope that each and every one of you can avoid this, or at least experience a minor inconvenience and move on. That said, by the time you read this, the U.K. may be in "lock-down" (whatever that means), and our railway events may be either cancelled or postponed. If that is the case, then as always, we "Hornby Boys" will take it on the chin, stiff upper lip and all that, and look forward to running our trains as and when we can. It might be wise, as if you hadn't thought of this for yourself, to telephone event organisers before you travel, as a shortage of just a couple of volunteers through ill health, could have a serious effect on the operation of any of our local groups.

My last Chairman's Contemplations was brief, as, with an approaching A.G.M., my future as Chairman was in your hands. I am honoured to have been re-elected for a further year, and flattered by just over thirty-five telephone calls and emails of congratulation. Through the last four years, I have tried to help steer the H.R.C.A. through the intricacies of modern life whilst keeping the ambitions of our founding fathers in clear focus. This coming year I will try to maintain that course, having learned as Sean Connery once did, "Never say Never again", so whilst ever I can rely on the support of outstanding committee colleagues, and retain your trust, Helen and I will do our utmost for this outstanding association.

David Dawson (2750)
H.R.C.A. Chairman

March 12th 2020



MEMBERSHIP DESPATCHES



I'M delighted to report membership numbers have remained very steady during the 2019/2020 membership year. There is no getting away from the fact we are all getting a little older and we've had to say goodbye to a few old friends during the closing year. However, our losses have been more than bolstered by new members. We are finishing the membership year at 2,319 members against 2,316 from this time last year.

The personalised renewal letter sent with the March Collector has been well received, acting as a useful reminder of how you paid last year. My plea for members to set up Direct Debit Mandates has seen less cheques 'pouring through the letter box', but of course any payment method is always welcome!

Thank you to those members who have already renewed your membership. On behalf of the H.R.C.A. Committee I would like to take this opportunity to thank those members who had additionally

included a donation with their membership subscription. This is much appreciated and helps towards keeping H.R.C.A. funds topped up.

If you haven't already renewed, then please do so before the end of April. You can renew online without the need for any paperwork: go to www.hrca.net click on the 'Joining Us' menu, click on the Blue 'Subscription Wizard', and follow the on screen instructions. As well as setting up a Direct Debit Mandate in Sterling, you can now establish one in five other currencies!

Alternatively, for U.K. members just send a Cheque for £30 payable to 'H.R.C.A. Ltd' with you H.R.C.A. number on the back, or for Overseas members, the Air Mail Supplement is an additional £20 (address in the front of the journal).

Thanks for renewing, and do contact me if you have any queries about membership, or wish to recommend a friend to join. The more the merrier!

Robin Hair (2441) membership@hrca.net



MARCH 2020 AUCTION POSTPONED

I AM sure most, if not all of you, are fully aware of the deteriorating situation with respect to the Covid19 virus outbreak in the U.K. and will understand my decision to postpone the March auction until later in the year.

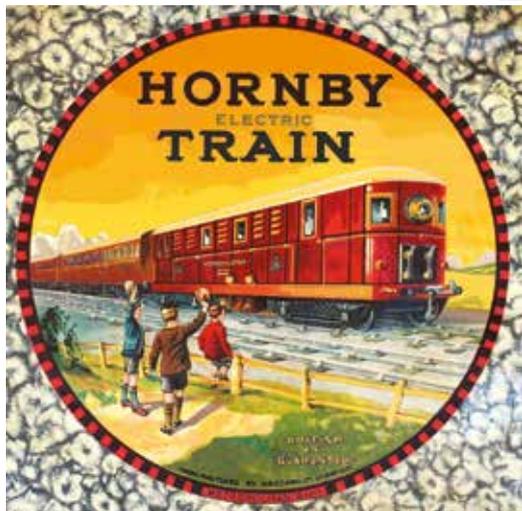
During the past week or two I have received several enquiries as to whether we should continue with the auction on the 21st March. Most were sympathetic to the suggestion that the best way forward would be to postpone the auction until such time as the impact of the virus has passed its peak and the government relaxes restrictions on 'the elderly'.

My absolute primary concern in postponing the auction is to minimise risk to our members, many of whom are elderly and may have wives, family, relatives, friends, etc. who may not be in the best of health themselves.

The other important reason for delaying the auction is that there would probably have been a much reduced turnout on Saturday and the income generated for our vendors may have suffered as a consequence – please remember we have duty to our vendors to ensure we obtain fair prices for their collections, many of the vendors being deceased members' widows. Five of our vendors for the March auction are indeed such widows.

Yes, it is an inconvenience for all of us, but I for one, and I am sure you too, want to survive this virus and continue to enjoy Hornby trains for many more years. I will keep you updated as to when the auction will take place,

Michael Dodwell (2790)
H.R.C.A. Auctions and Valuation Co-ordinator



HORNBY RAILWAY COLLECTORS' ASSOCIATION
ADVANCED NOTICE OF:
SALE BY AUCTION
Hornby O Gauge, Hornby-Dublo
& Dinky Toys
Saturday, 13th June 2020
Bluecoat Aspley Academy, NW Nottingham.
and
Saturday, 26th September
TBA

HUMOUR PAST. 'M.M.' APRIL 1930

Railway Porter (to referee at village football match):
"Gimme back my whistle, quick. The four-ten's waiting to go out.!"

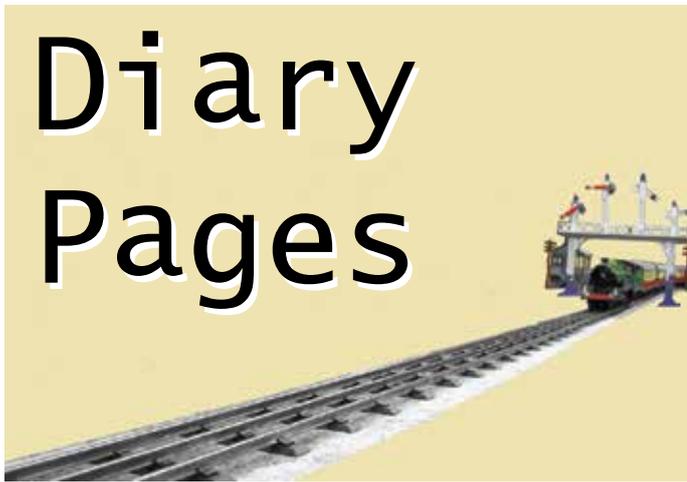
HUMOUR PAST. 'M.M.' APRIL 1948

"Is this your ball Dick?"
"Any windows broken?"
"No."
"Then it's mine."

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Diary Pages



Entries for Coming Events should be sent to Mrs Rebecca Wheatley. Email: events@hrca.net or tel. 07906 137366. Please ensure entries carry full details including venue address. Information should be sent by the 3rd of the preceding month. Group meetings will be shown 2 months ahead (3 when the journal is a 'double' issue), H.R.C.A., A.G.M. & auctions as soon as the dates are known, exhibitions 4 months, where space allows. Organisers are reminded that it is their responsibility to insure their events. The H.R.C.A. cannot insure group meetings or exhibitions and does not accept any responsibility for them.

Apr 1, Wed. Yeovil & District. Preston Road Methodist Church, Preston Rd., Yeovil BA21 3JR. 3 – 7.30pm. Theme: 'Tank Engines and Bogie Wagons'. Hornby-Dublo 2 and 3-rail club layouts and large 3 track Hornby O gauge electric/clockwork layout. Trader sales. Refreshments. All welcome. John Harwood, 01935 474830.

Apr 4, Sat. Beckenham Vintage Model Railway Show, St John's Church, Eden Park Avenue, Eden Park, Kent BR3 3JN 10:00 to 17:00, Adults £6 Accompanied Children under 15 Free. Refreshments. Fully accessible to hand powered wheelchairs. Free on-street parking. 5 mins level walk from Eden Park Station, in London Freedom Pass area. Dublo, Hornby O gauge & eight other vintage layouts, plus Traders and Club Shop. Contact Tony Penn, 07702 899553, tinplatetony@yhoo.co.uk

Apr 6, Mon. Cotswold. Rye Hill Golf Club, Milcombe, Banbury, OX15 4RU, just off A361-Banbury to Chipping Norton Road about ¾ mile south-west of Bloxham. 4-9 pm. Theme: 'Freight for it'. Richard Taylor 01295 770073

Apr 7, Tues. Preston Brook. Preston Brook Village Hall WA7 3AW (M56 J11) 15.30 to 20.30 hrs. Layouts, refreshments and sales tables. Themes O gauge: 'Goods wagons with clip on letters' & Dublo: 'Castle class locos 2 & 3-rail'. Please park thoughtfully. Hope to see you all there. Richard Walker 07833454190 or: prestonbrook@icloud.com

Apr 8, Wed. Bedfordshire Vintage Train Group. Village Hall, High Street, Houghton Conquest, Nr Bedford, MK45 3LF easy access from A6 and B530. set-up at 5.00p.m. running from 5.30p.m.-9.30p.m. entry £3 bring something to run - OO and O layouts, trade support, sales & bring& buy, buffet car goodies. Contacts: Roger White 01234851149 or Roger Mills 01767680160

Apr 8, Wed. Bromley Tappers. Bromley Common Methodist Church, Bloomfield Road, Bromley, Kent BR2 9RZ. 7.30-10pm. Lounge. grhmlock@yahoo.co.uk www.tapperstinplate.weebly.com

Apr 8, Wed. Bomere Heath. Bomere Heath Village Hall Shropshire SY4 3NU. 4-8pm, £2 admission. O & Dublo 3-rail. Sales Table, Remags, Refreshments, Bring something to run. Mick Woodman Tel:01939290319 or email: mytinpony@aol.com

Apr 8, Wed. Thames Valley. St. John's Hall, Mortimer, Berks. RG7 3TF. 4.00-9.30pm. £2. O and OO layouts, traders, refreshments. Graham Bilbe 01189 665983, Terry Dyckhoff 01189 834238, or: terry.dyckhoff@btinternet.com

APR 11th, Sat. Brighton Toy and Model Museum. 52/55 Trafalgar

St, Brighton BN1 4EB, beneath Brighton Station forecourt. GREAT VINTAGE MODEL RAILWAY SHOW. Museum & shop open 10.30 to 5.00, trains run 11.00 to 1.00 & 2.30 to 4.30 Adults £10, children (accompanied by adult) £5, family £20 (2+3) Tel: 01273 749494, www.brightontoymuseum.co.uk (Registered charity No. 1001560).

Apr 11, Sat. Cornwall. Camborne Community Centre, South Terrace, Camborne, TR14 8SU. 1400-1700 (Provisional date tbc) Colin 07511256677, Paul 07738019494, Bernie 01726 338623, John 01326 314372

Apr 12, Sun. Border Counties Houghton Village Hall, Carlisle, CA3 0NG 3 minutes from J44 of the M6 on the Hexham Road. 9.30-3.30 Refreshments available, usually running facilities for O gauge 2 & 3-rail and Dublo 3-rail. Grant Robinson 01661 844843

Apr 12, Sun. Toy Fair Malvern Three Counties Showground, Malvern WR13 6NW. 10.30-3pm. Includes O gauge layout by H.R.C.A. members. Please bring something to run. Eric Harvey, 0121 458 1361

Apr 18, Sat. London NE Loughton. St. John The Baptist Church, Scout Hut, Church Lane, Loughton IG10 1PD. 10.30am - 5.00pm £4 including refreshments. Sandwiches at moderate cost. Hornby layouts, members' sales table. Contact David Embling 01268 775072 davidembling@btinternet.com

Apr 18, Sat. Slimbridge, near Gloucester, Village Hall, GL2 7BJ 11am - 4pm Running Day for O gauge electric and clockwork and Dublo 3-rail. 2-rail Dublo may not be available - please check in advance. Free admission. Setting up from 8.30am. Easy access from M5, J13 or J14 - come and join us for a relaxed day's running. Contact Jonathan Jarvis 01452 502174 or jonathanmj@virginmedia.com

Apr 19, Sun. Rayleigh. The Sweyne Park School, Sir Walter Raleigh Drive, SS6 9BZ 9.45-1.15pm. S.R.P. toy fair with running facilities for Hornby O gauge by local members. Large O gauge (3 tracks) plus separate live steam layout. £2 entry, free parking. Gerry 0773 999 8012

Apr 19, Sun. Reading Vintage Toy Fair and Exhibition. Rivermead Leisure Centre, Richfield Avenue, RG1 8EQ. 10.30am-3.00pm Adm £5.00 Accompanied children under 16 free. Early entry 8.30am £10.00. Approx 160 sales tables, excellent selection of various gauge layouts and display stands. Tony Oakes 01270 652773 Mob 07825 631323

Apr 20, Mon. Edinburgh Group. Duddingston Golf Club, 137-139 Duddingston Road West, Edinburgh EH15 3QD. 12.30-19.00hrs. O gauge and Dublo running facilities are available. This month's theme is 'The Rest of the World'. Please bring something to run, our usual trade support and bring and buy table will be there. Ample car parking, bar lunch and supper available. Details Vic Michel 07976 561717 or email: vic@vmichel.co.uk

Apr 20, Mon. Woodville, East Midlands. Woodville Snooker Club, High Street, Woodville, Swadlincote DE11 7EH. 17.00 – 21.30 Theme: 'Coaches'. Mick Brownhill Tel: 0114 2587599

Apr 21, Tues. Chiltern Steamers. Chesham Methodist Church, Bellingdon Road, Chesham, HP5 2HA. 3pm - 9pm. Tea and coffee provided free and cold "snack" meal included in charge of £5.00 per head. John Dickins 01494 784571 or Mob. 0775 949 8624 email johndickins@btinternet.com

Apr 21, Tues. Penmorfa. Memorial Hall, Penmorfa, LL49 9RT. On A487 Porthmadog-Caernarvon road 2-6pm. O & Dublo. Refreshments, free parking. Mick Mobley 01341 250851 or 01758 720517

Apr 21, Tues. Wessex. St. Nicholas & St. Hubert's church, 30 Wareham Road, Corfe Mullen, Dorset. BH 21 3 LE. 19.00 to 22.00. Welcome all H.R.C.A. members and guests. Adm £3.00 includes free tea/coffee and biscuits. Two OO layouts 2/3-rail, one O gauge 3-rail layout (four large radius running tracks). All trains welcome to run, more obscure the better. Mick Hatton Mob: 07879696440 or email: anythingoes@btinternet.com

Apr 23, Thurs. Bristol & Somerset. Scout Hut, Totterdown Road, Weston-super-Mare BS23 4LJ. 6pm onwards. O & Dublo, members' bring and buy. Theme: 'British Railways'. Steve Sands, 01934 413053

Apr 24, Fri. Sussex Vintage Model Railway Collectors, Crowhurst Community Centre, (behind Knoyle Hall) Knoyle Road, Preston Park, Brighton BN1 6RB, 1900-2200. Theme: 'British Rail outline' John Hollands 01256 350764 or email: sussexvintagemrc@hotmail.co.uk

Apr 25, Sat. Hempstead Model Railway Society 60th Anniversary Exhibition. Leverstock Green Community Centre ,Hemel Hempstead HP3 8QG 10.30 to 4.30 Adults £4.00 Children £2.00 Trade support and refreshments. Contact John Dickins 0775 9498624

Apr 27, Mon. Northamptonshire and Rutland O Gauge Group Harringworth Village Hall, Gretton Road, Harringworth, Northamptonshire NN17 3AD 4pm to 8.30pm. Anything O gauge, clockwork or electric, new or old, tracks for 2 or 3 rail. Bring and buy table. Light refreshments. rj.holder@tiscali.co.uk or Paul Lumsdon 07711 092497

Apr 29, Fri. Whaplode Group. Heraldic Suite, St Marys Church, Kirk Gate, Whaplode, PE12 6TA. 10am - 12pm or longer, £1 per hour subs. Tea Station (Tea Milk & Sugar provided) is available. 3-rail Dublo and O gauge track will be present. Prospective new joiners please contact Pete first (Preferably Text) on 07747 824113.

May 2 & 3, Sat & Sun. Charity Model and Steam Show, Woodgreen Village Hall Woodgreen, Nr. Fordingbridge, Hants. SP6 2AJ 10am-5pm Sat -10am to 4 pm on Sun. Hornby 3-rail, Wrenn 2-rail, O and N Gauge layouts plus model Traction Engines in steam. Adults £3; Concs £2.50; Children £1 Under 5 free. Contact Mrs. M. Hunt 07125 511977 mbh977@btinternet.com

May 4, Mon. Cotswold. \See Apr 6. Theme: 'L.M.S.'

May 6, Wed. Yeovil & District. See Apr 1. Theme: 'L.M.S.'

May 9, Sat. Bromley Tappers. Bromley Common Methodist Church, Bloomfield Road, Bromley, Kent BR2 9RZ. 1-5pm. Main Hall. grhmlock@yahoo.co.uk www.tapperstinplate.weebly.com

May 9, Sat. Cornwall Camborne Community Centre, South Terrace, Camborne, TR14 8SU. 14.00-17.00 Colin 07511256677, Paul 07738019494, Bernie 01726 338623, John 01326 314372

May 10, Sun. Border Counties Haydon Bridge Community Centre NE47 6ET just off the A69 between Haltwhistle and Hexham 9.30-3.30. Refreshments available, usually running facilities for O gauge 2 & 3-rail and Dublo 3-rail. Grant Robinson 01661 844843

May 11, Mon. Severn Valley Tinline Runners Quatt Village Hall, WV15 6QW. four miles south of Bridgnorth Shropshire on the A442. P12 noon-6pm. Theme: 'Tanker Wagons'. Bring something to run. £5 entry includes drink and cake. Tom Browne, 07791 505422 tom4browne@gmail.com

May 13, Wed. Thames Valley. See Apr 8.

May 17, Sun. Rayleigh. See Apr 19.

May 17, Sun. Storth Toy and Model Railway Club, Storth Village Hall nr. Milnthorpe LA7 7PH 11am - 4pm. 2r/3r O gauge (3ft rad.) and 2r OO tracks available (also G scale!); visiting Dublo layouts welcome - bring something to run. Tea, coffee and homemade cakes. Contact Frank Sidebottom 07906 058681.

May 16 & 17, Sat & Sun. Immingham Model Railway Show. Immingham Civic Centre Pelham Road Immingham N E Lincolnshire DN40 1QF. 10am-4pm . Parking to rear, disabled facilities. H.R.C.A. Chairman present with H.R.C.A. stand. Don Gatiss don.gatiss@outlook.com 01472 600115 mob 07376439961

May 18th Monday, Edinburgh. See Apr 20. Theme: 'Pre Grouping/Nationalisation'.

May 18, Mon. Woodville, East Midlands. See Apr 20. Theme: 'G.W.R.'

May 19, Tues. Penmorfa. See Apr 21.

May 19, Tues. Wessex. See Apr 21.

May 20, Wed Eastwood Vintage Trains, St. Laurence and All Saints Church Hall, Eastwoodbury Lane, Southend SS2 6UH 7-10pm £3 including tea/coffee/biscuits. O gauge, Dublo & OO. Tim Curd 01268 696106 tpcurd@sky.com David Embling 01268 775072 davidembling@btinternet.com

May 21, Thurs. East Anglia Group (Ipswich branch). PLEASE NOTE DATE, - NOT THE LAST THURSDAY OF THE MONTH Landseer Road Methodist Church, Ipswich. IP3 9LX. 7.30pm. Theme: '0-4-0 locos' for O gauge, '0-6-0 and 0-6-2 locos'

for OO gauge. Enquiries to David Southgate. 01473 712367, or hypersuggy@googlemail.com

May 21, Thurs. Chiltern Hills St. John's Methodist Church Hall, 60 Woodside Rd, Amersham, Bucks HP6 6AN. 3.30-9.30pm. O & Dublo & other makes. Trade support; bring & buy table. Hot drinks and light snacks. Admission £2. Contacts: Derek Smith 01895 672251 or Ron McCaskie 01494 875904

May 23, Sat. London NE Loughton. St. John The Baptist Church, Scout Hut, Church Lane, Loughton IG10 1PD. 10.30am - 5.00pm £4 including refreshments. Sandwiches at moderate cost. Hornby layouts, members' sales table. Contact David Embling 01268 775072 davidembling@btinternet.com

May 24, Sun Orpington, Crofton Halls, next to Orpington Station BR6 8PR. 09.45am - 1pm. Toyfair with large Hornby(+) O and a Dublo layout on the stage with running facilities regularly supported by H.R.C.A. members. Remag service, spares and traders. Free Parking. Details - Terry 01622 871167. Toyfair bookings - Gerry 0773 999 8012

May 26, Tues. Cambridge. Fulbourn Village Library, The Swifts, Haggis Gap, Fulbourn. CB21 5HD. 5.30-9.30pm. £3 entry. Bring something to run on our OO (2 & 3-rail) & O gauge layouts, sales tables. Roger Burton 01223 881308 John Woolley 01223 880774

May 27, Wed. Retford Runners, Clarborough Village Hall, Nr Retford, DN22 9LN. On the A620. 4.00 to 9.30pm Dublo 2 & 3-rail, and O gauge tracks Bring and Buy table, refreshments, trade support, easy level access, free parking. David Dawson 01777 704224.

May 27. Whaplode group. See Apr 29

May 28, Thurs. Bristol & Somerset. See Apr 23. Theme: 'Lineside items'.

May 29, Fri. Sussex Vintage Model Railway Collectors, See Apr 24. Theme: 'Private goods wagons'.

May 30, Sat. East Anglia Group. Play trains day. Hacheston Village Hall, Hacheston, Suffolk. IP13 0DW. 10.30 am to 4.30 pm. Entrance donation £3, Refreshments available, with the profit going to the church fund. O gauge, OO gauge layouts and sales tables. Meccano displays, plus member's sales table (10% to Ipswich Group funds). Local village residents will be invited to attend. The public liability insurance does not cover collections or personal possessions. Please bring something to run. Enquiries to David Southgate on 01473 712367, or hypersuggy@googlemail.com

May 30 Sat. Scottish Area Group. The Scout Centre ,Menstrie Clackmannanshire FK11 7BW. 9,00 am to 5.00 pm. O gauge Electric and C/W, Dublo 2 and 3-rail Remags available. Sales Tables. Hot Drinks only Jim Clark 01241 860515

Further Ahead

Jun 20, Sat Festival of Toy Trains, Perins School, Alresford. Hants SO24 9BS. 10.30am-4.30pm. Adults £7 Family £15 Early Entry at 9am £10. 20+ Layouts Incl Hornby O, Dublo 2 and 3-rail, many other vintage makers. 80+ Sales Tables old and new Toy Trains. Refreshments, BBQ, Music. Vintage Bus Rides. Bob Leggett 01962 733475 Bobleggett@btinternet.com. www.Alresford-toy-trains.org.uk

June 20, Saturday. Shipton, York. 37th Annual Joint H.R.C.A./T.T.R.C.A. Meeting. Community Centre, Shipton-by-Beningbrough, York, YO30 1AA. On A19 North of York. 10am-4pm. Layouts: Hornby O and Dublo 2 & 3-rail, Trix Twin and Meccano displays. Traders, Members sales table, Refreshments all day, plus nearby pubs and chip shop. All enquiries Dave Norville 01904 470270 dave.norville@btinternet.com

Aug 15, Sat. Chiltern Hills Vintage Train Group Running Day St. John's Methodist Church Hall, 60 Woodside Road Amersham, Buckinghamshire, HP6 6AN 10am to 5pm Layouts in Hornby O and Hornby Dublo plus other makes Bring something to run Bring and buy table Tea, coffee and light snacks available Admission Charge £3 Derek Smith 01895 672251 Ron McCaskie 01494 875904

At The Workbench

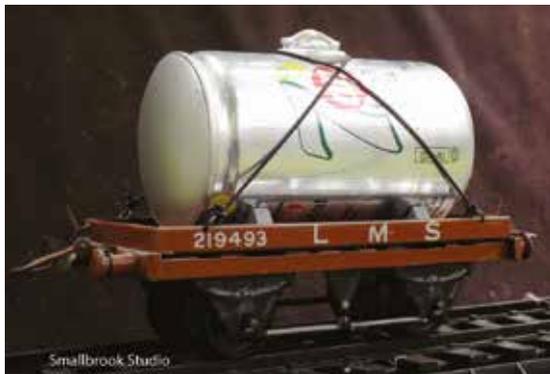
with Phil Delnon (2615)

A 7mm scale O gauge 20ft drinks 'Pop Can' Container tank Kit, £22.00 The kit makes a 20ft tank container in 7mm scale which includes a 250ml drinks can as the tank. The kit is complete with all vacuum cast resin castings and parts required other than the drinks can which the buyers supply for themselves. Glue and paint are also not supplied but the kit comes with good clear instructions on building.

The wagon illustrated is from our Retr0 range and is not included in the kit. Dimensions: 140mm long x 56mm wide x 60mm high. 7mm retr0 'Pop Can' Tank load Kit £15.00. Kit includes vacuum cast resin ends, stands, tank filler and 1mm bungee rubber for tying down. Purchaser supplies 150ml drinks can to complete. The model is illustrated on a Hornby O gauge flat wagon which is not included. Dimensions when built: 98mm long x 50mm wide x 65mm high. Address: Smallbrook Studio, Smallbrook House, Gunville West, Newport, Isle of Wight PO30 5LW. Tel: 01983 520584 Email: mike@smallbrookstudio.co.uk Website <http://smallbrookstudio.co.uk/>



20ft drinks 'Pop Can' Container Tank kit



Retr0 'Pop Can' load kit

DAVE Belshaw (H.R.C.A. 6170) will not be producing any more repro Hornby-Dublo wooden buildings. Once existing orders have been cleared, and all parts have been assembled and stock cleared, then that will be the end of the line.

Rob Horton's Wessex Transfers are available again. David Cooke (H.R.C.A.A.) has confirmed that he can now take orders for them with the caveat that not all transfers are in stock. It might be best, therefore, to enquire by e-mail before placing an order. Members without internet access... this is what friends are for.

Rob's transfers are listed on pages 9 and 10 of your current Spares Directory, and of course on the wiki.

David's e-mail address is: dcooke@netspace.net.au

stoepman (non-member) eBay trader, follow link:

https://www.ebay.co.uk/sch/stoepman/m.html?item=283758333361&ul_noapp=true&rt=nc&trksid=p2047675.l2562

Various items including Hachette 4-wheeled locomotives fitted with new electric chassis driving on both axles. Chassis are not available separately. Please see the website for the latest products.



JOHN Harrison (8574). Hand uncouplers for Dublo are £10.00 each, Postage is £3.80 UK and £6.90 EU.

DETAILED Miniatures (non-member). Painted figures for O gauge.

Website: <http://www.detailedminiatures.co.uk/>

e-mail: detailedminiatures@btinternet.com

Tel. 01732 521474 (U.K. Office Hours Only Please)

Detailed Miniatures supply professionally painted white metal and resin figures in O gauge, 7mm scale, principally for model railway enthusiasts. Figures produced by Detailed Miniatures are obtained from leading suppliers, such as Invertrain's Heroes of the Footplate, Andrew Stadden, and Modelu3D.

Prior to assembly and where necessary, the figures are cleaned of casting marks and flash as far as practicable, before being rigorously cleaned to remove any chemicals used during the manufacture. Each figure receives an enamel primer, before being painted in acrylics utilising up to fourteen ultra-thin coats in a blending and layering process to achieve authentic highlights, lowlights and shading, before two coats of a quality matt varnish are applied.

Our long term intention will be to concentrate mostly upon crews for locomotives and station staff.

P&P: U.K. - £3.75 One item. £4.00 two items. £4.25 three - six items. Europe - £5.00 one item. £5.25 two items. £5.50 three - six items. U.S.A. & Canada - £6.00 one item. £6.25 two items. £6.50 three items. Australia - £6.75 one item. £7.00 two items. £7.25 three items. For larger orders, post & packing will be at cost price to us. Payment - PayPal, cheque or bank transfer.

Let us know your preference and we will send the appropriate invoice. Please email or telephone Carole or Paul for current availability, as many items are usually in stock that we have already painted. Alternatively we will prepare and supply to order at the prices shown, advising of delivery times, which may fluctuate depending on workload. We will normally invoice you when items are painted and being varnished ready to post.

THE late Rob Horton's transfers are now available from David Cooke, who holds the remaining stocks of Wessex Transfers. David's address:

PO Box 35, Riverside, Tasmania 7250, Australia. There is no list of transfers; members should use Rob Horton's last list.

CHRIS Batten (wire clips) has a new e-mail address: christopher.batten19@gmail.com

Geoff 'Mr. Screwdriver' Brown

A FREQUENT sight on my kitchen table (workbench), is the auto reverse Hornby motor – and I think even my wife would now recognize the photo I have attached here. It comes from a G.W.R. No. 1 Special tender loco, newly entered in to the fleet – I do *love* No. 1 Specials – and, while I had it in bits for cleaning and a couple of spare wheels, I decided to fit the usual diode bridge, as I use D.C. power supplies nowadays, and that would be one loco fewer that needed the 'Big Hand in The Sky' treatment if it failed to reverse on demand.

Now Chris King-Smith tackled this well in the Feb 2011 journal and he scores the essential credit. But IMHO it is worth revisiting from time-to-time, so that new members who are proud of their skill with a soldering iron can venture forth and do the job for themselves.

The essential bit is the Diode Bridge – RS AR81 otherwise known as a KBPC6-06 (600 peak inverse volts capability, 6 amp rating). Two opposite terminals are designated by a 'tilde' - otherwise known as that A.C. 'squiggle' - and they take the input from the pickup shoes and the feed to the stator coil. The other two terminals are marked + and - and feed the brush wires. On this particular motor, I have removed the auto reverse bits and secured the diode as shown with a Meccano ½" screw and the W cam for a washer under the head. In this case I have also added a ring tag for the earth return from the stator. The brush wires are the originals with new systoflex insulation and the green wire is genuine Binns Rd cable from among my goodies. I prepare the diodes by cutting their tails to about ½" then forming each end into a tight U shaped eye to take the wire and solder. Regarding polarity, I quickly rebuild the motor so I can just run it and check the direction of rotation with the centre rail positive. If the motor goes backwards, just reverse the brush connections at the diode end – and that's it.

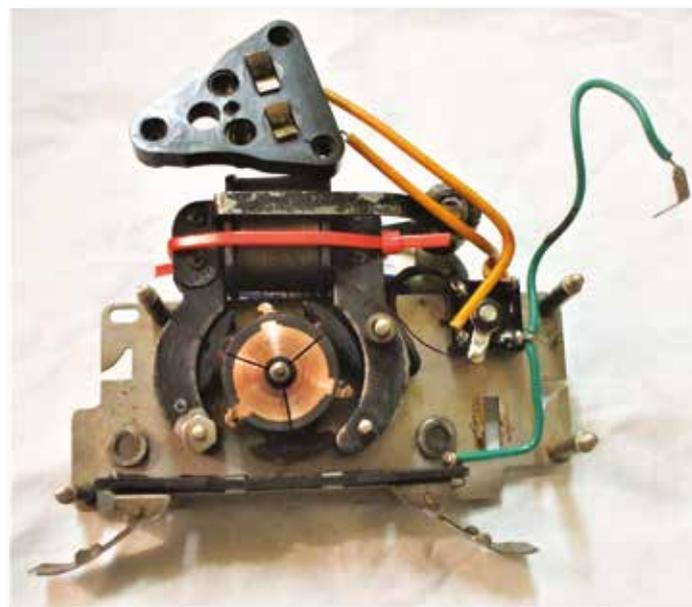
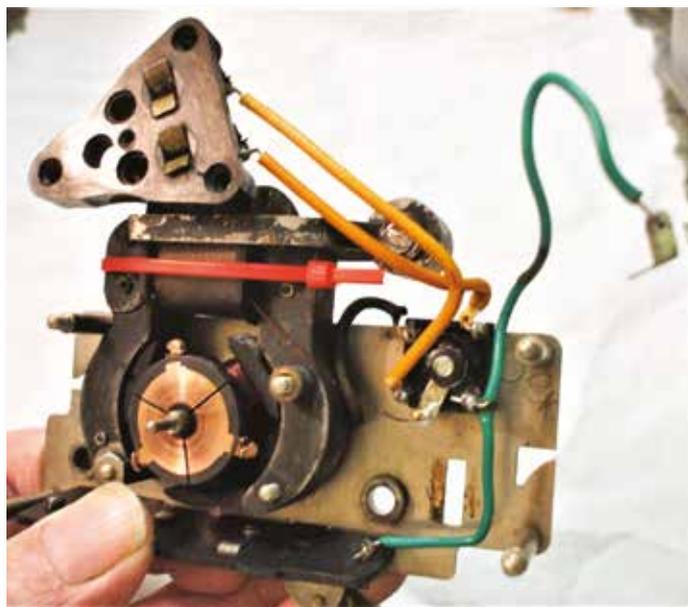
Just one last point for you to puzzle over. Those who know their auto rev motors will recognise this one as post-mid 1937, which was when the improved spring-return was fitted to the stator – see the holes at the back edge of the sideplate. But what is also known is that the stator formers became plastic across Meccano motors in late summer 1938. Now during that period – in '38 I think – the wiring of the stator was changed. Look carefully at the stator connections here. They are the 'usual' ones where the input goes to the nearside of the coil and the earth end comes out of the offside. The trouble is historically that the input goes to the inner end of the winding – and on early stators, notably the No. 1 Specials, it was not unknown for that incoming 'line voltage' connection to make contact with the coil former clips or the laminations – and create a short circuit. The stator would heat up and, without any rotating action, the armature would too – and before very long a hint of burnt insulation would pervade the train room – by which time it was too late! Just to compound the problem, the staff who wound the armatures thought the No. 1 Special was a No. 1 in disguise for a while and short-changed the armature in turns per pole so that the resistance read 1.1 ohms between segments rather than the proper 1.6 ohms! I've had 3 or 4 of these through my hands.

Now, sometime in '38, Meccano put this right and made the nearside connection the earth connection, and the offside coil outer – the line connection. *BUT* – that still wasn't quite the end of it. Now then, attendez mes braves. Note how the feed to the bulb comes off the shoe – as it always should (except for the H.V. Metro...). But when the new connection for the stator was introduced, a little confusion reigned once again as some locos managed to get the bulb wire connected in parallel with one of the brush leads instead. The usual result was that the bulb glowed as dimly as a Toc H lamp (no insult to Toc H members intended), and the loco refused to perform with the expected celerity.

They still turn up like that now and again after 80 years out there. If your loco – usually a late 1930s one - needs waking up or if it goes better with the bulb unscrewed you have one of them - go, fix it, or talk to Uncle Geoff!

All responses, experiences and additional information welcome.

Geoff - M. Tournevis - Brown



A Yank in the H.R.C.A.

(or 'You're not from around here, are you?')

By David Dobrydney (9019)

IF YOU'VE been to an A.G.M. in the past few years, or attended the 2019 50th Anniversary celebrations, you've most likely seen me: a young, bespectacled fellow wearing a vintage British Railways driver's cap. If you were to strike up a conversation with me, you'd quickly notice I don't have a British accent and at some point you will probably ask 'so how did you get here?' It's a long story.

I was born in 1986 in northern Virginia. My introduction to railways, like many of my generation, was through "Thomas the Tank Engine". The character had come over from Britain around the time I was three years old and from my earliest memories I had 'Thomas' books and toys. 'Thomas' and railways in general soon became something of an obsession. I devoured books about them, my father set up an HO scale layout in the basement, and my grandfather bequeathed to me his 1930 Lionel freight train set.

A favourite Saturday outing was to go to Union Station in Washington, D.C., where there was a branch of the (now sadly defunct) 'Great Train Store' chain. It was in that store in 1991 that I first saw the name 'Hornby.' Of course, it wasn't on a red box containing a "Royal Scot" or No. 4 Station. It was on brand new OO scale train sets starring the 'Thomas' characters imported from England. Of course, those sets went right to the top of the Christmas wish-list and sure enough, 'Thomas' with his two coaches was sitting under the tree that year.

Packed inside the box was a miniature Hornby catalogue, and through it my railway world greatly expanded. It was one of my first exposures to a wide range of prototypical British railway stock and operation, from the steam era to the final years of British Railways. I soon wore that little catalogue to shreds poring over it day after day, but two books were to take me even further towards the H.R.C.A.

My grandmother worked at a high school and gave me a well-worn copy of 'The World of Model Trains' by Guy R. Williams, which the school was disposing of. While I was a bit too young at the time to absorb the copious amount of rather dry text in this book, I did love the various colour plate illustrations, one of which was of a 1920s L.N.E.R. No. 1 tank locomotive. Seeing the 'Hornby' name on the smokebox door intrigued me, though at the time I didn't realize that the companies that made that tinplate engine and my beloved OO scale 'Thomas' were not one and the same.

Not long afterward my mother took a part-time job in the local library, and I was obliged to spend a few afternoons a week there after school. Not that I minded, as I could look at whatever I wanted as long as I behaved. I can't remember exactly why, but one day I found myself looking up books about toys, and discovered a copy of 'The Illustrated Encyclopedia of Metal Toys' by Gordon Gardiner and Alistair Morris.

A fascinating primer on toys and collecting, this book had sections devoted to mechanical novelties, cars, ships, aircraft, figurines and of course, railways. However, this was a British book and almost all of the items shown were either British or European. In the section on railways, there were multiple spreads featuring Hornby O gauge

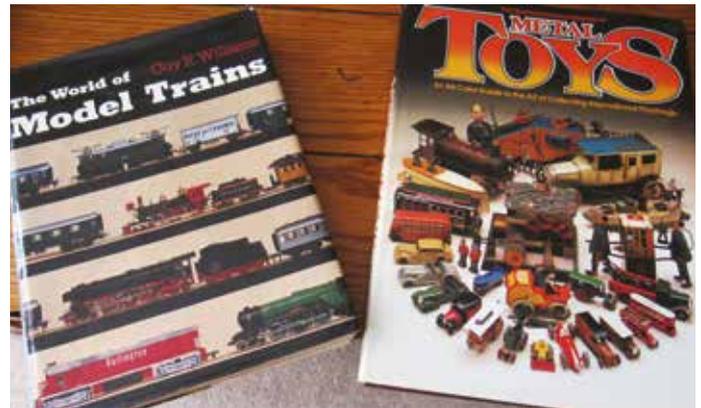


David, in red top and obligatory Driver's Cap, utterly engrossed at a Cambridge Group meeting in 2018

and Dublo. In one, taking centre stage was the stunning "Princess Elizabeth". I quickly agreed with the text describing this model as 'magnificent'!

While I steadily became more interested in historic things, such as classic cars and movies in addition to toys and trains, for several years the Gardiner and Morris book was really my only window into the world of railway products from Binns Road. The next big glimpse came from another book, 'Christie's Toy Trains' by Hugo Marsh. Appropriately for a book sponsored by an auction house, it was here that I saw tantalizing

pictures of the rare and obscure, such as black Argentinian export locos and the ever-popular Colman's Mustard van. I soon started daydreaming about finding these treasures in dark and forgotten places, like an adventurous explorer.



While my love for trains has never really dimmed, it did have to take a back seat as I cautiously entered adulthood. I ended up joining the U.S. Air Force, which offered the long-desired opportunity to live and work in England. I received my first assignment here in 2010 and spent almost every weekend and holiday at either a heritage railway or train show. At last, I could find all the trains I wanted! I could also purchase more books that would educate me further on the history of Hornby products both new and old. The relevant entries of the Companion Series were swiftly acquired.

By the time I left my first assignment, I'd filled several plastic tote bins with trains to take home. They were almost exclusively modern items from Hornby and Bachmann, however. Though I'd looked at the rows of tinplate items at shows and had even seen the H.R.C.A. membership stall, I thought I'd have to be content with admiring those items from afar. I was too far in with modern 2-rail to really get into Dublo, and I figured to find O gauge in even acceptable condition would be beyond my finances (£1,500 for a "Princess Elizabeth"? Good night!) Little did I know that the one exception I made to my 'OO scale only' rule, would eventually open the floodgates....

Once during my first tour, my grandparents came to London on holiday, and I took them down a charming side-street lined with specialty shops. There in an antique store window was a small selection of post-war O gauge Hornby. We went inside to have a

closer look and by the time we walked out again, I had purchased a near mint L.N.E.R. 501 loco with tender, along with an L.M.S. goods brake and container wagon. At the time I figured at best they'd be display pieces. I didn't even have any track to run them on!



After I left England in 2012, I was sent to North Dakota and returned to my old ways of finding British trains, scouring eBay and trekking to train shows that were very few and far between. The 501 and its incongruous wagons hibernated among all my other varied collections. Yet there were sometimes some interesting O gauge items that turned up for sale in North America that I couldn't resist going for. For example, there was a boxed L.N.E.R. No. 1 Special Tank in pristine late pre-war livery. Its virtually untouched condition (aside from un-useably fatigued wheels) appeared to be explained by a mysterious sheet of paper with a hand drawn blueprint of a box-cab type locomotive which was tucked in the box. My theory is the original owner bought it in order to donate the mech to a homemade creation but never went through with it. Such pieces seemed to fly under the radar in America because they weren't Lionel or American Flyer, and thus left for those who knew what they were looking at.

In 2017 by an incredible stroke of good fortune I found myself assigned to the U.K. once again. This time I decided I needed to join some organization that would let me share my love of railways, and my thoughts returned to the H.R.C.A. I remembered seeing their stand and had even visited the website where my curiosity was stoked further by free samples of 'The Collector'. Therefore, not long after my arrival I duly joined. I was looking forward to running my handful of stock as well as learning even more about Hornby O gauge and brother, did I have some things to learn!

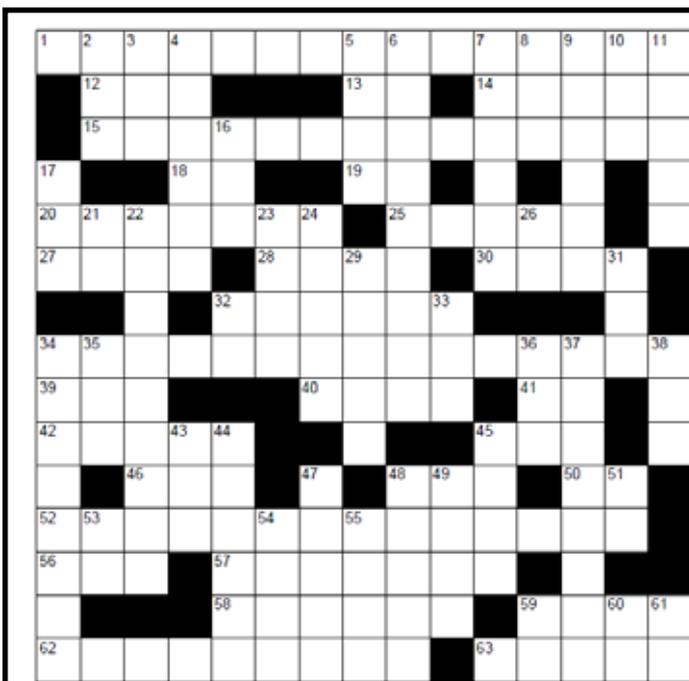
For example, one of the first events I attended was a running day organized by the Ipswich branch. I brought my L.N.E.R. 501 and stock, and asked permission to run it. After winding, I set the loco on the track and proceeded to watch it sit there and barely move. Yet when I picked it up off the rails the wheels started spinning? The member standing next to me took a look and said 'this thing's bone dry! When did you last oil it?' A quick spot of oil later, and the little engine was tearing round the circuit like it was brand new. Needless to say, an oiler was one of the first things I purchased the next time I was in the hobby shop.

So I was well on my way, and my O gauge stud has only grown since then. When it comes to locomotives since my first loco was clockwork I've chosen to focus on clockwork power, as I've found these locos can be had in good condition at reasonable prices if one is patient. Indeed, the first loco I acquired as an H.R.C.A. member was a No. 1 Special in Southern Railway green, an amazing thing when I think back on how much I was drawn to such scarce engines yet never expected to possess them. It was a little scruffy, but the sense of enjoyment and pride I had as I gradually figured out how to disassemble and clean it was immeasurable. I've repeated the process on each subsequent loco that I've come across. One L.M.S. No. 1 Special in particular cleaned up so well you would be forgiven for thinking they were two different engines.

In addition to my collection though, and more important, the circle of wonderful people I've come to know through the H.R.C.A., has only grown as well. My membership has greatly enriched my time in the United Kingdom and if I may quote the optimistic post-war ads from the Meccano Magazine, I look forward to more 'good times coming!'

David Dobrydney (9019)

David and I first met one another over a drink in the motel bar, on the site of the H.R.C.A.'s 50th anniversary. In the time available, we shared a little of each other's story and David's enthusiasm for the subject of train collecting and Hornby in particular was very evident. By the time this edition goes to press, David may well have returned to The States and become an on-line subscriber to the Journal. I'm sure that every member who has ever met David will want me to take the opportunity to wish him every success in his career, as well as with his Hornby collecting hobby. All the very best, David. Ed



(i) = initials

ACROSS

- 1 Do this now (3 wds)
- 12 Wrecks in 3 letters

- 13 Football Asscn (init)
- 14 Shark attack damage
- 15 Phil Delnon's page
- 18 Rugby Union (init)

- 19 South East
- 20 Memories of Holborn
- 25 Vintage girl's name
- 27 Departs

- 28 Edible root
- 30 Observes
- 32+33 Dublo Duchess
- 34+38 Joy @ Brighton
- 39 Out Of Time (init)
- 40 Association (abbr)
- 41 In operating mode
- 42 Hornby floatables
- 45 Radius (abbr)
- 46 Of Thailand
- 48 Avocado (abbr)
- 50 Eighteen mm
- 52 Legacy @ Liverpool
- 56 To hear with
- 57 Soothe, appease
- 58 Pea or bean
- 59 Potato bag
- 62 Modelled Miniatures
- 63 Hornby Lego

DOWN

- 2 Span of time
- 3 Fishing mesh
- 4 Accessories
- 5 Odd sky craft
- 6 To fit rare nuts
- 7 Smouldering ash
- 8 M. West, USA star
- 9 Newborn; .. of joy
- 10 Ealing Lions Club
- 11 see 1 across
- 16 Embrace
- 17 Breakfast food

APRIL 2020

- 21 Alphabet Order
- 22 He meditates
- 23 French Hornby
- 24 Oceanic State
- 26 You (biblical)
- 29 Wash lightly
- 31 Distress call
- 32 Heavy Harry
- 33 Twenty cwt
- 34 Noted Dublo author
- 35 Kangaroo (abbr)
- 36 Extinct NZ bird
- 37 Moving forward
- 38 see 34 across
- 43 Tasmania (abbr)
- 44 Plainly
- 45 After Row D
- 47 NZ Region Sth Is.
- 48 Radial Tank loco
- 49 Ballot
- 51 Meccano Dad
- 53 Before 8B
- 54 I allow (2 wds)
- 55 How Can U Yawn?
- 59 South Australia
- 60 Half of a duck
- 61 Knock Out

DINKY TOYS

FOR OUR HORNBY TRAINS
AA Patrolmen, RAC Patrolmen and Policemen



The first part of this article concerns two influential motoring organisations with very different backgrounds and fascinating histories, followed with a look at law enforcement officers and some of their vehicles.

The Automobile Association (AA) was founded in 1905, originally with a membership of just 90, this has now grown to 15 million. They started using bicycles followed by motorcycle combination patrols, then moved on to cars and now use sophisticated vans. Initially the business focused on breakdown cover which continues to this day. However they have since diversified significantly and nowadays offer finance, driving lessons, motoring maps, insurance, leisure and lifestyle services. The AA employs over 7,400 people and is headquartered at Fanum House, Basingstoke.

The Royal Automobile Club (RAC) was founded in 1897 as a private social and athletic club. In the early 1900s it was influential in working with the government to amend out of date speed limits and advise on other issues. They organised the first British Grand Prix at Brooklands in 1926 also the first RAC Rally, now Rally GB, in 1932 and were influential in many more motorsport events. They remained

a respected voice in the development of government policy for roads and motor transport.

In 1901 an associate section (RAC Motoring Services) was formed and had uniformed mobile patrols using Matchless motorcycle combinations. The sidecars contained a tool kit, fan belts, hoses and cans of spare petrol. Initially they used to park up in laybys and alongside major road junctions, from 1957 they were supplied with two-way radios which significantly helped getting to motorists with a problem. In 1978 the RAC Motoring Services was split off from the parent company to form the RAC Motoring Services Ltd. this was sold off to Lex Services in 1999. After a number of other changes it is now RAC plc with its headquarters in Walsall, West Midlands and employs 3700 staff.

Both the AA and the RAC used to operate their own very distinctive roadside telephone boxes for use by their members in the event of a breakdown or an emergency. There was some co-operation between the two organisations with the access keys to all these boxes having a common key pattern.

The AA Patrolmen



The Dinky Toys and the Somerville Models AA Patrolmen

Two designs of AA guides were made by Dinky Toys; the 44c figure who was directing traffic and the 44d figure who was saluting. They were introduced in the October 1935 edition of the Meccano Magazine priced at 3d (pence) each, they remained in the range until 1940. Both figures are 36mm high, they have a brown uniform with a black sash, brown peaked caps and black knee length boots. The 44c has white gloves whereas the 44d has no gloves. Neither of these figures were released again by Meccano after the war.

It was the practice in the early days of the AA for Patrolmen to salute a passing motorist who was displaying their membership badge on the front of their vehicle. The other Dinky figure shows a Patrolman directing traffic. This was showed to very good effect during the coronation of Queen Elizabeth II; the police concentrated on security and the AA were called upon to manage temporary road signing, parking facilities and traffic control.

Doug McHard was the Editor of the Meccano Magazine in the early 1970s and later the Marketing Director of the Meccano and Dinky Toys ranges. When he left Meccano he was allowed to take a number of moulds of Hornby/Dinky figures with him. In 1978 he set up Somerville Models in Lincolnshire and specialised in producing low-volume, high-quality diecast model cars.

He did some test casts of the figures with a view to possibly selling them but these plans never materialised. Two of the castings he acquired were of the pre-war AA Patrolmen and two examples which were recently sold at auction are shown here.

For some reason these never went into production and the two figures shown here are test castings.

The painting of the Somerville figures has a slightly higher level of detail, and the uniforms are of a brighter colour. From memory I believe that the colour of the Dinky versions is more accurate to the original AA uniforms.

The AA Roadside Telephone Box was introduced in October 1935 and remained available until 1940, it was never reissued after the war. It is a lovely model made from tinsplate. The design is exquisite and comprises a beige chamfered base, the box body is coloured yellow, black and white and the roof is white. A wire flagpole is on the top and supports three tinsplate direction signs; one for London, one for Glasgow and one for Liverpool. Being tinsplate it is prone to rust and these are hard to find in any condition.



The AA Roadside Telephone Box



A Preserved AA box at Brancaster



A Key for AA and RAC Roadside Boxes

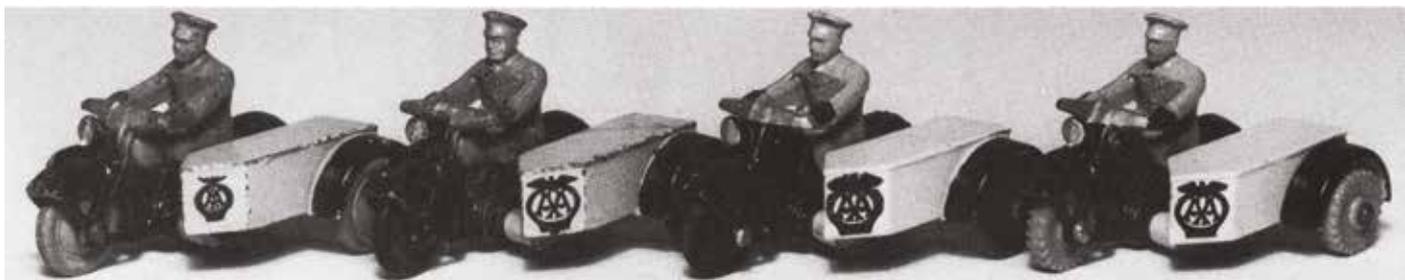
The AA first introduced roadside boxes in 1912 and they were intended to be used as shelters by the Patrolmen, but were soon equipped with telephones. The new, larger, boxes were introduced in 1925. They were illuminated by lamps on the roof and incorporated a telephone and included a fire extinguisher for use by members and Patrolmen. Each box was numbered and the AA website lists a total of 862 in use by 1962 throughout Great Britain. In 1947 AA and RAC box keys were made interchangeable. Now only 19 boxes survive, eight of these are listed buildings. The one shown on the previous page is in a lay-by and is number 530 at Brancaster, Norfolk, on the A149 (Hunstanton–Wells) around 300 yards west of the junction with Common Lane, Brancaster Staithe. My old AA key is also shown but I doubt if it will now fit the box at Brancaster.



44b AA Motorcycle Combinations



270 AA Motor Cycle Patrol Trade Box



Different versions of the AA logo over a period of 25 years

When the AA was formed in 1905 the Patrolmen used bicycles but everything changed in the 1920s when motorcycle and sidecar combinations were introduced. This meant a more rapid response and enabled tools and spares to be carried in the sidecar. The AA motorcycle was a 2.5hp Chater Lea, who had a factory in Banner Street, London EC1. These were later superseded by Triumph and BSA models

The Dinky Toys AA Motorcycle Patrol was introduced in 1935 as catalogue number 44b, the advent of WWII caused this to be discontinued in 1940, the first versions were fitted with solid white rubber tyres. The motor cycle is 45mm long. This was reintroduced in 1946 with black rubber tyres until 1950. All the Dinky motorcycles are made to a generic design and the AA version incorporates a rider in a tan uniform, the motorcycle is black and the sidecar is yellow with an AA sign on the front.

The combination was reintroduced in 1959 as catalogue number 270 and remained in the range until 1962, some with black rubber wheels and later with grey plastic wheels.

The AA updated their logo on a number of occasions and the Motorcycle Patrol can be found with four different versions between 1935 and the 1960s. For more details of the AA logo history see: www.theaa.com/about-us/aa-history/car-badges

This model was available individually; it was sold out of a dealer trade box which would have initially contained 6 models.

In addition to the AA version there were two other variants available in export markets only. They were the number 271 "TS" (Touring Secours) for the Belgian market and the number 272 "ANWB" (Algemene Nederlandse Wielrijdersbond) for the Netherlands market. These are quite rare in the UK.



The AA Gift Set

Before the war all the AA models were available in the number 44 AA Box, Motor Cycle Patrol and Guides Gift Set (previous page), which was available from 1935 to 1941. This comprised the 44a AA Box, the 44b Motor Cycle Patrol, the 44c and the 44d AA Guides. These were set against a very attractive pictorial box insert.



Dinky AA Mini Vans, early version on the left and later one on the right

In 1962 Mini Vans started to replace the motor cycle combinations and were soon seen throughout England, Scotland had a fleet of Land Rovers. I am sure that these would have been very well received by the Patrolmen, especially during the winter months.

The Austin and Morris Mini Vans were introduced in 1960 and these very popular vehicles remained available until 1983. The van was renamed to just Mini Van in 1978. During the 23 years of production over 520,000 were made. It had a 4 cylinder 848cc engine, independent suspension and front wheel drive. It was built on the longer Mini Traveller chassis and had a carrying capacity of ¼ ton and a maximum speed of 73mph. The first 200 vans were handed over to the AA on the 26th March 1964.

The earlier motorcycle and sidecar combinations carried 29 items of equipment, including two red flags. The mini van carried 97 items of equipment, including two red flags.

The number 274 Dinky Mini Van was introduced in July 1964 and remained in the range until 1970. This truly is a delightful model with lots of excellent details. These include: a detailed diecast base plate, accurate yellow paintwork (later yellow with a white roof), a pair of opening rear doors, a roof sign, a roof ventilator, window glazing, an interior including seats and a steering wheel, spun alloy wheels, spring suspension and steerable front wheels. The interior seats can be either red or blue.

On a model that is only 3" (78mm) long this is diecasting at its absolute best.

The RAC Patrolmen



The Dinky Toys and the Somerville Models RAC Patrolmen

Two designs of RAC guides were made by Dinky Toys using the same moulds as the AA figures; the 43c figure who was directing traffic and the 43d figure who was saluting. They were introduced in the October 1935 edition of the Meccano Magazine priced at 3d (pence) each, they remained in the range until 1940. Both figures are 36mm high, they have a blue uniform with a red sash, blue peaked caps and black knee length boots. The 43c has white gloves whereas the 43d has no gloves. Neither of these figures were released again by Meccano after the war.

Somerville Models also reproduced these two figures, details as per the AA Patrolmen covered above.

The catalogue number 43a RAC Telephone Box, was introduced in October 1935 and remained in the range until 1941. It is made from tinplate and is a lot more simple than the AA version. Standing on a blue base, it is printed blue and cream with black hinges and has a white roof. The base is 30mm x 30mm and the box is 51mm in overall height. Like the AA Box, being tinplate it is prone to rust and these also are hard to find in any condition.

The RAC Boxes started to appear in 1912 and initially they were shelters for Patrolmen to be used in poor weather. The boxes fitted with telephones appeared around 1930 and members were issued with keys to gain access in case of a problem. At their height there were approximately 500 boxes throughout the country, their demise was caused by the rapid uptake of mobile phones.

The boxes were made from timber with a two-part stable door. The location of the box was clearly shown and they were provided with first-aid kits and petrol cans.

The only surviving RAC Boxes are to be found in Heritage museums; there is one located in the East Anglia Transport Museum at Carlton Colville, Lowestoft, Suffolk.



The RAC Roadside Telephone Box



Pre-war and post-war 43b RAC Motor Cycle Combinations



RAC Motor Cycle Patrol Trade Box

The number 43b RAC Motor Cycle Patrol was introduced in 1935 and discontinued in 1940. The motor cycle was painted black and the sidecar was dark blue, this was a different design to the AA sidecar, the tyres are usually solid white rubber. The motor cycle is 45mm long. Oddly, the Dinky RAC sidecar is plain blue with no RAC logo, in real life all of them were clearly marked as RAC vehicles,

it is not known why Meccano made this surprising omission. The combination was re-released after the war between 1946 and 1949. The level of painting detail of the driver is much greater on the pre-war vehicle than the later version and the tyres were solid black rubber.

When sold individually the RAC motor cycle was delivered to the dealers in a trade box initially containing six models.



The RAC Gift Set, courtesy of Vectis Ltd

Before the war all the RAC models were available in the number 43 RAC Box, Motor Cycle Patrol and Guides Gift Set which was available from 1935 to 1941. This comprised the '43a RAC Box, the 43b Motor Cycle Patrol, the 43c and the 43d RAC Guides.' These were set against a very attractive pictorial box insert.

The RAC gift sets seem to be much rarer than the AA versions and quite hard to find.



The RAC Mini Van

The number 273 Mini Minor Van RAC was introduced in December 1965 and remained in the range until 1970, it is an identical casting to the 274 AA van described earlier.

The differences are that it is painted dark blue with a white roof and a blue roof sign and has RAC markings on the roof sign, rear panel and rear doors, the interior seats can be either red or blue. The style of the RAC logo and markings did not change throughout the lifetime of the model.

Policemen and Police Cars

The Advert in the July 1936 Meccano Magazine, announcing the Police Related Models

POLICE HUT, MOTOR CYCLE PATROL AND POLICEMEN
Dinky Toys No. 42

No. 42a Police Hut	...	...	...	...	...	each 6d.
No. 42b Motor Cycle Patrol	...	...	...	...	...	each 10d.
No. 42c Point Duty Policeman (in White Coat)	...	...	...	...	...	each 3d.
No. 42d Point Duty Policeman	...	...	...	...	...	each 4d.

Price of complete set 1/11



The Dinky Policemen. On the left three Dinky figures, on the right two Somerville figures

The range of Dinky Policemen and accessories was first announced in the July 1936 edition of the Meccano Magazine and the advert is shown here. In those days, for Dinky Toys there was no specific promotion, new items were simply added in to the existing range with no fanfare whatsoever.

There were two different designs of Policemen made by Dinky, both of them were on point duty (traffic control). The number 42c is

in a white coat with a blue helmet and trousers with an overall height of 42mm. The number 42d is in a blue uniform, blue helmet and long white gloves which reach down to the elbows, he is 40mm high. Both figures were new in July 1936 and discontinued in 1941, neither of these figures reappeared after the war.

Modern versions of the Policemen were trialled by Somerville Models and these are illustrated here.



The Dinky Police Hut and the dealer trade box. By the mid 1960s, thanks to Dr. Who, these Police boxes became known as the Tardis

This is probably the best known Dinky Toy of all as it has become synonymous with the extremely popular BBC series 'Dr Who' and his time machine the Tardis.

The Box or Hut was introduced in July 1936 as catalogue number 42a and was discontinued in 1941. It was released again after the war from 1948 to 1960 with the catalogue number changing to 751 in 1954. It has an overall height of 54mm.

The Box is painted dark blue with silvered windows and a 'Police' sign at the top on all four sides. On top of the roof is a light, this is sometimes painted blue and sometimes red.

Under the left hand window on the front is a hinged panel, behind this is a telephone for use by the public. Underneath this is a panel containing instructions for use and alongside this is a ventilator. These three features are silvered.

The Police Box that the Dinky model is based on was designed by

Gilbert MacKenzie Trench and was in use from the late 1920s until the late 1960s. Not all the boxes were painted blue, some were green and some red.

The public could use the box to contact the police via a hinged panel which revealed a telephone. A policeman could physically enter the box which was in fact a miniature police station, there he could read and write reports, contact the station and take meal breaks in private.

The box contained a first aid kit and a fire extinguisher, if the light on the roof was flashing this alerted a policeman that he was required to contact his station immediately.

At one time there were thousands of these boxes but with the advent of modern communications they have all now sadly disappeared from our streets. There are some preserved boxes in museums.



The Police Motor Cycles

Shown in the image are the 37b Police Motor Cyclist, the pre-war 42b Police Motor Cycle Patrol and the 42 post-war Police Motor Cycle Patrol.

The 37b was new in November 1937 and discontinued in 1941. It was reissued after the war in 1948 until 1954 but only as an export item for the U.S. market. The motor cycle is black with silver handlebars and the rider is in a blue uniform with brown gauntlets. The overall length is 45mm, this casting is used for all the motor cycles in the Dinky range with only a minor change to accommodate the sidecars when used as a combination. The 37b was only sold from a dealer trade box containing six models.

The pre-war number 42b Police Motor Cycle Patrol was introduced in 1935 and remained available until 1940. The motor cycle is painted black with a silver exhaust, the rider and passenger are both in dark blue uniforms with detailed painting of the faces, the sidecar is painted green and some with white rubber wheels and some of the later models with black ones. This model was reissued after the war between 1948 and 1954 as an export only item to the United States. This had simplified paintwork, no silver on the exhaust and no detailing in the faces. It was fitted with black rubber wheels



Police Motor Cycles Trade Box



Number 42 Police Gift Set

The No. 42 "Police Box, Motor Cycle Patrol and Policemen" Gift Set was introduced in 1935 and remained available until 1940, it was never reissued after the war. It contained the 42a Police Box, the 42b Police Motor Cycle Patrol and the two Policemen 42c and 42d. It was contained in a blue lift-off lid box and the models were shown against an attractive display card in the box base.



Police Vehicles

The Dinky Toy range from the early 1930s always contained an ambulance and a fire engine but very surprisingly they never featured a police car until 1955. This was an amazing omission as all the other diecast toy manufacturers in the UK featured one in their ranges. Dinky had no shortage of suitable saloon cars in their catalogue which could have easily been offered as police vehicles with a simple alternative colour scheme, I am sure that such a vehicle would have been a good seller.

The first such Dinky vehicle was the number 255 Mersey Tunnel Police Van which was new in September 1955 and available until 1961. This iconic vehicle, painted bright red, was based on a short wheelbase Land Rover (Series 1) and would have been familiar to young boys from Liverpool and other visitors to the city. Even though the real vehicle would never have been seen by the vast number of boys in other parts of the country it was still a very popular model and a firm favourite of mine at the time. This was the only unique casting of a police vehicle made by Dinky, all the other examples are modifications of existing cars in the range.

The next model was the number 256 Humber Hawk Police Car, new in December 1960 and available until 1964. This was a lovely model painted black and it included a roof sign, an aerial, spring suspension, glazed windows. Interior seating, a steering wheel plus a driver and policeman passenger. The Humber Hawk was a substantial vehicle made by the Rootes Group and an excellent choice for an emergency vehicle.

Britain's motorway network commenced in 1958 with the Preston Bypass (M6), and the first part of the M1 was opened in 1959. This presented the police with a problem as there were no speed restrictions in the early days and the bad guys would use fast cars to get away from the law. The response was the introduction of specialist faster police vehicles and Dinky announced the number 269 Jaguar Motorway Police Car in April 1962, which remained available until 1966. This is painted white and features: an aerial, a roof mounted blue light, a 'Police' sign on the boot lid, steering and suspension, window glazing, seating, steering wheel and a driver and policeman passenger. Some of these vehicles are painted using gloss white paint and some with matt paint.

We started this part of the article with two policemen on point duty and we now finish with the last Dinky Toy to offer a very similar function but using a completely different design. The number 753 Police Controlled Crossing was new in November 1962 and stayed in the range until 1967. I quote from the November 1962 Meccano Magazine: " *This delightful little miniature, manufactured from high-impact polystyrene, has a policeman who can be turned around in his box by means of a knurled knob protruding at the base of the box. It is available in kit form with the lamp standard, policeman and his box being supplied separated from the base. These are easy to fix, and if required, can be glued permanently in place. A "must" for your layout!* "



The Police Controlled Crossing, courtesy of Vectis Ltd

This article concerns figures which are suitable for use with Hornby O gauge model railways and I have also included directly associated Dinky vehicles. As Hornby O gauge was discontinued in the early 1960s I have only included the Dinky vehicles made between the 1930s and the early 1960s. The Dublo Dinky range never incorporated a police car, so sadly the Hornby Dublo boys had to look

elsewhere to achieve law enforcement on their layouts.

David Busfield
Photography also by David Busfield

Converting a 20v AC auto reverse mechanism to 12v DC using a rectifier.

By Ian Tandy (4539)

IN MY article in H.R.C. 543, May 2019, on converting a 20v AC auto reverse mechanism to manual operation, I mentioned converting a mechanism to DC operation by using a rectifier as another way of dealing with an intractable auto reverse mechanism. The method was described by Chris King-Smith in H.R.C. 460, February 2011 and has been used widely since. Chris's method is relevant to a mechanism that can easily be dismantled. On the other hand, I developed a method that did not require the mechanism to be dismantled because I am very reluctant to dismantle a mechanism that has press-fitted wheels, unless there is some very good reason to do so.

The mechanism I converted is the one that featured in H.R.C. 542 and H.R.C. 543. It did not have an inhibition control rod, or a wire for a headlamp. I did not need either of these items, so if you have these, and you want to keep them, I suggest that you take careful note of how they are fitted.

Figure 1 shows the mechanism together with the kit of parts that I used for this conversion. I used a support plate and a strap mainly because I like making things and I like the neatness of the result. You are free to do as others have done and use a tie wrap to hold the moving pole piece in place and another tie wrap to hold the rectifier onto the counter weight, H.R.C. 550, February 2020, page 11, top left, has a good photo of how to do this on a 'Princess' mechanism.

With the mechanism out of the loco body the first thing I did was to establish that it would run in both forward and reverse and I noted the position of the 'bird's mouth' cam for each direction. This was fully clockwise (viewed from the left side) for reverse gear and fully anti-clockwise for forward gear.

Then I inspected the spring contactors of the reversing switch, viewing them from above: I noted that the left front was short, the right front was long, the left rear was long and the right rear was short. By inspection the switch connections were: left to right for both front and rear contactors, for reverse gear, and left front to right rear and right front to left rear for forward gear.

Next came the job of tracing the wiring, some of this could be done by just looking, but a multi-meter was a great help in resolving cases of ambiguity. I noted that the pickup was connected to the right rear contactor, the left side of the field coil was connected to the right front, the right side of the field coil was connected to the frame, the rear brush was connected to the left front, and the front brush was connected to the left rear. Armed with this information I was able to draw the two circuit diagrams shown in Figure 2.

I have gone through this process in some detail because you will need to do the same thing, but your mechanism may well be wired differently and you will need to take account of that. For example, the 'Princess' mechanism referred to above has the frame connected to the left side of the field coil as opposed to the right.

Next came the most nerve racking part, three wires had to be unsoldered from the reversing switch contactors, the wires are single strands of copper and have to be regarded as delicate and the access is somewhat restricted. The wire to the pickup I left in place but I did solder an extension wire onto it, making the joint on the

contactor. This is the part that can wreck the whole process. If the wire to the pickup comes off at the pickup end there is nothing for it but to dismantle the mechanism anyway. I had this happen with my brother's "*County of Bedford*"; fortunately it had wheels held on by nuts, and was easily dismantled.

Having disconnected the three wires I now needed to know how to connect them to the rectifier. The aim was to have the mechanism run forwards when the centre rail had a positive voltage. Referring to Figure 2, in forward gear, the current enters via the pickup, passes through the reversing switch, enters the armature via the rear brush and exits through the front brush, then enters the field coil via the left hand side and exits through the right hand side, finally reaching the running rails via the frame and wheels. I wanted the same thing to happen when the rectifier was connected up.

I suppose this is a good moment to introduce the rectifier. The rectifier I used is a full wave solid state bridge rectifier incorporating four diodes, rated at 6 Amps and 200v, RS components 47-3218, DC components KBPC 602. I think it cost about £1.

Referring to the diagrams in Figure 2 it may be seen that the current always passes in the same direction through the field coil for the positive half of the AC cycle for both forward and reverse gear whilst the current in the armature reverses direction for forward and reverse gear. When we use a rectifier it is more convenient to alter this and keep the current direction constant in the armature and let the field current reverse direction. This is because one side of the field coil is connected to the frame and is inaccessible, unless you dismantle the mechanism, so you have to use the field coil for the return path. Bearing all this in mind I drew the required circuit diagram which is shown in Figure 3, and this told me how to reconnect the wires. The current passes through the rectifier circuit in the direction of the arrow heads of the diode symbols, except when the voltage difference prevents it. For example, having experienced the volt drop across the armature the current cannot return to the pickup.

The next thing was to fit the support plate to mount the rectifier on. To do this I removed the 'bird's mouth' cam (does anyone know what Hornby called it?) and fitted my custom made support plate in its place. I've made quite a few of these now, and they really don't take me very long. I keep the 'bird's mouth' cam of course in case I want to convert the mechanism back to auto reverse. I then bolted the rectifier to the plate and wired it up. The final result may be seen in Figure 4. I had to resolve three small problems this time. I had to increase the clearance under the support plate to keep the spear point on the push rod out of the back gear. I had to manipulate the pickup wire to stop it shorting on the frame. I also had a dry joint on one of the rectifier connections. The mechanism now runs and reverses as expected, but is no longer compatible with AC. It remains for me to make a pair of loco brackets, which will be something new for me, and then I will be able to put the mechanism in the G.W.R. 4-4-2 tank engine I bought at the H.R.C.A. 50th anniversary

Ian Tandy.



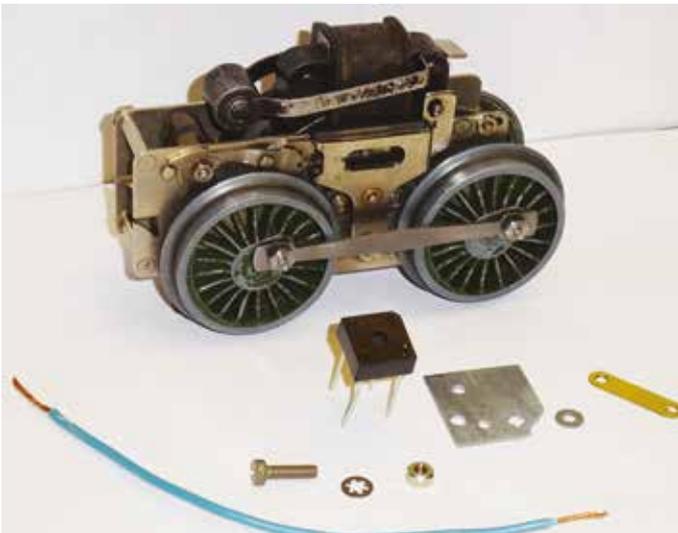


Fig. 1

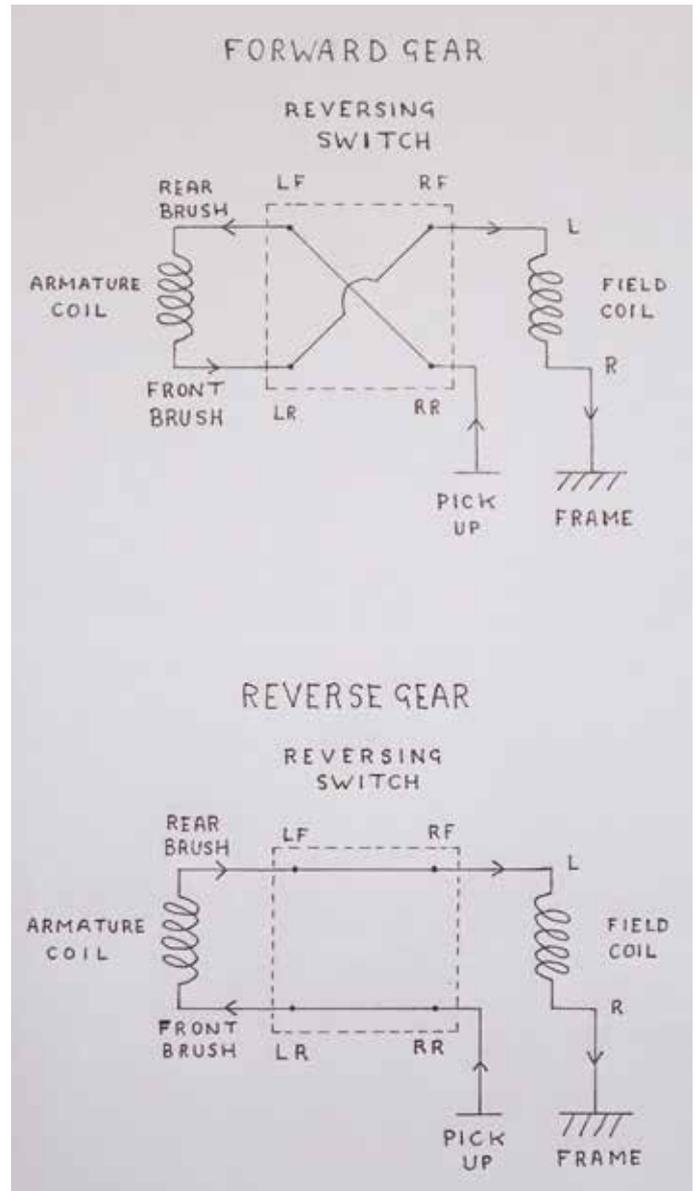


Fig. 2

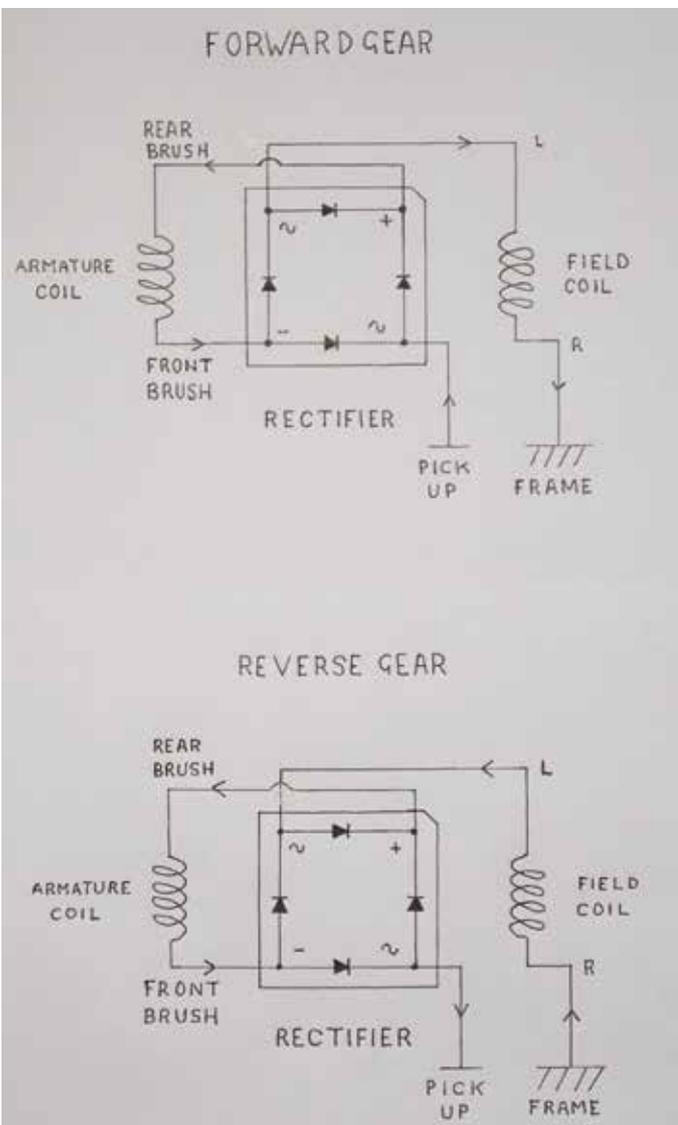


Fig. 3

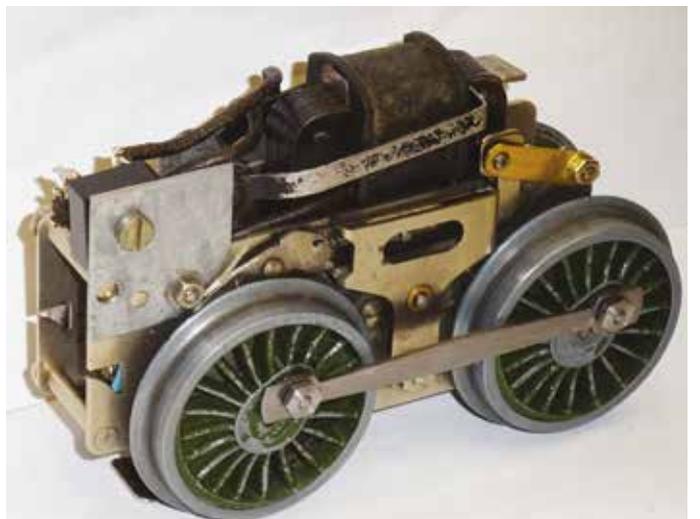
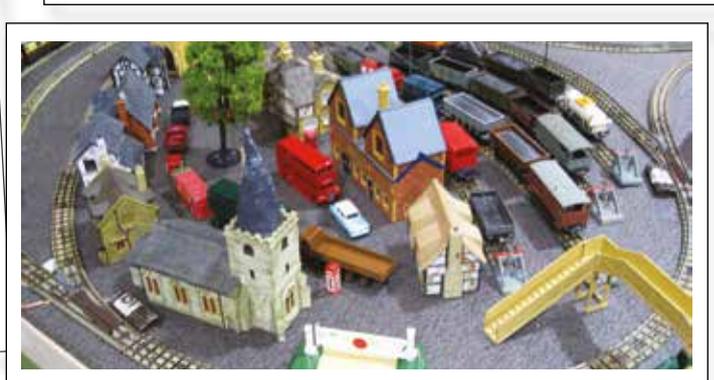


Fig. 4

MORE POSTCARDS FROM

Image taken by David B



M THE STATFOLD A.G.M.

usfield and David Upton



Minutes of the Annual General Meeting held on Saturday 22nd February 2020 2.00 pm. Statfold Museum, Tamworth.

The Chairman, David Dawson, welcomed around 250 members to the Statfold Museum and the H.R.C.A. Ltd.'s 2020 Annual General Meeting. This A.G.M. reviews the period of time up to 30th April 2019. He went on to thank the Lea family and the volunteers assisting today, not forgetting the many dealers and layout teams.

APOLOGIES FOR ABSENCE. Peter Gomm, Mike Westell, Cliff Maddock, Jon Forman, Nick van Ees, Penny Samuelson, Alan Inckle, Tony Twiggs, Ian Rand and David Nevett.

MINUTES OF THE 2019 A.G.M. Copies of the minutes were available at this meeting. The minutes were adopted. Proposed by David Busfield, seconded by William Vyse and approved unanimously.

MATTERS ARISING. There were None.

CHAIRMAN'S REPORT. **David Dawson** began by thanking all the officers and the committee for their support through this year, also saying that this would have been his swan song. This report is for the year up to April 2019 with the 50th Anniversary Event being outside this period. Having said that the event was excellent and enjoyed by many. Do we plan a 55th? The administration has been difficult this year - more detail in the Treasurer's report. Unfortunately we have lost some members this year but fortunately new members are joining.

Tony Penn addressed the meeting to explain how Facebook was spreading the word, attracting younger members and promoting area group meetings. We have attracted 37 new members, also there are new groups forming, one near Spalding and another called the "Severn Valley Runners".

Chris Ness then described the 100 year Anniversary celebration to be held in the home city of Frank Hornby, Liverpool on 4th and 5th July 2020. At least 10 O gauge layouts covering the 1920s, 30s and 40s and the main associated companies. Other exhibits will include OO layouts, Meccano, Bayko, Dinky and a display of items from the Frank Hornby Trust.

Nicholas Kitchen announced that Lady Anne Dodd will open the event, as her late husband Ken Dodd had a close association with the H.R.C.A.

David Dawson ended this section by recognising David Dobrydney, who was returning to the USA.

MEMBERSHIP SECRETARY'S REPORT. **Robin Hair** said that membership was holding up. There were 2316 members this time last year, this year there are 2307. There are 2097 U.K. members, 23 Honorary, 10 on-line members and 177 overseas. 25% of members now complete their membership with Direct Debits which will appear as GoCardless on bank statements. Paypal is also available, but would members please tick the "Friends and Family" box. On the reverse of the Journals dispatch page, details will be found of individual's payment pattern.

The committee proposed the membership fee for 2020 remains the same at £33.00, with the early joiners reduction of £3.00. Renewals may be completed after this meeting.

Distribution overseas has changed due to surface mail being phased out. All Journals are now being sent airmail at a standard figure for all destinations; therefore overseas members will have an additional delivery charge of £20 per year.

Robert Kaufeler proposed that the new arrangements be approved but Robin Hair pointed out that recovering the distribution cost is not an item for A.G.M. approval. **Robert Staines** commented on Royal Mail's new charges. **Ray Poxon** said that we had a 12-month contract with our new distributor with favourable charges. **Robert Kaufeler** proposed that the subscription be at the same level as last year. All in favour.

TREASURER'S REPORT. **David Dawson** began the report by saying that he had completed the accounts until the end of the financial year. Don Gatiss and Bob Field are now filling the Treasurer's role. He noted the fact that H.R.C.A. (Sales) Ltd. had been formed on the

advice of our lawyers, who said that commercial activity could be completed without any risk to the parent company. At that time there was a possibility of purchasing our warehouse, which we currently rent.

David explained the accounting difficulties that had faced us during the year under review. We had 5 bank accounts with T.S.B., which required changing to a limited company title and mandates required updating. T.S.B. had experienced a massive computer system meltdown, which has resulted in nothing happening with our accounts to date. T.S.B. would not accept any cheques payable to H.R.C.A. Ltd. so an account was opened with H.S.B.C. As a result, all H.R.C.A. Ltd. receipts relating to the 50th Event have been paid into the H.S.B.C. account. So, looking at the accounts for year ending 30th April 2019 there is a figure of £19,880 in expenses relating to the 50th Anniversary costs with no figure of monies received to provide a net figure. As a result the 2019 figure of assets is declared at £62,418 compared with £109,934 for 2018. In the H.S.B.C. account there is a balance of £49,442, resulting with over £100K in our combined bank accounts. From that there are several editions of the Journal to pay for. This will balance out in next year's accounts.

The negative figure of £39 in Closing Stock was questioned. This relates to the sale of binders and other items sold. It was likely to be a line error, easily done with the thousands of nominal codes available on SAGE accounting software.

Robert Staines asked about Lloyds and T.S.B. When their split came about we were allocated to T.S.B. Commercial.

Robert Kaufeler proposed and seconded by Paul Hooley that the accounts be accepted. All in favour.

ELECTION OF REPORTING ACCOUNTANTS. It was proposed by **Don Gatiss** and seconded by **Ed Mollon** that Hayhow and Co. of Kings Lynn be appointed again as our accountants. All in favour.

EDITOR'S REPORT. **David Upton** said that it is a privilege being editor of the H.R.C.A. Journal, a credit to yourselves for contributing excellent articles. David wished to acknowledge Tim Knights, who is an unsung hero, being the proof-reader. He also believes out there somewhere is a member who would be welcome as a reserve editor, should David require assistance.

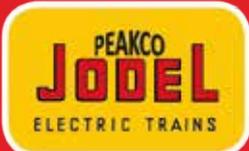
ELECTION OF OFFICERS AND COMMITTEE MEMBERS. **David Dawson** began by saying an unexpected nomination for Chairperson had been received from **Rachel Vyse**. Rachel was invited to say a few words. Rachel had decided to put herself forward to stand for Chairman after many years of service including the planning of the 40th, 45th and 50th anniversary events along with planning several A.G.M.s, also being a Life Member. David Dawson reported that the Company had sought legal advice on the nomination and that there were technical difficulties with it.

Several comments were made from the floor. **Robert Kaufeler** suggested Rachel was co-opted on to the committee and attend future meetings. **David Ramsey** said that this is all a bit difficult to understand. **Mel Cammish** said that Rachel should stand next year in her own right. **Ed Mollon** asked whether David Dawson was standing for another year. **Rachel Vyse** decided to withdraw her nomination for 2020.

Vice President, Barry Potter, was invited to conduct the election and to read out the names of all nominees.

Before he began, **Michael Dodwell** requested clarification on the number of officers to be elected. The Articles of Association state that there should be a maximum total of 11. There are 17 on the proposed election sheet. It had been said that there are two companies, so the total could be 22. The committee does need a sufficient number to run the Association. **Robert Kaufeler** stated that by company law and the Articles, 11 is the correct number as we are voting for the parent company. His comments were confirmed by **John Bann**.

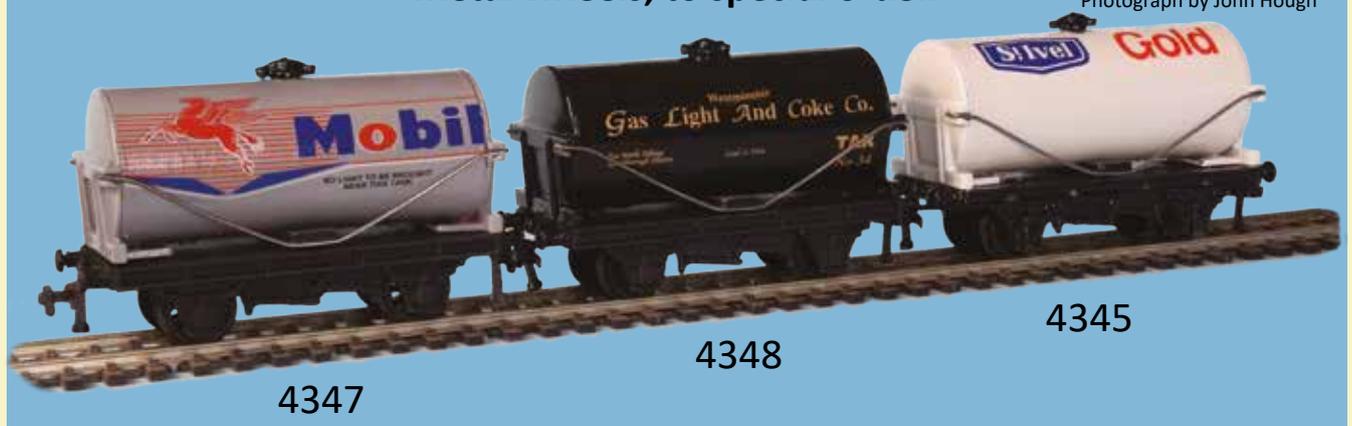
Barry Potter resumed the election by first saying that Statfold Museum is an excellent venue, everyone he had spoken with said it is



Presenting Hornby Dublo style wagons.
 Certificated and limited to 50 of each.
 Price £25 plus postage if required.
 Metal wheels, to special order.



Photograph by John Hough



Exclusively from: Jodel Models c/o Peakco Limited, 6, Manchester Road, Buxton, Derbyshire, SK17 6SB.
 Tel: 01298 72917 (Office hours ONLY please) Email: jrbann@dublo.co.uk Website: www.jodelmodels.co.uk
 Cheques payable to Peakco Limited or bank transfer (Contact us for details)
 Subject at all times to our Terms & Conditions of Sale – a copy is available upon request



fabulous. Many congratulations to **David Dawson** and **Ray Poxon**.

The following have all been proposed and seconded.

- President.....Peter Gomm
- Chairman.....David Dawson
- Vice Chairman.....Nicholas Kitchen
- Secretary.....Guy Middleton
- Treasurer HRCA Ltd.....Bob Field
- Treasurer HRCA (Sales) Ltd.....Don Gatiss
- Auctions and Valuations Co-Ordinator.....Michael Dodwell
- Editor.....David Upton
- Membership Secretary.....Robin Hair
- Archivist.....Geoff Brown
- Events Co-Ordinator.....Ray Poxon

These were proposed en bloc by **David Busfield** and seconded by **Michael Dodwell**. Everyone in favour, with one abstention - **Chris Graebe**. The remaining 6 nominations; **Roger Burnish**, **David Busfield**, **Jim Gamble**, **Adam Heeley**, **John Bann** and **David Emling** will be taken to the next committee meeting to arrange co-opting onto the committee.

ANY OTHER BUSINESS. **Roger White** raised the issue of charging spares dealers at A.G.M.s, given they provide an important service to members. There was a lot of discussion, **Ed Mollon** asked, *how do we define a spares dealer, how do we administer it?* **Robert Staines** suggested using the Spares Directory as a guide. **Barry Potter** said that there should not be free tables. **William Vyse** said that this has

been a long-standing problem. It was also suggested that the Show Manager should decide with the help of the committee. Subsequently it was decided to refer the subject back to the committee for their decision.

Michael Foster wished to propose **Vic Mumby** as an Honorary Member. Vic joined Meccano back in the late 1950s working in the Tool Room and also was Drawing Office Manager in the 70s, producing many of the products we see today. Seconded by **David Dawson**. All in favour.

The committee wished a straw poll on the issuing of membership cards. After a brief discussion it was decided to carry on as we are now.

The committee also wished a straw poll on the holding of a "Dealer and Spares Fair", *do we organise?* There was a majority in favour, so the committee will investigate.

Robert Staines gave a vote of thanks to all committee members and helpers in staging this A.G.M. All agreed.

Bob Hamilton made a short statement regarding his Dublo book, saying all is on course now.

Final comment was: *please may we have a roving microphone next year.*

The Chairman, **David Dawson** closed the meeting at 3.30pm and thanked everyone for attending and their contributions

Signed.....Chairman

Date.....



Meccano Memories

By Vic Mumby

You may recall at the A.G.M. I proposed that member Mr. Vic Mumby be awarded Honorary Membership, not just for all the years he worked at Binns Road with his brother, Jim, but also because he was of great help to me in our securing all the - to them - surplus drawings of our Hornby and Hornby Dublo trains.

I thought our members would like to know a little more about his background leading to my proposal, which was accepted. The following was written by Vic some time ago.

Michael D. Foster

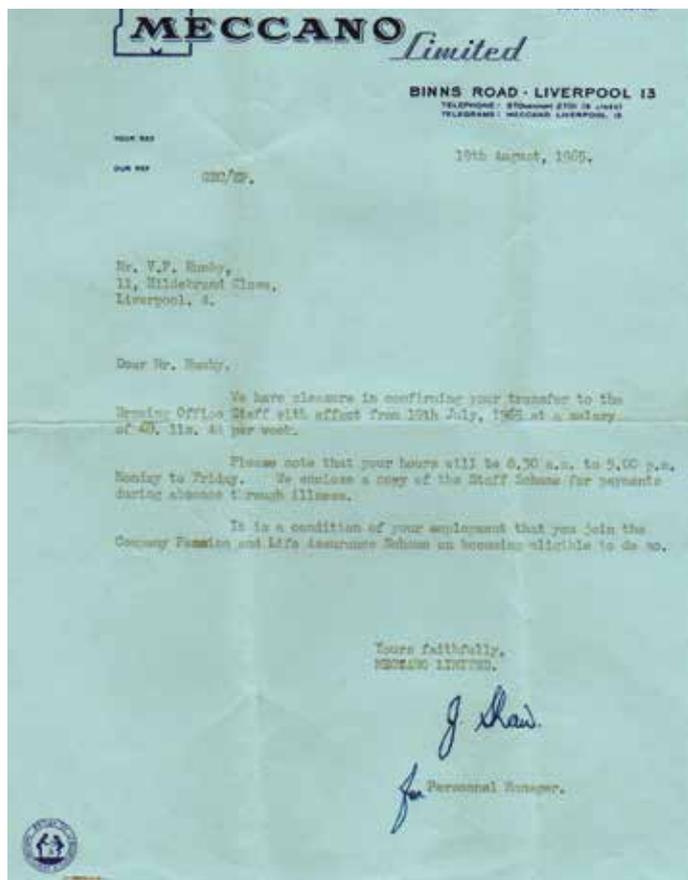
IN 1961 I joined Meccano Ltd as apprentice Toolmaker based at their factory in Hanson Road, Aintree. This factory had considerable moulding facilities for the production of Bayko and Hornby-Dublo. After about 6 months I was transferred to the main tool room at Binns Road, where my starting wage was the princely sum of £3-9s-11p (£3.50 in new money) for a 40 hour week.

The apprenticeship was well organised, starting out by learning to use the most common machines in turn, after which you were placed alongside a fully qualified toolmaker. I was very fortunate being placed under the top man in the tool room, Billy Carr. As your skills improved your work became more responsible moving from Jigs and Fixtures to, (in my case) specialising in Injection Moulds.

At the age of 20 I had completed two plastic injection moulds before being asked to take up a post in the Drawing Office. The moulds were a 144 Impression wing mirror tool (used on various prestigious Dinky saloons), and the Seat and Dashboard units for DT161 Ford Mustang Fastback.

During my time in the tool room I witnessed some of the last Dublo tools being manufactured. I can recall the E.M.U., Stoves 6-Wheel Brake Van, Starter Set, and Girder Bridge.

In 1965 I transferred to the Drawing Office as a Product Designer earning £9-5s-7d per week.



Vic's notification to appointment to the Drawing Office

1970, I moved from Product Design to the Tool Design Section.

1973 was a period of industrial unrest in the D.O. so I left and spent 12 months as a Senior Tool Designer for Dunlop G.R.G. Division based in Skelmersdale, Lancashire working on automotive products.

1974, I rejoined Meccano Ltd as Chief Draughtsman for Products.

1976, Chief Draughtsman responsible for Products and Tooling.



Myself at work on the Ford Cortina (from "LIVERPOOL '68" magazine, published by the City of Liverpool).

In May 1979 the general atmosphere felt bad, so I resigned and took up a post as Senior Tool Designer with a growing mould maker based in Dublin Street close to the Liverpool docks. As things turned out this was a fortuitous move as Meccano closed in October. In August 1981 I moved to Hampshire.

MY TIME IN THE DRAWING OFFICE

Between 1965 and 1970 I designed the following products:
The Dinky Toy (D.T.)163 Volkswagen 1600TL Fastback.

The D.T.159 Ford Cortina MK II.

The D.T.187 De-Tomaso Mangusta 5000

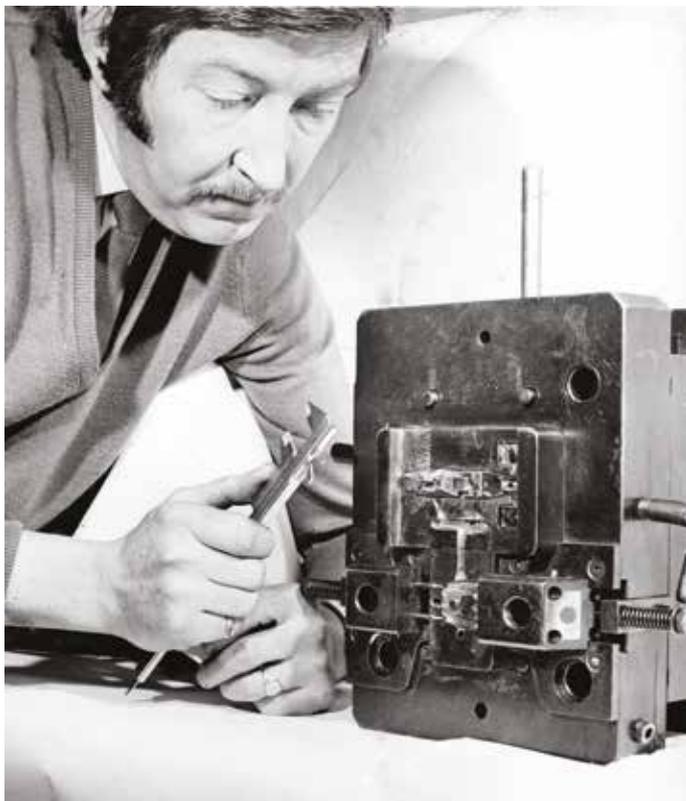
The D.T.153 Aston Martin DB6.

The D.T.102 Joe's Car (Joe 90), the original proposed layout of which was given to fellow designer Terry Boland, but he had hardly got started when he was promoted to New Products Manager so it was passed to me. Just before release for tooling, M.D., Joe Fallman insisted on a flashing light within the engine cowl, so I had to shoehorn an AAA battery, switch and bulb holder into an already mechanism-filled chassis.

The D.T.344 Long Wheelbase Landrover

The D.T.99? Boeing SST with swing wings. This was taken right through to tooling with several tools 50% completed when Boeing announced cancellation of the real aircraft, so Meccano followed suit. As a consolation I was presented with the prototype.

Another challenge was an Electric Screwdriver for use with Meccano sets. It was to be driven by a 6 or 12 volt motor supplied from a separate mains transformer. Several obstacles became apparent, namely the unavailability of commercially produced compact 6 - 12 volt motors capable of delivering the necessary torque to sufficiently tighten up the Meccano screws, plus any transformer would have to be capable of up to 2.5 amps output at 6 - 12 volts. There was no question of producing motor or transformer in-house as the necessary equipment had been sold/scrapped when Hornby-Dublo production ceased in 1964/65.



Vic, studiously at work

Joe was very keen to have this screwdriver and usually got what he wanted, plus Joe did not suffer fools or ditherers lightly, so you can imagine my anxiety when I was summoned to a new product meeting chaired by Joe to explain the technical difficulties that faced us. So off I trotted armed with performance graphs from various motor manufacturers to illustrate the problem. To my relief Joe understood immediately, thanked me for being so candid and so I returned to my desk much relieved. Later on my boss returned and said could I introduce a reduction gear box to increase torque. This had been resisted initially due to the extra weight and cost. The use of normal reduction spur gearing took up too much space, so I hit upon the idea of using epicyclic gearing which is very compact. The design was completed but never tooled as the board felt the final cost was too steep.

During my time in the Drawing Office many changes took place, notably Metrication (which Meccano took very seriously), which revised the general wall thickness for castings and moulding from 0.040" to 1mm. In the late 1970s wall thickness for castings was reduced to 0.8mm to save material and cost without any noticeable reduction in strength. Because the most used materials were Mazak and High Impact Polystyrene the use of shrinkage allowance in tooling was abandoned as both these materials shrank at identical rates (0.6%). With the average D.T. Saloon about 105mm long this introduced a scale overall length error of about 0.6mm which wasn't worth worrying about compared with the advantages of eliminating downstream errors when applying shrinkage. The office designed the range of 'Mogul' steel toys to compete with Tonka and 'Prima' - Meccano for very young fingers. A further move was to draw designs on Plastic Film rather than traditional tracing paper. This eliminated the need to trace designs onto linen for durability. The plastic film is virtually indestructible.

You may not be aware, but the self adhesive number plates fitted to Dinky Toys are the initials of staff within the drawing office including myself (VPM), also the year letter was regularly changed in line with D.V.L.A. This is a good pointer to the age of many Dinky Toys although can be the subject of abuse.

Obviously, besides designing new products, much time had to be spent doing modifications, revising model issues and labels for different countries and changing the design of many common items such as axles, wheel centres and tyres. A lot of effort was put into

changing over a number of existing saloons to accommodate the first type of Speed Wheels which was only possible where the chassis was diecast.

The traditional method of assembly was down a conveyor with female operatives each side doing a single operation from parts provided to their work point. At the end of the conveyor the completed model would be inspected and boxed. Output was fast, but the work was very repetitive and boring for the ladies, so during the 1970s a different approach was adopted in which a single lady had her own workstation supplied with all parts where she could build a complete product, but for some products the conveyor system would still have to be used.

By modern standards the Binns Road factory was not an ideal layout it having been expanded organically as products diversified. Certain areas were located ideally, such as the diecast department being adjacent to casting de-burring, casting cleaning and the paint shop. The small parts stores were located adjacent to the assembly room for ease of distribution. However, moulding and some finished painted parts had to be moved by electric pallet truck. At one time an overhead conveyor system did link the paint shop to the assembly room. Basically, dirty processes were kept as far as possible from the clean assembly room.

For me, it was a memorable and enjoyable first 18 years of employment, where the skills I learned proved invaluable for the rest of my working career.

Now, some career details about my brother Jim:

In 1946 Jim joined Meccano Ltd tool room at the age of 14 where he spent the first 2 years as general help making tea and sweeping up. He tried to escape twice, but our father kept taking him back! At 16 his apprenticeship started in earnest becoming a fully qualified toolmaker at age 21.

In 1950-52 he completed his National Service in the Royal Signals.

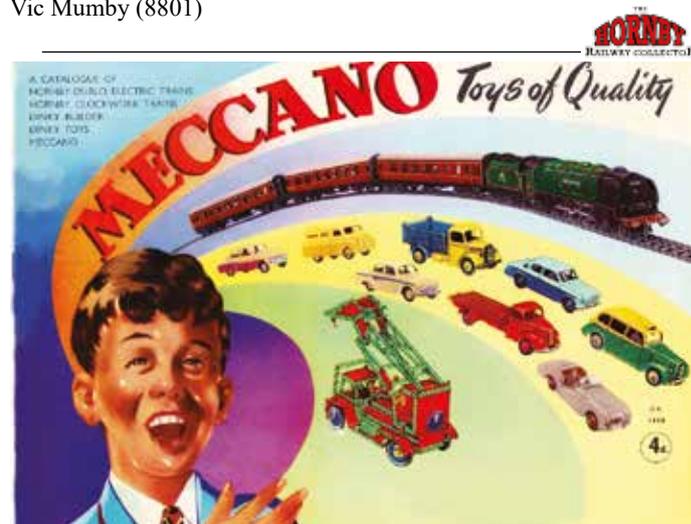
In 1958 he was promoted to tool room foreman to run the tool repair shop at newly acquired factory based in Hanson Road, Aintree. Here was a large moulding shop producing Bayko, and mouldings for Hornby-Dublo.

In 1964 Meccano closed Hanson Road factory and relocated operations to Binns Road. Here Jim took up the post of running the tool repair department until factory closure in 1979.

Our memories of the Tri-ang and Airfix takeovers are sketchy other than various 'new brooms' being appointed to run operations, although the drawing office and tool room were largely unaffected.

Jim has little recollection of O gauge as he was employed on the manufacture of Dinky tooling during his first years at Binns Road, however, I can remember spending several weeks during my apprenticeship withdrawing dozens of O gauge press tools from the tool stores for dismantling and scrapping.

Vic Mumby (8801)



Hornby-Dublo Track, Part 1

Bob Field (947)

Clockwork track 1938-1940

For the launch of the range in September 1938, locomotives powered by both clockwork and electrical means were introduced. Likewise, track with no third conductor rail was supplied for use only by clockwork locomotives. This did look more realistic as a result, and was of course cheaper to produce. It appears tempting to call it 2-rail track, but this is quite wrong. 2-rail is an electrical term, meaning traction current is delivered and returned by only the two running rails, which must be always insulated electrically from each other. The metal base of Dublo clockwork track makes 2-rail operation an obvious non-starter!

The two types of track do have much in common, however, with the same rail section and metal base, though electric track requires more holes for supporting the centre conductor rail. The end connecting tabs are the same, as they serve the dual purpose of passing current between rails, and holding them together when not secured to a board. Thus layout geometry is the same, though development of the clockwork system was discontinued by mid-1939, so fewer components were issued. (No diamond crossings, quarter rails or large-radius curves). For the technicians, track gauge (measured between the inner edges of the rails) is sometimes given as 5/8 inches, but is actually slightly larger at 16.5mm, the same as supplied for H0 gauge.

Note - all pre-war boxes are covered in the same turquoise blue paper, the subtle difference is that those for electric items have purple-printed detail, while blue is used for clockwork ones. Early track bases, unless otherwise noted (and there are exceptions!) have a Hornby logo top centre.

D501 half-dozen straight rails clockwork DB.

On left, plain brass rail and end connectors, box of six BW1047 5M 8-38.

Centre, similar rail in box of six, BW8038 2.6M 9-39.

Right, rail and end connectors nickel-plated, the latter of revised design. Box is as previous item, though one would have expected a further late print.

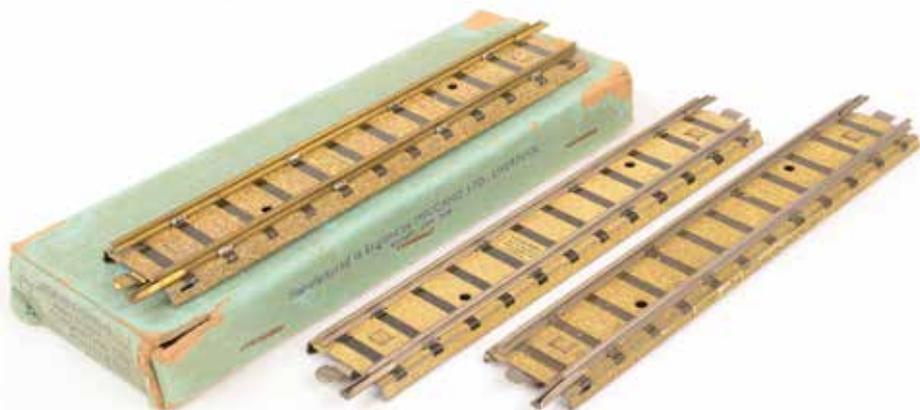


D502 half-dozen clockwork straight half-rails DB½.

Left, plain brass rail and end connectors, box of six BW1047 2.5M 8-38.

Centre, plated rail and connectors, in box as above.

Right, unboxed rail as above but with print along the side and no logo on top, as post-war.



D512 short rails half-dozen DBS.

Left, plain brass rail and connectors, unusual lidded box of six, BW2206 .25M 10-38.

Right, plated rail and connectors, lidded box of six, BW .75M 10-39.

These rails have no logo or side print, there being no room for either!

A common myth is that these are one eighth the length of a full straight rail. Not so – they are 1/8 inch shorter. Not much, but very useful in making non-standard formations.



Left: Box ends for the three types of clockwork straight rails.

D503 curved rails, eight clockwork DA.

Plain brass rail and connectors, box of eight BW 6M 9-38.

Surprisingly no later version or box are known. No doubt separate sales were low, as most layout extensions from the boxed set offering, would have called for straights, points and half-rails.

A factory drawing of large-radius curved clockwork rails is known, but these were never produced.

D504 curved half-rails, half-dozen clockwork DA½.

Below left, plain brass rail and connectors, box of six, BW2303 1.5M 10-38.

Below right, Plated rail and connectors, unprinted fawn box with one end label, now as DA1½.

Bottom: Unboxed rail as above, with print along the side. They might have had a box recorded with print code 0.85M 4-40.



D505 points clockwork, one pair right hand & left hand DPR & DPL.

Left, plain brass rail and connectors, Y-ended frog casting. Box for pair, BW2093 12.5M 9-38.

Centre, a similar point in box coded BW2093 12.5M 10-38. (no mistake!)

Right, box for one only, left hand, coded BW2093 12.5M 10-38 in purple print for electric item, but with over-labels (see above) on each end for the clockwork item.

One might expect the equivalent box with right-hand point only, but one has yet to be seen. Remember though,

dealers were not obliged to sell complete packs, there was a price for each individual rail, so relatively few boxes were taken away by the customer, hence their scarcity. Finally, note that all clockwork points have bases printed with sleepers, as on all rails.



CENTENARY OF HORNBY TRAINS 1920 - 2020



The official H.R.C.A. exhibition to be held over the weekend of July 4th and 5th 2020. To celebrate one hundred years of Hornby O gauge trains in the home town of Liverpool.

The event will include ten themed O gauge layouts reflecting the decades of production, the regions of G.W.R, S.R., L.M.S., and L.N.E.R., as well as MO and French pre and post-war; together with a selection of pre and post-war Hornby-Dublo 3-rail and 2-rail, Meccano models, boats, Bayko and Dinky Toy displays. There is still time to register involvement, be it a layout, display, dealer or trade stand. Contact: Chris Ness (2417), chrisness@hotmail.co.uk Tel: 014233 60488



Photograph of electric Meccano train by kind permission of Brighton Toy Museum

STRONLITE MODEL RAILWAYS



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by Peter Wray

This is the story of a small UK Model Railway brand covering relevant Family and Business history, the whole model range as issued over the short life of the brand as well as related topics. This brand was offered in the UK market between c.1934 and the start of World War 2. This Book has 112 pages detailing all the brand products issued and

many associated aspects relating to the origin of these items which was from Japan.

The Book costs £13 and UK postage is extra at £3. For overseas countries the postage could be significantly more. Books should be available from mid-January 2020

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Get them Started !

By John Bennett (8716)

People speculate as to what might happen when we all start dying off. When I got my Hornby trains out of their boxes a couple of years ago, for the first time in 40 years, I first tried setting up a circuit on the floor just like we used to do when I was a schoolboy, only to find that, although it was relatively easy to get down to the floor, it was very difficult to get back up again; and I've spent the last two years turning the cowshed into a train room. It's happened to me once in the last two years, a Hornby 20v AC 0-4-0T which slipped most of its train in an obscure corner of the cowshed while I wasn't looking, gathered speed and threw itself off at the next curve. But would my very expensive ACE Trains 'Castle' have bounced similarly? Or one of my big pre-war Hornby engines with a front bogie and a headlight? Sooner or later, I foresee, my nephews or nieces are going to turn up with their children, and the kids are going to ask to have a go driving.

So what to do? We want youngsters to get interested in our hobby but we don't want them to drive our trains. The answer, surely, is to give them a starter set, a clockwork starter set; a large box of rails which includes various points and crossings, and maybe a turntable and a level crossing, and another large box of 4-wheel wagons and maybe a few carriages, and a couple of 0-4-0 engines, maybe one a tank loco and the other with a tender.

My love of, and affection for Hornby trains began at a very early age when my father retrieved his pre-war trains from his cousins to whom they'd been lent while he was away in the war. He brought them home one afternoon and suddenly, my bother Kip and I, had a train set, and what a set! The first few times, father got down on the floor with us, and showed us how to join the track together, and how to put in the track clips so they would stay together, and how to work the engines i.e. forward and reverse, different couplings on the front and the back, stop rail at the station, etc... and no over-winding, but soon we didn't need father's help, and we didn't want his ideas as to where the trains could go either; we wanted to design and build our layout ourselves, each time. We would spend afternoons in separate bedrooms, sending trains to each other along the passage way.

It wouldn't cost much for an H.R.C.A. parent to put together a train set of Hornby similar to that which our father gave us. You want to take a look in the latest H.R.C.A. auction catalogue, I suspect there are some great bargains coming up at Retford, on the 21st March 2020 (now postponed. Ed). There's lots of Hornby clockwork track for sale and cheap. So the rails don't look so new, but as long as the train stays on them, that's all your child is going to care about.

Concerning trains, they're cheap, too. At the moment, no-one seems to want post-war stuff. There are job-lots which would make excellent Christmas presents, because all the wagons are in very good condition and they're all boxed. Wrap them up individually and they'll look like new.

Locos have only to be 0-4-0 of course. At least at first. Maybe later you'll buy him a repainted 4-4-2T. To start with, get him a No. 40 tank and a No. 50 tender engine. Don't make the mistake our father did, when he bought us a No. 20 loco in a closing down sale only for us to discover it couldn't haul very much. Credit to him, he bought me a No. 30 loco and tender, but it wasn't much better.

Accessories. No one seems to want Hornby accessories these days, and the Retford auction catalogue is full of some amazing job-lots. I would maintain that a large selection of Hornby accessories would overnight (or over Christmas) completely relaunch your child's railway.

This article is written from the perspective of someone who was started in O gauge when very little and who is still playing with Hornby O gauge trains to this day although it's electric these days. For anyone who feels that their house or flat is not big enough for O gauge, there is always Hornby-Dublo, and again there's plenty of it in the Retford catalogue and it's even cheaper. Hornby-Dublo 3-rail track is very robust and will stand being put down on the floor and packed up again before bedtime.

So, there's no excuse for all this whining about a lack of youngsters. Get them started!

John Bennett (8716)



Just a few of the attractive Lots (to be auctioned in due course), which John had in mind when he wrote his article:

1: LE £35, HE £50. 2: LE £25, HE £35, 3: LE £20, HE £30, 4: LE £60, HE £90



NORTH LONDON GROUP

Loughton, Essex February 2020

IT started out a dry day and when I arrived, all was going well. Very soon lots of other club members and friends turned up and we had a very busy get together. An unplanned theme of the day seems to have been a lovely display of Metropolitan locomotive variations; six in all, which made a really nice change from some previous meets.

Our ladies, Grace and Monica were kept busy keeping us fed and watered all day, thank you ladies.

Arnie Taylor



PENMORFA GROUP

18th February 2020

OUR first meeting of 2020, and an earlier timing, so it was set-up time from mid-day. This we did, and were up and running before the 2pm opening time.

For a Winter meet we had a good number of runners and watchers. The theme was 'Signals and Signs'. There were 2 Hornby O gauge Junction Signals - 1 Home 1 Distant, 1 Single Home and 1 Distant and a Home and Distant one. Alongside we had American signals – 3 assorted Lionel semaphore and colour light signals – a Marx signal box and a Lionel track sign.

We had trouble with adverts in local papers and magazine, so few people knew what the theme was.

On the Dublo board we ran "City of Stoke on Trent" (a 3-railed re-named "City of London"), a Trix 73000 and a "Denbigh Castle". Brian brought a pair of Bo-Bo diesels; he had discovered that one can reverse the bodies on these, so ran double-headed nose-to-nose, hauling a very long train of tank wagons, including a Pool petrol tank. He smiles when he tells me that it's real!

George ran a Trix 60525 he had done much work on, and 3-railed. We also had a nice Co-Bo.

Pete brought us his Christmas present to see – a Tri-ang Australia 4-6-4 tank engine, boxed and in good condition.

On the O gauge side we had a good loose-lay layout complete with station and engine shed - the scenic side of the layout gets better. Running on it were – clockwork 5600 0-4-0, ACE Trains 2-6-2 tank loco, Bassett-Lowke 6100 "Royal Scot" with 8 Bassett-Lowke coaches, Bassett-Lowke Compound with Hornby mechanism and a very interesting ACE Trains 4-car Southern electric unit. On shed were an 0-4-0T No.1 Special, B.R. black 0-4-0T, ACE Trains 0-6-0 tender engine and 4-4-0 tender loco.

Janet had company and help with tea and food from visiting ladies, and a good time and much chat was had by all.

Mick Mobley (2497)

CORFE MULLEN GROUP

18th February 2020

YET another successful meeting at our new venue which has been warmly received by our members and guests alike. This month 36 members attended along with 10 guests.



The club's 3-rail Dublo layout

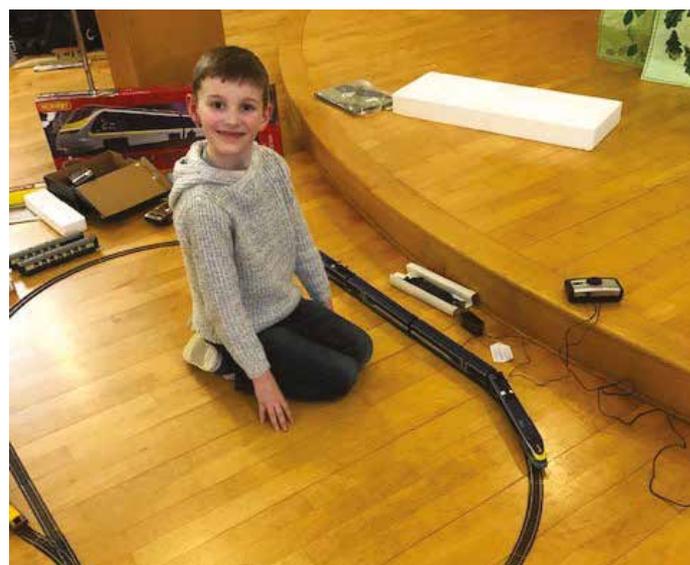
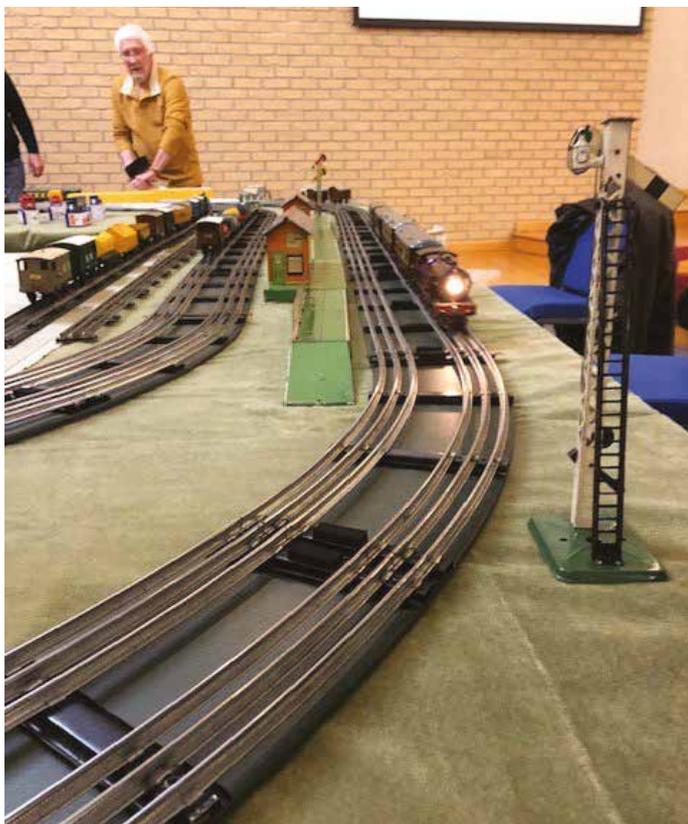


O gauge running



The Signal display





Like any club, diversification should be promoted and embraced, and as you can see from the photos we have the up and coming youngsters who are just setting out, which hopefully will in future be the new lifeblood of the association. You will also see our latest member, Peter Goddard, who models in Meccano, in this instance a scaled down version of a railway steam crane (more information about this build next month).

Although we are an H.R.C.A. club/group, there's no hard and fast rules, as to what you can bring along and the more unusual the better. We find this works for us and allows for conversation between

members to take place. One could stick to fixed themes i.e. 'Duchess' or N2, but once you have seen one you have seen them all, you might say, so as an 'anything goes' club, we are not worried as long as it moves.

Our next meeting has been cancelled, but when we re-start we meet at St. Nicholas church, Wareham Road, Corfe Mullen. All welcome; free tea, coffee, biscuits and sausage rolls available. So if you live in the Dorset, Somerset, Hampshire areas, a warm welcome awaits.

Mick Hatton club secretary (8950)

DORKING SURREY GROUP NOTICE

OUR group is at present planning to go ahead with it's meeting on the 18th of April, but we are monitoring the national situation.

If you are planning to attend, would you please telephone beforehand to ensure you don't have a wasted journey, my number is: **07769 691370**.

Richard Lingard

EVENT NOW CANCELLED

CORONA VIRUS - COVID-19

RICHARD LINGARD'S CONSIDERATE SUBMISSION (LEFT) IS A TIMELY REMINDER THAT IN THE CURRENT SITUATION, ANYONE INTENDING TO ATTEND ANY OF THE VARIOUS GROUP MEETINGS, OUGHT TO MAKE CONTACT WITH THE ORGANISERS BEFOREHAND TO ASCERTAIN IF IT IS STILL ON OR NOT.

BEDFORDSHIRE VINTAGE TRAIN GROUP

February 2020

THE theme for the evening was 'L.M.S.' with B.R. (L.M.R.) and pre-grouping constituents included of course. Nobody really minds if items with no particular connection to the nominal theme appear.

We had OO 2 and 3-rail layouts, with various Hornby originals and adaptations. In O gauge there were the Chesham Steamers and the club track. A Hornby Hobbies commemorative train did a few circuits, the first chance for most of us to see one running.

M.K.M.R.S. displayed a variety of OO L.M.S. trains from Hornby, Rivarossi, Bachmann and others. Frank Davies brought a collection of dairy related toys, including road vehicles by Dinky, Corgi and Timpo, together with Wells wagons.

Trading support came from Andy Dayton and Colin Toten. Tea, pasties and other delights were served by Ann, Frances and Jackie.

We found out during the evening that two of our regulars were unable to attend for health reasons, John Forman and Tony Twiggs. We offer them our best wishes and hope to see them back at the group soon.

Tim Knights (2849)



Dairy products by Frank Davies. Note the milk tanker by Morestone, forerunner of the Budgie series. Photo by Tim Knights



The M.K.M.R.S. display of L.M.S. items. The L.M.S. letters and stand consist of items salvaged from skips at a railway depot. Photo by Tim Knights



Left: The O gauge tracks. Note the Brake Van in the background: it was pointed out by the owner that large gold letters with the revised wagon base is an unusual combination, and the green base, generally associated with the S.R. and G.W.R. versions, is a feature that makes it even more noteworthy. Photo by Austin Fleckney



OO by John Tricky. Photo by Tim Knights

WHAPLODE GROUP

February 2020

THE inaugural meeting of the H.R.C.A. Whaplode local group turned out to be an overwhelming success. Several models were on display including an early 1922 No.1 train set (yes, the owner wound up the loco and ran it on its track), and some lovely sets of early Dublo. A "Von Ryan's Express" made an appearance, it contained some Hornby wagons fitted with old toy guns, the whole lot being suitably camouflaged. We were joined by T.C.A. and Lionel collectors' members.

Peter Bird

DORKING/SURREY GROUP

MANY thanks for giving us a prominent spot to publicise our forthcoming meeting. However, our contact details seem to have dropped off the page. If there is an opportunity to do so, could you please put them in the next edition?

They are as follows:

David Eaton: rev_davideaton@hotmail.com
 Richard Lingard: richardlingard@gmail.com
 Many thanks

Richard Lingard

EDINBURGH GROUP

February 2020

FEBRUARY'S meeting date fell during the infamous storm 'Dennis'. Fortunately, our part of Scotland was spared the worst of it and we enjoyed a bright sunny winter's day albeit very cold. Numbers were down a little as everyone was not as fortunate as us with the storm. Without sufficient muscle power to hand, we elected to run the smaller Dublo layout. 'Less is more' it is sometimes said, and it was amazing just how many shades of green were seen on this little layout.

Green A4s were seen in abundance. the usual B.R. examples ran splendidly but interestingly there were two green L.N.E.R. examples, a Wrenn "Golden Eagle" and a pre-war Dublo 'S.N.G.' repainted in Apple Green as "Merlin" and featuring the unusual black sided smokebox sides shared with only four other classmates - "Kingfisher", "Falcon", "Kestrel" and "Sea Eagle" for a short while in 1937. Other than B.R. green locos of all types, there was a Wrenn "Fighter Pilot" and "Lyme Regis" in S.R. Malachite Green. Smaller fry included L.N.E.R., Southern and G.W.R. N2s.

The '50 Shades of Green' theme wasn't limited to locomotives either, there was S.R. rolling stock of all types including a train of Wrenn S.R. Pullman cars and Vic Michel and John Emery-Barker's display of Dinky Mechanical Horses, some with S.R. green tilts. An unusual visitor was John's Southern liveried Mechanical Horse and trailer.

The '50 Shades of Green' theme also produced a great variety of O gauge locos and rolling stock, ranging from early Meccano (M Ltd), various Hornby clockwork and electric, through to more recent ACE Trains, Vintage Trains and Darstaed examples.

We were also treated to some rather more obscure items including a very fine consist of green VEB(K) Metallwarenfabrik, Stadtilm, Deutsche Reichsbahn (D.R.) coaches and postal van and also a rather nicely restored Stronlite tank loco in L.N.E.R. green.

It was interesting see the many different British green liveries on show including B.R., E.K.R., G.N.R., G.W.R., L.N.E.R., L.S.W.R. and S.R., as well as Hornby M Series American style coaches and one

in the Danish (D.S.B.) green.

Hornby rolling stock included wine wagons with green bases, Power Ethyl tanker wagons, a green S.R. gas cylinder wagon and barrel wagons, one in particular, was an export model originally purchased from Burlando Hermanas toyshop in Buenos Aires, Argentina. The largest pure Hornby consist seen running throughout the day was a double-headed train powered by two electric No.1 Special locos and twenty-two assorted wagons.

All in all a very satisfying 'green themed' day with examples even turning some of our visitors 'green'.

Vic Michel (5222) & Neil Stewart (4098)



'50 Shades of Green' Mechanical Horse



Green O gauge



Green Shades II

WESSEX GROUP

February 2020

OUR new venue is proving to be a success, with 36 members signed in and ten guests. Our junior branch is growing steadily, and we are even getting walk-in visitors from the judo club across the narthex. Tea breaks are getting longer and now it is very much an ongoing experience: the glass wall between the narthex and our main hall allows people still to see everything that is going on while they

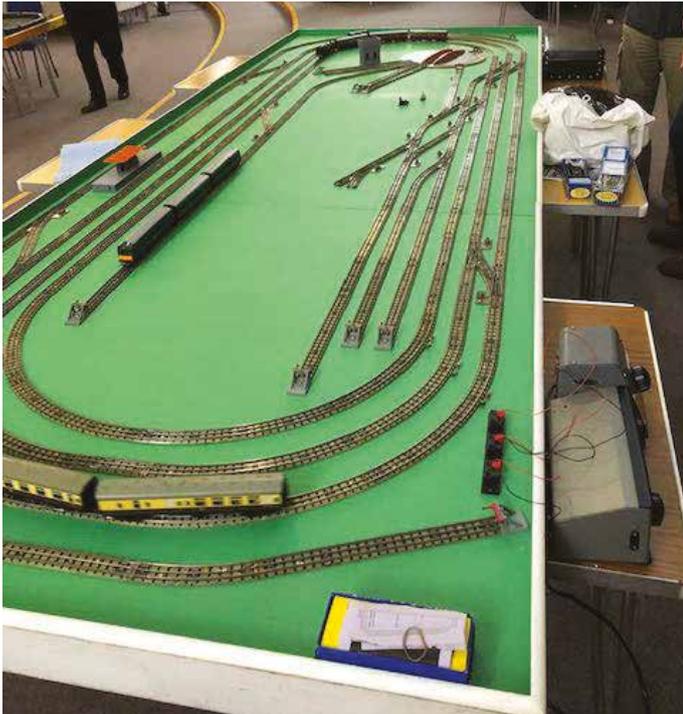
sit and enjoy a leisurely cup of tea (...Dorset Apple Cake, biccies, sausage rolls, meringues...) and this seems a good point in the evening to handle any official business we need to.

BRISTOL & SOMERSET GROUP

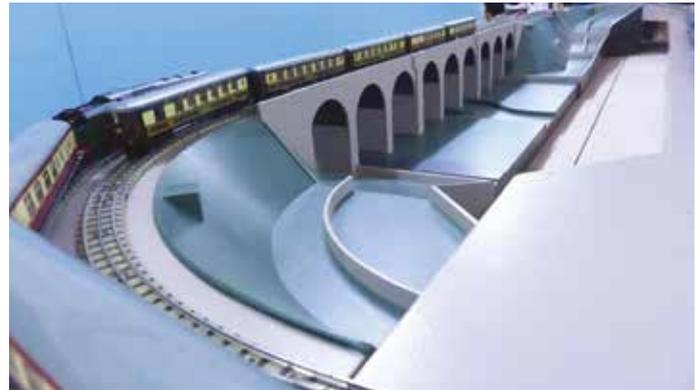
February 2020

WE HAD 4 layouts running. The theme for this meeting was 'Southern Railway or Region and Pullman Cars', and these meetings seems to get more popular each time. New members often get interested in the club when they meet volunteers running Hornby at local model railway shows. Keep up the good work, lads and lassies.

The Dublo 3-rail layout consisted of our chairman's module layout, which included a long viaduct, very impressive especially with a 5 car Brighton Belle crossing it, similar to Ouse Valley Viaduct, but without the 37 arches. We also had twin Metrovicks on a long freight train - not quite the Condor freight of fifty years ago.



'It's a Train Set'



Brighton Belle on the viaduct



Peter Goddard expounds on Meccano gearing



Hornby "Eton" and Mettoy Loco 490



Angela Gill, one of our 'clockers'

The club's diversity is held in the constraints of a very strong H.R.C.A. following, and this month we had Mick Hatton's 3-rail, three running tracks, 'It's a Train Set', the group's 2 and 3-rail 8' x 4' layouts, the O gauge club 18' x 10' layout, an impromptu modern Hornby 2-rail layout by one of the new junior members, Mel's pre-war 3-rail, Peter's Meccano steam crane (most impressive) and an N gauge scenic layout that had been gifted to the group, which will now become a bi-monthly addition to our displays.

We have a banner advertising our new venue displayed outside the church on the day of the meet, which seems to be helping increase our numbers. Alternatively it could be Corfe Mullen's promotion to a town, having been a village for the last two thousand years. I don't like to make any pronouncements - why not come along from 7.00 until 10.00 on the third Tuesday of the month, when we are going to have another go at the 50' Broadstone Junction loose-lay.

The O gauge electrics were dominated by the big engine brigade; three "Etons" and two "Lord Nelsons", and a coach yard full of early Pullmans.

A surprise visitor bought in a box of well-worn Hornby tinplate

Richard Harris (7698)
Photographs by Mick Hatton (8950)



Gut busting cakes for sale at the buffet car

stock and track as a gift to members as he said his grand children had shown no interest in it and hope it would go a good home. It is anticipated that members will make a donation to a suitable charity. The Dublo 2-rail brigade had a good selection of Pullman cars running, with one being hauled by a Class 47 dirty diesel, ugh.

As usual the 'clockers' were on the O gauge 2-rail, winding up for a fast two or three laps; their fingers crossed that nothing derailed or scraped past another train.

Rebecca Strong (6302)

COTSWOLD GROUP

March 2020

FIRSTLY, apologies to any members who did not get the message of the later start for the March meeting. Phone calls were made but it is not always possible to contact everyone. We are now requesting as many group members as possible to supply their email addresses in order to set up a group-emailing list for future communications.

Despite being a little down on average attendance - probably due to the later start, thirty two members attended this 'Branch Line' themed meeting.

The O gauge layout had an additional 'Branch Line' to support the theme of the day and John Bryant enhanced this with his splendid collection of biscuit tin buildings.

Mike Tomkins kept up his reputation for amusing representations of the theme, with a rake of low loaders and wagons carrying some branches (actually twigs to keep the scale right) from his garden! A number of branch line locomotives were in action together with related carriages and freight wagons, including a very smart 0-4-2 Great Western tank engine.

I am delighted to report further progress on the Dublo 2-rail layout where our thanks go to Jon Nesbitt who has kindly donated a new baseboard and track. The layout continued construction during the meeting and hopefully with continued momentum we should see some locos in action at the next meeting.

The 3-rail layout supported the theme well with the appearance of two Bob Wharrier 0-6-0 pannier tank engines, one in black livery and the other in G.W.R. green, both owned by Bob Field. These were seen hauling a rake of Super Detail suburban coaches painted in Great Western colours. Bob also displayed his blue liveried British Rail "Duchess of Atholl".

Tony Coleman ran his Farrish Prairie tank engine with a rake of green suburban coaches. Typically Tony had brought along an unusual locomotive and on this occasion it was of German origin with an alternative mode of power. On the original and not the model, a U Boat diesel engine was used to generate compressed air, which in turn fed the cylinders of the loco normally powered by steam. I'm informed this was in service from the late 1920s for about 5 years. I believe that compressed air was first used in this way as early as the late 1890s.

Also away from the theme of the day but worthy of mention were

two OO gauge locomotives belonging to Michael Foster. Firstly a 2-6-2 "King's Own Yorkshire Light Infantry". He also had a copy of an original 1947 drawing for a proposed loco named "North Western" with corridor tender. Accompanying this was an actual loco and tender representing this drawing, using a 'Duchess' body aptly named "Sir Frank Hornby". Thanks again to all who attended.

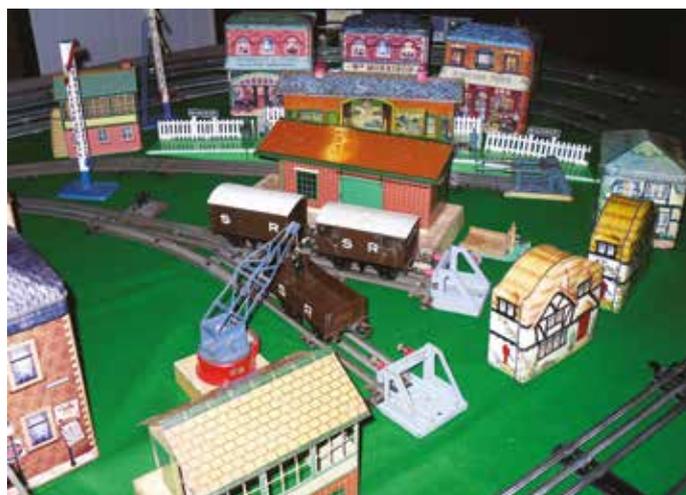
Peter Griffin (8919)



Bob Wharrier Great Western Tank engine



An ETS Terrier hauling branches on the branch line



Jon Bryant's biscuit tin village



Michael Foster's "Sir Frank Hornby" based on and original drawing of "North Western"

BORDER COUNTIES HAYDON BRIDGE GROUP

March 2020



Part of the theme table

A FINE day encouraged a good attendance at Haydon Bridge; quite a relief after storm Ciara last month! We had the usual 'spread' of locations that people had travelled from - South Lakes, Co. Durham, Teesside, Cumbria, Tyne & Wear and the 'home' county Northumberland.

All the usual running tracks were up and running early, including two Dublo layouts provided by Robin Wright and John Southgate.

The theme for the month was 'No.2 Specials and other makes of 4-4-0 wheel arrangement', and Dublo: 'Tank Loco's'.

We were able to host two examples of American products (smoke and all) put through their paces by Stewart Wilson and Roger Kimber. I believe the two locos, a 'Big Boy' and a 'Pacific' will now have been seen world-wide thanks to Stewart's expertise with his phone. Many thanks to Sheila and Alison for our hot lunch etc. and to those members who helped pack-up.

Grant Robinson (2724) 01661 844843
grant.robinson@tiscali.co.uk



The Southgate layout



N.A.R.O.G.G. GROUP

February 2020

THE usual enthusiastic group of almost 40 people braved the weather and flooded back-roads to turn up for the February get-together in the shadow of the Haringworth viaduct. The theme for the evening was 'Compounds' and there were Compounds galore to enjoy, as well as the usual amazing assortment of other locomotives. In the event, 36 visitors attended – a record for a Monday meet. Most of the Hornby display was based on a figure-of-eight layout with a shuffling yard and shed in one loop, in the other was a biscuit tin and Bayko village clustered around a card church.

As for the compounds they appeared in various makes and liveries both ancient and modern which including some unauthentic Hornby examples such as Geoff's blue S.D.J.R. and his fine black repaint.



Rachel Vyse chats to Geoff Brown amidst the general bustle of the meeting



Peter Peasant's and John Mawson's very smart Compounds.



Even the ladies were represented; Sue Ball's Compound (left) passes through at speed pulling a rake of corridor coaches. One very encouraging aspect of the evening was that two young boys turned up with their mum, one of them was a Hornby O gauge clockwork loco fan, we hope to see them again.

Richard Holder

PRESTON BROOK GROUP

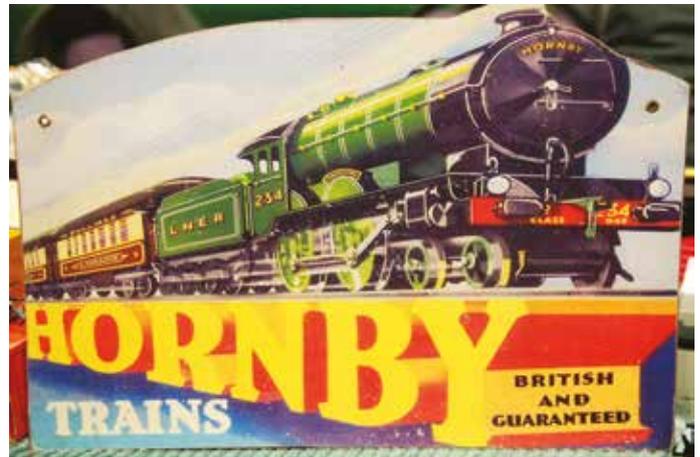
March 2020

WE started our March meeting (No. 179) on a sombre note to hear of the passing of one of our regular members Arthur Collins (6487). Arthur was a regular contributor to our Dublo theme with some interesting items to be found on display. R.I.P. Arthur.

There was plenty of chat and debate as always amongst the thronging crowd as we were treated to Chris Ness's O gauge display and, as the picture shows, some advanced notice of the forthcoming Hornby centenary exhibition in July of this year. Thanks also to my dad, John Taylor for the 'Run anything Dublo display' and the 'Kitcheneers'. BUT, as always, a BIG thank you to *yourselves*. As I leave you to peruse Ian's pictures; new members and visitors always warmly welcomed.

Richard J Walker (8654)

Ian Hamilton (1651)





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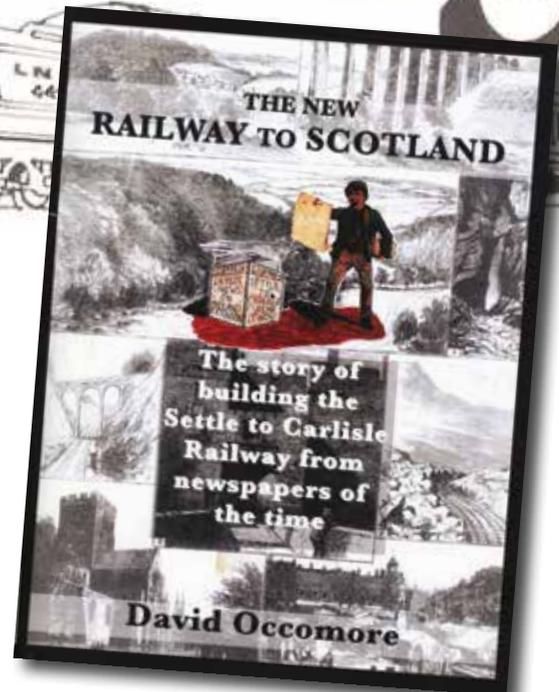
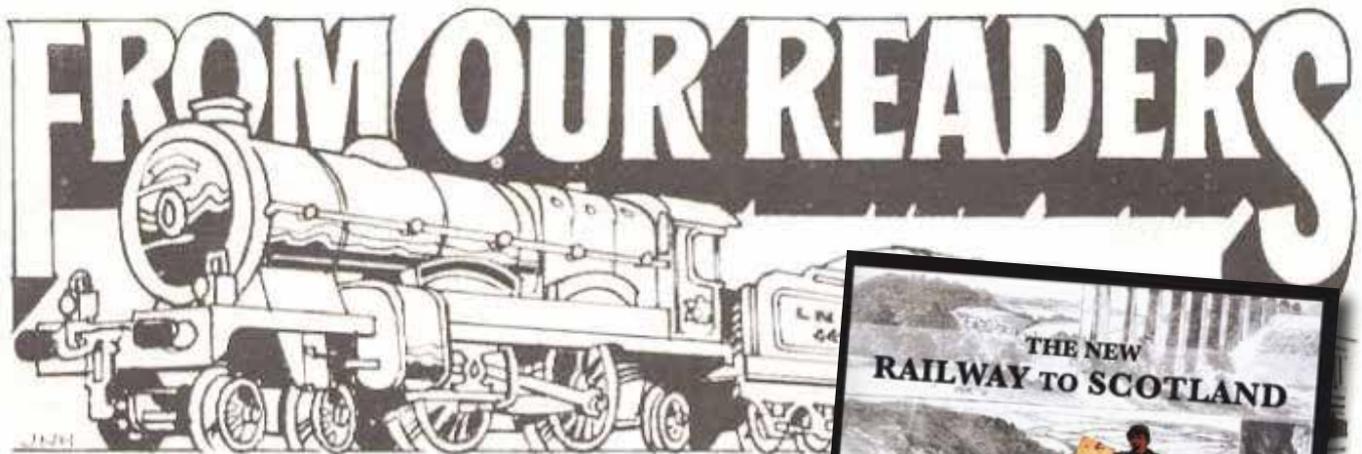
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Victorian railway building

MEMBERS may be interested in my new book "The New Railway to Scotland" by David Occomore. The first major collection that has been put together, of contemporary accounts in local and national newspapers (from 1869 to 1908) written at the time, describing the Settle to Carlisle Railway during construction. Some of the dangers and accidents that happened to the work force, and description of the route during building and upon opening, also the early years of operation. Soft cover Published by Hayloft Publishing price £15 ISBN 978-1-910237-43-4 from all good book shops and on line at books@hayloft.eu or telephone 079 713 524 73

Subscription renewal

I've just renewed my subscription using the insert with the latest Collector: clear, comprehensive and personalised – brilliant! And what a treat to get an invoice that doesn't expect me to remember what I did last time (which I never do.) Well done Robin.

Martin Evans (5796)

Subscription renewal reminder

“REMEMBER TO POST YOUR SUBS”



Image courtesy of Ray Simpson

Brilliant initiative

I approached Penrith Library and suggested putting on a poster exhibition, bringing attention to the 100 years of Hornby Trains and their connection with Carlisle, where the tin-printing was done. They were delighted to offer me space for March and asked if I could give a illustrated talk on the subject. I hope that the two events will highlight our hobby and may be bring in some new members.

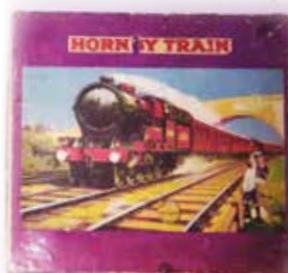
David Occomore



M1 Train Set thoughts

HAVING recently written a short history of the M1 locomotive, I thought I had better offer my thoughts on the M1 train set belonging to Peter Wray featured in the March journal. I think this set is a first production issue from late 1945 or early '46, and sent for export to the U.S.A. I have seen other similar sets and they are, I believe, made up from leftover pre-war stock, plus some items newly made. I think all is correct in the box except it has the wrong guarantee slip, maybe it was found nearby at some time and mistakenly put in the wrong set? I have an MO set from the same period that I believe is made up in this way - see the below photos of it.

Arnie Taylor



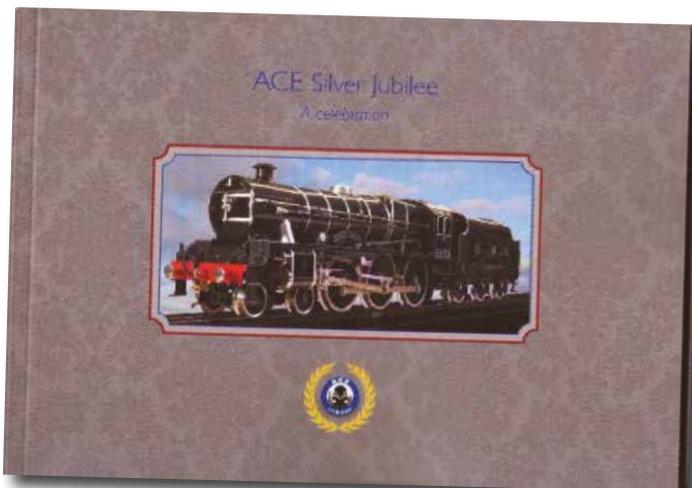
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Email – info@ace-trains.co.uk The Booklet is A5 size, 126 pages full colour.

M.D.Foster 10th March, 2020



I too have been able to preview a copy of this charming booklet which as Michael rightly points out is a 'feast for the eyes' and an absolute 'must' for every ACE Trains enthusiast. Ed.

Black 5 Query

Many, many thanks for the page and photographs of my little Bug Box coaches in the latest issue. You did a superb job!

I have had many members contact me about the Black Five loco featured on the cover of David Neale's Hornby Dublo Technical Manual just launched at the Statfold A.G.M.

I contacted David, as members asked me if they were for sale. Here follows his reply. Seems he only made two for himself - twenty years ago, so the answer is 'No', they are not on the market. Just a design challenge.

Michael D. Foster

Dear Michael

The reason I put the Black 5 on the cover of the book was because it was different and makes people think. A bit like your grey petrol tanker in your book.

The loco was built in both black and red liveries, I have attached photos of the BR red version. The cab of the loco took 2 months to make as it is solid brass. The loco body is a DJH kit heavily modified to look like a Dublo casting, complete with brass etched trademarks to get it right. The chassis is a castle R/F, the chassis block milled to take a stock 'City' valve gear.

As for more than the two I have made, I cannot do, they take 12 months each to hand make. Even the linkage between the tender and loco, even though it looks like a Dublo part, is a milled repro and longer and in nickel silver. The cab is solid brass for strength as it is cut away to house a standard unmodified R/F motor; very important Dublo wise to get right. The aim was to get a Black 5 as close to as possible to how Dublo would have done it in 1964, if they did it.

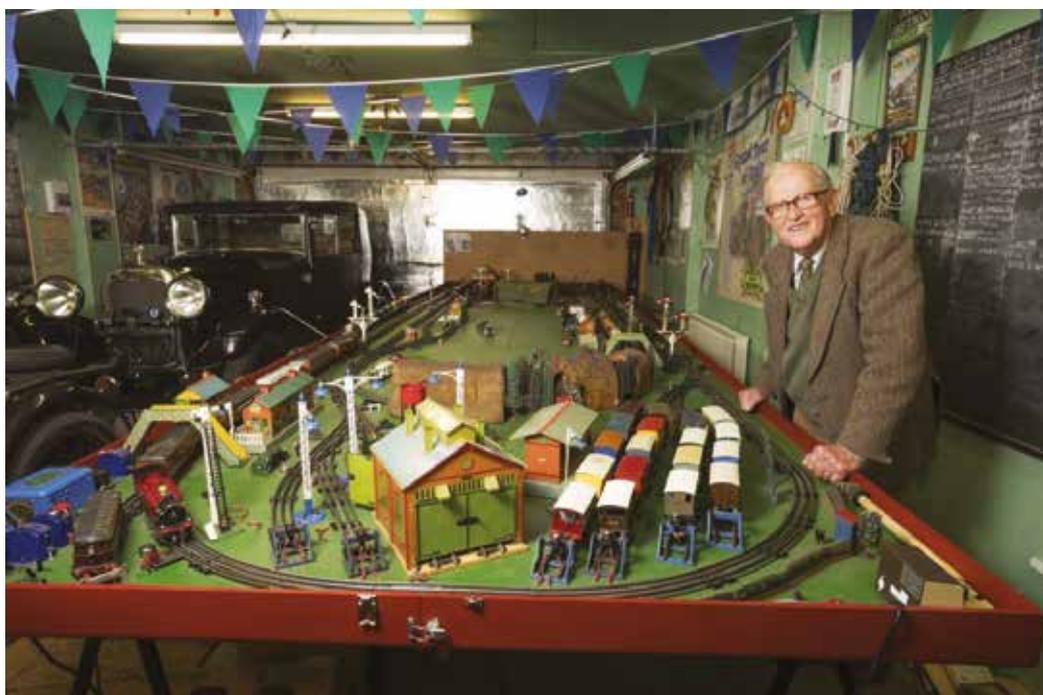
Best regards

David

Lagonda or Hornby. Decisions, decisions?

A PART from playing Hornby since before the war, (with a big gap when I did my National Service), I have also been very interested in old cars. The Magazine "Classic and Sports Car" recently came to visit us, as they run an article on readers' other interests in addition to old cars. They took a large number of photos to include both our Lagonda and the railway layout which is in our garage. I think that the article will appear in the March edition of the magazine. I attach a couple of photos that they took, in case it might be of interest to you for the Hornby magazine. I am not very clever with the "email machine" but I think I have got the all photos that they sent, stored on my "machine". If you wanted any more of their photos I can send them to you, (as long as I have my grandchildren to tell me how to do it!)

Tom Wilcox



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PLATFORM END

with Frank Spence (1515)



public starting to queue outside before opening time. A variety of layouts were on display with the 'tinmen' and their O gauge, attracting plenty of attention. Although I only had a static display of Hornby Dublo 3-rail locomotives, with a selection of catalogues available to peruse, there were plenty of visitors who spent time asking about the products from Binns Road. We certainly created the interest we sought and enquiries from potential new members were very encouraging. It was also great fun.

We have a number of H.R.C.A. members in our Society – full title 'South East Essex Railway Society' but usually referred to as 'SEERS'. The venue for the event was the Baptist Church Hall in Leigh-on-Sea, Essex.

Just to put a bit more meat on the bone, having the word 'Society' in our title underlines we are not just a model railway club but a wider reaching part of the railway hobby so, as well as having track nights, we have guest speakers including at the end of last year Simon Kohler as well as 'photo evenings'. There is also a lending library available to members and I am the present Librarian.

Frank Spence (1515)



This is the only photo available of the display which Frank put on.
Photo taken by Peter Waghorn

I MUST confess the recent television series featuring competitive construction of model layouts did not spark enthusiasm so far as I was concerned but I am equally sure there are others who saw it as a potential attraction for a new audience to the hobby. We certainly need new blood and I will hold off judgement to see which view prevails.

When I first joined our local railway society, it had been in existence for fourteen years. The number of members at that time was approaching fifty with a good mixture of ages from late teens through to those of more mature years. The policy of holding a model railway exhibition every two years had proved to be a sensible decision because it allowed a more relaxed approach to providing exhibits without the last minute panic that causes you to mutter 'never again'. Our membership grew but with technology attracting those who saw our hobby as dated, it was inevitable many clubs found their numbers were dwindling. We ceased to hold bi-annual exhibitions many years ago, but occasionally the opportunity to record a milestone in the society's existence gave good reason to celebrate and put on a good show.

Earlier this year we held a model railway exhibition. It had not been our intention, but circumstances allowed us to grasp the opportunity at very, very short notice to make people aware of us and, hopefully, attract new members.

If we had any doubts, they would be firmly quashed with the



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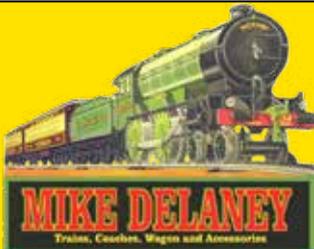
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E320 Loco & Tender LMS Royal Scot 20 volt - Boxed	Excellent	£395	Snow plough 2 tone green - Boxed	Nr Mint	£145
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E120 special Tank Loco GWR No.5500 - 20 volt	Excellent	£295	No.2 Signal Gantry - Boxed	Restored	£250
E120 Tank Loco SR No.29 - Choice from	Excellent	£285	No.2E Signal single arm - Boxed	Nr Mint	£125
E120 Tank Loco LNER No.2900 - 20 volt	Excellent	£275	No.2E Signal Box - boxed	Excellent	£100
EM320 Tank Loco SR No.E126 - 20 volt	Excellent	£245	No.1A Engine Shed	Good/plus	£135
No.3 Special Brake end Pullman 'Verona' - Boxed	Excellent	£195	No.E1E Engine Shed - Part boxed	Excellent	£395
Private owner Van 'Fyffes' bananas - Boxed	Nr Mint	£110	No.E2E Engine Shed - Boxed	Excellent	£450
Private owner Van 'Carr's' biscuits -	Ex/plus	£195	B/L Flying Scotsman BR Blue 12v electric	Good/plus	£550
'Hornby Railway Co' Wagon - Boxed	Ex/plus	£125	B/L LNER B17 'Melton Hall' 12v electric	Restored	£3200
'Meccano' Coal Wagon - Boxed	Nr Mint	£90	B/L GWR 2-6-0 Mogul 12v electric	Excellent	£600
'Meccano' Coal Wagon - Boxed	Nr Mint	£90	Bing G1 C/work LNRW 0-6-0 'Cauliflower'	Good/plus	£1800
'Nestles' Milk Tanker - black base - Boxed	Excellent	£250	Bing G1 C/Work LB&SCR 4-4-2 Tank Loco	Ex/plus	£1300

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